2010

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.

1Trail 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
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

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

Route Shield Legend

Route Systems

North 81	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
29	US Route	
7	Virginia State Rou	te
(F241)	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)	Wye - Wye Route connector	

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

Б.,			4.D.T	4			Tru	ıck			K	011	Dir		61.
Route	Jurisdiction	Length A	ADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
~~~	From:	Brunswick	k County Line												
1 Boydton Plank Rd	Dinwiddie County	2.46 <b>1</b>	400 G	96%	1%	1%	1%	1%	0%	F	NA			1500	G
~	Ta: From:	SCL M	<b>AcKenney</b>												
1 Boydton Plank Rd	Town of McKenney (Maint: 26)	0.23 <b>1</b>	400 N	96%	1%	1%	1%	1%	0%	Ν	NA			1500	1
<u> </u>	To	SR 40 I	Doyle Blvd												
1 Boydton Plank Rd	Town of McKenney (Maint: 26)	0.33 <b>2</b>	2000 G	96%	1%	1%	1%	1%	0%	F	0.093	F		2200	(
<del>~</del>	To:	NCL N	McKenney			<u> </u>									
Boydton Plank Rd	Dinwiddie County		2000 N	96%	1%	1%	1%	1%	0%	Ν	0.093	Ν		2200	ı
	To:	26_649 Sn	nap Lodge Rd			—									
Boydton Plank Rd	Dinwiddie County		300 G	96%	1%	1%	1%	1%	0%	F	0.098	F	0.689	2400	(
÷ ,	To	26 627 C	ourthouse Rd												
1 Boydton Plank Rd	From: Dinwiddie County		000 G	96%	1%	1%	1%	1%	0%	С	0.099	F		4200	(
1) 29,010 10				0070	.,,		. , 0	.,0	0,0	Ū	0.000	•		00	
Boydton Plank Rd	From: Dinwiddie County		urkey Egg Rd 5500 G	96%	1%	1%	1%	1%	0%	F	0.101	F		5800	(
Boydton Plank Rd	z z				170		170	170	070	·	0.101			0000	
Boydton Plank Rd	Dinwiddie County		Pabney Mill Rd	96%	1%	1%	1%	1%	0%	F	0.093	F		8600	
1 Boydton Plank Rd	Diriwiddie County			90 /6	1 /0	1 /0	1 /0	1 /0	076		0.093	Г		8000	,
Bus	To: From:	Bus US 4	60 Airport St												
1 460 Boydton Plank Rd	Dinwiddie County	1.69 <b>12</b>	2000 G	96%	1%	1%	1%	1%	0%	F	0.090	F		13000	(
<u> </u>	To: From:	I-85 SW (	of Petersburg			$\neg$ $\vdash$									
Bus 1 \ 460 Boydton Plank Rd	Dinwiddie County	1.23 <b>1</b> 4	4000 G	97%	0%	1%	1%	1%	0%	С	0.098	F		15000	(
1 (460) Boydtorr idrik rtd	2 minutale county			01 70	070		170	170	070	Ü	0.000	•		10000	•
Bus	From:	SR 22	6 Cox Rd												
1 } { 460 }	Dinwiddie County	0.45 <b>12</b>	2000 A	98%	0%	1%	1%	1%	0%	С	0.106	Α	0.518	13000	
Bus	To: From:	WCL I	Petersburg												
1 460 Washington St	City of Petersburg	0.40 13	3000 G	98%	0%	1%	1%	1%	0%	F	NA			13000	(
1) (400)	To	Sun	nmit St												
Bus	From:														
1 460 Washington St	City of Petersburg	0.18 <b>1</b> 3	3000 G	98%	0%	1%	1%	1%	0%	F	NA			14000	(
Bus	To: From:	El	lm St												
1 (460) Washington St	City of Petersburg	0.57 <b>1</b> 4	4000 G	96%	1%	1%	1%	1%	0%	F	0.085	F		15000	(
	To:		ır; Wythe St												
Bus	From:	US 1 Par, Washing			40/	40/	407	407	00/	_	0.000	_		0000	
1 460 Wythe St	City of Petersburg		7600 G	96%	1%	1%	1%	1%	0%	С	0.082	F		8300	(
	Combined Traffic Estimates for 2 Parallel Roadways		6000 G	96%	1%	1%	1%	1%	0%	F	NA			17000	(
Bus	To: From:	Pe	erry St												
1 460 Wythe St	City of Petersburg		200 G	96%	1%	1%	1%	1%	0%	F	NA			10000	(
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 19	9000 G	96%	1%	1%	1%	1%	0%	F	NA			20000	(
	To:	SR 36	Market St												

# 2010 Annual Average Daily Traffic Volume Estimates By Section of Route Dinwiddie Maintenance Area

Route	Jurisdiction	I enath	AADT	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	OW
	From:		36 Market				2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
1 \( \begin{pmatrix} \text{Bus} \\ \text{36} \end{pmatrix} \) Wythe St	City of Petersburg	0.20	9900	G	96%	1%	1%	1%	1%	0%	F	NA			11000	G
$\bigcirc$	To- From:	ALT U	S 301 Syca	more St			$\neg$ $\vdash$									
ALT Bus (1) (301) (460) (36) Wythe St	City of Petersburg	0.20	12000	G	96%	1%	1%	1%	1%	0%	F	NA			13000	G
1) (301) (400) (30)	Combined Traffic Estimates for 2 Parallel Roads			G	95%	1%	1%	1%	2%	0%	F	NA			29000	G
ALT	To: From:		S 460 Jeffe JS 460 Wy													
ALT 1 301 Jefferson St	City of Petersburg	0.09	3900 wy	G	96%	1%	1%	1%	1%	0%	F	0.082	F	0.687	4200	G
$\bigcirc$	To	Bus US 46	60 Par. Was	shington S	St											
ALT 1 301 Jefferson St	City of Petersburg	0.26	790	G	96%	1%	1%	1%	1%	0%	F	0.096	F	0.674	860	G
(301) concion of	To.	0.20	Henry St		0070	170		170	170	070		0.000		0.07	000	
ALT	From:	0.05			000/	40/	40/	40/	40/	00/		0.445	F	0.570	250	G
1 (301) 3rd St	City of Petersburg	0.05	320	G	96%	1%	1%	1%	1%	0%	F	0.115	г	0.573	350	G
ALT	To- From:		01 Par, Ba													
1 301 3rd St	City of Petersburg	0.05	400	G	96%	1%	1%	1%	1%	0%	F	0.11	F	0.634	430	G
ALT	From:		1 Bollingbi 1; 3RD ST													
1 301 301 36 Bollingbrook	k St City of Petersburg	0.08	4600	G	98%	0%	1%	0%	0%	0%	F	0.122	F	0.85	5000	G
<del></del>	To: From:	US 1 Par; US	301 Par; B	ollingbro	ok St											
(1)(301)2nd St	City of Petersburg	0.35	13000	G	99%	0%	0%	0%	0%	0%	F	NA			14000	G
	To:		Colonial H													
1 Ramp	From: Dinwiddie County	US 01-N066A 0.28	US 01-S00	66A TO I	RT 85							NA			NA	
1 Ramp	To:		N FROM	RT 1								INA			INA	
	From:	US 01-S066B			RT 85		i									
1 Ramp	Dinwiddie County	0.26	NA									NA			NA	
<u> </u>	To:	I-85	-S FROM I	RT 1												
North	From:		TO RT 85	5 NB												
1 Ramp	Dinwiddie County	0.06 US 01-S066A	NA USOL 6	64 TO P	Т 95							NA			NA	
North	From:		TO RT 8:		1 03											
Ramp	L Dinwiddie County	0.03	NA	3 30								NA			NA	
	To:	US 01-66B U	JS 01-S066	6B TO R	T 85											
South	From:	US	TO RT 85	5 NB												
(1) Ramp	Dinwiddie County	0.03	NA									NA			NA	
<u> </u>	To:	US 01-N066A			T 85											
South	Prom:		NA	5 SB								NΙΔ			NΙΔ	
1 Ramp	Dinwiddie County	0.06 US 01- 66B U		6B TO P	T 85							NA			NA	
		OB 012 00D (	D 01-1400	OD I O K	1 00											

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# 2010 Annual Average Daily Traffic Volume Estimates By Section of Route Dinwiddie Maintenance Area

								Trı	ıck			K		Dir		
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Bus	From:	US 1 Wy	the St Batte	ersea Lan	e											
1 460 Washington St	City of Peters	burg 0.31	8500	G	97%	1%	1%	1%	1%	0%	F	0.089	F		9200	G
	Combined Traffic Estimates for 2 Parallel	el Roadways on this Route:	16000	G	96%	1%	1%	1%	1%	0%	F	NA			17000	G
	To:	123	8-9025 Wes	st St												
Bus (1) (460) Washington St	City of Peters	burg 0.40	9100	G	97%	1%	1%	1%	1%	0%	F	0.089	F		9900	G
1 460 Washington St	Combined Traffic Estimates for 2 Paralle	· ·		G	97%	1%	1%	1%	1%	0%	F	NA	'		18000	G
					31 /0	1 70	1 70	1 /0	1 /0	070	'	INA			10000	J
Bus	To: From:	123	-9029 Sout	th St												
(1) (460) Washington St	City of Peters	burg 0.27	9400	G	97%	1%	1%	1%	1%	0%	С	0.087	F		10000	G
	Combined Traffic Estimates for 2 Parallel	el Roadways on this Route:	19000	G	96%	1%	1%	1%	1%	0%	F	NA			20000	G
	To:	(	Guarantee S	St												
Bus 1 460 Washington St	City of Peters	burg 0.24	9500	G	97%	1%	1%	1%	1%	0%	F	0.088	F		10000	G
1 460 Washington St	Combined Traffic Estimates for 2 Paralle			G	96%	1%	1%	1%	1%	0%	, F	NA	'		20000	G
	To:	BUS US 46				1 /0	1 /0	1 /0	1 /0	0 /6		INA			20000	G
	From:	SR 36; Bus U														
(1) (36) Market St	City of Peters	burg 0.38	3300	G	97%	1%	1%	0%	0%	0%	С	0.089	F		3600	G
	To:		36 Grove													
1 36 Old St	City of Peters		36; Marke	G St	97%	1%	1%	0%	0%	0%	F	0.094	F		3800	G
(1) (36) Old St	City Of Felers		Sycamore S		91 /0	1 /0	1 /0	0 /6	0 /6	0 /6		0.094	-		3000	G
	From		Old St	,,												
(36) Sycamore St	City of Peters	burg 0.04	3400	G	97%	1%	1%	0%	0%	0%	F	0.094	F		3600	G
P P	To:		ollingbrook													
C Dallington at 01	From:		Sycamore S		070/	40/	40/	00/	007	00/	F	0.000	_	0.770	0000	_
Bollingbrook St	City of Peters		<b>3500</b>	G nd St	97%	1%	1%	0%	0%	0%	г	0.088	F	0.772	3800	G
	T		*													
(36) Fleet St	City of Peters		CL Petersb <b>7800</b>	urg <b>G</b>	99%	0%	0%	0%	0%	0%	С	0.088	F		8400	G
36 Fleet St	City Of Felers		Grove Ave		9970	070		0 /6	0 /6	0 /6	C	0.000	-		0400	G
	From:		Fleet St	<u> </u>												
36 Grove Ave	City of Peters	burg 0.54	3000	G	97%	0%	1%	1%	0%	0%	С	0.101	F	0.609	3200	G
	To:	US 1	l Par, Mark	et St												
Market Ot	From:	h	US 1		070/	40/	40/	00/	007	00/	0	0.000	_		0000	_
36 A Market St	City of Peters	burg 0.38	3300	G	97%	1%	1%	0%	0%	0%	С	0.089	F		3600	G
	To: From:	US 1 Par; BUS														
(36) Market St	City of Peters	sburg 0.11	5700	G	99%	0%	0%	0%	0%	0%	F	0.09	F	0.769	6000	G
Pug	Ta: From:	US 1, Bu	us US 460	Wythe St												
36) (1) (460) Wythe St	City of Peters	sburg 0.20	9900	G	96%	1%	1%	1%	1%	0%	F	NA			11000	G
ALT Bus	To: From:	ALT U	S 301 Syca	more St												
	City of Peters	sburg 0.20	12000	G	96%	1%	1%	1%	1%	0%	F	NA			13000	G
36) 1 301 460 Wytne St	Combined Traffic Estimates for 2 Paralle	=		G	95%	1%	1%	1%	2%	0%	F	NA			29000	G
	To:		Bus US 460		5576	1 /0		. 70	-/0	J / 0	•	. 4/ 1			_0000	9
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# 2010 Annual Average Daily Traffic Volume Estimates By Section of Route Dinwiddie Maintenance Area

		Diriwidak	e iviaintena	110071	ica			Т.,,	ıalı			I/		D:-		
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QW
							2Axle	3+Axle	1 I rail	21 rail		Factor		Factor		
Bus Ct	City of Data as		Bus US 460		070/	40/	40/	40/	40/	00/	_	0.007	_		47000	0
36 (460) Wythe St	City of Peters	o .	15000	G	97%	1%	1%	1%	1%	0%	С	0.087	F		17000	G
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	31000	G	95%	1%	1%	1%	2%	0%	F	NA			34000	G
Bus	To: From:		I-85, I-95													
36) (460) Wythe St	City of Peters	bura 0.30	11000	G	97%	1%	1%	1%	1%	0%	F	0.079	F		12000	G
36) (460) ) ! !	Combined Traffic Estimates for 2 Paralle	•		G	95%	1%	1%	1%	2%	0%	F	NA	•		25000	G
	To:		outh Crater F		3370	1 /0	170	1 /0	270	070	'	INA			23000	J
	From:		Bus US 460		d											
36) Wythe St	City of Peters	burg 0.43	9800	G	97%	0%	1%	1%	2%	0%	F	NA			11000	G
	Combined Traffic Estimates for 2 Paralle	el Roadwavs on this Route:	21000	G	97%	0%	1%	1%	2%	0%	F	NA			22000	G
	To:	SR 36 Par, V				0,0	Ť	. , 0	_,,	0,0	•					Ū
	From:	SR 36 Par	; Wythe St;	Amelia	St											
36) Washington St	City of Peters	burg 0.87	20000	G	97%	0%	1%	1%	2%	0%	F	0.081	F		22000	G
	To:	D	uddledock R	d												
36) Washington St	From: City of Peters		16000	G	97%	0%	1%	1%	2%	0%	F	0.079	F		17000	G
36) Washington St	To:		George Coun		31 /0	070	170	1 70	270	070	'	0.073			17000	O
	T						1									
Old 8t	O'to a C Data as		36; Market		070/	40/		00/	00/	00/	_	0.004	_		0000	_
36 ( 1 ) Old St	City of Peters		3500	G	97%	1%	1%	0%	0%	0%	F	0.094	F		3800	G
	From:		Sycamore St Old St													
36 Sycamore St	City of Peters	burg 0.04	3400	G	97%	1%	1%	0%	0%	0%	F	0.094	F		3600	G
36 Sycamore St	The	<u> </u>	ollingbrook S		31 /0	170	170	070	070	070	'	0.054	'		3000	O
	From:		Sycamore St	<u></u>			<del>-  </del> -									
36) 1 Bollingbrook St	City of Peters		3500	G	97%	1%	1%	0%	0%	0%	F	0.088	F	0.772	3800	G
36 1 Boilingbrook St	To:		I, US 301 2n				Ti.	-,-			-		-	•		_
ALT	From:		S 1 Par, 2nd													
36 $(301)$ $(1)$ $(301)$ Bolling	brook St City of Peters	burg 0.08	4600	G	98%	0%	1%	0%	0%	0%	F	0.122	F	0.85	5000	G
	To	US 1, A	ALT US 301	3rd St												
_ ~~	From:		3rd St													
36 301 Bollingbrook St	City of Peters	burg 0.15	4400	G	98%	0%	1%	0%	0%	0%	F	0.108	F	0.786	4800	G
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	6100	G	98%	0%	1%	0%	1%	0%	F	NA			6700	G
	To:		5th St													
36) (301) Bollingbrook St	From: City of Peters	bura 0.23	4200	G	98%	0%	1%	0%	0%	0%	С	0.116	F		4600	G
36 301 Bollingbrook St	Combined Traffic Estimates for 2 Paralle	· ·	6300	G	98%	0%	1%	0%	1%	0%	С	NA	•		6800	G
	Combined Trainic Estimates for 2 Paralle	Roduways on this Route.	Crater Rd	<u> </u>	90%	U70	176	0%	170	0%	C	INA			0000	G
	From:	В	ollingbrook S	St												
36 301 Crater Rd	City of Peters		3700	G	98%	0%	1%	0%	0%	0%	F	0.115	F	0.839	4000	G
\$ (301)	Combined Traffic Estimates for 2 Paralle	=		G	97%	1%	1%	1%	1%	0%	F	NA			8300	G
	- I				01 /0	1 /0	1 /0	170	1 /0	070	•	14/1			0000	
	To: From:		301 Par, Ban								_					_
36 (301) Crater Rd	City of Peters		3900	G	97%	1%	1%	0%	0%	0%	F	NA			4200	G
<b>~</b>	To:	US 301, E	US US 460	Crater F	Rd											

-			iviaintena					Tru	ıalı			I/		D:=		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus					QC	K	QK	Dir Factor	AAWDT	QW
	From	110 201 P	110.460	C · D			ZAXIE	3+Axle	11rall	21 raii		Factor		Factor		
(36) Washington St	City of Petersburg	0.18	us US 460 11000	G Crater Ro	97%	0%	1%	1%	2%	0%	F	0.09	F		11000	G
Washington St	Combined Traffic Estimates for 2 Parallel Road			G	97%	0%	1%	1%	2%	0%	F	NA	'		22000	G
	Combined Trainc Estimates for 2 Parallel Road	iways on this Route.		G	9770	070	176	170	270	0%	Г	INA			22000	G
( ) Washington Or	C'taraf Prom:	0.05	Burch St		070/	007		40/	00/	00/	_	0.004	_		40000	_
(36) Washington St	City of Petersburg	0.25	11000	G	97%	0%	1%	1%	2%	0%	F	0.091	F		12000	G
	Combined Traffic Estimates for 2 Parallel Road		21000 Vythe St; Aı	G malia St	97%	0%	1%	1%	2%	0%	F	NA			22000	G
	- 1															
Danilla Pd	Diswiddia County		way County	Line G	88%	1%	10/	10/	00/	00/	F	0.402	F	0.640	1000	G
(40) Darvills Rd	Dinwiddie County	4.90	1000	G	00%	170	1%	1%	9%	0%	Г	0.102	Г	0.640	1000	G
	To: From:		-644 Brills I													
(40) Old Cryors Rd	Dinwiddie County	6.15	1000	Α	88%	1%	1%	1%	9%	0%	С	0.108	Α	0.577	1000	Α
<u>~</u>	To: From:	26-610	Old White	Oak Rd												
(40) McKenney Hwy	Dinwiddie County	2.46	1600	G	88%	1%	1%	1%	9%	0%	F	0.089	F	0.552	1600	G
	To:	Wo	CL McKenn	iev			<b>—</b> —									
(40) Doyle Blvd	Town of McKenney (Maint:		1600	N	88%	1%	1%	1%	9%	0%	Ν	0.089	Ν	0.552	1600	Ν
,	Too	<u> </u>	002 Railroa	4 C4												
40 Doyle Blvd	From: Town of McKenney (Maint:		2600	G St	88%	1%	1%	1%	9%	0%	F	0.097	F	0.543	2600	G
40) Boyle Biva	rown or workermoy (wants	<u> </u>			0070	170		1 70	070	070	•	0.007	•	0.040	2000	Ü
	From		Boydton Pla		2001	407		407	00/	00/	_	0.4	_	0.500	2000	_
40 Doyle Blvd	Town of McKenney (Maint:	: 26) 0.43	2800	G	88%	1%	1%	1%	9%	0%	F	0.1	F	0.523	3000	G
	To- From:	EC	L McKenn	ey												
( ₄₀ ) McKenney Hwy	Dinwiddie County	0.14	2800	N	88%	1%	1%	1%	9%	0%	Ν	0.1	Ν	0.523	3000	N
	To: From:		I-85				$\neg$ $\vdash$									
(40) McKenney Hwy	Dinwiddie County	0.56	2000	G	88%	1%	1%	1%	9%	0%	F	0.093	F	0.613	2000	G
	To	26-692	Spony Chu	rch Rd												
(40) McKenney Hwy	Dinwiddie County	5.15	990	A	88%	1%	1%	1%	9%	0%	С	0.112	Α	0.505	990	Α
40)	To:	26-60	09 Old Stag													
	From:	26-60	9 Cherry Hi	ill Rd												
(40) McKenney Hwy	Dinwiddie County	2.04	1100	G	88%	1%	1%	1%	9%	0%	F	0.083	F	0.502	1100	G
	Too	26-61	9 Courthou:	se Rd												
(40) McKenney Hwy	Dinwiddie County	5.19	1200	G	88%	1%	1%	1%	9%	0%	F	0.101	F	0.658	1100	G
	To:		ex County I	Line												
	From:	SR 40 I-85-S0	42A TO &	FROM I	S 85											
(40) Ramp	Dinwiddie County	0.21	NA									NA			NA	
	To:	I-85-	S FROM R	T 40												
	From:	SR 40 I-85-N	42A FRON	1 & TO I	S 85											
(40) Ramp	Dinwiddie County	0.21	NA									NA			NA	
	То:	I-85-	N FROM R	T 40												

		Diriwidale	Maintena	nce A	ca			Tru	ck			I/		Dir		
Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus		1 ru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
North	From:	Ranc	wick County	Line			ZAXIE	3+AXIE	ıııall	ZIIall		racior		racior		
(85)	Dinwiddie Co		11000	G	79%	1%	1%	0%	17%	2%	F	NA			9500	G
000	Combined Traffic Estimates for 2 Paralle	,		G	79%	1%	1%	0%	17%	2%	F	NA			19000	G
	To	,	SR 40													
North	Dinwiddie Co	ounty 5.95	12000	В	83%	1%	1%	1%	14%	10/	_	0.120	۸		10000	В
85	Combined Traffic Estimates for 2 Paralle	•		В	83%	1%	1%	1%	14%	1% 1%		0.128 0.117	A A	0.624	21000	В
	Combined Trainic Estimates for 2 Paralle	ei Roadways on this Route.		ь	03%	170	176	1 70	14 70	170	Г	0.117	А	0.024	21000	Ь
North	From:		26-650													
(85)	Dinwiddie Co	,	12000	В	83%	1%	1%	1%	14%	1%	F	0.124	Α		11000	В
$\smile$	Combined Traffic Estimates for 2 Parallel	el Roadways on this Route:	25000	F	83%	1%	1%	1%	14%	1%	F	0.116	Α	0.618	22000	F
North	To From:		26-703													
(85)	Dinwiddie Co	ounty 8.52	13000	Α	83%	1%	1%	1%	14%	1%	С	0.124	Α		12000	Α
	Combined Traffic Estimates for 2 Parallel	el Roadways on this Route:	26000	F	83%	1%	1%	1%	14%	1%	С	0.104	В	0.509	24000	F
	To		US 460				<u> </u>									
North	Dinwiddie Co	ounty 1.77	19000	Α	83%	1%	1%	1%	14%	1%	F	0.105	Α		18000	Α
85 (460)	Combined Traffic Estimates for 2 Paralle	,		A	85%	1%	1%	1%	12%	1%	F	0.103	A	0.527	36000	A
	Combined Traine Estimates for 21 arangements	er Roadways off this Route.			0376	1 /0	1 70	1 /0	12 /0	1 /0	'	0.1	^	0.521	30000	^
North	From:		US 1													
(85) {460}	Dinwiddie Co	,	25000	Α	88%	1%	1%	1%	9%	1%	С	0.094	Α		24000	Α
<b>♥ →</b>	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	48000	Α	88%	1%	1%	1%	10%	1%	С	NA			47000	Α
North	To: From:	SC	CL Petersbur	g												
85) (460)	City of Petersburg	(Maint: 26) 1.01	25000	Α	88%	1%	1%	1%	9%	1%	С	0.094	Α		24000	Α
	Combined Traffic Estimates for 2 Parallel	el Roadways on this Route:	48000	Α	88%	1%	1%	1%	10%	1%	С	0.048	Α		47000	Α
- N. d	To	Squi	irrel Level R	oad												
North (85) (460)	City of Petersburg	(Maint: 26) 2.57	28000	Α	88%	1%	1%	1%	9%	1%	F	0.091	Α		28000	Α
(85) (460)	Combined Traffic Estimates for 2 Paralle	•		A	88%	1%	1%	1%	10%	1%	F	0.094	Α	0.571	53000	Α
	To:	:	I-95		0070	170		170	1070	170	•	0.001	,,	0.07 1	00000	,,
North	From:	I-8.	5-N TO RT	40												
85 Ramp	Dinwiddie Co	ounty 0.20	NA									NA			NA	
	To	SR 40 SR 40-	178B FROM	& TO	RT 85											
North	From:		5-N TO RT 6	550												
(85) Ramp	Dinwiddie Co		NA									NA			NA	
	To:	20-030, 20-030			RT 85											
North	From		5-N TO RT 7	703												
85 Ramp	Dinwiddie Co		NA EDOM DE	OE NID								NA			NA	
	10:		FROM RT													
North  (85) Dinwiddie Rest Area Ramp	Dinwiddie Co		NA NA	Area								NA			NA	
Dinwiddie Rest Area Ramp	Diffwiddle CC		est Area Park	ing Lot								INA			INA	
		Eliter Re	or muca i air	g L0t												

Route	Jurisdiction	n Length	AADT QA	4Tire E	Sus	Truc de 3+Axle		(	QC Fac	Q	K Dir Factor	AAWDT	QW
North  85 Dinwiddie Rest Area Ramp	From: Dinwiddie Cou To:	unty 0.19	890 G rth from Rest Area						N/	1		890	G
North 85 Ramp	From: Dinwiddie Cou	unty 0.20	US 460 & 460 BU:						N/	4		NA	
North 85 Ramp	Tol Prom: L Dinwiddie Col To:	unty 0.01	NA 0 FROM RT 85 NB		<u>_</u>				N/			NA	
North 85 Ramp	From Dinwiddie Cou	I-85-N061A T unty 0.02	ΤΟ US 460 & 460 E <b>NA</b> 0 FROM RT 85 NB	US					N/	4		NA	
North 85 Ramp	From: Dinwiddie Cou	I-85 unty 0.15	5-N TO RT 1 <b>NA</b>						N/	4		NA	
North 85 Ramp	From: Dinwiddie Cot	I-85 unty 0.26	FROM RT 85 NB 5-N TO RT 1  NA FROM RT 85 NB		<b>=</b>				N/	4		NA	
North Ramp	From: City of Petersburg (	I-85-N To 3	Squirrel Level Roa						N/	<del></del>		NA	
North (85) (460) Ramp	From: City of Petersburg (	Maint: 26) 0.10	011- 1A FROM & 7 I-85 North 5900 A I-95 South	IORI	<u>=</u>				0.10	04 <i>A</i>	4	6100	A
North 85 Ramp	From: City of Petersburg (I	I-85-N TO WYTHE &	& WASHINGTON						N/	4		NA	
North Ramp	From: City of Petersburg (I	I Maint: 26) 0.22	I-95 North  5700 A  t & Washington St	ON STREE					0.10	04 A	4	6300	Α
North Ramp	From: City of Petersburg ( To:	I-85 N Maint: 26) 0.17	North Exit 68C  3600 A  60-P Washington St						0.10	)3 A	4	4000	Α
North 85 Ramp	From: City of Petersburg (	Maint: 26) 0.07	North Exit 68B  2100 A S 460 Wythe St						0.12	23 A	4	2300	Α
South 85	From Dinwiddie Cot Combined Traffic Estimates for 2 Paralle	Brunsw unty 2.78	vick County Line 12000 G		% 1%  % 1%		18% 17%		F NA			9700 19000	G G
South 85	Dinwiddie Cou Combined Traffic Estimates for 2 Paralle	,	SR 40 12000 B 24000 B		% 1%  % 1%			. , ,	F 0.1			11000 21000	B B

# 2010 Annual Average Daily Traffic Volume Estimates By Section of Route Dinwiddie Maintenance Area

								Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
South	From:		26-650				2, 040	017040	TTTGII	211011		- GOTO		1 40101		
85)	Dinwiddie County	4.95	12000	F	83%	1%	1%	0%	14%	1%	F	0.117	Α		11000	F
	Combined Traffic Estimates for 2 Parallel Roadwa	ays on this Route:	25000	F	83%	1%	1%	1%	14%	1%	F	0.116	Α	0.618	22000	F
0.11	To		26-703				$\neg$									
South 85	Dinwiddie County	8.36	13000	F	83%	1%	1%	0%	14%	1%	С	0.105	В		12000	F
(85)	Combined Traffic Estimates for 2 Parallel Roadwa			F	83%	1%	1%	1%	14%	1%	С	0.104	В	0.509	24000	F
	Toll	ayo on this reduct.		•	0070	170	170	170	1-7-70	170	Ü	0.104		0.000	24000	•
South	From:		US 460													
(85) {460}	Dinwiddie County	1.83	19000	Α	87%	1%	1%	1%	10%	1%	F	0.109	Α		18000	Α
V	Combined Traffic Estimates for 2 Parallel Roadwa	ays on this Route:	38000	Α	85%	1%	1%	1%	12%	1%	F	0.1	Α	0.527	36000	Α
South	To- From:		US 1													
85) (460)	Dinwiddie County	0.81	24000	Α	87%	1%	1%	1%	10%	1%	С	0.107	Α		23000	Α
	Combined Traffic Estimates for 2 Parallel Roadwa	ays on this Route:	48000	Α	88%	1%	1%	1%	10%	1%	С	NA			47000	Α
	To	SO	CL Petersbi	ırg			<b>—</b> —									
South	City of Petersburg (Maint: 20		24000	Α	87%	1%	1%	1%	10%	1%	С	0.107	Α		23000	Α
85 460	Combined Traffic Estimates for 2 Parallel Roadwa	,		A	88%	1%	1%	1%	10%	1%	С	NA	^		47000	A
	Toll	•			0070	170	170	170	10 70	170	Ü	101			47000	^
South	From:		irrel Level													
(85) {460}	City of Petersburg (Maint: 26		26000	Α	87%	1%	1%	1%	10%	1%	F	0.106	Α		26000	Α
V	Combined Traffic Estimates for 2 Parallel Roadwa	ays on this Route:	<b>54000</b> I-95	Α	88%	1%	1%	1%	10%	1%	F	0.094	Α	0.571	53000	Α
South	From:	Ran	np From I-9	95 N												
(85) I-85 S Ramp	City of Petersburg (Maint: 26	6) 0.33	26000	N	87%	1%	1%	1%	10%	1%	Ν	0.106	Ν		26000	Ν
	Combined Traffic Estimates for 2 Parallel Roadwa	ays on this Route:	26000	N								NA			NA	
0 11	To	Ramp Fr	om Washir	gton Ave	;											
South (85) I-85 S Ramp	City of Petersburg (Maint: 20	6) 0.16	NA									NA			NA	
85) 1 00 0 1 tump	Combined Traffic Estimates for Parallel Roadw		NA									NA			NA	
	To:	ayo on the reduce.	I-95 South												1471	
South	From:	I-8	5-S TO RT	`40												
(85) Ramp	Dinwiddie County	0.18	NA									NA			NA	
	To	I-85-5	S042B TO	RT 40												
South (85) Ramp	Dinwiddie County	0.02	NA									NA			NA	
85 Ramp	To:		O & FROM	M RT 85			$\overline{}$					14/7			INA	
South	From:		S042A TO				<del></del>									
(85) Ramp	Dinwiddie County	0.02	NA	10								NA			NA	
	To:	SR 40	FROM RT	85 SB												
South		I-85	5-S TO RT	650												
(85) Ramp	Dinwiddie County	0.21	NA									NA			NA	
$\smile$	To:	26-650; 26-650	)- 8A TO &	FROM	RT 85											

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

		Dinwidd	ie Mainten	ance A	rea											
Route	Jurisdictio	n Length	n <b>AADT</b>	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QW
Counth	From:	T	85-S TO RT	702			ZAXI	e 3+Axle	TTrail	21 raii		Factor		Factor		
South Ramp	Dinwiddie Co		NA	703								NA			NA	
85 Ramp	To:	26-703; 26-7		FROM	RT 85							INA			INA	
0 1	From:	•			111 00											
South (85) Ramp	Dinwiddie Co		-S053A TO F <b>NA</b>	K1 /03								NA			NA	
85 Ramp	To:		03 FROM RT	г 85 SR								INA			INA	
<u> </u>																
South  85 Dinwiddie Rest Area Ramp	Dinwiddie Co		South to Res	st Area								NA			NA	
Dinwiddie Rest Area Ramp	Dinwiddle Co To:		Rest Area Pa	alrina I at								INA			INA	
South	From:		Rest Area Par													
85 Dinwiddie Rest Area Ramp	Dinwiddie Co	<u> </u>	1300	G								NA			1300	G
(89)	To:		South from R													_
South	From:		85-S TO US				i									
	Dinwiddie Co	1-	NA	400								NA			NA	
Ramp	Diriwidale Co	-										1 4/7			1 1/7	
South	Tas From:	I-85	-S061B TO U	JS 460												
(85) Ramp	Dinwiddie Co	ounty 0.03	NA									NA			NA	
	To:	US 460 I	US 460-W31:	2A Gap T	ГО											
South	From:	1.85	-S061A TO U	IS 460												
(85) Ramp	Dinwiddie Co		NA	JD 400								NA			NA	
(83) . remit	To:	,	US 460-E312	2A Gap T	O.											
South	From:		I-85-S TO R													
85 Ramp	l Dinwiddie Co		NA	1 1								NA			NA	
85 Kamp	To:		1 FROM RT	85 SB								INA			INA	
	-	•														
South	Diamiddia Ca		I-85-S TO R	Γ1								NIA			NIA	
Ramp	Dinwiddie Co		NA LEDOM DE	0.5 CD			_					NA			NA	
	10.		1 FROM RT													
South	From:		QUIRREL L		OAD											
(85) Ramp	City of Petersburg (	` ,	3800	Α								0.105	Α		4100	Α
	To:	123-9011; 12:	3-9011- 1B T	O & FRO	OM RT											
North	From:		Rives Rd													
North 95	City of Petersburg (	•	16000	Α	85%	1%	1%	0%	13%	0%	F	0.116	Α		14000	Α
$\sim$	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route	e: <b>32000</b>	Α	87%	1%	1%	1%	11%	0%	F	0.105	Α	0.513	29000	Α
	To:		Wagner Ro	1												
North	From:	(14 : 4 74)			050/	407	401	00/	100/	00/	_	0.40=			40000	
95	City of Petersburg (	•	20000	Α	85%	1%	1%	0%	13%	0%	F	0.107	Α		19000	Α
$\smile$	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route	e: <b>43000</b>	Α	87%	1%	1%	1%	11%	0%	F	0.096	Α	0.531	41000	Α
North	Ta: From:		US 460 West	St												
North	City of Petersburg (	(Maint: 74) 0.50	20000	N	85%	1%	1%	0%	13%	0%	N	0.107	N		19000	N
95													IN			
	Combined Traffic Estimates for 2 Paralle	ei Roadways on this Route		N	87%	1%	1%	1%	11%	0%	N	NA			41000	N
	10:		I-85													

## 2010 Annual Average Daily Traffic Volume Estimates By Section of Route Dinwiddie Maintenance Area

				, iviali ilei i					Tru	ck			K		Dir		
Route	Jurisdictio	n	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
North	From:			I-85													
95	City of Petersburg		0.44	44000	Α	91%	1%	1%	1%	7%	0%	F	0.093	Α		43000	Α
~	Combined Traffic Estimates for 2 Paralle	el Roadways	on this Route:	87000	Α	91%	1%	1%	1%	7%	0%	F	0.092	Α	0.561	85000	Α
North	To: From:		US 301, Bu	s US 460 W	ashingto	n St											
95)	City of Petersburg (	(Maint: 26)	0.64	51000	Α	91%	1%	1%	1%	7%	0%	F	0.092	Α		50000	Α
$\bigcirc$	Combined Traffic Estimates for 2 Paralle	el Roadways				91%	1%	1%	1%	7%	0%	F	NA			100000	Α
	To:		SCL	Colonial He	eights												
North	From:			I-95 North													
95 Ramp	City of Petersburg	(Maint: 74)	0.17	870	A								0.101	Α		850	Α
	"		123	-9008 Rives													
North Romp	City of Petersburg (	(Maint: 74)	0.25	I-95 North <b>300</b>									0.248	Α		220	۸
95 Ramp	City of Petersburg (	(Maint: 74)	0.35	9010 Wagne	A er Rd			<del></del> 1					0.246	А		320	Α
North	From:	1		TO WAGN													
North 95 Ramp	City of Petersburg (	(Maint: 74)	0.23	NA NA	EK KD								NA			NA	
95) 110111	To:	(IVIGIITE: 7 1)		-9010 FR R	T 95								10.			107	
Vorth	From:		I-95-N05	OX TO RT 4	460 EAS	Т											
95) Ramp	City of Petersburg	(Maint: 74)	0.11	NA									NA			NA	
•	To		US 460 F	ROM RT 9:	5 NORT	Н											
North	From:		I-95-N050X	TO RTS 46	0 BUS &	: 301											
95 Ramp	City of Petersburg	(Maint: 74)	0.14	NA									NA			NA	
<u> </u>	To:		CEUS 460-P F	ROM ROU	TE 95 N	ORTH											
North	From:			X TO RT 3	01 SOUT	`H											
95 Ramp	City of Petersburg (	(Maint: 74)	0.16	<b>NA</b> US 301									NA			NA	
		<u> </u>															
North	City of Petersburg (	(Maint: 74)	0.04	I-95 North									NA			NA	
95 Ramp	City of Fetersburg (	(IVIAIIII. 74)						-					INA			INA	
North	To: From:		Ram	p to US 460	) East												
95) Ramp	City of Petersburg (	(Maint: 74)	0.15	NA									NA			NA	
No sub-	To: From:		Ramp	From US 46	60 West			<u> </u>									
North 95 Ramp	City of Petersburg	(Maint: 74)	0.26	10000	Α			<u>_</u>					0.136	Α		12000	Α
95) ramp	Only of 1 diorosating (	(IVIGIITE: 7+)											0.100	,,		12000	,
North	ro: From:			to US 301	North												
95 Ramp	City of Petersburg	(Maint: 74)	0.22	NA									NA			NA	
North	To: From:		Ram	to US 301	South												
(95) Ramp	City of Petersburg (	(Maint: 74)	0.06	NA									NA			NA	
				np From US	301			—									
North	From:								_								
95) Ramp	City of Petersburg	(Maint: 74)	0.14	15000	Α								0.114	Α		16000	Α
~	To:		Ramp to Wy	ne & Wash	ington St	reets											

Route	Jurisdictio				4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
North 95 Ramp	City of Petersburg (	,	NA I-95 North	gton St	reets							NA			NA	
North 95 Ramp	City of Petersburg (	I-95-N050X TO WY7 (Maint: 26) 0.47 I-85-N068B TO WY7	NA									NA			NA	
North 95 Ramp	City of Petersburg (	(Maint: 26) 0.43	TO RT 85 SC NA FROM I-95		Ή							NA			NA	
North 95 Ramp	City of Petersburg (		30100- BAN <b>NA</b> FROM RT 95									NA			NA	
South 95	City of Petersburg ( Combined Traffic Estimates for 2 Paralle	(Maint: 74) 0.34		A A	89% 87%	1% 1%	1% 1%	1% 1%	9% 11%	0% 0%	F F	0.113 NA	Α		13000 25000	A A
South 95	City of Petersburg ( Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:		A A	89% 87%	1% 1%	1% 1%	1% 1%	9% 11%	0% 0%	F F	0.111 0.105	A A	0.513	15000 29000	A A
South 95	City of Petersburg ( Combined Traffic Estimates for 2 Paralle	(Maint: 74) 2.29 el Roadways on this Route:		A A	89% 87%	1% 1%	1% 1%	1% 1%	9% 11%	0% 0%	F F	0.097 0.096	A A	0.531	23000 41000	A A
South 95	City of Petersburg ( Combined Traffic Estimates for 2 Paralle	,	23000 43000	N N	89% 87%	1% 1%	1% 1%	1% 1%	9% 11%	0% 0%	N N	0.097 NA	N		23000 41000	N N
South 95	City of Petersburg ( Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:		A A	90% 91%	1% 1%	1% 1%	1% 1%	7% 7%	0% 0%	F F	0.094 0.092	A A	0.561	42000 85000	A A
South 95	City of Petersburg ( Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	50000	A A	90% 91%	1% 1%	1% 1%	1% 1%	7% 7%	0% 0%	F F	0.092 NA	A		50000 100000	A A
South 95 Ramp	From: City of Petersburg (	(Maint: 74) 0.16	TO RIVES <b>NA</b> 23-9008- A T		95							NA			NA	
South 95 Ramp	City of Petersburg (	(Maint: 74) 0.25	NA O10 FROM R									NA			NA	

## 2010 Annual Average Daily Traffic Volume Estimates By Section of Route Dinwiddie Maintenance Area

		Di Widaio Maii ito	i idi ido /	Ju											
Route	Jurisdiction	Length AAD	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
South	From:	I-95 Sou													
95) Ramp	City of Petersburg (Maint: 74)	0.31 <b>5000</b> 123-9010 Wa									0.098	Α		5600	Α
No. ide	From:	I-95-S050X TO GRA		NAD											
South 95 Ramp	City of Petersburg (Maint: 74)		MANI KC	DAD							NA			NA	
3) * 1	To:	123-9012 FROM RTO	UTE 95 S	OUTH											
South	From:	I-95 Sou	th												
95) (460) Ramp	City of Petersburg (Maint: 74)	0.06 <b>9300</b>	Α								0.096	Α		10000	Α
South	To: From:	Ramp to Gral	nam Rd												
95) (460) Ramp from I-85 N to I-95 S	City of Petersburg (Maint: 74)	0.07 <b>NA</b>									NA			NA	
South Bus	To: From:	Ramp from U	JS 301												
Bus 95) 460 \ 460 \ Ramp from I-85 N to I-95 S	City of Petersburg (Maint: 74)	0.18 <b>NA</b>									NA			NA	
	To:	Ramp from U	IS 301												
South Bus (95) (460) (460) Ramp from I-85 N to I-95 S	City of Petersburg (Maint: 74	•									0.118	Α		13000	Α
95 460 460 Ramp from I-85 N to I-95 S	City of Fetersburg (Maint. 74)	•									0.116	^		13000	^
South	From:	US 460 R	amp												
95) Ramp from I-85 N to I-95 S	City of Petersburg (Maint: 74)										NA			NA	
~	10.	I-95 S													
South  (95) Ramp	City of Petersburg (Maint: 74)	I-95-S TO WASHINTO 0.12 <b>NA</b>	N & WYT	HE STS							NA			NA	
95) (4.11)	To-	I-95-S052B TO WASHI	VCTON C	TDEET											
South	From:		NGTON S	IKEEI											
95 Ramp	City of Petersburg (Maint: 74)	0.19 <b>NA</b> CEUS 460 FROM F	T 05 SOI	TH							NA			NA	
	From:	US 460 Cou		7111											
106)Courthouse Rd	City of Petersburg	0.10 <b>7400</b>		95%	1%	1%	1%	2%	0%	F	0.089	F		8100	G
	To	ECL Peters	burg												
	From:	US 460 Cou	nty Rd												
109 Hickory Hill Rd	City of Petersburg	0.88 <b>6500</b>	G	98%	0%	0%	1%	0%	0%	С	0.124	F		7100	G
<u> </u>	To: From:	ECL Peters													
109 Hickory Hill Rd	City of Petersburg	0.03 <b>6500</b>		98%	0%	0%	1%	0%	0%	Ν	0.124	Ν		7100	Ν
<u> </u>	Tor	Dead End; Fort Lee Military I		n, Mahone A	Αv										
142)Simpson Rd	Dinwiddie County	US 1 Boydton 2		96%	0%	0%	1%	2%	0%	С	0.102	F	0.674	3300	G
142) Olimpson Ku	Diriwiddie Codrity			90 /0	0 /0	0 /0	1 /0	∠ /0	U /0	C	0.102	Γ	0.074	3300	G
142 Boydton Plank Rd	City of Petersburg	WCL Peter 0.16 <b>3300</b>		98%	0%	0%	0%	1%	0%	F	0.096	F		3600	G
142) Soyatori i idilik iku	Only of 1 dictionality			3070	070		0 /0	1 /0	0 /0	1	0.000			3000	J
142 Boydton Plank Rd	City of Petersburg	Dupuy F 1.24 <b>3100</b>		98%	0%	0%	0%	1%	0%	С	0.083	F		3400	G
142) Boyatorri larik Na	To:	Rt 604 Halit		JU /0	070	- 70	0 /0	1 /0	0 /0	J	0.000	•		J+00	J

## 2010 Annual Average Daily Traffic Volume Estimates By Section of Route Dinwiddie Maintenance Area

Davida	li vita di atia a	Lawrette AA	NDT OA	4T:	D		Tru	ck		00	K	OV	Dir		- 01/
Route	Jurisdiction	Length AA	ADI QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
	From:		Halifax Rd												
142) Halifax Rd	City of Petersburg		300 G	98%	0%	0%	0%	1%	0%	F	0.079	F	0.524	6300	G
<u> </u>	To:	CSX	X RR												
	From:		Cox Rd									_			
226 Cox Rd	Dinwiddie County		300 G	97%	0%	1%	1%	1%	0%	С	0.099	F		11000	G
	102	US 1 West of	of Petersburg												
~~~	From:		etersburg							_		_			_
301 Crater Rd	City of Petersburg	0.21 86	600 G	99%	0%	0%	0%	0%	0%	F	0.096	F		9400	(
~~~	To: From:	Rive	es Rd												
301 Crater Rd	City of Petersburg	0.90 <b>98</b>	300 G	99%	0%	0%	0%	0%	0%	С	0.091	F		11000	(
<u> </u>	To- From:	Wagr	ner Rd			<u> </u>									
301 Crater Rd	City of Petersburg	0.43 <b>21</b> 0	000 G	99%	0%	0%	0%	0%	0%	F	NA			23000	(
	To:	Flar	nk Rd			<u> </u>									
301 Crater Rd	City of Petersburg		000 G	99%	0%	0%	0%	0%	0%	F	0.084	F		24000	(
381)	Tod	ALTIG 201													
301 Crater Rd	City of Petersburg		1 Sycamore St	98%	0%	1%	0%	0%	0%	С	0.088	F		17000	(
301) Grater 114	ony or r diorestary			3070	070		070	070	070	Ü	0.000	•		17000	•
Control Dd	Ton:		h Blvd	000/	0%	40/	00/	00/	00/		0.004			04000	,
301 Crater Rd	City of Petersburg	0.73 <b>22</b> 0	000 G	98%	0%	1%	0%	0%	0%	F	0.084	F		24000	C
Bus	To: From:	I-95, Bu	ıs US 460												
301 (460 Crater Rd	City of Petersburg (Maint: 26)	0.09 110	000 N	97%	1%	1%	0%	0%	0%	Ν	0.087	Ν		12000	١
	To:	I-95; Bus US 460	Par, Winfield	Rd											
Bus	From:	Maintenance Jur										_			_
301 (460) Crater Rd	City of Petersburg	0.98 110	000 G	97%	1%	1%	0%	0%	0%	С	0.087	F		12000	C
Bus	To: From:	SR 36, Bus US	S 460 Wythe St												
301 (460) Crater Rd	City of Petersburg	0.10 <b>78</b>	300 G	97%	1%	1%	0%	0%	0%	F	0.087	F		8500	
301)(480) 0.000 1.00	7				.,,		0,0	0,0	0,0	•	0.00.			0000	
301 36 Crater Rd	City of Petersburg	SR 36 Par, Bus US 46 0.18 <b>39</b>	900 Par, Washin	gton St 97%	1%	1%	0%	0%	0%	F	NA			4200	(
301 36 Crater Rd	City of Fetersburg			91 /0	1 /0	1 /0	076	076	0 /6	-	INA			4200	
~~~	From:		ar, Bank St	2001	00/		201	00/	201	_	0.445	_	0.000	4000	
301 (36) Crater Rd	City of Petersburg		700 G	98%	0%	1%	0%	0%	0%	F _	0.115	F	0.839	4000	(
	Combined Traffic Estimates for 2 Parallel Roadway		700 G	97%	1%	1%	1%	1%	0%	F	NA			8300	(
	From:		er Rd												
301 (36) Bollingbrook St	City of Petersburg		200 G	98%	0%	1%	0%	0%	0%	С	0.116	F		4600	
3, 4, 5, 6, 6, 6, 6, 6, 6, 6, 6, 6, 6, 6, 6, 6,	Combined Traffic Estimates for 2 Parallel Roadway		300 G	98%	0%	1%	0%	1%	0%	С	NA			6800	
	To:			/-	- , •			. , ,							`
301 (36) Bollingbrook St	City of Petersburg		h St 400 G	98%	0%	1%	0%	0%	0%	F	0.108	F	0.786	4800	
301 36 Bollingbrook St	Combined Traffic Estimates for 2 Parallel Roadway		100 G	98%	0%	1%	0%	1%	0%	F	NA	'	0.700	6700	9

