2009

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.

2009 Annual Average Daily Traffic Volume Estimates By Section of Route Dinwiddie Maintenance Area

5 .		1 2			4.7.	_		Tru	ıck		-00	K	014	Dir	4 414/5-	
Route	Jurisdiction	Length	AADT (QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
~~~	From:	Brunsw	rick County L	ine												
1 Boydton Plank Rd	Dinwiddie County	2.46	1400	G	96%	1%	1%	1%	1%	0%	F	NA			1500	G
<del>~</del>	To: From:	SCI	L McKenney													
1 Boydton Plank Rd	Town of McKenney (Maint: 26)	0.23	1400	N	96%	1%	1%	1%	1%	0%	Ν	NA			1500	Ν
<u>~</u>	To: From:	SR 4	0 Doyle Blvd	l												
1 Boydton Plank Rd	Town of McKenney (Maint: 26)	0.33	1900	G	96%	1%	1%	1%	1%	0%	F	0.093	F		2100	C
<del>~</del>	To- From:	NCI	L McKenney				$\Box$ $\vdash$									
1 Boydton Plank Rd	Dinwiddie County	4.05	1900	N	96%	1%	1%	1%	1%	0%	Ν	0.093	Ν		2100	1
<u> </u>	To: From:	26-649	Snap Lodge l	Rd			<u> </u>									
1 Boydton Plank Rd	Dinwiddie County	5.65	2200	G	96%	1%	1%	1%	1%	0%	F	0.098	F	0.689	2300	(
<del></del>	To:	26-627	Courthouse I	Rd			$ \vdash$									
1 Boydton Plank Rd	Dinwiddie County	2.48	3800	G	96%	1%	1%	1%	1%	0%	С	0.099	F		4100	(
<u> </u>	Tai	26-740	Turkey Egg I	Rd			<u> </u>									
1 Boydton Plank Rd	Dinwiddie County	3.61		G	96%	1%	1%	1%	1%	0%	F	0.101	F		5600	(
<i>~</i>	To	S 26-613	B Dabney Mill	l Rd												
1 Boydton Plank Rd	Dinwiddie County	3.09		G	96%	1%	1%	1%	1%	0%	F	0.093	F		8700	(
•	To	Bus HS	S 460 Airport	St												
Bus Payettan Plank Bd	Dinwiddie County				060/	40/	40/	40/	40/	00/	F	0.090	F		12000	,
1 460 Boydton Plank Rd	Diriwiddie County			G	96%	1%	1%	1%	1%	0%	Г	0.090	Г		13000	(
Bus	To: From:	I-85 SV	W of Petersbu	ırg												
1) (460) Boydton Plank Rd	Dinwiddie County	1.22	14000	G	97%	0%	1%	1%	1%	0%	С	0.098	F		15000	(
<del>\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ </del>	To: From:	SR	226 Cox Rd				<b>—</b> —									
1 (460)	Dinwiddie County	0.45	13000	Α	98%	0%	1%	1%	1%	0%	С	0.105	Α	0.533	14000	,
1 (460)	To				0070	070		170	170	070	Ü	0.100	,,	0.000	1 1000	•
Bus	From:		L Petersburg													
1 (460) Washington St	City of Petersburg	0.40	13000	G	98%	0%	1%	1%	1%	0%	F	NA			14000	(
Bus	To: From:	S	Summit St													
1 \ 460 \ Washington St	City of Petersburg	0.18	13000	G	98%	0%	1%	1%	1%	0%	F	NA			14000	(
$\sim$	To		Elm St													
Bus Washington St	City of Petersburg			G	96%	1%	1%	1%	40/	0%	F	0.085	F		16000	(
1 460 Washington St	City of Petersburg		Par; Wythe S		90%	1%	1%	1%	1%	0%	Г	0.085	Г		16000	,
Bus	From:	US 1 Par, Washi			Lane											
1) (460) Wythe St	City of Petersburg	1.08	7600	G	96%	1%	1%	1%	1%	0%	С	0.082	F		8300	(
~ ~	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	16000	G	96%	1%	1%	1%	1%	0%	F	NA			18000	(
Duo	To: From:		Perry St													
1 \(\begin{align*} 460 \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\	City of Petersburg	0.15	9200	G	96%	1%	1%	1%	1%	0%	F	NA			10000	(
1) (400) / 5	Combined Traffic Estimates for 2 Parallel Roadways			G	96%	1%	1%	1%	1%	0%	F	NA			20000	(
	To:		36 Market St		0070	1 /0		. 70	. 70	J / 0	•	. 4/ 1			2000	

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# 2009 Annual Average Daily Traffic Volume Estimates By Section of Route Dinwiddie Maintenance Area

		Dinwiddie						Tru	ıck			K		Dir		
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Bus	From:	SR	36 Market	St				2000				. 2.5101				
1 (460) (36) Wythe St	City of Petersb	ourg 0.20	9900	G	96%	1%	1%	1%	1%	0%	F	NA			11000	G
	To: From:	ALT U	S 301 Sycar	more St												
ALT Bus (36) (36) Wythe S	St City of Petersb		12000	G	96%	1%	1%	1%	1%	0%	F	NA			13000	G
(1) (301) (460) (36) (7) (10 (	Combined Traffic Estimates for 2 Parallel	-		G	95%	1%	1%	1%	2%	0%	F	NA			29000	G
	To:		S 460 Jeffer		3070	170		170	270	070	•	147 (			20000	
ALT	From:		JS 460 Wyt			101		407								
1 301 Jefferson St	City of Petersb	ourg 0.09	3900	G	96%	1%	1%	1%	1%	0%	F	0.082	F	0.687	4300	G
ALT	To: From:	Bus US 40	60 Par, Was	hington S	St											
1 301 Jefferson St	City of Petersh	ourg 0.26	790	G	96%	1%	1%	1%	1%	0%	F	0.096	F	0.674	860	G
	To:		Henry St													
ALT (1) (301) 3rd St	City of Petersb	ourg 0.05	330	G	96%	1%	1%	1%	1%	0%	F	0.115	F	0.573	350	G
1 301 3rd St	only of 1 cloral				3070	170	1 70	1 /0	170	070	•	0.113	'	0.575	330	J
ALT	To: From:		301 Par, Bar													
1 301 3rd St	City of Petersb		400	G	96%	1%	1%	1%	1%	0%	F	0.11	F	0.634	430	G
ALT	To: From:		1 Bollingbr 1; 3RD ST													
(1) $(301)$ $(301)$ $(36)$ Bollingb	rook St City of Petersb		4600	G	98%	0%	1%	0%	0%	0%	F	0.122	F	0.85	5100	G
	To:	US 1 Par; US	301 Par Re	allinghra	ok St											
1 (301)2nd St	From: L City of Petersb		13000	G	99%	0%	0%	0%	0%	0%	F	NA			13000	G
	To:	SCL	Colonial He	eights												
Bus	From:	US 1 Wy	the St Batte	rsea Lan	2											
(1) (460) Washington St	City of Petersh		8500	G	97%	1%	1%	1%	1%	0%	F	0.089	F		9300	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	16000	G	96%	1%	1%	1%	1%	0%	F	NA			18000	G
Bus	To: From:	123	3-9025 West	t St												
Washington St	City of Petersb	ourg 0.40	9100	G	97%	1%	1%	1%	1%	0%	F	0.089	F		9900	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	17000	G	97%	1%	1%	1%	1%	0%	F	NA			18000	G
·	To:	123	-9029 Soutl	h St												
Bus (1) (460) Washington St	City of Petersb		9500	G	97%	1%	1%	1%	1%	0%	С	0.087	F		10000	G
(1) (460) Washington St	Combined Traffic Estimates for 2 Parallel	-		G	96%	1%	1%	1%	1%	0%	F	0.067 NA	1		20000	G
	To T				0070	1 /0	- 70	1 /0	1 /0			14/7				
Bus	From:		Guarantee S								_		_			_
(1) (460) Washington St	City of Petersh	•	9500	G	97%	1%	1%	1%	1%	0%	F	0.088	F		10000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route: BUS US 46		G 6 Marko	96%	1%	1%	1%	1%	0%	F	NA			20000	G
	From:	SR 36; Bus U														
(36) Market St	City of Petersb		3300	G	97%	1%	1%	0%	0%	0%	С	0.089	F		3600	G
	To:		36 Grove A													
COLUMN C+	From:		36; Market		070/	40/	40/	00/	007	00/	_	0.004	_		2000	_
(1) (36) Old St	City of Petersb	<u> </u>	3500	G	97%	1%	1%	0%	0%	0%	F	0.094	F		3800	G
	AV		Sycamore St	ι												

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# 2009 Annual Average Daily Traffic Volume Estimates By Section of Route Dinwiddie Maintenance Area

		Diriwidale	Walliton	and A	Ca			<b>T</b>	1 .			1/		D:-		
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QW
	From		0110				2Axie	3+Axle	1 I rail	21 rail		Factor		Factor		
(36) Sycamore St	City of Peters	burg 0.04	Old St <b>3400</b>	G	97%	1%	1%	0%	0%	0%	F	0.094	F		3700	G
Sycamore St	To:		ollingbrook		31 /0	1 70	170	070	070	076	'	0.034	'		3700	G
	From:		Sycamore S													
Bollingbrook St	City of Peters	burg 0.10	3500	G	97%	1%	1%	0%	0%	0%	F	0.088	F	0.772	3800	G
	To	US 1	, US 301 2	nd St												
	From:	W	CL Petersb	urg												
(36) Fleet St	City of Peters	burg 0.12	7900	G	99%	0%	0%	0%	0%	0%	С	0.088	F		8400	G
	To:		Grove Ave													
	From:		Fleet St								_		_			_
(36) Grove Ave	City of Peters		3000	G	97%	0%	1%	1%	0%	0%	С	0.101	F	0.609	3200	G
	To: From:	US	1 Par, Mark US 1	et St												
(36) (1) Market St	City of Peters	burg 0.38	3300	G	97%	1%	1%	0%	0%	0%	С	0.089	F		3600	G
Market St	city of 1 diolo					170		070	070	070	Ŭ	0.000	•		0000	Ü
Marriage Ct	From:	US 1 Par; BUS				007	-00/	00/	00/	00/		0.00		0.700	0400	
(36) Market St	City of Peters	burg 0.11	5700	G	99%	0%	0%	0%	0%	0%	F	0.09	F	0.769	6100	G
Bus	To: From:	US 1, B	us US 460 V	Wythe St												
(36) (1) (460) Wythe St	City of Peters	burg 0.20	9900	G	96%	1%	1%	1%	1%	0%	F	NA			11000	G
	Tax	ALTI	S 301 Syca	ma omo Ct												
ALT Bus	From:															
(36) (1) (301) (460) Wythe St	City of Peters	· ·	12000	G	96%	1%	1%	1%	1%	0%	F	NA			13000	G
$\bigcirc$ $\bigcirc$ $\bigcirc$ $\bigcirc$	Combined Traffic Estimates for 2 Parallel	el Roadways on this Route:	27000	G	95%	1%	1%	1%	2%	0%	F	NA			29000	G
Due	To: From:		Bus US 460	)												
Bus (36) (460) Wythe St	City of Peters	burg 0.20	16000	G	97%	1%	1%	1%	1%	0%	С	0.087	F		17000	G
36) (460) 11) 110 81	Combined Traffic Estimates for 2 Parallel	· ·		G	95%	1%	1%	1%	2%	0%	F	NA	•		34000	G
	Combined Traine Estimates for 21 draine	or roadways or tris route.			3370	1 /0	170	170	270	070	·	INA			34000	O
Bus	From:		I-85, I-95													
(36) (460) Wythe St	City of Peters	burg 0.30	11000	G	97%	1%	1%	1%	1%	0%	F	0.079	F		12000	G
$\bigcirc \bigcirc$	Combined Traffic Estimates for 2 Paralle			G	95%	1%	1%	1%	2%	0%	F	NA			26000	G
	To:		outh Crater													
(36) Wythe St	City of Peters		3us US 460 <b>9900</b>	Crater R	97%	0%	1%	1%	1%	0%	F	NA			11000	G
(36) Wythe St	•	J														
	Combined Traffic Estimates for 2 Paralle	SR 36 Par, V		G St: Amel	97% ia St	0%	1%	1%	1%	0%	F	NA			22000	G
	From:	,	; Wythe St;													
(36) Washington St	City of Peters		20000	G	97%	0%	1%	1%	1%	0%	F	0.081	F		22000	G
	, To:		uddledock I	24												
(36) Washington St	From: City of Peters		16000	G	97%	0%	1%	1%	1%	0%	F	0.079	F		18000	G
30) 17 351 11 31	To:		George Cou		01 /0	0,0	Η̈́	1,0	1,0	0,0	•	3.0.0	•		10000	Ŭ
	From:		36; Marke				1									
36 1 Old St	City of Peters		3500	G	97%	1%	1%	0%	0%	0%	F	0.094	F		3800	G
36 1 Old St	To:		Sycamore S		01.70	1,0	$\vec{}$	0,0	0,0	0,0	•	3.00 1	•		0000	Ŭ
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## 2009 Annual Average Daily Traffic Volume Estimates By Section of Route Dinwiddie Maintenance Area

		Diffwiddi	, wan non	ai ioo A				Tru	ıck-			K		Dir		
Route	Jurisdiction	on Length	AADT	QA	4Tire	Bus	2000	3+Axle		2Troil	QC	Factor	QK	Factor	AAWDT	QW
	From:		Old St				ZAXIE	3+Axie	IIIali	ZITAII		Factor		Factor		
36 1 Sycamore St	City of Peters	sburg 0.04	3400	G	97%	1%	1%	0%	0%	0%	F	0.094	F		3700	G
36 Sycamore St	To:		ollingbrook	_	31 70	1 /0	170	070	070	070		0.054	•		3700	J
	From:		Sycamore S													
36 Bollingbrook St	City of Peters	sburg 0.10	3500	G	97%	1%	1%	0%	0%	0%	F	0.088	F	0.772	3800	G
	To		1, US 301 2													
ALT	From:		S 1 Par, 2nd													
(36)(301)(1)(301)Bolling	brook St City of Peters		4600	G	98%	0%	1%	0%	0%	0%	F	0.122	F	0.85	5100	G
<u> </u>	To: From:	US 1,	ALT US 30 3rd St	1 3rd St												
36 301 Bollingbrook St	City of Peters	sbura 0.15	4400	G	98%	0%	1%	0%	0%	0%	F	0.108	F	0.786	4800	G
36 301 Bollingbrook St	•	o .		G		0%					, F	NA	•	0.700		G
	Combined Traffic Estimates for 2 Paralle	ei Roadways on this Route.	6100	G	98%	0%	1%	0%	1%	0%	Г	INA			6700	G
	To:	<u> </u>	5th St												45	
36 (301) Bollingbrook St	City of Peters	· ·	4200	G	98%	0%	1%	0%	0%	0%	С	0.116	F		4600	G
$\circ$	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:		G	98%	0%	1%	0%	1%	0%	С	NA			6900	G
	To:	r	Crater Rd	C4												
(36) (301) Crater Rd	City of Peters		ollingbrook 3700	G G	98%	0%	1%	0%	0%	0%	F	0.115	F	0.839	4000	G
36 301 Crater Rd	•	J		G							F		-	0.059		
	Combined Traffic Estimates for 2 Paralle	ei Roadways on this Route.	7600	G	97%	1%	1%	1%	1%	0%	Г	NA			8200	G
	To. From:		301 Par, Ba								_					
(36) (301) Crater Rd	City of Peters	sburg 0.18	3900	G	97%	1%	1%	0%	0%	0%	F	NA			4200	G
$\bigcirc$	To	US 301, I	SUS US 460	Crater I	Rd		$\neg$ $\vdash$									
(36) Washington St	City of Peters	sburg 0.18	11000	G	97%	0%	1%	1%	1%	0%	F	0.09	F		11000	G
P	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	20000	G	97%	0%	1%	1%	1%	0%	F	NA			22000	G
	To		Burch St													
(36) Washington St	City of Peters	sbura 0.25	11000	G	97%	0%	1%	1%	1%	0%	F	0.091	F		12000	G
36 Washington St	Combined Traffic Estimates for 2 Paralle	O .		G	97%	0%	1%	1%	1%	0%	F	NA	'		22000	G
	Combined Hamic Estimates for 2 Farant		Wythe St; A		9170	U70	176	1 70	170	0%	Г	INA			22000	G
	From															
Darvills Rd	Dinwiddie Co		oway Count 1000	y Line <b>G</b>	90%	1%	1%	1%	7%	0%	F	0.102	F	0.640	1000	G
40 Darvills Rd	Diriwidale Co	Junity 4.90	1000	G	90%	170	170	1 70	170	0%	Г	0.102	Г	0.040	1000	G
	To: From:		5-644 Brills													
(40) Old Cryors Rd	Dinwiddie Co	ounty 6.15	1000	Α	90%	1%	1%	1%	7%	0%	С	0.111	Α	0.546	1000	Α
$\overline{}$	To	26-610	Old White	Oak Rd												
(40) McKenney Hwy	Dinwiddie Co		1600	G	90%	1%	1%	1%	7%	0%	F	0.089	F	0.552	1600	G
	To		CL M-V													
Dovido Rivid	Tours of Molesson		CL McKen	_	90%	10/	10/	10/	70/	00/	NI	0.000	NI	0.652	1600	NI
(40) Doyle Blvd	Town of McKenney	(Maint: 26) 0.34	1600	N	90%	1%	1%	1%	7%	0%	N	0.089	N	0.552	1600	N
	To: From:		1002 Railro													
(40) Doyle Blvd	Town of McKenney	(Maint: 26) 0.57	2600	G	90%	1%	1%	1%	7%	0%	F	0.097	F	0.543	2600	G
$\overline{}$	To	US 1	Boydton Pl	ank Rd			$\neg$ $\vdash$									
(40) Doyle Blvd	Town of McKenney		2700	G								0.1	F	0.523	2900	G
	To:	E	CL McKeni	ney												

# 2009 Annual Average Daily Traffic Volume Estimates By Section of Route Dinwiddie Maintenance Area

Donto	harde all'este a	Lavardi	AADT		47	D		Tru	ıck			K	01/	Dir	4 4 1 4 / D.T.	
Route	Jurisdiction		AADT		4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Ų.
