2011

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.

			Vlaintenance A				Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	QV
	From:		ick County Line												
1 Boydton Plank Rd	Dinwiddie County		1500 F	97%	1%	1%	1%	1%	0%	F	0.104	F		1500	F
Poudton Plank Dd	Town of McKapay (Maint 26)		1500 N	97%	1%	10/	40/	1%	0%	N.I.	0.404	N		1500	N
1 Boydton Plank Rd	Town of McKenney (Maint: 26)			91%	170	1%	1%	170	0%	N	0.104	IN		1500	יו
1 Boydton Plank Rd	Town of McKenney (Maint: 26)		Doyle Blvd 2300 F	97%	1%	1%	1%	1%	0%	F	0.092	F		2300	F
Doyalar Fiamik Ha	Town of Workermoy (Wante 20)		McKenney	01.70	170		170	170	070	•	0.002			2000	
1 Boydton Plank Rd	From: Dinwiddie County		2300 N	97%	1%	1%	1%	1%	0%	N	0.092	N		2300	1
<u></u>	70:		Snap Lodge Rd												
1 Boydton Plank Rd	Dinwiddie County		2200 F	97%	1%	1%	1%	1%	0%	F	0.1	F		2200	ı
<i></i>	To	26-627	Courthouse Rd												
1 Boydton Plank Rd	Dinwiddie County	2.48	3700 F	97%	1%	1%	1%	1%	0%	С	0.111	F		3800	- 1
~	To: From:	26-740	Turkey Egg Rd												
1 Boydton Plank Rd	Dinwiddie County	3.61	5100 F	97%	1%	1%	1%	1%	0%	F	0.101	F		5200	I
~	To: From:	S 26-613	Dabney Mill Rd												
1 Boydton Plank Rd	Dinwiddie County	3.09	7500 F	97%	1%	1%	1%	1%	0%	F	0.09	F		8000	
Bus	To: From:	Bus US	460 Airport St												
1 \ 460 Boydton Plank Rd	Dinwiddie County	1.69	11000 F	97%	1%	1%	1%	1%	0%	F	0.093	F		11000	
	To: From:	I-85 SV	V of Petersburg												
Bus 1 460 Boydton Plank Rd	Dinwiddie County	1.23	15000 F	98%	0%	1%	1%	1%	0%	F	0.096	F		15000	1
	Tol	SR 2	226 Cox Rd												
Bus	Dinwiddie County		12000 A	98%	0%	1%	1%	1%	0%	С	0.104	Α		13000	,
1 (460)	Diriwiddie County			30 70	070	1 /0	1 70	1 70	0 70	C	0.104	^		13000	,
Bus	From:		L Petersburg												
1 460 Washington St	City of Petersburg	0.40	13000 F	98%	0%	1%	1%	1%	0%	F	0.095	F		13000	I
Bus	To: From:	Si	ummit St												
1) (460) Washington St	City of Petersburg	0.18	13000 F	98%	0%	1%	1%	1%	0%	F	0.096	F		14000	F
Bus	To: From:		Elm St												
1 460 Washington St	City of Petersburg	0.57	14000 F	97%	1%	1%	1%	1%	0%	F	0.093	F		15000	
	To:		Par; Wythe St												
Bus 1 \ \(\begin{align*} 460 \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	City of Petersburg	US 1 Par, Washii 1.08	ngton St; Batters 7400 F	ea Lane 97%	1%	1%	1%	1%	0%	С	0.091	F		7800	
400) 17 110 01	Combined Traffic Estimates for 2 Parallel Roadways		16000 F	97%	1%	1%	1%	1%	0%	F	0.09	F		17000	
	To		Perry St						- / -						
Bus 1 (460) Wythe St	City of Petersburg		8800 F	97%	1%	1%	1%	1%	0%	F	0.099	F		9300	
1) (460) VV yille 3t	Combined Traffic Estimates for 2 Parallel Roadways		18000 F	97%	1%	1%	1%	1%	0%	F	0.099 NA	Г		19000	F
	To Tank Estimates for 21 drailer (Valuays)		36 Market St	31 /0	1 /0	1 /0	1 /0	1 /0	0 /0	'	1 4/~			13000	,

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length AAD	T QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Bus	From:	SR 36 Marl	cet St												
(1) (460) (36) Wythe St	City of Petersburg	0.20 9300	F	97%	1%	1%	1%	1%	0%	F	0.091	F		9900	F
ALT Bus	Ta: From:	ALT US 301 Sy	camore St												
1 301 460 36 Wythe St	City of Petersburg	0.20 1300) F	97%	1%	1%	1%	1%	0%	F	0.088	F		13000	F
	Combined Traffic Estimates for 2 Parallel Roadways on			97%	1%	1%	1%	1%	0%	F	NA			29000	F
	To:	Bus US 460 Jet	ferson St												
ALT Lawrence Or	From:	Bus US 460 V		070/	40/	40/	40/	40/	00/	_	0.400	_		0000	_
1 301 Jefferson St	City of Petersburg	0.09 3100	F	97%	1%	1%	1%	1%	0%	F	0.129	F		3300	F
ALT	To: From:	Bus US 460 Par, W	ashington	St											
1 301 Jefferson St	City of Petersburg	0.26 1000	F	97%	1%	1%	1%	1%	0%	F	0.119	F		1100	F
	To:	Henry S	St												
ALT 2rd St	City of Petersburg	0.05 340	F	97%	1%	1%	1%	1%	0%	F	0.104	F		360	F
1 301 3rd St	City of Petersburg			97%	170	1%	1%	170	0%	Г	0.104	Г		300	Г
ALT	To: From:	US 301 Par, 1	Bank St												
(1) (301) 3rd St	City of Petersburg	0.05 430	F	97%	1%	1%	1%	1%	0%	F	0.107	F		450	F
\longrightarrow	To:	US 301 Bolling													
ALT (301 (301) (36) Bollingbrook	St City of Petersburg	US 301; 3RD 5		98%	0%	1%	0%	0%	0%	F	0.104	F		4800	F
(1) (301) (36) Bollingbrook	City of Fetersburg				076	1 /0	0 /0	0 /0	076		0.104			4000	Г
2nd Ct	City of Petersburg	US 1 Par; US 301 Par; 0.35 1200		ok St 99%	0%	0%	0%	0%	0%	F	0.091	F		13000	F
1 (301)2nd St	City of Fetersburg	SCL Colonial		99%	U70	0%	0%	070	076	Г	0.091	Г		13000	Г
	From:		Tiergins												
1 Ramp	Dinwiddie County	0.28 NA									NA			NA	
1 Ramp	To:	I-85 Noi	th								147 (14/1	
	From:	US 1				i									
1 Ramp	Dinwiddie County	0.26 NA									NA			NA	
	То:	I-85 Sou	ıth												
North	From:	US 1 TO RT	85 NB												
1 Ramp	Dinwiddie County	0.06 NA									NA			NA	
<u> </u>	To:	US 01-S066A US 01-	66A TO R	T 85											
North	From:	US 1 TO RT	85 SB												
(1) Ramp	Dinwiddie County	0.03 NA									NA			NA	
<u> </u>	To:	US 01-66B US 01-S0		T 85											
South	From:	US 1 TO RT	85 NB		·					-					
1 Ramp	Dinwiddie County	0.03 NA	CCA TIO	T. 0.5							NA			NA	
		US 01-N066A US 01-		1 85											
South	Pipwiddia County	US 1 TO RT 0.06 NA	85 SB								NIA			NIA	
1 Ramp	Dinwiddie County	US 01- 66B US 01-NO)66R TO P	T 85							NA			NA	
	L	O2 01-000 O2 01-10	JOOD TO R	.1 03		I									

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 F	AAWD1	ΓQ
Bus	From:	US 1 Wyt	the St Batte	rsea Lan	e										
Washington St	City of Petersburg	-	8500	F	97%	1%	1%	1%	1%	0%	F	0.096	F	9000	ı
	Combined Traffic Estimates for 2 Parallel Ro	oadways on this Route:	16000	F	97%	1%	1%	1%	1%	0%	F	0.09	F	17000	
Bus	To: From:	123	-9025 West	t St											
Washington St	City of Petersburg	g 0.40	8900	F	97%	1%	1%	1%	1%	0%	F	0.091	F	9400	
	Combined Traffic Estimates for 2 Parallel Ro	oadways on this Route:	16000	F	97%	1%	1%	1%	1%	0%	F	NA		17000	
	To	123	-9029 Soutl	h St											
Bus 460 Washington St	City of Petersburg	g 0.27	9600	F	97%	1%	1%	1%	1%	0%	С	0.091	F	10000	
460) Washington ot	Combined Traffic Estimates for 2 Parallel Ro	0		F	97%	1%	1%	1%	1%	0%	F	NA	•	19000	
	To Take Dathlates for 2 Farance To		Guarantee S		0170	170		170	170	070	•	14/1		10000	
Bus	From:												_		
(460) Washington St	City of Petersburg	•	9700	F	97%	1%	1%	1%	1%	0%	F	0.092	F	10000	
	Combined Traffic Estimates for 2 Parallel Ro	oadways on this Route: BUS US 46		F 6 Montro	97%	1%	1%	1%	1%	0%	F	NA		20000	
	From:	SR 36; Bus U													
(36) Market St	City of Petersburg		3100	F	98%	1%	1%	0%	0%	0%	С	0.093	F	3300	
	To:		36 Grove A												
(36) Old St	City of Deterobus		36; Market	St	98%	1%	1%	00/	0%	0%	F	0.004	F	4500	
36 Old St	City of Petersburg	<u> </u>	Sycamore St		90%	170	176	0%	076	0%	Г	0.091	Г	4500	
	From	<u>.</u>	Old St												
36 Sycamore St	City of Petersburg	g 0.04	3800	F	98%	1%	1%	0%	0%	0%	F	0.095	F	4000	
	To:		ollingbrook												
36 Bollingbrook St	City of Petersburg		Sycamore St 4100	F	98%	1%	1%	0%	0%	0%	F	0.090	F	4300	
Bollingbrook St	To:	<u> </u>	, US 301 2r		30 /0	1 70	1 70	076	070	076	'	0.030	•	4300	
	From:		CL Petersbu												
6) Fleet St	City of Petersburg		8600	F	99%	0%	0%	0%	0%	0%	С	0.095	F	8800	
9	To:	<u> </u>	Grove Ave												
	From:		Fleet St												
6) Grove Ave	City of Petersburg	0	3300	F	99%	0%	1%	0%	0%	0%	С	0.098	F	3600	
	From:	USI	Par, Marke US 1	et St											
6) (1) Market St	City of Petersburg	g 0.38	3100	F	98%	1%	1%	0%	0%	0%	С	0.093	F	3300	
	To	US 1 Par; BUS	IIS 460 Par	Washir	gton St										
6 Market St	City of Petersburg		3100	F	99%	0%	0%	0%	0%	0%	F	0.094	F	3200	
5)	To							-,-	-,-	-,-	-				
Bus	From:	·	ıs US 460 V	•											
6 1 460 Wythe St	City of Petersburg	g 0.20	9300	F	97%	1%	1%	1%	1%	0%	F	0.091	F	9900	
ALT Bus	To: From:	ALT U	S 301 Sycar	more St											
(301) (460) Wythe St	City of Petersburg	g 0.20	13000	F	97%	1%	1%	1%	1%	0%	F	0.088	F	13000	
	Combined Traffic Estimates for 2 Parallel Ro	•		F	97%	1%	1%	1%	1%	0%	F	NA		29000	
	To		Bus US 460												

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

			e iviali ilei ia					Tru	ıck			K		Dir		
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Bus	From:		Bus US 460				ZANIC	JIANIC	TTTAII	ZITAII		1 actor		1 actor		
(36) (460) Wythe St	City of Peters		15000	F	97%	1%	1%	1%	1%	0%	С	0.089	F		15000	F
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	30000	F	96%	1%	1%	1%	2%	0%	F	NA			32000	F
	To:	<u> </u>	I-85, I-95													
Bus	From:				070/	407	40/	407	407	00/	_	0.000	_		44000	_
36 (460) Wythe St	City of Peters	0	11000	F	97%	1%	1%	1%	1%	0%	F	0.096	F		11000	F
3	Combined Traffic Estimates for 2 Paralle		23000 outh Crater R	F	96%	1%	1%	1%	2%	0%	F	0.093	F		25000	F
	From:		Bus US 460 (d		-									
(36) Wythe St	City of Peters	,	9400	F	97%	0%	0%	0%	2%	0%	F	0.084	F		10000	F
,	Combined Traffic Estimates for 2 Paralle	-	20000	F	97%	0%	0%	0%	2%	0%	F	0.095	F		22000	F
	To:	SR 36 Par, V		t; Amel			TÎ.		_,,		-					
	From:	SR 36 Par	; Wythe St; A													
36 Washington St	City of Peters	burg 0.87	21000	F	97%	0%	0%	0%	2%	0%	F	0.095	F		23000	F
<u> </u>	To:	P	uddledock Re	d			\neg \vdash									
36 Washington St	City of Peters	burg 0.58	16000	F	97%	0%	0%	0%	2%	0%	F	0.092	F		17000	F
	To:	Prince 0	George Coun	ty Line												
	From:	SR	R 36; Market	St												
36 (1) Old St	City of Peters	burg 0.13	4300	F	98%	1%	1%	0%	0%	0%	F	0.091	F		4500	F
	To:		Sycamore St													
— ~	From:		Old St													
36 (1) Sycamore St	City of Peters		3800	F	98%	1%	1%	0%	0%	0%	F	0.095	F		4000	F
	To:		ollingbrook S	St												
36) 1 Bollingbrook St	City of Peters		Sycamore St 4100	F	98%	1%	1%	0%	0%	0%	F	0.090	F		4300	F
36 Bollingbrook St	City Of Felers	•	1. US 301 2n		90 /0	1 /0	1 /0	0 /6	0 /0	0 /6	-	0.090			4300	-
ALT	From:		S 1 Par, 2nd S													
(36) (301) (1) (301) Bollington	orook St City of Peters	burg 0.08	4500	F	98%	0%	1%	0%	0%	0%	F	0.104	F		4800	F
	To:	US 1, A	ALT US 301	3rd St												
\sim	From:		3rd St													
36 (301) Bollingbrook St	City of Peters	burg 0.15	4300	F	98%	0%	1%	0%	0%	0%	F	0.108	F		4600	F
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	6900	F	97%	0%	1%	0%	0%	0%	F	NA			7300	F
	To: From:		5th St				\Box									
36 301 Bollingbrook St	City of Peters	burg 0.23	3800	F	98%	0%	1%	0%	0%	0%	С	0.107	F		4100	F
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	6600	F	97%	0%	1%	1%	0%	0%	С	NA			7000	F
	To:		Crater Rd													
	From:		ollingbrook S		0001	001		001	001	001	_	0.417	_		0000	_
36 301 Crater Rd	City of Peters	-	2800	F	98%	0%	1%	0%	0%	0%	F -	0.117	F		3000	F
~ ~	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	6800	G	97%	0%	1%	1%	1%	0%	F	NA			7200	G
	To: From:		301 Par, Banl	k St												
36 (301) Crater Rd	City of Peters	burg 0.18	3900	F	98%	1%	1%	0%	0%	0%	F	0.094	F		4100	F
	To:	US 301, B	US US 460	Crater F	Rd											

		Biriwidale ivid	amilenance A	iou			Tru	ıck			K		Dir		
Route	Jurisdiction	Length A	ADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	US 301, Bus U	US 460 Crater R	d			017.000		211611						
36 Washington St	City of Petersburg	0.18 10	0000 F	97%	0%	0%	0%	2%	0%	F	0.113	F		12000	F
P	Combined Traffic Estimates for 2 Parallel Roadwa	ays on this Route: 20	0000 F	97%	0%	0%	0%	2%	0%	F	NA			22000	F
	To:	Bu	arch St												
(36) Washington St	City of Petersburg		0000 F	97%	0%	0%	0%	2%	0%	F	0.112	F		11000	F
	Combined Traffic Estimates for 2 Parallel Roadwa	ays on this Route: 20	0000 F	97%	0%	0%	0%	2%	0%	F	0.095	F		22000	F
	То:		ne St; Amelia St												
	From:	Nottoway	County Line												
40 Darvills Rd	Dinwiddie County	4.90 10	000 F	88%	1%	1%	1%	10%	0%	F	0.088	F		1000	F
<u> </u>	Tax	26-644	4 Brills Rd												
40) Old Cryors Rd	Dinwiddie County		000 A	88%	1%	1%	1%	10%	0%	С	0.107	Α		1000	Α
	To:	26 610 014	White Oak Rd												
(40) McKenney Hwy	Dinwiddie County		500 F	88%	1%	1%	1%	10%	0%	F	0.102	F		1500	F
40) Mortorino (111)	z -				170		170	1070	070	·	0.102	·		1000	•
40 Doyle Blvd	Town of McKenney (Maint: 2		McKenney 500 N	88%	1%	1%	1%	10%	0%	N	0.102	N		1500	N
40 Doyle Blvd	Town of McReffiley (Maint. 2)	<u>* </u>		00 /6	1 /0	1 /0	1 /0	10 /6	076	IN	0.102	IN		1300	IN
	To: From:		Railroad St		407							_			
40 Doyle Blvd	Town of McKenney (Maint: 2	6) 0.57 2 3	2300 F	88%	1%	1%	1%	10%	0%	F	0.097	F		2400	F
<u> </u>	To: From:		dton Plank Rd												
40) Doyle Blvd	Town of McKenney (Maint: 20	6) 0.43 2 9	2500 F	91%	1%	1%	1%	6%	0%	С	0.1	F		2600	F
<u> </u>	To: From:	ECL M	McKenney												
40 McKenney Hwy	Dinwiddie County	0.14 2 9	2500 N	91%	1%	1%	1%	6%	0%	Ν	0.1	Ν		2600	Ν
\smile	Too	I	I-85			_									
(40) McKenney Hwy	Dinwiddie County		900 F	88%	1%	1%	1%	9%	0%	F	0.089	F		1900	F
	To:	26-692 Spo	ony Church Rd												
(40) McKenney Hwy	Prom: Dinwiddie County		980 A	88%	1%	1%	1%	9%	0%	С	0.110	Α		970	Α
40)	To:		Old Stage Rd												
	From:		herry Hill Rd												
40 McKenney Hwy	Dinwiddie County	2.04 1 °	100 F	88%	1%	1%	1%	9%	0%	F	0.095	F		1100	F
<u> </u>	To: From:	26-619 Co	ourthouse Rd												
40 McKenney Hwy	Dinwiddie County	5.19 1 :	200 F	88%	1%	1%	1%	9%	0%	F	0.091	F		1200	F
\smile	To:	Sussex C	County Line												
_	From:	SR 40 I-85-S042A	A TO & FROM	IS 85											
(40) Ramp	Dinwiddie County		350 F								0.132	F		350	F
\smile	To:	I-85-S FF	ROM RT 40												
_	From:	SR 40 I-85-N042A	A FROM & TO	IS 85											
(40) Ramp	Dinwiddie County	0.21 7	760 F								0.133	F		760	F
\smile	То:	I-85-N FI	ROM RT 40												

2011 Annual Average Daily Traffic Volume Estimates By Section of Route Dinwiddie Maintenance Area

Route Surfaction Langth AADT OA 4Th Bus 2,Aud 3+Aut 17 al 2Th OC Factor K Factor AAVIOT OA The Surface Combined Traffic Estimates for 2 Parallel Roadways on this Route: 2000 G 79% 1% 1% 1% 1% 1% 1% 1%				annenanc		-			Tru	ıck			K		Dir		
Binwindsie County	Route	Jurisdiction Let	ngth A	ADT (QA	4Tire	Bus					QC		QK		AAWDT	QW
Combined Traffic Estimates for 2 Parallel Roadways on this Route 28000 G 79% 1% 1% 1% 1% 1% 1% 1%																	
North	85	•										-					
Dinwiddle County S.95 11000 B 83% 1% 1% 1% 14% 1% F 0.129 A 9900 B 83% 1% 1% 1% 1% 1% 1% 1%	V	Combined Traffic Estimates for 2 Parallel Roadways on this Ro	oute: 22	2000	G	79%	1%	1%	0%	17%	2%	F	NA			19000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 22000 B 83% 1% 1% 1% 1% 1% 17 10 14 10 1 1 10 10 10	North	To: From:	S	SR 40													
North Combined Traffic Estimates for 2 Parallel Roadways on this Route: 22000 B 83% 1% 1% 1% 1% 1% 17 7 1.19 A 20000 B	(85)	Dinwiddie County 5	.95 1 ′	1000	В	83%	1%	1%	1%	14%	1%	F	0.129	Α		9900	В
Dimwiddle County 4.88 11000 B 83% 1% 1% 1% 14% 1% F 0.127 A 10000 B 2000 B		Combined Traffic Estimates for 2 Parallel Roadways on this Ro	oute: 22	2000	В	83%	1%	1%	1%	14%	1%	F	0.119	Α		20000	В
North	North	To: From:	20	6-650													
North	(85)	Dinwiddie County 4	.88 1 1	1000	В	83%	1%	1%	1%	14%	1%	F	0.127	Α		10000	В
North St. Dinwiddie County S.52 13000 F 83% 1% 1% 1% 14% 1% 1% 10 10 10 1000 F 1000		Combined Traffic Estimates for 2 Parallel Roadways on this Ro	oute: 23	3000	В	83%	1%	1%	1%	14%	1%	F	0.117	Α		21000	В
BS Dinwiddie County S.52 13000 F 83% 1% 1% 1% 14% 1% C 0.124 A 11000 F F F 11000 F F F F F F F F F		To	20	6-703				\neg \vdash									
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 25000 F 83% 1% 1% 1% 1% 1% 1% 1%		Dipwiddie County 8	52 11	3000	F	83%	1%	1%	1%	14%	1%	C	0 124	Δ		11000	F
North	(65)	•	-										-	• •	0.509		F
North Combined Traffic Estimates for 2 Parallel Roadways on this Route: 36000 A 83% 1% 1% 1% 14% 1% F 0.105 A 35000 A North South		To-			•		170		170	1170	170		0.101		0.000	20000	·
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 36000		From:				000/	40/	40/	40/	4.407	40/	_	0.405			47000	
North Step Dinwiddie County 1.18 2400 A 88% 1% 1% 1% 9% 1% C 0.093 A 24000 A 24000 A 24000 A 87% 1% 1% 1% 1% 1% 1% 1%	(85) (460)	•															
North Scity of Petersburg (Maint: 26) 1.01 24000 A 88% 1% 1% 1% 1% 9% 1% C 0.093 A 24000 A 47000 A 88% A 87% A 88% A 87% A 88% A 8% A 8		Combined Traffic Estimates for 2 Parallel Roadways on this Ri			A	85%	1%	1%	1%	12%	1%	Г	0.1	А		35000	А
North	~~~	To: From:	Ţ	US 1													
North From SCL Petersburg Maint: 26 1.01 24000 A 88% 1% 1% 1% 1% 9% 1% C 0.093 A 24000 A 47000 A 24000 A	(85) (460)	•			Α									Α			Α
North City of Petersburg (Maint: 26) 1.01 24000 A 88% 1% 1% 1% 1% 9% 1% C 0.093 A 24000 A 47000 A 24000 A	$\circ \circ$	Combined Traffic Estimates for 2 Parallel Roadways on this Ro	oute: 48	8000	Α	87%	1%	1%	1%	10%	1%	С	NA			47000	Α
City of Petersburg (Maint: 26) 1.01 24000 A 88% 1% 1% 1% 1% 9% 1% C 0.093 A 24000 A 47000 A 24000	North	To- From:	SCL F	Petersburg													
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 4800 A 87% 1% 1% 1% 10% 1% C 0.047 A 47000 A 47000 A 885 460 City of Petersburg (Maint: 26) 2.57 27000 A 88% 1% 1% 1% 1% 9% 1% F 0.091 A 27000 A 2		City of Petersburg (Maint: 26)	.01 24	4000	Α	88%	1%	1%	1%	9%	1%	С	0.093	Α		24000	Α
North City of Petersburg (Maint: 26) 2.57 27000 A 88% 1% 1% 1% 9% 1% F 0.091 A 27000	$\bigcirc\bigcirc$	Combined Traffic Estimates for 2 Parallel Roadways on this Ro	oute: 48	8000	Α	87%	1%	1%	1%	10%	1%	С	0.047	Α		47000	Α
City of Petersburg (Maint: 26) 2.57 27000 A 88% 1% 1% 1% 9% 1% F 0.091 A 27000 A 2	Novth	To- From:	Squirrel	Level Roa	ıd			⊒⊢									
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 52000 A 87% 1% 1% 1% 10% 1% F 0.093 A 52000 A 52000 A 87% 1% 1% 1% 1% 1% 1% 1%	~~~	City of Petersburg (Maint: 26) 2	.57 2 7	7000	Α	88%	1%	1%	1%	9%	1%	F	0.091	Α		27000	Α
North Ramp To I-95 S	(00) (400)	, ,										F					Α
North Street Str		To															
Combined Traffic Estimates for Parallel Roadways on this Route: NA		City of Potoroburg (Moint: 26)											NΙΔ			NΙΔ	
North From Ramp to Washington St; Wythe St	85) 1-05 IN Ramp		-														
City of Petersburg (Maint: 26) 0.11 NA NA NA Combined Traffic Estimates for Parallel Roadways on this Route: NA		•			X7 .1	G.		_					INA			INA	
Combined Traffic Estimates for Parallel Roadways on this Route: NA To I-95 North North Ramp Dinwiddie County Donumiddie County NA NA NA NA NA NA NA NA NA N					wytne	St											
North I-95 North 85 Ramp Dinwiddie County 0.20 NA I-85 North NA NA NA	85 I-85 N Ramp	• • • • • • • • • • • • • • • • • • • •															
North From I-85 North 85) Ramp Dinwiddie County 0.20 NA NA NA NA	- -	Combined Traffic Estimates for Parallel Roadways on this Ro						_					NA			NA	
85RampDinwiddie County0.20NANANA	North	From						<u> </u>									
\(\text{\text{00}}\)		Dinwiddie County 0											NA			NA	
SN 40 INCREMIES TIMY	05)				wy												

Route	Jurisdiction	Length AADI QA 411re Bus 2/	Axle 3+Axle 1Trail 2Trail QC Factor Factor	AAWDT QW
North Ramp	Dinwiddie County To:	I-85-N TO RT 650 0.21 NA 26-650; 26-650- 8B TO & FROM RT 85	NA	NA
North 85 Ramp	Dinwiddie County	I-85 North 0.37 NA 26-703 Carson Rd	NA	NA
North E85 Dinwiddie Rest Area Ramp	Dinwiddie County To:	I-85 North to Rest Area 0.14 NA Enter Rest Area Parking Lot	NA	NA
North	Dinwiddie County To:	Exit Rest Area Parking Lot 0.19 890 G I-85 North from Rest Area	NA	890 G
North Ramp	Dinwiddie County To:	I-85 North 0.20 NA BUS US 460	NA	NA
North Ramp	Dinwiddie County	I-85-N061B TO RT 460 & 460 BUS? 0.01 NA CEUS 460 FROM RT 85 NB	NA	NA
North Ramp	Dinwiddie County To:	I-85-N061A TO US 460 & 460 BUS 0.02 NA CEUS 460 FROM RT 85 NB	NA	NA
North 85 Ramp	Dinwiddie County	I-85 North 0.15 NA US 1 Boydton Plank Rd	NA	NA
North 85 Ramp	Dinwiddie County To:	I-85 North 0.26 NA US 1 Boydton Plank Rd	NA	NA
North 85 Ramp	City of Petersburg (Maint: 26)	I-85-N To Squirrel Level Road 0.11 NA 123-9011; 123-9011- 1A FROM & TO RT	NA	NA
North 85 460 Ramp	City of Petersburg (Maint: 26)	I-85 North 0.10 5800 A I-95 South	0.101 A	6000 A
North 85 Ramp	City of Petersburg (Maint: 26)	I-85 North Ramp to I-95 North 0.06 NA I-95 North Exit 51A to Wythe St & Washington St	NA	NA
North 85 Ramp	City of Petersburg (Maint: 26)	I-95 North 0.22 5900 A Wythe St & Washington St	0.105 A	6400 A
North Ramp	City of Petersburg (Maint: 26)	I-85 North Exit 68C 0.17 3700 A CEUS 460-P Washington St	0.102 A	4000 A