2010 Annual Average Daily Traffic Volume Estimates By Section of Route Dinwiddie Maintenance Area

							Tru	ck			K		Dir		
Jurisdictio	on Length	AADT	QA	4Tire	Bus					QC	Factor	QK	Factor	AAWDT	QW
From:				000/	00/	10/	00/	00/	00/	_	0.400	_	0.05	E000	0
ok St City of Peters				98%	0%	1%	0%	0%	0%	г	0.122	г	0.85	5000	G
From:		N RT 1	ot .												
City of Peters	sburg 0.35	13000	G	99%	0%	0%	0%	0%	0%	F	NA			14000	G
To	SCL	Colonial Hei	ights												
From:			NORTH												
City of Petersburg (A IPPE	101							NA			NA	
10.						_									
City of Deteroburg			RD & 1	RO RT 95							NIA			NΙΔ	
City of Petersburg (F 301 N	IORTH		_					INA			INA	
From:				OKIII											
S at Exit ??? City of Petersburg (Ku								NA			NA	
To:)												
From:	US	301 Crater S	St												
City of Peters		2100	G	96%	1%	1%	1%	1%	0%	С	0.102	F		2300	G
Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	6300	G	98%	0%	1%	0%	1%	0%	С	NA			6800	G
Too		5th St				\neg									
City of Peters	sburg 0.15	1700	G	96%	1%	1%	1%	1%	0%	F	0.105	F		1900	G
Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	6100	G	98%	0%	1%	0%	1%	0%	F	NA			6700	G
To:		3rd St				\neg \vdash									
City of Peters	shura 0.09	1600	G	96%	1%	1%	1%	1%	0%	F	0.100	F		1800	G
•	•									F		•			G
To:			_	0070	070		070	170	070					0000	
From:	US	301 Crater F	Rd												
City of Peters	sburg 0.30	7600	G	99%	0%	0%	0%	0%	0%	F	NA			8200	G
To:		South Blvd				\neg \vdash									
City of Peters	chura 0.95	5000	G	99%	0%	0%	0%	0%	0%	C	0.084	F		5400	G
City of Feters	_			3370	070	070	070	070	070	O	0.004	'		3400	
From:		North Blvd													
City of Peters	sburg 0.42	7300	G	99%	0%	0%	0%	0%	0%	F	0.075	F		7900	G
Ta: From:		Graham Rd													
City of Peters	sburg 0.56	9500	G	99%	0%	0%	0%	0%	0%	F	0.078	F		10000	G
To		S 1 Wythe S													
From:		US 1		0.001	401	401	461	461	001	_				10000	
•	-									F					G
Combined Trattic Estimates for 2 Paralle	el Roadways on this Route:	27000	G	95%	1%	1%	1%	2%	0%	F	NΑ			29000	G
	City of Petersburg City of Petersburg City of Petersburg City of Petersburg To City of Petersburg City of Petersburg City of Peters Combined Traffic Estimates for 2 Parallel City of Peters Combined Traffic Estimates for 2 Parallel City of Peters	No. No.	City of Petersburg O.08 4600 Time	No. No.	City of Petersburg City of	City of Petersburg City of	City of Petersburg (Maint: 74)	City of Petersburg City of	Suit Scientified Suit Su	City of Petersburg	No. City of Petersburg Maint: 74) O.10 NA	City of Petersburg	City of Petersburg City of	Section Sect	Substitution Subs

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2010 Annual Average Daily Traffic Volume Estimates By Section of Route Dinwiddie Maintenance Area

			aintenance A				Tru	ck			K		Dir		
Route	Jurisdiction	Length A	ADT QA	4Tire	Bus	2Ayle	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	Q'
ALT	From:	Bus US 4	460 Wythe St			ZANIC	JIANIC	TTTAII	ZITAII		1 actor		1 actor		
Jefferson St	City of Petersburg		3900 G	96%	1%	1%	1%	1%	0%	F	0.082	F	0.687	4200	
	To:	Due LIC 460 F	Par, Washington S	24											
LT	From:														
301)(1) Jefferson St	City of Petersburg	0.26	790 G	96%	1%	1%	1%	1%	0%	F	0.096	F	0.674	860	
~ ~	To: From:	Не	enry St												
LT 01) (1) 3rd St	City of Petersburg	0.05	320 G	96%	1%	1%	1%	1%	0%	F	0.115	F	0.573	350	
01) (1) 512 51	only on a decreasing				.,,		.,,	.,0	0,0	•	01110	•	0.0.0	000	
Щ	From:	US 301	Par, Bank St												
01) (1) 3rd St	City of Petersburg		400 G	96%	1%	1%	1%	1%	0%	F	0.11	F	0.634	430	
<i></i>	To		ollingbrook St												
LT 01 (301) 1 (36) Bollingbrook St	City of Petersburg		US 301 3rd St 4600 G	98%	0%	1%	0%	0%	0%	F	0.122	F	0.85	5000	
01 301 1 36 Bollingbrook St	To:		S 301	30 70	070	170	076	070	070	'	0.122	'	0.00	3000	
	Prom:		Wythe St												
LT 01 Sycamore St	City of Petersburg		6700 G	99%	0%	0%	0%	0%	0%	F	NA			7300	
Sycamore St	To:) Washington St	3370	070		070	070	070		INA			7300	
T Bus Bus	From:		JS 460 Par												
01 (460) (460) (36) Washington St	City of Petersburg	0.09 14	4000 G	93%	1%	1%	2%	3%	0%	F	0.079	F		16000	
Combined Traf	ffic Estimates for 2 Parallel Roadways	on this Route: 27	7000 G	95%	1%	1%	1%	2%	0%	F	NA			29000	
	To:	Bus US 460) Washington St												
LT	City of Petersburg		7500 G	99%	0%	0%	0%	0%	0%	F	NA			8200	
Q1 Adams St	City of 1 etersburg			3370	070	<u> </u>	076	070	070	'	INA			0200	
LT	To: From:	Fran	nklin St												
ρ1) Adams St	City of Petersburg	0.16 7	7300 G	99%	0%	0%	0%	0%	0%	С	NA			8000	
	To:	Не	enry St												
	From:	Nottoway	y County Line												
60	Dinwiddie County	6.80 6	6100 G	88%	1%	1%	1%	10%	0%	F	0.076	F		6100	
	To	26-625	5 Wells Rd												
60)	Dinwiddie County		300 G	88%	1%	1%	1%	10%	0%	F	0.08	F		6300	
	To:	26 622 1	Baltimore Rd												
60)	Dinwiddie County		3300 A	88%	1%	1%	1%	10%	0%	С	0.105	Α	0.615	6500	
<u>60</u>)	5 Minimage County			0070	170		1 /0	10 /0	070	Ü	0.100	,,	0.010	0000	
\sim	To:		nity Church Rd	000/	40/	40/	40/	400/	00/	_	0.070	F		7400	
60)	Dinwiddie County	3.29 7	7300 G	88%	1%	1%	1%	10%	0%	F	0.076	г		7400	
~	To: From:		ourthouse Rd												
New Cox Rd	Dinwiddie County	2.36 7	7700 G	88%	1%	1%	1%	10%	0%	F	0.079	F		7800	
	To: From:	26-628 Tr	anquility Lane												
Cox Rd	Dinwiddie County	2.12 9	9900 G	88%	1%	1%	1%	10%	0%	F	0.082	F		10000	
~ <i>~</i>	To:	26-631 (Claiborne Rd												
60 Cox Rd	Dinwiddie County	0.25 13	3000 G	88%	1%	1%	1%	10%	0%	F	0.088	F		13000	

2010 Annual Average Daily Traffic Volume Estimates By Section of Route Dinwiddie Maintenance Area

		Dinwide	ie Maintena	ance A	rea											
Route	Jurisdiction	1 0004	. AADT	04	4Tire	Buo		Trι	ıck		QC	K	OK	Dir	AAWDT	OW/
Roule	Junsaiction	ı Lengu	n AADT	QA	41116	bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	QVV
	From:		26-743 Hart F	Rd												
460 Cox Rd	Dinwiddie Cou	unty 2.00	13000	G	88%	1%	1%	1%	10%	0%	F	0.086	F		13000	G
	Ta	W	26-632 Olger	s Rd												
460 Cox Rd	From: L Dinwiddie Cou			G	88%	1%	1%	1%	10%	0%	F	0.08	F		17000	G
400)	T															_
Gox Rd	From: Dinwiddie Cou		5-632 Buttewo	G Rd	88%	1%	1%	1%	10%	0%	F	0.081	F		17000	G
460 COX Ru	Diriwiddie Cot	•			00%	170	1 70	170	10 70	076	Г	0.061	Г		17000	G
~~~	To: From:		SR 226 Cox F													
Airport St	Dinwiddie Co		16000	G	88%	1%	1%	1%	10%	0%	F	0.076	F		17000	G
~	To:	I	-85; Bus US 4	460												
Bus 460 ( 460 Ramp	Dinwiddie Cou	untv 0.19	X		Soo	Buc H	2 460 fc	or directio	nal traff	fic volum	o octir	matae for	thic c	coamont		
460 ( 460 ) Ramp	To:	unity 0.19	X		366	Bus U	3 400 10	n un ectio	ııaı uan	iic voiuiii	e esui	nates for	นแอ ฮ	segment.		
	From:		I 85 N													
460 (85)	Dinwiddie Cou	unty 1.77				See I-8	5 for dir	ectional t	raffic vo	olume es	timate	s for this	segn	nent.		
400	Combined Traffic Estimates for 2 Parallel	Roadwavs on this Route	e: <b>38000</b>	Α	85%	1%	1%	1%	12%	1%	F	0.1	A	0.527	36000	Α
	To:							.,.		.,,	•					
100 (F)	From:L Dinwiddie Cou	unty 1.18	US 1			S_L G_2	5 for dir	ectional t	raffic ve	oluma as	timate	e for this	seam	nent		
460 (85)	Combined Traffic Estimates for 2 Parallel	•		Α	88%	1%	1%	1%	10%	1%	С	NA	Segn	iciit.	47000	Α
	Combined Trainic Estimates for 2 Faraner	<u> </u>			00 /0	1 /0	1 /0	1 /0	10 /6	1 /0	C	INA			47000	^
~~	From:		SCL Petersbu	ırg		0 10										
460 (85)	City of Petersburg (			_				ectional t					•	nent.	.=	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route	e: <b>48000</b>	Α	88%	1%	1%	1%	10%	1%	С	0.048	Α		47000	Α
	To: From:		juirrel Level F	Road												
460 (85)	City of Petersburg (I	Maint: 26) 2.57				See I-8	5 for dir	ectional t	raffic vo	olume es	timate	s for this	segn	nent.		
~ 0	Combined Traffic Estimates for 2 Parallel	Roadways on this Route	e: <b>54000</b>	Α	88%	1%	1%	1%	10%	1%	F	0.094	Α	0.571	53000	Α
	To:		I-85 S				-									
460 (85) Ramp	City of Petersburg (I	Maint: 26) 0.10				See I-8	5 for dir	ectional t	raffic vo	olume es	timate	s for this	segn	nent.		
	To:	·	I-95 SB										_			
~~~	From:		I-85													
460 (95) Ramp	City of Petersburg (I	Maint: 74) 0.06				See I-9	5 for dir	ectional t	raffic vo	olume es	timate	s for this	segn	nent.		
\sim \sim	To: From:		Graham Rd				\lnot									
460 (95) Ramp from I-85 N to I-9	95 S City of Petersburg (I	Maint: 74) 0.07				See I-9	5 for dir	ectional t	raffic vo	olume es	timate	s for this	segn	nent.		
	To:		SB Collector													
Bus	From:		p from US 30	1South												
(460) (95) (460) Ramp from I-85	N to I-95 S City of Petersburg (I	,				See I-9	5 for dir	ectional t	raffic vo	olume es	timate	s for this	segn	nent.		
Pure	To:		p from US 30													
8us 460 (95) (460) Ramp from I-85	N to I-95 S City of Petersburg (I		amp from US	501		See I-0	5 for dir	ectional t	raffic v	nlume ec	timata	e for this	coan	nent		
460 95 460 Ramp from I-85	To: To:	(VIAII II. 14) 0.21	US 460			Jee 1-9	5 101 dil	c ulurial l	ianic V	Julie 62	umale	:3 1UI IIIIS	segn	ICIII.		
	From:		I-95													
County Dr	City of Petersb	ourg 0.60	18000	G	92%	0%	1%	1%	6%	0%	С	0.096	F		19000	G
,	To:		109 Hickory H				-i				-					-