McKenney Hwy	Prom: Dinwiddie County	0.14	2700 2700	ey N								0.1	N	0.523	2900	
McKenney Hwy	Diriwiddie County	0.14		IN								0.1	IN	0.523	2900	
0 McKenney Hwy	Dinwiddie County	0.56	I-85 <b>1900</b>	G	88%	1%	1%	1%	9%	0%	F	0.093	F	0.613	1900	
U) merteriney riny	Too		Spony Chu		0070	170		170	070	070	•	0.000	•	0.010	1000	
McKenney Hwy	Prom: Dinwiddie County	5.15	980	A	88%	1%	1%	1%	9%	0%	С	0.116	Α	0.531	970	
	To:	26-6	09 Old Stag	e Rd												
Makananali	From:		9 Cherry H		000/	40/	40/	407	00/	00/	_	0.000	_	0.500	4400	
McKenney Hwy	Dinwiddie County	2.04	1100	G	88%	1%	1%	1%	9%	0%	F	0.083	F	0.502	1100	
	To: From:		9 Courthou		000/	407		40/	201	201		0.404		0.050	4400	_
McKenney Hwy	Dinwiddie County	5.19	1100 sex County l	G	88%	1%	1%	1%	9%	0%	F	0.101	F	0.658	1100	
a vála	From:		wick County													_
orth 35	Dinwiddie County	2.38	11000	G	79%	1%	1%	0%	17%	2%	F	NA			9500	
33)	Combined Traffic Estimates for 2 Parallel Roadways on the	nis Route:	23000	G	79%	1%	1%	0%	17%	2%	F	NA			19000	
	Too		SR 40													
orth	Dinwiddie County	5.95	11000	G	84%	1%	1%	0%	13%	1%	F	NA			9700	
35	Combined Traffic Estimates for 2 Parallel Roadways on the			G	84%	1%	1%	0%	13%	1%	, E	NA			20000	
	To:		26-650		0.70	.,,		0,0	.070	.,0	•					
orth	From:	4.88			0.40/	40/	40/	00/	400/	40/	F	NIA			44000	
35	Dinwiddie County  Combined Traffic Estimates for 2 Parallel Roadways on the		12000	G G	84% 84%	1% 1%	1% 1%	0% 0%	13% 13%	1% 1%	F	NA NA			11000 21000	
	Combined Hamic Estimates for 2 Farallel Roadways of the	iis Noute.			04 /0	1 /0	1 /0	0 /0	13 /0	1 /0	-	INA			21000	
orth	From		26-703													
35)	Dinwiddie County	8.52	13000	Α	84%	1%	1%	0%	13%	1%	С	0.121	A		12000	
	Combined Traffic Estimates for 2 Parallel Roadways on the	nis Route:		Α	84%	1%	1%	0%	13%	1%	С	0.106	Α	0.525	23000	
orth	To: From:		US 460													_
85) (460)	Dinwiddie County	1.77	20000	F	84%	1%	1%	0%	13%	1%	F	NA			18000	
<i></i>	Combined Traffic Estimates for 2 Parallel Roadways on the	nis Route:	40000	F	86%	1%	1%	1%	12%	1%	F	NA			36000	
orth	To: From:		US 1													_
35) (460)	Dinwiddie County	1.18	23000	F	88%	1%	1%	1%	9%	1%	С	0.088	F		24000	
	Combined Traffic Estimates for 2 Parallel Roadways on the	nis Route:	47000	F	88%	1%	1%	1%	10%	1%	С	NA			46000	
orth	To: From:	S	CL Petersbu	rg												
(5) (460)	City of Petersburg (Maint: 26)	1.01	23000	F	88%	1%	1%	1%	9%	1%	С	0.088	F		24000	
	Combined Traffic Estimates for 2 Parallel Roadways on the		47000	F	88%	1%	1%	1%	10%	1%	С	0.088	F		46000	
	To:	Squ	rrel Level F	Road			$\neg$ $\vdash$									
orth	City of Petersburg (Maint: 26)	2.57	25000	F	88%	1%	1%	1%	9%	1%	F	NA			26000	
85 (460)	Combined Traffic Estimates for 2 Parallel Roadways on the			F	88%	1%	1%	1%	10%	1%	, E	NA			50000	
	To:	no reduce.	I-95	•	0070	1 /0	- 73	1 /0	10 /0	1 /0	•	14/1			00000	

# 2009 Annual Average Daily Traffic Volume Estimates By Section of Route Dinwiddie Maintenance Area

		Diriwidak	e Maintena	arioc A	ica			Tri	uck			K		Dir		—
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q١
orth	From:		I-85 North													
(460) Ramp	City of Petersburg (Maint: 26	6) 0.10	5600	В								0.110	Α		5700	I
	To:		I-95 South													
orth	From:		I-95 North													
Ramp	City of Petersburg (Maint: 26		5600	В								0.107	Α		6000	
orth	To: From:		St & Washin North Exit													_
Ramp	City of Petersburg (Maint: 26		NA	080								NA			NA	
3)	To:	,	460-P Washii	ngton St												
rth	From	I-8 ⁴	North Exit	68B			Ī									_
Ramp	City of Petersburg (Maint: 26		NA	002								NA			NA	
9 '	To:	•	US 460 Wyth	ne St												
uth	From:	Bruns	swick County	Line												_
5)	Dinwiddie County	2.78	12000	G	79%	1%	1%	0%	18%	2%	F	NA			9800	
	Combined Traffic Estimates for 2 Parallel Roadwa	ays on this Route:	23000	G	79%	1%	1%	0%	17%	2%	F	NA			19000	
	To:		SR 40				$\neg$									
uth	Dinwiddie County	5.95	11000	G	83%	1%	1%	0%	14%	1%	F	NA			10000	
5	Combined Traffic Estimates for 2 Parallel Roadwa			G	84%	1%	1%	0%	13%	1%	' F	NA			20000	
	Combined Traine Estimates for 21 draine Roadwa	ays on this reduce.			0476	1 70	1 70	070	13 /0	1 /0	'	INA			20000	
uth	From:		26-650													
5)	Dinwiddie County	4.95	11000	G	83%	1%	1%	0%	14%	1%	F	NA			10000	
	Combined Traffic Estimates for 2 Parallel Roadwa	ays on this Route:	23000	G	84%	1%	1%	0%	13%	1%	F	NA			21000	
	To- From:		26-703													
uth 5	Dinwiddie County	8.36	13000	Α	83%	1%	1%	0%	14%	1%	С	0.119	Α		12000	
3)	Combined Traffic Estimates for 2 Parallel Roadwa			A	84%	1%	1%	0%	13%	1%	C	0.106	Α	0.525	23000	
	To Table 1 Tallio 25 tilliaco 161 2 Talaici Rodawa	ayo on this reduct			0470	170		070	10 /0	170	Ü	0.100	,,	0.020	20000	
uth ~~~	From:		US 460													
<del>35)</del> { 460 }	Dinwiddie County	1.83	20000	F	87%	1%	1%	1%	10%	1%	F	NA			18000	
<i>y</i> ~~	Combined Traffic Estimates for 2 Parallel Roadwa	ays on this Route:	40000	F	86%	1%	1%	1%	12%	1%	F	NA			36000	
uth	To: From		US 1													_
460	Dinwiddie County	0.81	24000	F	87%	1%	1%	1%	10%	1%	С	0.104	Α		22000	
13) (400)	Combined Traffic Estimates for 2 Parallel Roadwa		47000	F	88%	1%	1%	1%	10%	1%	С	NA			46000	
	To		CL Petersbur													
uth	From:															
5 (460)	City of Petersburg (Maint: 26	,	24000	F	87%	1%	1%	1%	10%	1%	С	0.104	Α		22000	
	Combined Traffic Estimates for 2 Parallel Roadwa	ays on this Route:	47000	F	88%	1%	1%	1%	10%	1%	С	NA			46000	
uth	To: From:	Squ	irrel Level R	load												
35 460	City of Petersburg (Maint: 26	6) 2.72	27000	F	87%	1%	1%	1%	10%	1%	F	NA			24000	
	Combined Traffic Estimates for 2 Parallel Roadwa	•		F	88%	1%	1%	1%	10%	1%	F	NA			50000	
	To:	,	I-95				TÎ.									

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# 2009 Annual Average Daily Traffic Volume Estimates By Section of Route Dinwiddie Maintenance Area

		Dinwiddie						Tru	ıck			K		Dir		
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus					QC		QK		AAWDT	Q
	Ground		D: D1				ZAXIE	3+Axle	TITAL	ZTrall		Factor		Factor		
orth	City of Deteroburg (	Moint 74) 1.15	Rives Rd <b>15000</b>		050/	40/	10/	00/	120/	00/	_	0.110	۸		1.4000	
95	City of Petersburg (			Α	85%	1%	1%	0%	13%	0%	-	0.118	Α		14000	
	Combined Traffic Estimates for 2 Paralle	Roadways on this Route:	31000	Α	85%	1%	1%	0%	13%	0%	F	0.107	Α	0.571	29000	
orth	To- From:		Wagner Rd													
95)	City of Petersburg (	Maint: 74) 2.79	19000	В	85%	1%	1%	0%	13%	0%	F	0.109	Α		18000	
15)	Combined Traffic Estimates for 2 Paralle	,		В	85%	1%	1%	0%	13%	0%	F	0.096	Α	0.564	40000	
	Combined Trainic Estimates for 21 arane	<u> </u>			0070	1 /0	1 70	076	13 /0	0 70	'	0.030	^	0.304	40000	
rth	To- From:	US	S 460 West	St												
95)	City of Petersburg (	Maint: 74) 0.50	19000	N	85%	1%	1%	0%	13%	0%	Ν	0.109	Ν		18000	
9	Combined Traffic Estimates for 2 Paralle	Roadwavs on this Route:	43000	N	85%	1%	1%	0%	13%	0%	Ν	NA			40000	
	то		I-85													
rth	From:		1-63													
5)	City of Petersburg (	Maint: 26) 0.44	44000	В	91%	1%	1%	1%	7%	0%	F	0.094	Α		43000	
	Combined Traffic Estimates for 2 Paralle	Roadways on this Route:	87000	В	91%	1%	1%	1%	7%	0%	F	0.091	Α	0.518	84000	
	To:	US 301, Bus	US 460 Wa	shingto	n St		$\neg$ $\vdash$									
rth	City of Detector (	· ·										NIA			NIA	
5)	City of Petersburg (	•	NA									NA			NA	
	Combined Traffic Estimates for Paralle	,	NA									NA			NA	
	10.	SCL	Colonial He	ights												
orth	From:		I-95 North													
5 Ramp	City of Petersburg (		840	Α								NA			830	
	To:	123	-9008 Rives	Rd												
rth	From:		I-95 North													
5) Ramp	City of Petersburg (	•	290	Α								0.198	В		320	
<i></i>	To:	123-9	9010 Wagne	r Rd												
orth	From:	Ramp I	From US 460	) West												
Ramp	City of Petersburg (	Maint: 74) 0.26	10000	Α								0.139	Α		11000	
<u> </u>	To:	Ramp	to US 301 I	North												
orth	From:		p From US													
Ramp	City of Petersburg (		14000	В								0.119	Α		15000	
	To:	Ramp to Wyt	he & Washi	ngton St	reets											
outh	From:		CL Petersbur	rg												
95)	City of Petersburg (	Maint: 74) 0.34	14000	Α	85%	1%	1%	0%	13%	0%	F	0.117	Α		13000	
	Combined Traffic Estimates for 2 Paralle	Roadways on this Route:	28000	Α	85%	1%	1%	0%	13%	0%	F	NA			25000	
	To		Rives Rd													
uth	From:										_					
5)	City of Petersburg (	,	16000	Α	85%	1%	1%	0%	13%	0%	F	0.113	Α		15000	
	Combined Traffic Estimates for 2 Paralle	Roadways on this Route:	31000	Α	85%	1%	1%	0%	13%	0%	F	0.107	Α	0.571	29000	
	To:		Wagner Rd				$\Box\vdash$									
	erom:			_		401		00/	400/	00/	_	0.007			00000	
outh	City of Datasata and 1	Maint 74)														
outh 05	City of Petersburg (l Combined Traffic Estimates for 2 Paralle	,	23000 43000	B B	85% 85%	1% 1%	1% 1%	0% 0%	13% 13%	0% 0%	F -	0.097 0.096	A A	0.564	22000 40000	

# 2009 Annual Average Daily Traffic Volume Estimates By Section of Route Dinwiddie Maintenance Area

		Diriwidale	Maintena		ICa			т	l .			1/		D:-		
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QW
	Taxani	*** *** **					2Axle	3+Axle	11 rail	21 rail		Factor		Factor		
South	City of Petersburg (	US 460 Coun	23000			40/	10/	00/	120/	00/	N.I.	0.007	NI		22000	N
95	· · · · · · · · · · · · · · · · · · ·			N	85%	1%	1%	0%	13%	0%	N	0.097	N		22000	
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:		N	85%	1%	1%	0%	13%	0%	N	NA			40000	N
South	To: From:		I-85													
95)	City of Petersburg (	(Maint: 26) 0.66	43000	В	90%	1%	1%	1%	7%	0%	F	0.095	Α		41000	В
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	87000	В	91%	1%	1%	1%	7%	0%	F	0.091	Α	0.518	84000	В
Couth	To. From:	US 301, Bus	US 460 Wa	ashingto	n St											
South 95	City of Petersburg (	(Maint: 26) 0.48	NA									NA			NA	
93)	Combined Traffic Estimates for Paralle	•	NA									NA			NA	
	To:		Colonial He	ights											10.	
South	From:		I-95 South													
95) Ramp	City of Petersburg (	(Maint: 74) 0.31	4900	В								0.100	Α		5400	В
93)	To:		9010 Wagne	r Rd												
South	From:		I-95 South													
95) (460) Ramp	City of Petersburg (	(Maint: 74) 0.06	8900	В								0.101	Α		9700	В
	To:	Ram	p to Graham	ı Rd												
South Bus	From		np from US													
95) (460) (460) Ramp from I-8	5 N to I-95 S City of Petersburg (		11000	Α								0.118	Α		12000	Α
<u> </u>	10:		JS 460 Ramp													
	From:		460 County		050/	407		407	00/	00/	_	0.000	_		0400	_
106 Courthouse Rd	City of Peters		7500	G	95%	1%	1%	1%	2%	0%	F	0.089	F		8100	G
			CL Petersbur													
L Palara L Plu Dat	From:		460 County		000/	00/		40/	007	00/	_	0.404	_		7400	_
109 Hickory Hill Rd	City of Peters	burg 0.88	6600	G	98%	0%	0%	1%	0%	0%	С	0.124	F		7100	G
	To: From:		CL Petersbu	_			}									
109 Hickory Hill Rd	City of Peters	•	6600	N	98%	0%	0%	1%	0%	0%	N	0.124	N		7100	Ν
<u> </u>	To:	Dead End; Fort Lee 1	Military Rese	ervation	, Mahone A	Αv										
	From:		Boydton Pla													
142 Simpson Rd	Dinwiddie Co	ounty 1.27	3100	G	96%	0%	0%	1%	2%	0%	С	0.102	F	0.674	3300	G
	Ta: From:		CL Petersbu	ırg												
142)Boydton Plank Rd	City of Peters	burg 0.16	3400	G	98%	0%	0%	0%	1%	0%	F	0.096	F		3700	G
$\smile$	Too		Dupuy Rd				$\neg$ $\vdash$									
142)Boydton Plank Rd	City of Peters	burg 1.24	3100	G	98%	0%	0%	0%	1%	0%	С	0.083	F		3400	G
	To		604 Halifax													
142 Halifax Rd	City of Peters		5800	G	98%	0%	0%	0%	1%	0%	F	0.079	F	0.524	6300	G
142) 1 1411 141	To:	0.00	CSX RR		0070	070		J / 0	. 70	J /0	•	0.070	•	0.02	5500	_
	From:	11	S 460 Cox R	d			<u> </u>									
226 Cox Rd	Dinwiddie Co		9900	G	97%	0%	1%	1%	1%	0%	С	0.099	F		11000	G
220,000,110	To:				01/0	0 /0	170	1 /0	1 /0	0 /0	J	0.000	•		11000	J
<u> </u>	To:	US 1 V	West of Pete	rsburg												

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# 2009 Annual Average Daily Traffic Volume Estimates By Section of Route Dinwiddie Maintenance Area

						_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
~~	From:		CL Petersbur	g												
301 Crater Rd	City of Petersbu	ırg 0.21	8600	G	99%	0%	0%	0%	0%	0%	F	0.096	F		9400	G
	Ta- From:		Rives Rd													
301 Crater Rd	City of Petersbu	ırg 0.90	9800	G	99%	0%	0%	0%	0%	0%	С	0.091	F		11000	G
	To- From:		Wagner Rd													
301 Crater Rd	City of Petersbu	ırg 0.43	21000	G	99%	0%	0%	0%	0%	0%	F	NA			23000	G
	To- From:		Flank Rd													
301 Crater Rd	City of Petersbu	ırg 0.87	22000	G	99%	0%	0%	0%	0%	0%	F	0.084	F		24000	G
<u> </u>	To- From:	ALT U	JS 301 Sycam	nore St												
301 Crater Rd	City of Petersbu	ırg 0.26	16000	G	98%	0%	1%	0%	0%	0%	С	0.088	F		17000	G
<u> </u>	To- From		South Blvd													
301 Crater Rd	City of Petersbu	ırg 0.73	22000	G	98%	0%	1%	0%	0%	0%	F	0.084	F		24000	G
	Tax	I-9	95, Bus US 46	60			<b>—</b> —									
Bus 301 ( 460 ) Crater Rd	City of Petersburg (Ma		11000	N	97%	1%	1%	0%	0%	0%	N	0.087	N		12000	Ν
301 ( 460 Crater Rd	To:	,	JS 460 Par, W			1 70	1 76	076	070	076	IN	0.007	14		12000	,
Bus	From:		nce Jurisdictio													
301 (460) Crater Rd	City of Petersbu	ırg 0.98	11000	G	97%	1%	1%	0%	0%	0%	С	0.087	F		12000	(
Bus	To: From:	SR 36, E	Bus US 460 W	Vythe S	t											
301 (460 Crater Rd	City of Petersbu	ırg 0.10	7800	G	97%	1%	1%	0%	0%	0%	F	0.087	F		8500	(
	Too	SR 36 Par, Bus	US 460 Par	Washir	ogton St											
301 36 Crater Rd	From: L City of Petersbu		3900	G	97%	1%	1%	0%	0%	0%	F	NA			4200	G
	To		301 Par, Banl	l- Ct												
301 36 Crater Rd	From L— City of Petersbu		3700	G	98%	0%	1%	0%	0%	0%	F	0.115	F	0.839	4000	G
	Combined Traffic Estimates for 2 Parallel R	•		G	97%	1%	1%	1%	1%	0%	F	NA	-		8200	(
	To:		ollingbrook S													
Pallinghands Ct	From:		Crater Rd		000/	00/	40/	00/	00/	00/	_	0.440	_		4000	_
301 (36) Bollingbrook St	City of Petersbur Combined Traffic Estimates for 2 Parallel R	0	4200	G	98%	0% 0%	1%	0% 0%	0% 1%	0%	C C	0.116 NA	F		4600	
	Combined Trainic Estimates for 2 Parallel R	Roadways on this Route:		G	98%	0%	1%	0%	170	0%	C	INA			6900	
301 (36) Bollingbrook St	City of Petersbu	ıra 0.15	5th St 4400	G	98%	0%	1%	0%	0%	0%	F	0.108	F	0.786	4800	
00.1(40)	Combined Traffic Estimates for 2 Parallel R	•		G	98%	0%	1%	0%	1%	0%		0.106 NA	Г	0.766	6700	(
	To:	Noadways of this Noute.	3rd St		90 /6	076	1 /0	076	1 /0	076	-	INA			0700	
ALT	From:		ALT US 301													
(301) $(1)$ $(301)$ $(36)$ Bollingbro	ok St City of Petersbu		4600	G	98%	0%	1%	0%	0%	0%	F	0.122	F	0.85	5100	(
	To: From:	U	S 1 Par, 2nd S N RT 1	St												
301 (1) 2nd St	City of Petersbu	ırg 0.35	13000	G	99%	0%	0%	0%	0%	0%	F	NA			13000	G
301 1 2nd St	To:	•	Colonial Hei		0070	570	370	J /0	0 / 0	J /0	•	. 4/ (			.5000	_

## 2009 Annual Average Daily Traffic Volume Estimates By Section of Route Dinwiddie Maintenance Area

_								Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QV
~~~	From:		301 Crater													
301 (36) Bank St	City of Petersbur	0	2100	G	96%	1%	1%	1%	1%	0%	С	0.102	F		2300	G
~ •	Combined Traffic Estimates for 2 Parallel R	Roadways on this Route:	6300	G	98%	0%	1%	0%	1%	0%	С	NA			6900	G
<u> </u>	To: From:		5th St													
301 (36) Bank St	City of Petersbur	0	1700	G	96%	1%	1%	1%	1%	0%	F	0.105	F		1900	G
⇒	Combined Traffic Estimates for 2 Parallel R	Roadways on this Route:	6100	G	98%	0%	1%	0%	1%	0%	F	NA			6700	G
ALT	To: From:		3rd St													
301 1 301 36 Bank St	City of Petersbur	ra 0.09	1600	G	96%	1%	1%	1%	1%	0%	F	0.100	F		1800	G
	Combined Traffic Estimates for 2 Parallel R	~	6300	G	98%	0%	1%	0%	1%	0%	F	NA			6800	G
	To:	·	S 301 Par, 2					- , -			· ·					
ALT	From:	US	301 Crater	Rd			Ī									
Sycamore St	City of Petersbur		7600	G	99%	0%	0%	0%	0%	0%	F	NA			8200	G
~	Tax		South Blvd													
ALT	From:				2001	00/		00/	00/	001	_	0.004	_		5500	
Sycamore St	City of Petersbur	rg 0.95	5000	G	99%	0%	0%	0%	0%	0%	С	0.084	F		5500	G
ALT	To: From:]	North Blvd													
Sycamore St	City of Petersbur	rg 0.42	7300	G	99%	0%	0%	0%	0%	0%	F	0.075	F		8000	G
LT	To- From:	ı	Graham Rd													
Sycamore St	City of Petersbur	rg 0.56	9600	G	99%	0%	0%	0%	0%	0%	F	0.078	F		10000	G
(2)	To	U	S 1 Wythe S	St												
ALT Bus	From:		US 1													
(36) (1) (460) (36) Wythe St	•	=	12000	G	96%	1%	1%	1%	1%	0%	F	NA			13000	G
~ ~ ~ ~	Combined Traffic Estimates for 2 Parallel R		27000	G	95%	1%	1%	1%	2%	0%	F	NA			29000	G
LT	From:		S 460 Jeffers JS 460 Wytl													
301 1 Jefferson St	City of Petersbur		3900	G	96%	1%	1%	1%	1%	0%	F	0.082	F	0.687	4300	G
\rightarrow	To	Rus IIS 46	0 Par, Wash	hington !	St											
ALT (1)	From:			-		40/	40/	40/	40/	00/	_	0.000	_	0.074	000	_
301 1 Jefferson St	City of Petersbur	rg 0.26	790	G	96%	1%	1%	1%	1%	0%	F	0.096	F	0.674	860	G
ALT	To: From:		Henry St													
301 1 3rd St	City of Petersbur	rg 0.05	330	G	96%	1%	1%	1%	1%	0%	F	0.115	F	0.573	350	G
	To		01 Par, Ban	J. C+												
LT	From:												_			_
01 $\left\{\begin{array}{c}1\end{array}\right\}$ 3rd St	City of Petersbur	•	400	G	96%	1%	1%	1%	1%	0%	F	0.11	F	0.634	430	C
~ ~	To: From:		1 Bollingbro LT US 301													
LT 01 (301) 1 (36) Bollingbro	ook St City of Petersbur		4600	G	98%	0%	1%	0%	0%	0%	F	0.122	F	0.85	5100	(
01 301 1 36 Bollingbro	To:	·9 0.00	US 301		5576	0 /0		J /0	0 /0	0 /0	•	0.122	•	0.00	0100	
I.T.	From:	YY		2+			_									
Sycamore St	City of Petersbur		S 1 Wythe S 6700	G	99%	0%	0%	0%	0%	0%	F	NA			7300	c
SUT) Sycamore St	City of Fetersbur		460 Washin		JJ /0	0 /0	U /0	0 /0	0 /0	0 /0	•	14/7			, 300	-

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2009 Annual Average Daily Traffic Volume Estimates By Section of Route Dinwiddie Maintenance Area

								Tru	ıck			K		Dir		—
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QV
LT Bus Bus	From:		ıs US 460 P										_			
01 460 460 36 Washin		•	14000	G	93%	1%	1%	2%	3%	0%	F	0.079	F		16000	(
	Combined Traffic Estimates for 2 Parallel Ro	padways on this Route:	27000	G	95%	1%	1%	1%	2%	0%	F	NA			29000	(
LT	To- From:	Bus US	460 Washin	gton St												
Adams St	City of Petersburg	g 0.06	7600	G	99%	0%	0%	0%	0%	0%	F	NA			8200	
LT	To- From:		Franklin St													
Adams St	City of Petersburg	g 0.16	7300	G	99%	0%	0%	0%	0%	0%	С	NA			8000	
	To:		Henry St													
	From:	Notto	way County	Line												
60)	Dinwiddie County	6.80	5900	G	88%	1%	1%	1%	9%	0%	F	0.076	F		6000	
	To- From:		625 Wells I													
60)	Dinwiddie County	/ 2.99	6100	G	88%	1%	1%	1%	9%	0%	F	0.08	F		6200	
	To: From:	26-62	22 Baltimore	e Rd												_
60)	Dinwiddie County	2.32	6500	Α	88%	1%	1%	1%	9%	0%	С	0.105	Α	0.621	6500	
	To- From:	26-611	Trinity Chu													
60)	Dinwiddie County	3.29	7100	G	88%	1%	1%	1%	9%	0%	F	0.076	F		7200	
	To: From:		7 Courthous													
New Cox Rd	Dinwiddie County	2.36	7500	G	88%	1%	1%	1%	9%	0%	F	0.079	F		7600	
~	To: From:		Tranquility													
Cox Rd	Dinwiddie County	2.12	9700	G	88%	1%	1%	1%	9%	0%	F	0.082	F		9800	
~	To: From:		31 Claiborne													
60 Cox Rd	Dinwiddie County	0.25	13000	G	88%	1%	1%	1%	9%	0%	F	0.088	F		13000	
~	To: From:		-743 Hart R													
60 Cox Rd	Dinwiddie County	2.00	13000	G	88%	1%	1%	1%	9%	0%	F	0.086	F		13000	
<u>~</u>	To: From:		5-632 Olgers													
60 Cox Rd	Dinwiddie County	/ 0.61	17000	G	88%	1%	1%	1%	9%	0%	F	0.08	F		17000	
<u>~</u>	To: From:		32 Buttewo													
60 Cox Rd	Dinwiddie County	0.18	17000	G	88%	1%	1%	1%	9%	0%	F	0.081	F		17000	
<u>~</u>	To- From:		R 226 Cox R													
Airport St	Dinwiddie County	<i>f</i>	16000	G	88%	1%	1%	1%	9%	0%	F	0.076	F		16000	
	From:	1-8:	5; Bus US 4 I 85 N	60												
60 (85)	Dinwiddie County	/ 1.77	10311			See I-8	5 for dire	ectional t	raffic vo	olume es	timate	s for this	segme	ent.		