Route	Jurisdiction Lengt	h AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
North		85 North Ex									0.407			0.400	
85 Ramp	City of Petersburg (Maint: 26) 0.07	2200 EUS 460 Wy	the St								0.127	Α		2400	Α
South		nswick Cou													
South 85	Dinwiddie County 2.78			79%	1%	1%	0%	18%	2%	F	NA			9600	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Rout	e: 22000	G	79%	1%	1%	0%	17%	2%	F	NA			19000	G
South	To: From:	SR 40													
(85)	Dinwiddie County 5.95	11000	Α	83%	1%	1%	0%	14%	1%	F	0.123	Α		9900	Α
	Combined Traffic Estimates for 2 Parallel Roadways on this Rout	e: 22000	В	83%	1%	1%	1%	14%	1%	F	0.119	Α		20000	В
0 4	To: Prom:	26-650				\neg \vdash									
South 85	Dinwiddie County 4.95	11000	Α	83%	1%	1%	0%	14%	1%	F	0.121	Α		10000	Α
(65)	Combined Traffic Estimates for 2 Parallel Roadways on this Rout		В	83%	1%	1%	1%	14%	1%	F	0.117	Α		21000	В
	To	26-703													
South 85	Dinwiddie County 8.36		F	83%	1%	1%	0%	14%	1%	С	0.105	В		12000	F
(65)	Combined Traffic Estimates for 2 Parallel Roadways on this Rout			83%	1%	1%	1%	14%	1%	C	0.104	В	0.509	23000	F
-	700	US 460													
South	Dinwiddie County 1.83			87%	1%	1%	1%	10%	1%	_	0.109	Α		17000	Α
85 460	Combined Traffic Estimates for 2 Parallel Roadways on this Rout			85%	1%	1%	1%	12%	1%	F	0.109	Α		35000	A
	To To	US 1		0070	170		170	12 /0	170	•	0.1	,,		00000	
South	Prom:			070/	40/	40/	40/	400/	40/	0	0.407	^		00000	^
85 (460)	Dinwiddie County 0.81			87% 87%	1% 1%	1% 1%	1% 1%	10% 10%	1% 1%	C C	0.107 NA	Α		23000 47000	A A
	Combined Traffic Estimates for 2 Parallel Roadways on this Rout			01%	170	1%	170	10%	170	C	INA			47000	А
South	From:	SCL Petersl													
85 460	City of Petersburg (Maint: 26) 1.25			87%	1%	1%	1%	10%	1%	С	0.107	Α		23000	A
	Combined Traffic Estimates for 2 Parallel Roadways on this Rout			87%	1%	1%	1%	10%	1%	С	NA			47000	Α
South	From:	quirrel Level	Road												
(85) (460)	City of Petersburg (Maint: 26) 2.23			87%	1%	1%	1%	10%	1%	F	0.106	Α		25000	Α
$\lor \lor$	Combined Traffic Estimates for 2 Parallel Roadways on this Rout	e: 52000	Α	87%	1%	1%	1%	10%	1%	F	0.093	Α		52000	Α
South	To: From:	amp From I	-95 N												
(85) I-85 S Ramp	City of Petersburg (Maint: 26) 0.33	25000	N	87%	1%	1%	1%	10%	1%	Ν	0.106	Ν		25000	Ν
\bigcirc	Combined Traffic Estimates for 2 Parallel Roadways on this Rout	e: 25000	N								NA			NA	
South	To: From: Ramp	From Washi	ngton Av	e		\Box \vdash									
85 I-85 S Ramp	City of Petersburg (Maint: 26) 0.16	NA									NA			NA	
	Combined Traffic Estimates for Parallel Roadways on this Rout	e: NA									NA			NA	
	To:	I-95 Sout	h												

		Diriwiddic Mairiterianee Area		
Route	Jurisdiction	Length AADT QA 4Tire Bus	Truck QC K QK D 2Axle 3+Axle 1Trail 2Trail Factor Fac	
South	From:	I-85 South	2Axle 3+Axle 1Trail 2Trail Factor Fac	tor
85 Ramp	Dinwiddie County	0.18 NA	 NA	NA
\smile				
South (85) Ramp	From:	I-85 South Exit 42B to SR 40		
(85) Ramp	Dinwiddie County	0.02 NA	NA	NA
•	To:	SR 40 McKenney Hwy		
South Ramp	From:	I-85-S042A TO RT 40		
(85) Ramp	Dinwiddie County	0.02 NA	NA NA	NA
	То:	SR 40 FROM RT 85 SB		
South (85) Ramp	From:	I-85 South		
(85) Ramp	Dinwiddie County	0.21 NA	NA	NA
	То:	26-650 Hamilton Arms Rd		
South	From	I-85 South		
Ramp	Dinwiddie County	0.26 NA	NA	NA
$\overline{}$	To:	26-703 Carson Rd		
South	From:	I-85-S053A TO RT 703		
Ramp	Dinwiddie County	0.10 NA	NA	NA
$\overline{}$	To:	26-703 FROM RT 85 SB		
South	From:	I-85 South to Rest Area		
85 Dinwiddie Rest Area Ramp	Dinwiddie County	0.15 NA	NA	NA
	To	Enter Rest Area Parking Lot		
South	Prom:	Exit Rest Area Parking Lot	NIA.	4200
Dinwiddie Rest Area Ramp	Dinwiddie County	0.25 1300 G I-85 South from Rest Area	NA	1300 G
South Ramp	Diamiddia County	I-85 South		NIA
85 Ramp	Dinwiddie County	0.18 NA	NA NA	NA
	To: From:	I-85 South Exit 61B to US 460		
South Ramp	Dinwiddie County	0.03 NA	NA	NA
	To:	US 460 Airport St		
South	From:	I-85-S061A TO US 460		
South Ramp	Dinwiddie County	0.05 NA	NA	NA
	To:	US 460 US 460-E312A Gap TO		
South	From:	I-85 South		
South Ramp	Dinwiddie County	0.19 NA	NA	NA
	To:	US 1 Boydton Plank Rd		
South	From:	I-85 South		
South Ramp	Dinwiddie County	0.21 NA	NA	NA
,	To:	US 1 Boydton Plank Rd		
South	From:	I-85-S TO SQUIRREL LEVEL ROAD	i	
South (85) Ramp	City of Petersburg (Maint: 26)	0.13 3600 A	 0.106 A	3800 A
	To:	123-9011; 123-9011- 1B TO & FROM RT		

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

		Dinwiddie	Wallitona	110071	iou			Tri	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	24vla	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
North	From:		Rives Rd				ZANIC	STANE	IIIali	ZIIali		i actor		1 actor		
95)	City of Petersburg (Mai	nint: 74) 1.15	16000	В	84%	1%	1%	1%	14%	0%	F	0.113	Α		14000	В
(33)	Combined Traffic Estimates for 2 Parallel Ro			В	86%	1%	1%	1%	11%	0%	F	0.102	Α		29000	В
	To	•	Wagner Rd				<u> </u>									
North	From:										_					
95)	City of Petersburg (Mai	•	19000	Α	84%	1%	1%	1%	14%	0%	F	0.108	Α		18000	A
•	Combined Traffic Estimates for 2 Parallel Ro	oadways on this Route:	41000	Α	87%	1%	1%	1%	11%	0%	F	0.097	Α		40000	Α
North	To. From:	US	S 460 West S	St												
95)	City of Petersburg (Mai	int: 74) 0.50	19000	N	84%	1%	1%	1%	14%	0%	Ν	0.108	Ν		18000	Ν
000	Combined Traffic Estimates for 2 Parallel Ro	,	41000	N	87%	1%	1%	1%	11%	0%	N	NA			40000	Ν
	To		I-85													
North	From:															
95)	City of Petersburg (Mai		43000	Α	91%	1%	1%	1%	7%	0%	F	0.093	Α		42000	Α
\circ	Combined Traffic Estimates for 2 Parallel Ro	oadways on this Route:	85000	Α	91%	1%	1%	1%	7%	0%	F	0.092	Α		83000	Α
North	To: From:	US 301, Bus	US 460 Wa	ashingto	n St											
North 95	City of Petersburg (Mai	nint: 26) 0.64	49000	Α	91%	1%	1%	1%	7%	0%	F	0.091	Α		49000	Α
95)	Combined Traffic Estimates for 2 Parallel Ro			Α	91%	1%	1%	1%	7%	0%	F	NA			98000	Α
	To:	•	Colonial He		0170	170	Ť	1 70	1 70	070	•				00000	,,
North	From:		I-95 North													
95) Ramp	City of Petersburg (Mai		840	Α								0.114	Α		820	Α
000	To:		-9008 Rives													
North	From:		I-95 North													
95 Ramp	City of Petersburg (Mai		280	В								0.121	Α		300	В
	To:	123-9	9010 Wagne	r Rd												
North	From:		I-95 North													
(95) Ramp	City of Petersburg (Mai		NA									NA			NA	
	To:	123-9	9010 Wagne	r Rd												
North	From:	I-95 N	orth Collect	or Rd												
(95) Ramp	City of Petersburg (Mai	nint: 74) 0.11	NA									NA			NA	
	To:	US	460 County	Dr												
North	From:	I-95	5 Collector I	Rd												
95 Ramp	City of Petersburg (Mai	nint: 74) 0.14	NA									NA			NA	
	To:	В	US US 460	P												
North	From:	I-95	5 Collector I	Rd												
95 Ramp	City of Petersburg (Mai		NA				•					NA			NA	
	To:	·	US 301													
North	From:		I-95 North													
95) Ramp	City of Petersburg (Mai		NA									NA			NA	
	To	, , , , , , , , , , , , , , , , , , ,	to US 460	Fact												
North	From:	•		Eäst												
95 Ramp	City of Petersburg (Mai		NA									NA			NA	
\sim	To:	Ramp F	From US 460	0 West												

		2			-			Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK F	actor	AAWDT	QW
North	From:	Ramp F	From US 460) West			ZAXIC	JIANIC	TTTAII	ZITAII		1 actor	<u> </u>	actor		
95) Ramp	City of Petersburg (M		10000	A								0.137	Α		12000	Α
	To:	•	to US 301 N	Jorth												
North	From:	•		NOILII												
95 Ramp	City of Petersburg (M	Maint: 74) 0.22	NA									NA			NA	
North	To: From:	Ramp	to US 301 S	South												
95) Ramp	City of Petersburg (M	Maint: 74) 0.06	NA									NA			NA	
	To	,	p From US 3	201												
North	From:															
95 Ramp	City of Petersburg (M	Maint: 74) 0.14	15000	Α								0.113	Α		16000	Α
North	To: From:	Ramp to Wyth	ne & Washir	ngton St	reets											
(95) Ramp	City of Petersburg (M	Maint: 74) 0.01	NA									NA			NA	
(33)	To:		I-95 North													
North	From:	I-95 N	orth Collecto	or Rd										_		
(95) Ramp	City of Petersburg (M	Maint: 26) 0.47	NA									NA			NA	
	To:	I-85 North Exit 68B	To Wythe S	St & Wa	shington S	t										
North	From:		I-95 North													
95 Ramp	City of Petersburg (M	Maint: 26) 0.43	NA									NA			NA	
	To:		I-85 South													
North	From:	I-95-N TO RT	30100- BA	NK STI	REET											
(95) Ramp	City of Petersburg (M		NA									NA			NA	
	То:	1US 301-P I	FROM RT 9	5 NOR	ГН											
South	From:		L Petersbur													
95)	City of Petersburg (M	,	14000	Α	89%	1%	1%	1%	9%	0%	F	0.123	Α		12000	Α
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	27000	Α	86%	1%	1%	1%	11%	0%	F	NA			24000	Α
South	To: From:		Rives Rd													
South 95	City of Petersburg (M	Maint: 74) 1.22	16000	В	89%	1%	1%	1%	9%	0%	F	0.111	Α		15000	В
93)	Combined Traffic Estimates for 2 Parallel I	,		В	86%	1%	1%	1%	11%	0%	F	0.102	Α		29000	В
	To:		Wagner Rd					.,.			-					
South	From:												_			
95)	City of Petersburg (M	,	22000	Α	89%	1%	1%	1%	9%	0%	F	0.1	Α		22000	Α
\smile	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	41000	Α	87%	1%	1%	1%	11%	0%	F	0.097	Α		40000	Α
South	To: From:	US 460 Count	ty Rd; US 30	01 Crate	r Rd											
95)	City of Petersburg (M	Maint: 74) 0.53	22000	N	89%	1%	1%	1%	9%	0%	Ν	0.1	N		22000	N
<u> </u>	Combined Traffic Estimates for 2 Parallel I	,		N	87%	1%	1%	1%	11%	0%	N	NA			40000	N
	To	,	I-85	-												•
South	From:									_	_					
South 95	City of Petersburg (M	*	42000	Α	91%	1%	1%	1%	7%	0%	F	0.094	Α		40000	Α
\sim	Combined Traffic Estimates for 2 Parallel I	•	85000	Α	91%	1%	1%	1%	7%	0%	F	0.092	Α		83000	Α
	To:	US 301, Bus	US 460 Wa	shingto	ı St											

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

									Tru	ıck			K		Dir		
Route	Jurisdiction	1		AADT		4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
South	From:	M-1-1 00)	US 301, Bu				40/	10/	40/	70/	00/	_	0.000	^		10000	
95	City of Petersburg (N		0.48	49000	A	91%	1%	1%	1%	7%	0%	-	0.092	Α		49000	A
Combin	ned Traffic Estimates for 2 Parallel	Roadways o		99000 Colonial He	A	91%	1%	1%	1%	7%	0%	F	NA			98000	Α
0.4	F		SCL		rigins			_									
South Ramp	City of Petersburg (N	Maint: 74)	0.16	I-95 South									NA			NA	
95 Ramp	City of Fetersburg (N	Mairit. 74)		-9008 Rives	· D.d								INA			INA	
0.11	From		123					_									
South	City of Petersburg (N	Maint: 74)	0.25	I-95 South									NA			NA	
95 Ramp	City of 1 eteropting (in	viairit. 74)		9010 Wagne	er Rd								INA			INA	
0	From		125-														
South (95) Ramp	City of Petersburg (N	Moint: 74)	0.31	I-95 South 5100	Α								0.095	Α		5500	۸
95 Kamp	Tic.	viairit. 74)		9010 Wagne									0.093	Α.		3300	^
0 1	From																
South Ramp	City of Petersburg (N	Maint: 74)	I-95-S050X 0.09	NA NA	AM RO	AD							NA			NA	
95 Ramp	City of Fetersburg (N	viairii. 74)	123-9012 FR		TF 95 SC	итн		_					INA			INA	
0 1	From		123-7012 I K		L /5 5C	70111											
South	City of Petersburg (N	Maint: 74)	0.06	I-95 South 9300	Α								0.094	Α		10000	Α
95 460 Ramp	City of Fetersburg (N	Mairit. 14)											0.094	Α.		10000	^
South	To- From:		Ran	p to Grahan	n Rd												
95) (460) Ramp from I-85 N to I-95 S	City of Petersburg (N	Maint: 74)	0.07	NA									NA			NA	
	To-		Rar	np from US	301												
South Bus	From:				301												
95 (460) (460) Ramp from I-85 N to I-9	5 S City of Petersburg (N	Maint: 74)	0.18	NA									NA			NA	
South Bus	To: From:		Rar	np from US	301												
95) 460 460 Ramp from I-85 N to I-9	5 S City of Petersburg (N	Maint: 74)	0.27	11000	Α								0.115	Α		12000	Α
95) (460) (460) (461)													00	•		000	
South	From:		l	JS 460 Ram	p												
(95) Ramp from I-85 N to I-95 S	City of Petersburg (N	Maint: 74)	0.22	NA									NA			NA	
$\overline{}$	To:			I-95 South													
South	From:		I-95-S TO WAS		& WYTI	HE STS											
(95) Ramp	City of Petersburg (N	Maint: 74)	0.12	NA									NA			NA	
	To		I-95-S052B TO	WASHING	TON ST	ГREET		\neg \vdash									
South Ramp	City of Petersburg (N	Maint: 74\	0.19	NA									NA			NA	
95 Ramp	City of Petersburg (N	ivialiii. 74)		FROM RT	05 SOLT	ти		 1					NA			NA	
	- 1					111		<u> </u>									
Courthouse Pd	City of Determine	oura .		460 County	Rd F	95%	2%	10/	40/	10/	00/	F	0.006	F		7800	F
106 Courthouse Rd	City of Petersb	Juig	0.10	7400 CL Petersbu		95%	Z%	1%	1%	1%	0%	г	0.096	г		7000	г
								1									
Lliakan dili Dd	From:			460 County		000/	007	00/	40/	007	007	_	0.400	_		0000	_
109 Hickory Hill Rd	City of Petersb	ourg	0.88	8400	F	98%	0%	0%	1%	0%	0%	С	0.128	F		8900	F
	10.		Е	CL Petersbu	ırg												

2011 Annual Average Daily Traffic Volume Estimates By Section of Route Dinwiddie Maintenance Area

		Diffwiddle Mairiteria	2110071				Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
	From:	ECL Petersbu	rg												
109 Hickory Hill Rd	City of Petersburg	0.03 8400	N	98%	0%	0%	1%	0%	0%	Ν	0.128	Ν		8900	Ν
	To: Dead	l End; Fort Lee Military Res	ervation,	Mahone A	Αv										
	From:	US 1 Boydton Pla	nk Rd												
Simpson Rd	Dinwiddie County	1.27 3300	F	97%	0%	0%	1%	2%	0%	С	0.115	F		3300	F
	Total	WCL Petersbu	ıro												
142)Boydton Plank Rd	City of Petersburg	0.16 3300	F	97%	0%	0%	1%	1%	0%	F	0.107	F		3500	
142) 26) 416.77 16.117 14	and a second and		•	0.70			.,0	.,0	0,0	•	0	•		0000	
Dougton Blook Dd	From:	Dupuy Rd	F	97%	0%	-00/	40/	40/	00/	С	0.402	F		2600	
Boydton Plank Rd	City of Petersburg	1.24 3400	Г	97%	0%	0%	1%	1%	0%	C	0.103	Г		3600	
	To: From:	Rt 604 Halifax													
142)Halifax Rd	City of Petersburg	0.06 5700	F	97%	0%	0%	1%	1%	0%	F	0.096	F		6100	ı
<u> </u>	To:	CSX RR													
	From:	US 460 Cox R	Rd												
226) Cox Rd	Dinwiddie County	3.38 10000	F	97%	1%	1%	1%	1%	0%	С	0.096	F		11000	
\smile	To:	US 1 West of Pete	rsburg												
	From:	SCL Petersbur	rg												
301 Crater Rd	City of Petersburg	0.21 8700	F	99%	0%	0%	0%	0%	0%	F	0.098	F		9200	
~	To:	Rives Rd													
301 Crater Rd	City of Petersburg	0.90 9900	F	99%	0%	0%	0%	0%	0%	С	0.097	F		11000	
301) 0.410	and an exercise and		-		0,0		0,0	070	0,0		0.00.	•			
Crotor Dd	City of Petersburg	0.43 Wagner Rd	F	99%	0%	0%	0%	0%	0%	F	0.00	F		24000	
Crater Rd	City of Petersburg	0.43 23000	г	99%	0%	0%	0%	0%	0%	Г	0.09	Г		24000	
-	To: From:	Flank Rd				┷									
301 Crater Rd	City of Petersburg	0.87 22000	F	99%	0%	0%	0%	0%	0%	F	0.087	F		24000	
<u>~</u>	To	ALT US 301 Sycan	nore St												
301 Crater Rd	City of Petersburg	0.26 16000	F	99%	0%	0%	0%	0%	0%	С	0.087	F		17000	-
30.)	To:	South Blvd													
301 Crater Rd	City of Petersburg	0.73 21000	F	99%	0%	0%	0%	0%	0%	F	0.087	F		23000	
301	Only of 1 dictabulg			3370	070	070	070	070	070	'	0.007	•		23000	
Bus	To: From:	I-95, Bus US 4	-60												
301 (460) Crater Rd	City of Petersburg (Maint: 26)	0.09 11000	N	98%	1%	1%	0%	0%	0%	Ν	0.087	Ν		11000	-
	To:	I-95; Bus US 460 Par, V	Vinfield	Rd											
Bus	From:	Maintenance Jurisdicti													
301)(460) Crater Rd	City of Petersburg	0.98 11000	F	98%	1%	1%	0%	0%	0%	С	0.087	F		11000	I
	To-	SR 36, Bus US 460 V	Wythe St			_									
Bus Crator Pd	City of Petersburg	0.10 7500	F	98%	1%	1%	0%	0%	0%	F	0.09	F		7900	-
301 460 Crater Rd	·				170	1 70	U70	U70	U70	Г	0.09	Г		7 900	,
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~		SR 36 Par, Bus US 460 Par,													
301 (36) Crater Rd	City of Petersburg	0.18 <b>3900</b>	F	98%	1%	1%	0%	0%	0%	F	0.094	F		4100	F
~ •	To:	US 301 Par, Ban	ık St												

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

		Dinwiddie	e Maintena	ince A	rea											
Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	From:		301 Par, Ban													
(301) (36) Crater Rd	City of Peters	•	2800	F	98%	0%	1%	0%	0%	0%	F	0.117	F		3000	F
~ ~	Combined Traffic Estimates for 2 Paralle			G	97%	0%	1%	1%	1%	0%	F	NA			7200	G
	From:	В	ollingbrook S Crater Rd	St			_									
(301) (36) Bollingbrook St	City of Peters	sburg 0.23	3800	F	98%	0%	1%	0%	0%	0%	С	0.107	F		4100	F
(301) (30)	Combined Traffic Estimates for 2 Paralle	-		F	97%	0%	1%	1%	0%	0%	C	NA	-		7000	F
	Tou		5th St													
301 (36) Bollingbrook St	City of Peters	sbura 0.15	4300	F	98%	0%	1%	0%	0%	0%	F	0.108	F		4600	F
301 36 Bollingbrook St	Combined Traffic Estimates for 2 Parallel	O .		F	97%	0%	1%	0%	0%	0%	F	NA	•		7300	F
	To:	Ci redaways on this reduce.	3rd St		31 /0	070	170	070	070	070	·	INA			7300	'
ALT	From	US 1, A	ALT US 301	3rd St												
(301) (1) (301) (36) Bollingbro	ook St City of Peters	sburg 0.08	4500	F	98%	0%	1%	0%	0%	0%	F	0.104	F		4800	F
\bigcirc	To:	US	S 1 Par, 2nd S	St												
~~~ ~~ ~~ ~~ ~~ ~~ ~~ ~~ ~~ ~~ ~~ ~~ ~~	City of Data as	D 25	N RT 1		000/	00/		00/	00/	00/	_	0.004	_		42000	F
(301) (1) 2nd St	City of Peters		12000 Colonial Hei	F	99%	0%	0%	0%	0%	0%	г	0.091	F		13000	г
		SCL		ignis												
Pomp	City of Deteroburg	(Maint: 74) 0.19	US 301 <b>6900</b>	F								0.077	F		6000	F
(301) Ramp	City of Petersburg	<u> </u>	5 Collector F									0.077	Г		6900	Г
	Farm															
North	City of Petersburg	US 301; 123-9012 (Maint: 74) 0.10	1800	F RD & I	KO RT 95							0.081	F		1800	F
(301) Ramp	City of Fetersburg	I-95-S050X FR			ORTH							0.001			1000	-
0 : 0	From:				OKIII											
South Bus (301 \ 460 \ Ramp US 301 S to I-9	05 S at Exit ??? City of Petersburg	-	301 Crater I 680	F	97%	1%	1%	1%	1%	0%	F	0.114	F		720	F
(301) 460 (Namp 03 301 3 to 1-3	To:		I-95, US 460		31 /0	1 /0	1 70	1 /0	1 /0	070	'	0.114	'		120	'
	From:		301 Crater													
(301) (36) Bank St	City of Peters		2800	F	97%	0%	1%	1%	1%	0%	С	0.100	F		2900	F
(301) (36) Bank St	Combined Traffic Estimates for 2 Parallel	•		F	97%	0%	1%	1%	0%	0%	С	NA	'		7000	F
	Combined Trainc Estimates for 2 Farance	ei Noadways on this Noute.			91 /0	076	1 /0	1 /0	076	076	C	INA			7000	-
CO Barrior	From	0.45	5th St		070/	00/		40/	40/	00/		0.000			0700	
(301) (36) Bank St	City of Peters	0	2500	F	97%	0%	1%	1%	1%	0%	F	0.096	F		2700	F
	Combined Traffic Estimates for 2 Parallel	el Roadways on this Route:	6900	F	97%	0%	1%	0%	0%	0%	F	NA			7300	F
ALT	To: From:		3rd St													
(301) (1) (301) (36) Bank St	City of Peters	sburg 0.09	2500	F	97%	0%	1%	1%	1%	0%	F	0.093	F		2600	F
	Combined Traffic Estimates for 2 Parallel	•		F	97%	0%	1%	0%	0%	0%	F	NA			7400	F
	To:		JS 301 Par, 2			- / -			- , 0							
ALT	From:	US	301 Crater I	Rd											•	
301 Sycamore St	City of Peters		7800	F	99%	0%	0%	0%	0%	0%	F	0.095	F		8300	F
	To		C41- D11													
ALT	From:		South Blvd												•	
(301) Sycamore St	City of Peters		6300	F	99%	0%	0%	0%	0%	0%	С	0.094	F		6600	F
<u> </u>	To:		North Blvd		-											

4/26/2012 20

# 2011 Annual Average Daily Traffic Volume Estimates By Section of Route Dinwiddie Maintenance Area

		Dinwiddie Mainte	enance A	rea											
Route	Jurisdiction	Length AAD	AQ T	4Tire	Bus			ıck		QC	K	QK	Dir	AAWDT	OW
						2Axle	3+Axle	1Trail	2Trail		Factor	٠.,	Factor		٠
ALT	From:	North Bl													
301 Sycamore St	City of Petersburg	0.42 <b>9400</b>	F	99%	0%	0%	0%	0%	0%	F	0.090	F		10000	F
ALT	To: From:	Graham	Rd			ĺ									
ALT 301 Sycamore St	City of Petersburg	0.56 1000	) F	99%	0%	0%	0%	0%	0%	F	0.091	F		11000	F
301) Oycamore or	To:	US 1 Wytl		3370	070		070	070	070	•	0.001	•		11000	'
ALT Bus	From:	US 1	ic st												
301 \( 1 \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \)	City of Petersburg	0.20 1300	) F	97%	1%	1%	1%	1%	0%	F	0.088	F		13000	F
	ic Estimates for 2 Parallel Roadways	on this Route: 2800	) F	97%	1%	1%	1%	1%	0%	F	NA			29000	F
	To:	Bus US 460 Jet	ferson St												
ALT	From	Bus US 460 V	•									_			_
301 (1) Jefferson St	City of Petersburg	0.09 <b>3100</b>	F	97%	1%	1%	1%	1%	0%	F	0.129	F		3300	F
~	To:	Bus US 460 Par, W	ashington	St		-									
ALT 301 \ 1 \ Jefferson St	City of Petersburg	0.26 1000	F	97%	1%	1%	1%	1%	0%	F	0.119	F		1100	F
301) (1) Jefferson St	City of Fetersburg	0.20 1000	Г	91 /0	1 /0	1 /0	1 /0	1 /0	0 /6	-	0.119			1100	-
ALT	To: From:	Henry S	St												
301 (1) 3rd St	City of Petersburg	0.05 <b>340</b>	F	97%	1%	1%	1%	1%	0%	F	0.104	F		360	F
ALT	To: From:	US 301 Par, 1	Bank St												
301 \ 1 \ 3rd St	City of Petersburg	0.05 <b>430</b>	F	97%	1%	1%	1%	1%	0%	F	0.107	F		450	F
301)	То:	US 301 Bolling	brook St												
ALT	Prom:	US 1, ALT US	301 3rd St												
301 (301) (1) (36) Bollingbrook St	City of Petersburg	0.08 <b>4500</b>		98%	0%	1%	0%	0%	0%	F	0.104	F		4800	F
$\rightarrow \hookrightarrow \circlearrowleft$	To:	US 30	l												
ALT	From:	US 1 Wyth	ne St												
3g1 Sycamore St	City of Petersburg	0.09 <b>7200</b>	F	98%	0%	1%	0%	0%	0%	F	0.158	F		7600	F
~	To:	Bus US 460 Was													
ALT Bus Bus	From:	Bus US 46								_		_			_
301 (460) (460) (36) Washington St	City of Petersburg	0.09 <b>1500</b>		97%	1%	1%	1%	1%	0%	F	0.083	F		16000	F
Combined Traff	ic Estimates for 2 Parallel Roadways	on this Route: 2800	) F	97%	1%	1%	1%	1%	0%	F	NA			29000	F
ALT	To: From:	Bus US 460 Was	hington St												
ACI 301 Adams St	City of Petersburg	0.06 1000	) F	98%	0%	1%	0%	0%	0%	F	0.087	F		11000	F
3917/100/110 01	Only of 1 electorary			3070	070		070	070	070	•	0.007	•		11000	•
ALT	To: From:	Franklin	St												
3ρ1 Adams St	City of Petersburg	0.16 <b>8800</b>	F	98%	0%	1%	0%	0%	0%	С	0.088	F		9300	F
- P. )	To	Henry S	St												
	From:	Nottoway Cou	ntv Line												
460	Dinwiddie County	6.80 <b>5800</b>		88%	1%	1%	1%	9%	0%	F	0.081	F		5800	F
460}	Tol	26 625 33	1- D.1											-	
~	Pipuiddia County	26-625 Wei		000/	10/	10/	1%	9%	00/	F	0.004	F		6400	F
460	Dinwiddie County	2.99 <b>6100</b>	F	88%	1%	1%	1%	9%	0%	г	0.081	г		6100	۲
	To- From:	26-622 Baltin													
460)	Dinwiddie County	2.32 <b>6400</b>	Α	88%	1%	1%	1%	9%	0%	С	0.104	Α		6400	Α
<i></i>	To:	26-611 Trinity (	Church Rd												

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

		Difficiency	ne mamen	4110071				Tru	ıck			K		Dir		
Route	Jurisdiction	n Lengt	h <b>AADT</b>	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
~~ <u> </u>	From:		11 Trinity Ch													
460	Dinwiddie Co	unty 3.29	7200	F	88%	1%	1%	1%	9%	0%	F	0.081	F		7200	F
~~	Ta: From:		627 Courthou		000/	40/	10/	40/	00/	00/		0.000			7000	F
New Cox Rd	Dinwiddie Co			F	88%	1%	1%	1%	9%	0%	F	0.083	F		7600	F
460 Cox Rd	Too: Dinwiddie Co		528 Tranquilit <b>9600</b>	y Lane <b>F</b>	88%	1%	1%	1%	9%	0%	F	0.087	F		9600	F
460 COX NO		- ,			00 /0	1 /0	1 70	1 70	370	0 70	'	0.007	'		9000	'
460 Cox Rd	From: Dinwiddie Co		i-631 Claiborr 13000	F Ra	88%	1%	1%	1%	9%	0%	F	0.089	F		13000	F
460) 50% (4		,	26-743 Hart I		0070	.,,		.,0	0,0	0,0	•	0.000	•		.0000	•
460 Cox Rd	From: Dinwiddie Co	unty 2.00		F	88%	1%	1%	1%	9%	0%	F	0.087	F		12000	F
	_ To:	W	' 26-632 Olgei	s Rd			$\neg$ $\vdash$									
460 Cox Rd	Dinwiddie Co			F	88%	1%	1%	1%	9%	0%	F	0.088	F		16000	F
<i></i>	To- From:	E 20	5-632 Buttewo	ood Rd			$\neg$									
460 Cox Rd	Dinwiddie Co	unty 0.18	16000	F	88%	1%	1%	1%	9%	0%	F	0.089	F		16000	F
<u></u>	Tac From:		SR 226 Cox I	Rd			$\Box$ $\vdash$									
460 Airport St	Dinwiddie Co			F	88%	1%	1%	1%	9%	0%	F	0.085	F		16000	F
Bus	To: From:		(-85; Bus US 4 x	460			+									
460 (460 )Ramp	Dinwiddie Co	unty 0.19			See	Bus US	S 460 fo	r directio	nal traff	fic volum	e estir	mates for	this s	egment.		
	To: From:		X LOS NI													
460 (85)	Dinwiddie Co	untv 1.77	I 85 N			See I-8	5 for dir	ectional t	raffic vo	olume es	timate	s for this	seam	nent.		
400 (00)	Combined Traffic Estimates for 2 Paralle	•	e: <b>36000</b>	Α	85%	1%	1%	1%	12%	1%	F	0.1	A		35000	Α
	To: From:		US 1				$\Box$									
460 (85)	Dinwiddie Co	unty 1.18				See I-8	5 for dir	ectional t	raffic vo	olume es	timate	s for this	segm	nent.		
$\hookrightarrow$ $\circ$	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route	e: <b>48000</b>	Α	87%	1%	1%	1%	10%	1%	С	NA			47000	Α
~~~	To: From:		SCL Petersbu	ırg			<u> </u>									
460 85	Combined Treffic Felimetre for 2 Parelle	,	a. 40000		87%	See I-8:		ectional t					_	nent.	47000	٨
	Combined Traffic Estimates for 2 Paralle			Α	87%	1%	1%	1%	10%	1%	C	0.047	А		47000	Α
460 (85)	City of Petersburg (quirrel Level I	≺oad		See I-8	5 for dir	ectional t	raffic vo	olume es	timate	s for this	seam	nent		
460 (65)	Combined Traffic Estimates for 2 Paralle	,		Α	87%	1%	1%	1%	10%	1%		0.093	•	Ю. П.	52000	Α
	To	,	I-85 S				\neg _									
460 (85) Ramp	City of Petersburg ((Maint: 26) 0.10				See I-8	5 for dir	ectional t	raffic vo	olume es	timate	s for this	segm	nent.		
\sim	To:	_	I-95 SB	•												
460 (95) Ramp	City of Petersburg ((Maint: 74) 0.06	I-85			See I-9	5 for dir	ectional t	raffic vo	olume es	timate	s for this	seam	nent.		
400 95 1 1311		0.00	Graham Rd	ı							ide					
460 (95) Ramp from I-85	5 N to I-95 S City of Petersburg ((Maint: 74) 0.07	Granam Ko	ı		See I-9	5 for dir	ectional t	raffic vo	olume es	timate	s for this	seam	nent.		
400	To:		SB Collector	Ramp										•		