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2010 Annual Average Daily Traffic Volume Estimates By Section of Route Dinwiddie Maintenance Area

.						_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۱
~	From:		9 Hickory H													
60 County Dr	City of Petersburg	2.16	9300	Α	89%	1%	1%	1%	8%	0%	С	0.101	Α	0.51	9900	
~ ~	To: From:	SR 10	6 Courthou													
60 County Dr	City of Petersburg	0.34	13000	G	89%	1%	1%	1%	8%	0%	F	0.087	F		14000	
~	To:	EC	CL Petersbu	rg												
~	From:	US 460-E312A		12A Ga	p Termi											
60 Ramp	Dinwiddie County	0.20	NA	***								NA			NA	
	10:		Gap FROM													
ast	From:		-85-S061B	Gap TC	1											
Ramp	Dinwiddie County	0.03	NA									NA			NA	
~	10:	US 460- 312A U		•												
est _	From		-85-S061A	Gap TC)											
Ramp	Dinwiddie County	0.02	NA									NA			NA	
~	10:	US 460- 312A			Termi		J									
us	From:		-85; US 460								_		_			
Airport St	Dinwiddie County	0.17	7000	G	98%	0%	1%	1%	1%	0%	F	0.086	F		7600	
 us	From:		Boydton Pla S 1 Plank R													
Boydton Plank Rd	Dinwiddie County	1.69	12000	G	96%	1%	1%	1%	1%	0%	F	0.090	F		13000	
30) (1) Boyatan riamin ria	z immadio dearity					170		170	170	070	•	0.000	•		10000	
us	From:	I-85 S	SW of Peters	sburg												
60 1 Boydton Plank Rd	Dinwiddie County	1.23	14000	G	97%	0%	1%	1%	1%	0%	С	0.098	F		15000	
	To	SF	R 226 Cox R	Rd			<u> </u>									
us	Dinwiddie County	0.45	12000	Α	98%	0%	1%	1%	1%	0%	С	0.106	Α	0.518	13000	
60 (1)	Diriwiddie Codrity				90%	076	176	170	170	0%	C	0.106	А	0.516	13000	
us	Too. From:	Wo	CL Petersbu	ırg												
60 1 Washington St	City of Petersburg	0.40	13000	G	98%	0%	1%	1%	1%	0%	F	NA			13000	
	Too		Summit St													
us	From:										_					
00 (1) Washington St	City of Petersburg	0.18	13000	G	98%	0%	1%	1%	1%	0%	F	NA			14000	
us	To: From:		Elm St													
60 1 Washington St	City of Petersburg	0.57	14000	G	96%	1%	1%	1%	1%	0%	F	0.085	F		15000	
	To:		1 Par; Wyth													
JS ~~	From:	US 1 Par, Wash	hington St; l	Batterse	a Lane											
Mythe St	City of Petersburg	1.08	7600	G	96%	1%	1%	1%	1%	0%	С	0.082	F		8300	
~ ~	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	16000	G	96%	1%	1%	1%	1%	0%	F	NA			17000	
	To: From:		Perry St													
us 60 1 Wythe St	City of Petersburg	0.15	9200	G	96%	1%	1%	1%	1%	0%	F	NA			10000	
60 1 Wythe St	City of Petersburg Combined Traffic Estimates for 2 Parallel Roadway		19000	G	96% 96%	1%	1%	1%	1%	0% 0%	F	NA NA			20000	
	Combined France Estimates for Z Parallel Roadway	s on this Route:	19000	G	90%	1%	1%	1%	1%	U%		INA			20000	

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							_		Tru	ck			K	011	Dir		2147
Route	Jurisdiction	on	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
Bus	From:			R 36 Market													_
(460) (1) (36) Wythe St	City of Peters	sburg	0.20	9900	G	96%	1%	1%	1%	1%	0%	F	NA			11000	G
Bus ALT	To: From:		ALT U	S 301 Sycar	more St												
(460) (1) (301) (36) Wythe St	City of Peters	sburg	0.20	12000	G	96%	1%	1%	1%	1%	0%	F	NA			13000	G
	Combined Traffic Estimates for 2 Paralle	el Roadways on th	nis Route:	27000	G	95%	1%	1%	1%	2%	0%	F	NA			29000	G
	To		US	S 1 Jefferson	St			_									
Bus 460 (36) Wythe St	City of Peters	chura	0.20	15000	G	97%	1%	1%	1%	1%	0%	С	0.087	F		17000	G
(.00) (00)	City of Peters Combined Traffic Estimates for 2 Paralle	· ·			G	95%	1%	1%	1%	2%	0%	E	NA	'		34000	G
`	Combined Trainc Estimates for 2 Farance	er Roadways on tr	iis Noule.		-	95 /6	1 /0	1 /0	1 /0	Z/0	0 /6		INA			34000	G
Bus	To: From:			I-85, I-95													
(460) (36) Wythe St	City of Peters	•	0.30	11000	G	97%	1%	1%	1%	1%	0%	F	0.079	F		12000	G
	Combined Traffic Estimates for 2 Paralle	el Roadways on th			G	95%	1%	1%	1%	2%	0%	F	NA			25000	G
D	To:			: US 301 Cra : US 301 W													
Bus 460 (301 Crater Rd	City of Peters	L	0.98	11000	G G	97%	1%	1%	0%	0%	0%	С	0.087	F		12000	G
(460)(301) Grater Rd	To:	burg		ce Jurisdicti			170	170	070	070	070	Ü	0.007	•		12000	Ü
Bus	From:		I-95; BUS U		,	_											
460 (301) Crater Rd	City of Petersburg	(Maint: 26)	0.09	11000	N	97%	1%	1%	0%	0%	0%	Ν	0.087	Ν		12000	Ν
\hookrightarrow	To		US	301 Crater	Rd												
Bus 460 (301) Ramp US 301 S to I-95	S at Exit ??? City of Petersburg	(Maint: 74)	0.20	US 301		94	20 I IS 3	201 for c	directional	l traffic	volume	etima	ites for th	ic coa	ment		
(460) (301) Ramp US 301 S to I-95	Tar.	(Mairit. 74)		-95 CD Roa	d		50 00 0		anectional	itianic	volume	5311116	100 101 111	is seg	mem.		
Bus	From:			from US 30													
460 95 460 Ramp from I-85 N	I to I-95 S City of Petersburg	(Maint: 74)	0.18			;	See I-9	5 for dir	ectional ti	raffic vo	olume es	timate	s for this	segm	ent.		
Bus	To: From:		Ramp	from US 30	1North												
460 (95) (460) Ramp from I-85 N	I to I-95 S City of Petersburg	(Maint: 74)	0.27			:	See I-9	5 for dir	ectional ti	raffic vo	olume es	timate	s for this	segm	ent.		
	To			Bus US 460)												
Bus	From:	CEUS 46	50-E006A T	O RTS 85 &	. 95 SOU	THBOUN	ND										
(460) Ramp	City of Petersburg	(Maint: 26)	0.24	NA									NA			NA	
Dura.	To: From:		CEUS 460-	6C Gap TO	RT 85 S	OU											
Bus (460) Ramp	City of Petersburg	(Maint: 26)	0.27	NA									NA			NA	
460). (3.11)	To:		OM WASH		wyth	E STREE	TS									10.	
Ruc	From		JS 460-P002														
Bus 460 Ramp	City of Petersburg		0.11	NA	O-LOUOD	TROM							NA			NA	
(400)	To:		FROM RT 4		WASHI	NGTON &	k										
Bus	From:		S 460-P002					Ī									
(460) Ramp	City of Petersburg		0.08	NA NA									NA			NA	
	To:		OM WASH	INGTON &	wyth	E STREE	TS										
Bus	From:		CEUS	460 TO RT	85 NB												
(460)(460)Ramp	Dinwiddie Co	ounty	0.19	NA									NA			NA	
()()	To:		I_85_	N FROM U	\$ 460												