	Combined Traffic Estimates for 2 Parallel Ro	padways on this Route:	40000	F	86%	1%	1%	1%	12%		F	NA	,		36000	
	To:		US 1													
60 (85)	Dinwiddie County	/ 1.18				See I-8	5 for dire	ectional t	raffic vo	olume es	timate	s for this	segme	ent.		
\sim	Combined Traffic Estimates for 2 Parallel Ro	padways on this Route:	47000	F	88%	1%	1%	1%	10%	1%	С	NA	-		46000	
	To:		L Petersbur	rg												

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2009 Annual Average Daily Traffic Volume Estimates By Section of Route Dinwiddie Maintenance Area

		Billillaa	O IVICII ICON	ai 100 7 t	. • •											
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus		Tr 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QV
	From:		SCL Petersbu	ırg			ZAXIE	3+AXIE	IIIali	ZIIdii		racioi		racioi		
460 (85)	City of Petersburg (N					See I-85	o for dire	ectional	traffic vo	olume es	timate	s for this	segm	ent.		
	ombined Traffic Estimates for 2 Parallel	•	47000	F	88%	1%	1%	1%	10%	1%		0.088	_		46000	F
	To:	Sa	uirrel Level F	Road			_									
460 (85)	City of Petersburg (N					See I-85	o for dire	ectional	traffic vo	olume es	timate	s for this	segm	ent.		
	mbined Traffic Estimates for 2 Parallel	Roadways on this Route	52000	F	88%	1%	1%	1%	10%	1%	F	NA			50000	F
	To		I-85 S													
(85) (85) Ramp	City of Petersburg (N	Maint: 26) 0.10				See I-85	for dire	ectional	traffic vo	olume es	timate	s for this	segm	ent.		
	To:		I-95 SB													
~ = D	From:	(Asiat. 74) 0.00	I-85			010	- 61: -				4:					
160 95 Ramp	City of Petersburg (N	Maint: 74) 0.06	Graham Rd	1		See 1-95	o for air	ectional	trame vo	nume es	umate	s for this	segm	ent.		
Bus	From:	Ra	mp from US													
460 (95) (460 Ramp from I-85 N t	o I-95 S City of Petersburg (N	Maint: 74) 0.27				See I-95	for dire	ectional	traffic vo	olume es	timate	s for this	segm	ent.		
~~~~ <u>~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~</u>	To:		US 460													
460 County Dr	City of Petersb	ourg 0.60	I-95 <b>18000</b>	G	92%	0%	1%	1%	6%	0%	С	0.096	F		20000	(
160 County Di	City of Fetersb	3			92%	U%	170	170	070	0%	C	0.096	Г		20000	
Occupation Day	To: From:		09 Hickory H		000/	40/		40/	00/	00/		0.000	^	0.504	0000	
60 County Dr	City of Petersb	ourg 2.16	9300	Α	89%	1%	1%	1%	8%	0%	С	0.099	Α	0.501	9800	F
~~	To: From:		106 Courthou										_			
County Dr	City of Petersb	0	13000 ECL Petersbu	G	89%	1%	1%	1%	8%	0%	F	0.087	F		14000	(
	From:															
Bus 460 Airport St	Dinwiddie Cou	unty 0.17	I-85; US 460 <b>7000</b>	G G	98%	0%	1%	1%	1%	0%	F	0.086	F		7600	(
All port St	To:	,	Boydton Pla		90 /0	076	1 /0	1 /0	1 /0	0 /6		0.000	-		7000	
Bus	From:		US 1 Plank R													
160 1 Boydton Plank Rd	Dinwiddie Cou	unty 1.70	12000	G	96%	1%	1%	1%	1%	0%	F	0.090	F		13000	(
<del></del>	To: From:	I-85	SW of Peter	sburg												
Bus 460 ( 1 ) Boydton Plank Rd	Dinwiddie Cou	unty 1.22	14000	G	97%	0%	1%	1%	1%	0%	С	0.098	F		15000	(
20) (1) Doyator i la increa	- F				0.70			170	170	070	Ū	0.000	•		10000	
Bus	From:		SR 226 Cox F	₹d												
460 } { 1 }	Dinwiddie Cou	unty 0.45	13000	Α	98%	0%	1%	1%	1%	0%	С	0.105	Α	0.533	14000	A
200	Ta: From:	V	VCL Petersbu	urg												
Bus 160 ( 1 ) Washington St	City of Petersb	ourg 0.40	13000	G	98%	0%	1%	1%	1%	0%	F	NA			14000	(
90) (1) Wasimilaton et	To:					0,0		. , 0	.,,	0,0	•					
Bus	From:		Summit St													
160 (1) Washington St	City of Petersb	ourg 0.18	13000	G	98%	0%	1%	1%	1%	0%	F	NA			14000	(
Rue	Ta: From:		Elm St													
Bus 460 1 Washington St	City of Petersb	ourg 0.57	14000	G	96%	1%	1%	1%	1%	0%	F	0.085	F		16000	(
400	то-	•	1 Par; Wyth								-		-			

## 2009 Annual Average Daily Traffic Volume Estimates By Section of Route Dinwiddie Maintenance Area

		Dinwiddie						Tru	ıck			K		Dir		
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	- QI
Bus	From:	US 1 Par, Was	hington St;	Battersea	Lane											
460 1 Wythe St	City of Peters	burg 1.08	7600	G	96%	1%	1%	1%	1%	0%	С	0.082	F		8300	(
~~	Combined Traffic Estimates for 2 Parallel	el Roadways on this Route:	16000	G	96%	1%	1%	1%	1%	0%	F	NA			18000	(
Bus	To: From:		Perry St													
460 1 Wythe St	City of Peters	burg 0.15	9200	G	96%	1%	1%	1%	1%	0%	F	NA			10000	(
	Combined Traffic Estimates for 2 Parallel	=	19000	G	96%	1%	1%	1%	1%	0%	F	NA			20000	
	Tax	SF	36 Market	St			<u> </u>									
360 (1) (36) Wythe St	City of Peters		9900	G	96%	1%	1%	1%	1%	0%	F	NA			11000	
60) (1) (36) Wyllid di	Trail		S 301 Sycar		0070	170		170	170	070	•	1471			11000	
us ALT	From:															
$\begin{pmatrix} 1 \end{pmatrix} \begin{pmatrix} 301 \end{pmatrix} \begin{pmatrix} 36 \end{pmatrix}$ Wythe St		•	12000	G	96%	1%	1%	1%	1%	0%	F	NA			13000	
~ ~ ~ ~	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	27000	G	95%	1%	1%	1%	2%	0%	F	NA			29000	
us	To: From:	US	1 Jefferson	St												
(36) (36) Wythe St	City of Peters	burg 0.20	16000	G	97%	1%	1%	1%	1%	0%	С	0.087	F		17000	
	Combined Traffic Estimates for 2 Parallel	el Roadways on this Route:	31000	G	95%	1%	1%	1%	2%	0%	F	NA			34000	
	Too		I-85, I-95				_									
Bus 60 (36) Wythe St	City of Peters	burg 0.30	11000	G	97%	1%	1%	1%	1%	0%	F	0.079	F		12000	
.60) (36) Wythe St	Combined Traffic Estimates for 2 Paralle	•		G	95%	1%	1%	1%	2%	0%	F	NA	'		26000	
	To:		US 301 Cra		3370	170		170	270	070	•	INA			20000	
Bus	From:	SR 36:	US 301 Wy	the St												
60 301 Crater Rd	City of Peters		11000	G	97%	1%	1%	0%	0%	0%	С	0.087	F		12000	
· · ·	To: From:	Maintenan I-95; BUS U	ce Jurisdicti													
Bus 60 301 Crater Rd	City of Petersburg (		11000	N N	97%	1%	1%	0%	0%	0%	N	0.087	N		12000	
00)(301) 6.446	To:	,	301 Crater		0.70	.,,		0,0	0,0	0,0	•	0.00.	• •		000	
us ~~~	From:		from US 30	North												
(60) $(95)$ $(460)$ Ramp from I-85	5 N to I-95 S City of Petersburg (		****			See I-9	5 for dire	ectional t	raffic vo	olume es	timate	s for this	segme	ent.		
	10:		Bus US 460													
Bus Washington Ct	From:		the St Batter			40/	40/	40/	40/	00/	_	0.000	_		0200	
Washington St	City of Peters	· ·	8500	G	97%	1%	1%	1%	1%	0%	F	0.089	F		9300	
	Combined Traffic Estimates for 2 Paralle			G	96%	1%	1%	1%	1%	0%	г	NA			18000	
us	To: From:	123	3-9025 West	St												
60 √ 1 Washington St	City of Peters	burg 0.40	9100	G	97%	1%	1%	1%	1%	0%	F	0.089	F		9900	
÷	Combined Traffic Estimates for 2 Parallel	el Roadways on this Route:	17000	G	97%	1%	1%	1%	1%	0%	F	NA			18000	
huo.	To: From:	123	-9029 South	ı St												
Bus 160 (1) Washington St	City of Peters	burg 0.27	9500	G	97%	1%	1%	1%	1%	0%	С	0.087	F		10000	
Washington St	Combined Traffic Estimates for 2 Paralle	•		G	96%	1%	1%	1%	1%	0%	F	NA	•		20000	
				_	00/0	. / 0	. /0	1 /0	. / 0	J / U		. 4/ 1				

## 2009 Annual Average Daily Traffic Volume Estimates By Section of Route Dinwiddie Maintenance Area

_						_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
Bus	From:		Guarantee St													
4 ₆ 0 } ( ړ ) Washington St	City of Petersbur		9500	G	97%	1%	1%	1%	1%	0%	F	0.088	F		10000	G
~ ~	Combined Traffic Estimates for 2 Parallel R			G	96%	1%	1%	1%	1%	0%	F	NA			20000	G
Bus	From:		rth Market S r; SR 36 Ma													
460 (36) Washington St	City of Petersbur		12000	G	93%	1%	1%	2%	3%	0%	F	NA			13000	G
<del>,</del> \$0,00	Combined Traffic Estimates for 2 Parallel R	oadways on this Route:	22000	G	95%	1%	1%	1%	2%	0%	F	NA			24000	G
	Tou		301 Par, Syc	amore S	t											
Sus ALT	From:					407		00/	007	001	_	0.070	_		40000	_
(36) Washington St	City of Petersbur	0	14000	G	93%	1%	1%	2%	3%	0%	-	0.079	F		16000	G
	Combined Traffic Estimates for 2 Parallel R	,		G	95%	1%	1%	1%	2%	0%	F	NA			29000	C
sus ALT	To: From:	ALT US	301 Par, Ac	lams St												
60 301 36 Washington St	City of Petersbur	g 0.10	14000	G	93%	1%	1%	2%	3%	0%	F	0.081	F		15000	(
	Combined Traffic Estimates for 2 Parallel R	oadways on this Route:	27000	G	95%	1%	1%	1%	2%	0%	F	NA			29000	(
	To-	US	1 Jefferson	St												
us 60 (36) Washington St	City of Petersbur	g 0.24	15000	G	93%	1%	1%	2%	3%	0%	F	0.079	F		17000	(
60 36 Washington St	Combined Traffic Estimates for 2 Parallel R	0		G	95%	1%	1%	1%	2%	0%	F	NA	'		34000	
	Combined Traine Estimates for 21 arailer N	oadways on this reduc.			3370	170	170	1 70	270	070	•	IVA			34000	•
us	From:		I-95													
(36) Washington St	City of Petersbur	0	13000	G	93%	1%	1%	2%	3%	0%	С	0.088	F		14000	C
	Combined Traffic Estimates for 2 Parallel R	oadways on this Route:	24000	G	95%	1%	1%	1%	2%	0%	F	NA			26000	(
ius	To- From:	US	301 Crater I	Rd			$\Box$									
β0 301 Crater Rd	City of Petersbur	g 0.10	7800	G	97%	1%	1%	0%	0%	0%	F	0.087	F		8500	(
\$0 (001)	To:	SD 36 BI	JS US 460 V	Wytho S	•											
Bus	From:	,									_		_			_
β0 301 Crater Rd	City of Petersbur	•	11000 ce Jurisdictio	G	97%	1%	1%	0%	0%	0%	С	0.087	F		12000	G
us	From:		301 Crater I		ge											
β0 Winfield Rd	City of Petersbur		1500	G	97%	1%	1%	0%	1%	0%	С	0.096	F	0.969	1600	(
£0)	Combined Traffic Estimates for 2 Parallel R	oadways on this Route:	1500	G								NA			NA	
	To:		intenance B	oundary												
Bus Mintiple Del	From:				070/	407	40/	001	407	007	_	0.000	_	0.000	4000	_
60 Winfield Rd	City of Petersburg (Ma		1500	G	97%	1%	1%	0%	1%	0%	Ċ	0.096	F	0.969	1600	C
	Combined Traffic Estimates for 2 Parallel R		1500 460 County	G								NA			NA	

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					Dill	WIGGIC IVI	amenanc	JE AIEa								
Route	Length	AADT	QA	4Tire	Bus		Truc 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County		From	:			SR 40 M	cKenney H	WV								
(F80) Buckskin Dr	0.21	8	R			510 40 101	erenney 11	wy			NA			NA		05/14/200
		To				De	ead End									
		From				De	ead End									
(F81) Frontage Rd	1.24	330	R			***					NA			NA		05/19/200
		То					dton Plank									
(F82) Plane Dr	0.20	From	R			US 1 Boy	dton Plank	Rd			NA			NA		05/19/200
(F82) Plane Dr	0.20	То				2	26-749							INA		03/13/200
		From	:				Sterling Ro	1								
(F83) Rock Rd	0.10	80	R					-			NA			NA		05/15/200
		To				De	ead End									
		From	:			De	ead End									
(F273) Mine Mountain Rd	0.14	60	R								NA			NA		05/21/200
<u> </u>		То				FR-29	90 Front Rd									
O		From				26-133	34; 26-1335	í								
(F290) Front Rd	0.51	1300 _{To}	R			ъ	15.1				NA —			NA		05/21/200
		10	]			De	ead End									
City of Petersburg		From				De	ead End									
(F329) Lake Shore Dr	0.17	10	R				Aud Lind				NA			NA		03/17/200
		То				74-1102	Lakeshore l	Dr								
		From	:			De	ead End									
(F330) N Normandy Dr	2.93	3700	R								NA			NA		03/17/200
$\bigcirc$		То	:			FR-331	l Service Ro	d								
$\bigcirc$		From	:			De	ead End									
(F331) Service Rd	0.78	1400 _{To}	R								NA			NA		03/17/200
		10	<u> </u>			De	ead End									
Dinwiddie County		From	1			D	ead End				1					
(F804)	0.19	60	R			Di	au Eliu				NA			NA		05/07/200
		To				US 4	60; 26-721									
		From	:			26-627 C	Courthouse I	Rd								
(F805)	0.10	7	R								NA			NA		04/30/200
		То	:			De	ead End									
$\sim$		From				26-624 Co	oleman Lake	e Rd								
(F806) Walkers Rd	0.50	70	R								NA			NA		04/30/200
		То					ead End									
O Blassian Lass	0.00	From	<u> </u>			De	ead End				<b>—</b>			<b>N</b> 1A		05/05/000
F855 Blessing Lane	0.26	<b>50</b>	R			LIC 1 Dox	dton Plank	D.4			NA			NA		05/05/200
		From	.l					Ku								
600) Ferndale Rd	0.88	9900	G	98%	0%	1%	26 Cox Rd 1%	0%	0%	С	0.1	F		11000	G	2009
600) Ferndale Rd	0.00	3300		30 /6	0 70			0 70	070		0.1	'		11000	G	2009
600 Ferndale Rd	0.53	6900 From	G	98%	0%	26-60 1%	1 River Rd	0%	0%	F	0.109	F		7500	G	2009
600) Ferndale Rd	0.55	0900 To		90 /6	0 /6		eld County I		0 /6	Г	0.109	-		7300	G	2009
		From									i					
(601) River Rd	0.52	730	G	98%	0%	0%	Namozine R 1%	0%	0%	F	0.112	F	0.679	790	G	2009
001)		To		30,0				- / -	2,3	-						
(601) River Rd	3.25	1500	G	98%	0%	0%	43 Hart Rd 1%	0%	0%	F	0.108	F	0.651	1600	G	2009
(001)	5.20			5570	370				J /0	•	<del></del>	•	0.001	. 500	_	2000
601) River Rd	1.92	6500 From	G	98%	0%	26-718 0%	Henshaw D	0%	0%	С	0.099	F	0.667	7000	G	2009
(601) River Rd	1.32	To		JU /0	0 /0		0 River Rd	U /0	U /0	U	0.099	r	0.007	1000	3	2009
						20 00										
		From	:			TIC ACI	) W. 26 622	)								
(602) Corinth Dr	0.20	From <b>110</b>	R			US 460	0 W; 26-622	2			 NA			NA		04/28/200

					וווט	widale iv	/laintenar	ice Area	a							
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County		From	:			26-67	2 Church R	Pd.			-					
(603) Weakley Rd	0.50	1100	R			20 07	2 Charen i	.u			NA			NA		05/19/200
		To	:		SR 1		on Rd; 26- US 460; G		р							
603) Sterling Rd	0.23	1800	G	99%	1%	0%	0%	0%	0%	F	0.100	F	0.63	1900	G	2009
<u> </u>		From					362 Oak C									
603 Sterling Rd	0.68	1800	G	99%	1%	0%	0%	0%	0%	С	0.103	F	0.559	2000	G	2009
603) Sterling Rd	0.27	1600	G	99%	1%	26-13 0%	319 Short S 0%	0%	0%	F	0.099	F	0.617	1700	G	2009
603) Sterling Rd	0.21	To		0070	170		226 Cox Rd		070		0.000	<u>'</u>	0.017	1700		2000
		From	:				orge Count	y Line								
604) Halifax Rd	1.87	610	G	98%	0%	0%	0%	1%	0%	F	0.1	F	0.629	650	G	2009
(604) Halifax Rd	2.96	1000	G	98%	0%	26-605	S, Ellingtor	1%	0%	F	0.102	F	0.783	1100	G	2009
(604) Halifax Rd	2.90	TO TO		30 /6	070		Sutler Branc		070		0.102	'	0.765	1100		2009
(604) Halifax Rd	1.88	1600	G	98%	0%	0%	0%	1%	0%	F	0.1	F	0.746	1700	G	2009
		To From				Urba	ın Boundar	y								
604) Halifax Rd	0.49	1700	G	98%	0%	0%	0%	1%	0%	F	0.101	F	0.739	1800	G	2009
<u> </u>		From					7 Carson R			_						
(604) Halifax Rd	0.63	2500 To	G	98%	0%	0% SCI	0% Petersburg	1%	0%	С	0.094	F	0.565	2800	G	2009
		From					ydton Plan									
(605) Hunnicut Rd	2.53	600	R				*				NA			NA		05/15/200
$\frac{\circ}{\circ}$		To From				26-660	E, Quaker	Rd								
605) Old Vaughan Rd	3.20	430	R								NA ——			NA		05/15/2008
(605) Old Vaughan Rd	0.08	770	G	95%	3%	26-670 V	V, Old Stag 1%	ge Rd 1%	0%	С	0.100	F	0.607	820	G	2009