		Diriwiddie Maintenance /	nica .										
Route	Jurisdiction	Length AADT QA	4Tire	Bus	T	ruck		QC	K	QK	Dir	AAWDT	OW
Noute	Junsulction	Lengui AADI QA	41116	bus	2Axle 3+Axl	e 1Trail	2Trail	QU	Factor	ωr	Factor	AAVIDI	۷۷V
Bus	From:	Ramp from US 301South											
460 (95) (460) Ramp from I-85 N to I-95 S	City of Petersburg (Maint: 74)	0.18		See I-95	for directiona	l traffic v	olume es	stimate	es for this	segme	ent.		
\bigcirc	To:	Ramp from US 301North											
Bus	From:	Ramp from US 301		0 105									
(460) (95) (460) Ramp from I-85 N to I-95 S	City of Petersburg (Maint: 74)	0.27		See 1-95	for directiona	i traffic v	olume es	stimate	es for this	segme	ent.		
	From:	US 460 I-95											
(460) County Dr	City of Petersburg	0.60 18000 G	92%	0%	1% 1%	6%	0%	С	0.099	N		19000	G
400) 550			0270			0,0	0,0		0.000			.0000	
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	From	SR 109 Hickory Hill Rd	000/	00/	10/ 10/	00/	00/		0.000	^		0000	
(460) County Dr	City of Petersburg	2.16 <b>9100 A</b>	90%	0%	1% 1%	8%	0%	С	0.099	Α		9600	Α
~~~	To: From:	SR 106 Courthouse Rd											
460 County Dr	City of Petersburg	0.34 13000 F	90%	0%	<u>1</u> % 1%	8%	0%	F	0.083	F		13000	F
<u> </u>	To:	ECL Petersburg											
	From:	US 460-E312A US 460-W312A G	ap Termi										
(460) Ramp	Dinwiddie County	0.20 940 F							0.088	F		940	F
<u> </u>	To:	I-85-S Gap FROM US 460)										
East	From:	US 460 I-85-S061B Gap T	О										
(460) Ramp	Dinwiddie County	0.03 450 F							0.094	F		450	F
	То:	US 460- 312A US 460-W312A G	ap Termi										
West	From:	US 460 I-85-S061A Gap T	0										
(460) Ramp	Dinwiddie County	0.02 NA							NA			NA	
	To	US 460- 312A US 460-E312A Ga	ıp Termi										
Bus	From:	I-85; US 460											
460 Airport St	Dinwiddie County	0.17 7000 F	98%	0%	1% 1%	1%	0%	F	0.083	F		7400	F
400	To:	US 1 Boydton Plank Rd											
Bus	From:	US 1 Plank Rd											
460 (1) Boydton Plank Rd	Dinwiddie County	1.69 11000 F	97%	1%	1% 1%	1%	0%	F	0.093	F		11000	F
<u> </u>	To:	I-85 SW of Petersburg											
Bus Paratter Plants Dd	Pierriddia Carreta	· ·	000/	00/	40/ 40/	40/	00/	_	0.000	_		45000	_
(460) 1 Boydton Plank Rd	Dinwiddie County	1.23 15000 F	98%	0%	1% 1%	1%	0%	F	0.096	F		15000	F
Bus	To: From:	SR 226 Cox Rd											
(460) (1)	Dinwiddie County	0.45 12000 A	98%	0%	1% 1%	1%	0%	С	0.104	Α		13000	Α
(400) (1)	T							_					
Bus	From:	WCL Petersburg											
(460) (1) Washington St	City of Petersburg	0.40 13000 F	98%	0%	1% 1%	1%	0%	F	0.095	F		13000	F
\hookrightarrow	Tot	Summit St											
Bus West instance 20	Prom:		0001	00/	40/ 40/	401	00/	_	0.000	_		4.4000	_
(460) (1) Washington St	City of Petersburg	0.18 13000 F	98%	0%	1% 1%	1%	0%	F	0.096	F		14000	F
Bus	To: From:	Elm St			\Box								
460 1 Washington St	City of Petersburg	0.57 14000 F	97%	1%	1% 1%	1%	0%	F	0.093	F		15000	F
(400) (1)	To:	US 1 Par; Wythe St	31 /0	170	170	170	570	•	0.000	•		10000	•
		CS I I at, 11 yane St											

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

										Tru	ck			K		Dir	
Route		Jurisdiction	on	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK Fa	AAWD	T QW
Bus		From		S 1 Par, Was													
(460) (1) Wythe St		City of Peters	sburg	1.08	7400	F	97%	1%	1%	1%	1%	0%	С	0.091	F	7800	F
~	Combined Traffic	Estimates for 2 Parall	el Roadways on th	nis Route:	16000	F	97%	1%	1%	1%	1%	0%	F	0.09	F	17000	F
Bus		To From			Perry St												
460 1 Wythe St		City of Peters	sburg	0.15	8800	F	97%	1%	1%	1%	1%	0%	F	0.099	F	9300	F
	Combined Traffic	Estimates for 2 Parall	-	nis Route:	18000	F	97%	1%	1%	1%	1%	0%	F	NA		19000	F
			·		R 36 Market	St											
Bus (36) Wythe St		City of Peters	ebura	0.20	9300	F	97%	1%	1%	1%	1%	0%	F	0.091	F	9900	F
460 1 36 Wythe St		City of Feters	sburg				91 /0	1 /0	1 /0	1 /0	1 /0	0 /6		0.091	Г	9900	r
Bus ALT		From		ALT U	JS 301 Sycar	more St											
(460) (1) (301) (36) Wythe S		City of Peters	J	0.20	13000	F	97%	1%	1%	1%	1%	0%	F	0.088	F	13000	F
$\sim \sim \sim \sim$	Combined Traffic	Estimates for 2 Parall	el Roadways on th	nis Route:	28000	F	97%	1%	1%	1%	1%	0%	F	NA		29000	F
Bus		To From	:	US	S 1 Jefferson	St											
460 (36) Wythe St		City of Peters	sburg	0.20	15000	F	97%	1%	1%	1%	1%	0%	С	0.089	F	15000	F
,	Combined Traffic	Estimates for 2 Parall	el Roadways on th	nis Route:	30000	F	96%	1%	1%	1%	2%	0%	F	NA		32000	F
		To	4		I-85, I-95												
Bus 460 (36) Wythe St		City of Peters		0.30	11000	F	97%	1%	1%	1%	1%	0%	_	0.096	F	11000) F
(460) (36) Wythe St	Combined Troffic	Estimates for 2 Parall	•			F	96%	1%	1%	1%	2%	0%	F	0.098	F	25000	
	Combined Trainic	To	er Roadways on ti		: US 301 Cra		90 /0	1 /0	1/0	1 /0	∠/0	076		0.093	Г	23000	, ,
Bus		From	·		; US 301 W												
460 301 Crater Rd		City of Peters	sburg	0.98	11000	F	98%	1%	1%	0%	0%	0%	С	0.087	F	11000	F
But		To		Maintenan I-95; BUS U	nce Jurisdicti												
Bus 460 301 Crater Rd		City of Petersburg		0.09	11000	N N	98%	1%	1%	0%	0%	0%	N	0.087	N	11000	N
460 301 Grater 110		To	:		S 301 Crater		3070	170		070	070	070	.,	0.007		11000	
Bus		From			US 301												
(460)(301) Ramp US 301 S to I-9	95 S at Exit ???	City of Petersburg	(Maint: 74)	0.20			Se	ee US 3	01 for d	irectional	l traffic	volume e	estima	ates for th	is segme	nt.	
Pug.		To			-95 CD Roa from US 30												
Bus 460 95 460 Ramp from I-85	5 N to I-95 S	City of Petersburg	(Maint: 74)	0.18	110111 U.S. 50	1300011		See I-9	5 for dire	ectional to	raffic vo	olume es	timate	s for this	seament		
400 (93) (400)		To To			C 110.20	137 .1									0090		
Bus		From		*	from US 30	INorth											
(460) (95) (460) Ramp from I-85	5 N to I-95 S	City of Petersburg	(Maint: 74)	0.27				See I-9	5 for dire	ectional t	raffic vo	olume es	timate	s for this	segment		
(100)		10			Bus US 460												
\bigcirc						- 4											
Bus		From	(Mainte CC)		US 460 Exit	6A								N.1.0		A14	
\bigcirc		City of Petersburg	(Maint: 26)	0.24	US 460 Exit	6A								NA		NA	
Bus 460 Ramp		City of Petersburg	(Maint: 26)	0.24					 					NA		NA	
Bus		City of Petersburg To Prom City of Petersburg		0.24	NA				 					NA NA		NA NA	

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

		Diriwidale	Mainten	ance A	ica											
Route	Jurisdiction	n Longth	AADT	QA	4Tire	Bus		Tru	ıck		QC	K	QK	Dir	AAWDT	. 🕠
Route	Julisaiction	n Lengur	AADI	QA	41116	Dus	2Axl	e 3+Axle	1Trail	2Trail	QC	Factor	QI	Factor	AAWDI	Q
us	From:	CEUS 460-P002	B CEUS 46	60-E006E	3 FROM											
Ramp	City of Petersburg (Maint: 74) 0.11	8600	F								0.112	F		8600	F
~ <i></i>	To:	I-95-N FROM RT	60 BUS00-	WASHI	NGTON	&										
us	From:	CE	US 460 Exit	t 6A												
Ramp	City of Petersburg (Maint: 26) 0.08	NA				•					NA			NA	
	To:	·	I-85 South													
us	From:	CEUS	460 TO RT	85 NB			T									
60 (460 Ramp	Dinwiddie Co		7700	F								0.096	F		7700	
,	To:	I-85-1	N FROM U	S 460												
us	From:	CEUS 460 TO R	TC 95 & 05	SOUTH	BOLIND											
Ramp	L City of Petersburg (3500	F	BOOND							0.094	F		3500	
50 / Kamp	To:	CEUS 460-P002A T			ITHROUN	ND						0.004	•		0000	
	From															
us 60 ∫Ramp	City of Petersburg (0 TO RT 95 12000	F	<u> </u>							0.097	F		12000	
SO Kamp	City of Fetersburg (CEUS 460-P00		-	FPOM							0.097			12000	
	-															
JS Washington O	O'thank Datase		the St Batte			40/	40/	40/	40/	00/	_	0.000	_		0000	
Washington St	City of Petersl	•	8500	F	97%	1%	1%		1%	0%	F -	0.096	F		9000	
	Combined Traffic Estimates for 2 Paralle	Roadways on this Route:	16000	F	97%	1%	1%	1%	1%	0%	F	0.09	F		17000	
_	To: From:	12:	8-9025 Wes	t St												
is (0) (1) Washington St	City of Petersl	bura 0.40	8900	F	97%	1%	1%	1%	1%	0%	F	0.091	F		9400	
Washington St	Combined Traffic Estimates for 2 Paralle	•		F	97%	1%	1%		1%	0%		NA	•		17000	
	Combined Trainic Estimates for 2 Paralle	-			9176	170	1 70	170	170	0%	Г	INA			17000	
JS	To: From:	123	-9029 Sout	h St												
Washington St	City of Petersl	burg 0.27	9600	F	97%	1%	1%	1%	1%	0%	С	0.091	F		10000	
	Combined Traffic Estimates for 2 Paralle	Roadways on this Route:	18000	F	97%	1%	1%	1%	1%	0%	F	NA			19000	
	тоТ															
JS	From:		Guarantee S													
Washington St	City of Petersl	burg 0.24	9700	F	97%	1%	1%	1%	1%	0%	F	0.092	F		10000	
	Combined Traffic Estimates for 2 Paralle	Roadways on this Route:	18000	F	97%	1%	1%	1%	1%	0%	F	NA			20000	
	To:		orth Market													
us	From:		ar; SR 36 M				<u> </u>				_		_			
(36) Washington St	City of Petersl	0	11000	F	97%	1%	1%		1%	0%	С	0.087	F		12000	
	Combined Traffic Estimates for 2 Paralle	Roadways on this Route:	20000	F	97%	1%	1%	1%	1%	0%	F	NA			22000	
- ALT	To. From:	ALT US	301 Par, Sy	camore S	t											
us ALT (36) Washington St	City of Petersl	bura 0.09	15000	F	97%	1%	1%	1%	1%	0%	F	0.083	F		16000	
(301) (36) Washington St	Combined Traffic Estimates for 2 Paralle	0									· -		'			
	Combined Trainic Estimates for 2 Paralle	•		F	97%	1%	1%	1%	1%	0%	Г	NA			29000	
us ALT	To: From:	ALT US	301 Par, A	dams St			}-									
(301) (36) Washington St	City of Petersl	burg 0.10	15000	F	97%	1%	1%	1%	1%	0%	F	0.086	F		16000	
RO (201) (20)	Combined Traffic Estimates for 2 Paralle	-		F	97%	1%	1%		1%	0%	F	NA			29000	
	F		1 Jefferson		01/0	1 /0	. 70	170	1 /0	0 / 0	•	1 4/ 1			20000	

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Deute	le uria di adia ca	l an arth	AADT		4T:	D		Tru	ıck		00	K	OK	Dir	4 4 1 4 D T	0144
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QVV
Bus	From:		I Jefferson													
(460) (36) Washington St	City of Petersburg	0.24	16000	F	95%	1%	1%	1%	2%	0%	F	0.088	F		17000	F
~ ~	Combined Traffic Estimates for 2 Parallel Roadwa	ys on this Route:	30000	F	96%	1%	1%	1%	2%	0%	F	NA			32000	F
Bus	To: From:		I-95													
(460) (36) Washington St	City of Petersburg	0.24	13000	F	95%	1%	1%	1%	2%	0%	С	0.105	F		14000	F
	Combined Traffic Estimates for 2 Parallel Roadwa	ys on this Route:	23000	F	96%	1%	1%	1%	2%	0%	F	0.093	F		25000	F
	To-	US	301 Crater	Rd												
8us (460) (301) Crater Rd	City of Petersburg	0.10	7500	F	98%	1%	1%	0%	0%	0%	F	0.09	F		7900	F
- Pois	To. From:	SR 36, B	US US 460	Wythe S	t		<u> </u>									
Bus (460) 301 Crater Rd	City of Petersburg	0.98	11000	F	98%	1%	1%	0%	0%	0%	С	0.087	F		11000	F
	To:		ce Jurisdicti		ge											
Bus Winfield Pd	City of Petersburg	0.43	301 Crater 1400	Rd F	96%	2%	1%	1%	0%	0%	С	0.096	F		1500	F
Winfield Rd	Combined Traffic Estimates for 2 Parallel Roadwa			F	96%	1%	1%	1%	1%	0%	F	NA	-		2200	F
	To Tarine Latinates for 21 arane Roadwa		aintenance B			1 /0	170	1 70	170	070	•	INA			2200	'
Bus	From:															
(460) Winfield Rd	City of Petersburg (Maint: 26	,	1400	F	96%	2%	1%	1%	0%	0%	С	0.096	F		1500	F
~	Combined Traffic Estimates for 2 Parallel Roadwa		2100 460 County	F D4	96%	1%	1%	1%	1%	0%	F	NA			2200	F
	From				mount											
Bus Ramp	City of Petersburg (Maint: 26	CEUS 460-P TO I	4400	F	HBOUND	1						0.094	F		4400	F
460 Ramp	,	CEUS 460-E006A T			JTHBOUN	ND						0.004	•		4400	•
Rus	From:		CEUS 460													
Bus (460) Ramp	City of Petersburg (Maint: 74	0.08	NA									NA			NA	
<u> </u>	To:	CEUS 460-E00	6B CEUS 4	160-6B	FROM											
Bus	From:		M Bus 460													
(460) Ramp	Dinwiddie County	0.27	1500	F								0.132	F		1500	F
<u> </u>	To:		I-85													

Route	Length	AADT	QA	4Tire	Bus		Tr e 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie Countv		From				SR 40	McKenney	Hwv			i					
(F80) Buckskin Dr	0.21	8	R			DIC 10	Wickeniney	11111			NA			NA		05/14/2008
		To					Dead End									
\sim		From				,	Dead End									
(F81) Frontage Rd	1.24	330 To	R			***					NA			NA		05/19/2008
		From					oydton Plan									
(F82) Plane Dr	0.20	60	R			USTB	oydton Plan	ik Rd			NA			NA		05/19/2008
(F82) Plane Dr	0.20	То	Ë				26-749				–			14/1		00/10/200
		From				26-6	03 Sterling	Rd								
(F83) Rock Rd	0.10	80	R								NA			NA		05/15/200
		То					Dead End									
		From					Dead End									
(F273) Mine Mountain Rd	0.14	60	R								NA			NA		05/21/200
		To					290 Front R									
Front Pd	0.51	1300	LR			26-1	1334; 26-133	35			NA			NA		05/21/2008
(F290) Front Rd	0.51	1300 To					Dead End							IVA		03/21/2000
City of Petersburg																
City of Tetersburg		From					Dead End									
(F329) Lake Shore Dr	0.17	10	R								NA			NA		03/17/2008
		To				74-110	02 Lakeshor	e Dr								
O NINI	0.00	From	<u> </u>				Dead End							NIA		00/47/000
F330 N Normandy Dr	2.93	3700 To	R			FD 3	31 Service	DA			NA			NA		03/17/2008
		From					Dead End	INU .			 					
(F331) Service Rd	0.78	1400	R			-	Dead Ella				NA			NA		03/17/2008
(331)		То					Dead End									
Dinwiddie County																
	0.40	From	<u> </u>				Dead End									05/07/000
(F804)	0.19	60 To	R			TIC	460; 26-72	1			NA			NA		05/07/2008
		From	I								 					
(F805)	0.10	7	R			20-027	7 Courthouse	e Ka			NA			NA		04/30/2008
(F603)	00	To					Dead End									0 1/00/2000
		From				26-624	Coleman La	ke Rd								
(F806) Walkers Rd	0.50	70	R								NA			NA		04/30/2008
		То				,	Dead End									
O		From					Dead End									
(F855) Blessing Lane	0.26	50	R			**************************************	1. 101	1.70.1			NA			NA		05/05/2008
		From	1				oydton Plan									
(600) Ferndale Rd	0.88	9700	F	99%	0%	0%	226 Cox Re	0%	0%	С	0.101	F		10000	F	2011
600) Ferndale Rd	0.00	3100		33 70	070				0 70	U	0.101	'		10000	'	2011
600) Ferndale Rd	0.53	6600 From	F	99%	0%	0%	601 River R 0%	.d 0%	0%	F	0.102	F		7000	F	2011
(600) Ferndale Rd	0.55	To	•	3370	0 70		field County		0 70	'	0.102	'		7000	'	2011
		From					8 Namozine									
(601) River Rd	0.52	670	F	99%	0%	0%		0%	0%	F	0.123	F		710	F	2011
		To				26-	-743 Hart Ro									
(601) River Rd	3.25	1400 From	F	99%	0%	0%		0%	0%	F	0.107	F		1500	F	2011
		To					18 Henshaw									
(601) River Rd	1.92	6000 From	F	99%	0%	0%		0%	0%	С	0.099	F		6400	F	2011
		То					600 River R									
		From				US 4	160 W; 26-6	22						<u> </u>		
(602) Corinth Dr	0.20	110	R								NA			NA		04/28/2008
$\overline{}$		To				US	S 460 EAST									

					Dill	widule iv	/iaii il e i iai	ICE AIG	а							
Route	Length	AADT	QA	4Tire	Bus		Tr 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County		Fron	:			26-67	2 Church F	84			-					
(603) Weakley Rd	0.50	1100	R								NA			NA		05/19/200
		Fron	:		SR		on Rd; 26- US 460; C		p		-					
603) Sterling Rd	0.23	1700	F	98%	1%	0%	0%	0%	0%	F	0.125	F		1800	F	2011
Ctarling Dd	0.69	From	F	000/	40/		62 Oak Co		00/		0.120			1900	F	2011
603) Sterling Rd	0.68	1700	г -	98%	1%	26.13	0% 319 Short S	0%	0%	С	0.128	F		1800	Г	2011
603) Sterling Rd	0.27	1500 From	F	98%	1%	0%	0%	0%	0%	F	0.137	F		1600	F	2011
		To					226 Cox R									
(604) Halifax Rd	1.87	680		97%	0%	Prince Ge	orge Count 1%	y Line 1%	0%	F	0.128	F		690	F	2011
		To From				26-605	S, Ellington	n Rd								
604) Halifax Rd	2.96	1200	F	97%	0%	0%	1%	1%	0%	F	0.102	F		1200	F	2011
(604) Halifax Rd	1.77	1700	F	97%	0%	26-607 B	Sutler Brand 1%	ch Rd 1%	0%	F	0.095	F		1800	F	2011
(604) Halifax Rd	1.77	1700 Tr	'	31 /0	070		ın Boundar		070	'	0.093	'		1000	'	2011
(604) Halifax Rd	0.60	1700 From	F	97%	0%	0%	1%	1%	0%	F	0.095	F		1800	F	2011
$\frac{\circ}{\circ}$		Trom					77 Carson F									
(604) Halifax Rd	0.63	2600 To	F	97%	0%	0% SCI	1% Petersburg	1%	0%	С	0.094	F		2700	F	2011
		From					ydton Plan									
605) Hunnicut Rd	2.53	600	R								NA			NA		05/15/200
Old Voughan Dd	2.20	From				26-660	E, Quaker	Rd			\rightarrow			NIA		0E/4E/200
605) Old Vaughan Rd	3.20	430	R			26 670 V	V Old Stor	n Dd			NA			NA		05/15/200
605) Old Vaughan Rd	0.08	860 From	F	96%	3%	1%	V, Old Stag 1%	0%	0%	С	0.106	F		880	F	2011
(605) Old Stage Rd	0.50	610	 R			26-670	E, Duncan	Rd			NA			NA		05/15/2008
		To					Monks Nec									
(605) Monks Neck Rd	4.49	370	R			26-669	Old Stage	Ka			NA			NA		05/15/200
		To	:				N, Halifax S, Halifax									
(605) Ellington Rd	1.40	350	R								NA			NA		05/15/2008
		To					orge Count									
(606) Reams Dr	2.00	410	R			26-669	Old Stage	Rd			NA			NA		05/19/2008
		To	:				S, Halifax N, Halifax									
606) Oak Grove Rd	1.40	220	R			20-004	IN, FIAIIIAX	. Ku			NA			NA		05/19/2008
		To	:				orge Count									
607) Butler Branch Rd	1.50	370	R			26-60	4 Halifax I	Rd			NA			NA		05/19/200
007)		To				Prince Ge	orge Count	y Line								
Zion Pd	0.46	From	D			1	US 460				NIA			NIA		04/29/202
608) Zion Rd	0.46	130	R			26-622	Baltimore	Rd			NA			NA		04/28/2008
		From	:			Brunswi	ck County	Line								
609 Cherry Hill Rd	0.80	150	R								NA			NA		05/12/2008
609) Cherryhill Rd	3.40	30 From	R			26-68	7 Cutbank	Rd			NA			NA		05/12/2008
003)	0.10	Т				26-6	16 Ridge R	d								
(609) Old Stage Rd	0.70	120 From	R								NA			NA		05/12/2008
$\overline{}$		Te				SR 40 N	AcKenney 1	Hwy								

Route	Length	AADT	QA	4Tire	Bus		Tru	ıck		QC	K	QK	Dir	AAWDT	QW	Year
Dinwiddie County	J					2Axle	3+Axle	1Trail	2Trail		Factor		Factor			
		From				SR 40 N	AcKenney I	Hwy			<u> </u>					
609 Cherry Hill Rd	2.30	50	R			26 610 8	Counthous	o Dd			NA			NA		05/12/2008
		From	:				, Courthous , Courthous									
(609) Old Stage Rd	1.58	190	R								NA			NA		05/12/2008
		To From				26-66	64 Reese R	d								
(609) Old Stage Rd	2.90	170	R								NA			NA		04/14/201
$\overline{}$		To From				26-62	6 Flatfoot F	Rd								
(609) Old Stage Rd	2.20	280	F	96%	3%	0%	0%	1%	0%	С	0.107	F		280	F	2011
		To	c		26-0	670 Old S	tage Rd; Sh	ady Lane								
<u> </u>		From					ck County									
610 Baskerville Mill Rd	1.40	140	F	93%	2%	1%	1%	3%	0%	С	0.156	F		140	F	2011
<u> </u>		To From					ey Hwy; Ol									
(610) Old White Oak Rd	0.50	120	F	93%	2%	1%	1%	3%	0%	F	0.131	F		120	F	2011
<u> </u>		To From				26-650	Lew Jones	Rd								
(610) Old White Oak Rd	0.20	220	R								NA			NA		04/28/2008
<u> </u>		To From	:			26-701 Ç	Quail Hollov	w Rd								
(610) Old White Oak Rd	2.40	170	R								NA			NA		04/28/2008
		To				26-651	Whitmore	Rd								
(610) Old White Oak Rd	1.40	210	R								NA			NA		04/28/2008
$\overline{}$		To				26-6	44 Brills Ro	i								
(610) Old White Oak Rd	1.20	280	R								NA			NA		04/28/2008
		To				26-64	45 Scotts Re	d								
610) Old White Oak Rd	2.30	20 From	R					-			NA			NA		04/28/2008
		To				26-622	Baltimore	Rd								
610) Old White Oak Rd	0.90	230 From	R			20 022	Buttimore	110			NA			NA		04/28/2008
		To	:			26-613	White Oak	Rd								
		From	i.			26-627	Courthouse	Rd								
(611) Wilkinson Rd	3.44	560	F	98%	2%	1%	0%	0%	0%	С	0.116	F		570	F	2011
		To From				26-645 W	heelers Po	nd Rd			—					
(611) Wilkinson Rd	1.82	300	F	98%	2%	1%	0%	0%	0%	F	0.146	F		300	F	2011
<u> </u>		To From				26-613	White Oak	Rd			\neg —					
(611) Trinity Church Rd	3.25	150	F	98%	2%	1%	0%	0%	0%	F	0.148	F		150	F	2011
		To	_			1	US 460									
(611) Trinity Church Rd	0.15	1000 From	R								NA			NA		05/05/2008
		To	:				51 S; 26-75									
Trimite Observator Dal	0.00	From	<u> </u>			26-75	51 N; 26-71	6						NIA		05/05/0000
611) Trinity Church Rd	0.92	880	R								NA —			NA		05/05/2008
	0.70	From				26-731	Ruth Hill	Rd			<u>ا</u> ـــــ					05/05/000
611) Trinity Church Rd	0.79	460	R								NA			NA		05/05/2008
<u> </u>		From				26-723 P	earson Hard	ly Rd			<u> </u>					0=10=1000
(611) Brown Rd	2.18	350	R								NA			NA		05/05/2008
<u> </u>		To From				26-627 T	rinity Churc	ch Rd								
(611) Brown Rd	1.89	380	R								NA			NA		05/05/2008
		From	:				E, Namozin V, Namozin									
(611) Brown Rd	0.36	230	R			, , , , , ,	,				NA			NA		05/05/2008
		To				26.747	Wheelers L	ane								
611) Exeter Mill Rd	1.45	130 From	R			20-747	WINCEIGIS L	шк			NA			NA		05/05/2008
011) = 111111111111111111111111111111111		To				26-623	Sutherland	Rd								
		From					ck County l									
(612) Harpers Bridge Rd	0.10	220	F	97%	1%	1%	0%	1%	0%	F	0.125	F		220	F	2011
		To	:				8 Harpers R									

					DIN		laintenan		1		17					
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County		From	ı								1					
612) Old Beaver Pond Rd	0.77	300	F	97%	1%	1%	Harpers R	1%	0%	С	0.116	F		300	F	2011
		From] :				Old Cryors I				1					
613) Gills Bridge Rd	1.12	190	R			Brunswic	ck County I	ine			NA			NA		05/05/2008
(613) Gills Bridge Rd	1.92	190 From	R			26-638	Harpers R	d			NA			NA		05/05/2008
		To	-			26-651	Whitmore I	Rd								