2010 Annual Average Daily Traffic Volume Estimates By Section of Route Dinwiddie Maintenance Area

Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus		Tru 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW
Bus	From:	CEUS 460 TO R		SOUTH	IBOUND							NIA			NIA	
Ramp	City of Petersburg	(Maint: 26) 0.17 CEUS 460-P002A TO	NA NATO OF 0	05 001	ITHDOUN	.ID						NA			NA	
	100					עו										
Bus	From:		O TO RT 95	NORT	H											
Ramp	City of Petersburg	(Maint: 74) 0.20 CEUS 460-P00	NA OFFICE	160 CD	EDOM							NA			NA	
	10.															
Bus	From		the St Batter								_		_			_
160 () Washington St	City of Peters	0	8500	G	97%	1%	1%	1%	1%	0%	F	0.089	F		9200	G
~ ~	Combined Traffic Estimates for 2 Parallel	el Roadways on this Route:	16000	G	96%	1%	1%	1%	1%	0%	F	NA			17000	G
Bus	To: From:	123	-9025 West	St												
Washington St	City of Peters	sbura 0.40	9100	G	97%	1%	1%	1%	1%	0%	F	0.089	F		9900	G
, go ()	Combined Traffic Estimates for 2 Parallel	0		G	97%	1%	1%	1%	1%	0%	F	NA	•		18000	G
	Combined Tranic Estimates for 21 drain				37 70	1 /0	1 /0	170	1 /0	070	·	INA			10000	
Bus	From:	123	-9029 South	ı St												
460 \ 1 \ Washington St	City of Peters	sburg 0.27	9400	G	97%	1%	1%	1%	1%	0%	С	0.087	F		10000	G
	Combined Traffic Estimates for 2 Parallel	el Roadways on this Route:	19000	G	96%	1%	1%	1%	1%	0%	F	NA			20000	G
	To		Guarantee St	t												
Bus Washington St	City of Datas				97%	40/	10/	40/	40/	00/	_	0.000	F		10000	c
Washington St	City of Peters	· ·	9500	G		1%	1%	1%	1%	0%		0.088	Г		10000	
	Combined Traffic Estimates for 2 Paralle		orth Market	G S+	96%	1%	1%	1%	1%	0%	F	NA			20000	G
Bus	From:		r; SR 36 Ma													
460 (36) Washington St	City of Peters		12000	G	93%	1%	1%	2%	3%	0%	F	NA			13000	G
- \$0 00	Combined Traffic Estimates for 2 Parallel	-	22000	G	95%	1%	1%	1%	2%	0%	F	NA			24000	G
	To	-	301 Par, Syc					.,.								
Bus ALT	From:															
460 (301 (36) Washington St	City of Peters	sburg 0.09	14000	G	93%	1%	1%	2%	3%	0%	F	0.079	F		16000	G
	Combined Traffic Estimates for 2 Parallel	el Roadways on this Route:	27000	G	95%	1%	1%	1%	2%	0%	F	NA			29000	G
Dura ALT	To: From:	ALT US	301 Par, A	dams St			<u> </u>									
Bus ALT (36) Washington St	City of Peters	sburg 0.10	14000	G	93%	1%	1%	2%	3%	0%	F	0.081	F		15000	G
160 301 36 Washington St	Combined Traffic Estimates for 2 Parallel	· ·		G	95%	1%	1%	1%	2%	0%		NA	•		29000	G
	Combined Trainc Estimates for 2 Farance				95 /6	1 /0	1 /0	1 /0	Z/0	0 /6		INA			29000	
Bus	To: From:	US	1 Jefferson	St												
(36) Washington St	City of Peters	sburg 0.24	15000	G	93%	1%	1%	2%	3%	0%	F	0.079	F		17000	C
P O	Combined Traffic Estimates for 2 Parallel	el Roadways on this Route:	31000	G	95%	1%	1%	1%	2%	0%	F	NA			34000	C
	To		I-95													
Bus Washington Or	From:	h			0001	407	401	001	001	001	_	0.000	_		4.4000	_
460 (36) Washington St	City of Peters	0	13000	G	93%	1%	1%	2%	3%	0%	C	0.088	F		14000	G
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	23000	G	95%	1%	1%	1%	2%	0%	F	NA			25000	G
Bus	To: From:	US	301 Crater	Rd												
~~~~	City of Peters	sbura 0.10	7800	G	97%	1%	1%	0%	0%	0%	F	0.087	F		8500	G
460 301 Crater Rd	To:		US US 460			170		0 / 0	070	070	•	0.007	•		0000	_

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# 2010 Annual Average Daily Traffic Volume Estimates By Section of Route Dinwiddie Maintenance Area

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
Bus	From:		US US 460	_									_			_
(460)(301) Crater Rd	City of Petersb		11000	G	97%	1%	1%	0%	0%	0%	С	0.087	F		12000	G
÷ ÷	To:		ce Jurisdicti		ge											
Bus	From:		301 Crater			407					_		_			
(4g0)Winfield Rd	City of Petersb	urg 0.43	1500	G	97%	1%	1%	0%	1%	0%	С	0.096	F	0.969	1600	G
<u> </u>	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	1500	G								NA			NA	
	To:	State Ma	intenance E	Boundary												
Bus	Prom:					407	40/	00/	407	00/	_	0.000	_	0.000	4000	_
(460) Winfield Rd	City of Petersburg (N	,	1500	G	97%	1%	1%	0%	1%	0%	С	0.096	F	0.969	1600	G
<b>~</b>	Combined Traffic Estimates for 2 Parallel			G								NA			NA	
	To:	US	460 County	Rd												
Bus	From:	CEUS 460-P TO F	TS 85 & 95	5 SOUT	HBOUND											
(460) Ramp	City of Petersburg (N	Maint: 26) 0.26	NA				<u></u>					NA			NA	
	To:	CEUS 460-E006A TO	O RTS 85 &	. 95 SOL	THBOUN	D										
Bus	From:	CEUS 460-P002A	TORT 85	SOUTE	BOUND											
460 Ramp	City of Petersburg (N		NA				-					NA			NA	
490)	то:	CEUS 460-E00		460- 6B	FROM											
	From				110.11											
Bus	<u> </u>		M Bus 460									NIA			NIA	
(460) Ramp	Dinwiddie Cou	nty 0.27	NA									NA			NA	
~	To		I-85													

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							Wantena									
Route	Length	AADT	QA	4Tire	Bus		Tr le 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County		From				SR 40	McKenney	Hww			-					
(F80) Buckskin Dr	0.21	8	R			SIX 40	Wickeliney	11wy			NA			NA		05/14/2008
		To					Dead End									
O =		From					Dead End									
F81 Frontage Rd	1.24	330 To	R			TIC 1 I	) 16 D1	.1. D.1			NA			NA		05/19/2008
_		From					Boydton Plan Boydton Plan									
(F82) Plane Dr	0.20	60	R			USTI	Soyuton Piai	ik Ku			NA			NA		05/19/200
102		То					26-749									
		From				26-6	603 Sterling	Rd								
F83) Rock Rd	0.10	80	R								NA			NA		05/15/200
<u> </u>		То					Dead End									
O Miss Massacia Dal	0.44	From	Ļ				Dead End							N1A		05/04/000
(F273) Mine Mountain Rd	0.14	60 To	R			FR	-290 Front F	2d			NA			NA		05/21/200
		From					1334; 26-13									
(F290) Front Rd	0.51	1300	R			20-	1334, 20-13	33			NA			NA		05/21/200
(1200)		To					Dead End									
City of Petersburg																
O Late Obers Dr	0.47	From	<u> </u>				Dead End							N1A		00/47/000
(F329) Lake Shore Dr	0.17	10 To	R			74-11	02 Lakeshor	e Dr			NA			NA		03/17/200
		From				77-11	Dead End	C DI			+					
(F330) N Normandy Dr	2.93	3700	R				Dead End				NA			NA		03/17/200
,		To				FR-	331 Service	Rd								
		From					Dead End									
(F331) Service Rd	0.78	1400	R								NA			NA		03/17/200
<u> </u>		То	<u> </u>				Dead End									
Dinwiddie County		From	1				Dead End				1					
(F804)	0.19	60	R				D cua Ena				NA			NA		05/07/200
$\bigcup$		To				US	S 460; 26-72	1								
^		From				26-62	7 Courthous	e Rd								
(F805)	0.10	<b>7</b>	R				D 15 1				NA			NA		04/30/200
		From					Dead End									
(F806) Walkers Rd	0.50	<b>70</b>	R			26-624	Coleman La	ike Rd			NA			NA		04/30/200
(F806) Walkers Rd	0.00	То					Dead End				<b>—</b> "			14/1		04/00/200
		From					Dead End									
(F855) Blessing Lane	0.26	50	R								NA			NA		05/05/200
		То				US 1 I	Boydton Pla	nk Rd								
		From					R 226 Cox R									
600) Ferndale Rd	0.88	9900	G	98%	0%	1%	1%	0%	0%	С	0.1	F		11000	G	2010
<u> </u>		From		2001			-601 River F					_				
600 Ferndale Rd	0.53	6900 _{To}	G	98%	0%	1%	1% rfield Count	0%	0%	F	0.109	F		7500	G	2010
		From									+					
(601) River Rd	0.52	730	G	98%	0%	26-70	08 Namozino 1%	0%	0%	F	0.112	F	0.679	790	G	2010
001)51 1.0	0.02	To		3070	0 /0		-743 Hart R		J / 0	•						
(601) River Rd	3.25	1500	G	98%	0%	0%		0%	0%	F	0.108	F	0.651	1600	G	2010
		To To	_	2-70	- , 0		18 Henshaw			-						•
(601) River Rd	1.92	6500 From	G	98%	0%	0%		0%	0%	С	0.099	F	0.667	7000	G	2010
		To					-600 River F									
		From				US	460 W; 26-6	522								
(602) Corinth Dr	0.20	110	R								NA			NA		04/28/200
$\overline{}$		To	<u></u>			U	S 460 EAS	Γ								

					וווט	iwidale iv	/lali il <del>e</del> i iai	ice Area	1							
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County		From	a:			26-67	2 Church F	?d			1					
(603) Weakley Rd	0.50	1100	R			20 07	2 Charen 1	.u			NA			NA		05/19/2008
$\overline{}$		To From	n:		SR		son Rd; 26- US 460; C		)							
603) Sterling Rd	0.23	1800	G	99%	1%	0%	0%	<del>ар</del> 0%	0%	F	0.100	F	0.63	1900	G	2010
		То	1			26-1	362 Oak C	t								
(603) Sterling Rd	0.68	1800	G	99%	1%	0%	0%	0%	0%	С	0.103	F	0.559	2000	G	2010
		From	n:			26-13	319 Short S	t								
603) Sterling Rd	0.27	1600	G	99%	1%	0%	0%	0%	0%	F	0.099	F	0.617	1700	G	2010
		From	1				226 Cox Ro				<u> </u>					
(604) Halifax Rd	1.87	630	G	98%	0%	Prince Ge 0%	orge Count 0%	y Line 1%	0%	F	0.1	F	0.629	680	G	2010
004)		To	2				S, Ellington									
(604) Halifax Rd	2.96	1100 From	G	98%	0%	0%	0%	1%	0%	F	0.102	F	0.783	1200	G	2010
		To From	2			26-607 B	Butler Branc	h Rd								
(604) Halifax Rd	1.77	1600	G	98%	0%	0%	0%	1%	0%	F	0.1	F	0.746	1700	G	2010
		To From	<u></u>			Urba	an Boundar	y								
604) Halifax Rd	0.60	1700	G	98%	0%	0%	0%	1%	0%	F	0.101	F	0.739	1800	G	2010
<u> </u>		From	). ):				77 Carson F									
(604) Halifax Rd	0.63	2500 _{To}	G	98%	0%	0%	0%	1%	0%	С	0.094	F	0.565	2700	G	2010
		From	1				Petersburg									
605) Hunnicut Rd	2.53	600	R			USIBO	ydton Plan	K Ku			NA			NA		05/15/2008
0009		To	n:			26-660	E, Quaker	Rd								
(605) Old Vaughan Rd	3.20	430 From	R			20 000	z, quater				NA			NA		05/15/2008
		To From	2.			26-670 V	V, Old Stag	e Rd								
(605) Old Vaughan Rd	0.08	800	G	95%	3%	0%	1%	1%	0%	С	0.100	F	0.607	860	G	2010
$\frac{\circ}{\circ}$		To From	a:			26-670	E, Duncan	Rd			$\Box$					
605) Old Stage Rd	0.50	610 To	R			26,660.1	N 1 N	1.0.1			NA			NA		05/15/2008
		From					Monks Nec Old Stage									
(605) Monks Neck Rd	4.49	370	R								NA			NA		05/15/2008
		To	a:				N, Halifax S, Halifax									
(605) Ellington Rd	1.40	350	R				~,				NA			NA		05/15/2008
		То	12			Prince Ge	orge Count	y Line								
O B B	0.00	From				26-669	Old Stage	Rd						NIA		05/40/000
606 Reams Dr	2.00	410 To	R ≕			26-604	S, Halifax	Rd			NA T			NA		05/19/2008
		From	1:				N, Halifax									
606) Oak Grove Rd	1.40	<b>220</b>	R			D: C	<b>C</b> .	v ·			NA			NA		05/19/2008
		From	1				orge Count									
607) Butler Branch Rd	1.50	370	"L			26-60	4 Halifax F	ka			NA			NA		05/19/2008
007) = 3.3.3.3.3.3.3.3.3.3.3.3.3.3.3.3.3.3.3		To	y.			Prince Ge	orge Count	y Line								
		From	1:				US 460									
608) Zion Rd	0.46	130	R			A	D 11	D.1			NA			NA		04/28/2008
		To	1				Baltimore									
609) Cherry Hill Rd	0.80	150	R			Brunswi	ick County	Line			NA			NA		05/12/2008
009 55, 1 1	3.00					26 60	7 Cutbank	DA .								33, .2,2000
(609) Cherryhill Rd	3.40	<b>30</b> From	R	-		20-08	, Cutoank l	xu			NA			NA		05/12/2008
		To	<u>.</u>			26-6	16 Ridge R	d								
O		From	1:			20-0	- o rauge N									
(609) Old Stage Rd	0.70	120	R								NA			NA		05/12/2008

Route	Length	AADT	QA	4Tire	Bus		Trı 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County		Fron	.1						LIIAII		i aciti		i autui			
(609) Cherry Hill Rd	2.30	50	R			SR 40 N	IcKenney l	Hwy			NA			NA		05/12/2008
		Tr	·				Courthou									
(609) Old Stage Rd	1.58	190	R			26-619 N	, Courthou	se Rd			NA			NA		05/12/200
(009)		To				26-66	64 Reese R	d								
609) Old Stage Rd	2.90	160 From	R			20 00	or recese re	u			NA			NA		06/08/200
		To Error				26-62	5 Flatfoot I	Rd			_					
609) Old Stage Rd	2.20	340	G	93%	2%	0%	4%	1%	0%	С	0.096	F	0.529	360	G	2010
<u> </u>		To			26-6	670 Old S	tage Rd; Sl	nady Lane								
610) Baskerville Mill Rd	1 40	140	G	95%	3%	Brunswi 1%	ck County	Line 2%	0%	С	0.135	F	0.81	150	G	2010
(610) Baskerville Mill Rd	1.40	140		95%			0%			C	0.133	Г	0.61	150	G	2010
610) Old White Oak Rd	0.50	150	G	95%	SR 40 3%	McKenne 1%	ey Hwy; Ol 0%	d Cryors I 2%	Rd 0%	F	0.107	F	0.73	160	G	2010
(610) Old White Oak Rd	0.50	130	_	3370	370				070			•	0.75	100	J	2010
(610) Old White Oak Rd	0.20	220 From	R			26-650	Lew Jones	Ra			NA			NA		04/28/200
(010)		т.				26 701 C	uail Hollo	w Dd								
610) Old White Oak Rd	2.40	170 From	·L R			20-701 Q	uan mono	w Ku			NA			NA		04/28/200
0.0		Tr				26-651	Whitmore	Rd								
610) Old White Oak Rd	1.40	210 From	R			20-031	Williamore	Ru			NA			NA		04/28/2008
		Т	-			26-6-	14 Brills R	d								
(610) Old White Oak Rd	1.20	280 From	R					-			NA			NA		04/28/2008
		To From				26-64	5 Scotts R	d								
610) Old White Oak Rd	2.30	20	R								NA			NA		04/28/2008
		To From				26-622	Baltimore	Rd								
610) Old White Oak Rd	0.90	230	R								NA			NA		04/28/2008
		To	c .			26-613	White Oak	Rd								
William Dd	2.44	Fron	<u> </u>	060/	20/		Courthouse		00/		0.110	_	0.607	E 40	_	2010
(611) Wilkinson Rd	3.44	500	G	96%	3%	0%	0%	0%	0%	С	0.118	F	0.607	540	G	2010
611) Wilkinson Rd	1.82	350 From		96%	3%	26-645 W 0%	heelers Po 0%	nd Rd 0%	0%	F	0.095	F	0.603	370	G	2010
(611) Wilkinson Rd	1.02	350	G	90%	3%				0%	Г	0.095	Г	0.603	370	G	2010
611) Trinity Church Rd	3.25	170 From	G	96%	3%	26-613 0%	White Oak	Rd 0%	0%	F	0.099	F	0.535	180	G	2010
(611) Trinity Church Rd	3.23	170	.—	90 /0	370			0 76	0 /0		0.099		0.555	100	G	2010
611) Trinity Church Rd	0.15	1000 From	 R				US 460				NA			NA		05/05/2008
(611) I rinity Church Rd	0.10	To	<u> </u>			26-75	1 S; 26-75	2			<b>—</b>			14/1		00/00/200
O		Fron					1 N; 26-71									
611) Trinity Church Rd	0.92	880	R								NA			NA		05/05/2008
O T: 11 OL 1 D.1	0.70	Fron				26-731	Ruth Hill	Rd			$\exists :$					05/05/000
611) Trinity Church Rd	0.79	460	R								NA			NA		05/05/2008
Drawer Dd	0.40	From	<u> </u>			26-723 Pe	earson Har	dy Rd						NIA		05/05/000
611) Brown Rd	2.18	350	R								NA —			NA		05/05/2008
O Drown Dd	1.00	Fron	<u> </u>			26-627 Tı	inity Chur	ch Rd						NΙΔ		05/05/2000
611) Brown Rd	1.89	380 To	R			26-708 F	, Namozin	e Rd			NA			NA		05/05/2008
		From					, Namozii									
611) Brown Rd	0.36	230	R								NA			NA		05/05/2008
$\frac{\circ}{\circ}$		To From				26-747	Wheelers I	Lane								
(611) Exeter Mill Rd	1.45	130	R			0.5 -0-		D.1			NA			NA		05/05/2008
<u> </u>		To	<u> </u>				Sutherland									
(612) Harpers Bridge Rd	0.10	260	G	96%	2%	Brunswi 1%	ck County 0%	Line 1%	0%	F	0.115	F	0.567	270	G	2010
(612) Harpers Bridge Rd	0.10	200	G	3070	∠70	170	U70	170	U 70	Г	0.113	Г	0.507	210	G	2010

						maalo n	nan n <del>e</del> nai	10071100	<u> </u>							
Route	Length	AADT	QA	4Tire	Bus	2Axle	Trı 3+Axle	uck 1Trail	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County		From									-					
612) Old Beaver Pond Rd	0.77	350	G	96%	2%	26-63 1%	8 Harpers I 0%	1%	0%	С	0.114	F	0.675	370	G	2010
(612) Old Beaver Pond Rd	0.77	To	Ť	3070	270		Old Cryors		070		0:114	•	0.070	070	Ü	2010
		From				Brunswi	ck County	Line			1					
613) Gills Bridge Rd	1.12	190	R				•				NA			NA		05/05/2008
		To From	-			26-63	8 Harpers I	Rd								
(613) Gills Bridge Rd	1.92	190	R								NA			NA		05/05/2008
		To From				26-651	Whitmore	Rd			<u> </u>					
(613) Gills Bridge Rd	1.82	150 From	R								NA			NA		05/05/2008
		To					W, Darvills									
White Oak Dd	7 07	From	<u> </u>	020/	20/		E, Darvills		00/		0.126	_	0.645	240	0	2010
613) White Oak Rd	7.37	190	G	92%	3%	0%	1%	4%	0%	С	0.126	F	0.615	210	G	2010
O 14414 O 1 D 1		From	<u> </u>				Baltimore				<u> </u>					
613) White Oak Rd	0.93	370	G	92%	3%	0%	1%	4%	0%	F	0.137	F	0.686	400	G	2010
O		From	<u> </u>			26-64	16 Glebe R	d			<u> </u>					
(613) Whie Oak Rd	1.13	270	R								NA			NA		05/07/2008
		To From			2	6-624 W,	Coleman L	ake Rd			$\Box$					
(613) White Oak Rd	1.93	430	R								NA			NA		05/07/2008
		To				26-611	Wilkinson	Rd			<b>—</b>					
(613) White Oak Rd	3.27	430	R								NA			NA		05/07/2008
		To				26-6	527; 26-645	5			<b>—</b> —					
(613) White Oak Rd	1.38	350 From	R								NA			NA		05/07/2008
0.09		To				26 628 T	ranquility	Lana								
(613) White Oak Rd	1.26	570 From	R			20-026 1	ranquinty	Lanc			NA			NA		05/07/2008
(013)		To				26.661	D :	D 1								
(613) White Oak Rd	1.77	1100 From	G	92%	3%	0%	Boisseau 1%	4%	0%	F	0.122	F	0.611	1200	G	2010
613) Willie Oak ita	1.77		<u> </u>	JZ /0	370				070	'	0.122		0.011	1200	J	2010
White Ook Dd	1 71	From	<u> </u>	0.40/	20/		Claiborne		00/			г	0.624	1400		2010
613) White Oak Rd	1.71	1200 _{To}	G	94%	2%	0%	2% Boydton Pla	2%	0%	F	0.098	F	0.631	1400	G	2010
		From					oydton Pla									-
(613) Dabney Mill Rd	1.70	980	G	94%	2%	0%	2%	2%	0%	С	0.116	F	0.549	1100	G	2010
$\bigcirc$		To				26-75	58 Steers R	d.								
(613) Dabney Mill Rd	1.22	440 From	G	94%	2%	0%	2%	2%	0%	F	0.111	F	0.719	470	G	2010
,		To				26 670	W, Duncar	, D.d								
(613) Dabney Mill Rd	0.51	430 From	G	94%	2%	0%	2%	2%	0%	F	0.109	F	0.576	460	G	2010
(013) 2 33.13) 11	0.0.	To	_	0.70						•	<del></del>	•	0.0.0		Ū	20.0
613) Squirrel Level Rd	1.43	280 From	G	94%	2%	0%	E, Duncan 2%	2%	0%	F	0.142	F	0.506	290	G	2010
613) Squirrel Level Rd	1.43	200		94 /0	2 /0				0 /6	Г	0.142		0.500	290	G	2010
Consisted Loved Del	0.00	From	<u> </u>	0.40/	20/		Plantation		00/				0.504	400		2040
613 Squirrel Level Rd	0.86	370	G	94%	2%	0%	2%	2%	0%	F	0.111	F	0.581	400	G	2010
<u> </u>		From					Tanglewoo				<del></del>	_				
(613) Squirrel Level Rd	1.39	890	G	94%	2%	0%	2%	2%	0%	F	0.105	F	0.692	960	G	2010
		To From				26-741	Fort Emery	y Rd			$\Box$					
(613) Squirrel Level Rd	0.43	1100	G	94%	2%	0%	2%	2%	0%	F	0.102	F	0.641	1200	G	2010
		To From				26-67	2 Church F	Rd			_					
613) Squirrel Level Rd	0.56	800	G	94%	2%	0%	2%	2%	0%	F	0.168	F	0.552	870	G	2010
$\overline{}$		To				26-6	76 Flank R	d			<b>—</b> —					
613) Squirrel Level Rd	1.03	810 From	G	94%	2%	0%	2%	2%	0%	F	0.164	F	0.544	890	G	2010
		To					Petersburg									
<del></del>		From				SR 40 W,	McKenne	y Hwy								
(614) Sunnyside Dr	1.23	360	R								NA			NA		05/07/2008
$\bigcirc$		To				WCI	McKenne	ev								

								100 / 1100								
Route	Length	AADT	QA	4Tire	Bus			uck 1Trail	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of McKennev		Fron														
(614) Sunnyside Dr	0.30	240	R			WCL	McKenne	ey			NA			NA		08/14/2002
,		Tr				SR 40 I	E, Doyle B	lvd								
Dinwiddie County		Fron	:1			D	ead End									
615) Blue Tartan Rd	0.42	60	R			D	ead End				NA			NA		05/02/2005
615) Blue Tartan Rd	0.90	220 From	R			0.42 M	N Dead E	and			NA			NA		05/02/2005
		To	:			FR-81	Frontage 1	Rd								
Didae Dd	0.00	From	L_			Sussex	County L	ine						NIA		05/40/0000
(616) Ridge Rd	2.20	70	R								NA			NA		05/12/2008
(616) Ridge Rd	1.90	80	R			26-61	Bolster F	Rd			NA			NA		05/12/2008
010) 131		To	:			26-609	Cherryhill	Rd								
$\overline{}$		Fron	:			26-61	6 Ridge R	d								
617) Bolster Rd	1.50	<b>270</b>	R			26-619 W	Courthou	ica Dd			NA			NA		05/12/2008
		Fron	:			26-619 E,										
(617) Bolster Rd	1.69	<b>260</b>	R			26.665.11	7 11 3 41	11 D 1			NA			NA		05/12/2008
		From	·				County I									
618) Halligan Park Rd	1.20	320	R			Sussex	County L	ine			NA			NA		05/19/2008
0.00		Tr	-			26-66	6 Baugh R	ld.								
(618) Halligan Park Rd	2.82	410 From	R								NA			NA		05/19/2008
		To	c				3 Carson F									
619 Courthouse Rd	3.59	500	G	97%	1%	Sussex 1%	County L 0%	ine 0%	0%	F	0.109	F	0.504	540	G	2010
(619) Courthouse Rd	3.39	J00 Tr	.—	91 /0	1 /0				0 /0		0.109		0.304	340	G	2010
(619) Courthouse Rd	7.05	630 From	G	97%	1%	1%	cKenney 1	нwу 0%	0%	F	0.095	F	0.545	670	G	2010
0.09		Tr Fron	-			26-650 Hav		rch Rd								
619) Courthouse Rd	0.86	1300	G	97%	1%	1%	0%	0%	0%	F	0.103	F	0.634	1400	G	2010
<u> </u>		To From					Flatfoot l									
(619) Courthouse Rd	1.06	1300	G	97%	1%	1%	0%	0%	0%	F	0.106	F	0.625	1400	G	2010
O conthe on a Rd	0.05	Fron		070/	40/		Lundys I		00/	_	0.405		0.00	1000		0040
619 Courthouse Rd	0.25	1500	G	97%	1%	1%	0%	0%	0%	F	0.105	F	0.62	1600	G	2010
619 Courthouse Rd	0.59	1800	G	97%	1%	26-141 1%	4 Bishop l	0%	0%	С	0.105	F	0.594	1900	G	2010
(619) Courtnouse Rd	0.00	To		01 70	170		dton Plan		070		0.100		0.001	1000		2010
		Fron	:			26-639	Wilson F	Rd								
(620) Foster Rd	1.20	40	R				** ~				NA			NA		04/28/2008
		Fron	:				W, Grubby E, Grubby									
(620) White Oak Church Rd	1.80	420	R								NA			NA		04/28/2008
		To	:				60 WEST 460 EAST									
(620) White Oak Church Rd	1.90	60	R			05-	HOU LAST				NA			NA		04/28/2008
		To	:			D	ead End									
Clay Street Dd	4.00	From				Ţ	JS 460							N10		06/00/0005
(621) Clay Street Rd	1.60	310	R					-			NA			NA		06/08/2005
621) Clay Street Rd	0.40	220 From	<u>-</u> R			1.60 N	MN US 46	50			NA			NA		06/08/2005
(621) Clay Street Rd	0.40	To				D	ead End							. 47 (		30,00,2000
		From				26-650	Lew Jones	Rd								
622) Baltimore Rd	1.60	40	R								NA			NA		04/28/2008
		Tr				26-64	7 Doyle R	d								

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Route	Length	AADT	QA	4Tire	Bus		Tr 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie Countv		Fron	ı			26.6	47 D 1 - F	1 d			-					
622) Baltimore Rd	3.70	60	R			20-04	47 Doyle F	<u>ka</u>			NA			NA		04/28/2008
Dalkimana Dal	0.00	Fron				26-610 O	ld White C	Oak Rd			$\supset$			NIA		0.4/0.0/0.00
(622) Baltimore Rd	0.80	110	R			26-613 W	, White O	ak Rd			NA 			NA		04/28/2008
Poltimore Dd	2.50	Fron		020/	10/	26-613 E	, White O	ak Rd	00/		0.117	_	0.625	920		2010
(622) Baltimore Rd	3.50	770	G	93%	1%	1%	1%	5%	0%	С	0.117	F	0.635	820	G	2010
(622) Baltimore Rd	1.66	340 From	R			US	460; 26-60	2			NA			NA		04/28/2008
		Fron				26-694	4 Old Pine	Rd								
622) Baltimore Rd	2.10	1100	R				Q				NA			NA		04/28/2008
		Fron	1:				a County L a County L									
(623)	2.00	590	R			Amen	a County L	шс			NA			NA		05/05/2008
		To Fron	h:			26-611	Wilkinsor	ı Rd								
623 Sutherland Rd	3.28	970	R								NA			NA		05/05/2008
Cuthorland Bd	0.62	1500 From	R			26-75	0 Oxford I	Rd			NA			NA		05/05/2009
623) Sutherland Rd	0.62	1300				26.700	N	. D.1			INA			INA		05/05/2008
(623) Station Rd	0.42	200 From	R			20-708	Namozine	ка			NA			NA		05/05/2008
		Fron				26-760 S	Southerland	1 Ave			_					
623) Station Rd	0.68	300	R								NA			NA		05/05/2008
		Fron					460 Cox R									
(624) Coleman Lake Rd	2.60	150	R			26-645 W	heelers Po	ona Ka			NA			NA		04/30/2008
		Fron	a-				V, White O									
(624) Coleman Lake Rd	3.80	560	R			26-613 E	E, White O	ak Rd			NA			NA		04/30/2008
		To Fron				US 4	160; FR-80	06			_					
624) Coleman Lake Rd	6.00	470	R								NA			NA		04/30/2008
		Fron					Wilkinson	ı Rd								
(625) Wells Rd	3.52	290	R				US 460				NA			NA		04/28/2008
		Te	:			Ameli	a County L	ine								
626) Flatfoot Rd	5.67	320	G	059/	20/		AcKenney	_	00/	F	0.133	F	0.521	350	G	2010
(626) Flatfoot Rd	5.67	32U		95%	2%	1%	0%	3%	0%	Г	0.133	Г	0.521	330	G	2010
(626) Flatfoot Rd	4.09	450 Fron	G	95%	2%	1%	Old Stage	3%	0%	F	0.120	F	0.639	490	G	2010
		To Fron				26-14	110 Allen I	Dr								
626 Flatfoot Rd	0.43	1200	G	95%	2%	1%	0%	3%	0%	С	0.1	F	0.594	1200	G	2010
		Fron					Courthous									
(627) Courthouse Rd	0.90	2600	G	97%	1%	0%	ydton Plar 1%	1%	0%	С	0.129	F	0.583	2700	G	2010
		To Fron				26-611	Wilkinsor	n Rd								
627) Courthouse Rd	1.40	2100	G	97%	1%	0%	1%	1%	0%	F	0.15	F	0.752	2200	G	2010
	0.04	Fron				26-661	Boisseau	Rd			⊒					05/04/0005
(627) Courthouse Rd	2.81	1900	R				-10				NA			NA		05/21/2008
(627) Courthouse Rd	2.61	2200 From	R			26-6	513; 26-64	5			NA			NA		05/21/2008
	-	Fron				US 460	) New Cox	Rd			¬—					
(627) Courthouse Rd	0.80	1000 From	R								NA			NA		05/21/2008
		Fron	1:				1 E, Cox I 1 W, Cox I									
(627) Trinity Church Rd	2.20	340	R								NA			NA		05/21/2008
$\overline{}$		Tr				26-611	Wilkinsor	Rd								

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Route	Length	AADT	QA	4Tire	Bus	S			-Truck xle 1T			- QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County		Fron						1.										
(628) Tranquility Lane	0.33	70	R				L	Dead Er	nd				NA			NA		05/21/200
020		Т					26-613	White	Oak Rd									
(628) Tranquility Lane	3.10	<b>70</b> From	R				20 015	· · · · · ·	our ru				NA			NA		05/21/2008
		To Eron					26-68	89 Bobo	cat Rd									
(628) Tranquility Lane	0.87	280	R										NA			NA		05/02/200
0		To Fron					26-75	56 Slate	es Rd									
(628) Tranquility Lane	0.70	590	R										NA			NA		05/21/200
<u> </u>		Fron					US 460	) New (	Cox Rd				<u> </u>					
(628) Tranquility Lane	0.09	1100 To	R				26-7	751 Coz	x Rd				NA			NA		05/21/200