(005) Gra Taagilai Tta	0.00	To					E, Duncan				¬	•	0.00.	020		
(605) Old Stage Rd	0.50	610 From	R			20 070	z, z uneun				NA			NA		05/15/2008
		To	:				Monks Nec Old Stage									
(605) Monks Neck Rd	4.49	370	R			20-00)	Old Stage	Ku			NA			NA		05/15/200
$\overline{}$		To From					N, Halifax S, Halifax									
(605) Ellington Rd	1.40	350	R			20-004	5, Haillax	Ku			NA			NA		05/15/2008
<u> </u>		To	c		]	Prince Ge	orge Count	y Line								
(606) Reams Dr	2.00	410	L			26-669	Old Stage	Rd			NA			NA		05/19/200
(606) Reams Dr	2.00	410 To	R			26-604	S, Halifax	Rd						INA		03/19/200
Oak Own Bd	4.40	From	Ļ			26-604	N, Halifax	Rd						NIA		05/40/000
606) Oak Grove Rd	1.40	<b>220</b>	R		1	Prince Ge	orge Count	v Line			NA			NA		05/19/2008
		From	:				4 Halifax R									
607) Butler Branch Rd	1.50	370	R								NA			NA		05/19/2008
		To			]		orge Count	y Line								
608) Zion Rd	0.46	130	R				US 460				 NA			NA		04/28/2008
(608) Zion Rd	0.40	To				26-622	Baltimore	Rd						147.		0-1/20/2000
O		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 I	Rd			NA			NA		05/12/2008
609 Cherryhill Rd	3.40	JU ⊤.				25.5	16 D. 1 . 5	1			INA			INA		US/ 12/2008
609) Old Stage Rd	0.70	120 From	R			26-6	16 Ridge R	u			NA			NA		05/12/2008
000		To				SR 40 N	AcKenney I	Hwy								

Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County		From	:								1					
(609) Cherry Hill Rd	2.30	50	R			SK 40 M	cKenney l	ıwy			NA			NA		05/12/2008
		To From				26-619 S,										
(609) Old Stage Rd	1.58	190	R			26-619 N,	Courthou	se Rd			NA			NA		05/12/200
(609) Sid Stags Ha		To				26.66	4 Reese R	A								00/ 12/200
(609) Old Stage Rd	2.90	160 From	·L R			20-00	4 Reese R	u			NA			NA		06/08/200
000		То				26-626	Flatfoot I	2d								
(609) Old Stage Rd	2.20	320 From	G	93%	2%	0%	4%	1%	0%	С	0.096	F	0.529	340	G	2009
		To	:		26-6	570 Old St	age Rd; Sl	ady Lane								
		From	:				k County									
(610) Baskerville Mill Rd	1.40	130	G	95%	3%	1%	0%	2%	0%	С	0.135	F	0.81	140	G	2009
<u> </u>		From				McKenne										
610) Old White Oak Rd	0.50	140	G	95%	3%	1%	0%	2%	0%	F	0.107	F	0.73	150	G	2009
	0.00	From				26-6501	Lew Jones	Rd			$\rightarrow$					0.4/0.0/0.00
610) Old White Oak Rd	0.20	220	R								NA 			NA		04/28/200
OHAWE'S C. L. D. :	0.10	From				26-701 Q	uail Hollo	w Rd						B.1.4		04/00/000
610) Old White Oak Rd	2.40	170	R								NA —			NA		04/28/200
		From				26-651	Whitmore	Rd			<u> </u>					2.1/22/222
610 Old White Oak Rd	1.40	210	R								NA 			NA		04/28/200
		From				26-64	4 Brills R	1			<u> </u>					2.1/22/222
610 Old White Oak Rd	1.20	280	R								NA			NA		04/28/200
	0.00	From				26-64	5 Scotts R	d								0.4/0.0/0.00
610 Old White Oak Rd	2.30	20	R								NA 			NA		04/28/200
OLIMBIA OLI DI	0.00	From				26-622	Baltimore	Rd						NIA.		0.4/00/000
(610) Old White Oak Rd	0.90	<b>230</b>	R			26 613 1	White Oak	DA			NA			NA		04/28/200
		From	:													
(611) Wilkinson Rd	3.44	480	G	96%	3%	0%	Courthouse 0%	0%	0%	С	0.118	F	0.607	520	G	2009
011)		To				26-645 WI										
(611) Wilkinson Rd	1.82	330 From	G	96%	3%	0%	0%	0%	0%	F	0.095	F	0.603	360	G	2009
011)	_	То					White Oak									
(611) Trinity Church Rd	3.25	160 From	G	96%	3%	0%	0%	0%	0%	F	0.099	F	0.535	180	G	2009
,		To				Ť	JS 460									
(611) Trinity Church Rd	0.15	1000 From	R				3 400				NA			NA		05/05/200
(011)		To				26-75	1 S; 26-75	2								
Trivity Observato Date	0.00	From	<u> </u>			26-75	1 N; 26-71	6						NIA		05/05/000
611) Trinity Church Rd	0.92	880	R								NA —			NA		05/05/200
Trinity Church Dd	0.70	From				26-731	Ruth Hill	Rd						NΙΔ		05/05/200
611) Trinity Church Rd	0.79	460	R								NA 			NA		05/05/200
O Brown Dd	0.00	From	╚			26-723 Pe	arson Har	ly Rd						NΙΔ		05/05/200
(611) Brown Rd	0.99	350	R								NA			NA		05/05/200
O Brown Dd	2.00	From				26-624 Co	leman Lal	ke Rd						NΙΔ		05/05/200
(611) Brown Rd	3.08	380 To	R			26-708 F	, Namozin	e Rd			NA			NA		05/05/200
		From	:			26-708 W										
(611) Brown Rd	0.36	230	R								NA			NA		05/05/200
<u> </u>		To From				26-747 V	Vheelers I	ane								
(611) Exeter Mill Rd	1.45	130	R								NA			NA		05/05/200
\ /		To				26-623 \$	Sutherland	Rd								
(612) Harpers Bridge Rd	0.10	From <b>240</b>	G	96%	2%	Brunswic	k County	Line 1%	0%	F	0.115	F	0.567	260	G	2009

Route	I ength	AADT	QA	4Tire	Bus		aintenance			QC	K	QK	Dir	AAWDT	OW	Year
	Longin	AADI	ųл	41110	Dus	2Axle	3+Axle 1	Trail	2Trail	QU	Factor	QIV	Factor	AAWDI	QVV	roai
Dinwiddie Countv		From					Harpers Rd									
612) Old Beaver Pond Rd	0.77	330 Ta	G	96%	2%	1%	0% Old Cryors Rd	1%	0%	С	0.114	F	0.675	360	G	2009
		From	:				ck County Lin									
(613) Gills Bridge Rd	1.12	190	R								NA			NA		05/05/2008
<u> </u>		To From				26-638	Harpers Rd									
613) Gills Bridge Rd	1.92	190	R								NA —			NA		05/05/2008
613) Gills Bridge Rd	1.82	150	<u> R</u>			26-651	Whitmore Rd				 NA			NA		05/05/2008
(613) Gills Bridge Rd	1.02	To				SR 40 W	V, Darvills Ro	l								00/00/2000
613) White Oak Rd	7.37	180	G	92%	3%	SR 40 E	E, Darvills Rd	4%	0%	С	0.126	F	0.615	200	G	2009
(613) White Oak Rd	7.57	100		JZ /0	370				070		0.120	į.	0.010	200	0	2003
(613) White Oak Rd	0.93	360 From	G	92%	3%	0%	Baltimore Rd	4%	0%	F	0.137	F	0.686	380	G	2009
		To From				26-64	6 Glebe Rd									
613) Whie Oak Rd	1.13	270	R								NA			NA		05/07/2008
		From			20	6-624 W, C	Coleman Lake	e Rd			<u> </u>					0=/0=/000
(613) White Oak Rd	1.93	430	R								NA —			NA		05/07/2008
(613) White Oak Rd	3.27	430	R			26-611	Wilkinson Rd				 NA			NA		05/07/2008
(613) White Oak Rd	0.27	-100	·`			26-6	27; 26-645							147.		00/01/2000
(613) White Oak Rd	1.38	350 From	R			20-02	27, 20-043				NA			NA		05/07/2008
		To From				26-628 T	ranquility Lar	ne								
613) White Oak Rd	1.26	570	R								NA			NA		05/07/2008
	4	From		2001	00/		Boisseau Rd	407	00/	_			2 244	1100		2222
(613) White Oak Rd	1.77	1100	G	92%	3%	0%		4%	0%	F	0.122	F	0.611	1100	G	2009
(613) White Oak Rd	1.71	1200	G	94%	2%	26-631 0%	Claiborne Rd 2%	2%	0%	F	0.098	F	0.631	1400	G	2009
(013)		To					oydton Plank					-				
613) Dabney Mill Rd	1.70	940	G	94%	2%	US 1 S, Bo	oydton Plank 2%	Rd 2%	0%	С	0.116	F	0.549	1000	G	2009
(613) Dabney Mill Rd	1.70	J-TO	_	<b>0</b> +70	270		8 Steers Rd	270	070				0.040	1000		2000
(613) Dabney Mill Rd	1.22	420 From	G	94%	2%	0%		2%	0%	F	0.111	F	0.719	450	G	2009
		To From				26-670 V	W, Duncan Ro	i								
613) Dabney Mill Rd	0.51	420	G	94%	2%	0%	2%	2%	0%	F	0.109	F	0.576	440	G	2009
<u> </u>		From					E, Duncan Ro					_				
613) Squirrel Level Rd	1.43	260	G	94%	2%	0%		2%	0%	F	0.142	F	0.506	280	G	2009
(613) Squirrel Level Rd	0.86	360 From	G	94%	2%	26-742 l	Plantation Rd 2%	2%	0%	F	0.111	F	0.581	380	G	2009
(613) Squirrel Level Rd	0.00	J00		J+70	270				070	į	— <u> </u>	į.	0.501	300		2005
613) Squirrel Level Rd	1.39	860 From	G	94%	2%	0%	Fanglewood F 2%	2%	0%	F	0.105	F	0.692	920	G	2009
		To				26-741 F	Fort Emery Ro	i								
613) Squirrel Level Rd	0.43	1100	G	94%	2%	0%	2%	2%	0%	F	0.102	F	0.641	1200	G	2009
		From					2 Church Rd	-a:		_	<b>_</b>					
613) Squirrel Level Rd	0.56	800	G	94%	2%	0%		2%	0%	F	0.168	F	0.552	870	G	2009
613) Squirrel Level Rd	1.03	820	G	94%	2%	26-67 0%	6 Flank Rd 2%	2%	0%	F	0.164	F	0.544	890	G	2009
613) Squirrel Level Rd	1.03	OZU Ta		94 70	∠70		2% Petersburg	∠ /0	0 %		0.104	_ F	0.544	090	_	2009
		From					McKenney H	wy								
614) Sunnyside Dr	1.23	360	R								NA			NA		05/07/2008
$\overline{}$		To				WCL	McKenney									

Route	Length	AADT	QA	4Tire	Bus			uck 1Trail	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of McKennev		Fron							ZIIdii		racioi		Factor			
(614) Sunnyside Dr	0.30	240	R			WCL	McKenne	ey			NA			NA		08/14/2002
		Tr				SR 40 E	E, Doyle B	Blvd								
Dinwiddie County		Fron	:			De	ead End									
615 Blue Tartan Rd	0.42	60	R								NA			NA		05/02/2005
(615) Blue Tartan Rd	0.90	220 From	R			0.42 M	N Dead E	End			NA			NA		05/02/2005
		To	:			FR-81	Frontage 1	Rd								
O Didas Dd	0.00	From	_			Sussex	County L	ine						NIA		05/40/000
(616) Ridge Rd	2.20	70	R			0.5.515		2.1			NA			NA		05/12/2008
(616) Ridge Rd	1.90	80	R			26-61	7 Bolster F	Ra			NA			NA		05/12/2008
010		To	-			26-609	Cherryhill	l Rd								
		Fron				26-61	6 Ridge R	Rd								
(617) Bolster Rd	1.50	<b>270</b>	R			26-619 W	Courthou	nea P.d			NA			NA		05/12/2008
		Fron	:			26-619 E,										
617) Bolster Rd	1.70	<b>260</b>	R			26 665 W	Zallrama Mi	:11 D.4			NA			NA		05/12/2008
		From	] -]				/alkers Mi County L				1					
(618) Halligan Park Rd	1.20	320	R			Sussex	County L	лис			NA			NA		05/19/2008
<u> </u>		To Fron				26-66	6 Baugh R	Rd								
618) Halligan Park Rd	2.82	410	R			26.50	20 1	2.1			NA			NA		05/19/2008
		Fron	]				3 Carson F				<u> </u>					
(619) Courthouse Rd	3.59	480	G	97%	1%	1%	County L 0%	0%	0%	F	0.109	F	0.504	520	G	2009
019		Tr Fron	-				IcKenney	Hwy								
(619) Courthouse Rd	7.05	600 From	G	97%	1%	1%	0%	0%	0%	F	0.095	F	0.545	640	G	2009
<u> </u>		To From				26-650 Hav		ırch Rd			$\exists$ $\vdash$					
(619) Courthouse Rd	0.86	1200	G	97%	1%	1%	0%	0%	0%	F	0.103	F	0.634	1300	G	2009
(619) Courthouse Rd	1.06	From		97%	1%	26-626 1%	Flatfoot l	Rd 0%	0%	F	0.106	F	0.625	1300		2009
(619) Courthouse Rd	1.00	1200	G	9170	170		0%		0%	Г	0.106	Г	0.625	1300	G	2009
(619) Courthouse Rd	0.25	1400	G	97%	1%	1%	Lundys I 0%	0%	0%	F	0.105	F	0.62	1500	G	2009
(019)		ть	4				4 Bishop l				<u> </u>					
(619) Courthouse Rd	0.59	1700 From	G	97%	1%	1%	0%	0%	0%	С	0.105	F	0.594	1800	G	2009
$\overline{\bigcirc}$		Te				US 1 Boy	ydton Plan	ık Rd								
620) Foster Rd	1.20	40	R			26-639	Wilson F	Rd			 NA			NA		04/28/2008
(620) Foster Rd	1.20	<b>40</b>				26-642 V	W, Grubby	y Rd						INA		04/20/2000
Militar Oak Okumak Bal	4.00	From				26-642	E, Grubby	Rd						NIA		0.4/0.0/0.00
(620) White Oak Church Rd	1.80	420	R			US 4	160 WEST	r			NA T			NA		04/28/2008
		Fron					460 EAST									
(620) White Oak Church Rd	1.90	60	R			D	ead End				NA			NA		04/28/2008
		From	-				JS 460									
(621) Clay Street Rd	1.60	310	R								NA			NA		06/08/2005
<u> </u>		To From				1.60 N	MN US 46	50			$\supset$ —					
621) Clay Street Rd	0.40	<b>220</b>	R				and D. 1				NA			NA		06/08/2005
		From	<u>1</u>				ead End	- D.4			<u> </u>					
622) Baltimore Rd	1.60	40	R			26-65U I	Lew Jones	s Kű			NA			NA		04/28/2008
		Tr				26-64	7 Doyle R	Rd								

					ווט	iwiaaie i	/laintena	nce Area	3							
Route	Length	AADT	QA	4Tire	Bus		Tr 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County		Fron	1:			26-6	47 Doyle R	24			-					
622) Baltimore Rd	3.70	60	R			20-0	+7 Doyle I	Xu .			NA			NA		04/28/200
622) Baltimore Rd	0.80	110	R				ld White C				NA			NA		04/28/200
<u> </u>		Tr Fron	1:				W, White O									
622) Baltimore Rd	3.50	740	G	93%	1%	1%	1%	5%	0%	С	0.117	F	0.635	790	G	2009
622) Baltimore Rd	1.66	340 From	R			US -	460; 26-60	)2			NA			NA		04/28/200
622) Baltimore Rd	2.10	1100	R			26-69-	4 Old Pine	Rd			NA			NA		04/28/200
		To	):			Ameli	a County L	Line								
623)	2.00	590	R			Ameli	a County L	Line			NA			NA		05/05/200
623) Sutherland Rd	3.28	970 From	R			26-611	Wilkinson	n Rd			NA			NA		05/05/200
		Fron				26-75	0 Oxford I	Rd			<u> </u>					
623) Sutherland Rd	0.62	1500	R			26 700	N	. D.1			NA			NA		05/05/200
623 Station Rd	0.42	200 From	R				Namozine				NA			NA		05/05/200
623) Station Rd	0.68	300 From	R				Southerland				NA			NA		05/05/200
		Fron	:				460 Cox R				1					
624) Coleman Lake Rd	2.60	150	R				heelers Po				NA			NA		04/30/200
624) Coleman Lake Rd	3.80	From <b>560</b>	R				E, White O				NA			NA		04/30/200
624) Coleman Lake Rd	6.00	470 From	R			US 4	460; FR-80	)6			NA			NA		04/30/200
		To	): 			26-611	Wilkinson	n Rd								
625) Wells Rd	3.52	290	R				US 460				NA			NA		04/28/200
(625) Wells Rd	5.52	<b>230</b>	:			Ameli	a County L	ine						INA		04/20/200
		Fron	n:				<b>AcKenney</b>									
626 Flatfoot Rd	5.67	310	G	95%	2%	1%	0%	3%	0%	F	0.133	F	0.521	330	G	2009
626) Flatfoot Rd	4.09	440 From	G	95%	2%	26-609 1%	Old Stage 0%	2 Rd 3%	0%	F	0.120	F	0.639	470	G	2009
626) Flatfoot Rd	0.43	1100	G	95%	2%	26-14 1%	410 Allen I 0%	Dr 3%	0%	С	0.1	F	0.594	1200	G	2009
020		To					Courthous									
(627) Courthouse Rd	0.90	From <b>2500</b>	G	97%	1%	US 1 Bo	ydton Plar 1%	nk Rd 1%	0%	С	0.129	F	0.583	2600	G	2009
021)		Tr					Wilkinson									
627) Courthouse Rd	1.40	2000	G	97%	1%	0%	1%	1%	0%	F	0.15	F	0.752	2100	G	2009
627 Courthouse Rd	2.81	1900	R			26-66.	l Boisseau	Ra			NA			NA		05/21/200
(627) Courthouse Rd	2.61	2200 From	R			26-0	513; 26-64:	5			NA			NA		05/21/200
Counth acces 5 d	0.00	From				US 460	) New Cox	k Rd						NI A		OE /04 /000
(627) Courthouse Rd	0.80	1000	R				51 E, Cox I				NA			NA		05/21/200
(627) Trinity Church Rd	2.20	340	R				1 W, Cox				NA			NA		05/21/200
$\overline{}$		Tr				26-611	Wilkinson	n Rd								

					اال	riwide	ule ivia	amtena	ance An	ea									
Route	Length	AADT	QA	4Tire	Bus	3			ruck le 1Tra		C	C I	K actor	QK	Dir Factor	AAV	VDT	QW	Year
Dinwiddie County		Fron					- D	15 1											
(628) Tranquility Lane	0.33	70	R				Dea	ad End					J NA			N	Α		05/21/200
020) 1 7		Tr	2:			26	6-613 W	Vhite O	ak Rd				¬						
(628) Tranquility Lane	3.10	<b>70</b> From	R				0 010 11	, mic o	uii Itu				NA			N	Α		05/21/2008
		Tr				-	26-689	Bobcat	t Rd				1—						
(628) Tranquility Lane	0.87	280	R										NA			N	Α		05/02/200
<u> </u>		To From	11				26-756	Slates	Rd				]—						
(628) Tranquility Lane	0.70	590	R										NA			N	A		05/21/2008
<u> </u>		Fron				U	JS 460 N	New Co	ox Rd				<u> </u>						
(628) Tranquility Lane	0.09	1100 To	R				26-75	1 Cox I	Rd				NA			N	A		05/21/200
		Fron	1:			26	5-627 Co						1						
(629) Anderson Mill Rd	0.93	340	R				<i>F</i> 027 Ct	ourmou	isc Ru				NA			N	Α		04/30/200
023		Т					26-689	Bobcat	Rd.										