613) Gills Bridge Rd	1.82	150 To	R				V, Darvills				NA			NA		05/05/2008
		From					E, Darvills I									
613) White Oak Rd	7.37	160	F	94%	3%	2%	0%	1%	0%	С	0.122	F		160	F	2011
613) White Oak Rd	0.93	290 From	F	94%	3%	2%	Baltimore I 0%	1%	0%	F	0.133	F		300	F	2011
613) Whie Oak Rd	1.13	270 From	R			26-64	6 Glebe Rd				NA			NA		05/07/2008
(613) Whie Oak Rd	1.10		·`		26	5 624 W (Colomon I o	de Dd								00/01/2000
613) White Oak Rd	1.93	430 From	R			5-024 W, C	Coleman La	ike Ku			NA			NA		05/07/2008
(613) White Oak Rd	3.27	430	R			26-611	Wilkinson l	Rd			NA			NA		05/07/2008
(813) TTIMO GUILTIA	0.27	To				26.6	27; 26-645									00/01/2000
613) White Oak Rd	1.38	350 From	R			20-02	27, 20-043				NA			NA		05/07/2008
O William Oct Dd	4.00	From				26-628 T	ranquility L	ane			\Box			NIA		05/07/000
(613) White Oak Rd	1.26	570	R								NA			NA		05/07/2008
(613) White Oak Rd	1.77	1400	F	94%	3%	26-661 2%	Boisseau R	1%	0%	F	0.176	F		1400	F	2011
0		To From					Claiborne I	Rd			\supset					
(613) White Oak Rd	1.71	1300	_ <u>F</u> _	95%	4%	1%	0%	0%	0%	F	0.120	F		1300	F	2011
		From	:				oydton Plar oydton Plan									
(613) Dabney Mill Rd	1.70	820	F	95%	4%	1%	0%	0%	0%	С	0.108	F		830	F	2011
		To From				26-75	8 Steers Rd	l			⊒⊢					
613) Dabney Mill Rd	1.22	410	F	95%	4%	1%	0%	0%	0%	F	0.122	F		410	F	2011
<u> </u>		To From					W, Duncan									
613 Dabney Mill Rd	0.51	430	F	95%	4%	1%	0%	0%	0%	F	0.119	F		440	F	2011
613) Squirrel Level Rd	1.43	270 From		95%	4%	26-670 I	E, Duncan I	Rd 0%	0%	F	0.134	F		280	F	2011
(613) Squirrei Level Rd	1.45	270		33 /0	4 /0				0 70		0.134	'		200	'	2011
(613) Squirrel Level Rd	0.86	360 From	F	95%	4%	26-742 I	Plantation I 0%	0%	0%	F	0.122	F		360	F	2011
		To					Γanglewood									
613) Squirrel Level Rd	1.39	990 From	F	95%	4%	1%	0%	0%	0%	F	0.104	F		1000	F	2011
Consisted to the Diff	0.40	From		050/	407		Fort Emery		007	_		_		4000	_	0044
613) Squirrel Level Rd	0.43	1100 To	F	95%	4%	1%	0%	0%	0%	F	0.104	F		1200	F	2011
613) Squirrel Level Rd	0.56	750 From	F	95%	4%	1%	2 Church Ro 0%	0%	0%	F	0.108	F		800	F	2011
Squirrol Lovel Pd	1.02	770 From	F	95%	4%	26-67 1%	6 Flank Rd	0%	0%	F	0.106			910	F	2011
613) Squirrel Level Rd	1.03	77 0		90%	4%		0% Petersburg	U%	U%		0.106	F		810	Г	2011
		From	:		(McKenney	Нил			\pm					
(614) Sunnyside Dr	1.23	360	R			JAN TO WY,	cracinicy	-117 y			NA			NA		05/07/2008
•		To				WCL	McKenney	7								

							ianitoria		_							
Route	Length	AADT	QA	4Tire	Bus		Tr 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of McKennev			1						2114		1 40101		1 40101			
(614) Sunnyside Dr	0.30	240	L			WCL	McKenne	ey			NA			NA		08/14/2002
(814) 55) 51.05 21	0.00	Ti-				SR 40 l	E, Doyle E	Blvd			TÎ.					
Dinwiddie County		Fron	·I			D	ead End									
615) Blue Tartan Rd	0.42	60	R			D	eau Enu				NA			NA		04/19/2011
		To Fron				0.42 N	IN Dead E	End								
615) Blue Tartan Rd	0.90	220	R			ED 91	Frontage	DA			NA			NA		04/19/2011
		Fron	:				County L									
(616) Ridge Rd	2.20	70	R								NA			NA		05/12/2008
<u> </u>		Fron				26-61	7 Bolster I	Rd			<u> </u>					
616) Ridge Rd	1.90	80	R			26-609	Cherryhill	l Rd			NA			NA		05/12/2008
		Fron	:				16 Ridge R				+					
(617) Bolster Rd	1.50	270	R								NA			NA		05/12/2008
		Fron	:			26-619 W 26-619 E	, Courthou , Courthou									
617) Bolster Rd	1.69	260	R								NA			NA		05/12/2008
		Fron					Valkers M									
(618) Halligan Park Rd	1.20	320	R			Sussex	County L	ıne			NA			NA		05/19/2008
		Tron				26-66	66 Baugh F	Rd			\neg —					
618) Halligan Park Rd	2.82	410	R								NA			NA		05/19/2008
		Fron					3 Carson I				<u> </u>					
(619) Courthouse Rd	3.59	480	F	96%	2%	1%	County L 0%	1%	0%	F	0.15	F		490	F	2011
		Tron				SR 40 N	1cKenney	Hwy								
619 Courthouse Rd	7.05	640	F	96%	2%	1%	0%	1%	0%	F	0.091	F		650	F	2011
Courthouse Pd	0.96	1300	F	069/		26-650 Ha			0%	F	0.104	F		1200	F	2011
(619) Courthouse Rd	0.86	1300 To		96%	2%	1%	0%	1%	0%	Г	0.104	Г		1300	Г	2011
(619) Courthouse Rd	1.06	1300	F	96%	2%	1%	6 Flatfoot 1	1%	0%	F	0.116	F		1300	F	2011
		To Fron				26-67	9 Lundys 1	Rd			_					
619 Courthouse Rd	0.25	1400	F	96%	2%	1%	0%	1%	0%	F	0.113	F		1500	F	2011
Counthouse Dd	0.50	Fron	_	060/	20/		14 Bishop		00/		0.102			1600		2011
619 Courthouse Rd	0.59	1500 Te	F	96%	2%	1% US 1 Bo	0% ydton Plar	1% nk Rd	0%	С	0.103	F		1600	F	2011
		Fron	:			26-63	9 Wilson I	Rd								
620 Foster Rd	1.20	40 Tr	R			26 642	W, Grubby	D.4			NA			NA		04/28/2008
<u> </u>		Fron	:				E, Grubby									
620) White Oak Church Rd	1.80	420	R			HC	460 WEST	г			NA			NA		04/28/2008
		Fron	:				460 KEST 460 EAST									
620 White Oak Church Rd	1.90	60 Tr	R			D	ead End				NA			NA		04/28/2008
		Fron					US 460									
(621) Clay Street Rd	1.60	280	R								NA			NA		04/19/2011
		Fron				1.60	MN US 46	50								0.44.5
621) Clay Street Rd	0.40	10	R			n	ead End				NA T			NA		04/19/2011
		Fron					Lew Jones	s Rd			- 					
622) Baltimore Rd	1.60	47	R								NA			NA		04/19/2011
$\overline{}$		Tr	1			26-64	17 Doyle R	Rd								

Devite	1 0	AADT		4T'			/laintena Tr				K	01/	Dir	A A) A (D.T.	0147	V
Route Dinwiddie County	∟ength	AADT	QA	4Tire	Bus	2Axle	3+Axle	e 1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	ŲW	Year
O 5 111 5 1	0.70	From				26-64	47 Doyle R	Rd			<u> </u>					0.4/0.0/0.00
622) Baltimore Rd	3.70	60 To	R			26 610 0	ld White C)-1- D 4			NA			NA		04/28/2008
622) Baltimore Rd	0.80	110 From	R			20-010 O	id Willie C	ж ки			NA			NA		04/28/2008
		To From					White O									
(622) Baltimore Rd	3.50	680	F	95%	1%	1%	0%	3%	0%	С	0.116	F		690	F	2011
	1.00	From				US 4	460; 26-60	2								0.4/0.0/0.00
622) Baltimore Rd	1.66	340	R			26.60	1 O1 1 D.	D.I.			NA			NA		04/28/2008
(622) Baltimore Rd	2.10	1100 From	R			26-694	4 Old Pine	Ka			NA			NA		04/28/2008
		То					a County L									
(623)	2.00	From 590	R			Ameli	a County L	ine			NA			NA		05/05/2008
023)		To Prom				26-611	Wilkinson	n Rd			_					
623) Sutherland Rd	3.28	970	R								NA			NA		05/05/2008
623) Sutherland Rd	0.62	1500	R			26-75	0 Oxford I	Rd			NA			NA		05/05/2008
623) Sutherland Rd	0.02	1300 To				26-708	Namozine	- Rd						INA		03/03/2000
(623) Station Rd	0.42	200 From	R			20 700	TVUITOZITIC	ru			NA			NA		05/05/2008
<u> </u>		To From				26-760 S	Southerland	d Ave			<u> </u>					
623) Station Rd	0.68	300 To	R			US 4	460 Cox R	d			NA			NA		05/05/2008
		From					heelers Po									
624 Coleman Lake Rd	2.60	150	R			26 613 W	, White O	ak Dd			NA			NA		04/30/2008
		From					E, White O									
(624) Coleman Lake Rd	3.80	560	R								NA			NA		04/30/2008
(624) Coleman Lake Rd	6.00	470 From	R			US 4	160; FR-80)6			NA			NA		04/30/2008
<u> </u>		To				26-611	Wilkinson	n Rd								
(625) Wells Rd	3.52	290	R				US 460				NA			NA		04/28/2008
(625) Welle Hd	0.02	To				Ameli	a County L	ine								0 1/20/2000
Clatfoot Dd	F 67	From		060/	20/		AcKenney		00/	г		_		220	_	2011
626) Flatfoot Rd	5.67	310	F	96%	3%	1%	0% Old Stage	0%	0%	F	0.1	F		320	F	2011
(626) Flatfoot Rd	4.09	350 From	F	96%	3%	1%	0%	0%	0%	F	0.105	F		350	F	2011
$\frac{\bigcirc}{\bigcirc}$		From					110 Allen I									
626) Flatfoot Rd	0.43	990 To	F	96%	3%	1% 26-619	0% Courthous	0% e Rd	0%	С	0.109	F		1000	F	2011
		From					ydton Plar									
627 Courthouse Rd	0.90	2700	F	95%	3%	1%	1%	0%	0%	С	0.144	F		2800	F	2011
627) Courthouse Rd	1.40	2300 From	F	95%	3%	26-611 1%	Wilkinson	n Rd 0%	0%	F	0.184	F		2300	F	2011
(627) Courthouse Rd	1.40	2300 _{To}		93 /0	3/0		Boisseau		0 /0		0.104			2300	r	2011
(627) Courthouse Rd	2.81	1900 From	R			20-001	Doisseau	Ku			NA			NA		05/21/2008
Occumber 2000 But	0.04	From	Ļ			26-6	513; 26-64;	5						N.1.0		05/04/0000
(627) Courthouse Rd	2.61	2200	R			¥10.40	NI- C	- D 4			NA			NA		05/21/2008
(627) Courthouse Rd	0.80	1000	R			US 460) New Cox	KÜ			NA			NA		05/21/2008
$\overline{}$		To From					1 E, Cox I 1 W, Cox I				7					
(627) Trinity Church Rd	2.20	340	R			20-73	1 vv, COX	ıxu			NA			NA		05/21/2008
$\overline{}$		То				26-611	Wilkinson	n Rd								

Route	Length	AADT	A 4Tire Bus	Truck2Axle 3+Axle 1Trail 2Trail	QC K Factor	QK Dir Factor	AAWDT QV	V Year
Dinwiddie County		Fron			1 40101	- 40101		
(628) Tranquility Lane	0.33	70	R	Dead End	NA		NA	05/21/2008
020		Tir		26-613 White Oak Rd				
(628) Tranquility Lane	3.10	70 From	 R	20 010 Winter Outerta	NA		NA	05/21/2008
		Tr		26-689 Bobcat Rd				
(628) Tranquility Lane	0.87	280 From	R		NA		NA	05/02/200
\bigcirc		To From		26-756 Slates Rd				
628) Tranquility Lane	0.70	590	R		NA		NA	05/21/2008
		T- Fron		US 460 New Cox Rd				
(628) Tranquility Lane	0.09	1100	R		NA		NA	05/21/2008
		To		26-751 Cox Rd				
Anderson Mill Dd	0.02	From		26-627 Courthouse Rd	NI A		NIA	04/20/200
(629) Anderson Mill Rd	0.93	340	R		NA ———		NA	04/30/200
620 Anderson Mill Rd	0.25	10 From	R	26-689 Bobcat Rd	NA		NA	04/30/2008
(629) Anderson Mill Rd	0.23	To	· ·	Dead End			INA	04/30/2006
		Fron		Sussex County Line				
(630) Winfield Rd	0.30	290	R	Bussell County Ellio	NA		NA	05/12/2008
		To	S	R 40 McKenney Hwy				
\sim		Fron		26-613 White Oak Rd				
(631) Claiborne Rd	2.70	920	R		NA		NA	05/07/2008
<u> </u>		Tron Fron		26-690 Harris Rd				
(631) Claiborne Rd	0.80	2200	R	NG 460 26 700	NA		NA	05/07/2008
		Fron		US 460; 26-708				
632) Butterwood Rd	3.00	800	R	26-631 Claiborne Rd	NA		NA	05/07/2008
(632) Butterwood Rd	0.00	To		US 460 E, Cox Rd			101	00/01/2000
O -: -		Fron		US 460 W, Cox Rd		_		
632) Olgers Dr	1.20	1700	F 96% 1%	1% 0% 1% 0%	C 0.101	F	1800 F	2011
		Fron		26-601 River Rd				
(633) Addison St	0.50	120	R	SR 226 W, Cox Rd	NA		NA	05/21/200
(633) 7 (daleon or	0.00	To	•	SR 226 E, Cox Rd				00/21/200
		Fron	U	S 1 Boydton Plank Rd				
634) Pine Grove Place	0.25	260	R		NA		NA	05/19/2008
\bigcirc		To		Dead End				
O		Fron	_	Dead End				
635) Hilltop Dr	0.40	330 Tr	R	SR 40 McKenney Hwy	NA NA		NA	05/07/2008
		From	۵					
(636) Rocky Branch Rd	0.27	110	R	Dead End	NA		NA	04/12/201
(636) 110011) 21011011 110	0.2.	To	•	US 460 Cox Rd				0 11 12/201
		Fron	26	-645 Wheelers Pond Rd				
(637) Madison Rd	0.49	120	R		NA		NA	04/30/2008
$\overline{}$		To		Dead End				
	0.00	Fron		6-613 Gills Bridge Rd				05/05/000
638) Harpers Rd	2.00	250	R		NA		NA	05/05/2008
	4.00	From		26-702 Lennie Rd			NIA	05/05/053
(638) Harpers Rd	1.20	280 To	R 26	-612 Harpers Bridge Rd	NA NA		NA	05/05/2008
		Fron			<u> </u>			
(639) Wilson Rd	0.90	280	<u>r</u> R	Nottoway County Line	NA		NA	04/28/2008
(639) Wilson Rd		т-	· -	US 460 WEST				
		Fron		US 460 EAST			NA	04/28/200
(639) Springston Rd/Wilson		290	R		NA			

Route	Length	AADT	QA	4Tire	Bus			uck 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County									ZIIdil		raciol		rautui			
(639) Grubby Rd	0.20	From 190		98%	1%	26-642 \ 1%	W, Grubby	Rd 0%	0%	С	0.162	F		190	F	2011
,		To	:				E, Grubby									
(639) Wilson Rd	1.60	210	R								NA			NA		04/28/2008
<u> </u>		From				26-62	0 Foster R	.d			\supset					
639 Wilson Rd	1.40	290 To	R			26-613	White Oak	Rd			NA			NA		04/28/2008
		From	:				JS 460	rtu								
(640) Hobbs Mill Rd	1.40	160	R								NA			NA		04/28/2008
		То					y County l									
641) Airport Rd	0.55	270	R			US 1 Boy	dton Plan	k Rd			NA			NA		05/22/2008
(641) Airport Rd	0.00	To				D	ead End							147.0		00/22/2000
		From				Ţ	JS 460									
(642) W Zilles Rd	1.82	360	F	83%	1%	2%	1%	13%	0%	С	0.11	F		370	F	2011
0 0 11 01	0.00	From		2001	40/		3 Zilles R		201					400		
642 Grubby Rd	0.60	120 To	F	83%	1%	2% 26-639 V	1% W, Grubby	13%	0%	F	0.122	F		120	F	2011
$\widehat{}$		From				26-639	E, Wilson	Rd								
642 Grubby Rd	2.00	110	F	83%	1%	2%	1%	13%	0%	F	0.136	F		110	F	2011
O Control Did	0.40	From	<u> </u>	000/		-620 E, WI			00/	_				400		0044
642) Grubby Rd	2.40	100	F	83%	1%	2%	1%	13%	0%	F	0.117	F		100	F	2011
(642) Continental Rd	1.52	From From	R			26-613	White Oak	Rd			NA			NA		04/28/2008
642) Continental Na	1.02	To				1.521	ME 26-61	2						147 (0-1/20/2000
(642) Continental Rd	0.83	70 From	R			1.32	VIE 20-01	3			NA			NA		04/14/2011
		To	:			26-64	4 Brills R	d								
O		From				SR 40	Darvills F	Rd								
643) Zilles Rd	3.20	350 To	R			26-643	2 Grubby I	2d			NA			NA		05/27/2008
Town of McKennev						20 0 1.	Gracey	· ·								
		From	-				Doyle Bl									
644 Depot Rd	0.20	530 To	F	92%	3%	1%	1% McKenne	2%	0%	F	0.124	F		540	F	2011
Dinwiddie County						NCL	WICKCIIIC	y								
		From					McKenne									
644) Depot Rd	1.92	380	F	92%	3%	1%	1%	2%	0%	С	0.123	F		390	F	2011
Drille Dd	0.50	From	<u> </u>			26-650	Lew Jones	Rd			\perp			NIA		04/00/0000
644) Brills Rd	2.50	390	R								NA			NA		04/28/2008
644) Brills Rd	2.50	110 From	R			26-610 Ol	d White O	ak Rd			NA			NA		04/28/2008
644) 5	2.00	To				26 642 (Continenta	1 D.d								0 1/20/2000
644) Brills Rd	2.50	120 From	R			20-042	Ontinenta	i Ku			NA			NA		04/28/2008
		To	:		SR	40 Old Cr	ors Rd; D	arvills Rd								
Ocalla Bil	4.40	From	Ļ			26-610 Ol	d White O	ak Rd						NIA		05/07/0000
645 Scotts Rd	1.40	200	R								NA —			NA		05/07/2008
645) Scotts Rd	1.80	430 From	R			26-622	Baltimore	Rd			NA			NA		05/07/2008
645) Scotts Rd	1.00	To	:			26-646	W, Glebe	Rd			13/7			INA	_	33/31/2000
Cootto Dd	1.00	From				26-646	E, Glebe	Rd			NIA			NIA.		05/07/0000
645) Scotts Rd	1.60	430	R								NA			NA		05/07/2008
(645) Wheelers Pond Rd	0.70	290 From	R			26-73	8 Scotts R	d			NA			NA		05/07/2008
(645) Wheelers Pond Rd	0.70	290 To				26-637	Madison	Rd						INA		00/01/2000

							T				1/		D:-			
Route	Length	AADT	QA	4Tire	Bus			uck 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County		From	i i			26 637	Madison	Da								
645) Wheelers Pond Rd	0.73	260	R			20-037	wadison	Ku			NA			NA		05/07/200
Wheelers Bank Bi	4.07	From				26-71	5 Patillo R	Rd						NIA		05/07/000
(645) Wheelers Pond Rd	1.07	410 To	R			26 611	Willians	D.d.			NA			NA		05/07/200
(645) Wheelers Pond Rd	2.50	520 From	R			20-011	Wilkinson	Ku			NA			NA		05/07/200
		To					13; 26-627									
646) Glebe Rd	6.00	260	F	98%	2%	US 1 Boy	odton Plan 0%	ık Rd 0%	0%	С	0.135	F		260	F	2011
<u> </u>		To				26-613 Ol										
647) Doyle Rd	1.00	From 40	R			26-622	Baltimore	Rd			NA			NA		05/07/200
Doyle Rd	1.00	40	:			26-648	Hudgins 1	Rd						INA		03/01/200
647) Nash Rd	1.60	200 From	R			20-0-10	Tiddgilis	rtu			NA			NA		05/07/200
<u> </u>		To					S, Glebe									
647) Nash Rd	2.24	350	R								NA			NA		05/07/200
<u> </u>	4.00	From				26-73	8 Scotts R	ld			<u> </u>					05/07/00/
Nash Rd	1.92	730	R			25.555	<u> </u>	P.1			NA			NA		05/07/200
647) Nash Rd	0.94	880 From	R			26-656	Gatewood	Rd			NA			NA		05/07/200
<u></u>		To				US 1 Boy	ydton Plan	k Rd								
648) Hudgins Rd	1.50	From 150	R			26-650	Lew Jones	Rd			NA			NA		05/07/20
648 Hudgins Rd	1.50	To	·			26-64	7 Nash R	d						14/4		03/01/200
O a		From				US 1 Boy	dton Plan	k Rd			<u> </u>					
649 Snap Lodge Rd	0.50	50	R			26-650	Lew Jones	Rd			NA 			NA		05/07/200
		From				26-610 Ol										
650 Lew Jones Rd	1.60	40	F	99%	1%	0%	0%	0%	0%	F	0.154	F		40	F	2011
650 Lew Jones Rd	1.10	200 From	F	99%	2 1%	6-651 W, 1 0%	Mason Ch	urch Rd 0%	0%	F	0.138	F		200	F	2011
650) Lew Jones Rd	1.10	200 To		9976	1 /0		4 Depot R		070	'	0.130	'		200	'	2011
650) Lew Jones Rd	1.60	360 From	F	99%	1%	0%	0%	0%	0%	F	0.126	F		370	F	2011
$\frac{\bigcirc}{\bigcirc}$		To From				26-622	Baltimore									
650 Lew Jones Rd	0.80	340	F	99%	1%	0%	0%	0%	0%	F	0.113	F		340	F	2011
650) Lew Jones Rd	2.50	350 From		99%	1%	26-648 0%	Hudgins 1	Rd 0%	0%	С	0.12	F		360	F	2011
030)		To				US 1 S, B	oydton Pla	ınk Rd								
650) Hamilton Arms Rd	0.15	1000	F	97%	1%	US 1 N, B 1%	oydton Pla 0%	ank Rd 1%	0%	С	0.101	F		1000	F	2011
		To From				26-709	Shippings	Rd			\neg —					
650 Hamilton Arms Rd	0.68	1100	F	99%	1%	0%	0%	0%	0%	F	0.103	F		1100	F	2011
Howking Church Rd	1 12	From	Ę	019/	20/	10/	I-85	60/	00/		0 112			360	F	2011
650 Hawkins Church Rd	1.43	350	F	91%	2%	1%	0%	6%	0%	С	0.112	F		360	Г	2011
650) Hawkins Church Rd	2.20	170 From	F	91%	2%	1%	W, Eppes 0%	6%	0%	F	0.143	F	_	170	F	2011
		To					Courthouse		·							
650) Ramp	0.22	From 830	R		26-650) I-85-S048	BA TO & 1	FROM IS	85		 NA			NA		1995
0.00)	V.22	To	:			I-85-S F	ROM RT	650								1000
	0.00	From			26-650	I-85-N04	8A TO &	FROM IS	85					N.1.0		4005
650 Ramp	0.22	420 To	R			I-85-N F	ROM RT	650			NA T			NA		1995

Route	Length	AADT	QA 4Tire	Bus 2Axle 3+Axle 1	QC	K Factor	OK Factor	AAWDT (QW Year
Dinwiddie County		From		26-613 Gills Bridge Rd		1			
(651) Whitmore Rd	2.40	350	R	20 013 Ollis Blidge Re		NA		NA	05/27/2008
$\overline{}$		To From		SR 40 W, Old Cryors R	l				
651) Whitmore Rd	1.80	280	R			NA 		NA	04/14/2011
651) Mason Church Rd	2.25	250 From	R	26-610 Old White Oak F	d	NA		NA	05/05/2008
(651) Mason Church Rd	2.20	230 To	K	26-650 W, Lew Jones R	i			INA	03/03/2000
Massar Church Dd	4.50	From		26-650 E, Lew Jones R	1			NIA	05/05/0000
651) Mason Church Rd	1.58	170	R			NA		NA	05/05/200
651) Mason Church Rd	1.27	350 From	R	SR 40 E, McKenney Hw	У	NA		NA	05/05/200
001)		То		Dead End					
<u> </u>		From		26-644 Depot Rd					
652 Asbury Rd	1.56	340 To	R	US 1 Boydton Plank Ro		NA		NA	05/14/200
		From		26-703 Carson Rd					
653) Richie Rd	0.16	250	R	20-703 Carson Ru		NA		NA	05/15/2008
		То		Dead End					
O 5 : 5 !	0.00	From		26-687 S, Cutbank Rd					05/40/000
654) Rainey Rd	3.02	250	R			NA —		NA	05/12/200
654) Rainey Rd	0.20	490	R	26-687 N, Cutbank Rd		NA		NA	05/12/2008
654) Rainey Rd	0.20	490 To	<u> </u>	SR 40 McKenney Hwy				INA	03/12/200
		From		Dead End					
655) Little Deer Rd	0.58	20	R			NA		NA	05/12/2008
<u> </u>		To		US 1 Boydton Plank Ro					
656) Eppes Rd	1.20	80 From	 R	26-709 Shipping Rd		 NA		NA	05/07/2008
030) =pp = 1 to	0	To		26-658 Branches Rd		¬			00/01/200
656) Eppes Rd	1.20	190 From	R	20-036 Branches Ru		NA		NA	05/07/2008
		To From		26-650 W, Hamilton Arms					
656) Gatewood Rd	2.55	480	R	26-650 E, Hawkins Church	Kū	NA		NA	05/07/2008
		To		US 1 S, Boydton Plank F					
656) Gatewood Rd	0.90	150	 R	US 1 N, Boydton Plank I	<u>td</u>	 NA		NA	05/07/2008
636) Garenega 1.ra	0.00	To		26-647 Nash Rd					00/01/200
		From		US 1 Boydton Plank Ro					
657) Keelers Mill Rd	2.10	410	R	06.647.7.1.7.1		NA		NA	05/07/2008
		To		26-647 Nash Rd					
658) Branches Rd	1.61	300	R	26-709 Shipping Rd		NA		NA	05/07/2008
030)		To		26-656 Eppes Rd		¬			
658) Branches Rd	2.70	70 From	R			NA		NA	05/07/2008
		То		26-619 Courthouse Rd					
Carpon Dd	0.00	From		26-665 Walkers Mill Re				NΙΔ	05/12/2008
659 Jones Rd	0.90	90	R			NA		NA	05/12/2006
659) Jones Rd	1.50	120 From	R R	SR 40 McKenney Hwy		NA		NA	05/12/2008
(659) Jones Rd		To	1	26-736 Barnes Rd		<u> </u>			33, 12,2000
659) Bain Rd	1.40	220 From	R	20-730 Dames Rd		NA		NA	05/12/2008
		To		26-619 Courthouse Rd					
<u> </u>		From		26-619 Courthouse Rd					
660) Hardiways Mill Rd	1.89	1100	R			NA		NA	05/15/2008

Route	Length	AADT	QA	4Tire	Bus			ruck e 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County		From	ī				03 Carson				1					
(660) Old Vaughan Rd	1.20	420	R			20-7	05 Carson	Ku			NA			NA		05/15/2008
$\overline{}$		To From			26-605		W, Hunni	cut Rd d; Hunnicut	Rd							
(660) Quaker Rd	2.40	410	R		20-003	L, Old V	augnan K	u, Trainineut	Nu		NA			NA		05/15/2008
		To. From				26-704	4 Blackwe	ll Rd								
(660) Quaker Rd	1.20	590	R								NA			NA		05/15/2008
<u> </u>		То					oydton Pla				<u> </u>					
661) Boisseau Rd	2.40	900	F	95%	4%	26-627 1%	Courthou 0%	se Rd 0%	0%	С	0.208	F		910	F	2011
(661) Boisseau Rd	2.10	To		0070	170		3 White Oa		070		0.200			0.10		2011
		From				26-6	17 Bolster	Rd								
(662) Hardwood Creek Rd	1.20	60 To	R			25.510					NA			NA		05/12/2008
		From	<u> </u>				Courthou				<u> </u>					
(663) Bain Rd	1.20	80	R R			26-6	559 Jones	Ka			NA			NA		05/12/2008
003) =		To				26-665	Walkers N	Iill Rd								
		From				I	Dead End									
(664) Reese Rd	1.20	60	R			*0					NA			NA		05/12/2008
		To					9 Old Stag									
(665) Walkers Mill Rd	0.70	570	R			Susse	x County	Line			NA			NA		05/12/2008
665) Waller Will Ha	00	То				26.6	17 Doloton	D.d.								00/12/2000
(665) Walkers Mill Rd	2.35	570 From	R			20-0	17 Bolster	Ku			NA			NA		05/12/2008
000)		To				SR 40 1	McKenney	y Hwy			<u> </u>					
(665) Walkers Mill Rd	1.44	220 From	R			510 10 1		, 1111)			NA			NA		05/12/2008