		Fron				7			ouse Rd				1					
(629) Anderson Mill Rd	0.93	340	R				20-027	Courtin	ouse Ru				NA			NA		04/30/200
029		Т					26-68	89 Bobo	rat Rd									
(629) Anderson Mill Rd	0.25	10 From	R				20 00	,, 2000	at Ita				NA			NA		04/30/2008
		To	:			_	D	Dead Er	nd									
		Fron	:				Sussex	c Count	ty Line									
(630) Winfield Rd	0.30	290	R				TD 40 1						NA			NA		05/12/2008
		Fron	1						ney Hwy									
(631) Claiborne Rd	2.70	920	R			2	26-613	White	Oak Rd				NA			NA		05/07/2008
(631) Claiborne Rd	2.70	<b>520</b>					26.66	00.11	· D.1				—i"、			14/1		00/01/2000
(631) Claiborne Rd	0.80	2200 From	R				26-69	90 Harr	is Ka				NA			NA		05/07/2008
(631) Grand Fra	0.00	To	:				US 4	460; 26	-708									00/01/200
		Fron	:				26-631	Claibo	orne Rd									
632) Butterwood Rd	3.00	800	R										NA			NA		05/07/2008
		Fron						50 E, C 50 W, C										
(632) Olgers Dr	1.20	1800	G	97%	1%		1%	09		%	0%	С	0.118	F	0.623	1900	G	2010
002		To	:					01 Rive										
		Fron	:				SR 22	6 W, C	ox Rd									
(633) Addison St	0.50	120	R										NA			NA		05/21/2008
<u> </u>		Te						26 E, C										
(634) Pine Grove PI	0.25	260	L			U	IS 1 Bo	ydton I	Plank Rd				NA			NA		05/19/2008
634) Pine Grove PI	0.23	<b>200</b>	<u> </u>				D	Dead Er	nd							INA		03/19/2000
		Fron	:			_		Dead Er										
(635) Hilltop Dr	0.40	330	R										NA			NA		05/07/2008
		Te	:			S	SR 40 N	<b>AcKen</b> r	ney Hwy									
		Fron					D	Dead Er	nd									
636) Rocky Branch Rd	0.27	110	R				TIC	160.0	D 1				NA			NA		05/23/2005
		Fron	<u>.</u>			26		460 Co		1								
(637) Madison Rd	0.49	120	R			26-	-645 W	neeler	s Pond Ro	1			NA			NA		04/30/2008
037)		To					D	Dead Er	nd									0 11 007 = 00
		Fron	:			2	6-613	Gills B	ridge Rd				Ī					
(638) Harpers Rd	2.00	250	R										NA			NA		05/05/2008
<u> </u>		To Fron					26-70	)2 Lenn	nie Rd									
(638) Harpers Rd	1.20	280	R										NA			NA		05/05/2008
$\sim$		Tr	1						Bridge Ro	1								
Wilson Rd	0.00	Fron				N	Vottow	ay Cou	nty Line				NI A	· <u> </u>		NIA		04/20/200
(639) Wilson Rd	0.90	280 To	R				US	460 W	EST				NA			NA		04/28/2008
		Fron	:					460 E										
639 Springston Rd/Wilson R	1.98	290	R										NA			NA		04/28/2008
		Te				2	26-642	W, Gru	ıbby Rd									

Route	Length	AADT	QA	4Tire	Bus		Tru	ıck		QC	K	QK	Dir	AAWDT	QW	Year
Dinwiddie County			_			2Axle	e 3+Axle	1Trail	2Trail		Factor		Factor			
O multiply Dad	0.00	From	<u> </u>	0.40/	40/		W, Grubby		00/		0.400	_	0.750	000	_	0040
(639) Grubby Rd	0.20	220	G	94%	4%	0%	1%	1%	0%	С	0.122	F	0.759	230	G	2010
(639) Wilson Rd	1.60	210	R			26-642	2 E, Grubby	Rd			NA			NA		04/29/2009
(639) Wilson Rd	1.00	210									INA			INA		04/28/2008
(639) Wilson Rd	1.40	290 From	R			26-6	20 Foster R	d			NA			NA		04/28/2008
(639) Wilson Rd	1.10	To	Ė			26-613	White Oak	Rd			TÌ`			10.		0 1/20/2000
		From	:				US 460									
(640) Hobbs Mill Rd	1.40	160	R								NA			NA		04/28/2008
<u> </u>		То				Nottow	ay County I	Line								
<u> </u>	0.55	From	Ļ			US 1 B	oydton Plan	k Rd								05/00/000
641) Airport Rd	0.55	270 To	R			1	Dead End				NA			NA		05/22/2008
		From									+					
(642) W Zilles Rd	1.82	340	G	89%	1%	0%	US 460 1%	8%	0%	С	0.118	F	0.721	360	G	2010
042) 11 =		To					543 Zilles Ro					-				
(642) Grubby Rd	0.60	130 From	G	89%	1%	0%	1%	8%	0%	F	0.152	F	0.739	140	G	2010
,		To	:				W, Grubby									
Carabba Dd	0.00	From	<u> </u>	000/	40/		E, Wilson		00/		0.440	_	0.500	450	_	2040
642 Grubby Rd	2.00	140	G	89%	1%	0%	1%	8%	0%	F	0.142	F	0.522	150	G	2010
O	0.40	From	<u> </u>	000/			hite Oak Cl		00/		0.400	_	0.50	400		0040
642 Grubby Rd	2.40	120	G	89%	1%	0%	1%	8%	0%	F	0.123	F	0.59	130	G	2010
O and and a Rd	4.50	From				26-613	White Oak	Rd						NIA		0.4/0.0/0.000
(642) Continental Rd	1.52	80	R								NA —			NA		04/28/2008
Continuate Dd	0.00	From	ᆫ		1.:	52 ME 26	5-613 White	Oak Rd						NIA		05/40/0005
(642) Continental Rd	0.83	<b>70</b>	R			26-6	544 Brills Ro	1			NA			NA		05/12/2005
		From	:				0 Darvills R									
643) Zilles Rd	3.20	350	R			DIC 4	o Daivins i	.u			NA			NA		05/27/2008
049		To	:			26-64	42 Grubby R	ld								
Town of McKenney																
O David Dd	0.00	From	<u> </u>	000/	00/		0 Doyle Bly		00/		0.405	_	0.040	000	0	0040
644) Depot Rd	0.20	<b>590</b> ™	G	93%	2%	1%	0% L McKenne	4%	0%	F	0.125	F	0.616	630	G	2010
Dinviddia County						110.	3 Westernie	,								
Dinwiddie County		From	:			NCI	L McKenne	y								
(644) Depot Rd	1.92	430	G	93%	2%	1%	0%	4%	0%	С	0.123	F	0.587	460	G	2010
		To From				26-650	Lew Jones	Rd								
644) Brills Rd	2.50	390	R								NA			NA		04/28/2008
0		To From				26-610 C	old White O	ak Rd								
(644) Brills Rd	2.50	110	R								NA			NA		04/28/2008
		To From				26-642	Continental	Rd								
(644) Brills Rd	2.50	120	R								NA			NA		04/28/2008
<u> </u>		То					ryors Rd; D									
645) Scotts Rd	1.40	200	R			26-610 C	Old White O	ak Rd			NA			NA		05/07/2008
(645) Scotts Rd	1.40	200									INA			INA		03/01/2000
645) Scotts Rd	1.80	430	<u> </u>			26-622	2 Baltimore	Rd						NA		05/07/2009
645 Scotts Rd	1.60	<b>43U</b> To	R			26-64	6 W, Glebe	Rd			NA			INA		05/07/2008
		From					6 E, Glebe l									
645) Scotts Rd	1.60	430	R		_					_	NA			NA		05/07/2008
<u> </u>		To From	:			26-7	38 Scotts R	d			_					
(645) Wheelers Pond Rd	0.70	290	R								NA			NA		05/07/2008
$\overline{}$		To				26-63	7 Madison l	Rd								

							/iaii il <del>e</del> i iai	110071100	•							
Route	Length	AADT	QA	4Tire	Bus		3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County		From	ı								-					
(645) Wheelers Pond Rd	0.73	260	R			26-63	7 Madison	Ka			NA			NA		05/07/200
		To From				26-71	15 Patillo R	Rd								
645) Wheelers Pond Rd	1.07	410	R								NA			NA		05/07/200
N/haalara Dand Dd	2.50	From				26-611	Wilkinson	Rd			$\supset$			NIA		05/07/000
645) Wheelers Pond Rd	2.50	520 To	R			26-6	513; 26-627	7			NA T			NA		05/07/200
		From	:				ydton Plan									
646) Glebe Rd	6.00	290 To	G	94%	0%	0%	1%	4%	0%	С	0.131	F	0.605	310	G	2010
		From	]				ld White C									
647) Doyle Rd	1.00	40	R			20-022	Baltimore	: Ku			NA			NA		05/07/200
		To From	:			26-648	8 Hudgins	Rd								
647) Nash Rd	1.60	200	R								NA			NA		05/07/200
<u> </u>		To	-				S, Glebe									
647) Nash Rd	2.24	350	R				,				NA			NA		05/07/200
$\overline{\bigcirc}$		To From				26-73	38 Scotts R	Rd								
647 Nash Rd	1.92	730	R								NA			NA		05/07/200
Nach Dd	0.04	From				26-656	Gatewood	l Rd						NA		05/07/200
647) Nash Rd	0.94	880 To	R			US 1 Bo	ydton Plan	ık Rd			NA T			INA		05/07/200
		From	:				Lew Jones									
648) Hudgins Rd	1.50	150	R								NA			NA		05/07/200
		То					47 Nash R									
649) Snap Lodge Rd	0.50	From <b>50</b>	R			US 1 Bo	ydton Plan	ık Rd			NA			NA		05/07/200
649) Snap Lodge Rd	0.00	То				26-650	Lew Jones	s Rd						147 (		00/01/200
		From	:			26-610 O	ld White C	ak Rd								
650 Lew Jones Rd	1.60	46	G	99%	1%	0%	0%	0%	0%	F	0.146	F	0.571	49	G	2010
	4.40	From		000/			Mason Ch		00/	_			0.007	000		0040
650 Lew Jones Rd	1.10	240	G	99%	1%	0%	0%	0%	0%	F	0.108	F	0.667	260	G	2010
650) Lew Jones Rd	1.60	400 From	G	99%	1%	26-64 0%	14 Depot R 0%	0%	0%	F	0.105	F	0.717	430	G	2010
030) ===================================		To					Baltimore					-				
650) Lew Jones Rd	0.80	410 From	G	99%	1%	0%	0%	0%	0%	F	0.103	F	0.783	440	G	2010
		To From				26-648	8 Hudgins	Rd								
650) Lew Jones Rd	2.50	450	G	99%	1%	0%	0%	0%	0%	С	0.116	F	0.807	490	G	2010
		From					Soydton Pla Boydton Pla									
650) Hamilton Arms Rd	0.15	1100	G	96%	1%	1%	0%	2%	0%	С	0.096	F	0.59	1200	G	2010
<u> </u>		To From				26-709	Shippings	Rd								
650 Hamilton Arms Rd	0.68	1000	G	99%	1%	0%	0%	0%	0%	F	0.102	F	0.759	1100	G	2010
<u> </u>	4.40	From		2001	40/	40/	I-85	201	201				0.005	0.40		2010
650 Hawkins Church Rd	1.43	310	G	96%	1%	1%	0%	2%	0%	С	0.109	F	0.605	340	G	2010
650 Hawkins Church Rd	2.20	190	G	96%	1%	26-656 1%	W, Eppes	Rd 2%	0%	F	0.12	F	0.597	210	G	2010
(650) Hawkins Church Rd	2.20	1 <b>90</b>		JU /0	1 /0		Courthouse		0 /0		0.12	'	0.001	210		2010
		From			26-65		8A TO &		85							
650 Ramp	0.22	830	R								NA			NA		1995
		To	<u>                                     </u>		25		FROM RT		0.5		<u> </u>					
(650) Ramp	0.22	420	R		26-650	) 1-85-N04	8A TO &	FROM IS	85		NA			NA		1995
030)		To	T T			I-85-N l	FROM RT	650			<b>—</b>					

Route	Length	AADT	QA	4Tire	; E	Bus						2Tra	QC	K Factor	QK	Dir Facto	or A	AWDT	QW	Year
Dinwiddie County		Fron								ridge R				-						
(651) Whitmore Rd	2.40	350	R				20-0	013 0	шѕ Б	nuge K	.u			NA				NA		05/27/200
$\bigcup$		To Fron					SR 4	40 W,	Old C	Cryors 1	Rd									
651) Whitmore Rd	1.80	260	R											NA				NA		05/12/200
	2.05	Fron				:	26-61	10 Old	l Whi	te Oak	Rd			<u> </u>						05/05/00/
651 Mason Church Rd	2.25	250	R				26-6	50 W	Lew	Jones !	Rd			NA T				NA		05/05/200
<u> </u>		Fron								Jones I										
651) Mason Church Rd	1.58	170	R											NA				NA		05/05/20
Marrie Observate But	4.07	Fron	$\overline{}$				SR 4	10 E, N	ИсКе	nney H	wy			$\rightrightarrows$				NIA.		05/05/00
651) Mason Church Rd	1.27	350	R		—		—	Dε	ead Er	nd				NA				NA		05/05/20
		Fron						26-64												
652) Asbury Rd	1.56	340	R											NA				NA		05/14/20
		Tr					US	1 Boy	dton 1	Plank F	Rd									
Diabia Dd	0.10	Fron					2	26-703	Cars	on Rd								NI A		05/45/00
Richie Rd	0.16	250	R					D _f	ad Er	nd				NA				NA		05/15/20
		Fron					26.			bank R	d			l						
654) Rainey Rd	3.02	250	R						,					NA				NA		05/12/20
		To Eron	-				26-	-687 N	I, Cut	bank R	d			<b>—</b>						
654) Rainey Rd	0.20	490	R											NA				NA		05/12/20
<u> </u>		Te	•				SR	40 M	cKem	ney Hw	у									
Little Deer Dd	0.50	Fron						De	ead Er	nd								NIA		05/40/20
655 Little Deer Rd	0.58	<b>20</b>	R				US	1 Box	dton ]	Plank F	Rd			NA				NA		05/12/20
		Fron								ing Rd										
656) Eppes Rd	1.20	80	R							0				NA				NA		05/07/20
		To Fron					26	6-658	Branc	hes Rd										
656) Eppes Rd	1.20	190	R											NA				NA		05/07/20
		Fron			—					on Arn s Churc										
656) Gatewood Rd	2.55	480	R											NA				NA		05/07/20
		To								n Plank n Plank										
656) Gatewood Rd	0.90	150	R				051	IV, DC	yuloi	I F IAIIK	Ku			NA				NA		05/07/20
		Te						26-64	7 Nas	sh Rd										
		Fron					US	1 Boy	dton 1	Plank F	Rd									
657) Keelers Mill Rd	2.10	410	R					25.51	7. N.	1.0.1				NA				NA		05/07/20
		Fron	i					26-64						<u> </u>						
658) Branches Rd	1.61	300	R				26	5-709	Snipp	ing Rd				NA				NA		05/07/20
030)		70.	_					26-656	5 Enn	es Rd										
658) Branches Rd	2.70	<b>70</b> From	R					20-050	э црр	C3 Ru				NA				NA		05/07/20
		To					26-	-619 C	Courth	ouse R	d									
<u> </u>		Fron					26-6	565 W	alker	s Mill I	Rd									
Jones Rd	0.90	90	R											NA 				NA		05/12/20
Janas Bd	4.50	From	Ļ				SR	40 M	cKen	ney Hw	y							NIA		05/40/00
659 Jones Rd	1.50	120	R											NA				NA		05/12/20
659) Bain Rd	1.40	220 From	R				2	26-736	Barn	es Rd				NA				NA		05/12/20
659 Bain Rd	1.40	ZZU To					26-	-619 C	Courth	ouse R	d			$\exists$				11/7		00/12/20
		Fron								ouse R				Ì						
660) Hardiways Mill Rd	1.89	1100	R											NA				NA		05/15/20
$\overline{}$		Tr					2	26-703	Cars	on Rd										

Route	Length	AADT	QA	4Tire	Bus		Tr			QC	K	QK	Dir	AAWDT	QW	Year
Dinwiddie County			-				e 3+Axle		21 rail		Factor		Factor			
(660) Old Vaughan Rd	1.20	420	R			26-7	703 Carson	Rd			NA			NA		05/15/2008
(660) Old Vaughan Rd	1.20	To					W, Hunnic							147.		00/10/2000
Ovelor Dd	2.40	From:	_		26-60	5 E; Old V	Vaughan Rd	; Hunnicut	Rd					NΙΔ		05/45/2000
(660) Quaker Rd	2.40	410	R								NA			NA		05/15/2008
(660) Quaker Rd	1.20	590 From:	R			26-70	4 Blackwel	l Rd			NA			NA		05/15/2008
660) Quartor Ftd	1.20	To:				US 1 B	oydton Plar	nk Rd								00/10/2000
		From				26-627	7 Courthous	se Rd								
(661) Boisseau Rd	2.40	730	G	98%	1%	1%		0%	0%	С	0.157	F	0.731	780	G	2010
		To	1				3 White Oal									
(662) Hardwood Creek Rd	1.20	From:	R			26-6	517 Bolster	Rd			 NA			NA		05/12/2008
(662) Hardwood Creek Rd	1.20	To:				26-619	9 Courthous	se Rd						14/5		03/12/2000
		From				26-	659 Jones R	Rd								
(663) Bain Rd	1.20	80	R								NA			NA		05/12/2008
<u> </u>		To	<u> </u>				Walkers M	ill Rd								
O P P-l	4.00	From:	ᆫ				Dead End							NIA		05/40/0000
(664) Reese Rd	1.20	<b>60</b>	R			26-60	9 Old Stage	e Rd			NA T			NA		05/12/2008
		From	1				ex County L				1					
(665) Walkers Mill Rd	0.70	570	R			Dusse	m county 2	3.11.0			NA			NA		05/12/2008
		To				26-6	517 Bolster	Rd			_					
(665) Walkers Mill Rd	2.35	570	R								NA			NA		05/12/2008
$\bigcirc$		To:				SR 40	McKenney	Hwy			_					
(665) Walkers Mill Rd	1.44	220	R								NA			NA		05/12/2008
		To: From:				26-72	8 Wingfield	d Rd								
(665) Walkers Mill Rd	2.76	200	R								NA			NA		05/12/2008
<u> </u>		From				26-6	26 Flatfoot	Rd								
(665) Black Mill Rd	0.70	290	R								NA			NA		05/12/2008
<u> </u>		From				26-681	Black Bran	ch Rd			<u> </u>					0=11=1000
665 Mortar Branch Rd	0.40	48 To-	R				Dead End				NA			NA		05/15/2008
		From:					26 Flatfoot	Pd								
(666) Baugh Rd	1.20	100	R			20-0	2011atioot	Ku			NA			NA		05/19/2008
000		To				26-6	70 Shady La	ane.								
(666) Baugh Rd	4.20	240 From:	R			200	ro Briday E.				NA			NA		05/19/2008
		To:				26-618	Halligan Pa	ark Rd								
		From:				26-6	666 Baugh I	Rd								
667 Malones Rd	3.20	140	R			26.7	703 Carson l	DJ			NA			NA		05/19/2008
_		From														
(668) Brick Rd	1.90	220	R			20-7	703 Carson l	Ku			NA			NA		05/19/2008
000		To				26-6	504 Halifax	Rd								
		From:			26-6	05 Monks	Neck Rd;	Old Stage F	Rd							
(669) Old Stage Rd	3.30	420	R								NA			NA		05/19/2008
		To:					604 Halifax									
(670) Shady Lane	1.82	150	R			26-6	666 Baugh I	Rd			 NA			NA		05/04/2005
(670) Shady Lane	1.02	130				10035	Y 0 6 6 7 7	1.0.						INA		00/04/2000
(670) Shady Lane	0.04	100 From:	R			1.82 MN	V 26-666 Ba	ugh Rd			NA			NA		05/19/2008
(670) Shady Lane	0.04					25.55	22.01.72.1	D.I								
(670) Shady Lane	0.10	150 From:	R			26-68	82 Ole Bole	Kű			NA			NA		05/19/2008
010)	3.10	To:				26-6	88 Sawmill	Rd			7					22 0. 2000

					וווט	widale iv	/laintenar	ice Area	1							
Route	Length	AADT	QA	4Tire	Bus		3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie Countv		From	c			26-688	Sawmill I	Rd			1					
(670) Shady Lane	0.77	170	R								NA			NA		05/19/2008
<u> </u>		To From				26-609	Old Stage	Rd								
670) Old Stage Rd	1.45	400	G	95%	1%	2%	0%	2%	0%	F	0.096	F	0.5	420	G	2010
Old Ctara Dd	0.54	From		050/	40/		3 Carson R		00/	_		_	0.044	240		2040
670) Old Stage Rd	2.51	<b>290</b>	G	95%	1%	2% 26-605 W.	0% Old Vaugh	2% nan Rd	0%	F	0.100	F	0.641	310	G	2010
$\overline{}$		From				26-605 I	E, Old Stag	e Rd								
670 Duncan Rd	2.29	640 To	G	95%	1%	2%	0% Level Rd; I	2%	0%	F	0.098	F	0.671	690	G	2010
_		From					Dabney M		III Ku							
670) Duncan Rd	2.07	520	G	95%	1%	2%	0%	2%	0%	F	0.1	F	0.517	550	G	2010
		From		/			Smith Grov					_				
670 Duncan Rd	1.21	780	G	95%	1%	2%	0%	2%	0%	F	0.106	F	0.590	840	G	2010
Dungen Dd	1 10	From	┶	OE0/			673 Smith (		00/		0 101		0.504	1200		2010
670 Duncan Rd	1.49	1100 To	G	95%	1%	2% US 1 Bo	0% ydton Plani	2% k Rd	0%	С	0.101	F	0.584	1200	G	2010
		From	:				ead End									
671) Brownwall Rd	0.40	90	R								NA			NA		05/22/2008
$\bigcirc$		To	:			US 1 Bo	ydton Plani	k Rd								
Church Dd	1 10	From	<u> </u>	000/	10/		quirrel Lev		00/		0.103	_	0.626	710	_	2010
672) Church Rd	1.49	670	G	98%	1%	0%	1%	0%	0%	F	0.103	F	0.636	710	G	2010
672) Church Rd	0.58	From	G	98%	1.4 1%	9 MN 26-0 0%	613 Hofhel 1%	mer Way 0%	0%	С	0.105	F	0.571	720	G	2010
672) Church Rd	0.50	To	_	3070	170				070		0.103	'	0.57 1	720	J	2010
672) Weakley Rd	0.27	510 From	G	98%	0%	0%	Weakley I	1%	0%	F	0.104	F	0.659	560	G	2010
0,72		To	_				71 Hazel A									
672) Weakley Rd	0.19	510 From	G	98%	0%	0%	1%	1%	0%	С	0.096	F	0.673	560	G	2010
$\bigcirc$		То	:			SR 142	2 Simpson 1	Rd								
O 311 O D 1	4 77	From	<u> </u>			26-67	0 Duncan F	Rd								05/00/000
673) Smith Grove Rd	1.77	390 To	R			26-613 S	quirrel Lev	el Rd			NA T			NA		05/22/2008
		From					quirrel Lev									
674) Wheaton Rd	1.85	130	R			20 010 0	quirter 130 v	or ru			NA			NA		06/13/200
		То	c			26-67	0 Duncan F	Rd								
O Vassakasa Bul	0.74	From		070/	00/		0 Duncan F		00/	_	0.007	_	0.077	740	0	0040
675) Vaughan Rd	3.74	660	G	97%	0%	1%	1%	1%	0%	F	0.087	F	0.677	710	G	2010
675) Vaughan Rd	0.90	1200	G	97%	0%	26-741 1 1%	Fort Emory 1%	Rd 1%	0%	С	0.099	F	0.617	1200	G	2010
675) Vaughan Rd	0.90	1200	_	31 /0	070				0 70		0.033	•	0.017	1200	G	2010
675) Vaughan Rd	0.94	790 From	G	97%	0%	1%	76 Flank Ro 1%	1%	0%	F	0.086	F	0.665	860	G	2010
073)		То	:				Petersburg									
		From	c			26-613 S	quirrel Lev	el Rd								
676) Flank Rd	0.80	580 To	R			26.675		D 1			NA			NA		05/22/2008
		From					Vaughan l									
677) Carson Dr	0.80	960	G	98%	0%	0%	4 Halifax R 1%	1%	0%	С	0.115	F	0.680	1000	G	2010
<u></u>		To					Bland Coll								-	
		From	:			26-605	Ellington	Rd								
678) Spain Dr	1.00	<b>30</b>	R			26.60-	0-1- 0	D.I			NA			NA		05/19/2008
		From					Oak Grove	Kd								
(679)	1.45	210	R			D	ead End				NA			NA		05/15/2008
013		To				26-660 Ha	ardiways M	ill Rd						•		

Pouto	l coat-	AADT	0.4	4T:=c				viairii		ck			QC	K	OK	Dir	۸ ۸ ۸ ۸ ۷ ۲	T OV	W	Voor
Route  Dinwiddie County	Length	AADT	ųА	4Tire	Bus	' 2	2Axle	3+.	Axle	1Trail	2Tı	rail	Ų	Factor	QK	Factor	AAVVI	OT QV	V	Year
<u> </u>		From				26	6-681 E	Black	Branch	Rd				J						
(680) Troublefield Rd	2.01	290	R											NA —			NA		05	5/19/200
(680) Troublefield Rd	1.19	370 From	R		2.0	01 M	IE 26-0	618 H	alligan	Park Ro	d			NA			NA		Or	5/15/200
(680) I roublefield Rd		To				26	6-618 F	Halliga	an Park	Rd				<u> ۱</u>						3/10/2000
<u> </u>		From				_	Susse	x Cou	nty Lir	e										
(681) Black Branch Rd	1.80	300 To	R		26-66	55 Ma	ortar R	ranch	Rd. Bi	ack Mil	1 Rd			NA			NA		05	5/12/2008
		From			20-00.		26-609				ıı Ku									
(682) Ole Bole Rd	0.70	110	R				20 00)	, olu i	ouge 1					NA			NA		05	5/19/200
<u> </u>		То					26-67	'0 Sha	dy Lan	e										
683) Continental Rd	0.45	120	R			2	26-651	Whit	tmore I	Rd				 NA			NA		0/	4/28/200
(683) Continental Rd	0.45	1 <b>20</b>					26.70	7. C	D	1							INA		02	+/20/2000
(683) Continental Rd	0.60	80 From	R				20-70	)/ Can	itree R	1				NA			NA		04	4/28/200
000		To					0.60	MN	26-707											
(683) Continental Rd	0.20	50 From	R											NA			NA		06	6/08/200
<u> </u>		То						Dead I												
(684) Airpark Dr	0.56	2300	R				Ι	Dead I	End					NA			NA		OF	5/22/2008
(684) Airpark Dr	0.50	<b>2300</b> To					US 4	60 Ai	rport S	t							INA		Ů.	3/22/2000
_		From				_	Ι	Dead I	End											
(685) Oakley Dr	0.16	90	R											NA			NA		05	5/05/200
		To			<del></del>		IS 1 Bo													
(686) Smith Grove Lane	0.20	40	R			26	6-673 \$	Smith	Grove	Rd				NA			NA		05	5/22/200
000) 0111111 01010 20110	0.20	То					Ι	Dead E	End					ı.						0, 22, 200
		From					26-609	Cher	ryhill I	Rd										
(687) Cutbank Rd	0.10	100	R											NA			NA		06	6/06/200
	4.54	From					26-654	4 S, R	ainey F	d				⋽			<b></b>			- /4 0 /000
687 Cutbank Rd	1.54	30	R											NA —			NA		Ü	5/12/200
(687) Cutbank Rd	1.06	From From	R			—	1.54 1	MN 2	6-654	5				NA			NA		0!	5/12/200
(667) Galbarii (114	1.00	To	·`			26	-696 B	ourdo	ın Craa	Ŀ <b>D</b> .d				- <u>```</u>			1471			3/ 12/200V
(687) Cutbank Rd	1.62	300 From	R			20-	-090 D	ourdo	n Cree	K KU				NA			NA		05	5/12/200
		То				S	SR 40 N	McKei	nney H	wy										
<u> </u>		From					26-67	0 Sha	dy Lan	e				<b>J</b>						
688 Sawmill Rd	0.85	170	R											NA			NA		05	5/19/2008
(688) Sawmill Rd	1.28	30 From	R			2	26-705	Fox E	Branch	Rd				NA			NA		OF	5/19/200
(688) Sawmill Rd	1.20	To			1	20 1	ME 26	705 T	Zov. Dav	mah Dal							INA		0.	3/13/2000
(688) Sawmill Rd	0.27	70 From	R		1.	28 N	VIE 26-	- /US F	ox Br	nch Rd				NA			NA		05	5/19/2008
(000)		То					26-66	7 Mal	ones R	d										
		From				26	-629 A	anders	on Mil	l Rd										
689 Bobcat Rd	0.60	180 To	R			- 21	c coo.	т.	*1** Y					NA			NA		05	5/21/200
		From					6-628 T													
(690) Harris Dr	0.94	280	R				20-031	Ciait	borne r	u				NA			NA		05	5/07/2008
		To				_	Ι	Dead I	End											
		From				_	Ι	Dead E	End											
691) Cryors Rd	1.00	140	R				CD 40	0110	1 ·	ı.i				NA			NA		05	5/05/2008
		From	<u> </u>				SR 40			Kd										
(692) Spony Church Rd	1.89	60	R				L	Dead I	and					NA			NA		05	5/12/200
002		To				S	SR 40 N	McKei	nney H	wy				<b>一</b>			•			

							riali itoliai									
Route	Length	AADT	QA	4Tire	Bus		Tr			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County									ZITAII		1 actor		i actor			
(692) Spony Church Rd	3.20	160	"∐ R			SR 40 N	McKenney	Hwy			NA			NA		05/12/2009
002) 1 7		To Fron				26-709	9 Shipping	Rd								
692) Spony Church Rd	0.60	60	R								NA			NA		05/07/2008
<u> </u>		Fron	).				Dead End									
(693) Williamson Rd	2.87	210	R			26-70	3 Carson I	Rd			NA			NA		05/27/200
(093)		Tr	_			26-670	Old Stage	Rd								
O 01151 51		Fron	ı:			D	Dead End				<u> </u>					
694) Old Pine Rd	0.70	<b>70</b>	R			26-622	Baltimore	: Rd			NA			NA		06/08/200
		Fron	1:				Dead End									
696) Bourdon Creek Rd	1.20	70	R								NA			NA		05/12/200
		Tr	).				7 Cutbank									
697) Spicely Rd	0.40	110	"∐ R			26-613	White Oak	k Rd			NA			NA		05/12/200
(697) Spicely Rd	0.40	To	):			Г	Dead End							1471		00/12/200
		Fron				26-665 V	Walkers Mi	ill Rd								
698 Double Branch Rd	1.20	150	R			Cussar	. Country I				NA			NA		05/12/200
		Fron	1:				County L Wilkinson				1					
699) Horsetail Rd	1.89	60	R			20-011	** IIKIIISOII	i Ru			NA			NA		05/27/200
<u> </u>		To Fron	2		1.8	89 MN 26	-611 Wilk	inson Rd								
699 Horsetail Rd	1.41	50	R								NA			NA		05/27/200
		From	l .				Namozine	e Rd								
700) Boze Rd	0.88	60	R			L	Dead End				NA			NA		04/28/200
		T- Fron	-			26-613	White Oak	k Rd								
700) Hawkins Rd	2.54	250	R								NA			NA		05/12/200
		To	1				Baltimore	Rd								
701) Quail Hollow Rd	0.60	20	R			Е	Dead End				NA			NA		04/28/200
(701) Quali Fromon Fita	0.00	To	):			26-610 O	ld White C	Oak Rd								0 1/20/200
$\widehat{}$		Fron				26-63	8 Harpers l	Rd								
702 Lennie Rd	1.32	<b>80</b>	R			SP 40	Old Cryore	· Dd			NA			NA		05/05/200
		Fron	1:				Old Cryors oydton Plan									
(703) Carson Rd	0.13	3700	G	96%	1%	1%	1%	1%	0%	F	0.095	F		4000	G	2010
<u> </u>		To From	2			2	26-1403									
703) Carson Rd	1.17	3600	G	96%	1%	1%	1%	1%	0%	С	0.097	F	0.504	3800	G	2010
<u> </u>		Fron	1:				I-85					_				
703 Carson Rd	5.18	880	<u>G</u>	93%	2%	1%	3%	1%	0%	С	0.097	F	0.681	950	G	2010
703) Carson Rd	5.97	730	<u>+</u>	93%	2%	26-670 1%	Old Stage 3%	Rd 1%	0%	F	0.089	F	0.641	780	G	2010
(703) Carson Rd	3.91	730 Tr	<u> </u>	9370	270		Halligan Pa		0 70		0.003	!	0.041	700		2010
703) Carson Rd	0.09	1100	G	93%	2%	1%	3%	1%	0%	F	0.106	F	0.702	1100	G	2010
		Tr	).		Prin	ce George	County Li		1							
O Dom:	0.04	From	1:		26-703	I-85-S05	3A TO &	FROM IS	85		NIA.			NIA		
703) Ramp	0.21	NA To	):			I-85-S 1	FROM RT	703			NA T			NA		
East		From	1.				TO RT 85									
(703) Ramp	0.31	NA									NA			NA		
$\overline{}$		To	):		-	I-85-N	FROM RT	703								

					٥	widale iv	namenan	00 / 1100	•							
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County		From:				26 702	TO RT 85 N	ID								
West 703) Ramp	0.24	NA				20-703	10 K1 83 F	ND			NA			NA		
		To				I-85-N l	FROM RT 7	703								
Disclosed Dd	0.04	From	_			D	ead End							NIA		05/45/000
704) Blackwell Rd	0.24	60 To:	R			26-66	0 Quaker Ro	1			NA T			NA		05/15/200
		From					Sawmill R									
705) Fox Branch Rd	1.42	180	R								NA			NA		05/19/200
		To:				26-733	Little Zion l	Rd								
Old C== Pd	0.55	From	<u> </u>			SR 22	6 W, Cox R	d						NIA		05/07/00