(629) Anderson Mill Rd	0.25	10 From	R				20 00)	Doocui	- 110				NA			N	Α		04/30/2008
		To	):				Dea	ad End											
		Fron				S	Sussex C	County	Line										
(630) Winfield Rd	0.30	290	R			- CF		**	**				NA			N	A		05/12/2008
		From					R 40 Mc						<u> </u>						
(631) Claiborne Rd	2.70	920	R			26	6-613 W	vhite O	ak Rd				J NA			N	Α		05/07/2008
631) Glaibarria rta	2.70	Tr.					26 600	Homio	D.4				¬				, ,		00/01/200
(631) Claiborne Rd	0.80	2200 From	R				26-690	Harris	Kū				NA			N	A		05/07/2008
(031)		To	):				US 46	0; 26-7	'08				1						
		Fron	1:			2	6-631 C	Claiborr	ne Rd										
632) Butterwood Rd	3.00	800	R										NA			N	Α		05/07/2008
		To Fron	1:				US 460 US 460						+						
(632) Olgers Dr	1.20	1800	G	97%	1%		1%	0%	0%	0%	, (	2	 0.118	F	0.623	19	00	G	2009
		To	):				26-601	River	Rd										
		Fron				S	SR 226	W, Cox	x Rd										
(633) Addison St	0.50	120	R										NA			N	A		05/21/200
			"				SR 226												
(634) Pine Grove PI	0.25	260	"L			US	S 1 Boyo	dton Pla	ank Rd				 NA			N	Δ		05/19/2008
(634) Pine Grove PI	0.20	<b>200</b>	_				Dea	ad End					Τ̈́						03/13/2000
		Fron	1:					ad End					i						
(635) Hilltop Dr	0.40	330	R										NA			N	Α		05/07/2008
		To	):			SR	R 40 Mc	Kenne	y Hwy										
	0.07	Fron					Dea	ad End					]						05/00/000
636 Rocky Branch Rd	0.27	110	R				115 46	60 Cox 1	Dd				NA			N	А		05/23/2005
		Fron	1:			26.6			Pond Rd				+						
(637) Madison Rd	0.49	120	R			20-0	)45 WII	ecicis i	oliu Ku				NA			N	Α		04/30/2008
001)		Tr	».				Dea	ad End					1						
		Fron	1:			26	-613 Gi	ills Brid	lge Rd										
(638) Harpers Rd	2.00	250	R										NA			N	Α		05/05/2008
$\sim$		To Fron	1:				26-702	Lennie	Rd				_						
638) Harpers Rd	1.20	280	R				c10 *-						NA			N	A		05/05/2008
<u> </u>		Tr	1						idge Rd				<u> </u>						
(639) Wilson Rd	0.90	280	" R			No	ottoway	County	y Line				_ NA			N	Δ		04/28/2008
(639) Wilson Rd	0.90	<b>200</b>	· N				US 46	50 WES	ST							IN	^		U-1/20/2000
		From	1.				10						1						
(639) Springston Rd/Wilson F		290	R				US 46	60 EAS	ST				NA			N			04/28/2008

							Tru				K		Dir			
Route	Length	AADT	QA	4Tire	Bus					QC	Factor	QK	Factor	AAWDT	QW	Year
Dinwiddie County		Fron									-1					
(639) Grubby Rd	0.20	210	G	94%	4%	0%	W, Grubby	1%	0%	С	0.122	F	0.759	220	G	2009
		Tr Fron	): 1:			26-642	2 E, Grubby l	Rd								
639 Wilson Rd	1.60	210	R								NA			NA		04/28/2008
( Wilson Pd	1.40	290 From	R			26-6	20 Foster Ro	l						NA		04/28/2008
(639) Wilson Rd	1.40	<b>290</b>				26-613	White Oak	Rd			NA 			INA		04/20/2000
		Fron	1:				US 460									
(640) Hobbs Mill Rd	1.40	160	R			N-44	CtI				NA			NA		04/28/2008
		Fron	n:				ay County L oydton Plank									
(641) Airport Rd	0.55	270	R			OSID	Sydton I Idilk	Ru			NA			NA		05/22/2008
		Te	:			I	Dead End									
(642) W Zilles Rd	1.82	330		89%	1%	0%	US 460 1%	8%	0%	С	0.118	F	0.721	350	G	2009
(642) W Zilles Rd	1.02	Т		0070	170		543 Zilles Rd		070		0.110		0.721	330	0	2003
(642) Grubby Rd	0.60	130 From	G	89%	1%	0%	1%	8%	0%	F	0.152	F	0.739	130	G	2009
		To	): 1:				W, Grubby E, Wilson I									
(642) Grubby Rd	2.00	130	G	89%	1%	0%	1%	8%	0%	F	0.142	F	0.522	140	G	2009
		Tr From			26	-620 E, W	hite Oak Ch	urch Rd								
642) Grubby Rd	2.40	120	G	89%	1%	0%	1%	8%	0%	F	0.123	F	0.59	130	G	2009
0 0 11 11 12 1	4.50	Fron				26-613	White Oak	Rd			$\rightrightarrows$					0.4/0.0/0.00
(642) Continental Rd	1.52	80	R								NA			NA		04/28/2008
(642) Continental Rd	0.83	70 From	R		1	52 ME 26	5-613 White	Oak Rd			NA			NA		05/12/2005
042)		To	:			26-6	544 Brills Rd									
<u> </u>	0.00	From	:			SR 4	0 Darvills R	1			<u> </u>					05/07/000
(643) Zilles Rd	3.20	350	R			26-6-	42 Grubby R	1			NA T			NA		05/27/2008
Town of McKenney																
O Donat Dd	0.20	Fron		020/	20/		0 Doyle Blv		00/	_	0.105	_	0.646	610		2000
(644) Depot Rd	0.20	570	G	93%	2%	1% NCI	0% L McKenney	4%	0%	F	0.125	F	0.616	610	G	2009
Dinwiddie County																
(644) Depot Rd	1.92	410		93%	2%	NCI 1%	L McKenney 0%	4%	0%	С	0.123	F	0.587	440	G	2009
(644) Depot Rd	1.02	T10	_	3070	270		Lew Jones		070		0.120		0.007	440		2000
(644) Brills Rd	2.50	390 From	R			20-030	Lew Jones	itu			NA			NA		04/28/2008
		T- Fron	a-			26-610 C	old White Oa	k Rd								
644) Brills Rd	2.50	110	R								NA			NA		04/28/2008
O Della Dal	0.50	Fron				26-642	Continental	Rd						NIA		04/00/0000
644) Brills Rd	2.50	120	R		SR	40 Old C	ryors Rd; Da	rvills Rd	l		NA T			NA		04/28/2008
		Fron	1:				old White Oa									
645) Scotts Rd	1.40	200	R								NA			NA		05/07/2008
Oceanie D.I.	4.00	From				26-622	2 Baltimore I	Rd						h 1 A		05/07/0000
645) Scotts Rd	1.80	430	R			26-64	6 W, Glebe I	Rd			NA T			NA		05/07/2008
0.4.51		From					6 E, Glebe R				<u> </u>					05/05/
645) Scotts Rd	1.60	430	R								NA —			NA		05/07/2008
(645) Wheelers Pond Rd	0.70	290 From	R			26-7	38 Scotts Ro	l			NA			NA		05/07/2008
(645) Wheelers Pond Rd	0.70	<b>230</b>				26-63	7 Madison R	ld						14/3		33,01,2000

Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		2Trail	QC	K	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County		т.	i .						ZIIdli		Factor		FaulUí			
(645) Wheelers Pond Rd	0.73	260	R			26-637	Madison I	Rd			NA			NA		05/07/2008
Wheelers Dand Dd	1.07	To From				26-71:	Patillo R	d						NΙΔ		05/07/2009
(645) Wheelers Pond Rd	1.07	410	R			26-611	Wilkinson	Rd			NA			NA		05/07/2008
(645) Wheelers Pond Rd	2.50	<b>520</b> From To	R					rtu			NA			NA		05/07/2008
		From					3; 26-627 dton Plank	c Rd								
646) Glebe Rd	6.00	<b>280</b>	G	94%	0%	0% 26-613 Old	1%	4%	0%	С	0.131	F	0.605	300	G	2009
		From					Baltimore									
647) Doyle Rd	1.00	40	R								NA			NA		05/07/2008
(647) Nash Rd	1.60	200 From	R			26-648	Hudgins F	Rd			NA			NA		05/07/2008
047) *********		To					S, Glebe F									
(647) Nash Rd	2.24	350	R			20-040	N, Glebe I	Ka			NA			NA		05/07/2008
Nach Dd	1.00	From				26-73	8 Scotts Ro	1						NΙΔ		05/07/2000
(647) Nash Rd	1.92	730	R			26-656	Gatewood	Rd			NA —			NA		05/07/2008
(647) Nash Rd	0.94	880 From	R								NA			NA		05/07/2008
		To					dton Planl ew Jones				1					
648) Hudgins Rd	1.50	150	R								NA			NA		05/07/2008
		To	: :				7 Nash Rd				1					
(649) Snap Lodge Rd	0.50	50	R				dton Planl				NA			NA		05/07/2008
		To	:				ew Jones									
(650) Lew Jones Rd	1.60	40	G	99%	1%	26-610 Old	0%	0%	0%	F	0.146	F	0.571	47	G	2009
		From				6-651 W, N										
(650) Lew Jones Rd	1.10	230	G	99%	1%	0%	0%	0%	0%	F	0.108	F	0.667	250	G	2009
(650) Lew Jones Rd	1.60	380 From	G	99%	1%	0%	4 Depot Ro 0%	0%	0%	F	0.105	F	0.717	410	G	2009
$\frac{\bigcirc}{\bigcirc}$		To From				26-622	Baltimore									
(650) Lew Jones Rd	0.80	390	G	99%	1%	0%	0%	0%	0%	F	0.103	F	0.783	420	G	2009
(650) Lew Jones Rd	2.50	440	G	99%	1%	26-648 0%	Hudgins F 0%	0%	0%	С	0.116	F	0.807	470	G	2009
		To				US 1 S, Bo US 1 N, Bo	ydton Plai									
(650) Hamilton Arms Rd	0.15	1100	G	96%	1%	1%	0%	2%	0%	С	0.096	F	0.59	1100	G	2009
	2.00	From		200/	40/		Shippings !		00/				0.750	1100		0000
(650) Hamilton Arms Rd	0.68	1000	G	99%	1%	0%	0%	0%	0%	F	0.102	F	0.759	1100	G	2009
(650) Hawkins Church Rd	1.43	<b>300</b> From	G	96%	1%	1%	I-85 0%	2%	0%	С	0.109	F	0.605	320	G	2009
	2.00	From		200/	40/		W, Eppes		00/	_			0.507			2000
(650) Hawkins Church Rd	2.20	180 To	G	96%	1%	1% 26-619 C	0% Courthouse	2% Rd	0%	F	0.12	F	0.597	200	G	2009
		From				26-613 C	ills Bridge	Rd								
(651) Whitmore Rd	2.40	350	R								NA			NA		05/27/2008
(651) Whitmore Rd	1.80	260 From	R			SR 40 W,	Old Cryor	s Kd			NA			NA		05/12/2005
		To From	:			26-610 Old	l White Oa	ık Rd								
(651) Mason Church Rd	2.25	250	R	·			· <u></u>				NA			NA		05/05/2008

					Dir	nwiddie	iviainte	nance Ar	ea							
Route	Length	AADT	QA	4Tire	Bus			·Truck xle 1Tra		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County		From	1:			26.650	)E Low	Jones Rd			-					
(651) Mason Church Rd	1.58	170	R			20-030	) E, Lew	Jolies Ku			NA			NA		05/05/2008
		To				SR 40 1	E. McKe	nney Hwy			$\neg$ $\blacksquare$					
(651) Mason Church Rd	1.27	350 From	R								NA			NA		05/05/2008
		To					Dead Er	nd								
O		From				26-	-644 Dep	ot Rd								
652) Asbury Rd	1.56	340 To	R			IIC 1 I	Davidson 1	Dlault Dd			NA			NA		05/14/2008
		From					Boydton 1				+					
(653) Richie Rd	0.16	250	R			20-	703 Cars	on Ku			NA			NA		05/15/2008
(653) ************************************	00	To					Dead Er	nd								00, 10, 200
		From	ı:			26-68	37 S, Cut	oank Rd								
(654) Rainey Rd	3.02	250	R								NA			NA		05/12/2008
<u> </u>		To From	-			26-68	37 N, Cut	bank Rd								
(654) Rainey Rd	0.20	490	R								NA			NA		05/12/2008
$\bigcirc$		To				SR 40	) McKeni	ney Hwy								
<u> </u>		From	<u> </u>				Dead Er	nd								
655) Little Deer Rd	0.58	<b>20</b>	R			IIC 1 I	D 14 1	011- D 4			NA			NA		05/12/2008
		From	<del></del>				Boydton 1									
656) Eppes Rd	1.20	80	R			26-7	709 Shipp	ing Rd			NA			NA		05/07/2008
(656) Eppes Rd	1.20													14/3		03/01/2000
(656) Eppes Rd	1.20	190	R			26-6	58 Branc	hes Rd			NA			NA		05/07/2008
(656) Eppes IVu	1.20	To			2	26-650 W	/, Hamilt	on Arms Rd						INA		03/01/2000
		From						Church Rd								
(656) Gatewood Rd	2.55	480	R								NA			NA		05/07/2008
		To From	:					Plank Rd Plank Rd								
(656) Gatewood Rd	0.90	150	R			CBIII	, Doyatoi	T Italik Ita			NA			NA		05/07/2008
		To	4			26	5-647 Nas	h Rd								
_		From				US 1 I	Boydton 1	Plank Rd								
(657) Keelers Mill Rd	2.10	410	R								NA			NA		05/07/2008
		To	<u> </u>				5-647 Nas									
	4.04	From	<u>Ļ</u>			26-7	709 Shipp	ing Rd			<u> </u>					05/07/000
658 Branches Rd	1.61	300	R								NA			NA		05/07/2008
<u> </u>		From				26-	-656 Epp	es Rd			<u></u>					
658 Branches Rd	2.70	<b>70</b>	R			26 61	0 Counth	ana Dd			NA			NA		05/07/2008
		From					9 Courth									
(659) Jones Rd	0.90	90	R			26-663	5 Walkers	Mill Ka			NA			NA		05/12/2008
(659) Jones Rd	0.00	т.				CD 40	) ) ( ) (	***						14/1		00/12/2000
659 Jones Rd	1.50	120 From	R			SR 40	) McKeni	ney Hwy			NA			NA		05/12/2008
(659) Jones Rd	1.00													107		00/12/2000
659 Bain Rd	1.40	220 From	R			26-	736 Barn	es Rd			NA			NA		05/12/2008
(659) Bain Rd	1.10	To				26-61	9 Courth	ouse Rd						1471		00/12/2000
		From	12			26-61	9 Courth	ouse Rd								
(660) Hardiways Mill Rd	1.89	1100	R								NA			NA		05/15/2008
$\overline{}$		To				26-	703 Cars	on Rd			$\neg$ $\vdash$					
(660) Old Vaughan Rd	1.20	420 From	R								NA			NA		05/15/2008
$\overline{}$		To					5 W, Hur									
(660) Quaker Rd	2 40	410	R		26-60	5 E; Old	Vaughan	Rd; Hunnic	ut Rd		NI A			NA		05/15/2008
(660) Quaker Rd	2.40	410									NA			INA		00/10/2008
Ougker Dd	4.00	From	┺			26-70	04 Black	well Rd						NΙΛ		05/45/2020
(660) Quaker Rd	1.20	590	R			IIC 11	Boydton 1	Plank RA			NA			NA		05/15/2008
			—			0311	Doyutoil I	iain Nu								

						וווט		laintenand									
	Route	Length	AADT	QA	4Tire	Bus		Trud 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwi	ddie Countv		From:				26 627 (	Courthouse I	24			1					
661)	Boisseau Rd	2.40	700	G	98%	1%	1%	0%	0%	0%	С	0.157	F	0.731	750	G	2009
			To				26-613	White Oak F	Rd								
			From:				26-61	7 Bolster Rd									
(662)	Hardwood Creek Rd	1.20	60	R								NA			NA		05/12/200
$\bigcirc$			To:				26-619	Courthouse I	Rd								
$\overline{}$			From:				26-65	59 Jones Rd									
663	Bain Rd	1.20	80 To:	R			26.665.11	V-11 M:11	D.1			NA			NA		05/12/200
			From:					Valkers Mill	Ku								
664)	Reese Rd	1.20	60	R			D	ead End				NA			NA		05/12/200
004	rtococ rta	1.20	To:				26-609	Old Stage R	d			<b>—</b> i"`			14/1		00/12/200
			From:					County Lin									
665)	Walkers Mill Rd	0.70	570	R								NA			NA		05/12/200
			To				26-61	7 Bolster Rd									
665)	Walkers Mill Rd	2.35	570 From:	R			20 01	7 Boister Ru				NA			NA		05/12/200
<u></u>			To				SR 40 M	IcKenney H	W/W/								
665)	Walkers Mill Rd	1.44	220 From:	R			51X +U IV.	LOISOINGY II	,			NA			NA		05/12/200
000			To				26 729	Wingfield R	ı.d								
665)	Walkers Mill Rd	2.76	200 From:	R			20-728	Wiligheld K	·u			NA			NA		05/12/200
003			То				26 624	Clatfoot Do	1								
665)	Black Mill Rd	0.70	290 From:	R			20-020	6 Flatfoot Ro	1			NA			NA		05/12/200
003	2.001.11	00	To				26 601 D	1 1 1 1 1	D 1								00/ 12/200
665	Mortar Branch Rd	0.40	From: <b>48</b>	R			20-081 B	lack Branch	Kü			NA			NA		05/15/200
665)	World Brahon Na	0.40	To:				D	ead End							14/1		00/10/200
			From:				26-626	6 Flatfoot Ro	1								
666)	Baugh Rd	1.20	100	R								NA			NA		05/19/200
$\bigcirc$			To				26-670	) Shady Lane	2								
666	Baugh Rd	4.20	240 From:	R			20 070	Sindy Daire				NA			NA		05/19/200
<u></u>			To:				26-618 H	Ialligan Park	Rd								
			From:				26-66	66 Baugh Rd									
(667)	Malones Rd	3.20	140	R								NA			NA		05/19/200
$\bigcirc$			To:				26-70	3 Carson Rd									
$\overline{}$			From:				26-70	3 Carson Rd									
(668)	Brick Rd	1.90	220 To:	R			*0					NA			NA		05/19/200
								4 Halifax Rd									
	Old Stage Rd	3.30	From: <b>420</b>	R		26-60	5 Monks N	Neck Rd; Old	l Stage R	ld		NA			NA		05/19/200
(669)	Old Stage Nd	3.30	<b>420</b> To:				26-60-	4 Halifax Rd							INA		03/19/200
			From:					66 Baugh Rd									
(670)	Shady Lane	1.82	150	R			20-00	o Daugh Ku				NA			NA		05/04/200
0.0	,		To				1 92 MNI 2	26-666 Baug	h Dd								
(670)	Shady Lane	0.04	100 From:	R			1.62 IVIIN 2	20-000 Daug	II Ku			NA			NA		05/19/200
679			Ta				26 692	Ole Dele D	4			_					
(670)	Shady Lane	0.10	150 From:	R			20-082	Ole Bole R	a			NA			NA		05/19/200
670	2.1.au	00	To				26.600	0.0 31.0	1								00/10/200
(070)	Shady Lane	0.77	170 From	R			26-688	Sawmill Ro	1			NA			NA		05/19/200
(670)		<u> </u>		·`			06.500	014.0: -	.1								
(070)	Old Stage Rd	1.45	380 From:	G	95%	1%	26-609 2%	Old Stage R 0%	^{.d} 2%	0%	F	0.096	F	0.5	410	G	2009
(670)	ora orage Nu	1.40	500		JJ /0	1 /0				0 /0	'	0.030	'	0.5	710	3	2003
	Old Stage Rd	O F1	770 From:	<u> </u>	95%	1%	26-70 2%	3 Carson Rd 0%	2%	0%	F	0.100	F	0.644	290	G	2009
(670)	Olu Staye Ku	2.51	270 To:	G	30%			Old Vaugha		U70	Г	0.100	۲	0.641	290	G	2009
_			From:					E, Old Stage									
(670)	Duncan Rd	2.29	610	G	95%	1%	2%	0%	2%	0%	F	0.098	F	0.671	660	G	2009
			To:		- 2	26-613 S	, Squirrel I	Level Rd; Da	abney Mi	ll Rd							

					Din	widdie N	/laintena	nce Area	a							
Route	Length	AADT	QA	4Tire	Bus	2Axle	Tr 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County		Fron	.1			26 612 37	D	('11 P. 1			-					
670) Duncan Rd	2.07	500	G	95%	1%	2%	Dabney M	2%	0%	F	0.1	F	0.517	530	G	2009
670) Duncan Rd	1.21	750 From	G	95%	1%	2%	6mith Grov 0%	2%	0%	F	0.106	F	0.590	800	G	2009
670) Duncan Rd	1.49	1100 To	G	95%	1.2 1%	2%	673 Smith 0% oydton Plan	2%	0%	С	0.101	F	0.584	1200	G	2009
		Fron	1:				ead End									
671) Brownwall Rd	0.40	<b>90</b>	R				ydton Plan	k Rd			NA			NA		05/22/2008
		Fron	1:			26-613 S	quirrel Lev	el Rd								
672 Church Rd	1.49	670	G	98%	1%	0%	1%	0%	0%	F	0.103	F	0.636	720	G	2009
(672) Church Rd	0.58	670 From	G	98%	1.4	9 MN 26- 0%	613 Hofhe 1%	lmer Way 0%	0%	С	0.105	F	0.571	720	G	2009
		To Fron	1:			26-603	3 Weakley	Rd			_					
(672) Weakley Rd	0.27	520	G	98%	0%	0%	1%	1%	0%	F	0.104	F	0.659	560	G	2009