		To				26-728	8 Wingfiel	d Rd								
(665) Walkers Mill Rd	2.76	200	R								NA			NA		05/12/2008
<u> </u>		To From				26-62	26 Flatfoot	t Rd								
(665) Black Mill Rd	0.70	290	R								NA			NA		05/12/2008
<u> </u>		To From				26-681	Black Brai	nch Rd								
665 Mortar Branch Rd	0.40	48 To	R			1	Dead End				NA			NA		05/15/2008
		From	} I				26 Flatfoot	+ Dd			<u></u>					
(666) Baugh Rd	1.20	100	R			20-02	2011at100	ı Ku			NA			NA		05/19/2008
		To				26-67	70 Shady L	ane			1					
(666) Baugh Rd	4.20	240 From	R								NA			NA		05/19/2008
		To				26-618	Halligan P	ark Rd								
667) Malones Rd	2.00	From	Ļ			26-6	666 Baugh	Rd						NIA		05/40/0000
(667) Malones Rd	3.20	140	R			26-7	03 Carson	Rd			NA			NA		05/19/2008
		From					03 Carson									
668) Brick Rd	1.90	220	R				-				NA			NA		05/19/2008
		To				26-6	04 Halifax	Rd								
O 01101 D1		From			26-60	5 Monks	Neck Rd;	Old Stage F	Rd		<u> </u>					0=1101000
669 Old Stage Rd	3.30	420 _{To}	R			26-6	04 Halifax	Rd			NA			NA		05/19/2008
		From	l				666 Baugh									
(670) Shady Lane	1.82	170	R			20-0	oo Daugii				NA			NA		04/14/2011
		To				1.82	2 MN 26-6	566								
(670) Shady Lane	0.04	100 From	R								NA			NA		05/19/2008
		To From				26-68	2 Ole Bole	e Rd			_					
(670) Shady Lane	0.10	150	R								NA			NA		05/19/2008
$\overline{}$		To				26-68	88 Sawmil	l Rd								

Doute	Langth	AADT		4T:#0		widdie M	Tru			00	K	OK	Dir	4 4 1 4 D T	0\\\	Voor
Route	Lengin	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QVV	Year
Dinwiddie County		From	:			26-688	Sawmill R	ld.								
670) Shady Lane	0.77	170	R								NA			NA		05/19/2008
		From		2 404			Old Stage I				<u> </u>					
670 Old Stage Rd	1.45	420	F	94%	2%	2%	0%	2%	0%	F	0.121	F		430	F	2011
670) Old Stage Rd	2.51	260 From	F	94%	2%	26-703 2 %	Carson Ro	d 2%	0%	F	0.134	F		270	F	2011
(670) Sid Sidge ita		To		0.70		26-605 W,			0,0			•			•	
O Dungan Dd	2.20	650		94%	2%	26-605 E 2%	, Old Stage		0%	F	0.103	F		670	F	2011
670 Duncan Rd	2.29	To	<u> </u>			, Squirrel L	0% evel Rd; D	2% abney M		Г	0.103	Г		670	г	2011
		From				26-613 N,						_			_	
670 Duncan Rd	2.07	460	F	94%	2%	2%	0%	2%	0%	F	0.106	F		470	F	2011
On Duncan Pd	1.21	730 From	F	94%	2%	26-673 Si 2%	mith Grove	2%	0%	F	0.114	F		750	F	2011
670 Duncan Rd	1.21	730		94%	270				0%	Г	0.114	Г		750	г	2011
670) Duncan Rd	1.49	1000	F	94%	2%	1.21 N 2%	MN 26-673 0%	2%	0%	С	0.106	F		1100	F	2011
670) Barloari Ka	1.40	To		J-70	270		dton Plank		070		0.100			1100	•	2011
		From	:			De	ead End									
671) Brownwall Rd	0.40	90	R								NA			NA		05/22/2008
		To	:				dton Plank									
(672) Church Rd	1.49	620		96%	0%	26-613 Sq 0%	uirrel Leve	2%	0%	F	0.112	F		630	F	2011
(672) Church Rd	1.49	02U		90 /0	0 /6				0 /6	-	0.112			030	-	2011
672) Church Rd	0.58	720 From	F	96%	0%	0%	MN 26-613 1%	2%	0%	С	0.103	F		760	F	2011
(672) Gridion Rd	0.00		·	0070	070				070					700	•	2011
(672) Weakley Rd	0.27	500 From	F	97%	0%	1%	Weakley F	2%	0%	F	0.117	F		530	F	2011
,		To	-			26-137	1 Hazel Av									
(672) Weakley Rd	0.19	490 From	F	97%	0%	1%	0%	2%	0%	С	0.116	F		520	F	2011
		To	:			SR 142	Simpson F	Rd								
<u> </u>		From				26-670	Duncan R	d								
673 Smith Grove Rd	1.77	390 To	R			26 612 \$0	uirrel Leve	1 D4			NA			NA		05/22/2008
		From				26-613 Sq										
(674) Wheaton Rd	1.85	140	R			20-013 50	unici Leve	ı Ku			NA			NA		04/19/2011
		To	:			26-670	Duncan R	d								
O		From					Duncan R									
675) Vaughan Rd	3.74	600	F	98%	1%	1%	0%	0%	0%	F	0.106	F		610	F	2011
	0.00	From	_	200/	40/		ort Emory		00/		\supseteq			4400		
675) Vaughan Rd	0.90	1100	F	98%	1%	1%	0%	0%	0%	С	0.106	F		1100	F	2011
(675) Vaughan Rd	0.94	670 From		98%	1%	26-67 1%	6 Flank Rd	0%	0%	F	0.1	F		710	F	2011
(675) Vaugnan Ru	0.34	To	Ė	30 /0	1 /0		Petersburg		0 70	'	٦̈'	•		710	'	2011
		From	:			26-613 Sq										
(676) Flank Rd	0.80	580	R								NA			NA		05/22/2008
		To				26-675	Vaughan F	Rd								
Carson Dr	0.90	1100		98%	1%	26-604 0%	Halifax R		00/	С	0144	_		1100	_	2011
677) Carson Dr	0.80	1100 To		90%		5 Richard	0% Bland Colle	0% ege; 74-6	0% 08	U	0.144	F		1100	F	2011
		From	:				Ellington I									
(678) Spain Dr	1.00	30	R				.5				NA			NA		05/19/2008
$\underline{\underline{\hspace{1cm}}}$		To				26-606 (Oak Grove	Rd								
		From				De	ead End							N.1.4		05/45/0000
(679)	1.45	210 Ta	R			26-660 Ha	rdiwave Mi	11 Rd			NA			NA		05/15/2008
			1			20-000 F1a	aways WII	III INU								

Route	Length	AADT	QA	4Tire	Bus		Truck +Axle 1Tra		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County								ıı Zılall		i actui		i aciti			
(680) Troublefield Rd	2.01	290	R			26-681 Black	k Branch Rd			NA			NA		05/19/2008
		To From				2.01 ME	E 26-618			_					
(680) Troublefield Rd	1.19	370	R							NA			NA		05/15/2008
		To	<u> </u>			26-618 Halli									
(681) Black Branch Rd	1.80	300	R			Sussex Co	ounty Line			 NA			NA		05/12/2008
(661) Black Branch rta	1.00	To			26-665	Mortar Branc	h Rd; Black M	ill Rd		<u> </u>					00/12/2000
		From				26-609 Old	d Stage Rd								
(682) Ole Bole Rd	0.70	110 To	R			25 570 81				NA			NA		05/19/2008
		From				26-670 Sh									
(683) Continental Rd	0.45	120	R			26-651 Wh	itmore Ku			NA			NA		04/28/2008
(000)		To				26-707 Ca	antree Rd								
(683) Continental Rd	0.60	80 From	R			20 707 0	and to			NA			NA		04/28/2008
\bigcirc		To From	-			0.60 MN	I 26-707			_					
683 Continental Rd	0.20	60	R							NA			NA		04/19/2011
<u> </u>		То				Dead									
684) Airpark Dr	0.56	2300	R			Dead	l End			 NA			NA		05/22/2008
(684) Airpark Dr	0.50	2300 To				US 460 A	Airport St						IVA		03/22/2000
		From				Dead	l End								
(685) Oakley Dr	0.16	90	R							NA			NA		05/05/2008
		To	<u> </u>			US 1 Boydto	on Plank Rd								
686) Smith Grove Lane	0.20	40	R			26-673 Smit	th Grove Rd			 NA			NA		05/22/2008
686) Smith Grove Lane	0.20	40				Dead	l End						INA		03/22/2000
		From				26-609 Ch	erryhill Rd								
(687) Cutbank Rd	0.10	100	R							NA			NA		04/14/2011
<u> </u>		To From				26-654 S,	Rainey Rd								
(687) Cutbank Rd	1.54	30	R							NA			NA		05/12/2008
<u> </u>		To From				1.54 MN	26-654 S			⇉┈					
687) Cutbank Rd	1.06	80	R							NA 			NA		05/12/2008
Couth and a Did	4.00	From	<u> </u>			26-696 Bourd	lon Creek Rd						NIA		05/40/000
687 Cutbank Rd	1.62	300 To	R			SR 40 McK	enney Hwy			NA T			NA		05/12/2008
		From				26-670 Sh									
(688) Sawmill Rd	0.85	170	R				•			NA			NA		05/19/2008
<u> </u>		To From				26-705 Fox	Branch Rd			\Box					
(688) Sawmill Rd	1.28	30	R							NA			NA		05/19/2008
<u> </u>		From				1.28 ME	E 26-705			⇉					
688) Sawmill Rd	0.27	70	R			26-667 M	olonos Pd			NA			NA		05/19/2008
		From	! :			26-629 Ande				<u> </u>					
(689) Bobcat Rd	0.60	180	R			20-029 Andc	ISOH WIII KU			NA			NA		05/21/2008
		То				26-628 Tran	quility Lane								
O		From				26-631 Cla	aiborne Rd								
(690) Harris Dr	0.94	280 To	R			Dead	Fnd			NA			NA		05/07/2008
		From				Dead									
(691) Cryors Rd	1.00	140	R			Dead	i i i liu			NA			NA		05/05/2008
		To				SR 40 Old	Cryors Rd								
<u> </u>		From				Dead	l End								
692 Spony Church Rd	1.89	60 To	R			CD 4034	·			NA			NA		04/14/2011
		10				SR 40 McK	enney Hwy								

Route	Length	AADT	QA	4Tire	Bus		TrTr			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County		From	i.						LIIAII		1 40101		. 40101			
692) Spony Church Rd	3.20	170	R			SR 40 N	IcKenney !	Hwy			 NA			NA		04/14/201
092) 1 7 7		To				26-709	Shipping	Rd								
692) Spony Church Rd	0.60	60 From	R			20 70)	ыпрыц	rtu			NA			NA		05/07/2008
		To				D	ead End									
$\overline{}$		From				26-70	3 Carson F	Rd								
693) Williamson Rd	2.87	210 Ta	R			26 670	Old Stage	D.4			NA			NA		05/27/200
		From	<u> </u> :				ead End	Ku								
694) Old Pine Rd	0.70	80	R				ead Elid				NA			NA		04/14/201
00-7		To				26-622	Baltimore	Rd								
		From				D	ead End									
696) Bourdon Creek Rd	1.20	70	R			25.505		0.1			NA			NA		05/12/200
			<u> </u>				Cutbank									
697) Spicely Rd	0.40	120	R			26-613	White Oak	Rd			 NA			NA		04/14/201
(697) Spicely Rd	0.40	To	Ė			D	ead End							IVA		04/14/201
		From					Valkers Mi	ll Rd								
698) Double Branch Rd	1.20	150	R								NA			NA		05/12/2008
<u> </u>		To				Sussex	County L	ine								
O Harrastell Del	4.00	From	Ļ			26-611	Wilkinson	Rd						NIA		05/07/000
699 Horsetail Rd	1.89	60	R								NA —			NA		05/27/2008
699) Horsetail Rd	1.41	From	R			1.89	MN 26-61	1			NA NA			NA		05/27/2008
(699) Horsetail Rd	1.41	To				26-708	Namozine	Rd						INA		03/21/2000
		From	:				ead End				İ					
(700) Boze Rd	0.88	60	R								NA			NA		04/28/2008
		To From	-			26-613	White Oak	Rd								
700) Hawkins Rd	2.54	260	R								NA			NA		04/14/201
\bigcup		To	:			26-622	Baltimore	Rd								
O 3111 B1	0.00	From				D	ead End				\Box					0.4/0.0/0.00
(701) Quail Hollow Rd	0.60	20	R			26-610 OI	d White O	ak Rd			NA			NA		04/28/2008
		From	1				Harpers I				+					
702) Lennie Rd	1.32	80	R			20-030	Timpers	Xu .			NA			NA		05/05/2008
		To	-			SR 40 (Old Cryors	Rd								
\sim		From					ydton Plan									
(703) Carson Rd	0.13	3700	F	97%	1%	1%	1%	1%	0%	F	0.094	F		3800	F	2011
O a . 51		From			401		6-1403									
703 Carson Rd	1.17	3700	F	97%	1%	1%	1%	1%	0%	С	0.094	F		3800	F	2011
(703) Carson Rd	T 40	From	<u> </u>	050/	20/	40/	I-85	40/	00/		0.005			000		2044
(703) Carson Rd	5.18	960	F	95%	2%	1%	1%	1%	0%	С	0.095	F		980	F	2011
703) Carson Rd	5.97	790	F	95%	2%	26-670 1%	Old Stage 1%	Rd 1%	0%	F	0.095	F		800	F	2011
(703) Carson Rd	5.91	790		93 /0	2 /0				0 /0		0.095			800		2011
703) Carson Rd	0.09	1200	F	95%	2%	26-618 H	alligan Par 1%	1%	0%	F	0.107	F		1200	F	2011
(703) Carson Rd			Ė	0070			County Li									
		From					3A TO & 1									
(703) Ramp	0.21	NA									NA			NA		
<u> </u>		To	_			I-85-S F	ROM RT	703								
East	-	From				26-70	3 Carson F	Rd						NA		
(703) Ramp	0.31	NA									NA					

					Din		aintenanc									
Route	Length	AADT	QA	4Tire	Bus		Truc 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County		-	i								1 40101		. 40101			
West (703) Ramp	0.24	570	F			26-703 T	O RT 85 N	В			0.162	F		570	F	2011
		To				I-85-N F	ROM RT 70	03								
(704) Blackwell Rd	0.24	From:	R			De	ad End				NA NA			NA		05/15/2008
(704) Blackwell Rd	0.24	To:				26-660	Quaker Rd							INA		05/15/2006
		From				26-688	Sawmill Rd	l								
705 Fox Branch Rd	1.42	180 To:	R			26-733 I	ittle Zion R	d			NA			NA		05/19/2008
		From:					W, Cox Rd									
706) Old Cox Rd	0.55	220	R								NA			NA		05/27/2008
0110	0.45	From:	Ę			26-725	Cherokee Ro	d						NIA.		05/07/0000
706) Old Cox Rd	0.15	190	R			SR 226	E, Cox Rd				NA T			NA		05/27/2008
		From					ontinental R									
(707) Cantree Rd	0.85	160	R			26.651.1	711. D	1			NA			NA		04/28/2008
		To: From:					Whitmore R									
708) Namozine Rd	0.30	520	F	96%	0%	1%	County Line 2%	1%	0%	F	0.129	F		530	F	2011
<u> </u>		To- From:				26-746	Birdnest Rd	l								
708 Namozine Rd	5.93	1000	F	96%	0%	1%	2%	1%	0%	С	0.121	F		1000	F	2011
(708) Namozine Rd	0.70	700 From:	F	96%	0%	26-60 1%	1 River Rd 2%	1%	0%	F	0.101	F		2300	F	2011
(708) Namozine Rd	0.70	2200		90 /6	0 /6		50; 26-631	1 /0	0 /6	Г	0.101			2300		2011
		From:				26-609 (Cherryhill R	d								
709 Shipping Rd	2.70	60	R								NA 			NA		05/05/2008
(709) Shipping Rd	3.70	210	R			SR 40 M	cKenney Hv	vy			NA			NA		05/05/2008
(709) Shipping Rd	0.70	Z I U				26-656	5 Eppes Rd				¬```			147.		00/00/2000
(709) Shipping Rd	1.70	410 From:	R			20 050	э Еррез Ка				NA			NA		05/05/2008
$\frac{\circ}{\circ}$		To:				26-658	Branches Ro	1								
709 Shipping Rd	0.63	660	R			26-650 Hat	milton Arms	: Rd			NA			NA		05/05/2008
		From:					ad End	, Ku								
(710) Cemetery Rd	0.85	30	R								NA			NA		05/07/2008
		To:				SCL I	McKenney									
Town of McKennev		From:				SCL I	McKenney									
710 Cemetery Rd	0.11	9 To:	R			SD 40	Doyle Blvd				NA			NA		08/27/2002
Dinwiddie County						SK 40	Doyle Bivu									
O 51.11 5.1	4.00	From				De	ead End									0.4/4.4/0.04.4
711) Ridley Rd	1.30	40 To:	R			26-670 (Old Stage Re	d			NA T			NA		04/14/2011
		From:					Carson Rd									
(712) Greentree Rd	0.55	30	R				15.1				NA			NA		05/19/2008
		To:					ead End dton Plank l	D.d								
(713) Cutbank Church Rd	2.54	200	R			US I BOy	dtoii i iaik i	Ku			NA			NA		05/12/2008
$\overline{}$		To					Cutbank Rd									
(714) Lewis Rd	0.46	330	R			US 1 Boy	dton Plank l	Rd			NA			NA		05/19/2008
	0.10	To:				De	ad End							, .		33, 13, 2000
<u> </u>		From:				26-645 Wh	neelers Pond	l Rd								
715) Patillo Rd	1.78	120 To:	R			26-613 V	White Oak R	ld.			NA T			NA		04/30/2008
			1			20-013 V	, mic Oak K	.u								

Route	Length	AADT	QA	4Tire	Bus			Truck			QC	K Factor	QK	Dir Factor	AAWD	T QW	Year
Dinwiddie County		From	:I						iuii	- 11 all		i actor		· actor			
716) Poole Siding Rd	0.36	110	R			2	26-611; 2	26-751				NA			NA		04/30/2008
		To				2	26-751 C	lox Rd									
<u> </u>		From				26-629	9 Ander	son Mill R	d								
717) Anderson Dr	0.50	45	R									NA			NA		04/14/201
		То	<u> </u>			<u> </u>	Dead										
718) Henshaw Rd	0.38	380	R			2	6-601 R	iver Rd				 NA			NA		05/27/200
718) Henshaw Rd	0.30	To					Dead	End							INA		03/21/200
		From	:			2	6-601 R										
19) Lee Dr	0.39	240	R				0 001 10	iver rea				NA			NA		05/27/200
		To	:				Dead	End									
		From	:			2	6-601 R	iver Rd									
(720) Chestnut Dr	0.15	110	R									NA			NA		05/27/200
<u> </u>		To					Dead	End									
\sim		From				U	JS 460; 1	FR-804									
721) Pine Hill Rd	0.60	130	R									NA			NA		05/07/200
<u> </u>		To					Dead										
Ah amaathu Dal	0.04	From	<u> </u>			26-6	19 Cour	thouse Rd							NIA		05/40/000
Abernathy Rd	0.81	20 To	R				Dead	End				NA			NA		05/12/200
		From	.1			26.4						<u> </u>					
723) Pearson Hardy Rd	0.58	120	R			26-6	511 Will	cinson Rd				NA			NA		04/14/201
Pearson Hardy Rd	0.50	To	· ·				Dead	End				\exists			IVA		04/14/201
		From			26.	639 Sn		Rd; Wilso	n Rd								
724) Springston Rd	0.58	240	R			037 BP	amgston	rtu, Wiist	ni ita			NA			NA		04/28/200
24) 1 0		To					US 4	60									
		From	1				Dead	End									
725) Cherokee Rd	0.17	140	R									NA			NA		04/12/201
		To	:			26-	-706 Old	Cox Rd									
		From				US 1	Boydto	n Plank Rd									
726) Mitchell Ave	0.23	170	R									NA			NA		05/05/200
		To					Dead										
O Bathana Bal	0.70	From					Dead	End							N.1.0		05/00/000
727) Bethune Rd	0.79	320 To	R			26	675 Vo	ıghan Rd				NA			NA		05/22/200
		From				20-											
(728) Wingfield Rd	0.34	60	R				Dead	End				NA			NA		04/14/201
728) Wingfield Rd	0.01	То	<u> </u>			26-66	55 Walk	ers Mill Ro	l			— " `					0 1/1 1/201
		From	:					sseau Rd				Ī					
29) Spriggs Rd	0.53	80	R				001 201	Joetta Tta				NA			NA		04/19/201
20) . 33		To	:				Dead	End									
		From				τ	JS 460 C	Cox Rd									
730) Williams Rd	0.28	70	R									NA			NA		04/12/201
<u> </u>		To					Dead	End									
<u> </u>		From				26-6	511 Will	cinson Rd									
Ruth Hill Rd	0.02	190	R									NA			NA		04/30/200
		From				0	.02 ME	26-611				\Box					
731) Ruth Hill Rd	0.40	210	R									NA			NA		04/30/200
<u> </u>		To	1				Dead										
	2.55	From					Dead	End									0.4/0.0/0.5
Davis Rd	0.60	360 _{To}	R			26.6	27 Car-	thouse D 4				NA			NA		04/30/200
		From	.i					thouse Rd									
			<u> </u>			26-6	670 Old	Stage Rd									.=//
733) Little Zion Rd	1.20	220	R									NA			NA		05/19/200

Route	Length	AADT	QA	4Tire	Bus					ck 1Trai			QC	K Factor	QK	Dir Facto	or A	AWDT	QW	Year
Dinwiddie County		From										ı ıuıı		1 4010		1 dote	, 			
734) Rainey Rd	3.14	190	R			26	6-619 (ourth	nouse	Ka				NA				NA		05/07/200
,		To					26-626	5 Flatf	foot R	d										
_		From				26	6-619 (Courth	house	Rd										
735) Goose Pond Rd	1.40	60	R											NA				NA		05/07/2008
<u> </u>		To				_	D	ead E	nd											
O Damasa Dd	0.50	From	_			26-6	659 Ba	iin Rd	l; Jone	s Rd								NIA		05/40/000
736 Barnes Rd	0.50	60 To	R					ead E	ind					NA				NA		05/12/200
		From				26	6-665 W			I D.4				+						
737) Booth Rd	1.60	20	R			20-	-003 W	vaikei	IS IVIII	Ku				NA				NA		05/12/200
131) Boom 110	1.00	To					26-626	5 Flatf	foot R	d				T)						00/12/200
		From			26-6					Scotts	Rd			i						
738) Scotts Rd	1.33	520	R				· incore.	101 01	ia rta,	Beotts	110			NA				NA		05/07/200
		To					26-64	47 Nas	sh Rd											
		From					26-7	751 Co	ox Rd											
739) Midway Rd	1.70	480	R											NA				NA		05/27/200
$\overline{}$		To				2	26-708	Namo	ozine l	Rd										
		From				26	6-627 (Courth	house	Rd										
740) Turkey Egg Rd	1.50	1900	R											NA				NA		05/15/200
<u> </u>		To					S 1 Bo													
O = . = . = .	0.70	From	_			26-	-613 Sc	quirrel	l Leve	l Rd				٠.,						05/00/000
741) Fort Emory Rd	0.70	510 To	R				26 675		.1 D	1				NA				NA		05/22/200
							26-675							_						
Plantation Rd	0.50	270	R			26-	-613 Sc	juirrel	l Leve	l Rd				 NA				NA		05/22/200
742) Plantation Rd	0.50	210					26-675	Vanc	ohan R	rd.								INA		03/22/200
		From						160 Cc						_						
743) Hart Rd	0.57	470	R				054	.00 CC	OX Ku					NA				NA		05/07/200
743)		То					26-60	01 Riv	ver Rd											
		From					26-64	44 Bril	ills Rd											
744) McKissicks Rd	0.70	80	R											NA				NA		04/28/200
		To					D	ead E	nd											
		From					D	ead E	End											
745) Fisher Rd	0.20	50	R											NA				NA		05/05/200
<u> </u>		То				26-0	-651 M	ason (Churc	n Rd										
\sim		From				2	26-708	Name	ozine l	Rd										
746) Birdnest Rd	0.95	100	R											NA				NA		04/14/201
		То				_		ead E												
	0.05	From				2	26-611	Wilki	inson l	₹d								N.1.A		05/05/000
747) Wheelers Lane	0.35	10 To	R			—		ead E	ind					NA				NA		05/05/200
		From				_								+						
748) Unico Rd	0.49	180	R					ead E	ına					NA				NA		05/14/200
746) 611100 110	0.10	To	·`				26-652	2 Asb	ury Ro	1				ii)						00/11/200
		From						32 Plar												
749)	0.04	50	R	-										NA				NA		05/19/200
<u> </u>		To				_	D	ead E	End											
		From				26	6-623 S	Southe	erland	Rd										
750) Oxford Rd	1.51	590	R											NA				NA		05/05/200
$\overline{}$		To					D	ead E	ind											
		From				_	D	ead E	End											
751) Cox Rd	0.74	480	R											NA				NA		04/30/200
		To From					26-61	1 W;	26 <u>-75</u> 2	2				┰						
751) Cox Rd	0.26	1500	R											NA				NA		04/30/200
\sim		To					26-61	1 E; 2	26-716	,										

Route	Length	AADT	QA	4Tire	В	Bus			Truck- Axle 17		QC	K Factor	QK	Dir Factor	AAWD	T QW	Year
Dinwiddie County		Fron	i									-					
(751) Cox Rd	3.25	1600	R				26-	611 E;	26-716			NA			NA		04/30/2008
		Tr Fron	:			26	5-627 V	V, Trinit	y Church	Rd							
(751) Cox Rd	2.67	2100	R									NA			NA		04/30/2008
<u> </u>		Tr					US	460 E,	Cox Rd								
Ciding Dr	0.40	150	R				26	5-611; 2	6-751			NA			NA		04/20/200
(752) Siding Dr	0.40	1 30						Dead I	End						INA		04/30/200
		Fron	:						inson Rd								
753) Siding Dr	0.40	160	R									NA			NA		04/30/200
<u> </u>		To	:					Dead I	End								
Andrew Mil Dd	0.00	Fron	Ļ					Dead I	End						NIA		0.4/0.0/0.00
754) Anderson Mill Rd	0.88	210 π	R				20	5-751 C	ox Rd			NA			NA		04/30/200
		Fron	:					Dead I				+					
755) Slates Rd	0.50	90	R					Dead I	and .			NA			NA		04/30/200
		To	:				26	5-751 C	ox Rd								
\sim		Fron					26-628	3 Tranqı	uility Lane	2							
(756) Slates Rd	0.28	60	R					D 11	2 1			NA			NA		05/07/2008
		Fron	I					Dead I									
757) Marmora Dr	0.62	100	R				26-70	J8 Nam	ozine Rd			NA			NA		05/05/2008
757)	0.02	To	_					Dead I	End								00/00/200
		Fron	:					Dead I	End								
758) Steers Rd	0.39	190	R									NA			NA		05/22/2008
<u> </u>		Tr	1				26-613	3 Dabne	y Mill Rd	l							
Cunn Dd	0.57	From						Dead I	End						NIA		05/05/2000
759 Gunn Rd	0.57	9 To	R		—	—	26-65	50 Lew	Jones Rd			NA			NA		05/05/200
		From						623 Sta									
(760) Sutherland Ave	0.37	90	R					020 0111				NA			NA		05/05/2008
		To	:					Dead I	End								
<u> </u>		Fron	:				26-	750 Oxi	ford Rd								
764) Oxford Rd	0.33	200	R					C-1 1-	C			NA			NA		05/05/2008
		From	I					Cul-de-				1					
(770) Olde Keswick Lane	0.08	50	R					Cul-de-	Sac			NA			NA		05/27/2008
(110)		To	:			P	rince (George (County Li	ne							
		Fron					26-	672 Chu	ırch Rd								