706) Old Cox Rd	0.55	220	R								NA			NA		05/27/20
706) Old Cox Rd	0.15	190	R			26-725	Cherokee F	Rd			NA			NA		05/27/20
700) 514 55714	0.10	To:				SR 22	26 E, Cox Ro	1			<u> </u>					00/21/20
		From:				26-683	Continental	Rd								
707) Cantree Rd	0.85	160	R								NA			NA		04/28/200
<u> </u>		To:					Whitmore I				<u> </u>					
708) Namozine Rd	0.30	530	G	96%	0%	Amelia 1%	a County Lir 1%	1%	0%	F	0.117	F	0.715	560	G	2010
708) Namozine Rd	0.00	To		0070	070				070	•	¬		0.7 10	000		2010
708) Namozine Rd	5.93	960	G	96%	0%	1%	5 Birdnest R 1%	1%	0%	С	0.109	F	0.777	1000	G	2010
700)		To					01 River Rd	.,,								
708) Namozine Rd	0.70	2200 From:	G	96%	0%	1%	1%	1%	0%	F	0.095	F	0.685	2400	G	2010
		To				US 4	160; 26-631									
O		From:				26-609	Cherryhill I	Rd								
709 Shipping Rd	2.70	60	R								NA 			NA		05/05/200
Chinaina Dd	2.70	From:	_			SR 40 N	AcKenney H	wy						NIA		05/05/00/
709 Shipping Rd	3.70	210	R								NA —			NA		05/05/200
709) Shipping Rd	1.70	From:	R			26-65	66 Eppes Rd				NA			NA		05/05/20
709) Gripping Rd	1.70	To				26.659	D. D	ı.d						IVA		03/03/200
709) Shipping Rd	0.63	660 From:	R			20-038	Branches R	a			NA			NA		05/05/200
703) - 11 - 3		To:				26-650 H	amilton Arm	ıs Rd								
		From				D	ead End									
710 Cemetery Rd	0.85	30	R			~ ~~					NA			NA		05/07/20
		To:				SCL	McKenney									
Town of McKennev		From:				SCL	McKenney									
710) Cemetery Rd	0.11	9	R								NA			NA		08/27/200
$\overline{}$		To:				SR 40	Doyle Blvo	1								
Dinwiddie County		From:				Г	ead End				1					
711) Ridley Rd	1.30	40	R				cau End				NA			NA		05/04/20
		To				26-670	Old Stage I	Rd								
		From:				26-70	3 Carson Ro	i								
712) Greentree Rd	0.55	<b>30</b>	R			TO 100	15.1				NA			NA		05/19/200
		From					ead End	D.1								
713) Cutbank Church Rd	2.54	200	R			US I Bo	ydton Plank	Kd			 NA			NA		05/12/200
7 13) Calibratic Charlet	2.54	To:				26-68	7 Cutbank R	d								
_		From:				US 1 Bo	ydton Plank	Rd								
714) Lewis Rd	0.46	330	R								NA			NA		05/19/200
<u> </u>		To:					ead End									
715) Patillo Rd	4.70	From:	Ļ_			26-645 W	heelers Pon	d Rd						N14		04/20/22
(715) Patillo Rd	1.78	120	R								NA			NA		04/30/20

								IIILEIIAIIC										
Route	Length	AADT	QA	4Tire	Bus			True 3+Axle			QC	K Factor	QK	Dir Factor	AAV	<b>VDT</b>	QW	Year
Dinwiddie County		From					26 611	1; 26-751										
716) Poole Siding Rd	0.36	110	R				20-011	; 20-751				NA			N	Α		04/30/200
, 10 °		To					26-751	Cox Rd										
		From				26-6	29 And	erson Mil	1 Rd									
717) Anderson Dr	0.50	45	R									NA			N	Α		05/02/200
		То						d End										
O Harrison Bul	0.00	From					26-601	River Rd								•		05/07/00/
718 Henshaw Rd	0.38	380 To	R				Dea	d End				NA			N	А		05/27/200
		From						River Rd				+						
719) Lee Dr	0.39	240	R				20-001	Kivei Ku				NA			N	Α		05/27/20
719)		То					Dea	d End										
		From					26-601	River Rd										
720) Chestnut Dr	0.15	110	R									NA			N	Α		05/27/20
		То					Dea	d End										
		From					US 460	); FR-804										
721) Pine Hill Rd	0.60	130	R									NA			N	A		05/07/20
<u> </u>		То					Dea	d End										
Alexandra Dal	0.04	From	_			26-	-619 Co	ourthouse l	Rd							•		05/40/00
722) Abernathy Rd	0.81	<b>20</b>	R				Dag	d End				NA			N	А		05/12/20
		From	l					d End										
723) Pearson Hardy Rd	0.58	120	R			26-	-611 W	ilkinson F	₹d			NA			N	Δ		06/08/20
723) Pearson Hardy Rd	0.56	To					Dea	ıd End							IN	^		00/00/20
		From			26	620 5		ton Rd Wi	ilcon D.d									
724) Springston Rd	0.58	240	R		20	-039 3	opringsi	oli Ku Wi	ISOII Ku			NA			N	Α		04/28/20
724) Spilligotoil i ta	0.00	To					US	S 460				TÎ.			•			0 1/20/20
		From						ıd End										
725) Cherokee Rd	0.17	140	R									NA			N	Α		05/02/20
		To				20	6-706 C	Old Cox R	d									
		From				US	1 Boyd	ton Plank	Rd									
726) Mitchell Ave	0.23	170	R									NA			N	Α		05/05/20
$\bigcup$		To					Dea	d End										
		From					Dea	d End										
727) Bethune Rd	0.79	320	R									NA			N	A		05/22/20
		То				26		aughan R	d									
O MC - CALADA	0.04	From	ᄂ				Dea	d End								•		00/00/00
728) Wingfield Rd	0.34	60 To	R			26.6	565 Wol	lkers Mill	DA			NA			N	А		06/08/20
		From	l									+						
729) Spriggs Rd	0.53	80	R			26	5-661 B	oisseau R	.d			NA			N	Δ		05/02/20
729) Opriggo Na	0.00	То					Dea	d End				<b>–</b> "``				, ,		00/02/20
		From						Cox Rd										
730) Williams Rd	0.28	70	R				00.00	, con rea				NA			N	Α		05/02/20
		To					Dea	ıd End										
		From				26	-611 W	ilkinson F	Rd									
731) Ruth Hill Rd	0.02	190	R									NA			N	Α		04/30/20
$\overline{}$		To			C	0.02 M	E 26-61	11 Wilkin	son Rd			_						
731) Ruth Hill Rd	0.40	210 From	R									NA			N	Α		04/30/20
$\overline{}$		То					Dea	d End				$\Box$ _						
		From					Dea	d End										
732) Davis Rd	0.60	360	R							-		NA			N	A		04/30/20
$\overline{}$		To				26-	-627 Co	ourthouse l	Rd									
$\widehat{}$		From				26	5-670 O	ld Stage R	₹d									
733) Little Zion Rd	1.20	220	R									NA			N	Α		05/19/20
$\overline{}$		To				2	26-703 (	Carson Rd	i									

							2010 11	ianitoi	iance Ai	<del>ou</del>									
Route	Length	AADT	QA	4Tire	Bus				Truck de 1Tra		C	C F	K actor	QK	Dir Factor	. AA	WDT	QW	Year
Dinwiddie County		From	i			2	6-619 (	Courtho	use Rd				1						
(734) Rainey Rd	3.14	190	R				.0-017 (	courtino	use Ru				NA				NA		05/07/200
		To					26-626	5 Flatfoo	ot Rd										
		From				2	6-619 (	Courtho	use Rd				]						
(735) Goose Pond Rd	1.40	60	R										NA				NA		05/07/200
<u> </u>		To						ead End											
O Dames Del	0.50	From	ᄂ			26-	-659 Ba	iin Rd; J	Jones Rd								NI A		05/40/000
736 Barnes Rd	0.50	<b>60</b>	R				D	ead End	1				NA				NA		05/12/200
		From	l			26			Mill Rd				1						
737) Booth Rd	1.60	20	R			20	0-003 W	vaikeis .	WIII Ku				NA				NA		05/12/200
737) 200		To					26-626	5 Flatfoo	ot Rd				i i						00// _ 00
		From			26-6	545 V	Wheelei	rs Pond	Rd; Scotts	s Rd									
738) Scotts Rd	1.33	520	R						,				NA				NA		05/07/200
		То					26-64	47 Nash	Rd										
		From					26-7	51 Cox	Rd										
739) Midway Rd	1.70	480	R										NA				NA		05/27/200
<u> </u>		To				2	26-708	Namozi	ine Rd										
<u> </u>		From				2	6-627 (	Courtho	use Rd										
740 Turkey Egg Rd	1.50	1900	R				~ . ~						NA				NA		05/15/200
		In	<u> </u>					ydton Pl					<u> </u>						
Cont Consum Dal	0.70	From	ᄂ			26	-613 Sq	quirrel L	evel Rd								NI A		05/00/000
741) Fort Emory Rd	0.70	510 To	R				26 675	Vaugha	on Dd				NA				NA		05/22/200
		From	<u> </u>										1						
742) Plantation Rd	0.50	270	R			26	-613 Sq	quirrel L	evel Rd				NA				NA		05/22/200
742) Plantation Rd	0.50	ZI U					26-675	Vaugha	an Rd				7				14/7		03/22/200
		From	I					60 Cox											
743) Hart Rd	0.57	470	R				05 1	оо сол	ru				NA				NA		05/07/200
(1-9)		To					26-60	)1 River	Rd										
		From					26-64	14 Brills	Rd										
744) McKissicks Rd	0.70	80	R										NA				NA		04/28/200
$\bigcirc$		То					D	ead End	l										
		From					D	ead End	i										
745) Fisher Rd	0.20	50	R										NA				NA		05/05/200
<u> </u>		То				26-	-651 M	ason Ch	urch Rd										
O		From				2	26-708	Namozi	ine Rd										
746 Birdnest Rd	0.95	<b>90</b>	R					1 F i					NA				NA		05/02/200
		From	<u> </u>					ead Enc					1						
747) Wheelers Lane	0.35	10	R			- 2	26-611	Wilkins	on Rd				NA				NA		05/05/200
747) Wileciers Laire	0.55	To					D	ead End	i								INA		03/03/200
		From	! ]					ead End					<del>-</del>						
748) Unico Rd	0.49	180	R				Ъ.	cua Biic					NA				NA		05/14/200
(140)		To					26-652	2 Asbur	y Rd										
		From					FR-8	2 Plane	Dr										
749)	0.04	50	R										NA				NA		05/19/200
		To					De	ead Enc	i										
		From				20	6-623 S	Southerl	and Rd				]						
750) Oxford Rd	1.51	590	R										NA				NA		05/05/200
$\smile$		То					De	ead End	i										
<u> </u>		From					De	ead End	l										
751) Cox Rd	0.74	480	R										NA				NA		04/30/200
<u> </u>		To From					26-61	1 W; 26	-752				]—						
(751) Cox Rd	0.26	1500	R										NA				NA		04/30/200
$\overline{}$		To					26-61	1 E; 26-	-716										

									nance / v									
Route	Length	AADT	QA	4Tire	Bus	c			Truck xle 1Tr		QC	K Factor	QK	Dir Factor	AAW	DT	QW	Year
Dinwiddie County		From	1									-						
(751) Cox Rd	3.25	1600	R				26-6	511 E; 26	<u>)-/16</u>			NA			N/	١		04/30/2008
<u> </u>		To From				26-6	627 W,	Trinity	Church R	d		$\Box$						
751) Cox Rd	2.67	2100 _{To}	R				TIC 4	60 F. C	ov Dd			NA			N/	١		04/30/2008
		From						60 E, C										
(752) Siding Dr	0.40	150	R				20-0	611; 26-	-/51			NA			N/			04/30/200
(132) 3.44.19		To					I	Dead En	ıd									
		From					26-611	l Wilkin	son Rd									
753) Siding Dr	0.40	160	R									NA			N/	١		04/30/200
<u> </u>		To						Dead En										
Andres on Mill Del	0.00	From	ᆫ					Dead En	d						NI/			04/20/200
754 Anderson Mill Rd	0.88	210 To	R				26-	751 Cox	x Rd			NA			N/	١		04/30/200
		From						Dead En										
755) Slates Rd	0.50	90	R					Jeau En	u			NA			N/	\		04/30/200
(799)		To					26-	751 Cox	ι Rd									
		From				2	26-628	Tranqui	lity Lane									
(756) Slates Rd	0.28	60	R									NA			N/	١		05/07/200
$\overline{}$		То				_	I	Dead En	d									
O		From	<u> </u>				26-708	8 Namoz	zine Rd			<u> </u>						.= /2 = /2 2 2
757 Marmora Dr	0.62	100 To	R					D 1 E	.1			NA			N/	١		05/05/200
_		From				_		Dead En										
758) Steers Rd	0.39	190	R					Dead En	d			NA			N/			05/22/200
(758) Steers Rd	0.00	To				2	26-613	Dabney	Mill Rd			<b>1</b>			• •	•		00/22/200
		From					I	Dead En	ıd									
(759) Gunn Rd	0.57	9	R									NA			N/	١		05/05/200
$\bigcirc$		To					26-650	Lew Jo	nes Rd									
<u> </u>		From					26-62	23 Statio	on Rd									
760 Sutherland Ave	0.37	90 To	R					Dead En	A			NA			N/	١		05/05/200
		From				_												
764) Oxford Rd	0.33	200	R				26-73	50 Oxfo	ra Ka			NA			N/			05/05/200
(764) GXIGIA NA	0.00	То	Ė				C	Cul-de-S	ac			Π̈́				•		00/00/200
		From					С	Cul-de-S	ac									
(770) Olde Keswick Lane	0.08	50	R									NA			N/	١		05/27/200
<u> </u>		To				Pri	ince Ge	eorge Co	ounty Line	;								
<u> </u>		From					26-67	72 Chur	ch Rd									
775 Hoffeimer Way	0.92	1900	R				IC 1 D	16 T	011- D.4			NA			N/	١		06/13/200
		F							Plank Rd			<u> </u>						
776) Chesdin Lake Rd	0.57	300 From	R				26-6	501 Rive	r Rd			NA			N/			05/22/200
(776) Chesdin Lake Rd	0.57	То	<u> </u>				I	Dead En	ıd						147	`		03/22/200
		From						Dead En				i						
1001) Margarita Ragsdale St	0.02	2	R									NA			N/	١		05/14/200
		То					ECI	L McKe	nney									
Town of McKenney		-	i															
(1001) Bolling Rd	0.02	From 4	L R			—	ECI	L McKe	nney			NA			N/			05/14/200
(1001) Bolling Rd	0.02	<b>-</b>							115						INF	•		JJ/ 17/200
1001) Bolling Rd	0.10	130 From	R			—	26-10	14 Dent	ngh St			NA			N/			05/14/200
(1001) Bolling Rd	0.10	130										INA			INA	`		05/14/200
(1001) Bolling Rd	0.32	420 From	R				26-10	13 John	son St			NA			N/			05/14/200
		74U	n.															

					וט	inwiac	die Ma	untena	ance Ar	rea									
Route	Length	AADT	QA 4	4Tire	Bus	3			ruck e 1Tra		QC	K Fact	QI or	<	Dir actor	AA	WDT	QW	Year
Town of McKennev		Fron										ı							
(1001) Bolling Rd	0.13	870	R			US	1 Boyd	iton Pia	лк ка			NA				1	NA		05/14/200
		Tr					26-100	7 Fifth	St										
(1001) Rives Ave	0.16	720	R									NA				1	NA		05/14/2008
<u> </u>		To Fron				2	26-1006	Fourth	ı St										
(1001) Rives Ave	0.07	710	R									NA				1	NA		05/14/2008
O Pierra Aura	0.07	Fron	_				26-100	5 Third	St			$\rightrightarrows$							05/4.4/000
(1001) Rives Ave	0.07	710	R									NA				Г	NΑ		05/14/200
(1001) Rives Ave	0.07	700 Fron	R			2	26-1004	Secon	d St			NA				1	NA		05/14/200
(1001) 1 11100 7 110	0.0.	т					26-100	3 Firet	C+										00/1.1/200
(1001) Rives Ave	0.03	170 From	R				20-100	5 14180	St			NA				1	NΑ		05/14/200
		To				26	5-1002 F	Railroac	l Ave										
O 5 11 11		Fron				Ş	SR 40 E	Ooyle B	lvd			Щ.,							.=// //
(1002) Railroad Ave	0.10	170	R			2	26-1001	Rives	Ave			NA				r	NΑ		05/14/200
		Fron						nd End	1110			<u>.</u>							
(1003) First St	0.02	20	R				Dec	ia Ena				NA				1	NΑ		05/14/200
		To Fron				26-1	1010 Jac	ck Zehr	ner Rd										
(1003) First St	0.15	70	R									NA				1	NA		05/14/200
<u> </u>		To From				26	5-1009 V	Vestov	er Dr										
(1003) First St	0.03	280	R									NA				1	NΑ		05/14/200
<u> </u>		Fron				Ş	SR 40 E	Ooyle B	lvd			<u> </u>							
1003 First St	0.10	670	R			2	26-1001	Rives	Ave			NA				r	NΑ		05/14/200
		Fron					SR 40 E												
(1004) Second St	0.09	100	R									NA				1	NΑ		05/15/2008
<u> </u>		To				2	26-1001	Rives	Ave										
Third Ct	0.14	Fron	_			26	5-1009 V	Westov	er Dr								. 1 ^		0E /4 E /200
1005 Third St	0.14	90	R									NA				ľ	NΑ		05/15/200
(1005) Third St	0.23	250 From	R			Ş	SR 40 E	Ooyle B	lvd			NA				١	NA		05/15/200
(1005) 111114 61	0.20	To				26	5-1008 2	Zehmer	Ave								• • • • • • • • • • • • • • • • • • • •		00/10/200
		Fron				5	SR 40 E	Ooyle B	lvd										
(1006) Fourth St	0.08	40	R									NA				1	NΑ		05/15/200
		Fron					26-1001												
(1007) Fifth St	0.08	70	R				SR 40 E	oyle B	lvd			NA				1	NΑ		05/15/200
(1007)		т				2	26-1001	Rives	Ave										
(1007) Fifth St	0.11	130 From	R				20 1001	Tu ves	1110			NA				1	NΑ		05/15/200
		Te				26	5-1008 2	Zehmer	Ave										
O 7.1.	2.27	Fron					Dea	nd End				Ц.,							05/45/000
(1008) Zehmer Ave	0.07	40	R									NA				Г	NΑ		05/15/2008
(1008) Zehmer Ave	0.19	60 From	R				26-100	7 Fifth	St			NA				١	NA		05/15/2008
(1008) Zehmer Ave		Tr					26-100	5 Third	St								*/ \		
Dinwiddie County																			
O Wasters Bd	0.05	Fron	D			US	1 Boyd	lton Pla	ınk Rd			A14					.1.0		0E/4.4/000
(1009) Westover Rd	0.65	240	R				SCL M	IcKenn	iev			NA				r	NΑ		05/14/200
Town of McKenney									<u> </u>										
		Fron					SCL M	IcKenn	ey										
(1009) Westover Dr	0.27	240 T	R				26 100	5 TL: 1	C+			NA				1	NΑ		05/14/200
							26-100	o i mird	)I										

Route	Length	AADT	QA	4Tire			T	ruck			QC	K	QK	Dir	AAWDT	QW	Year
Town of McKennev								e 1Trai	11 21	rali		Factor		Factor			
(1009) Westover Dr	0.13	220	L			26-100	5 Third	St				 NA			NA		05/14/2008
(1009)		Tr				26-100	03 First	St				Ĩ.					
		Fron	:			SCL N	AcKenn	ey									
(1010) Jack Zehmer Rd	0.25	70	R									NA			NA		05/14/2008
<u> </u>		Fron			7	26-1012	2 Factor	y St				$\neg$					
1010 Jack Zehmer Rd	0.04	<b>40</b>	R			26 100	)2 Einst	C4				NA			NA		05/14/2008
		Fron					03 First	SI.				+					
(1011) Community St	0.05	90	R			De	ad End					NA			NA		05/14/2008
		To			20	6-614 S	unnysio	le Dr									
		Fron	:		26-	1010 Ja	ck Zehi	ner Rd									
(1012) Factory St	0.10	50	R									NA			NA		05/14/2008
<u> </u>		Tr	1				ad End										
O Johnson Ct	0.00	From	<u> </u>			SR 40 I	Doyle E	lvd							NIA		05/44/2000
(1013) Johnson St	0.08	<b>300</b>	R		2	26-1001	Bollin	v Rd				NA T			NA		05/14/2008
		Fron	:			26-1001											
(1014) Denbigh St	0.08	100	R			.0 1001	Bonni	5114				NA			NA		05/14/2008
		To	:			ECL N	<b>AcKenr</b>	iey									
Dinwiddie County																	
Donbigh St	0.21	100	R			ECL N	AcKenr	iey							NA		05/14/2008
(1014) Denbigh St	0.31	To				De	ad End					NA T			INA		03/14/2000
Town of McKennev																	
		Fron				De	ad End										
(1015) Bethel Rd	0.10	<b>50</b>	R		***							NA			NA		05/12/2005
		R	*		US	S 1 Boyo	iton Pla	ınk Rd									
Dinwiddie County		Fron	:			26-644	Depot	Rd				1					
(1020) Seaboard Dr	0.08	130	R									NA			NA		06/08/2005
<u> </u>		To	:		26	5-1021 S	Souther	n Ave									
O		Fron				De	ad End										
(1021) Southern Ave	0.12	45	R									NA			NA		06/08/2005
<u> </u>		Fron			20	6-1020	Seaboa	rd Dr				<u> </u>					
Southern Ave	0.09	<b>70</b>	R			Do	od End					NA			NA		06/08/2005
		Fron					ad End										
(1039) Shannon Rd	0.30	90	R			De	ad End					NA			NA		05/22/2008
(1039)		To			26	6-611 W	Vilkerso	n Rd									
		Fron	:		2	26-675 V	Vaugha	n Rd									
(1040) Greenhead Dr	0.55	350	R									NA			NA		05/22/2008
$\overline{}$		Tr			2	26-1042	2 Wood	y Ct									
<u> </u>		Fron	<u> </u>			De	ad End										
(1041) Greenhead Ct	0.04	<b>20</b>	R		26	5-1040 C	-monho	ad Dr				NA			NA		05/22/2008
		Fron			20			au Di									
(1042) Woody Ct	0.15	120	R			De	ad End					 NA			NA		05/22/2008
11000, 01		To To				De	ad End										
		Fron	L			26-604											
(1101) Acorn Dr	0.30	70	R									NA			NA		06/08/2005
$\overline{}$		To	:		26	5-606 O	ak Gro	ve Rd									
$\bigcirc$		Fron	:			Cul	-de-Sac										
(1102)	0.46	NA To			***	1 1 D	14 TO	1- D 1				NA			NA		
		Tr	1		US	S 1 Boyo	uton Pla	ınk Kd									

						maaic	Jiviaiiii	tenance	7 11 Oct							
Route	Length	AADT	QA	4Tire	Bus			Truck- Axle 17		QC	K Factor	QK	Dir Factor	AAWD ⁻	T QW	Year
Dinwiddie Countv		From	1				C-1 1-	C			-1					
(1103)	0.20	NA					Cul-de-	-Sac			NA			NA		
		То					26-11	02								
		From				26	5-1111 A	nne Rd								
(1110) Dabney Dr	0.31	60	R								NA			NA		05/02/200
<u> </u>		From				26-1	113 Cha	arlotte Rd								
(1110) Dabney Dr	0.21	140	R								NA			NA		05/02/200
		10						e Oak Rd								
(1111) Anne Rd	0.16	From <b>60</b>	R			26-	·1112 Gi	bson Dr			NA			NA		05/02/200
(1111) Anne Rd	0.10	To				26-	1110 Da	ibney Dr						INA		03/02/200
		From	I				5-1111 A									
(1112) Gibson Dr	0.31	70	R								NA			NA		05/02/200
		То				26-1	113 Ch:	arlotte Rd								
(1112) Gibson Dr	0.13	100 From	R			20 1	113 CIR	arotte rtu			NA			NA		05/02/200
		To				26-6	13 Whit	e Oak Rd								
		From			-	26-	1112 Gi	bson Dr								
(1113) Charlotte Rd	0.16	40	R								NA			NA		05/02/200
		To				26-	1110 Da	ibney Dr								
O =		From				26-11	122 Nort	thwood Dr								00/00/000
(1120) Tanglewood Dr	0.25	470	R								NA 			NA		06/08/200
<u> </u>		From				26-11	121 Sout	hwood Dr	:							
(1120) Tanglewood Dr	0.10	570	R			26.61	2 Carriana	el Level R	4		NA			NA		06/08/200
		From	l			20-013			u		+					
(1121) Southwood Dr	0.14	110	R				Dead I	End			NA			NA		06/08/200
(1121) Southwood Dr	0.14	To	<u>``</u>			26-11	20 Tang	lewood D	r		<b>–</b> j"`			14/1		00/00/200
		From						lewood Dr								
(1122) Northwood Dr	0.08	310	R								NA			NA		06/08/200
$\bigcup$		То				26-11	20 Tang	lewood D	r							
		From				26-11	122 Nort	thwood Dr	:							
(1123) Circlewood Dr	0.46	300	R								NA			NA		06/08/200
<u> </u>		To					Dead I									
Mal(annay Aya	0.05	From	<u> </u>				Dead I	End						NIA		05/40/000
McKenney Ave	0.25	90 To	R				US 1; 26	5-650			NA			NA		05/12/200
		From	l					erland Rd			1					
(1207)	0.46	NA				20-0	23 Suur	criana Na			NA			NA		
		То					26-12	08								
		From					Dead I	End								
(1208)	0.12	NA									NA			NA		
		To From					26-12	07								
(1208)	0.27	NA									NA_			NA		
<u> </u>		То					Dead I	End								
O		From					Cul-de-	-Sac								20/10/202
(1210) Waterford Dr	0.45	100 To	R			26	750 Ov	ford Dd			NA			NA		06/13/200
		From	l			20-	-750 Ox				<del>-  </del>					
(1240) Wrenn Forest Dr	0.21	560	R				Cul-de-	-sac			NA			NA		06/13/200
1240 11131111 31331 21	J. <u>Z</u> 1	To				26	6-601 Ri	ver Rd			□"``					
		From						vasback Ct	t		Ī					
(1241) Swan Circle	0.15	80	R								NA			NA		06/13/200
$\overline{}$		То				26-124	40 Wren	n Forest D	)r							
		From				26-12	243 Canv	vasback Ct	į.							
(1242) Pintail Lane	0.11	70	R								NA			NA		06/13/200
$\overline{}$		To				26-124	40 Wren	n Forest D	)r							

Route	Length	AADT	QA	4Tire	Bu	S			uck 1Trai		QC	K Factor	QK	Dir Factor	AAV	/DT	QW	Year
Dinwiddie Countv		From				26.1	1240 Wro	ann For	act Dr			-						
(1242) Pintail Lane	0.23	270	R			20-1	1240 WI	CIIII I OI	CSI DI			NA			N	Α		05/27/200
$\bigcirc$		То				20	6-1246 F	Pheasan	t Ct									
Capyachack Ct	0.22	From					Cul-c	de-Sac							N	۸		06/12/200
(1243) Canvasback Ct	0.23	60 To	R				Cul-c	de-Sac				NA T			N	А		06/13/200
		From				20	6-1242 P		ane			İ						
1244) Pintail Lane	0.08	100	R									NA			N	Α		05/27/200
<u> </u>		То					Cul-c	de-Sac										
1245) Teal Circle	0.06	70	R			20	6-1242 P	Pintail L	ane			NIA			N	٨		05/27/200
1 ₂₄₅ Teal Circle	0.06	To	<u> </u>				Cul-c	de-Sac				NA T			IN	А		05/27/200
		From						de-Sac				Ì						
1246) Pheasant Ct	0.22	220	R									NA			N	Α		05/27/200
		To From				20	6-1242 P	Pintail L	ane			_						
1246) Pheasant Ct	0.09	200	R									NA			N	A		05/27/200
<u> </u>		То						de-Sac										
1301) Lee Blvd	0.23	From <b>590</b>	R				SR 226	Cox R	d			 NA			N	Α		05/16/200
1301) 200 2110	0.20	To					26 122	2 11:11 0	14							, ,		00/10/200
1301) Lee Blvd	0.18	200 From	R				26-133.	2 Hill S	ot			NA			N	A		05/16/200
1301) =======		To					Dead	d End										
		From				2	26-1306 F	Roanok	e St									
1302 Dinwiddie Ave	0.10	120	R									NA			N	A		05/18/200
<u> </u>		To From				2	26-1348 F	Potoma	c St			$\neg$						
1302 Dinwiddie Ave	0.03	190	R									NA 			N	A		05/18/200
Diamiddia A	0.44	From	Ļ				26-1309	York S	St						N.	^		05/40/00/
Dinwiddie Ave	0.11	260 To	R			US	S 1 Boydt	ton Plar	nk Rd			NA T			N	А		05/18/200
		From				-		d End										
1303) Simmons Ave	0.37	220	R									NA			N	Α		05/18/200
$\bigcirc$		To From					FR-290	Front R	Rd									
1303) Simmons Ave	0.03	2200	R									NA			N	Α		05/18/200
$\smile$		То					S 1 Boydt											
Nottoway Ave	0.10	170	R			20	6-1349 V	Warwic	k St			 NA			N	Δ		05/18/200
Nottoway Ave	0.10	17 <b>0</b>				2	120cT	D 1	G.						11			03/10/200
1304) Nottoway Ave	0.10	210 From	R				26-1306 F	Koanok	e St			NA			N	A		05/18/200
1304)		To				2	26-1348 F	Potoma	c St									
Nottoway Ave	0.13	250 From	R				20-13-01	otoma	CBt			NA			Ν	Α		05/18/200
		To				US	S 1 Boydt	ton Plar	nk Rd									
<u> </u>		From					Dead	d End				<u> </u>						
1305 Surry Ave	0.14	230	R									NA 			N	A		05/18/200
Curry Avo	0.10	From Prom					26-1350	Pagan	St						N	^		05/19/200
Surry Ave	0.19	340	R						0.			NA			N	~		05/18/200
1305) Surry Ave	0.09	430 From	R			2	26-1306 F	Koanok	e St			NA			N	A		05/18/200
(1305) Surry Ave	0.00	<u>.</u>	·.			2	6 1240 F	Doto	o Ct							•		33/10/200
1305) Surry Ave	0.11	530 From	R	-		2	26-1348 F	otoma	L DI			NA			N	A		05/18/200
,		To				US	S 1 Boydt	ton Plar	nk Rd									
		From				2	26-1305	Surry A	ve									
1306) Roanoke St	0.04	110	R									NA			N	A		05/18/200
		To				26-1	1308 Gre	eensvill	e Ave									

												-					
Route	Length	AADT	QA	4Tire	Bu	9			-Truck xle 1Tr		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie Countv		Fron				2/	c 1200	C	:11 - A			-					
(1306) Roanoke St	0.04	140	R			20	5-1308	Greens	ville Ave			NA			NA		05/18/200
		Tr	_			2	6-1307	Brunsy	wick Ave								
(1306) Roanoke St	0.04	130 From	R				0 1507	Druns	VICK TIVE			NA			NA		05/18/200
<u> </u>		To From	_			2	26-1304	Notto	way Ave								
(1306) Roanoke St	0.04	100	R						•			NA			NA		05/18/200
$\bigcirc$		To	:			2	6-1302	Dinwi	ddie Ave								
O B A	0.40	Fron					26-134	19 War	wick St								05/40/00
Brunswick Ave	0.10	210	R									NA —			NA		05/18/200
Davis avvials Avva	0.40	Fron	ᄂᢩ				26-130	)6 Roai	noke St						NIA		05/40/00/
1307 Brunswick Ave	0.10	280	R									NA —			NA		05/18/200
1307) Brunswick Ave	0.12	330 From	R				26-134	48 Poto	mac St			NA			NA		05/18/200
1307 Brunswick Ave	0.12	33 <b>0</b>	$\overline{}$			Ţ	IS 1 Bo	ovdton ]	Plank Rd						INA		03/10/200
		Fron						Dead Er									
1308) Greensville Ave	0.13	60	R									NA			NA		05/18/20
$\bigcup$			_				26-13	350 Pag	an St								
1308) Greensville Ave	0.09	370 From	R						,			NA			NA		05/18/200
<u> </u>		т.	-				26-134	19 War	wick St								
1308) Greensville Ave	0.10	500 From	R									NA			NA		05/18/20
$\bigcup$		Tr	-				26-130	06 Roai	noke St			$\neg$ —					
1308) Greensville Ave	0.09	550	R									NA			NA		05/18/20
$\overline{}$		Tr. Fron	-				26-134	48 Poto	mac St			_					