<u> </u>		To Fron	1:			26-13	71 Hazel A									
(672) Weakley Rd	0.19	510	G	98%	0%	0% SR 142	1% 2 Simpson	1% Rd	0%	С	0.096	F	0.673	560	G	2009
		Fron	ı:			26-67	0 Duncan 1	Rd								
(673) Smith Grove Rd	1.77	390	R								NA			NA		05/22/2008
<u> </u>		Tr	n.			26-613 S	quirrel Lev	el Rd								
		Fron				26-613 S	quirrel Lev	el Rd								
(674) Wheaton Rd	1.85	130	R								NA NA			NA		06/13/2005
<u> </u>		Te	):			26-67	0 Duncan 1	Rd								
O 14 1 51	0.74	Fron	1:	070/	00/		0 Duncan 1		201			_	0.077	000		0000
675) Vaughan Rd	3.74	630	G	97%	0%	1%	1%	1%	0%	F	0.087	F	0.677	680	G	2009
(675) Vaughan Rd	0.90	1200 From	G	97%	0%	26-741 1%	Fort Emor	y Rd 1%	0%	С	0.099	F	0.617	1300	G	2009
<u> </u>		To Fron	r.			26-6	76 Flank R	d			$\neg$ —					
(675) Vaughan Rd	0.94	800	G	97%	0%	1%	1%	1%	0%	F	0.086	F	0.665	870	G	2009
		To	):			SCL	Petersbur	g								
_		Fron	1:			26-613 S	quirrel Lev	el Rd								
676) Flank Rd	0.80	580	R								NA NA			NA		05/22/2008
<u> </u>		Te	):				Vaughan									
		Fron	1:				4 Halifax I				<u> </u>	_			_	
677 Carson Dr	0.80	960	G	98%	0%	0%	1% Bland Col	1%	0%	С	0.115	F	0.680	1000	G	2009
		Fron	1.		3K 3-				08							
678) Spain Dr	1.00	30	R			20-003	Ellington	Kű			NA			NA		05/19/2008
(678) Spain Dr	1.00	To	):			26-606	Oak Grove	e Rd			— <u>;</u> " `			147.		00/10/2000
		Fron	1:			Г	ead End									
(679)	1.45	210	R								NA			NA		05/15/2008
		To	):			26-660 H	ardiways N	Iill Rd								
_		Fron	1:			26-681 E	Black Brand	ch Rd								
(680) Troublefield Rd	2.01	290	R								NA			NA		05/19/2008
		To Fron	1:		2.0	1 ME 26-6	18 Halliga	n Park Rd								
(680) Troublefield Rd	1.19	370	R								NA			NA		05/15/2008
$\overline{}$		Te	):			26-618 F	Ialligan Pa	rk Rd								
	4 22	Fron				Sussex	County L	ine								05/40/6555
681) Black Branch Rd	1.80	300 To	R		26.665	Monte - P	onah D.1. I	Olook 3 4:11	DA		NA			NA		05/12/2008
		Fron	L .		20-005		ranch Rd; I		Ku							
(682) Ole Bole Rd	0.70	110	" R			26-609	Old Stage	Kd			 NA			NA		05/19/2008
(682) Ole Bole Rd	0.70	TIU				26-67	O Shady La	ine						INA		00/18/2008
						20-07	y L0									

						Maintenance								
Route	Length	AADT	QA 4Tir	e Bu	S	Truck le 3+Axle 1		()()	K actor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie Countv		From			26.65	51 William D.1			ī					
(683) Continental Rd	0.45	120	R		26-63	51 Whitmore Rd			J NA			NA		04/28/200
(000)		To			26-7	707 Cantree Rd			1					
(683) Continental Rd	0.60	80 From	R		20-7	107 Cantice Ru			NA			NA		04/28/2008
		To			0.6	60 MN 26-707			1					
(683) Continental Rd	0.20	50 From	R						NA			NA		06/08/200
		То				Dead End			1					
$\sim$		From				Dead End			j					
(684) Airpark Dr	0.56	2300 _{To}	R		110	400 A:			NA			NA		05/22/2008
_		From				460 Airport St			<u> </u>					
685) Oakley Dr	0.16	90	R			Dead End			J NA			NA		05/05/200
(685) Oakley Dr	00	То			US 1 E	Boydton Plank R	d		]					00,00,200
		From			26-673	Smith Grove R	d							
(686) Smith Grove Lane	0.20	40	R						NA			NA		05/22/2008
<u> </u>		To				Dead End								
O 0 11 1 5 1		From			26-60	09 Cherryhill Rd			]					00/00/000
(687) Cutbank Rd	0.10	100	R						NA -			NA		06/06/2005
Outhord Bd	4.54	From	_		26-65	54 S, Rainey Rd			<u> </u>			NIA		05/40/000
687 Cutbank Rd	1.54	30	R						NA -			NA		05/12/2008
Outhord Bd	4.00	From	_		1.54	MN 26-654 S			<u> </u>			NIA		05/40/000
(687) Cutbank Rd	1.06	80	R						NA			NA		05/12/2008
Outhand Bd	4.00	From			26-696	Bourdon Creek	Rd					NIA		05/40/000
(687) Cutbank Rd	1.62	300 To	R		SR 40	McKenney Hw	v		NA 1			NA		05/12/2008
		From				570 Shady Lane	,		1					
(688) Sawmill Rd	0.85	170	R		20-0	770 Shady Lanc			NA			NA		05/19/2008
000		To			26-70	5 Fox Branch Ro	1		1					
(688) Sawmill Rd	1.28	30 From	R		20 70.	5 T OX Bruner Te			NA			NA		05/19/2008
		To			1 28 ME 2	6-705 Fox Brand	h Rd		1					
(688) Sawmill Rd	0.27	<b>70</b> From	R		1.20 1.12.2	0 700 1 011 21411			NA			NA		05/19/2008
		To			26-6	67 Malones Rd								
		From			26-629	Anderson Mill I	Rd							
(689) Bobcat Rd	0.60	180 To	R						NA			NA		05/21/2008
		From				3 Tranquility Lan			<u> </u>					
(690) Harris Dr	0.94	280	R		26-6.	31 Claiborne Rd			J NA			NA		05/07/2008
(690) Harris Dr	0.54	To				Dead End			Ï			14/3		03/01/2000
		From				Dead End								
(691) Cryors Rd	1.00	140	R						NA			NA		05/05/2008
		То			SR 40	0 Old Cryors Rd			]					
		From				Dead End			J					
692 Spony Church Rd	1.89	60	R						NA			NA		05/12/2005
		From			SR 40	McKenney Hw	y		}					0=//0/000
692 Spony Church Rd	3.20	160	R						NA -			NA		05/12/2005
Cranu Charach D.	0.00	From			26-7	09 Shipping Rd			<u> </u>			N 1 A		05/07/0000
692 Spony Church Rd	0.60	60 To	R			Dead End			NA 1			NA		05/07/2008
		From				703 Carson Rd			<u> </u>					
(693) Williamson Rd	2.87	210	R		20-	105 Caison Ku			NA			NA		05/27/2008
		То			26-67	70 Old Stage Rd			]					.=
		From				Dead End								
(694) Old Pine Rd	0.70	70	R						NA			NA		06/08/2005
$\overline{}$		То			26-62	22 Baltimore Rd								

1.89	Dead End  26-687 Cutbank Rd  26-687 Cutbank Rd  26-613 White Oak Rd  Dead End  26-665 Walkers Mill Rd  Sussex County Line  26-611 Wilkinson Rd  9 MN 26-611 Wilkinson Rd  26-708 Namozine Rd  Dead End  26-613 White Oak Rd  26-622 Baltimore Rd  Dead End  26-610 Old White Oak Rd  26-638 Harpers Rd		QC	K Factor  NA	QK	Dir Factor	NA NA NA NA NA NA	QW	Year  05/12/2008  05/12/2008  05/12/2008  05/27/2008  04/28/2008
1.89	26-687 Cutbank Rd  26-613 White Oak Rd  Dead End  26-665 Walkers Mill Rd  Sussex County Line  26-611 Wilkinson Rd  9 MN 26-611 Wilkinson Rd  26-708 Namozine Rd  Dead End  26-613 White Oak Rd  26-622 Baltimore Rd  Dead End  26-610 Old White Oak Rd  26-638 Harpers Rd			NA NA NA NA NA NA NA NA			NA NA NA NA NA		05/12/2008 05/12/2008 05/27/2008 05/27/2008 04/28/2008
1.89	26-687 Cutbank Rd  26-613 White Oak Rd  Dead End  26-665 Walkers Mill Rd  Sussex County Line  26-611 Wilkinson Rd  9 MN 26-611 Wilkinson Rd  26-708 Namozine Rd  Dead End  26-613 White Oak Rd  26-622 Baltimore Rd  Dead End  26-610 Old White Oak Rd  26-638 Harpers Rd			NA NA NA NA NA NA NA NA			NA NA NA NA NA		05/12/2008 05/12/2008 05/27/2008 05/27/2008 04/28/2008
1.89	26-613 White Oak Rd  Dead End  26-665 Walkers Mill Rd  Sussex County Line  26-611 Wilkinson Rd  9 MN 26-611 Wilkinson Rd  26-708 Namozine Rd  Dead End  26-613 White Oak Rd  26-622 Baltimore Rd  Dead End  26-610 Old White Oak Rd  26-638 Harpers Rd			NA NA NA NA NA NA NA			NA NA NA		05/12/2008 05/27/2008 05/27/2008 04/28/2008
1.89	Dead End  26-665 Walkers Mill Rd  Sussex County Line  26-611 Wilkinson Rd  9 MN 26-611 Wilkinson Rd  26-708 Namozine Rd  Dead End  26-613 White Oak Rd  26-622 Baltimore Rd  Dead End  26-610 Old White Oak Rd  26-638 Harpers Rd			NA NA NA NA NA NA NA			NA NA NA		05/12/2008 05/27/2008 05/27/2008 04/28/2008
1.89	26-665 Walkers Mill Rd  Sussex County Line  26-611 Wilkinson Rd  9 MN 26-611 Wilkinson Rd  26-708 Namozine Rd  Dead End  26-613 White Oak Rd  26-622 Baltimore Rd  Dead End  26-610 Old White Oak Rd  26-638 Harpers Rd			NA NA NA NA NA NA NA			NA NA NA		05/12/2008 05/27/2008 05/27/2008 04/28/2008
1.89	26-665 Walkers Mill Rd  Sussex County Line  26-611 Wilkinson Rd  9 MN 26-611 Wilkinson Rd  26-708 Namozine Rd  Dead End  26-613 White Oak Rd  26-622 Baltimore Rd  Dead End  26-610 Old White Oak Rd  26-638 Harpers Rd			NA NA NA NA NA NA NA NA			NA NA NA		05/27/2008 05/27/2008 04/28/2008 05/12/2008
1.89	Sussex County Line  26-611 Wilkinson Rd  9 MN 26-611 Wilkinson Rd  26-708 Namozine Rd  Dead End  26-613 White Oak Rd  26-622 Baltimore Rd  Dead End  26-610 Old White Oak Rd  26-638 Harpers Rd			NA NA NA NA NA NA NA NA			NA NA NA		05/27/2008 05/27/2008 04/28/2008 05/12/2008
2	26-611 Wilkinson Rd  9 MN 26-611 Wilkinson Rd  26-708 Namozine Rd  Dead End  26-613 White Oak Rd  26-612 Baltimore Rd  Dead End  26-610 Old White Oak Rd  26-638 Harpers Rd			NA NA NA NA NA NA NA NA			NA NA NA		05/27/2008 05/27/2008 04/28/2008 05/12/2008
2	9 MN 26-611 Wilkinson Rd  26-708 Namozine Rd  Dead End  26-613 White Oak Rd  26-622 Baltimore Rd  Dead End  26-610 Old White Oak Rd  26-638 Harpers Rd			NA NA NA NA			NA NA		05/27/2008 04/28/2008 05/12/2008
2	26-708 Namozine Rd  Dead End  26-613 White Oak Rd  26-622 Baltimore Rd  Dead End  26-610 Old White Oak Rd  26-638 Harpers Rd			NA NA NA NA			NA NA		05/27/2000 04/28/2000 05/12/2000
2	26-708 Namozine Rd  Dead End  26-613 White Oak Rd  26-622 Baltimore Rd  Dead End  26-610 Old White Oak Rd  26-638 Harpers Rd			NA NA			NA NA		04/28/2008
	Dead End  26-613 White Oak Rd  26-622 Baltimore Rd  Dead End  26-610 Old White Oak Rd  26-638 Harpers Rd			NA NA			NA NA		04/28/2008
	Dead End  26-613 White Oak Rd  26-622 Baltimore Rd  Dead End  26-610 Old White Oak Rd  26-638 Harpers Rd			NA			NA		05/12/2009
	26-613 White Oak Rd  26-622 Baltimore Rd  Dead End  26-610 Old White Oak Rd  26-638 Harpers Rd			NA			NA		05/12/2009
	26-622 Baltimore Rd  Dead End  26-610 Old White Oak Rd  26-638 Harpers Rd			NA			NA		05/12/2009
	26-622 Baltimore Rd  Dead End  26-610 Old White Oak Rd  26-638 Harpers Rd								
	Dead End 26-610 Old White Oak Rd 26-638 Harpers Rd								
	Dead End 26-610 Old White Oak Rd 26-638 Harpers Rd			NA			NIA		04/20/2000
	26-610 Old White Oak Rd 26-638 Harpers Rd			NA			NIA		04/20/2000
	26-638 Harpers Rd						NA		04/28/2008
	•								
	am 10 011 a m 1			NA			NA		05/05/2008
	SR 40 Old Cryors Rd								
6% 1%	US 1 Boydton Plank Rd 1% 1% 1%	0%	F	0.095	F		3800	G	2009
0/0 1/0		0 /6		0.093			3000	G	2009
6% 1%		0%	C	0.097	F	0 504	3600	G	2009
770 170		070		0.007	•	0.004	0000	Ü	2000
3% 2%		0%	С	0.097	F	0.681	910	G	2009
		070		0.007	•	0.001	0.10	Ū	2000
3% 2%		0%	F	0.089	F	0.641	750	G	2009
			•	— <u> </u>	•	0.0			2000
		0%	F	0.106	F	0.702	1100	G	2009
	Dead End								
				NA			NA		05/15/2008
	26-660 Quaker Rd								
	26-688 Sawmill Rd						NIA		05/40/0000
	26 733 Little Zion Pd			NA T			NA		05/19/2008
	SR 220 W, C0X Ru			NA			NA		05/27/2008
	26 725 Charokaa Pd								
	20-123 CHCIORCE RU			NA			NA		05/27/2008
	SR 226 E, Cox Rd								
	26-683 Continental Rd								
				NA			NA		04/28/2008
	26-651 Whitmore Rd								
20/ 22/	Amelia County Line	001		0.117	_	0.745	- 40°		0000
6% 0%	1% 1% 1% 	υ%	F	0.117	۲	0.715	540	G	2009
20/ 20/	26-746 Birdnest Rd	00/		0400		0.777	000		
6% 0%		υ%	Ċ	0.109	F	0.777	980	G	2009
339	% 1% % 2% % 2% Princ	26-1403 % 1% 1% 1% 1% 1%  I-85 % 2% 1% 3% 1%  26-670 Old Stage Rd % 2% 1% 3% 1%  26-618 Halligan Park Rd % 2% 1% 3% 1%  Prince George County Line; 74-60  Dead End  26-660 Quaker Rd  26-688 Sawmill Rd  26-733 Little Zion Rd  SR 226 W, Cox Rd  26-725 Cherokee Rd  SR 226 E, Cox Rd  26-683 Continental Rd  26-681 Whitmore Rd  Amelia County Line % 0% 1% 1% 1% 1%	26-1403 % 1% 1% 1% 1% 0%  I-85 % 2% 1% 3% 1% 0%  26-670 Old Stage Rd % 2% 1% 3% 1% 0%  26-618 Halligan Park Rd % 2% 1% 3% 1% 0%  Prince George County Line; 74-604  Dead End  26-660 Quaker Rd  26-688 Sawmill Rd  26-733 Little Zion Rd  SR 226 W, Cox Rd  26-683 Continental Rd  26-683 Continental Rd  Amelia County Line % 0% 1% 1% 1% 0%  26-746 Birdnest Rd % 0% 1% 1% 1% 0%	26-1403 % 1% 1% 1% 1% 1% 0% C  I-85 % 2% 1% 3% 1% 0% C  26-670 Old Stage Rd % 2% 1% 3% 1% 0% F  26-618 Halligan Park Rd % 2% 1% 3% 1% 0% F  Prince George County Line; 74-604  Dead End  26-660 Quaker Rd  26-688 Sawmill Rd  26-733 Little Zion Rd  SR 226 W, Cox Rd  26-683 Continental Rd  26-683 Continental Rd  26-681 Whitmore Rd  Amelia County Line % 0% 1% 1% 1% 0% F	26-1403 % 1% 1% 1% 1% 1% 0% C 0.097  I-85 % 2% 1% 3% 1% 0% C 0.097  26-670 Old Stage Rd % 2% 1% 3% 1% 0% F 0.089  26-618 Halligan Park Rd % 2% 1% 3% 1% 0% F 0.106  Prince George County Line; 74-604  Dead End  NA  26-660 Quaker Rd  26-688 Sawmill Rd  NA  26-733 Little Zion Rd  SR 226 W, Cox Rd  NA  SR 226 E, Cox Rd  Amelia County Line % 0% 1% 1% 1% 0% F 0.117  26-746 Birdnest Rd % 0% 1% 1% 1% 0% C 0.109	26-1403 % 1% 1% 1% 1% 1% 0% C 0.097 F  I-85 % 2% 1% 3% 1% 0% C 0.097 F  26-670 Old Stage Rd % 2% 1% 3% 1% 0% F 0.089 F  26-618 Halligan Park Rd % 2% 1% 3% 1% 0% F 0.106 F  Prince George County Line; 74-604  Dead End  NA  26-660 Quaker Rd  26-688 Sawmill Rd  NA  26-733 Little Zion Rd  SR 226 W, Cox Rd  NA  SR 226 E, Cox Rd  Amelia County Line % 0% 1% 1% 1% 0% F 0.117 F  26-746 Birdnest Rd % 0% 1% 1% 1% 0% C 0.109 F	26-1403 % 1% 1% 1% 1% 0% C 0.097 F 0.504  I-85 % 2% 1% 3% 1% 0% C 0.097 F 0.681  26-670 Old Stage Rd % 2% 1% 3% 1% 0% F 0.089 F 0.641  26-618 Halligan Park Rd % 2% 1% 3% 1% 0% F 0.106 F 0.702  Prince George County Line; 74-604  Dead End  NA  26-660 Quaker Rd  26-688 Sawmill Rd  NA  26-733 Little Zion Rd  SR 226 W, Cox Rd  NA  SR 226 E, Cox Rd  Amelia County Line % 0% 1% 1% 1% 0% F 0.117 F 0.715  26-746 Birdnest Rd % 0% 1% 1% 1% 0% C 0.109 F 0.777	26-1403	18

						widdie Maintenance Area	ı 							
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County									-					
708) Namozine Rd	0.70	2200	G	96%	0%	26-601 River Rd 1% 1% 1%	0%	F	0.095	F	0.685	2400	G	2009
708) Namozine Rd	0.70	To	Ť	3070	070	US 460; 26-631	070		0.000	•	0.000	2400	Ü	2000
		From	1:			26-609 Cherryhill Rd								
709) Shipping Rd	2.70	60	R						NA			NA		05/05/200
		To	-			SR 40 McKenney Hwy								
709) Shipping Rd	3.70	210 From	R			,			NA			NA		05/05/200
		To				26-656 Eppes Rd								
709) Shipping Rd	1.70	410 From	R			20 050 Eppes Ru			NA			NA		05/05/200
		То				26-658 Branches Rd								
709) Shipping Rd	0.63	660 From	R			20 050 Branches Ru			NA			NA		05/05/20
		To	):			26-650 Hamilton Arms Rd								
		From	n:			Dead End								
710) Cemetery Rd	0.85	30	R						NA			NA		05/07/20
<u> </u>		To	):			SCL McKenney								
own of McKennev														
Compton Dd	0.11	From	" <u> </u>			SCL McKenney						NΙΔ		00/07/00
710 Cemetery Rd	0.11	9 To	R			SR 40 Doyle Blvd			NA			NA		08/27/20
N 111 C 4						Sit 40 Boyle Biva								
Dinwiddie County		From	n:			Dead End								
711) Ridley Rd	1.30	40	R						NA			NA		05/04/20
<u> </u>		To	):			26-670 Old Stage Rd								
_		From				26-703 Carson Rd								
712) Greentree Rd	0.55	30	R						NA			NA		05/19/20
<u> </u>		To	:			Dead End								
Outhands Observe Dal	0.54	From				US 1 Boydton Plank Rd						NIA		05/40/00
713 Cutbank Church Rd	2.54	<b>200</b>	R			26-687 Cutbank Rd			NA			NA		05/12/20
		From												
714) Lewis Rd	0.46	330	R			US 1 Boydton Plank Rd			NA			NA		05/19/20
714) Lewis Rd	0.10	To	:			Dead End			—i"`			10.		00/10/20
		From	1:			26-645 Wheelers Pond Rd			l					
715) Patillo Rd	1.78	120	R						NA			NA		04/30/20
		To	):			26-613 White Oak Rd								
		From	n:			26-611; 26-751								
716) Poole Siding Rd	0.36	110	R						NA			NA		04/30/20
$\smile$		To	:			26-751 Cox Rd								
<u> </u>		From	1:			26-629 Anderson Mill Rd								
717) Anderson Dr	0.50	45 Ta	R			D 1E 1			NA			NA		05/02/20
						Dead End								
718) Henshaw Rd	0.30	380	" R			26-601 River Rd						NA		05/27/20
718) Henshaw Rd	0.38	<b>300</b>				Dead End			NA			INA		03/21/20
		From	1:			26-601 River Rd			i					
719) Lee Dr	0.39	240	R			20-001 Kivei Ku			NA			NA		05/27/20
719) =50 5.	0.00	To				Dead End								00/21/20