(775) Hofheimer Way	0.92	3100	R									NA			NA		04/12/201
		Tr							Plank Rd	l							
(776) Chesdin Lake Rd	0.57	300	R		—	—	26	-601 Ri	ver Rd			NA			NA		05/22/2008
(776) Chesuin Lake Nu	0.57	300 Tr			—	—		Dead I	End						INA		03/22/2000
		Fron	:		_	_		Dead I				Ī					
(1001) Margarita Ragsdale St	0.02	2	R									NA			NA		05/14/2008
		Te					EC	CL McK	lenney								
Town of McKenney		Fron	:1				F/	T 1 1 - 12	·								
(1001) Bolling Rd	0.02	4	R				EC	CL McK	enney			NA			NA		05/14/2008
1001) = 23		·					26.1	014 Da	nbigh St								
(1001) Bolling Rd	0.10	130 From	R				20-1	014 DE	noigh St			NA			NA		05/14/2008
		To-	_				26. 1	013 Iol	nnson St			_					
(1001) Bolling Rd	0.32	420 From	R				20-1	J1J J0I	moon ot			NA			NA		05/14/2008
\bigcup		To					US 11	Boydton	Plank Rd	1							

								viairie	or iar io c	, oa								
Route	Length	AADT	QA	4Tire	Ві	us			Truck Axle 1		QC	K Facto	g QK	Dir Factor	. AA	AWDT	QW	Year
Town of McKennev		Fron	1				IIC 1 D	14	Plank R	1		1						
(1001) Bolling Rd	0.13	870	R				USIBO	byuton	Plank K	u		NA				NA		05/14/2008
		Tr Fron					26-1	1007 Fi	ifth St			\Box						
(1001) Rives Ave	0.16	720	R									NA				NA		05/14/2008
<u> </u>		Fron					26-10	006 Fo	ourth St									
(1001) Rives Ave	0.07	710	R									NA				NA		05/14/2008
(1001) Rives Ave	0.07	710	R				26-1	005 Tł	nird St			NA				NA		05/14/2008
(1001) Rives Ave	0.07	710					26.16	004 C	1 C4							INA		03/14/2000
(1001) Rives Ave	0.07	700 From	R				20-10	104 Sec	cond St			NA				NA		05/14/2008
		Tr.	_				26-	1003 Fi	irst St			_						
(1001) Rives Ave	0.03	170	R									NA				NA		05/14/2008
<u> </u>		To	<u> </u>						road Ave	2								
(1002) Railroad Ave	0.10	170	R		—	—	SR 4	0 Doyl	le Blvd			NA				NA		05/14/2008
(1002) Railroad Ave	0.10	To To					26-10	001 Riv	ves Ave							INA		03/14/2000
		Fron						Dead E				Ì						
(1003) First St	0.02	20	R									NA				NA		05/14/2008
0		To From				2	26-1010	Jack Z	Zehmer F	Rd		\Box \vdash						
(1003) First St	0.15	70	R									NA				NA		05/14/2008
<u> </u>		From					26-100	9 Wes	stover Di			<u> </u>						
1003 First St	0.03	280	R									NA —				NA		05/14/2008
First St	0.10	670 From	<u> </u>				SR 4	0 Doyl	le Blvd			NA.				NA		05/14/2008
first St	0.10	Tr	R			—	26-10	001 Riv	ves Ave			NA				INA		03/14/2000
		Fron							le Blvd			i						
(1004) Second St	0.09	100	R									NA				NA		05/15/2008
		To	<u> </u>						ves Ave									
(1005) Third St	0.14	90	R		—	—	26-100	9 Wes	stover Di	•		NA				NA		05/15/2008
1005 Third St	0.14	30					CD 4	0.D. 1	D1 1							INA		03/13/2000
(1005) Third St	0.23	250 From	R				SR 4	0 Doyl	le Blvd			NA				NA		05/15/2008
(1009)		Te					26-100)8 Zehi	mer Ave	:								
$\widehat{}$		Fron					SR 4	0 Doyl	le Blvd									
1006 Fourth St	0.08	40	R				26.16	01 D:				NA				NA		05/15/2008
		Fron							le Blvd									
(1007) Fifth St	0.08	70	R				SK 4	0 Doyl	e bivu			NA				NA		05/15/2008
		To	_		—	—	26-10	001 Riv	ves Ave									
(1007) Fifth St	0.11	130 From	R									NA				NA		05/15/2008
<u> </u>		Tr					26-100)8 Zehi	mer Ave	:								
O 7.1. A	0.07	Fron					Ι	Dead E	nd									05/45/000
(1008) Zehmer Ave	0.07	40	R									NA				NA		05/15/2008
(1008) Zehmer Ave	0.19	From	R				26-1	1007 Fi	ifth St			NA				NA		05/15/2008
(1008) Zehmer Ave	0.13	Tr					26-1	005 Tł	hird St							14/1		03/13/2000
Dinwiddie County																		
O w . 51	0.65	From				Ţ	US 1 Bo	oydton	Plank R	d	 	NIA.				NIA		0E/4.4/2020
(1009) Westover Rd	0.65	240	R		—	—	SCI	_ McKe	ennev			NA				NA		05/14/2008
Town of McKennev			-									•						
<u> </u>		From			_	_	SCI	_ McKe	enney									
(1009) Westover Dr	0.27	240	R				26.1	005 77	hind C:			NA				NA		05/14/2008
-							∠0-1	005 Tł	mu St									

Route	Lenath	AADT	QA	4Tire	Bus		Truck		QC	K	QK	Dir	AAWDT	QW	Year
Town of McKennev	Longar	,,,,,	٠.,	11110	Duo	2Axle 3	3+Axle 1Tr	ail 2Trail	40	Factor	Q, t	Factor	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	α	i oai
		From				26-1005	Third St								
(1009) Westover Dr	0.13	220 To	R			26 1003	3 First St			NA			NA		05/14/2008
-		From	<u> </u>							<u> </u>					
Jack Zehmer Rd	0.25	70	R			SCL W	cKenney			NA			NA		05/14/2008
		To				26-1012	Factory St								
(1010) Jack Zehmer Rd	0.04	40 From	R							NA			NA		05/14/2008
<u> </u>		То				26-1003	3 First St								
O 0 11 01	0.05	From				Dead	d End								05/4.4/0000
(1011) Community St	0.05	90 To	R			26-614 Su	nnyside Dr			NA			NA		05/14/2008
		From					k Zehmer Rd								
(1012) Factory St	0.10	50	R			20 1010 040	a Zemmer ra			NA			NA		05/14/2008
		To				Dead	d End								
\bigcirc		From				SR 40 D	oyle Blvd								
1013 Johnson St	0.08	300 To	R			26 1001 I	Dalling Dd			NA			NA		05/14/2008
		From					Bolling Rd			+					
(1014) Denbigh St	0.08	100	R			26-10011	Bolling Rd			NA			NA		05/14/2008
(1014) = 0.11019.1.01		То				ECL M	cKenney								
Dinwiddie County															
	0.04	From	Ļ			ECL M	cKenney						NIA		05/4.4/0000
1014 Denbigh St	0.31	100 To	R			Dead	d End			NA			NA		05/14/2008
Town of McKennev							<u> </u>								
		From				Dead	d End								
1015 Bethel Rd	0.10	50 To	R							NA			NA		04/12/2011
		10				US 1 Boydt	on Plank Rd								
Dinwiddie County		From				26-644 I	Depot Rd								
(1020) Seaboard Dr	0.08	130	R							NA			NA		06/08/2005
$\overline{}$		То				26-1021 Sc	outhern Ave								
O Constitution Acres	0.40	From	Ļ			Dead	d End						NIA		00/00/0005
Southern Ave	0.12	45	R							NA —			NA		06/08/2005
(1021) Southern Ave	0.00	70 From				26-1020 S	eaboard Dr			NIA.			NΙΛ		06/09/2005
30dinem Ave	0.09	To	R			Dead	d End			NA T			NA		06/08/2005
		From					d End								
(1039) Shannon Rd	0.30	90	R							NA			NA		05/22/2008
\bigcirc		То				26-611 Wi	ilkerson Rd								
O 0 1 15		From	<u> </u>			26-675 V	aughan Rd								0=/00/0000
(1040) Greenhead Dr	0.55	350 To	R			26 1042 W	oody Court			NA			NA		05/22/2008
		From					d End								
(1041) Greenhead Ct	0.04	20	R			Dead	u Eliu			NA			NA		05/22/2008
(1041)		To				26-1040 Gr	reenhead Dr								
		From				Dead	d End								
(1042) Woody Court	0.15	120	R				17.			NA			NA		05/22/2008
		To	<u> </u>				d End								
(1101) Acorn Dr	0.30	70	R			26-604 H	Halifax Rd			 NA			NA		06/08/2005
(1101) Acorn Dr	0.30	To				26-606 Oa	k Grove Rd			1,1/1			INA		JU/JU/2000
		From					le-Sac								
(1102) Jordan Heights Dr	0.46	400	R							NA			NA		05/20/2011
$\overline{}$		To				US 1 Boydt	on Plank Rd								

									nance A									
Route	Length	AADT	QA	4Tire	Bu	IS.			Truck xle 1Tr		QC	K Factor	QK	Dir Factor	AAWE	T QV	V	Year
Dinwiddie Countv		Fron	.1					1 1 0				-						
(1103) Jordan Heights Lane	0.20	170	R				Cu	ıl-de-Sa	ic			NA			NA		05/	20/201
(1103)		Tr					2	6-1102	:									
		Fron					26-11	11 Ann	ne Rd									
(1110) Dabney Dr	0.31	60	R									NA			NA		05/	02/200
<u> </u>		To Fron	-				26-1113	Charle	otte Rd			\Box						
(1110) Dabney Dr	0.21	140	R				26 6121	X 71	0.1.0.1			NA			NA		05/	02/200
							26-613 V											
(1111) Anne Rd	0.16	From 60	R				26-111	2 Gibse	on Dr			NA			NA		05/	02/200
(1111) Anne Ra	0.10	To					26-111	0 Dabr	ney Dr			\exists			INA		00/	02/200
		Fron	:					11 Ann				Ī						
(1112) Gibson Dr	0.31	80	R									NA			NA		04/	19/201
<u> </u>		To Fron	-				26-1113	Charle	otte Rd			\neg —						
(1112) Gibson Dr	0.13	100	R									NA			NA		05/	02/200
<u> </u>		To	:			- 2	26-613 V	White (Oak Rd									
O		Fron					26-111	2 Gibs	on Dr									
(1113) Charlotte Rd	0.16	40	R				26 111	0 D -1	D.:			NA			NA		05/	02/200
			.t				26-111											
(1120) Tanglewood Dr	0.25	470	R			2	26-1122	Northw	wood Dr			NA			NA		06/	08/200
(1120) Tanglewood Dr	0.20	470						~ .							INA		00/	00/200
(1120) Tanglewood Dr	0.10	570 From	R			2	26-1121	Southw	vood Dr			NA			NA		06/	08/200
(1120) Tanglewood Dr	0.10	37 U				26	6-613 Sc	uirrel l	Level Rd						INA		00/	00/200
		Fron	:					ead En				<u> </u>						
(1121) Southwood Dr	0.14	110	R					Aug Est	<u> </u>			NA			NA		06/	08/200
\cup		To	:			20	6-1120	Γanglev	wood Dr									
		From				2	6-1123	Circlev	wood Dr									
(1122) Northwood Dr	0.08	310	R									NA			NA		06/	08/200
<u> </u>		To	<u> </u>						wood Dr									
Cirolowa d Dr	0.40	From				2	26-1122	Northw	wood Dr						NIA		00/	00/000
(1123) Circlewood Dr	0.46	300 To	R					ead En	d			NA			NA		Ub/	08/200
		From						ead En				i						
(1201) McKenney Ave	0.25	90	R					Jud Em	<u>u</u>			NA			NA		04/	19/201
		To	_				US	1; 26-6	50									
_		Fron	:				26-623 5	Sutherl	and Rd									
(1207)	0.46	NA										NA			NA			
<u> </u>		To				_		6-1208										
	0.40	From					De	ead End	d						NIA			
1208	0.12	NA										NA —			NA			
\bigcap	0.07	Fron					2	6-1207							NIA			
(1208)	0.27	NA	:				D	ead End	d			NA			NA			
		Fron	: :I					ıl-de-Sa										
(1210) Waterford Dr	0.45	100	R				Cu	I-de-Sa	ic			NA			NA		06/	13/200
(1210)		Tr					26-750	Oxfor	rd Rd									
		Fron	:				Cu	ıl-de-Sa	ac									
(1240) Wrenn Forest Dr	0.21	560	R									NA			NA		06/	13/200
$\overline{}$		To					26-60	1 Rive	r Rd									
<u> </u>		Fron	·			26-	-1243 C	anvasb	ack Court	t								
(1241) Swan Circle	0.15	80	R				. 10.40.7	., -				NA			NA		06/	13/200
			I .						Forest Dr									
(1242) Pintail Lane	0.11	70	R			26-	-1243 C	anvasb	ack Court	i		NA			NA		ne/	13/200
(1242) Pintail Lane	0.11	/U	_			26	5-1240 V	Vrenn I	Forest Dr						INA		00/	13/2000
						20	-2.0 1											

Route	Length	AADT	QA	4Tire	Bus			Truck de 1Trai		Ω C	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County		From	ī						2110		1 40101		- 40101			
(1242) Pintail Lane	0.23	270	R			26-1240 V	Wrenn F	orest Dr			NA			NA		05/27/2008
(1242)		To				26-1246	Pheasar	nt Court								
\sim		From				Cı	ul-de-Sa	с								
(1243) Canvasback Court	0.23	60 To	R			C	ul do Co				NA			NA		06/13/2005
		From					ul-de-Sa 2 Pintai				1					
(1244) Pintail Lane	0.08	100	R			20-124	-2 I IIItai	Lanc			NA			NA		05/27/2008
		To				Cı	ul-de-Sa	с								
<u> </u>		From				26-124	2 Pintai	Lane								
(1245) Teal Circle	0.06	70	R				ul-de-Sa	c			NA			NA		05/27/200
		From					ul-de-Sa				 					
(1246) Pheasant Court	0.22	220	R			CI	ui-de-sa	<u>U</u>			NA			NA		05/27/200
(1249)		To				26-124	2 Pintai	Lane								
(1246) Pheasant Court	0.09	200 From	R			20 12 1	21111111	Laure			NA			NA		05/27/200
		То				Cı	ul-de-Sa	c								
O		From				SR 2	226 Cox	Rd			<u> </u>					0=/10/000
(1301) Lee Blvd	0.23	590	R								NA 			NA		05/16/200
O Lea Dhai	0.40	From	ᄂ			26-1	1332 Hil	l St						NIA		05/40/000
(1301) Lee Blvd	0.18	200	R			D	Dead End	<u> </u>			NA T			NA		05/16/200
		From					06 Roano									
(1302) Dinwiddie Ave	0.10	120	R								NA			NA		05/18/200
<u> </u>		To				26-134	18 Poton	nac St			Τ					
(1302) Dinwiddie Ave	0.03	190	R								NA			NA		05/18/200
\cup		To From				26-13	309 Yor	k St								
(1302) Dinwiddie Ave	0.11	260	R								NA			NA		05/18/200
		To				US 1 Bo										
(1303) Simmons Ave	0.37	From 240	R			D	Dead End	<u>i</u>			NA			NA		04/12/201
(1303) Simmons Ave	0.57	240					.00 E	7.1						INA		04/12/201
(1303) Simmons Ave	0.03	2200 From	R			FR-2	90 Fron	i Rd			NA			NA		05/18/200
(1303)		To				US 1 Bo	ydton P	lank Rd								
		From				26-134	19 Warw	ick St								
(1304) Nottoway Ave	0.10	170	R								NA			NA		05/18/200
0		To From				26-130)6 Roand	oke St								
(1304) Nottoway Ave	0.10	210	R								NA			NA		05/18/200
O Notice Acres	0.40	From	Ę			26-134	18 Poton	nac St						NIA		05/40/000
(1304) Nottoway Ave	0.13	250 To	R			US 1 Bo	ovdton P	lank Rd			NA T			NA		05/18/200
		From					Dead End									
(1305) Surry Ave	0.14	230	R				reua Enc				NA			NA		05/18/200
\bigcup		To				26-13	350 Paga	ın St			Τ					
(1305) Surry Ave	0.19	340	R				•3:				NA			NA		05/18/2008
$\frac{\circ}{\circ}$		To From				26-130	06 Roano	oke St								
(1305) Surry Ave	0.09	430	R								NA			NA		05/18/2009
<u> </u>		From				26-134	18 Poton	nac St								
(1305) Surry Ave	0.11	530 To	R			HC . F	1. ***	1 1 5 1			NA			NA		05/18/200
		From				US 1 Bo					<u> </u>					
(1306) Roanoke St	0.04	110	R			26-130	05 Surry	Ave			NA			NA		05/18/200
1300) . 130/10/10 01	0.04	To	r i			26-1308	Greensv	ille Ave								55, 15,2000

				U			T			1/		Г.			
Route	Length	AADT	QA 4Ti	re Bu	S		Truck- 3+Axle 1T		QC Fa	K actor	QK	Dir Factor	AAW	T QW	Year
Dinwiddie County		Fron	1		26.	1308 Gr	eensville Ave								
(1306) Roanoke St	0.04	140	R		20-	-1306 GI	censvine Ave	*		NA			NA		05/18/200
		Teron			26	-1307 Bi	unswick Ave			—					
(1306) Roanoke St	0.04	130	R							NA			NA		05/18/200
<u> </u>		To Fron			26	5-1304 N	ottoway Ave			 					
(1306) Roanoke St	0.04	100 TR	R		26	1202 D				NA			NA		05/18/200
		Fron	<u> </u>				inwiddie Ave								
(1307) Brunswick Ave	0.10	210	R			20-1349	Warwick St			J NA			NA		05/18/200
		ъ			2	26-1306	Roanoke St			1					
1307) Brunswick Ave	0.10	280 From	R			20 1500	tounoue st			NA			NA		05/18/200
\bigcup		To Prop			2	26-1348	Potomac St			 					
1307) Brunswick Ave	0.12	330	R							NA			NA		05/18/200
<u> </u>		Te			US		ton Plank Rd								
(1308) Greensville Ave	0.13	70	R			Dea	d End		-] NA			NA		04/12/20
(1308) Greensville Ave	0.13	~	, , , , , , , , , , , , , , , , , , ,			26 125	Door - C:			<u>.</u>			11//		U -1 /12/20
(1308) Greensville Ave	0.09	370 From	R			20-1350	Pagan St			NA			NA		04/12/20
		70.			2	06-13/0	Warwick St			· 1—					<u>-, -0</u>
(1308) Greensville Ave	0.10	510 From	R			20 13 17	With WICK St			NA			NA		04/12/20
		To			2	26-1306	Roanoke St			 					
1308) Greensville Ave	0.09	550	R							NA			NA		04/12/20
		Fron			2	26-1348	Potomac St			 					
1308 Greensville Ave	0.12	630	R							NA			NA		04/12/20
<u> </u>		Tr					ton Plank Rd								
1309) York St	0.10	50	R		26	-1302 D	inwiddie Ave			J NA			NA		04/12/20
(1309) York St	0.10	Т				Dea	d End		'	1			1471		04/12/20
		Fron				Dea	d End								
(1310) Rockdale Rd	0.10	90	R							NΑ			NA		04/18/20
<u> </u>		To From				SR 220	Cox Rd			}					
(1310) Cedar Hart Rd	0.11	2000	R							NA			NA		04/18/20
	0.40	Fron				26-1311	Grant Ave			<u> </u>					0.4/4.0/00
(1310) Cedar Hart Rd	0.10	1800 Te	R			26-600 F	erndale Rd			NA 1			NA		04/18/20
		Fron					d End			I					
(1311) Grant Ave	0.31	310	R			200				NA			NA		05/16/200
\bigcirc		Fron			2	6-1310 I	Rockdale Rd		 	 					
(1311) Grant Ave	0.10	330	R							NA			NA		04/18/20
		To	<u> </u>				d End								
(1312) Sunset Dr	0.12	1000	R			26-1313	Franklin St] NA			NA		05/16/200
(1312) Sunset Dr	U.12	TOOU				SR 220	6 Cox Rd		 	L			11/7		
		Fron					Sunset Dr			- 					
1313) Franklin St	0.22	1000	R							NA			NA		05/16/200
$\overline{}$		Tr			US		ton Plank Rd			<u> </u>					
(1314) Glendale Ave	0.03	20 From	R			Dea	d End			NΙΔ			NA		05/22/20
(1314) Glendale Ave	0.03	20	r .			. 101=:				NA 1			INA		05/23/200
(1314) Glendale Ave	0.12	140 From	R		26	5-1317 N	Ieadow Lane			NA			NA		05/23/200
(1314) Glendale Ave	0.12	л то то	.`			26 1210	Callan- D.1			L			1 1//		
(1314) Glendale Ave	0.10	170 From	R			20-1518	Callear Rd			NA			NA		05/23/200
		To			20	6-1315 I	el Keith Rd]					. "_•

					Din			ance Area			K		Dir			
Route	Length	AADT	QA	4Tire	Bus			ruck le 1Trail		QC	Factor	QK	Factor	AAWDT	QW	Year
Dinwiddie Countv		From	e I								-					
(1314) Glendale Ave	0.06	220	R			20-131	5 Del Kei	iui Ku			NA			NA		05/23/2005
		To				SR	226 Cox 1	Rd								
Dal Kaith Dd	0.06	From				26-60	03 Sterling	g Rd						NΙΔ		05/02/2006
1315) Del Keith Rd	0.06	70	R								NA			NA		05/23/2005
(1315) Del Keith Rd	0.11	80	R			26-131	6 Merida	n Ave			NA			NA		05/23/2005
(1313) = 0.110		To				26-131	4 Glendal	e Ave								
$\overline{}$		From				26-131	7 Meadov	v Lane								
(1316) Meridan Ave	0.07	50	R								NA			NA		05/23/2005
Manidan Aus	0.00	From				26-1	1319 Shor	t St						NIA		05/00/000/
(1316) Meridan Ave	0.06	170	R								NA			NA		05/23/2005
(1316) Meridan Ave	0.10	From 80	: R			26-13	318 Callea	ır Rd			NA			NA		05/23/2005
(1316) Meridan Ave	0.10	To				26-131	5 Del Kei	ith Rd						INA		03/23/2000
		From	:				6 Merida									
(1317) Meadow Lane	0.07	70	R								NA			NA		05/23/2005
		To				26-131	4 Glendal	e Ave								
(1318) Callear Rd	0.13	100	R			26-131	6 Merida	n Ave			 NA			NA		05/23/2005
(1318) Callear Rd	0.13	To				26-131	4 Glendal	e Ave						INA		03/23/2000
		From	:				03 Sterling				l					
(1319) Short St	0.06	180	R				•				NA			NA		05/23/2005
$\overline{}$		To				26-131	6 Merida	n Ave								
O Ditable Asse	0.00	From				26-13	362 Oak C	Court						NIA		05/00/000
(1320) Ritchie Ave	0.09	200	R								NA			NA		05/23/2005
(1320) Ritchie Ave	0.13	190	 R			26-1	363 Cross	s St			NA			NA		05/23/2005
(1320) Ritchie Ave	0.13	190 To	<u> </u>		US 1 Boy	dton Plar	nk Rd; SR	142 Simps	on Rd					INA		03/23/2000
		From	:				Dead End									
(1321) Ashley Lane	0.18	190	R								NA			NA		05/16/2005
		To					501 River									
(1322) Harwell Dr	0.14	290	R			I	Dead End				 NA			NA		05/23/2005
(1322) Harwell Dr	0.14	290				US 1 Bo	oydton Pla	ank Rd						INA		03/23/2000
		From	:			26-60	0 Ferndal	e Rd								
(1323) West Dr	0.40	390	R								NA			NA		05/16/2005
$\overline{}$		To	:			I	Dead End									
Card Aus	0.45	From				26-1	363 Cross	s St						NIA		05/00/000
1324 Ford Ave	0.15	1200 To	R			US 1 B	Boyton Pla	nk Rd			NA T			NA		05/23/2005
		From	:				Cul-de-Sac									
(1325) Creek Ave	0.21	220	R				our de Bue				NA			NA		05/23/2005
		т.				26-1326	6 Mt Pleas	sant St								
(1325) Creek Ave	0.06	290 From	R								NA			NA		05/23/2005
		To	:			SR	226 Cox 1	Rd								
Mt Diograph Ot	0.04	From		-		26-13	325 Creek	Ave						NIA		0E/00/0005
1326 Mt Pleasant St	0.21	60	R			26-13	27 Cedar	Lane			NA			NA		05/23/2005
		From					6 Mt Plea				+					
(1327) Cedar Lane	0.05	130	R			20-1320	O IVILITE	oun Ot			NA			NA		05/23/2005
		To				SR	226 Cox 1	Rd								
		From				I	Dead End									
(1328) Pinecroft Rd	0.10	70	R			0.0.00	0.70	1.75:			NA			NA		05/16/2005
		To				26-1329	9 Brooksd	ale Rd								

Route	Length	AADT	QA	4Tire	: Ві	us						2Tr		QC	K Factor	QK	Dir Facto	AA	WDT	QW	Year
Dinwiddie County		From										211	ali		1 40101		1 acto	"			
(1328) Pinecroft Rd	0.12	200	R				26-1	1329 B	rook	sdale l	Rd				NA				NA		05/16/2009
(1320)		To				—	26-	-1330 E	Balsa	am Lar	ne										
(1328) Pinecroft Rd	0.07	390 From	R					10001	Juliju	un Lau					NA				NA		05/16/2005
		To					26	5-600 F	ernd	lale Ro	1										
<u> </u>		From					26-	-1330 I	Balsa	ım Lar	ne				<u> </u>						0=1101000
(1329) Brooksdale Rd	0.06	180	R				26	-1328 I	Dina	croft P	d				NA T				NA		05/16/200
		From						1329 B							+						
(1330) Balsam Lane	0.17	190	R				20-1	.527 D	100K	saure 1	ixu				NA				NA		05/16/200
$\overline{\bigcirc}$		To					26-	-1328 I	Pineo	croft R	d										
O		From					26	5-1325	Cree	ek Ave											
(1331) Creek Circle	0.03	40 Ta	R					Cul	do C	200					NA				NA		06/13/200
		From				_	- 2	Cul-							<u> </u>						
(1332) Hill St	0.05	190	R				20	26-1301	I Lee	Biva					NA				NA		05/16/2009
(1332) 7 mm Gr	0.00	To						Dea	ad Er	nd					<u> </u>						00/10/200
		From					26	5-600 F	ernd	dale Ro	1				Ī						
(1333) Ferndale Circle	0.54	300	R												NA				NA		05/16/200
		To	Щ				26-	5-600 F	Fernd	lale Ro	1										
Claud Aug	0.40	From	<u> </u>					Dea	ad Er	nd									N 1 A		05/00/000
(1334) Floyd Ave	0.12	40	R												NA —				NA		05/23/200
(1334) Floyd Ave	0.22	530 From	R				26-	5-1336	Fore	est Ave	e				NA				NA		05/23/2009
(1334) Floyd Ave	0.22	To	$\overline{}$			—	F	FR-290); 26-	-1335									INA		03/23/2000
		From				_		0.19 M													
(1335) Church Rd	0.19	280	R					,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		1270					NA				NA		05/23/2005
<u> </u>		т	_			—	F	FR-290); 26-	-1334											
(1335) Church Rd	0.08	20 From	R						, -						NA				NA		05/23/2005
\bigcirc		To					_	Dea	ad Er	ad											
O =		From					26	6-1334	Floy	yd Ave											
1336 Forest Ave	0.30	410	R					Cul	do C	200					NA				NA		05/23/200
_		From						Cul-							+						
(1337) James Ave	0.12	80	R					Dea	ad Er	.IU					NA				NA		05/23/200
(1001)		To					26	5-1336	Fore	est Ave	e										
		From					26	6-1335	Chu	ırch Ro	1										
(1338) Shadyside Dr	0.20	160	R												NA				NA		05/23/200
<u> </u>		To	<u> </u>					Cul-													