1308) Greensville Ave	0.12	620	R									NA			NA		05/18/20
$\smile$		To				U	JS 1 Bo	oydton l	Plank Rd								
O V 1 8:	0.40	Fron	Ļ			2	6-1302	Dinwi	ddie Ave								05/40/00
1309 York St	0.10	<b>47</b>	R				Г	Dead Er	nd.			NA			NA		05/18/200
		Fron															
1310) Rockdale Rd	0.10	90	R				L	Dead Er	ıu			NA			NA		05/16/20
1510		ть					SD 1	226 Co	v Dd								
1310) Cedar Hart Rd	0.11	1800	R				SIC 2	220 CO	A Ku			NA			NA		05/16/20
		To					26-13	11 Gra	nt Ave								
1310) Cedar Hart Rd	0.10	1700 From	R				20 13	TT GIU	11110			NA			NA		05/16/20
		To	:				26-600	0 Ferno	lale Rd								
		Fron					D	Dead Er	nd								
1311) Grant Ave	0.31	310	R									NA			NA		05/16/20
<u> </u>		Fron					26-1310	0 Rock	dale Rd								
1311) Grant Ave	0.10	<b>80</b>	R									NA			NA		05/16/20
								Dead Er									
1312) Sunset Dr	0.12	1000	R				26-131	13 Fran	klin St			 NA			NA		05/16/20
Sunset Dr	0.12	Tr					SR 2	226 Co	x Rd			<b>—</b>			1471		00/10/20
		From						12 Sun									
1313) Franklin St	0.22	1000	R									NA			NA		05/16/20
$\bigcirc$		To		_		U	JS 1 Bo	ydton l	Plank Rd								
O		From					D	Dead Er	nd								
1314 Glendale Ave	0.03	20	R									NA			NA		05/23/200
<u> </u>		From				2	26-1317	Mead	ow Lane			$\Box$ $\vdash$					
1314 Glendale Ave	0.12	140	R							 		NA			NA		05/23/200
<u> </u>		Fron					26-13	18 Call	ear Rd			]					
(1314) Glendale Ave	0.10	170	R				26.101	~ D · -	r ta so t			NA			NA		05/23/200
		Tr	Щ_			- 1	26-1315	Del k	Ceith Rd								

								ianoc / iro								
Route	Length	AADT	QA	4Tire	Bus			Truck kle 1Trail		(.)(.	K actor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County		From				26 12	15 Dol V	aith Dd			1					
(1314) Glendale Ave	0.06	220	R			20-13	15 Del K	eith Ku			NA			NA		05/23/200
		To	·			SR	226 Cox	Rd								
		From	:			26-6	03 Sterlii	ng Rd			]					
1315) Del Keith Rd	0.06	70	R								NA			NA		05/23/200
<u> </u>		From				26-13	16 Merid	an Ave			]					
1315 Del Keith Rd	0.11	<b>80</b>	R			26 12	1461 1	1 4			NA			NA		05/23/200
			1				14 Glenda									
1316) Meridan Ave	0.07	From	R			26-131	7 Meado	w Lane			NA			NA		05/23/200
(1316) Meridan Ave	0.07	JU									- IN/\-			IVA		03/23/200
1316) Meridan Ave	0.06	170 From	R			26-	1319 Sho	rt St			NA			NA		05/23/200
(1316) Meridan Ave	0.00						***				¬			1471		00/20/200
1316 Meridan Ave	0.10	80 From	R			26-13	318 Calle	ar Rd			NA			NA		05/23/200
(1316) Meridan Ave	0.10	To				26-13	15 Del K	eith Rd			Ï			IVA		03/23/200
		From	:				16 Merid				i					
(1317) Meadow Lane	0.07	70	R			20 10.	101110110				NA			NA		05/23/200
		To	:			26-131	14 Glenda	ale Ave								
		From	:			26-13	16 Merid	an Ave								
1318 Callear Rd	0.13	100	R								NA			NA		05/23/200
<u> </u>		To				26-131	14 Glenda	ale Ave								
Oh 1 O1	0.00	From	<u> </u>			26-6	03 Sterlii	ng Rd						<b>N</b> 1.0		05/00/000
1319 Short St	0.06	180 To	R			26.13	16 Merid	an Ava			NA			NA		05/23/200
		From									1					
(1320) Ritchie Ave	0.09	200	R			20-	-1362 Oal	k Ct			NA			NA		05/23/200
1320) Tallorlie 7 (VC	0.00	<b>200</b>				- 25	1252.0	<u> </u>			¬			1471		00/20/2000
(1320) Ritchie Ave	0.13	190	R			26-	1363 Cro	ss St			NA			NA		05/23/200
1320) Tatorilo 7110	0.10	To	Ė		US 1 Boy	dton Pla	nk Rd; Sl	R 142 Simpl	son Rd		j i					00/20/200
		From	:				Dead En									
(1321) Ashley Lane	0.18	190	R					*			NA			NA		05/16/200
		To	:			26-	601 Rive	r Rd								
		From					Dead En	d								
(1322) Harwell Dr	0.14	290	R								NA			NA		05/23/200
		To					Boydton P									
Mart Dr	0.40	From	<u> </u>			26-60	00 Fernda	ale Rd						NIA		05/40/000
1323 West Dr	0.40	390 To	R				Dead En	đ			NA			NA		05/16/200
		From					1363 Cro									
1324) Ford Ave	0.15	1200	R			20-1	1303 C10	33 51			NA			NA		05/23/200
		To	:			US 1 I	Boyton Pl	ank Rd								
		From	:	-		(	Cul-de-Sa	nc								
(1325) Creek Ave	0.21	220	R								NA			NA		05/23/200
$\bigcirc$		To				26-132	26 Mt Ple	asant St			1—					
1325) Creek Ave	0.06	290	R								NA			NA		05/23/200
<u> </u>		To	:			SR	226 Cox	Rd								
<u> </u>	_	From				26-13	325 Creel	k Ave			J					
1326 Mt Pleasant St	0.21	60 To	R			26.11	227.0 1	u I ou -			NA			NA		05/23/2009
		- 10					327 Ceda				1					
1327) Cedar Lane	0.05	130	L R			26-132	26 Mt Ple	asant St			NA			NA		05/23/200
(1327) Cedar Lane	0.05	13 <b>U</b>	_			SR	226 Cox	Rd						INA		00/20/200
		From	-				Dead En									
1328) Pinecroft Rd	0.10	70	R				Joan Ell	<u>.</u>			NA			NA		05/16/200
()		To	_													

									i lai loc i								
Route	Length	AADT	QA	4Tire	Bu	ıc			-Truck xle 1Tr		QC	K Factor	QK	Dir Factor	AAWD [*]	ΓQW	Year
Dinwiddie County		Fron	1				26 1320	Brook	sdale Rd			1					
(1328) Pinecroft Rd	0.12	200	R				.0-1329	DIOOK	suale Ku			NA			NA		05/16/2005
<u> </u>		To From					26-1330	) Balsa	m Lane			$\Box$					
(1328) Pinecroft Rd	0.07	390 _{To}	R				26,600	) F	L1. D.1			NA			NA		05/16/2005
		Fron	<u>.                                    </u>				26-600										
(1329) Brooksdale Rd	0.06	180	R				26-1330	) Baisa	m Lane			NA			NA		05/16/200
(1323)		Tr					26-1328	8 Pineo	croft Rd								
		Fron				2	26-1329	Brook	sdale Rd								
1330 Balsam Lane	0.17	190	R									NA			NA		05/16/200
		To					26-1328										
Orașile Cirola	0.00	From	ᄂ				26-132	25 Cree	ek Ave						NIA		00/40/000
1331 Creek Circle	0.03	<b>40</b> π	R			—	C	ul-de-S	ac			NA			NA		06/13/200
		Fron	l									1					
(1332) Hill St	0.05	190	R				20-13	01 Lee	DIVU			NA			NA		05/16/200
(1332)		To					D	ead Er	nd								
		Fron					26-600	) Fernd	lale Rd								
(1333) Ferndale Circle	0.54	300	R									NA			NA		05/16/200
<u> </u>		To				_	26-600	) Fernd	lale Rd								
□    □    □    □    □    □    □	0.40	Fron	<u> </u>				D	ead Er	nd								05/00/000
(1334) Floyd Ave	0.12	40	R									NA			NA		05/23/200
C Flored Acres	0.00	Fron	Ļ				26-133	36 Fore	st Ave						NIA.		05/00/000
1334 Floyd Ave	0.22	530	R				ED 2	90; 26-	1335			NA			NA		05/23/200
		Fron															
(1335) Church Rd	0.19	280	R				0.191	MS FF	-290			NA			NA		05/23/200
(1000)		To	ı .				ED 2	90; 26-	1224								
(1335) Church Rd	0.08	<b>20</b> From	R				1 K-2;	90, 20	1334			NA			NA		05/23/200
		To					D	ead Er	nd								
		Fron					26-133	34 Floy	d Ave								
(1336) Forest Ave	0.30	410	R									NA			NA		05/23/200
<u> </u>		To						ul-de-S									
C James Ava	0.42	From	ᄂ				D	ead Er	nd						NΙΔ		05/02/200
(1337) James Ave	0.12	<b>80</b>	R			—	26-133	R6 Fore	st Ave			NA			NA		05/23/200
		Fron	l			_	26-133										
(1338) Shadyside Dr	0.20	160	R				20-133	) Ciiu	icii Ku			NA			NA		05/23/200
,		To					Cι	ul-de-S	ac								
		Fron					26-132	25 Cree	ek Ave								
(1339) Creek Lane	0.45	50	R									NA			NA		05/23/200
<u> </u>		Te						ul-de-S									
<u> </u>	0.45	From	<u> </u>				SR 2	226 Co	x Rd			<u> </u>					05/45/000
(1340) Fairway Lane	0.15	50	R									NA			NA		05/15/200
(1340) Fairway Lane	0.00	Fron	<u> </u>				26-134	41 Driv	ver Rd			NA			NΙΔ		05/18/2009
(1340) Fairway Lane	0.09	270	R									INA			NA		05/16/200
(1340) Fairway Lane	0.12	From From	R			2	6-1342 V	Wedge	wood Rd			NA			NA		05/18/200
(1340) Fairway Lane	0.1∠	OU Tr					D	ead Er	nd			INA			INA		00/10/200
		Fron	 I			_	26-1343					<u>.</u> 					
(1341) Driver Rd	0.17	150	R				-5 15-5	, GICCI	uj 100			NA			NA		05/18/200
$\bigcirc$		Te					26-1340	) Fairw	ay Lane								
		From					26-1343	Greer	iway Rd								
(1342) Wedgewood Rd	0.20	110	R									NA			NA		05/18/200
$\overline{}$		Tr					26-1340	) Fairw	ay Lane								

Route	Length	AADT	QA	4Tire	Bus			Truck			QC	K	QK	Dir	AAWDT	QW	Year
Dinwiddie County								Axle 1Tr	ail 27	I rail		Factor		Factor			
	0.09	100	R			26-	-1341 D	river Rd				NA			NA		05/18/2005
(1343) Greenway Rd	0.09	To To				26-13	42 Wed	gewood Rd							INA		03/16/2003
		From	l				R 226 C										
(1344) Orchard Rd	0.09	320	R									NA			NA		05/16/2005
		To From				26-1	1345 Ste	even Ave				_					
(1344) Orchard Rd	0.09	270	R									NA			NA		05/16/2005
<u> </u>		То				26-1		ayne Ave									
1345) Steven Ave	0.06	40	R R				Dead l	End				NA			NA		05/18/2005
Steven Ave	0.00	<del>-1</del> 0	<u> </u>												INA		03/10/2000
1345) Steven Ave	0.04	40 From	R			26-	1344 Or	chard Rd				NA			NA		05/18/2005
1345) 61676117170	0.01	To	r <u>``</u>				Dead l	End				T)					00/10/2000
		From					Dead 1	End									
1346) Wayne Ave	0.07	30	R									NA			NA		05/18/2005
$\bigcirc$		To From				26-1	1344 Or	chard Rd									
Wayne Ave	0.04	210 From	R					**				NA			NA		05/18/2005
$\overline{}$		To				26-	1347 Or	chard Dr				<b>—</b>					
Wayne Ave	0.01	47	R									NA			NA		05/18/2005
		To					Dead l	End									
$\bigcirc$		From					Dead l	End									
Orchard Dr	0.17	130	R									NA			NA		05/18/200
		То						ayne Ave									
1348) Potomac St	0.04	120	R			26-	-1305 Sı	ırry Ave				NA			NA		05/23/2005
Potomac St	0.04	120	_ K									INA			INA		03/23/2003
1348) Potomac St	0.04	150 From	R			26-130	08 Gree	nsville Ave				NA			NA		05/23/2005
Potomac St	0.04	130										- INA			INA		03/23/2000
Potomac St	0.04	130	R			26-13	07 Brun	swick Ave				NA			NA		05/23/2005
Potomac St	0.04	130													INA		03/23/2000
1348) Potomac St	0.04	120 From	R			26-13	304 Not	toway Ave				NA			NA		05/23/2005
Potomac St	0.04	To	<u> </u>			26-13	02 Diny	viddie Ave				Τ̈́			IVA		03/23/2000
		From	I					nsville Ave									
1349) Warwick St	0.04	130	R									NA			NA		05/18/2005
		Ta				26-13	307 Brur	swick Ave									
1349) Warwick St	0.04	80 From	R									NA			NA		05/18/2005
		To				26-13	304 Not	toway Ave									
		From				26-	-1305 St	ırry Ave									
Pagan St	0.04	50	R									NA			NA		05/18/2005
<u> </u>		To	<u> </u>					nsville Ave									
Clair Dr	0.40	From	ᄂ			26	6-601 Ri	iver Rd							NIA		05/40/000
1352 Elsie Dr	0.19	260	R									NA —			NA		05/16/2005
Cloio Dr	0.10	From	<u> </u>			26	5-1354 N	1ark Dr							NIA		05/46/2005
1352 Elsie Dr	0.10	120 To	R				Cul-de	-Sac				NA			NA		05/16/2005
		From	<u> </u>			24	6-601 Ri					+					
1353) Susie Dr	0.19	280	R			20	5-001 K	vei Au				NA			NA		05/16/2005
		To				26	1354 N	1ark Dr									
Susie Dr	0.10	100 From	L R			∠0	-1334 N	iaik Di				NA			NA		05/16/2005
		To					Cul-de	-Sac									
		From				26	5-1352 E	Elsie Dr									
1354) Mark Dr	0.08	60	R									NA			NA		05/16/2005
$\bigcirc$		To				26	5-1353 S	usie Dr									

Route	Length	AADT	QA	4Tire	Bus			Truck- Axle 1T			QC	K Factor	QK	Dir Factor	AAWD [*]	r QW	Year
Dinwiddie County		Fron	.1						ıalı	ZIIAII		i aciol		i aciul			
(1354) Mark Dr	0.12	<b>70</b>	R			26	5-1353 S	usie Dr				NA			NA		05/27/2008
		Tr Fron				26	5-1390 Ja	ckie Dr				_					
(1354) Mark Dr	0.07	60	R									NA			NA		05/27/2008
		Tì					Dead l										
(1355) E Autumn Dr	0.18	550	R		-	26-	-601 E, I	River Rd				 NA			NA		05/27/2008
(1355) 2 7 tatariir 21	0.10	т.	·`			26	1356 Sn	arrow Ct									00/21/2000
(1355) E Autumn Dr	0.07	190 From	R			20-	1330 50	anow et				NA			NA		05/16/2005
		To Fron				26	-1367 Iri	s Circle				$\supset$					
(1355) E Autumn Dr	0.10	140	R									NA			NA		05/16/2005
<u> </u>		Fron				26	-1368 W	oods Ct				<u> </u>					
(1355) W Autumn Dr	0.28	250	R									NA —			NA		05/23/2005
(1355) W Autumn Dr	0.13	380 From	R			26-13	869 Wes	briar Lane				NA			NA		05/23/2005
(1355) W Autumn Dr	0.13	300 Te	:			26-	601 W, 1	River Rd							INA		03/23/2003
		Fron	-				Dead l	End									
(1356) Sparrow Ct	0.09	50	R									NA			NA		05/27/2008
<u> </u>		To Fron				26-1:	355, E A	utumn Dr				$\exists$					
(1356) Sparrow Ct	0.06	<b>90</b>	R				D 11	7 1				NA			NA		05/27/2008
		Fron	<u>.</u>			26.1	Dead 1					<u> </u>					
(1357) Bancroft Dr	0.26	150	R		-	20-1	.338 Mai	nsfield Dr				NA			NA		05/27/2008
(1337)		To	:			26-13	60 Ffield	lshire Lane	;								
(1357) Bancroft Dr	0.13	250	R			26-13	360 Field	shire Lane				 NA			NA		05/27/2008
(1357) Bancroft Dr	0.10	230				26	1250 C	1-11 D.:							11/4		03/21/2000
(1357) Bancroft Dr	0.08	670 From	R		-	20-	·1339 G	ydell Dr				NA			NA		05/27/2008
		Te				20	6-601 Ri	ver Rd									
<u> </u>		Fron					Dead l	∃nd									
(1358) Mansfield Dr	0.03	20	R									NA			NA		05/27/2008
Mana Cald Da	0.07	Fron	Ļ			26-	1357 Ba	ncroft Dr				$\supset$			NIA		05/07/0000
(1358) Mansfield Dr	0.07	270	R				26-1360	Gan				NA T			NA		05/27/2008
$\widehat{}$		Fron					26-1359										
(1358) Mansfield Dr	0.08	700 To	R			2,	6-601 Ri	vor Dd				NA			NA		05/27/2008
		Fron	:			۷	Dead l										
(1359) Gaydell Dr	0.04	20	R				Dead	-311 <b>u</b>				NA			NA		05/16/2005
		Tr Fron				26-13	364 Keit	hwood Dr									
(1359) Gaydell Dr	0.10	450	R									NA			NA		05/16/2005
		To Fron				26-	1357 Ba	ncroft Dr									
(1359) Gaydell Dr	0.29	350	R									NA			NA		05/27/2008
<u> </u>		Fron				26-1	358 Mai	nsfield Dr				<u> </u>					
(1359) Gaydell Dr	0.22	280	R									NA 			NA		05/27/2008
(1359) Gaydell Dr	0.10	440 Fron	R			26-	-1387 Be	th Lane				NA			NA		05/27/2008
(1359) Gaydell Dr	0.10	440				26-1	385 McI	lwaine Dr							INA		03/21/2000
		Fron						ncroft Dr									
(1360) Fieldshire Lane	0.23	180	R									NA			NA		05/27/2008
		To						nsfield Dr									
(1361) Walking Landing Dr	0.14	Fron				26-1366	6 Walkin	g Landing (	Ct			NIA			NA		05/24/2009
(1361) Walking Landing Dr	0.14	500	R			9	SR 226 C	ox Rd				NA T			INA		05/21/2008

						iiwiac	aic iviaii	itoriarioc /	iica							
Route	Length	AADT	QA	4Tire	Bus	:		Truck +Axle 1Tr		(.)(	K Facto	, QK	Dir Factor	AAWDT	ΓQW	Year
Dinwiddie County																
1362) Oak Ct	0.12	230	R			2	26-603 St	erling Rd			NA			NA		05/23/2009
Oak Ct	0.12	<b>230</b>	·			20	6-1320 Ri	tchie Ave						INA		03/23/2000
_		From						tchie Ave			İ					
Gross St	0.08	70	R								NA			NA		05/23/200
<u> </u>		То	:			2	26-1324 I	Ford Ave								
<u> </u>		From					Dead	End								
364) Keithwood Dr	0.07	30	R								NA			NA		05/16/200
	0.04	From				26	5-1365 Ti	npan Lane								05/40/000
Keithwood Dr	0.21	320 To	R			2	6-1359 G	aydell Dr			NA			NA		05/16/200
		From	:					thwood Dr								
Timpan Lane	0.11	140	R			20-	-1304 KC	uiwood Di			NA			NA		05/16/200
	_	To					Cul-de	e-Sac								
		From	:				Dead	End								
366) Walking Landing Ct	0.46	500	R								NA			NA		05/21/200
$\overline{}$		То					Dead	End								
O		From				26-	-1355, E	Autumn Dr			<u> </u>					
1367) Iris Circle	0.04	<b>30</b>	R				0.1.1	G.			NA			NA		05/16/200
							Cul-de									
1368) Woods Ct	0.05	40	R				Cul-de	e-Sac			NA			NA		05/16/200
1368) Woods Ct	0.03	To	<u> </u>			26-	1355. W	Autumn Dr						INA		03/10/200
_		From	:					Autumn Dr								
1369) Westbriar Lane	0.04	30	R			20	1555, 11	rutunin Di			NA			NA		05/16/200
		To	:				Cul-de	e-Sac								
_		From				2	26-1371 H	lazel Ave								
Bell St	0.16	50	R								NA			NA		05/23/200
		То				2	6-672 We	akley Rd								
<u> </u>	0.40	From	Ļ				Cul-de	e-Sac								05/40/000
1371 Hazel Ave	0.18	90	R								NA			NA		05/19/200
<u> </u>	0.07	From	<u> </u>				26-1370	Bell St								05/40/000
Hazel Ave	0.07	120 To	R			2	6 672 W	eakley Rd			NA			NA		05/19/200
		From						on Plank Rd								
1372) A P Hill Dr	0.09	520	R			US	1 Boyun	ni Fiank Ku			NA			NA		05/19/200
13/2) /	0.00	To				26-	-1373 Sei	ntry Hill Ct								00/10/200
		From	:					egin Loop								
Sentry Hill Ct	0.44	400	R								NA			NA		05/19/200
<u> </u>		То	:				End I	_oop								
		From					Cul-de	e-Sac								
1374)	0.06	NA									NA			NA		
<u> </u>		From					26-1	382								
(374)	0.05	NA									NA			NA		
<u> </u>		То					Cul-de									
(375) Sequoia Ct	0.13	120	R			20	6-1382 Se	equoia Rd			NA			NA		05/23/200
Sequoia Ct	0.13	1 <b>20</b>					Cul-de	-Sac			INA			INA		03/23/200
		From	<u> </u>				Cul-de				_					
<u> </u>			R				Cui-di	Juc			NA			NA		05/23/200
1376) Sierra Rd	0.07	60	n													
1376 Sierra Rd	0.07	60	·			20	6-1381 C	hesdin Dr								
1376 Sierra Rd	0.07		·			20	6-1381 C									
Sierra Rd  1376) Sierra Rd  1377) Yosemite Rd	0.07	To	R				Cul-de				NA			NA		05/21/200

Route	Length	AADT	QA	4Tire	Bus			Truck Axle 1Tr		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie Countv		Fron	:1				Cul-de-									
1378) Woodstream Ct	0.11	120	R				Cui-uc-	sac			NA			NA		05/21/200
		Tr				26-13	379 Woo	dstream Ct								
		Fron	:			26-13	380 Wood	dstream Dr								
(1379) Woodstream Ct	0.24	170	R								NA			NA		05/21/200
<u> </u>		To			26	5-1393 I		od Meadow	Dr							
( Waadatraam Dr	0.24	From	Ļ				Dead I	End						NIA		05/40/200
Woodstream Dr	0.31	680	R								NA —			NA		05/18/20
1380) Woodstream Dr	0.53	150 From	R			S	SR 226 C	ox Rd			NΙΛ			NA		05/19/20
1380) Woodstream Dr	0.53	To To	<u> </u>				Dead I	End			NA T			INA		05/18/20
		Fron	:				Dead I									
1381) Chesdin Dr	0.43	590	R				Deua	Ziid			NA			NA		05/23/20
		Tr				S	SR 226 C	ox Rd								
		Fron					26-13	74								
1382) Sequoia Rd	0.31	190	R								NA			NA		05/15/20
		To				26-	1381 Ch	esdin Dr								
O 01		Fron	<u> </u>			26-	1382 Sec	uoia Rd			<b>⅃</b>					
1383) Olympic Lane	80.0	90 To	R				Cul do	Caa			NA			NA		05/15/20
			]				Cul-de-									
1384) Yellowstone Dr	0.15	600	R			26-	1382 Sec	quoia Rd			NA			NA		05/15/20
1384) Yellowstone Dr	0.10	To				S	R 226; 2	5-1384						INA		03/13/20
		Fron	:				Dead I									
1385) McIlwaine Dr	0.30	580	R				Deua	zna			NA			NA		05/27/20
		Te				26-1	1386 Ray	mond Rd								
1385) McIlwaine Dr	0.13	920 From	R			20-1	1360 Kay	monu Ku			NA			NA		05/27/20
		To				26	-1359 Ga	vdall Dr								
1385) McIlwaine Dr	0.11	1400 From	R			20-	-1339 Ga	yuch Di			NA			NA		05/27/20
1000)		To	:			20	6-601 Ri	ver Rd								
		Fron	:				Cul-de-	Sac								
1386) Raymond Rd	0.17	140	R								NA			NA		05/27/20
$\bigcirc$		To				26	5-1399 To	ower Ct								
O		Fron				26-1	1386 Ray	mond Rd			$\Box$					
1387 Beth Lane	0.12	120	R				1250 G	1 11 5			NA			NA		05/27/20
						26-	-1359 Ga									
1388) Gloria Dr	0.03	10	R				Dead I	End			NA			NA		05/16/20
1388) Gioria Dr	0.03	10									INA			INA		03/10/20
1388) Gloria Dr	0.07	180	R			20	6-1389 P	aul Dr			NΙΛ			NA		05/16/20
1388) Gloria Dr	0.07	ToU				26-1	385 McI	lwaine Dr			NA			INA		05/16/20
		Fron	: :				5-1388 G				<u> </u>					
1389) Paul Dr	0.10	110	R				7 1300 0	ona Di			NA			NA		05/16/20
		Tr					Cul-de-	Sac								
		Fron	:			20	6-601 Ri	ver Rd								
Jackie Dr	0.09	450	R								NA			NA		05/27/20
$\smile$		Tr	-			26	5-1391 Ja	mes Ct								
1390) Jackie Dr	0.10	390	R								NA			NA		05/27/20
$\overline{}$		т.	-			26	6-1354 M	lark Dr								
1390) Jackie Dr	0.08	160 From	R								NA			NA		05/27/20
$\overline{}$		ть				26.	-1392 Do	onnie Ct			<b>—</b>					
1390) Jackie Dr	0.06	<b>70</b> From	R			20-	10,220				NA			NA		05/27/20
		To					Cul-de-	Sac								

Route	Length	AADT	QA	4Tire	в Ві	us				ruck e 1Tr		()()		K ctor	QK	Dir Facto	r A	AWDT	QW	Year
Dinwiddie County		From						Cul-de	le-Sac	:			1							
(1391) James Ct	0.06	70	R										N	lΑ				NA		05/27/2008
		To						-1390 J												
(1392) Donnie Ct	0.06	From	R					Cul-de	le-Sac	;				ΙA				NA		05/27/2008
1392	0.00	То					26-	-1390 J	Jackie	Dr				•/ `				1471		00/21/2000
		From					S	R 226	Cox l	Rd										
(1393) Brickwood Meadow Dr	0.19	400	R										N	IΑ				NA		05/21/2008
		To				26-13				eadow I	Lane									
(1394) Brickwood Meadow Terr	0.05	40	R					Cul-de	le-Sac	,				ΙA				NA		05/21/2008
(1394)		То				26-1	1393 E	Brickwo	ood N	/leadow	Dr									
$\widehat{}$		From				- 2	26-138	80 Wo	odstr	eam Dr										
(1395) Brickwood Meadow Lan	0.35	180	R					0.1.1						IA				NA		05/21/2008
		From						Cul-de												
(1396) Brickwood Meadow Ct	0.15	130	R					Cul-de	le-Sac	,				ΙA				NA		05/21/2008
(1390) =		То				26-13	395 Br	ickwo	od M	eadow I	Lane									
		From						Dead	l End											
(1397) Woodstream Place	0.05	47	R				26 120	00 111	1.					IA				NA		05/25/200
		From					26-138			eam Dr										
1398) Woodstream Circle	0.06	50	R					Dead	1 End					IΑ				NA		05/25/200
1390)		То				2	26-138	80 Wo	odstr	eam Dr										
		From						Cul-de	le-Sac	;										
(1399) Tower Ct	0.09	220	R										١	IΑ				NA		05/27/2008
<u> </u>		To From					26-13	386 Ra	aymoı	nd Rd			}							
1399 Tower Ct	0.19	NA To						C-1 1	I- C					IA				NA		
		From	1					Cul-de												
(1401) Springcreek Rd	0.41	150	R					Dead	1 Ena					IΑ				NA		05/25/200
(1401) = 1 3 3 3 3 3		To				,	US 1	Boydto	on Pla	ank Rd										
		From				U	JS 1 S	, Boyd	lton P	lank Rd	1									
(1402) Main St	0.10	200	R										٨	IΑ				NA		05/25/200
<u> </u>		From					26-61	19 Cou	ırthou	ise Rd										
1402) Sycamore Dr	0.15	260 To	R			ŢI	IC 1 N	Dove	lton T	lank Ro	1			IA				NA		05/25/200
		From				U					1									
1403)	0.11	20	R				20-	-703 C	arson	Ku				IΑ				NA		06/13/200
1400)		То						Dead	l End											
		From					26-61	19 Cou	ırthou	se Rd										
(1404) Rowanty Lane	0.06	50	R										N	IΑ				NA		05/25/200
		To						Dead												
(1405) Lakewood Dr	0.20	220	R				26-62	27 Cou	ırthou	ise Rd				ΙA				NA		05/02/200
(1405) Lakewood Dr	0.20	ZZU					26.1	106.01		11.70				4/-1				IVA		03/02/2000
(1405) Lakewood Dr	0.16	From	R				∠6-14	406 Sto	onew	ali Dr				ΙA				NA		05/02/200
1700		To						Dead	l End											
		From					26-14	405 La	ikewo	od Dr										
(1406) Stonewall Dr	0.43	150	R										Ν	IΑ				NA		05/02/2005
		To	<u> </u>					Cul-de												
(1407) Bonneville Lane	0.50	180	R					Dead	l End					ΙA				NA		05/02/2005
(1407) Bonneville Lane	0.50	To					26.60	77 Con	urthou	ise Rd			<u></u>	<b>"</b> ^				INA		00/02/2000

									iarioc / ti									
Route	Length	AADT	QA	4Tire	Bu	ıc			Truck de 1Tra		QC F	K actor	QK	Dir Factor	AAV	VDT	QW	Year
Dinwiddie County		Fron					26.62	C El-tf-	-+ D.1			1						
(1410) Allen Rd	0.08	540	R				20-020	6 Flatfoo	ot Ka			NA			Ν	IA		05/25/200
(419)		Tr				—	26-14	11 Dortl	hy Ct			1						
(1410) Allen Rd	0.06	480 From	R				20-141	II Doru	ly Ct			NA			Ν	IA		05/25/200
		To				—	26-141	12 Franc	es Dr			<b></b>						
(1410) Allen Rd	0.11	320 From	R				20-141	2 Traile	C3 D1			NA			Ν	IA		05/25/200
		Т					26-141	3 S, Alb	nert St			<b></b>						
(1410) Allen Rd	0.07	80 From	R				20-141.	<i>J D</i> , 7110	cit st			NA			Ν	IA		05/25/200
		ъ	_				26-141	3 N, Alt	hert St			<b>—</b>						
1410) Allen Rd	0.05	5	R				20-1-1.	211, 2110	ACT ST			NA			Ν	IA		05/25/200
		To					D	ead End	ı			1						
		Fron	:				Cı	ul-de-Sa	ıc									
1411) Dorthy Ct	0.12	60	R									NA			Ν	IΑ		05/25/200
<u> </u>		To	:				26-14	10 Allei	n Rd									
$\widehat{}$		Fron					26-14	10 Allei	n Rd									
(1412) Frances Dr	0.12	70	R									NA			Ν	IA		05/25/200
		10	<u> </u>					ead End										
Albort Ct	0.20	From	<u> </u>				26-1410	0 S, All	en Rd			J NIA				١.٨		05/05/000
1413 Albert St	0.28	110	R				26-1410	0 N, All	en Rd			NA T			N	IA		05/25/200
		From				_						+						
1414) Bishop St	0.16	140	R					ead End	1			NA			N	IA		05/25/200
1414 Bioliop Gt	0.10	т.	·`				25.141	<u> </u>	- C			 ¬			•	., .		00/20/200
1414) Bishop St	0.13	100 From	R				26-141:	5 Rainb	ow St			NA				IA		05/25/200
1414) DISTION St	0.13	To	:			- 2	26-619 (	Courtho	use Rd			1			,	17		03/23/200
		Fron						14 Bisho				i i						
1415) Rainbow St	0.12	20	R				20-14	1+ Disir	эръс			NA			Ν	IA		05/25/200
1419		To					D	ead End	1									
		Fron	:				26-60	01 River	r Rd			1						
1420) River Run Dr	0.15	950	R									NA			Ν	IΑ		06/13/200
		To				- 2	26-1423	3 Plantat	ion Dr									
$\sim$		Fron	:				Cu	ul-de-Sa	ıc									
(1421) Lake Dr	0.27	110	R									NA			Ν	IA		06/13/200
<u> </u>		To						ul-de-Sa										
Olastatian Di	0.04	From					26-14	421 Lake	e Dr									00/40/000
Plantation Pl	0.04	40	R				C	ul-de-Sa	10			NA T			N	IA		06/13/200
		Fron				_						+						
1423) Plantation Dr	0.22	80	R					ead End	1			NA			N	IA		06/13/200
1423) 1 Idillation Bi	0.22	To					D	ead End	<u> </u>			i i				., .		00/10/2000