		From	1.			26-601 River Rd								
720) Chestnut Dr	0.15	110	R			**			NA			NA		05/27/20
$\cup$		To	:			Dead End								
		From	n:			US 460; FR-804								
721) Pine Hill Rd	0.60	130	R						NA			NA		05/07/20
$\smile$		To		-		Dead End	-							
$\bigcirc$		From				26-619 Courthouse Rd								
(722) Abernathy Rd	0.81	20	R						NA			NA		05/12/20
<u> </u>		To	<u>'</u>			Dead End								

AWDT QW	Year
NA (	06/08/20
	,
NA (	04/28/20
NIA /	05/00/00
NA (	05/02/20
NA (	05/05/20
NA (	05/22/20
NA (	06/08/20
NA (	05/02/20
	00/02/2
NA (	05/02/20
NA (	04/30/20
NA (	04/30/20
NA (	04/30/20
NA (	05/19/2
IVA (	03/13/20
NA (	05/07/2
NA (	05/07/2
NA (	05/12/20
NA (	05/12/20
NA (	03/12/20
NA (	05/07/20
NA (	05/27/20
NA (	05/15/20
	NA

Route	Length	AADT	QA	4Tire	Bus					2Trai	QC	K Fact	or Q	K	Dir actor	AAWI	OT (	QW	Year
Dinwiddie County										ZIIai		гасі	OI	Г	actor				
(741) Fort Emory Rd	0.70	510	R			26-613	3 Squirre	el Level	Rd			 NA				NA			05/22/2008
741) Tort Emory Rd	0.70	To				26-0	675 Vau	ıghan Ro	d							11/1			03/22/2000
		From:				26-613	3 Squirre	el Level	Rd										
(742) Plantation Rd	0.50	270	R									NA				NA			05/22/2008
		To:			<del></del>		675 Vau		d									<u> </u>	
(743) Hart Rd	0.57	470	R			U	JS 460 C	ox Rd				LL NA				NA			05/07/2008
(743) TIGIT NO	0.07	To:				26	6-601 Ri	iver Rd					•			147			00/01/2000
		From:				26	6-644 Br	rills Rd											
(744) McKissicks Rd	0.70	80	R									NA	L			NA			04/28/2008
		To:					Dead I	End											
Ciobor Dd	0.20	From:	Ļ_				Dead I	End								NIA			0E/0E/2000
745 Fisher Rd	0.20	<b>50</b>	R			26-651	l Mason	Church	Rd			NA	L			NA			05/05/2008
		From					08 Nam					<u>-</u>						=	
(746) Birdnest Rd	0.95	90	R			20 /	, , , , , , , , , , , , , , , , , , ,					NA				NA			05/02/2005
		To:					Dead I	End											
<u> </u>		From				26-6	11 Wilk	cinson R	ld										
(747) Wheelers Lane	0.35	10 To	R				D 11	F 1				NA	L			NA			05/05/2008
		From:	l				Dead I					<u> </u>						_	
(748) Unico Rd	0.49	180	R				Dead I	End				NA				NA			05/14/2008
746) 511105 110	0.10	To:	r <u>``</u>			26-	-652 Asl	bury Rd				i"							00/11/2000
		From				F	R-82 Pla	ane Dr											
(749)	0.04	50	R									NA	L			NA			05/19/2008
		To					Dead I	End											
Outard Dd	4 54	From:	<u> </u>			26-62	23 South	nerland l	Rd							NIA			0E/0E/2008
750 Oxford Rd	1.51	590 To:	R				Dead I	End				NA	L			NA			05/05/2008
		From	I			I.	JS 460 V					1							
(751) Cox Rd	0.78	480	R				75 .00 .	,,1351				NA	L			NA			04/30/2008
		To				26-	-611 W;	26-752											
(751) Cox Rd	0.26	1500 From:	R				,					NA				NA			04/30/2008
$\overline{}$		To:				26	5-611 E;	26-716				_							
(751) Cox Rd	3.25	1600	R									NA				NA			04/30/2008
		To:				26-627 V	W, Trini	ty Chur	ch Rd										
(751) Cox Rd	2.67	2100	R									NA				NA			04/30/2008
		To:					460 E,												
(752) Siding Dr	0.40	150				2	6-611; 2	26-751								NA			04/20/2009
(752) Siding Dr	0.40	130 To:	R				Dead I	End				NA				INA			04/30/2008
		From	i			26-6	511 Wilk		2d										
(753) Siding Dr	0.40	160	R			200	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,					NA				NA			04/30/2008
		To:					Dead I	End											
<u> </u>	_	From					Dead I	End											0.1/5 = "
754 Anderson Mill Rd	0.88	210 To:	R				6 751 0	lov D 1				NA				NA			04/30/2008
-		From:	<u> </u>			2	26-751 C					+							
(755) Slates Rd	0.50	90	R				Dead I	End				LL NA				NA			04/30/2008
(755) Slates Rd		To				2	6-751 C	ox Rd				$\Box$	· 						0 1,00,2000
		From:					28 Tranq		ane			j							
(756) Slates Rd	0.28	60	R									NA				NA			05/07/2008
$\bigcirc$		To:					Dead I	End											

						····aaio i	iviali itori	ance Area							
Route	Length	AADT	QA	4Tire	Bus			Γruck de 1Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County		From				26.709	8 Namozi	no Dd		ı					
(757) Marmora Dr	0.62	100	R		-	20-700	5 INAIIIOZI	iie Ku		NA			NA		05/05/200
		To				]	Dead End								
Ctoore Dd	0.20	From	_				Dead End						NΙΔ		05/00/00
758 Steers Rd	0.39	190 To	R			26-613	Dabney N	Mill Rd		NA T			NA		05/22/200
		From					Dead End								
759) Gunn Rd	0.57	9	R							NA			NA		05/05/20
<u> </u>		То					) Lew Jon								
760) Sutherland Ave	0.37	90	R			26-6	23 Station	n Rd		NA			NA		05/05/20
760) Garrieriana 7446	0.07	То				]	Dead End	l					1471		00/00/20
		From				26-7	50 Oxford	d Rd							
764) Oxford Rd	0.33	200	R							NA			NA		05/05/20
		From					Cul-de-Sac								
770) Olde Keswick Lane	0.08	50	R				Cul-de-Sac	<u>c</u>		NA			NA		05/27/20
7770) Grad Fragins	0.00	То				Prince Go	eorge Cou	ınty Line							00/21/20
		From				26-6	72 Church	n Rd							
775 Hoffeimer Way	0.92	1900	R			**** T	1. 101	1.701		NA			NA		06/13/20
		From	1				oydton Pl								
776) Chesdin Lake Rd	0.57	300	R			26-0	601 River	· Ka		NA			NA		05/22/20
110)		To				]	Dead End	l							
		From				]	Dead End	Į							
1001) Margarita Ragsdale St	0.02	2	R			T-01				NA			NA		05/14/20
						ECI	L McKen	ney							
Town of McKennev		From				ECI	L McKeni	ney							
1001) Bolling Rd	0.02	4	R							NA			NA		05/14/20
<u> </u>		To From				26-10	14 Denbi	gh St							
1001 Bolling Rd	0.10	130	R							NA			NA		05/14/20
Dalling Dd	0.00	From	_			26-10	)13 Johnso	on St		$\Box$			NIA		05/44/00
1001) Bolling Rd	0.32	420	R							NA			NA		05/14/20
1001) Bolling Rd	0.13	870 From	R			US 1 B	oydton Pl	ank Rd		NA			NA		05/14/200
1001) Boiling red	0.10	OI O				26	1007 Fifth	, C+					1471		00/14/20
1001) Rives Ave	0.16	720 From	R			20-	1007 FIIU	131		NA			NA		05/14/20
		To				26-1	006 Fourt	th St							
1001) Rives Ave	0.07	<b>710</b> From	R			201	0001041	50		NA			NA		05/14/200
$\bigcup$		To From				26-1	005 Third	d St							
1001) Rives Ave	0.07	710	R							NA			NA		05/14/20
<u> </u>		To From				26-10	004 Secor	nd St							
1001 Rives Ave	0.07	700	R							NA			NA		05/14/20
O Birra Arra	0.00	From				26-	1003 First	t St		$\supset$			NIA.		05/4.4/00/
1001 Rives Ave	0.03	170 ™	R			26-100	)2 Railroa	d Ave		NA			NA		05/14/200
		From					0 Doyle I			İ					
1002) Railroad Ave	0.10	170	R							NA			NA		05/14/20
$\subseteq$		То				26-10	001 Rives	Ave							
Circl Ct	0.00	From	_				Dead End						NIA		0E /4 4 /00
1003 First St	0.02	20	R							NA —			NA		05/14/200
1003) First St	0.15	70 From	R			26-1010	Jack Zeh	mer Rd		NA			NA		05/14/200
(1003) First St	0.10	To					09 Westov			$\dashv$			1 1/7		30/17/200

Route	Lenath	AADT	QA	4Tire	Bus			Truck		O.C	K	QK	Dir	AAWDT	QW	Year
Town of McKennev	_0.1901		·		_40	2Ax	le 3+/	Axle 1Tra	il 2Tra	ail	Facto		Factor		~	. 501
	0.00	From	Ę			26-10	009 Wes	tover Dr								05/44/0000
1003 First St	0.03	280	R								NA			NA		05/14/2008
1003) First St	0.10	670	R			SR	40 Doyl	e Blvd			NA			NA		05/14/2008
(1003) First St	0.10	To				26-1	1001 Riv	es Ave						INA		03/14/2000
		From				SR	40 Doyl	e Blvd								
(1004) Second St	0.09	100	R								NA			NA		05/15/2008
		To					1001 Riv									
1005) Third St	0.14	90	R			26-10	009 Wes	tover Dr			NIA.			NA		05/15/2009
Third St	0.14	90									NA			INA		05/15/2008
1005) Third St	0.23	250 From	R			SR	40 Doyl	e Blvd			NA			NA		05/15/2008
1005 Third St	0.20	To	Ë			26-10	008 Zehi	mer Ave						IVA		03/13/2000
		From					40 Doyl									
1006) Fourth St	0.08	40	R			~~~					NA			NA		05/15/2008
$\bigcirc$		To				26-1	1001 Riv	es Ave								
$\sim$		From				SR	40 Doyl	e Blvd								
(1007) Fifth St	0.08	70	R								NA			NA		05/15/2008
<u> </u>		To From				26-1	1001 Riv	es Ave								
1007 Fifth St	0.11	130	R			26.16	000.77.1				NA			NA		05/15/2008
		From				26-10		mer Ave								
(1008) Zehmer Ave	0.07	40	R				Dead E	nd			NA			NA		05/15/2008
(1008) Zehmer Ave	0.07	<b>-TO</b>					1005 5	201 0						IVA		03/13/2000
(1008) Zehmer Ave	0.19	60 From	R			26	-1007 Fi	ifth St			NA			NA		05/15/2008
1008) 25111101 7 100	0.10	To				26-	-1005 Tł	nird St						1471		00/10/2000
Dinwiddie County																
_		From				US 1 I	Boydton	Plank Rd								
1009 Westover Rd	0.65	240	R			0.0	N M 17				NA			NA		05/14/2008
D 63.6 YZ		-				30	CL McK	enney								
Town of McKennev		From				SC	CL McK	enney								
(1009) Westover Dr	0.27	240	R								NA			NA		05/14/2008
$\bigcirc$		To From				26-	-1005 Ti	nird St								
(1009) Westover Dr	0.13	220	R								NA			NA		05/14/2008
$\bigcirc$		To				26	-1003 F	irst St								
<u> </u>		From				SC	CL McK	enney								
(1010) Jack Zehmer Rd	0.25	70	R								NA			NA		05/14/2008
<u> </u>		From				26-1	1012 Fac	ctory St			<u> </u>					0=// //0000
(1010) Jack Zehmer Rd	0.04	<b>40</b>	R			26	-1003 F	ent Ct			NA			NA		05/14/2008
		From				20										
(1011) Community St	0.05	90	R				Dead E	na			NA			NA		05/14/2008
(1011) Community Ct	0.00	To				26-6	14 Sunn	yside Dr						14/1		00/11/2000
		From				26-101	0 Jack Z	Zehmer Rd			1					
(1012) Factory St	0.10	50	R								NA			NA		05/14/2008
$\overline{}$		To					Dead E	nd								
<u> </u>		From				SR	40 Doyl	e Blvd								
(1013) Johnson St	0.08	300	R				001 = :				NA			NA		05/14/2008
		To	1				001 Bol									
(1014) Denbigh St	0.00	100	<u> </u>			26-1	001 Bol	ling Rd			 NA			NA		05/14/2008
(1014) Denbigh St	0.08	100	R			FC	CL McK	ennev			INA			INA		03/14/2008
						L)(		c.mc y								

									enance /									
Route	Length	AADT	QA	4Tire	Bu	ıs .			-Truck- Axle 1T		QC	K Factor	QK	Dir Factor	. AA	WDT	QW	Year
Dinwiddie Countv		Fron	i .				ECL					- i						
(1014) Denbigh St	0.31	100	R			_		L McKe				NA				NA		05/14/200
Town of McKennev								Dead Er										
1015) Bethel Rd	0.10	50 To	R			<u> </u>		Dead Er	nd Plank Rd			NA				NA		05/12/200
Dinwiddie County			ļ				USIBO	bydion	Plank Ru									
(1020) Seaboard Dr	0.08	130	R			_		544 Dep				NA				NA		06/08/200
		Fron	] :					Dead Er	nern Ave									
(1021) Southern Ave	0.12	45	R					Jean El	Iu			NA				NA		06/08/200
(1021) Southern Ave	0.09	70 Fron	R				26-102	20 Seab	oard Dr			NA				NA		06/08/200
1021) GGG		To					Г	Dead Er	nd									
		Fron					Ι	Dead Er	nd									
(1039) Shannon Rd	0.30	<b>90</b>	R				26 611	1 W/ilko	rson Rd			NA				NA		05/22/2008
		Fron						75 Vaug										
(1040) Greenhead Dr	0.55	350	R				20-07.	3 vaug	nan red			NA				NA		05/22/2008
		Te					26-10	042 Wo	ody Ct									
Consumband Ct	0.04	Fron					Ι	Dead Er	nd							NI A		05/00/000
(1041) Greenhead Ct	0.04	<b>20</b>	R		—		26-104	O Greer	nhead Dr			NA				NA		05/22/2008
		Fron	:			_		Dead Er										
(1042) Woody Ct	0.15	120	R									NA				NA		05/22/2008
		Te						Dead Er				_						
(1101) Acorn Dr	0.30	70	R				26-60	04 Halit	ax Rd			NA				NA		06/08/2005
(101) / 100 21		To					26-606	5 Oak G	rove Rd									00,00,200
		Fron	:				C	Cul-de-S	ac									
(1102)	0.46	NA					IIC 1 D	1,	DI 1 D 1			NA				NA		
		Fron	<u> </u>						Plank Rd			+						
(1103)	0.20	NA	<u> </u>					Cul-de-S	ac			NA				NA		
		Te	:					26-110	2									
$\sim$		Fron					26-1	111 An	ne Rd									
(1110) Dabney Dr	0.31	60	R									NA				NA		05/02/2005
O Dahaan Da	0.04	Fron	Ļ				26-111	13 Char	lotte Rd							NI A		05/00/000
(1110) Dabney Dr	0.21	140	R		—	—	26-613	3 White	Oak Rd			NA				NA		05/02/2005
		Fron	:					112 Gib				<u> </u>						
(1111) Anne Rd	0.16	60	R				20 11	12 010	<del>3011 D1</del>			NA				NA		05/02/2005
		Te	:				26-11	110 Dab	ney Dr									
O		Fron					26-1	111 An	ne Rd									
(1112) Gibson Dr	0.31	70	R									NA				NA		05/02/2005
Gibson Dr	0.12	From	<u> </u>				26-111	13 Char	lotte Rd			NA				NA		05/02/2005
(1112) Gibson Dr	0.13	100	R			_	26-613	3 White	Oak Rd			INA				INA		03/02/2005
		Fron	•		_	_		112 Gib				i						
(1113) Charlotte Rd	0.16	40	R									NA				NA		05/02/2005
$\bigcirc$		Tr					26-11	110 Dab	ney Dr									
	2	Fron					26-1122	2 North	wood Dr			$\Box$				N.1.0		00/00/222
(1120) Tanglewood Dr	0.25	470	R				26 112	1 Cont	wood Dr			NA				NA		06/08/2005
							20-112	1 POULU	woou Di									

Route	Length	AADT	QA	4Tire	Bus	3		Truck- +Axle 1T			QC	K Factor	QK	Dir Factor	AAW	DT (	QW	Year
Dinwiddie County						ZF	Axie 3	+Axie 11	ralı 2	zıralı		Factor		Factor				
(1120) Tanglewood Dr	0.10	570	R			26-	1121 So	thwood Dr				 NA			N.	Δ		06/08/2005
(1120) Tanglewood Dr	0.10	To	1			26-6	513 Squir	rel Level Rd							1 17/	`		00/00/2000
		From					Dead	End										
(1121) Southwood Dr	0.14	110	R									NA			N	4		06/08/2005
<u> </u>		To						glewood Dr										
(1122) Northwood Dr	0.00	From	R			26-	1123 Cir	clewood Dr				NIA			N	^		06/09/2004
(1122) Northwood Dr	0.08	310 To	K			26-1	1120 Tar	glewood Dr				NA T			N.	4		06/08/200
		From						rthwood Dr										
1123) Circlewood Dr	0.46	300	R			20	1122110	uiwood Di				NA			N	4		06/08/200
		To					Dead	End										
		From					Dead	End										
(1201) McKenney Ave	0.25	90	R									NA			N	4		05/12/200
<u> </u>		То					US 1; 2	26-650										
( Waterfood Do	0.45	From	Ļ				Cul-d	e-Sac							N.			00/40/000
(1210) Waterford Dr	0.45	100 _{To}	R				26-750 O	xford Rd				NA T			N.	4		06/13/200
		From					Cul-d											
(1240) Wrenn Forest Dr	0.21	560	R				Cur-u	-5ac				NA			N.	4		06/13/200
(1240)	-	To					26-601 F	liver Rd										
		From				26-	1243 Ca	vasback Ct										
(1241) Swan Circle	0.15	80	R									NA			N	4		06/13/200
$\overline{}$		To				26-1	240 Wre	nn Forest Di	f									
O 8: 4 31	0.44	From				26-	1243 Ca	vasback Ct										00/40/000
1242 Pintail Lane	0.11	70	R									NA			N.	4		06/13/200
Pintaill and	0.00	From	_			26-1	240 Wre	nn Forest Di	ſ			_						05/07/000
1242 Pintail Lane	0.23	270 To	R			26	5 1246 D	neasant Ct				NA			N.	4		05/27/2008
		From	l			20						1						
(1243) Canvasback Ct	0.23	60	R				Cul-d	e-sac				NA			N.	4		06/13/200
1243)		To					Cul-d	e-Sac										
		From				26	5-1242 Pi	ntail Lane				Ī						
(1244) Pintail Lane	0.08	100	R									NA			N.	4		05/27/200
		To					Cul-d	e-Sac										
O = 101.1		From				26	5-1242 Pi	ntail Lane				<u> </u>						
1245 Teal Circle	0.06	<b>70</b>	R				C-1 1	- C				NA			N.	4		05/27/2008
		From					Cul-d					1						
1246) Pheasant Ct	0.22	220	R				Cul-d	e-Sac				 NA			N.	Δ		05/27/2008
1246) 1 110000111 01	0.22					2/	1040 D	. 11 7								•		00/21/200
1246) Pheasant Ct	0.09	200 From	R			26	o-1242 Pi	ntail Lane				NA			N.	Δ		05/27/2008
(1246) Pheasant Ct	0.00	To					Cul-d	e-Sac				<b>–</b> "`				•		00/21/200
		From					SR 226	Cox Rd										
(1301) Lee Blvd	0.23	590	R									NA			N	4		05/16/200
$\bigcirc$		To					26-1332	Hill St										
(1301) Lee Blvd	0.18	200	R									NA			N	4		05/16/200
$\overline{}$		To					Dead	End										
O = 1		From				26	6-1306 R	oanoke St										
1302 Dinwiddie Ave	0.10	120	R									NA			N.	4		05/18/200
		To From				26	6-1348 P	otomac St										
1302 Dinwiddie Ave	0.03	190	R									NA			N.	4		05/18/2005
<u> </u>		To. From					26-1309	York St										
(1302) Dinwiddie Ave	0.11	260	R				_			_		NA			N.	4		05/18/2005
$\overline{}$		To				US	1 Boydto	on Plank Rd										

Route	Length	AADT	QA	4Tire	В	Bus	2				uck 1Tra		Ω	C I	K actor	Qk	Fac	AA	WDT	QW	'	Year
Dinwiddie County		Fron	:					Г	Dead E	End					1							
(1303) Simmons Ave	0.37	220	R						zeau I	JIG.					NA			1	NA		05/	18/200
		To Fron						FR-2	90 Fr	ont R	d				}—							
1303 Simmons Ave	0.03	2200 T	R				TIC	S 1 Bo	v vdt o m	Dlan	l. D.J				NA				NA		05/	18/200