(1339) Creek Lane	0.45	50	R			—	26	6-1325	Cree	ek Ave	2				NA				NA		05/23/2005
(1339) Creek Lane	0.45	JU Ta	$\overline{}$			—	—	Cul-	-de-S	Sac									INA		03/23/2000
		From	\equiv					SR 220													
(1340) Fairway Lane	0.15	50	R						-						NA				NA		05/15/2008
		To					26	6-1341	Driv	ver Rd	l				_						
(1340) Fairway Lane	0.09	270 From	R												NA				NA		04/18/2011
$\overline{}$		To From				2	26-13	342 W	'edge	ewood	Rd				_						
(1340) Fairway Lane	0.12	80	R												NA				NA		04/18/2011
		To				_			ad Er												
O Data are D. I	0.17	From					26-1	1343 C	Greer	ıway P	Rd										05/40/222
(1341) Driver Rd	0.17	150 Ta	R				26	1340 F	Saire	yay I o	ne				NA				NA		05/18/2005
		From	_					1340 F							_						
(1342) Wedgewood Rd	0.20	110	R				∠0-1	1343	neel	iway K	vu .				NA				NA		05/18/200
101		То		-			26-1	1340 F	airw	vay Lar	ne				一						

Length	AADT	QA	4Tire	Bus					QC		QK		AAWDT	QW	Year
9	-				2Axl	e 3+A	xle 1Trai	I 2Trail		Factor		Factor			
	From				26-1	341 Driv	er Rd								
0.09		R			26 124	2 Wadaa	wood Dd			NA NA			NA		05/18/2009
		! :								<u> </u>					
0.09		R			SK	220 CO	x Ku			NA			NA		05/16/2005
	To	-			26-13	345 Steve	en Ave								
0.09	270 From	R			20-15	3 43 510 v	CH 7 EVC			NA			NA		05/16/2005
	То	:			26-13	346 Wayı	ne Ave								
	From					Dead En	nd								
0.06	40	R								NA			NA		05/18/200
	To From				26-13	344 Orch	ard Rd			┚					
0.04		R				Dood Em	. A			NA			NA		05/18/200
] .I													
0.07						Dead En	ıd			NA			NA		05/18/2005
0.07	To				26.10	2440 1	10.1						14/1		00/10/2000
0.04	210 From	:∟ R			26-13	344 Orch	ard Rd			NA			NA		05/18/2005
0.0 .	To				26.17	247 Ouolo	and Du								00/10/2000
0.01	47 From	ī R			20-13	34 / Orch	ard Dr			NA			NA		05/18/2005
	То	:				Dead En	nd								
	From					Dead En	nd								
0.17	130	R								NA			NA		05/18/2005
	То				26-13	346 Wayı	ne Ave								
0.04	From	Ļ			26-1	305 Surr	y Ave						N14		05/00/000
0.04	120									NA —			NA		05/23/2005
0.04	From	<u> </u>			26-1308	8 Greens	ville Ave						NIA		05/02/2004
0.04	150									INA			INA		05/23/2005
0.04	From	<u> </u>			26-130	7 Brunsv	vick Ave			NIA.			NΙΛ		05/23/2005
0.04	130									INA			INA		03/23/2003
0.04	120				26-130)4 Nottov	way Ave			NΙΔ			NΔ		05/23/2005
0.04	120 To				26-130	2 Dinwi	ddie Ave						INA		03/23/2000
	From	:													
0.04	130	R								NA			NA		05/18/2005
	To	-			26-130	7 Brunsv	vick Ave			\neg —					
0.04	80	R								NA			NA		05/18/2005
	To														
	From	<u> </u>			26-1	305 Surr	y Ave								0=1101000
0.04		R :			26 1209	Q Granns	villa Ava			NA			NA		05/18/2005
		J :I													
0.19		R			20-	OUI KIVE	er Ku			NA			NA		04/18/2011
	To				26.1	1254 Ma	ulr Du								
0.10	130 From	·LR			20-	1334 Ma	IK DI			NA			NA		04/18/2011
	To				(Cul-de-S	ac								
	From				26-	601 Rive	er Rd								
0.19	280	R								NA			NA		05/16/2005
	To From				26-1	1354 Ma	rk Dr								
0.10	100	R								NA			NA		05/16/2005
	То	1													
0.00	From	Ļ			26-	1352 Els	ie Dr						N1A		OE /4.0/000
0.08	υO	ĸ								NΑ			NΑ		05/16/2005
	0.09 0.09 0.09 0.06 0.04 0.07 0.04 0.01 0.17 0.04 0.04 0.04 0.04 0.04 0.04 0.01 0.19	0.09 100 0.09 320 0.09 270 100 0.06 40 0.04 40 100 0.07 30 0.04 210 0.01 47 100 0.04 120 0.04 120 0.04 130 0.04 130 0.04 130 0.04 130 0.04 130 0.04 130 0.04 130 100 100 100 100 100 100 100	0.09 100 R To- From: 0.09 320 R 0.09 270 R To- From: 0.06 40 R 0.04 40 R 0.07 30 R To- From: 0.07 30 R 0.04 210 R 0.01 47 R To- From: 0.01 47 R To- From: 0.04 120 R 0.04 120 R 0.04 120 R 0.04 130 R 0.04 150 R 0.05 R 0.06 R 0.07 R 0.08 R 0.09 R 0.09 R 0.000 R 0	0.09 100 R From: 0.09 320 R 0.09 270 R 0.06 40 R 0.04 40 R 0.07 30 R 0.07 30 R 0.07 30 R 0.01 47 R 0.01 47 R 0.01 130 R 0.04 120 R 0.04 150 R 0.05 R 0.06 R 0.07 R 0.08 R 0.09 R 0.09 R 0.09 R 0.00 R 0.	0.09 100 R	Length AADT QA 4Tire Bus 2Axi	Length AADT QA 4Tire Bus 2Axle 3+A	Length AADT QA 4Tire Bus 2Axle 3+Axle 1Trai 26-1341 Driver Rd	Length AADT	Length AADT QA 4Tire Bus 2Axke 3+Axke 1Trail 2Trail QC	Carrell	Length AADT QA 4 fire Bus 26-1341 Driver Rd	Length AADT QA 4Tire Bus 2Axde 3+Axde 1Trail 2Trail QC Factor QK QK Factor QK QK Factor QK Factor QK Factor QK Factor QK QK Factor QK Factor QK Factor QK Factor QK Fact	Length AADT QA 41ffe Bus 2Axde 34Axde 1Trail 2Trail QC Factor CR Factor	2009 100 R

					ווט		ntenance Are								
Route	Length	AADT	QA	4Tire	Bus		Truck +Axle 1Trai		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County		From	e l				Susie Dr			1					
(1354) Mark Dr	0.12	70	R			26-1353	Susie Dr			NA			NA		05/27/2008
		To From				26-1390	Jackie Dr								
(1354) Mark Dr	0.07	60	R				15.1			NA			NA		05/27/2008
		From	1				l End								
(1355) E Autumn Dr	0.18	550	R			26-601 E	, River Rd			NA			NA		05/27/2008
		To				26-1356 Sp	arrow Court								
(1355) E Autumn Dr	0.07	190	R			•				NA			NA		05/16/2005
<u> </u>		To From				26-1367	Iris Circle			_					
(1355) E Autumn Dr	0.10	140	R							NA			NA		05/16/2005
W Autuma Dr	0.20	From				26-1368 W	oods Court						NΙΔ		05/22/2004
(1355) W Autumn Dr	0.28	250	R							NA			NA		05/23/2005
(1355) W Autumn Dr	0.13	400 From	R			26-1369 We	estbriar Lane			NA			NA		04/18/201
(1355) VV Autumn Dr	00	To	:			26-601 W	, River Rd								0 1, 10,201
		From	:			Dead	d End								
(1356) Sparrow Court	0.09	50	R							NA			NA		05/27/2008
<u> </u>		From				26-1355, E	Autumn Dr]					
(1356) Sparrow Court	0.06	90	R			Dead	d End			NA T			NA		05/27/2008
		From					ansfield Dr								
(1357) Bancroft Dr	0.26	150	R			20-1336 W	ansticiu Di			NA			NA		05/27/2008
		To	:				eldshire Lane								
(1357) Bancroft Dr	0.13	250	R			26-1360 Fie	ldshire Lane			NA			NA		05/27/2008
1357 Barlorott Bi	0.10	200				26 1250 (Gaydell Dr						1471		00/21/2000
(1357) Bancroft Dr	0.08	670 From	R			20-1339 (Jayueli Di			NA			NA		05/27/2008
		To	:			26-601	River Rd								
		From	:			Dead	d End								
(1358) Mansfield Dr	0.03	20	R							NA			NA		05/27/2008
(1358) Mansfield Dr	0.07	270 From	R			26-1357 E	Bancroft Dr			NA			NA		05/27/2008
(1358) Mansfield Dr	0.07	2/U	<u> </u>			26-13	60 Gap						INA		05/27/2000
O		From					59 Gap			₫					
(1358) Mansfield Dr	80.0	700	R			26 601	River Rd			NA			NA		05/27/2008
		From	:				d End								
(1359) Gaydell Dr	0.04	20	R			Dea	Liid			NA			NA		05/16/2005
		To	-			26-1364 Ke	eithwood Dr								
(1359) Gaydell Dr	0.10	450	R							NA			NA		05/16/2005
		To From				26-1357 E	Bancroft Dr								
(1359) Gaydell Dr	0.29	350	R							NA			NA		05/27/2008
<u> </u>		From				26-1358 M	ansfield Dr			\Box					
(1359) Gaydell Dr	0.22	280	R							NA			NA		05/27/2008
Gaydall Dr	0.40	From	<u> </u>			26-1387	Beth Lane						NIA		05/27/2000
(1359) Gaydell Dr	0.10	440 To	R			26-1385 M	cIlwaine Dr			NA			NA		05/27/2008
		From	:				Bancroft Dr								
(1360) Fieldshire Lane	0.23	180	R							NA			NA		05/27/2008
$\overline{}$		To	:			26-1358 M	ansfield Dr								
		From	L		2	6-1366 Walkir	g Landing Cour	1							05/07/22-
(1361) Walking Landing Dr	0.14	500	R			CD 226	Cox Rd			NA			NA		05/21/2008
		10	I			SK 420	COA NU								

Route	Length	AADT	QA	4Tire	В	sus				uck 1Tra			QC		K ctor	QK	Dir Facto	or A	AAWD	ΓQV	V	Year
Dinwiddie County											AII 2	LITAII		ıa	CiOi		i acto	,,				
(1362) Oak Court	0.12	230	R				26-0	603 Ste	rling l	Rd					ΙA				NA		0	5/23/200
(1362) Guit GGuit		To					26-1	320 Rit	tchie A	Ave					• • • • • • • • • • • • • • • • • • • •							3,23,200
		From					26-1	320 Rit	tchie A	Ave												
(1363) Cross St	80.0	70	R												IΑ				NA		0	5/23/200
		To: From:					26-	1324 F		ve												
(1364) Keithwood Dr	0.07	30	R					Dead l	End						ΙA				NA		0	5/16/200
(1304)		To					26.13	365 Tin	nnan I	ana												.,,
(1364) Keithwood Dr	0.21	320 From:	R				20-12	703 TIII	пран г	Lanc					IΑ				NA		0	5/16/200
		To					26-1	359 Ga	aydell	Dr												
		From:					26-13	64 Keit	thwoo	d Dr												
(1365) Timpan Lane	0.11	140	R						~						ΙA				NA		0	5/16/200
			l					Cul-de														
(1366) Walking Landing Court	0.46	500	R					Dead l	End						ΙA				NA		۱	5/21/200
(1366) Walking Landing Court	0.40	To:						Dead 1	End					i	•/ \				14/1		0.	3/21/200
		From					26-13	55, E A	Autum	ın Dr												
(1367) Iris Circle	0.04	30	R											N	ΙA				NA		0	5/16/200
<u> </u>		To:						Cul-de	-Sac													
Woods Court	0.05	From:						Cul-de	-Sac						1.0				NΙΔ		01	5/16/200
(1368) Woods Court	0.05	40 To:	R				26-135	55, W	Autun	nn Dr					IA				NA		U:	5/16/200
		From						Cul-de		21				<u>.</u>								
(1369) Westbriar Lane	0.34	NA						cur de	Bue					N	lΑ				NA			
\bigcup		To:					26-135	55, W A	Autum	ın Dr												
(1369) Westbriar Lane	0.04	30	R											N	IΑ				NA		0	5/16/200
<u> </u>		To						Cul-de	-Sac													
O 5 11 0:		From:					26-1	1371 Ha	azel A	ve												- / /
(1370) Bell St	0.16	50	R				26.6	572 We	aklav	D _d					ΙA				NA		O	5/23/200
		From:						Cul-de		Ku												
(1371) Hazel Ave	0.18	90	R					Cui-de	-sac					N	IΑ				NA		0	5/19/200
		To					26	5-1370	Bell S	St												
(1371) Hazel Ave	0.07	120 From:	R					, 1370	Dens	,,,				N	IΑ				NA		0	5/19/200
<u> </u>		To					26-6	72 We	akley	Rd												
$\widehat{}$		From					US 1 I	Boydto	n Plan	ık Rd												
(1372) A P Hill Dr	0.09	520 To:	R				06 127	3 Sentr	T T:11	Ct					IA				NA		0	5/19/200
		From:												<u> </u>								
(1373) Sentry Hill Court	0.44	400	R				20-1	372 Be	gin Lo	оор					ΙA				NA		0	5/19/200
(1379)		To						End L	oop													
_		From						Cul-de	-Sac													
(1374)	0.06	NA												Ν	IΑ				NA			
<u> </u>		To- From:						26-13	382					-								
(1374)	0.05	NA													ΙA				NA			
_		To:						Cul-de		n.i												
(1375) Sequoia Court	0.13	120	R				26-1	382 Se	quoia	Kd					ΙA				NA		04	5/23/200
13/3) 3343314 33411	3.10	To:						Cul-de	-Sac													
		From						Cul-de														
(1376) Sierra Rd	0.07	60	R											N	ΙA				NA		0	5/23/200
		To					26-1	381 Ch	nesdin	Dr												
	0.07	From:	_					Cul-de	-Sac					\Box							_	- 104 1055
(1377) Yosemite Rd	0.07	50	R							Dr					1A				NA		O!	5/21/200

Route	Length	AADT	QA	4Tire	Bu	IS			-Truck xle 1Tr		QC	K Factor	QK	Dir Factor	AA	WDT	QW	Year
Dinwiddie County		From	1									1						
(1378) Woodstream Court	0.11	120	R					ul-de-S	ac			NA			ı	NA		05/21/2008
		To				26-	-1379 W	Voodstr	eam Cour	t								
		From				20	6-1380	Woods	tream Dr									
(1379) Woodstream Court	0.24	170	R									NA			ı	NA		05/21/2008
		To				26-13			Meadow	Dr								
(1380) Woodstream Dr	0.31	680	R					Dead Er	ıa			NA				NA		05/18/2005
(1300)		To					SR 1	226 Co	v Rd									
(1380) Woodstream Dr	0.53	150 From	R				BIC 2	220 00.	· ru			NA			ı	NA		05/18/200
		To					D	Dead Er	ıd									
		From					D	Dead Er	nd									
(1381) Chesdin Dr	0.43	590	R				an (22.5	D 1			NA			ı	NA		05/23/200
			1					226 Co										
(1382) Sequoia Rd	0.31	190	R			—		26-137	4			 NA				NA		05/15/2008
(1382) Sequoia Rd	0.51	To	Ë				26-138	31 Ches	din Dr						'	NA		03/13/2000
		From				_	26-138					i						
(1383) Olympic Lane	0.08	90	R									NA			ı	NA		05/15/2008
<u> </u>		To					Cı	ul-de-S	ac									
<u> </u>		From					26-138	32 Sequ	ioia Rd									
(1384) Yellowstone Dr	0.15	600	R				CD 2	26: 26	1204			NA				NA		05/15/200
		From						26; 26-										
(1385) McIlwaine Dr	0.30	580	R				D	Dead Er	ıa			NA				NA		05/27/2008
1383)	0.00	To					26 129	6 Dorm	ond Rd						•			00,2.,200
1385) McIlwaine Dr	0.13	920 From	R				20-1360	0 Kayıı	ioliu Ku			NA				NA		05/27/200
		то					26 139	59 Gayo	fall Dr									
1385) McIlwaine Dr	0.11	1400 From	R				20-130	J9 Gay	ICH DI			NA			1	NA		05/27/2008
		To					26-60	01 Rive	er Rd									
		From					Cı	ul-de-S	ac									
(1386) Raymond Rd	0.17	140	R									NA			I	NA		05/27/2008
<u> </u>		To					26-1399											
(1387) Beth Lane	0.12	120	L				26-1386	6 Raym	ond Rd			 NA				NA		05/27/2008
Beth Lane	0.12	To	Ë				26-135	59 Gayo	dell Dr			\exists				V /\		03/21/2000
		From						Dead Er										
(1388) Gloria Dr	0.03	10	R									NA			ı	NA		05/16/200
		To					26-1	389 Pa	ul Dr			_						
(1388) Gloria Dr	0.07	180	R									NA			ı	NA		05/16/200
\bigcirc		To				2	26-1385	5 McIlv	vaine Dr									
O = 15		From					26-13	888 Glo	ria Dr			<u> </u>						
1389 Paul Dr	0.10	120 To	R					ul-de-S	90			NA				NA		04/12/201
		From						01 Rive				+						
1390) Jackie Dr	0.09	450	R				20-00	UI KIV	er Ku			NA				NA		05/27/2008
		To					26-139	1 Jama	s Court									
(1390) Jackie Dr	0.10	390 From	R				20-139	1 Janne	Court			NA	· <u> </u>		-	NA	_	05/27/2008
		То					26-11	354 Ma	rk Dr									
(1390) Jackie Dr	0.08	160 From	R				20-13	- 7 1 V1 d	1/1			NA			ı	NA		05/27/2008
		To					26-1391	2 Donn	ie Court			—						
(1390) Jackie Dr	0.06	70 From	R				_0 13/2	- 201111	Court			NA			I	NA		05/27/2008
		To					C	ul-de-S	ac									

Route	Length	AADT	QA	4Tire	Bus			Truck Axle 17		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie Countv		From:					Cul-de-				-					
(1391) James Court	0.06	70	R				Cui-de-	-Sac			NA			NA		05/27/2008
		To-				26	5-1390 Ja	ckie Dr								
		From:					Cul-de-	-Sac								
(1392) Donnie Court	0.06	60 To:	R			2/	1200 I-	-1-1- D.:			NA			NA		05/27/2008
		From:					5-1390 Ja SR 226 C									
(1393) Brickwood Meadow Dr	0.19	400	R				SK 226 C	ox Ku			NA			NA		05/21/2008
1000		To:			26	-1395 B	Brickwoo	d Meadow	Lane							
		From:					Cul-de-	-Sac								
(1394) Brickwood Meadow Terr	ac e .05	40	R								NA			NA		05/21/2008
<u> </u>		To:			2			od Meado			1					
(1395) Brickwood Meadow Land	0.25	From: 180	R			26-13	380 Woo	dstream D	r		 NA			NA		05/21/2008
(1395) Brickwood Meadow Land	0.55	To:	K				Cul-de-	-Sac						INA		03/21/2000
		From:					Cul-de-									
(1396) Brickwood Meadow Cou	rt 0.15	130	R				do				NA			NA		05/21/2008
		To:			26	-1395 B	Brickwoo	d Meadow	Lane							
		From:					Dead I	End								
(1397) Woodstream Place	0.05	47	R			26.16	200 117	1. D			NA			NA		05/25/2005
		From:				26-13		dstream D	r		<u> </u>					
(1398) Woodstream Circle	0.06	50	R				Dead I	End			NA			NA		05/25/2005
(1398) VV oodstream Circle	0.00	To:				26-13	380 Woo	dstream D	r		一 <u>"</u> ``					00/20/2000
		From:					Cul-de-	-Sac								
(1399) Tower Court	0.09	220	R								NA			NA		05/27/2008
		To:				26-	1386 Ray	mond Rd			\neg —					
(1399) Tower Court	0.19	160	R								NA			NA		05/20/2011
<u> </u>		To:					Cul-de-	-Sac								
O 0 : 1 B1	0.44	From:					Dead I	End			<u>ا</u>					0.4/4.0/0.04
(1401) Springcreek Rd	0.41	160	R			IIS 1	Roydtor	n Plank Ro	1		NA T			NA		04/12/2011
		From:						on Plank R								
(1402) Main St	0.10	200	R			031	s, Boyuu	JII F IAIIK I	·u		NA			NA		05/25/2005
		To				26-6	519 Court	thouse Rd								
(1402) Sycamore Dr	0.15	260 From:	R			20-0	or cour	illouse Ru			NA			NA		05/25/2005
		To-				US 11	N, Boydto	on Plank F	Rd							
		From:				26	5-703 Ca	rson Rd								
(1403)	0.11	20	R								NA			NA		06/13/2005
		To:					Dead I									
(1404) Rowanty Lane	0.06	60	R			26-6	519 Court	thouse Rd			NA			NA		04/12/2011
(1404) Rowanty Lane	0.00	To:	K				Dead I	End						INA		04/12/2011
		From:				26-6		thouse Rd								
(1405) Lakewood Dr	0.20	220	R			20 (027 Court	illouse rea			NA			NA		05/02/2005
		Tot				26-	1406 Stor	newall Dr								
(1405) Lakewood Dr	0.16	60 From:	R								NA			NA		05/02/2005
$\overline{\bigcirc}$		To					Dead I	End								
		From:				26-1	1405 Lak	ewood Dr								
(1406) Stonewall Dr	0.43	150	R				~	~			NA			NA		05/02/2005
		To:					Cul-de-									
Ronnovilla Lana	0.50	From:	P				Dead I	End			NIA			NΙΛ		05/02/2005
(1407) Bonneville Lane	0.50	180	R								NA			NA		05/02/2005

Route	Length	AADT	QA	4Tire	Bus			Truck- Axle 1T		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County		From					Cul-de-	Sac/			1					
1408)	0.05	NA	<u> </u>				Cur-uc-	3ac/			NA			NA		
\bigcup		To					26-0136	9(B)/								
		From				26	-626 Flat	foot Rd			_					
(1410) Allen Rd	0.08	540	R								NA			NA		05/25/200
<u> </u>		To From				26-14	411 Doro	thy Circle]—					
(1410) Allen Rd	0.06	480	R								NA			NA		05/25/200
		To From				26-	1412 Fra	nces Dr			_					
1410 Allen Rd	0.11	320	R								NA			NA		05/25/200
<u> </u>		To From				26-	1413 S, A	Albert St]—					
1410) Allen Rd	0.07	80	R								NA			NA		05/25/200
$\overline{}$		To From				26-	1413 N,	Albert St			7—					
1410) Allen Rd	0.05	5	R								NA			NA		05/25/200
<u> </u>		To					Dead I	End								
<u> </u>		From		,	,		Cul-de-	Sac								
1411) Dorothy Circle	0.12	60	R								NA			NA		05/25/200
<u> </u>		To				26	-1410 A	llen Rd								
O		From				26	5-1410 A	llen Rd								
1412 Frances Dr	0.12	70	R				D 11	2 1			NA			NA		05/25/200
		10					Dead I				<u> </u>					
Albort Ct	0.00	From	В			26-	1410 S, A	Allen Rd						NIA		05/05/00/
Albert St	0.28	110 To	R			26-	1410 N	Allen Rd			NA			NA		05/25/20
		From				20-1					+					
1414) Bishop St	0.16	140	R				Dead I	ena			NA			NA		05/25/20
Distrop St	0.10										¬''			14/1		00/20/20
1414) Bishop St	0.13	100 From	R			26-	1415 Rai	nbow St			NA			NA		05/25/200
Bishop St	0.13	To	IX			26-6	19 Court	house Rd						INA		03/23/200
		From					-1414 Bi									
Rainbow St	0.12	20	R			20	-1414 DI	shop at			NA			NA		05/25/200
1413)	02	To					Dead I	End			٦					00,20,20
		From				20	6-601 Ri	ver Rd								
1420) River Run Dr	0.15	950	R								NA			NA		06/13/200
		To				26-1	423 Plar	tation Dr								
		From					Cul-de-	Sac								
Lake Dr	0.27	110	R								NA			NA		06/13/200
\smile		To					Cul-de-	Sac								
\circ		From				26	5-1421 L	ake Dr								
Plantation Place	0.04	40	R				~	~			NA			NA		06/13/200
<u> </u>		In					Cul-de-									
	0.00	From	_				Dead I	End			٠.,					00/40/00
1423 Plantation Dr	0.22	80	R				Dead I	2nd			NA			NA		06/13/200
		From									 					
Plantation Court	0.05	50	R				Cul-de-	Sac			NA			NA		06/13/200
Plantation Court	0.03	To	IX			26-1	423 Plar	tation Dr						INA		00/13/20
		From					5-1354 M				İ					
1425) Mark Dr	0.05	110	R				-1334 IV.	шкЫ			NA			NA		06/13/200
		To				<u>2</u> 6-1	423 Plar	tation Dr								
		From					Cul-de-				Ī					
Sons Way	0.15	190	R				_ u. uc				NA			NA		05/19/20
, , , , , , , , , , , , , , , , , , ,		To				26-	1382 Sec	quoia Rd								
		From					-1430 Sc				1					
1431) Bryans Circle	0.04	20	R								NA			NA		05/19/20
		To					Cul-de-	Sac								

					Din		ntenance Are							
Route	Length	AADT	QA	4Tire	Bus		Truck +Axle 1Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County		Fron												
(1432) Kyles Court	0.03	30	R			Cul-de	e-Sac		NA			NA		05/19/2008
(1402)		т				26-1430 S	ons Way							
		Fron	1:			26-1	442							
(1441) Drew Lane	0.07	170	R			26 1226 E			NA			NA		05/20/2011
		Fron				26-1336 F			<u> </u>					
(1442) Gilmar Court	0.11	100	R			Cul-de	e-sac		NA			NA		05/20/2011
1442		т				26-1441 D	rew Lane							
(1442) Gilmar Court	0.09	80 From	R			20-1441 D	iew Lane		NA			NA		05/20/2011
		Te):			Cul-de	e-Sac							
		Fron	n:			26-1504 Wo	oodland Dr							
(1501) Sutherland Dr	0.17	120	R						NA			NA		05/25/2005
<u> </u>		Fron	1:			26-1502 Wo	oodland Rd							
(1501) Sutherland Dr	0.29	290 Te	R			YYG 150	G 7.1		NA			NA		05/25/2005
			_			US 460								
(1502) Woodland Rd	0.08	Fron 80	"L			26-1501 Sut	herland Dr		 NA			NA		05/25/2005
(1502) VV dodiand Rd	0.00	т.				26-1503 B	elville Dr					INA		03/23/2003
		Fron	1:			26-1502 Wo								
(1503) Belville Dr	0.12	60	R						NA			NA		05/25/2005
		To	00			Dead	End							
\sim		Fron	n-			26-1505	Tara Dr							
(1504) Woodland Dr	0.10	80	R						NA			NA		05/25/2005
<u> </u>		Fron				26-1501 Sut	herland Dr		\supset					
(1504) Woodland Dr	0.14	30	R			D1	E. 4		NA			NA		05/25/2005
		Fron				Dead								
(1505) Tara Dr	0.10	70	R			26-1504 Wo	oodland Dr		NA			NA		05/25/2005
1505) Tara 21	0.10	To				Dead	End		i)					00/20/2000
		Fron	n:			26-006	31(B)/							
(1506)	0.18	NA							NA			NA		
$\overline{}$		Te	:			26-015	07(B)/							
\bigcirc	0.00	Fron	h.			Cul-de	-Sac/							
(1507)	0.36	NA	:			Cul-de	Sac/		NA			NA		
		Fron	1			Cul-de			1					
(1508)	0.08	NA				Cui-uc	-Sac/		NA			NA		
		To	:		,	26-01507(B)/2	26-01520(U)/							
		Fron	n:			26-1510 Ch	esdin Blvd							