		Fron	:				Ci	ul-de-Sa	IC.			Ì						
(1424) Plantation Ct	0.05	50	R					ii de pa				NA			Ν	IΑ		06/13/200
		To	:			- 2	26-1423	3 Plantat	tion Dr									
		Fron	:				26-13	354 Marl	k Dr									
1425) Mark Dr	0.05	110	R									NA			Ν	IΑ		06/13/200
$\overline{}$		Te	<u> </u>			2	26-1423	3 Plantat	ion Dr			<u> </u>						
O 2 W		From					Cu	ul-de-Sa	c									
1430 Sons Way	0.15	190	R				26 120	2 C	-:- D !			NA			٨	IA		05/19/2008
			<u> </u>			_		32 Seque				<del> </del>						
1431) Bryans Circle	0.04	From	<u> </u>				26-143	30 Sons	Way			J NA				I۸		05/40/202
Bryans Circle	0.04	<b>20</b>	R			—	<u>C</u>	ul-de-Sa	ıc.			NA T			N	IA		05/19/200
		From						ul-de-Sa				<del> </del>						
(1432) Kyles Ct	0.03	30	R				C	n-uc-sa	<u>.                                    </u>			NA			N	IA		05/19/2008
(1402) . 17.00 01	0.00																	

Length	AADT	QA	4Tire	Bus	2				()()	K Factor	QK	Dir Factor	AAW	DT G	W	Year
								u 2111	<b>и</b> п	1 40101		1 doto				
0.07						26-1	442						NIA			
0.07	To To					26-13	336						INA			
	From															
0.11	NA									NA			NA			
	To					26-1	441			_						
0.09	NA									NA			NA			
	To					Cul-de	e-Sac									
	From	<u> </u>			26	-1504 Wo	oodland Dr									
0.17	120	R								NA			N.A		(	05/25/200
	From				26	-1502 Wo	oodland Rd			<u> </u>						
0.29						IIC 460 (	Cow Dd			NA			N/	•	(	05/25/200
0.08		R			26	-1501 Sut	herland Dr			LL NΔ			NΔ		(	05/25/200
0.00	То	· · ·			2	6-1503 Be	elville Dr			— ```			147	•	,	30/20/200
	From															
0.12	60	R								NA			NA		(	05/25/200
	To					Dead	End									
	From					26-1505	Tara Dr									
0.10	80	R								NA			N/	١.	(	05/25/200
	From				26	-1501 Sut	herland Dr									
0.14		R								NA			NA		(	05/25/200
0.10					26	-1504 Wo	oodland Dr						NIA		,	05/25/200
0.10	To					Dead	End			NA			INF	١.	(	J3/23/2003
	From				26											
0.23	200	R				1310 CH	Codin Biva			NA			NA		(	05/05/2008
	То					Dead	End									
	From					26-601 R	liver Rd									
0.57	850	R								NA			NA		(	05/25/200
	From				26	-1512 Rid	lgecrest Dr									
0.46	290	R								NA			NA		(	05/25/200
	To From				2	6-1511 C	hesdin Ct									
0.06	30	R								NA			NA		(	05/25/200
0.04		<u> </u>			26	-1510 Ch	esdin Blvd						<b>.</b>		,	05/05/000/
0.04		K				Cul-de	2-Sac			NA T			IN/		(	05/25/200
	From				26											
0.10		R				-1310 CII	esuiii bivu			NA			N.A		(	05/25/200
	То				26	-1513 Sho	oreview Dr									
	From				2	6-1509 Le	eonard Dr									
0.13	220	R								NA			NA		(	05/05/2008
	To From				26	-1512 Rid	lgecrest Dr			$\supset$						
0.15	160	R								NA			NA		(	05/25/2005
	To				26	-1514 Wa	terview Ct			_						
0.13	80	R								NA			NA		(	05/25/200
	То		-			Cul-de	e-Sac									
0.05	30 From	R				Cul-de	e-Sac			 NA			N.A			05/25/200
	0.07  0.11  0.09  0.17  0.29  0.08  0.12  0.10  0.14  0.10  0.23  0.57  0.46  0.06  0.04  0.10  0.13  0.15	0.11 NA  0.09 NA  75  0.17 120  0.17 120  0.29 290  75  0.10 80  0.11 80  0.10 80  0.10 70  0.10 70  0.23 200  75  0.23 200  0.57 850  0.46 290  0.06 30  0.10 46  0.10 46  75  75  75  75  75  75  75  75  75  7	0.07 NA To From:  0.11 NA  0.09 NA To From:  0.17 120 R  0.29 290 R  0.29 290 R  To:  From:  0.12 60 R  To:  From:  0.10 80 R  To:  From:  0.10 70 R  To:  From:  0.23 200 R  To:  From:  0.23 200 R  To:  From:  0.46 290 R  0.46 290 R  0.46 290 R  0.46 R  To:  From:  0.10 46 R  To:  From:  0.10 46 R  To:  From:  0.10 46 R  To:  From:  0.11 R  From:  0.12 R  R  R  R  R  R  R  R  R  R  R  R  R	0.07 NA Try  From:  0.11 NA  0.09 NA  To  From:  0.17 120 R  0.29 290 R  To:  0.18 80 R  To:  From:  0.10 80 R  To:  0.11 30 R  0.10 70 R  To:  From:  0.10 70 R  To:  From:  0.23 200 R  To:  From:  0.24 290 R  To:  From:  0.15 160 R  To:  From:  0.10 46 R  To:  From:  0.11 48 R  To:  From:  0.11 40 R  To:  From:  0.11 51 160 R  To:  To:  To:  To:  To:  To:  To:  To	0.07 NA Tro   Trom:	Content	Carrell	Length   AADI   QA   4 lire   Bus   2Axle 3+Axle 1Tr	Canal	20,07   NA   26-1442	AADT   QA   41   Bus   2Axle   3+Axle   1Trail   2Trail   QC   Factor	AADI   QA   41   Pus   2Axie 3+Axie 1Trail 2Trail   QC   Factor   QR	Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care	2Ayle 3+Ayle 1Trail 2Trail QC   Factor QR   Factor AAW	26-1442	20.07   NA

								Truck		K		Dir			
Route	Length	AADT	QA	4Tire	Bus			xle 1Trai	C)C:	actor	QK	Factor	AAWDī	QW	Year
Dinwiddie County		Fron	ı:			26	6-601 Riv	er Rd		1					
(1515) Edrie Dr	0.13	430	R				-001 KIV	ZI Ku		NA			NA		05/25/200
<u> </u>		To Fron				26-1	1516 Eug	ene Dr		]——					
(1515) Edrie Dr	0.04	20	R							NA			NA		05/25/200
		Fron					Dead E			1					
(1516) Eugene Dr	0.12	90	R				Dead Er	nd		NA			NA		05/25/200
1010		Tr				26-151	7 Indepe	ndence Dr		٦					
(1516) Eugene Dr	0.22	410 From	R			20 131	7 Indepen	idence Di		NA			NA		05/25/200
<u> </u>		To	:			26-	-1515 Ed	rie Dr							
O la demanda de Po	0.07	From				26-	-1518 Ho	pe Dr					NIA		05/05/000
1517 Independence Dr	0.07	170	R			26-1	1516 Eug	ene Dr		NA T			NA		05/25/200
		From	:				Dead Er			1					
(1518) Hope Dr	0.07	70	R				Dead Li	id		NA			NA		05/25/200
		To Fron	-			26-151	7 Indepe	ndence Dr		<b>—</b>					
(1518) Hope Dr	0.10	80	R							NA			NA		05/25/200
$\cup$		To	:				Dead E	nd							
O B.	0.00	Fron				26-15	510 Cheso	lin Blvd					NIA		05/07/000
(1519) Seay Dr	0.09	<b>30</b>	R				Cul-de-S	90		NA			NA		05/27/200
		Fron	1				Dead Er								
(1530) Oak St	0.07	40	R				Dead Li	id		NA			NA		04/30/200
		Tr				26	5-1531 El	m St		1					
(1530) Oak St	0.09	80 From	R							NA			NA		04/30/2008
<u> </u>		To	:			26	6-751 Co	x Rd							
O =1 = 0:		From				26	5-1530 O	ak St		J					0.1/0.0/0.00
(1531) Elm St	0.23	60 To	R			2(	6-751 Co	v Rd		NA			NA		04/30/2008
		Fron	:				339 Cree								
(1535)	0.08	NA	<u></u>			20-1	1339 CIEC	K Lane		NA			NA		
		To	:				Cul-de-S	ac							
		From				26-1	339 Cree	k Lane							
(1536)	0.07	NA To					~			NA			NA		
		Fron	1				Cul-de-S								
4527	0.03	NA Pron				26-1	339 Cree	k Lane		NA			NA		
(1537)	0.00	Te	:				Cul-de-S	ac		<u> </u>					
		Fron	:			26	6-751 Co	x Rd							
9116)	0.14	740	R							NA			NA		05/02/2005
		To	:				Cul-de-S	ac							
Town of McKennev		From				McKe	nney Ele	m School							
(9117)	0.04	240	R			WICKC	micy Lie	ii Bellooi		NA			NA		05/12/2005
		To				26-6	14 Sunny	side Dr							
Dinwiddie County		_	,							T					
	0.07	260	L R			Dinwi	iddie Elei	n School		NA			NA		05/19/2008
(9118)	0.07	<b>200</b>					07.101	10.1		- N/\			INA		00/18/2000
9118)	0.05	100 From	R			0.	.07 MN U	JS I		NA			NA		05/02/2005
(9116)	J.05						12 3 65 7	TC 1		 					
9118)	0.09	160 From	R			0.	.12 MN U	181		NA			NA		05/02/2005
	3.00						21 MN 1	IC 1		~~·					30,02,2000
(9118)	0.09	200 From	R			0.	.21 MN U	1 60		NA			NA		05/02/2005
	3.00	To				US 11	Boydton 1	Plank Rd		7					

						madio ii	iaiiileiiai	10071100	4							
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of McKennev		Fron	.1			26 100	M. D11:	D.1			1					
9119	0.02	30	R			26-100	1 Bolling	Rd			NA			NA		1999
$\bigcirc$	0.40	Fron			0.	02 MN 26	5-1001 Bol	ling Rd			$\Box$			NIA		1000
(9119)	0.10	40 Tr	R			Cı	ıl-de-Sac				NA T			NA		1999
Dinwiddie County																
9535) Eastview Dr	0.23	890	'L			US 1 Bo	ydton Plan	k Rd			NA			NA		05/19/200
9333) =34411411 = 1		т				0.23	MN US 1				_					
9535) Eastview Dr	0.20	800 From	R								NA			NA		05/19/200
9535) Eastview Dr	0.13	700 From	R			0.43	MN US 1				NA			NA		05/19/200
(9535) Eastview Dr	0.10	Te	:			US 1 Bo	ydton Plan	k Rd						147.		00/10/200
		Fron				Dinwidd	ie High Sc	chool								
9923	0.05	620	R								NA —			NA		05/19/200
2022	0.13	720 From	R		0.0	5 MN 26-	627 Courtl	nouse Rd			NA			NA		05/02/200
9923	0.10	7 Z O			0.1	8 MN 26-	627 Courtl	house Rd						1471		00/02/200
9923	0.15	700 From	R		0.1	0 14114 20-	027 Court	iouse Ru			NA			NA		05/02/200
<u> </u>		Fron	1:		0.3	3 MN 26-	627 Courtl	house Rd								
9923	0.11	<b>700</b>	R			26 627 1	Consuthono	. D.d			NA			NA		05/02/200
		Fron	1:		1		Courthouse orge Count				1					
608 Johnson Rd	0.31	970	N	99%	0%	0%	1%	0%	0%	N	0.113	Ν	0.597	1000	Ν	2010
(14)		Te Fron	1:			SR 3	45; 26-677	7								
608 Johnson Rd	1.00	1300	G	99%	0%	0%	0%	0%	0%	С	0.101	F	0.558	1400	G	2010
City of Dotomburg		•	*			SCL	Petersburg	5								
City of Petersburg		Fron			SCL	Petersburg	g; 26-675 V	/aughan R	d							
3 Vaughn Rd	0.64	1000 To	G			123-90	13 Halifax	Rd			0.087	F	0.689	1100	G	2010
		Fron	n:				alifax Rd	TKU .								
(4) Wells Rd	0.41	3900	G	87%	0%	1%	3%	8%	0%	С	0.087	F	0.559	4300	G	2010
		Te	:				rel Level R	Rd								
9002) Halifax Rd	0.18	6400	G	99%	1%	1%	SX RR 0%	0%	0%	F	0.08	F	0.526	6900	G	2010
(9002) Halifax Rd		т	-				tterson St									
9002 123 Halifax St	0.58	5500 From	G	99%	1%	1%	0%	0%	0%	F	0.084	F		6000	G	2010
O	0.40	Fron		2001	40/		lors Lane	22/	201		$\supseteq$			2000		2212
9002 123 Halifax St	0.19	5800	G	99%	1%	1%	0%	0%	0%	F	0.08	F		6300	G	2010
9002) Halifax St	0.37	8200	G	99%	1%	1%	ginia Ave 0%	0%	0%	F	0.077	F		9000	G	2010
(9002) Halifax St		Т	-				ee Ave				_					
9002 123 Halifax St	0.29	<b>7900</b>	G	99%	1%	1%	0%	0%	0%	F	0.078	F		8600	G	2010
		Fron	ar n:				iberty St									
9002 Halifax St	0.28	8400	G	99%	1%	1%	0%	0%	0%	С	0.078	F		9200	G	2010
<u> </u>	0.12	3800 From	G		1	US 1, US	460 W Wy	the St			NA			4200	G	2010
9002 Union St	0.12	J000 _{Tr}			110	1 IIC 46	OW Work	ington C+			11/7			7200		2010
9002 123 Union St	0.17	1400	G	93%	1%	1, US 46 4%	0 W Wash 1%	1%	0%	С	0.116	F	0.523	1500	G	2010
123/		Te					Tabb St									
O Defence Dd	0.47	2200		000/	00/		on Plank F		00/		0.006	_	0.640	2400		2010
9004 123 Defense Rd	0.47	2200 To	G	98%	0%	0%	1% rel Level R	1%	0%	С	0.096	F	0.649	2400	G	2010

					חוט	widdle iv	iamienano	e Area	1							
Route	Length	AADT	QA	4Tire	Bus		True			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Petersburg		From														
9004 123 Defense Dr	1.77	3600	G	99%	1%	O%	el Level Rd 0%	0%	0%	F	0.076	F	0.639	4000	G	2010
9004 123 South Boulevard	0.92	8200	G	99%	1%	Joh 0%	nnson Rd 0%	0%	0%	С	0.091	F		8900	G	2010
9004 South Boulevard	0.18	5600 From	G	99%	1%	S. S.	ycamore St 0%	0%	0%	F	0.095	F	0.501	6000	G	2010
(123)		To				C	rater Rd				_					
9004 South Boulevard	0.72	2000 To	G	99%	1%	0% An	0% derson St	0%	0%	F	0.087	F	0.571	2200	G	2010
Clouds Dd	0.06	From		069/	00/		alifax Rd	00/	00/		0.000		0.600	2400		2010
9006) Flank Rd	0.96	1900	G	96%	0%	0%	3%	0%	0%	С	0.099	F	0.609	2100	G	2010
9006 Flank Rd	0.47	3100 From	G	96%	0%	0%	nnson Rd 3%	0%	0%	F	0.086	F	0.573	3400	G	2010
$\widehat{}$	0.75	From		2001	201		dsong Rd	201	201	_		_	0.500	2000		2010
9006 Flank Rd	0.75	2500 _{то}	G	96%	0%	0% Fort	3% Hayes Dr	0%	0%	F	0.086	F	0.503	2800	G	2010
9006 Flank Rd	0.91	3100 From	G	98%	0%	1%	0%	1%	0%	С	0.082	F	0.581	3400	G	2010
9006) Flank Rd ( 1-Way )	0.13	2400	G	98%	1%	Fla 1%	nnk Rd N 0%	0%	0%	С	0.082	F		2600	G	2010
9006) Flank Rd (1-Way)		To		3-70	. , ,		I S Crater R					-			=	
O 8: - 5 :		From			~~:		S Crater R		601			_				
9008) Rives Rd	0.48	6600	G	98%	0%	1%	0% I- 95	1%	0%	С	0.09	F		7200	G	2010
9008) Rives Rd	0.34	5400 From	G	98%	0%	0% ECL	0% Petersburg	1%	0%	С	0.1	F		5800	G	2010
		From	:				008 Rives Re	d								
9008 123 Ramp	0.17	820	Α								0.133	Α		850	Α	2010
		To					95 South									
9009) Dupuy Rd	1.24	430	G	98%	1%	SR 142 Bo	oydton Planl 0%	0%	0%	F	0.105	F	0.531	470	G	2010
9009) Dupuy Rd		To From	:			(	Grigg St				_					
9009 Dupuy St	0.58	1900	G	98%	1%	1%	0%	0%	0%	F	0.084	F	0.506	2100	G	2010
9009 Farmer St	0.86	3600	G	98%	1%	1%	oungs Rd 0%	0%	0%	С	0.085	F		3900	G	2010
		To From				S.	South St					_				
9009 Farmer St	0.47	2800 To	G	98%	1%	1% Н	0% alifax St	0%	0%	F	0.114	F	0.656	3100	G	2010
		From					Crater Rd									
9010 Wagner Rd	0.73	15000	G	98%	0%	0%	0%	1%	0%	С	0.088	F		17000	G	2010
		To	=				I-95 I -95									
9010 123 Wagner Rd	1.60	11000	G	94%	0%	1%	1%	4%	0%	С	0.090	F		12000	G	2010
123/		То				Co	ounty Dr									
East	0.20	From				123-90	10 TO RT 9	5						NIA		
9010 Ramp	0.30	NA To			I-	-95-S FRO	M WAGNE	R RD			NA T			NA		
West		From			1-		10 TO RT 9				1					
9010 123 Ramp	0.25	NA									NA			NA		
		To	1	-			WAGNER									
West Ramp	0.34	NA From			-	123-90	10 TO RT 9	5			NA			NA		
9010 Ramp	0.54	INA To			I-	95-N FRO	M WAGNE	ER RD						INA		
		From				SCL	Petersburg									
9011) Squirrel Level Rd	0.82	860	G	99%	0%	0% V	0% /ells Rd	0%	0%	С	0.135	F	0.555	940	G	2010
		10	<u> </u>			·	CIIS KU									

					וווט	widale iv	1aintenan	CE AIE	2							
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Petersburg			1													
Cauirral Laval Pd	0.25	From	G	90%	0%	v 1%	Vells Rd 3%	7%	0%	С	0.089	F		<b>E200</b>	G	2010
9011 Squirrel Level Rd	0.25	4800		90%	0%			170	0%	C	0.089	Г		5300	G	2010
0	0.00	From	<u> </u>	000/	40/		np To I- 85	00/	00/					0400	_	0040
9011 Squirrel Level	0.20	7500	G	98%	1%	1%	0%	0%	0%	F	0.08	F		8100	G	2010
O 1/ - 5 /		From			401		on Plank R									
9011 Young Rd	0.55	4000	G	98%	1%	1%	0%	0%	0%	F	0.082	F	0.569	4400	G	2010
^		To From	:				alor Dr									
9011 Young Rd	0.59	2600	G	98%	1%	1%	0%	0%	0%	С	0.085	F	0.534	2800	G	2010
<u> </u>		10					09 Dupuy F									
O B	0.45	From	<u> </u>		123-901	11 I-85-NO	65A FROM	1 & TO F	RT 8		0.007			4000		0040
9011 Ramp	0.15	4500	<u> </u>		1 05 N E	EDOM SO	пррет т	EVEL DO	34D		0.097	Α		4800	Α	2010
			<u> </u>		1-03-IN F		UIRREL LI	EVELK	JAD		<u></u>					
O Loo Avo	0.56	From	<u> </u>	070/	20/		West St	00/	00/	-	0.007	_	0.557	2000	0	2010
9012 123 Lee Ave	0.56	2700	G	97%	2%	1%	0%	0%	0%	С	0.087	F	0.557	3000	G	2010
	0.45	From	<u> </u>	2001	40/		alifax St	00/				_	0.540	4.400	_	0040
9012 Porterville St	0.15	1300	G	99%	1%	0%	0%	0%	0%	F	0.080	F	0.518	1400	G	2010
		To From					arding St									
9012 New St	0.18	1200	G	99%	1%	0%	0%	0%	0%	С	0.086	F	0.627	1300	G	2010
<u> </u>		From					arrison St New St									
9012 Harrison St	0.03	930	G	99%	1%	0%	0%	0%	0%	F	0.088	F		1000	G	2010
9012 Harrison St		To	Ē				orling St					•			_	
$\sim$		From				На	arrison St									
9012 Corling St	0.09	500	G	99%	1%	0%	0%	0%	0%	F	0.08	F		550	G	2010
		To From				S. S	ycamore St									
9012) Graham Rd	0.83	6800	G	99%	0%	0%	0%	0%	0%	F	0.083	F	0.548	7400	G	2010
123/		To From	-			Ram	p From I-95	;								
9012 Graham Rd	0.14	11000	G	99%	0%	0%	0%	0%	0%	С	0.086	F		12000	G	2010
123		To	:			C	rater Rd									
		From	:			SCL	Petersburg									
9013 Halifax Rd	1.79	3200	G	89%	0%	1%	4%	6%	0%	С	0.087	F	0.567	3500	G	2010
123		To				v	Vells Rd									
9013 Halifax Rd	0.98	500 From	G	98%	0%	1%	0%	1%	0%	С	0.104	F	0.517	550	G	2010
9013) Halifax Rd		To	Ť				on Plank R					•			_	
		From	:			SCL	Petersburg									
9015 Johnson Rd	0.01	1500	G	99%	0%	0%	0%	0%	0%	F	0.124	F	0.63	1700	G	2010
123		To				F	lank Rd									
9015) Johnson Rd	0.54	1000 From	G	99%	0%	0%	0%	0%	0%	С	0.095	F	0.623	1100	G	2010
Johnson Rd		To									_	•	****		_	
9015) Johnson Rd	1.39	5200	G	99%	0%	0%	dsong Rd 0%	0%	0%	F	0.107	F	0.609	5700	G	2010
9015 123 Johnson Rd	1.55	3200		3376	0 70			0 70	070	'	0.107	'	0.003	3700	O	2010
	0.40	From	Щ.	000/	00/		outh Blvd	00/	00/		0.004	_	0.505	0700	_	0040
9015 Johnson Rd	0.46	6100	G	99%	0%	0%	0%	0%	0%	F	0.084	F	0.595	6700	G	2010
<u> </u>		From	ليا				orth Blvd									
9015 Johnson Rd	0.37	4700	G	99%	0%	0%	0%	0%	0%	F	0.086	F	0.591	5100	G	2010
		To From					Luke St									
9015 High Pearl St	0.20	4900	G	99%	0%	0%	0%	0%	0%	F	0.083	F	0.516	5300	G	2010
<u> </u>		To From	:[			Vii	ginia Ave									
9015 High Pearl St	0.08	3400	G	98%	1%	1%	0%	0%	0%	F	0.087	F	0.545	3700	G	2010
123/		To					Matthew St									
		From		000			Matthews St					_	0 = = =		_	
9015 Harding St	0.22	1700 To	G	98%	1%	1%	0%	0%	0%	С	0.082	F	0.569	1800	G	2010
		From	:				terville St tersville St									
9015 Harding St	0.27	860	G	98%	1%	1%	0%	0%	0%	F	0.087	F		940	G	2010
			-													

					וווט	widale iv	laintenar	ice Area	i .							
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Petersburg			1													
9017) Birdsong Rd	0.62	830	G	98%	1%	SCL 1%	Petersburg 0%	0%	0%	С	0.098	F	0.885	910	G	2010
9017 Birdsong Rd	0.02	030 To		90 /0	1 /0		nnson Rd	0 /0	076		0.098	-	0.005	910	G	2010
		From	:				ashington S	ކ			<u> </u>					
9021) N Sycamore St	0.18	3000	G	96%	1%	3%	0%	0%	0%	F	0.099	F		3200	G	2010
9021 N Sycamore St		To														
9021) N Sycamore St	0.15	2500 From	G	96%	1%	3%	Tabb St 0%	0%	0%	С	0.093	F		2800	G	2010
9021 N Sycamore St		To	-				Bollingbro					•			_	
		From	:			Jol	nnson Rd				1					
9023 North Blvd	0.57	2800	G	99%	0%	0%	0%	0%	0%	С	0.088	F	0.653	3000	G	2010
123/		To	:			S Sy	camore St									
_		From				Ga	ites Lane									
9025 Virginia Ave	0.22	420	G	96%	3%	1%	1%	0%	0%	С	0.108	F		460	G	2010
		To From				Har	ding Street									
9025 Virginia Ave	0.32	2200	G	96%	3%	1%	1%	0%	0%	F	0.090	F	0.616	2300	G	2010
~ <i></i>		To Err	<u> </u>			Hal	ifax Street									
Young Ave	0.20	2300	G	98%	1%	1%	0%	0%	0%	С	0.087	F	0.528	2400	G	2010
<u></u>		To	1			Arlin	igton Street	t								
9025 Young Ave	0.11	3200	G	98%	1%	1%	0%	0%	0%	F	0.095	F	0.530	3500	G	2010
123		То				West Stree	et Young A	venue								
9025) S West St	0.28	3500 From	G	98%	1%	1%	0%	0%	0%	F	0.088	F	0.541	3800	G	2010
9025 S West St		To					ısta Avenue									
9025) S West St	0.23	4700 From	G	98%	1%	1%	0%	0%	0%	F	0.085	F	0.511	5100	G	2010
9025 S West St		To			.,.							•			_	
9025) S West St	0.14	3600 From	G	98%	1%	1%	armer St 0%	0%	0%	F	0.085	F	0.534	3900	G	2010
9025 S West St	0.11	T-			170			070	070			·	0.001	0000	Ū	2010
9025) S West St	0.07	2800	G	98%	1%	1%	Wythe St 0%	0%	0%	F	0.087	F	0.531	3100	G	2010
9025 S West St	0.07	<b>2000</b> To	Ü	30 76	1 /0		ashington S		070	'	0.007	'	0.551	3100	G	2010
		From	:				alifax St									
9027) S West St	0.63	2000	G	98%	1%	1%	0%	0%	0%	С	0.082	F	0.558	2200	G	2010
9027 S West St		То	:				oung Ave									
		From	1			I	ee Ave									
9029 123 S. South St	0.36	2400	G	99%	0%	0%	0%	0%	0%	С	0.082	F		2600	G	2010
123/		To				IIS	l Wythe St									
9029 S. South St	0.09	4100	G	99%	0%	0%	0%	0%	0%	F	0.092	F		4500	G	2010
123)		To					shington St									
9029 N. South St	0.20	6800 From	G	99%	0%	0%	0%	0%	0%	F	0.081	F		7300	G	2010
9029 N. South St		То					High St									
O		From					South St								_	
9029 High St	0.02	1100	G	99%	0%	0%	0%	0%	0%	F	0.084	F	0.595	1200	G	2010
		From	:				Canal St High St									
9029 Canal St	0.20	6500	G	99%	0%	0%	0%	0%	0%	С	0.08	F		7100	G	2010
9029 Canal St		To					ove Ave									
		From	L			1	New St								-	-
9031) Byrne St	0.40	640	G	96%	1%	3%	0%	0%	0%	С	0.09	F		690	G	2010
143/		To	:				alifax St									
S Market St	0.12		G	96%	10/		alifax Rd	Λ0/:	00/:	F	0.090	F		4400	G	2010
9031 S. Market St	0.12	4100 To		30%	1%	3% V	0% Vythe St	0%	0%	Г	0.089	F		4400	G	2010
		From														
9033) Apollo St	0.14	1800	G	99%	0%	0%	camore St 0%	0%	0%	F	0.097	F	0.505	1900	G	2010
9033) Apollo St	0.14	To	<u> </u>	JJ /0	J /0		Adams St	J /0	J /U	-	0.031	'	0.000	1500	J	2010
		From					pollo St									
9033 Jefferson St	0.58	2700	G	99%	0%	0%	0%	0%	0%	С	0.091	F	0.633	3000	G	2010
123/		To	:			Ε.	Wythe St									

					٥	widale ivi	antonan	00 / 1100	•							
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Petersburg		From									- 1					
(9033) Henry St	0.04	660	G	99%	0%	0%	d Street 0% Adams St	0%	0%	F	0.099	F	0.536	710	G	2010
		From	:				shington St				<u> </u>					
9038 Puddledock Rd	0.40	6200 _{To}	G	93%	0%	1%	4% Petersburg	2%	0%	С	0.094	F		6700	G	2010
		From	:				anal St				i					
9046 High St	0.58	1200 _{To}	G	99%	0%	1%	0% Aarket St	0%	0%	С	0.088	F	0.69	1300	G	2010
9046 123 W Bank St	0.14	2100	G	99%	0%	N N 1%	1anket St 0%	0%	0%	F	0.108	F		2300	G	2010
		To From				N Sy	camore St									
9046 E Bank St	0.11	2700	G	98%	0%	1%	0%	0%	0%	С	0.108	F		2900	G	2010
1239		To					2nd St	- d			_					
9046 Bank St	0.25	2500	G	96%	1%	2%	N Crater F 1%	1%	0%	С	0.101	F		2800	G	2010
<u> </u>	0.04	From		000/	40/		East St	40/	00/					0.400		0040
9046 Bank St	0.21	3200 To	G	96%	1%	2% SR 36 F	1% Washington	1%	0%	F	0.094	F		3400	G	2010
		From						101								
9048 123 W Tabb St	0.09	1600	G	98%	1%	1%	Market St 0%	0%	0%	F	0.124	F	0.674	1700	G	2010
<u> </u>		From					nion St									
9048 W Tabb St	0.06	1600	G -	98%	1%	1%	0% camore St	0%	0%	F	0.108	F	0.632	1700	G	2010
9048) E Tabb St	0.12	1000 From	G	98%	1%	1%	0%	0%	0%	С	0.116	F	0.586	1100	G	2010
9048) E Tabb St		То	:				Adams St									
		From				De	fense Rd									
9053 Baylors Ln	0.65	1700	G	99%	1%	0%	0%	0%	0%	С	0.097	F	0.595	1900	G	2010
123/		To	:			На	alifax St									
		From	:			E Wa	shington St									
Madison St	0.05	1600	G	95%	1%	2%	1%	2%	0%	F	0.098	F	0.925	1800	G	2010
123/		To				Fra	ınklin St				$\neg$ —					
9055 Madison St	0.18	1200 From	G	95%	1%	2%	1%	2%	0%	С	0.085	F	0.766	1300	G	2010
123/		To				Е	Bank St									
9055 Madison St	0.07	880 From	G	95%	1%	2%	1%	2%	0%	F	0.096	F	0.811	950	G	2010
123		To	:			Bolli	ngbrook St									
		From	:			Е	Bank St									
9057) Fifth St	0.05	380	G								0.126	F	0.804	410	G	2010
123/		To	-			Bolli	ngbrook St				$\neg$ —					
9057 Fifth St	0.08	530 From	G	87%	2%	2%	3%	5%	0%	С	0.104	F	0.729	580	G	2010
123		To	:			R	iver St									
		From	:			Flank I	Rd One-Wa	y								
9059 Flank Rd N	0.20	3900	G	98%	1%	1%	0%	0%	0%	С	0.09	F		4300	G	2010
123/		To	:			US 301	S Crater F	d								
		From				ΕV	Wythe St									
9065 S Adams St	0.10	5100	G								0.090	F		5600	G	2010
<u></u>		То				E Wa	shington St									
		From				(	Th St									
Accomack St		280	G								0.097	F	0.702	310	G	2010
		То					Th St									
		From				Old	Church St					_				
Cameron St		380	G				. ~				0.184	F	0.512	420	G	2010
		То	<u> </u>				enter St									
Outlance A		From	<u> </u>			Prince	George Av	e				_	0.005	4.40	•	0040
Culpeper Ave		410	G			ъ					0.108	F	0.695	440	G	2010
		10	]			Bru	nswick St									

				וווט	widdle Maintenance Area							
Route	Length AADT	QA	4Tire	Bus	Truck2Axle 3+Axle 1Trail 2Tr	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
ty of Petersburg	_											
Custer St	From:	<u> </u>			Halifax Rd		0.100	_	0.50	420	0	2010
Custer St	400 _{то}	G			Hawk St		0.108	F	0.58	430	G	2010
	From:	1					_					
Darby Dr	260	G			Busby St		0.127	F	0.528	280	G	2010
Daiby Di	To:	Ĕ			Halcun Dr		0.127	•	0.020	200	J	2010
	From:				Dering Rd							
Gordon Dr	340	G			Definig Ku		0.093	F		370	G	2010
00.002.	To:	Ť			Hoke Dr			•		0.0		
	From:				Valley Dr							
Homestead Dr	690	G			vancy Di		0.115	F		750	G	2010
	To:				Midland Rd		$\overline{}$					
	From:				Filmore St							
Jefferson St	3200	G					0.088	F	0.624	3400	G	2010
	To:				ST Andrews St							
	From:				Nivram St							
North Park Dr	850	G					0.098	F		920	G	2010
	To:				Retang Rd							
	From				Homestead Dr							
Oakmont Dr	110	G					0.114	F	0.741	120	G	2010
	To				Midland Rd							
	From:				Bollingbrook St							
Old Church St	460	G					0.088	F	0.521	500	G	201
	To:				Miller St							
	From:				Floyd St							
Patterson Ave	1000	G					0.125	F	0.635	1100	G	2010
	To				Carver St							
	From:				Valor Dr							
Pleasants Ln	880	G					0.143	F	0.684	960	G	2010
	To:				Dupuy Rd							
	From:				Ash St							
Richmond Ave	840	G					0.084	F	0.547	920	G	2010
	To:				Nash St							
	From:				Valley St							
Rollingwood Rd	110	G					0.141	F		120	G	2010
	To:				Homestead Dr							
	From:				Forest Hill Rd							
South Park Dr	2000	G					0.09	F		2200	G	2010
	To:				West Park Dr							
	From:				Bolling Street							
St Luke St	440	G					0.087	F	0.532	480	G	2010
	To:				Chestnut Street							
0.11	From:	لبِـا			High Pearl St			_				
St Matthew St	3100	G					0.078	F	0.565	3300	G	2010
	To:				Harding St							
	From:				Custer St							
Talley Ave	690	G					0.265	F	0.581	740	G	2010
	To				Edmonds Ct							