(1509) Leonard Dr	0.23	200	R						NA			NA		05/05/2008
		Tr				Dead								
Choodin Plud	0.57	Fron				26-601 R	liver Rd					NIA		04/40/0044
(1510) Chesdin Blvd	0.57	880	R						NA			NA		04/12/2011
Choodin Plyd	0.46	Fron				26-1512 Ric	lgecrest Dr		NIA.			NΙΛ		04/12/2011
(1510) Chesdin Blvd	0.46	310	R						NA			NA		04/12/2011
(1510) Chesdin Blvd	0.06	40 Fron	R			26-1511 Che	esdin Court		NA			NA		04/12/2011
(1510) Chesdin Blvd	0.00	40				Dead	End		1,1/1			INA		J7/ 12/2011
		Fron	1:			26-1510 Ch								
(1511) Chesdin Court	0.04	40	R				2110		NA			NA		04/12/2011
\bigcup		Tr				Cul-de	e-Sac							
		Fron				26-1510 Ch	esdin Blvd							
(1512) Ridgecrest Dr	0.10	50	R						NA			NA		04/12/2011
		Tr				26-1513 Sho	oreview Dr							

Route	Lenath	AADT	QA	4Tire	Bus			ruck		QC	K	QK	Dir	AAWDT	QW	Year
Dinwiddie County	Longar	,0.2.	٠.,	11110	Duo	2Axle	e 3+Axl	e 1Trail	2Trail	QU	Factor	Q, t	Factor	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	α.,	roai
		From				26-15	509 Leonar	rd Dr								
1513) Shoreview Dr	0.13	220	R								NA			NA		05/05/2008
(1513) Shoreview Dr	0.15	160	R			26-151	12 Ridgecr	est Dr			NA			NA		05/25/2005
(1513) Shoreview Dr	0.15	Tou				26 1514	Watannia	v. Count						INA		03/23/2003
(1513) Shoreview Dr	0.13	80 From	R			20-1514	Watervie	w Court			NA			NA		05/25/2005
		То	-			(Cul-de-Sac									
O		From				C	Cul-de-Sac	:								
(1514) Waterview Court	0.05	30	R			26 151	3 Shorevi	assy Dr			NA			NA		05/25/2005
		From	! :				601 River									
(1515) Edrie Dr	0.13	430	R			20-0	oor Kiver	Ru			NA			NA		05/25/2005
		To				26-15	516 Eugen	e Dr								
(1515) Edrie Dr	0.04	20	R								NA			NA		05/25/2005
<u> </u>		То]	Dead End									
(1516) Eugene Dr	0.12	90	R]	Dead End				 NA			NA		05/25/2005
(1516) Eugene Dr	0.12	30				26 1517	T 1 1	D.						INA		03/23/2003
(1516) Eugene Dr	0.22	410 From	ī R			20-1517	Independ	ence Dr			NA			NA		05/25/2005
(1510) ==9====		То				26-1	1515 Edrie	Dr								
		From				26-1	1518 Hope	Dr								
1517 Independence Dr	0.07	170	R			26.15	71.C.E.				NA			NA		05/25/2005
		From] .I				516 Eugen	e Dr								
(1518) Hope Dr	0.07	70	R				Dead End				NA			NA		05/25/2005
(1010)		To	_			26-1517	Independ	ence Dr								
(1518) Hope Dr	0.10	80 From	R			20 1317	пасрена	chec Di			NA			NA		05/25/2005
$\overline{}$		То]	Dead End									
O 0 . D	2.22	From				26-151	10 Chesdin	Blvd								05/07/0000
(1519) Seay Dr	0.09	30	R			(Cul-de-Sac				NA			NA		05/27/2008
		From					7(B)/26-01									
(1520)	0.08	NA					(=),======				NA			NA		
<u> </u>		To	:			C	Cul-de-Sac	/								
Ook St	0.07	From)	Dead End							NA		04/20/2000
1530) Oak St	0.07	40	R								NA			NA		04/30/2008
(1530) Oak St	0.09	From From	R			26-	1531 Elm	St			NA			NA		04/30/2008
(1530) Oak St	0.00	То				26-	-751 Cox I	Rd								0 1/00/2000
		From				26-	1530 Oak	St								
(1531) Elm St	0.23	60 To	R								NA			NA		04/30/2008
		From	<u>.</u>				-751 Cox I									
(1535)	0.08	NA .	<u> </u>			26-13	339 Creek	Lane			NA			NA		
(1333)	0.00	To				C	Cul-de-Sac									
		From				26-13	39 Creek	Lane								
1536	0.07	NA				_	711 ~				NA			NA		
		To]				Cul-de-Sac									
(1537)	0.03	NA Prom				26-13	339 Creek	Lane			NA			NA		
	3.00	To	:			(Cul-de-Sac									
		From					-751 Cox I									
9116 Midway Elem Sch	0.14	140	R								NA			NA		05/17/2011
		To	1			26-	-751 Cox I	₹d								

					Din	widdie M	laintenan	ce Area	1							
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of McKennev		From	.1						ZIIdii		1 40101		1 actor			
(9117) McKenney Elem School	0.04	120	R				Sunnyside				NA			NA		05/17/2011
Dinwiddie County		To				26-614	Sunnyside	Dr								
9118) Dinwiddie Elem Sch	0.07	From 260	R			,	26-703				NA			NA		05/19/2008
	0.05	100 From	R			0.07	MN US 1				NA			NA		05/02/2005
9118)		To From	:			0.12	MN US 1				$\supset -$					
9118	0.09	160	R			0.21	MN US 1				NA			NA		05/02/2005
9118	0.09	200 From	R				ydton Plank	· DA			NA			NA		05/02/2005
Town of McKennev																
9119	0.02	30	R			26-100	1 Bolling R	d			NA			NA		1999
(9119)	0.10	40 From	R			0.02 N	MN 26-100	1			NA			NA		1999
		To				Cu	ıl-de-Sac									
Dinwiddie County		From	:			US 1 Bo	ydton Plank	Rd								
(9535) Eastview Dr	0.23	890	R			0.23	MN US 1				NA —			NA		05/19/2008
9535 Eastview Dr	0.20	800 From	R								NA			NA		05/19/2008
9535) Eastview Dr	0.13	700 From	R				MN US 1				NA			NA		05/19/2008
		To					ydton Plank Courthouse									
9923 Dinwiddie Jr High Sch	0.05	620	R			20-027	Courtilouse	Ku			NA			NA		05/19/2008
9923) Dinwiddie Jr High Sch	0.13	720 From	R			0.05	MN 26-627	'			NA			NA		05/02/2005
(9923) Dinwiddie Jr High Sch	0.15	700	R			0.18	MN 26-627	1			NA			NA		05/02/2005
<u> </u>		From				0.33	MN 26-627				<u> </u>					
9923 Dinwiddie Jr High Sch	0.11	700 To	R			26-627	Courthouse	Rd			NA			NA		05/02/2005
(608) Johnson Rd	0.31	850	N	97%	1%	Prince Geo	orge County	Line 1%	0%	N	0.089	N		860	N	2011
G08 Johnson Rd	0.51	000 To	-	31 /6	1 70		45; 26-677	1 70	070	IN	0.003	IN			IN	2011
608 Johnson Rd	1.00	2000 To	F	99%	1%	0%	0% Petersburg	0%	0%	С	0.094	F		2100	F	2011
City of Petersburg											-					
3 13a Vaughn Rd	0.64	990	F		SCL	Petersburg	;; 26-675 V	aughan R	d		0.085	F		1000	F	2011
		To					13 Halifax I	Rd								
4 123 Wells Rd	0.41	4500 To	F	88%	0%	1%	2%	9%	0%	С	0.083	F		4800	F	2011
		From] :				el Level Ro SX RR	1			<u> </u>					
9002 123 Halifax Rd	0.18	6300	F	98%	1%	1%	0%	0%	0%	F	0.088	F		6700	F	2011
(9002) Halifax St	0.58	4900	F	98%	1%	1%	terson St 0%	0%	0%	F	0.085	F		5200	F	2011
<u> </u>	0.19	5600 From	F	98%	1%	Bay 1%	lors Lane	0%	0%	F	0.09	F		5900	F	2011
9002 123 Halifax St		То					ginia Ave									

Route Length AADT QA 4Tire Bus Substitute Bus Substitute Substi
Halifax St 0.37 8200 F 98% 1% 1% 1% 0% 0% 0% 0% F 0.084 F 8700 F 2
Halifax St 0.37 8200 F 98% 1% 1% 0% 0% 0% 0% F 0.084 F 8700 F 2
Halifax St 0.29 8100 F 98% 1% 1% 0% 0% 0% F 0.09 F 8600 F 2
Halifax St 0.28 8700 F 98% 1% 1% 0% 0% 0% 0% C 0.087 F 9200 F 2 Substruct
Union St 0.12 3300 F 98% 1% 1% 0% 0% 0% C 0.092 F 3500 F 2 Us 1, Us 460 W Washington St
Union St 0.17 1500 F 97% 1% 1% 1% 1% 0% 0% 0% C 0.106 F 1600 F 2
South Boulevard 0.92 7700 F 99% 0% 0% 0% 0% 0% 0% 0
Defense Rd 0.47 2100 F 98% 0% 19% 0% 0% 0% 0 0 0 0 0 0 0 0 0 0 0
Defense Dr 1.77 3300 F 99% 0% 0% 0% 0% 0% 0% 0
South Boulevard 0.92 7700 F 99% 0% 0% 0% 0% 0% 0% 0% 0% 0
S. Sycamore St South Boulevard 0.18 5500 F 99% 0% 0% 0% 0% 0% F 0.085 F 5800 F 2
South Boulevard 0.72 2000 F 99% 0% 0% 0% 0% 0% 0% F 0.098 F 2100 F 2
South Boulevard 0.72 2000 F 99% 0% 0% 0% 0% 0% F 0.098 F 2100 F 2 Anderson St Halifax Rd 0.96 Flank Rd 0.96 Flank Rd 0.47 3400 F 99% 0% 1% 0% 0% 0% 0% 0
Flank Rd 0.96 1900 F 99% 0% 1% 0% 0% 0% 0 C 0.102 F 2000 F 2 Solution Final Rd Fi
Second Flank Rd 0.47 3400 F 99% 0% 1% 0% 0% 0% F 0.102 F 3600 F 2000 F 10 1 1 1 1 1 1 1 1
Flank Rd 0.47 3400 F 99% 0% 1% 0% 0% 0% F 0.102 F 3600 F 2 Birdsong Rd
Flank Rd 0.75 2800 F 99% 0% 1% 0% 0% 0% F 0.093 F 3000 F 2 Fort Hayes Dr From: Flank Rd N 9006 Flank Rd (1-Way) 0.13 2500 F 99% 0% 0% 0% 0% 0% 0% 0% C 0.093 F 3300 F 2 10
Flank Rd 0.91 3100 F 99% 0% 0% 0% 0% 0% C 0.093 F 3300 F 2 Flank Rd (1-Way) 0.13 2500 F 99% 1% 1% 0% 0% 0% 0% C 0.105 F 2700 F 2 US 301 S Crater Rd
Flank Rd (1-Way) 0.13 2500 F 99% 1% 1% 0% 0% 0% C 0.105 F 2700 F 2 US 301 S Crater Rd US 301 S Crater Rd 1.9008 Rives Rd 0.48 6900 F 98% 0% 1% 0% 1% 0% C 0.098 F 7300 F 2 1.95 1.95
Flank Rd (1-Way) 0.13 2500 F 99% 1% 1% 0% 0% 0% C 0.105 F 2700 F 2 US 301 S Crater Rd US 301 S Crater Rd US 301 S Crater Rd
From: US 301 S Crater Rd
9008 Rives Rd 0.48 6900 F 98% 0% 1% 0% 1% 0% C 0.098 F 7300 F 2
From: I- 95 O
To ECL Petersburg From: 123-9008 Rives Rd
125 7000 Mrcs Ru
9008) Ramp 0.17 840 A 0.138 A 860 A 2
From: 123-9008 Rives Rd
9008) Ramp 0.16 NA NA NA
I-95 North
SR 142 Boydton Plank Rd 9009 Dupuy Rd 1.24 400 F 97% 2% 1% 0% 0% F 0.099 F 430 F 2
9009 Dupuy St 0.58 1500 F 97% 2% 1% 0% 0% 0% F 0.101 F 1600 F 2
Youngs Rd 9009 Farmer St 0.86 3300 F 97% 2% 1% 0% 0% C 0.086 F 3500 F 2
S. South St
(9009) Farmer St 0.47 2800 F 97% 2% 1% 0% 0% F 0.088 F 2900 F 2 To Halifax St

					וווט	widdie iv	ıalı il e riai	ice Area	1							
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Petersburg		From:					~ ~.				-					
9010) Wagner Rd	0.73	16000	F	98%	0%	0%	Crater Rd 0%	1%	0%	С	0.087	F		17000	F	2011
9010 Wagner Rd	0.73	To	Ė	90 /6	0 /6	0 76	I-95	1 /0	0 /6	C	0.067			17000	-	2011
		From:					I -95									
9010 Wagner Rd	1.60	11000	F	95%	0%	1%	0%	3%	0%	С	0.092	F		12000	F	2011
123/		To:				Co	ounty Dr									
E <u>a</u> st		From:				123-90	10 TO RT	95								
9010 Ramp	0.30	930	F								0.105	F		930	F	2011
123/		To:			I-	95-S FRO	M WAGN	ER RD								
Vest		From:				123-90	10 TO RT	95								
9010 Ramp	0.25	260	F								0.133	F		260	F	2011
		To:				I-95-S FR	WAGNE	RRD								
Vest		From:				123-90	10 TO RT	95								
9010) Ramp	0.34	3300	F								0.107	F		3300	F	2011
		To:			I-	95-N FRO										
<u> </u>		From:					Petersburg									
Squirrel Level Rd	0.82	900	F	99%	0%	0%	0%	0%	0%	С	0.11	F		950	F	2011
<u>~</u>		To: From:				W	/ells Rd									
9011 Squirrel Level Rd	0.25	4800	F	90%	0%	1%	2%	8%	0%	С	0.087	F		5100	F	2011
<u> </u>		To:				Ram	p To I- 85									
Squirrel Level	0.20	8200 From:	F	98%	1%	1%	0%	0%	0%	F	0.085	F		8700	F	2011
123		To:				Povdt	on Plank R	d								
Young Rd	0.55	4100 From:	F	98%	1%	1%	0%	0%	0%	F	0.089	F		4400	F	2011
Young Rd	0.00	4100	<u> </u>	3070	170			070	070		0.000	•		1100	•	2011
Value Dd	0.50	From:	<u> </u>	000/	40/		alor Dr	00/	00/		0.404	_		0700		0044
Young Rd	0.59	2600 To:	F	98%	1%	1%	0%	0%	0%	С	0.101	F		2700	Г	2011
							09 Dupuy									
O Domo	0.15	From:			123-901	11 I-85-N0	65A FROM	И & ТО R	T 8		0.004	۸		4700	^	2011
9011 Ramp	0.15	4400 To:	Α		1 05 N E	ROM SQU	IIDDEI I	EVEL DO	MD		0.094	Α		4700	A	2011
		From:			1-0J-IN I				JAD							
9011) Ramp	0.22	NA Prom				123-9011	Squirrel I	evel			NA			NΙΛ		
9011 Ramp	0.22	To:				TS	35 South				INA			INA		
		From:	1													
Q012) Lee Ave	0.56	2400	F	96%	3%	1%	Vest St 0%	0%	0%		0.099	F		2500	_	2011
9012 123 Lee Ave	0.36	2400		90%	3%	170	0%	0%	0%	С	0.099	Г		2300	г	2011
<u> </u>		From:	L				alifax St				_					
Porterville St	0.15	1500	F	98%	1%	0%	0%	0%	0%	F	0.081	F		1600	F	2011
_		To: From:					arding St									
9012) New St	0.18	1400	F	98%	1%	0%	0%	0%	0%	С	0.086	F		1500	F	2011
		To: From:			-		rrison St		-							
9012) Harrison St	0.03	1300	F	98%	1%	1 0%	New St 0%	0%	0%	F	0.092	F		1/100	F	2011
9012 Harrison St	0.03	1300 To:		3070	1 70		orling St	U 70	070	Г	0.092	r		1400	Γ'	2011
		From:	L				rrison St			_				2700 F 4700 A NA 2500 F 1600 F 1500 F 1400 F		
9012 123 Corling St	0.09	580	F	98%	1%	0%	0%	0%	0%	F	0.087	F		620	F	2011
123/		To				C C.	ycamore St									
Graham Rd	0.83	4400 From:	F	99%	0%	0%	0%	0%	0%	F	0.087	F		4700	F	2011
9012) Granam Rd	3.00		_		- / 0				- / 0	-		•			-	_0.1
O 0 1 D1	0.14	10000	F	000/	0%	Ramp 0%	From I-9: 0%		09/	С	0.083	F		11000	F	2011
				99%	U%		rater Rd	0%	0%	U	0.063	۲		11000	Г	2011
Graham Rd	0.14	To:				C	iaici Ku									
9012) Granam Rd	0.14	To:	! !			~ ~-	D									
123/		From:		000/	Λ0/		Petersburg		00/	^	0.000	_		4000		2044
123/	1.79		F	90%	0%	SCL 1%	Petersburg 2%	7%	0%	С	0.088	F		4000	F	2011
9013 Halifax Rd	1.79	From: 3700 To: From:				1% W	2% Vells Rd	7%								2011
(123)		From:	F	90%	0%	1% W 0%	2%	7% 3%	0%	C	0.088	F		4000 440	F	2011

					DIII	widdie Ma	liiileiiaii	ice Ale	1							
Route	Length	AADT	QA	4Tire	Bus	2Axle :			2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Petersburg		From	i .			CCI D										
9015 123 Johnson Rd	0.01	2600	F	96%	3%	1%	etersburg 0%	0%	0%	F	0.115	F		2700	F	2011
9015 Johnson Rd	0.54	1000	F	99%	0%	Fla 0%	nk Rd 0%	0%	0%	С	0.093	F		1100	F	2011
9015 Johnson Rd	1.39	4900 From	F	96%	3%	Birds 1%	ong Rd 0%	0%	0%	С	0.11	F		5200	F	2011
9015 Johnson Rd	0.46	6500 From	F	96%	3%	Sout 1%	h Blvd 0%	0%	0%	F	0.08	F		6900	F	2011
\bigcirc	0.37	5000	F	96%	3%	Nort	h Blvd 0%	0%	0%	F	0.092	F		5300	F	2011
9015 Johnson Rd	0.57	3000 _{To}		3070	370		uke St	070	070		0.032	'		3300	'	2011
9015 High Pearl St	0.20	4300 From	F	96%	3%	1%	0%	0%	0%	F	0.082	F		4600	F	2011
9015) High Pearl St	0.08	2900 From		98%	1%	Virgi 0%	nia Ave 0%	0%	0%	F	0.088	F		3100	F	2011
(9015) High Pearl St		То		2070	. , 0	ST Ma	atthew St		2,0	•		•		2.50	•	
9015 Harding St	0.22	1600	F	98%	1%	ST Ma	tthews St	0%	0%	С	0.086	F		1700	F	2011
123		To	:				rville St									
9015 Harding St	0.27	810 _{To}	F	98%	1%	0%	o% ifax St	0%	0%	F	0.094	F		850	F	2011
		From	•				etersburg	:			i					
Birdsong Rd	0.62	560	F	97%	1%	2%	0% son Rd	0%	0%	С	0.126	F		590	F	2011
		From	1				hington S	t								
N Sycamore St	0.18	3100	F	98%	1%	2%	0%	0%	0%	F	0.097	F		3300	F	2011
9021 N Sycamore St	0.15	2800 From	F	98%	1%	2%	abb St	0%	0%	С	0.094	F		3000	F	2011
		From	i <u> </u>			3US 01-P B		ok St								
9023) North Blvd	0.57	2500		99%	1%	John 0%	son Rd 0%	0%	0%	С	0.089	F		2600	F	2011
		To				S Syca	amore St									
9025 Virginia Ave	0.22	510	F	97%	2%	Gate 2%	s Lane 0%	0%	0%	С	0.104	F		540	F	2011
123		To From				Hardii	ng Street				<u> </u>					
9025 Virginia Ave	0.32	2100 To	F	97%	2%	2%	0%	0%	0%	F	0.093	F		2300	F	2011
9025 Young Ave	0.20	2100 From	F	97%	1%	1%	0%	1%	0%	С	0.089	F		2200	F	2011
9025 Young Ave	0.11	3100 From	F	97%	1%	Arlingt 1%	ton Street 0%	1%	0%	F	0.090	F		3300	F	2011
O 0.111 . 101	0.28	3600	F	97%	1%	West Street		venue 1%	0%	F	0.090	F		3800	F	2011
9025 S West St	0.20			J1 70	1 /0		0%		U /0	Г	0.090	Г		3000		ZU11
9025 S West St	0.23	3800 From	F	97%	1%	1%	a Avenue	1%	0%	F	0.093	F		4000	F	2011
9025 S West St	0.14	3100 From	F	97%	1%	Fari 1%	mer St 0%	1%	0%	F	0.094	F		3200	F	2011
9025 S West St	0.07	2400 From	F	97%	1%	1%	ythe St 0%	1%	0%	F	0.089	F		2600	F	2011
		То				W Wasi	hington S	t								
9027) S West St	0.63	1900	F	98%	1%	1%	ifax St 0%	0%	0%	С	0.096	F		2000	F	2011
_	0.63	From		98%	1%	Hali 1%	ifax St		0%	С	0.096	F		2000	F	2

					Din	widale iv	laintenan	ce Area	1							
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle	0.1		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Petersburg		From	.ī			Y	A									
9029 S. South St	0.36	2100	F	98%	1%	1%	ee Ave 0%	0%	0%	С	0.094	F		2200	F	2011
9029) S. South St	0.09	3400	F	99%	0%	0%	Wythe St 0%	0%	0%	F	0.092	F		3600	F	2011
9029 S. South St	0.09	3400		9970	0%			076	0%	Г	0.092	Г		3000	Г	2011
9029 N. South St	0.20	6100	F	99%	0%	0%	hington St 0%	0%	0%	F	0.00			6500	F	2011
9029 N. South St	0.20	To	-	99%	076		ligh St	076	0%	Г	0.09	F		6500	Г	2011
		From					South St				1					
9029 High St	0.02	890	F	99%	0%	0%	0%	0%	0%	F	0.088	F		940	F	2011
(23)		To	:				anal St									
9029 Canal St	0.20	6400	F	99%	0%	0%	ligh St 0%	0%	09/	С	0.088	F		6700	F	2011
9029 Canal St	0.20	0400 To	-	99%	076		ove Ave	076	0%	C	0.088	Г		6700	Г	2011
		From														
9031) Byrne St	0.40	650	 	99%	1%	0%	New St 0%	0%	0%	С	0.091	F		680	F	2011
9031 Byrne St	0.40	To		99 /0	1 /0		alifax St	0 /0	076		0.091	•		000	-	2011
		From	:				lifax Rd									
9031 S. Market St	0.12	2600	F	99%	1%	0%	0%	0%	0%	F	0.093	F		2800	F	2011
173)		To	c .			V	ythe St									
		From				Syc	amore St									
9033) Apollo St	0.14	100	F	99%	1%	0%	0%	0%	0%	F	0.180	F		110	F	2011
123/		To	:				Adams St									
	0.50	From	<u> </u>	000/	40/		pollo St	00/	00/		0.000	_		2000	_	2044
9033 Jefferson St	0.58	1900	F	99%	1%	0%	0%	0%	0%	С	0.093	F		2000	F	2011
		From					Wythe St d Street				+					
9033) Henry St	0.04	920	F	99%	1%	0%	0%	0%	0%	F	0.099	F		970	F	2011
9033) Henry St		To	:			N.	Adams St									
		From	:			E Wa	shington St									
9038 Puddledock Rd	0.40	7100	F	93%	1%	2%	2%	2%	0%	С	0.095	F		7500	F	2011
9038) Puddledock Rd		To	:			ECL	Petersburg									
		From	:				anal St				i					
9046 123 High St	0.58	1000	F	98%	1%	1%	0%	0%	0%	С	0.097	F		1100	F	2011
123		To	:			ΝI	Market St									
		From					Aanket St									
9046 W Bank St	0.14	1900	F	98%	1%	1%	0%	0%	0%	F	0.094	F		2000	F	2011
		To From				N S	camore St									
9046) E Bank St	0.11	2700	F	98%	1%	1%	0%	1%	0%	С	0.101	F		2800	F	2011
1239		To	:				2nd St									
Ponk Ct	0.05	From	<u> </u>	060/	10/		N Crater F		00/	С	0.100	_		2000	_	2011
9046 Bank St	0.25	2700	F	96%	1%	2%	0%	1%	0%	C	0.109	F		2800	Г	2011
<u> </u>		From					East St					_				
9046) Bank St	0.21	3700	<u>_</u> F_	96%	1%	2%	0%	1%	0%	F	0.1	F		3900	F	2011
							Washingto	ı St								
O W.∓ ⊙:	2.55	From	L_	0701	401		Market St	001	001			_		4000	_	001
9048 W Tabb St	0.09	1200	F	97%	1%	2%	0%	0%	0%	F	0.113	F		1200	F	2011
		From					nion St									
9048 W Tabb St	0.06	1600	F	97%	1%	2%	0%	0%	0%	F	0.114	F		1700	F	2011
		To From				N S	camore St				\supset —					
9048 E Tabb St	0.12	960	F	97%	1%	2%	0%	0%	0%	С	0.112	F		1000	F	2011
123/		To	:	_	_	N.	Adams St	_	_							
		From	:			De	fense Rd									
9053) Baylors Ln	0.65	1600	F	98%	1%	1%	0%	0%	0%	С	0.099	F		1700	0 F 00 F 00 F 00 F 00 F 00 F	2011
123/		To	·	•		Н	alifax St		•	•						
		From				E Wa	shington St									
9055 Madison St	0.05	1700	F	96%	1%	2%	1%	1%	0%	F	0.107	F		1800	F	2011
						Fr										

							viairiteriai									
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
ity of Petersburg		Fron									-					
Madison St	0.18	1500	F	96%	1%	2%	ranklin St 1%	1%	0%	С	0.110	F		1600	F	2011
123	0.10	To	_		. , ,		E Bank St	.,,				•			•	
Madison St	0.07	930 From	F	96%	1%	2%	1%	1%	0%	F	0.104	F		980	F	2011
123		Tr					lingbrook S									
		Fron	:			E	E Bank St									
Fifth St	0.05	310	F								0.162	F		330	F	201
		Te Fron				Boll	lingbrook S	t								
Fifth St	0.08	540	G	87%	2%	2%	3%	5%	0%	С	NA			580	G	201
		Te]	River St									
<u> </u>		Fron					Rd One-W					_			_	
Flank Rd N	0.20	3900	<u>_F</u>	99%	0%	0%	0%	0%	0%	С	0.085	F		4100	F	201
		10					1 S Crater 1	Rd			_					
C A dama Ct	0.40	From	 F			Е	Wythe St				0.000	_		E400	_	204
S Adams St	0.10	4900 To	F			F W	ashington S	t			0.092	F		5100	F	201
		Fron					6Th St									
Accomack St		380	F				011131				0.111	F		410	F	201
7.000		Tr	· -				7Th St					•			•	_0.
		Fron	:			Old	l Church St				i					
Cameron St		350	F								0.096	F		370	F	201
		To	:			(Center St									
		From				Prince	e George A	ve								
Culpeper Ave		410	F								0.120	F		440	F	201
		To	:			Bn	unswick St									
Custer St		Fron	<u> </u>			Н	Ialifax Rd									
	440	F				TT 1.0:				0.091	F		470	F	201	
			<u> </u>				Hawk St				<u> </u>					
Dorby Dr		From				I	Busby St				0.122	_		220	_	201
Darby Dr		220				Н	Halcun Dr				0.123	F		230	F	201
		Fron	:													
Gordon Dr		290	F			L	Dering Rd				0.113	F		300	F	201
00.002.		To	:]	Hoke Dr					•		000	•	_0.
		From	:			\	/alley Dr									
Homestead Dr		690	F								0.095	F		730	F	201
		To	:			M	idland Rd									
		Fron	:			F	ilmore St									
Jefferson St		2500	F								0.085	F		2700	F	201
		Te	c			ST.	Andrews St									
		From	<u> </u>			N	Vivram St									
North Park Dr		860	F			D	D.1				0.088	F		910	F	201
							Retang Rd									
Oakmont Dr		100	F			Hoi	mestead Dr				0.117	_		110	F	201
Oakmont Di		To	<u> </u>			М	idland Rd				0.117	Г		110	Г	201
		Fron	:				lingbrook St									
Old Church St		610	F			llod	inguiook S	ı			0.124	F		650	F	201
		Th				1	Miller St									
		Fron	c				Floyd St									
Patterson Ave		810	F								0.161	F		860	F	201
		To	:			(Carver St									
		Fron					Valor Dr									
Pleasants Ln		970	F								0.118	F		1000	F	201
		To	•			D	Oupuy Rd									

						madio maintonanoo ma							
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Yea
of Petersburg													
		Fron				Ash St							
Richmond Ave		740	_ <u>F</u> _					0.093	F		780	F	201
		Tr	•			Nash St							
		Fron	:			Valley St							
Rollingwood Rd		70	F					0.175	F		80	F	201
		To	:			Homestead Dr							
		Fron	:			Forest Hill Rd							
South Park Dr		2000	F					0.098	F		2100	F	201
		To	:			West Park Dr							
		Fron				Bolling Street							
St Luke St		450	F					0.104	F		480	F	201
		To	:			Chestnut Street							
		Fron	:			High Pearl St							
St Matthew St		2900	F					0.093	F		3100	F	201
		To	:			Harding St							
		Fron	:			Custer St				·			
Talley Ave		620	F					0.222	F		660	F	201
•		To	:			Edmonds Ct							