		Fron	:					26-134							+							
1304) Nottoway Ave	0.10	170	R					20-134	F) Wa	u wicr	. Di				NA			I	NA		05/	18/200
1304) Nottoway Ave	0.10	210	R				2	26-130	)6 Ro	anoke	St				NA				NA		05/	18/200
$\frac{\circ}{\circ}$		Fron					2	26-134	18 Pot	tomac	St				_							
Nottoway Ave	0.13	250	R				TIC	S 1 Bo	v vdt o m	Dlam	l. D.J				NA				NA		05/	18/200
		Fron	:				US		Dead E		K KU				+							
1305) Surry Ave	0.14	230	R					L	reau 1	zna					NA			I	NA		05/	18/200
$\overline{\bigcirc}$		To Fron						26-13	350 Pa	agan S	St				}							
1305 Surry Ave	0.19	340	R												NA				NA		05/	18/200
1305) Surry Ave	0.09	430 Fron	R				2	26-130	)6 Ro	anoke	St				NA				NA		OF.	/19/200
Surry Ave	0.09	430													INA				NA		05/	18/200
1305) Surry Ave	0.11	530 From	R				2	26-134	18 Pot	tomac	St				NA				NA		05/	18/200
1303)	• • • • • • • • • • • • • • • • • • • •	To					US	S 1 Bo	ydton	n Plan	k Rd				1						00,	.0,200
_		Fron	:				2	26-13	05 Su	ırry A	ve				j							
Roanoke St	0.04	110	R												NA				NA		05/	18/200
<u> </u>		Fron					26-	-1308	Greer	nsville	e Ave				]—							
Roanoke St	0.04	140	R												NA				NA		05/	18/200
1306) Roanoke St	0.04	130 Fron	R				26-	-1307	Brun	swick	Ave				NA				NA		05/	18/2005
Roanoke St	0.04	130					26	1204	NT-44		A				7				14/1		00/	10/200
1306) Roanoke St	0.04	100 Fron	R				20	5-1304	Note	oway	Ave				NA				NA		05/	18/200
		To	c				26-	-1302	Dinw	viddie	Ave											
		Fron	:				2	26-134	19 Wa	rwick	St				J							
1307 Brunswick Ave	0.10	210	R												NA _			ļ	NA		05/	18/200
1307) Brunswick Ave	0.10	280 From	 R				2	26-130	)6 Ro	anoke	St				NA				NA		05/	18/200
Brunswick Ave	0.10	200					2	26 12	10 D		C.							!	INA		03/	10/200
1307) Brunswick Ave	0.12	330 From	R				-2	26-134	+ŏ Pot	omac	SI				NA				NA		05/	18/200
		Te					US	S 1 Bo	ydton	n Plan	k Rd											
<u> </u>		Fron	·					Г	Dead I	End					]							
Greensville Ave	0.13	60	R												NA				NA		05/	18/200
Croonsville Ave	0.00	Fron						26-13	350 Pa	agan S	St				<u> </u>				NIA		OF	/4.0/2004
Greensville Ave	0.09	370	R								~				NA			ļ	NA		U5/	18/200
1308) Greensville Ave	0.10	500 From	: <u> </u> R				2	26-134	19 Wa	rwick	St				NA				NA		05/	18/200
Greensville Ave	0.10	Ti					2	26 120	)6 D -	one1-	. C+							 	177			
1308) Greensville Ave	0.09	550 From	R				- 2	26-130	ю Ко	аноке	ıδί				NA				NA		05/	18/200
_		To Fron					2	26-134	1 <u>8 P</u> ot	tomac	St				_							
1308) Greensville Ave	0.12	620	R												NA			- 1	NA		05/	18/200
$\overline{}$		To						S 1 Bo							<u> </u>							
1309) York St	0.10	Fron <b>47</b>	R				26-	-1302	Dinw	viddie	Ave				_ NA			1	NA		05	18/200
1309) York St	0.10	<b>41</b>	<u> </u>					Г	Dead I	End					Ï				11/		03/	10/200
		Fron	:						Dead E						j							
1310) Rockdale Rd	0.10	90	R												NA			1	NA		05/	16/200
$\smile$		Te						SR 2	226 C	ox Ro	1											

						······ac	alo ividii	tenance A										
Route	Length	AADT	QA	4Tire	Bus	3		Truck Axle 1Tr			QC	K Factor	QK	Dir Factor	AAW	'DT	QW	Year
Dinwiddie Countv		Fron	.1				SR 226 C	You Did				1						
(1310) Cedar Hart Rd	0.11	1800	R				SK 220 C	.ox Ku				NA			N	Ą		05/16/200
(1310) Cedar Hart Rd	0.10	1700	R			2	6-1311 G	rant Ave				D— NA			N/	Δ		05/16/200
(1310) Cedar Hart Rd	0.10	17 <b>00</b>	<u> </u>			20	6-600 Fer	ndale Rd							11/	`		03/10/200
		Fron	:				Dead											
(1311) Grant Ave	0.31	310	R				Deud	<u> </u>				NA			N	Ą		05/16/200
Grant Ave	0.10	From 80	R			26	-1310 Ro	ckdale Rd				NA			N/	١		05/16/200
(1311) Grant Ave	0.10	To					Dead	End							11/	`		03/10/200
		Fron	:			2/	6-1313 Fr											
(1312) Sunset Dr	0.12	1000	R				0-131311	alikilii St				NA			N	4		05/16/200
(1312) Sunset Dr	0.12	To					SR 226 C	Cox Rd				<b>–</b> i"`			,	•		00/10/200
		Fron	:			2	26-1312 S											
(1313) Franklin St	0.22	1000	R				.0-13123	miset Di				NA			N	4		05/16/200
(1010)		To	:			US	1 Boydto	n Plank Rd										
		Fron	:				Dead	End										
(1314) Glendale Ave	0.03	20	R				Deua	- Ind				NA			N	Ą		05/23/200
1014)		To				26	1217 M.					_						
(1314) Glendale Ave	0.12	140 From	R			26-	·131/ Me	ndow Lane				NA			N/	١		05/23/200
(1314) Glendale Ave	0.12	140													11/	`		03/23/200
<u> </u>		Fron				2	6-1318 C	allear Rd				<b>ᆜ</b> ┈						0=/00/000
(1314) Glendale Ave	0.10	170	R									NA			N/	4		05/23/200
		Fron				26-	-1315 De	Keith Rd										
(1314) Glendale Ave	0.06	220	R									NA			N	Ą		05/23/200
<u> </u>		To	:				SR 226 C	Cox Rd										
_		Fron	:			2	26-603 Ste	rling Rd										
(1315) Del Keith Rd	0.06	70	R									NA			N	4		05/23/200
		Т	-			26	-1316 Me	ridan Ave										
(1315) Del Keith Rd	0.11	80 From	R									NA			N	Ą		05/23/200
		To				26-	-1314 Gle	ndale Ave										
		Fron	:			26-	1317 Me	ndow Lane										
(1316) Meridan Ave	0.07	50	R									NA			N	Ą		05/23/200
		Te					26 1210 6	u . C.				_						
(1316) Meridan Ave	0.06	170 From	R				26-1319 \$	nort St				NA			N/	١		05/23/200
1316) IVIEITUALI AVE	0.00	170										INA			INA	٦		03/23/200
<u> </u>	0.40	Fron	1			2	6-1318 C	allear Rd				┵┈						05/00/000
(1316) Meridan Ave	0.10	<b>80</b>	R			26	1215 D	W 14 D 1				NA			N	4		05/23/200
								Keith Rd										
$\bigcirc$	0.07	Fron	<u> </u>			26	-1316 Me	ridan Ave				٠.,						05/00/000
(1317) Meadow Lane	0.07	70	R			2.5	121161					NA			N	4		05/23/200
								ndale Ave										
O - "		Fron				26	-1316 Me	ridan Ave				┦						
(1318) Callear Rd	0.13	100 To	R			2.5	1014.01					NA			N	4		05/23/200
			1			26-	-1314 Gle	ndale Ave										
		Fron				2	26-603 Ste	rling Rd										
(1319) Short St	0.06	180	R									NA			N	4		05/23/200
		Te	1					ridan Ave										
O 500 11 1	<u></u>	From	<u>_</u>				26-1362	Oak Ct				<u>ا.</u> .						05/00/
(1320) Ritchie Ave	0.09	200	R									NA			N/	Ą		05/23/2005
		Ta From					26-1363 (	Cross St										
(1320) Ritchie Ave	0.13	190	R									NA			N	Ą		05/23/200
$\bigcup$		To	:		US 1 B	oydton	Plank Rd	SR 142 Sin	nplson	Rd								
		Fron	:				Dead	End										
(1321) Ashley Lane	0.18	190	R									NA			N	Ą		05/16/200
` /		To						iver Rd										

Route	Length	AADT	QA	4Tire	Bus				uck 1Trail	- QC	K Factor	QK	Dir Factor	AAWE	T QW	Year
Dinwiddie County		From	:				Do	ad End			-1					
(1322) Harwell Dr	0.14	290	R				De	au Enu			NA			NA		05/23/200
1022)		To				US	1 Boy	dton Pla	nk Rd							
		From				2	26-600	Ferndale	Rd							
(1323) West Dr	0.40	390	R								NA			NA		05/16/200
		То	•				De	ad End								
O =	0.45	From	<u> </u>				26-136	53 Cross	St		٠.,					05/00/000
(1324) Ford Ave	0.15	1200 To	R			110	C 1 Dox	yton Plan	d. D.d		NA			NA		05/23/200
		From				U			IK KU		+					
1325) Creek Ave	0.21	220	R				Cui	l-de-Sac			NA			NA		05/23/200
1325) 616617116	0.21					26	12263	A DI	. 0.							00/20/200
1325) Creek Ave	0.06	290 From	R			26-	-1326 N	Mt Pleasa	ant St		NA			NA		05/23/200
(1325) Creek Ave	0.00	<b>230</b> To					SR 22	26 Cox R	d					IVA		03/23/200
		From				2		5 Creek A			i					
1326) Mt Pleasant St	0.21	60	R				20 1320	CICCKI	110		NA			NA		05/23/200
		To	:			2	6-1327	Cedar L	ane							
		From	:			26-	-1326 N	Mt Pleasa	ant St							
(1327) Cedar Lane	0.05	130	R								NA			NA		05/23/200
		То	:				SR 22	26 Cox R	d							
$\widehat{}$		From					De	ad End								
(1328) Pinecroft Rd	0.10	70	R								NA			NA		05/16/200
<u> </u>		To From				26-	-1329 I	Brooksda	le Rd		_					
1328) Pinecroft Rd	0.12	200	R								NA			NA		05/16/200
<u> </u>		To From	:			26	5-1330	Balsam l	Lane		]—					
(1328) Pinecroft Rd	0.07	390	R								NA			NA		05/16/200
		То				2	26-600	Ferndale	Rd							
		From				26	5-1330	Balsam l	Lane							
(1329) Brooksdale Rd	0.06	180 To	R								NA			NA		05/16/200
								Pinecrof			<u> </u>					
1330) Balsam Lane	0.17	From	R			26-	-1329 E	Brooksda	le Rd		NA			NA		05/16/200
(1330) Balsam Lane	0.17	190 To				26	6-1328	Pinecrof	t Rd					INA		03/10/200
		From	:					5 Creek A			+					
1331) Creek Circle	0.03	40	R				20-1322	CICCK	110		NA			NA		06/13/200
1331)		То	:				Cul	l-de-Sac								
		From	:				26-130	1 Lee Bl	lvd							
(1332) Hill St	0.05	190	R								NA			NA		05/16/200
<u> </u>		To	:				De	ad End								
		From				2	26-600	Ferndale	Rd							
(1333) Ferndale Circle	0.54	300	R								NA			NA		05/16/200
<u> </u>		То				2	26-600	Ferndale	Rd							
O =		From					De	ad End								
(1334) Floyd Ave	0.12	40	R								NA			NA		05/23/200
$\overline{\bigcirc}$		To From				2	26-1336	Forest A	Ave							
(1334) Floyd Ave	0.22	530	R				ED	0.0	25		NA			NA		05/23/200
		To	1					0; 26-13								
Church Bd	0.40	790	<u> </u>				0.19 N	AS FR-29	90					NIA		05/22/202
(1335) Church Rd	0.19	280	R							 	NA —			NA		05/23/200
O 01 1 D 1	2.55	From	<u> </u>	-			FR-29	0; 26-13	34	-						05/00/22
(1335) Church Rd	80.0	<b>20</b>	R				D-	od End			NA			NA		05/23/200
			<u>.                                    </u>					ead End								
1336) Forest Ave	0.30	410	<u> </u>			2	26-1334	4 Floyd A	Ave		NA			NA		05/23/200
(1336) Forest Ave	0.30	410	R								INM			INH		00/20/200

					DIR		/laintenanc			K		Dir			
Route	Length	AADT	QA	4Tire	Bus		3+Axle 1		QC I	Factor	QK	Factor	AAWDT	QW	Year
Dinwiddie County		Fron	:			Г	ead End			1					
1337) James Ave	0.12	80	R				edd Elid			NA			NA		05/23/200
$\bigcup$		Tr	·			26-133	36 Forest Ave								
^		Fron	:			26-133	35 Church Rd								
(1338) Shadyside Dr	0.20	160	R			-	110			NA			NA		05/23/20
		Fron	<u>1</u>				ul-de-Sac			<u> </u>					
1339) Creek Lane	0.07	50	R			20-132	25 Creek Ave			NA			NA		05/23/20
1939	0.01	To				Cı	ul-de-Sac			<u> </u>					00/20/20
		Fron	:			SR 2	226 Cox Rd								
1340) Fairway Lane	0.15	50	R							NA			NA		05/15/20
		Tr. Fron				26-13-	41 Driver Rd			_					
1340) Fairway Lane	0.09	270	R							NA			NA		05/18/20
		To From				26-1342	Wedgewood l	Rd		_					
1340) Fairway Lane	0.12	80	R							NA			NA		05/18/20
<u> </u>		To	1			D	ead End								
Driver Dd	0.47	From				26-1343	Greenway R	d					NIA		05/40/00
Driver Rd	0.17	150	R			26-1340	) Fairway Lan	e		NA T			NA		05/18/20
		Fron	:				Greenway R			+					
1342) Wedgewood Rd	0.20	110	R			20-1343	Oleeliway K	u		NA			NA		05/18/20
1542)		To				26-1340	) Fairway Lan	e							
		Fron	:			26-13-	41 Driver Rd								
Greenway Rd	0.09	100	R							NA			NA		05/18/20
$\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}}}}}}}}}}$		To	:			26-1342	Wedgewood l	Rd							
O 0 1 151		Fron				SR 2	226 Cox Rd			J					.= // . / / .
Orchard Rd	0.09	320	R							NA			NA		05/16/20
	2.00	Fron				26-134	5 Steven Ave	:		]					05/40/00
Orchard Rd	0.09	270	R			26 124	6 Wayne Ave			NA			NA		05/16/20
		Fron													
1345) Steven Ave	0.06	40	R			L	ead End			NA			NA		05/18/20
1343) 616 7617 176	0.00	TO TO				26 124	4.O14.D.4			¬					00, 10, 20
1345) Steven Ave	0.04	40 From	R			20-134	4 Orchard Rd			NA			NA		05/18/20
1343) 61676177176	0.0.	To				D	ead End			<u> </u>					00/10/20
		Fron	:			D	ead End								
1346) Wayne Ave	0.07	30	R							NA			NA		05/18/20
<u> </u>		Te Fron				26-134	4 Orchard Rd			1—					
Wayne Ave	0.04	210	R							NA			NA		05/18/20
$\overline{}$		Tr Fron				26-134	7 Orchard Dr			_					
1346) Wayne Ave	0.01	47	R							NA			NA		05/18/20
		Te				D	ead End								
O 0 1 15		Fron				D	ead End			J					.=//
Orchard Dr	0.17	130	R			26 134	6 Wayne Ave			NA			NA		05/18/20
		Fron	_					,		<u> </u>					
Potomac St	0.04	120	R			20-13	05 Surry Ave			NA			NA		05/23/20
			_			26 1200	Graanovilla A	VA							
1348) Potomac St	0.04	150 From	R			20-1508	Greensville A	ve		NA			NA		05/23/20
Potomac St	J.0-	т				26 1207	D : 1 ·			- <i>-</i>					
1348) Potomac St	0.04	130 From	R			20-1307	Brunswick A	ve		NA			NA		05/23/20
Potomac St	0.04					06 100	N-u :			· */ `			14/1		55120120
1348) Potomac St	0.04	120 From	R			26-1304	Nottoway Av	/e		NA			NA		05/23/20
1348) Potomac St	0.04	1 <b>20</b>				26-1302	Dinwiddie A	ve		<b>–</b>			1 1/7		30/20/20
			-							-					

Route	Length	AADT	QA	4Tire	-				Truck-			()(	· _	K	QK	Dir		AAWD [*]	ΓQV	I	Year
Dinwiddie County			_						de 1T		21 rail		F	actor		Facto	or				
(1349) Warwick St	0.04	130	R		 2	26-13	608 Gr	eensv	ille Ave	;				J NA				NA		05/	/18/2005
		Tr Fron			 	26-13	307 Br	runsw	ick Ave					<b>—</b>							
(1349) Warwick St	0.04	80	R											NA				NA		05/	/18/2005
		Fron			 _				ay Ave												
(1350) Pagan St	0.04	50	R				5-1305	Surry	Ave					NA				NA		05/	/18/2005
		Tr			2	26-13	308 Gr	eensv	ille Ave	;				]							
(1352) Elsie Dr	0.10	260	R		_	2	26-601	Rive	r Rd					NIA				NA		05/	/16/2004
(1352) Elsie Dr	0.19	<b>200</b>			 	2.	c 125/	1 1 1	I- D.:					NA 1				INA		03/	/16/200
(1352) Elsie Dr	0.10	120 From	R				6-1354	+ Mar	K Dr					NA				NA		05/	/16/200
		To	:		_		Cul-	de-Sa	ıc					1							
O 0 : D	0.40	Fron			 	2	26-601	Rive	r Rd											0.5	(4.0./0.00)
(1353) Susie Dr	0.19	280	R											NA				NA		05/	/16/200
(1353) Susie Dr	0.10	100 From	R		 	26	6-1354	4 Mar	k Dr					NA				NA		05/	/16/200
(1353) Gudio 21	0.10	To					Cul-	de-Sa	ıc					1						00/	10/2000
		Fron				20	6-1352	2 Elsi	e Dr												
(1354) Mark Dr	0.08	60	R											NA				NA		05/	/16/200
O Maria Dia	0.40	Fron	Ę			26	6-1353	3 Susi	e Dr									NIA		0.5	/07/000/
(1354) Mark Dr	0.12	70	R		 									NA				NA		05/	/27/2008
(1354) Mark Dr	0.07	60 From	R		 	26	5-1390	) Jacki	ie Dr					NA NA				NA		05/	/27/2008
(1354) Wark Br	0.07	Te			 _		Dea	ıd Enc	1					1				1471		00/	2172000
		Fron				26	-601 E	E, Riv	er Rd												
(1355) E Autumn Dr	0.18	550	R											NA				NA		05/	/27/2008
C Autumn Dr	0.07	From				26-	-1356 \$	Sparr	ow Ct					<u> </u>				NIA		OF /	/4.6/2001
(1355) E Autumn Dr	0.07	190	R		 				~ .					NA				NA		U5/	/16/2005
(1355) E Autumn Dr	0.10	140	R			26	5-1367	Iris C	ircle					NA				NA		05/	/16/200
1000		Tr				26	5-1368	Woo	ds Ct					1							
(1355) W Autumn Dr	0.28	<b>250</b>	R											NA				NA		05/	/23/2005
<u> </u>		To From				26-13	369 W	estbri	iar Lane					}—							
(1355) W Autumn Dr	0.13	380	R		 	26	601 X	7. D.	D.1					NA				NA		05/	/23/200
		Fron	:		 	20-	-601 W	v, Riv													
(1356) Sparrow Ct	0.09	50	R		 		Dea	ia enc	.1					NA				NA		05/	/27/2008
		Tr From			 	26-1	355, F	E Autı	ımn Dr					<u> </u>							
(1356) Sparrow Ct	0.06	90	R											NA				NA		05/	/27/2008
<u> </u>		To			 _			nd Enc						<u> </u>							
(1357) Bancroft Dr	0.26	150	L		 	26-1	1358 N	/Iansf	ield Dr					J NA				NA		05/	/27/2008
(1357) Bancroft Dr	0.20	To	:		 2	26-13	360 Ffi	ieldsh	ire Lane	;								IVA		00/	2172000
(1357) Bancroft Dr	0.13	250	R		 	26-13	360 Fie	eldshi	ire Lane					J NA				NA		05/	/27/2008
(1357) Bancroft Dr	0.13	230			 	26	1250	C 1	11.15					1N/A 7				INA		03/	21/2000
(1357) Bancroft Dr	0.08	670 From	R		 	26-	-1359	Gayd	eli Dî					NA				NA		05/	/27/2008
		To	:			2	26-601	Rive	r Rd					<u> </u>							
<u> </u>		From			 _	_	Dea	nd Enc	d					]							/o= '-
(1358) Mansfield Dr	0.03	20	R											NA				NA		05/	/27/2008
(1358) Mansfield Dr	0.07	Pron 270	<u> </u>			26-	-1357 I	Bancr	oft Dr					NA				NA		OE /	/27/2009
(1358) Mansfield Dr	0.07	270	R		 	—	26-13	360 G	an					1				INA		UO/	/27/2008

Route	Longth	AADT	ΩΔ	4Tire	Bus			Truck		- QC	K	QK	Dir	AAWDT	0\\\	Year
Noute Dinwiddie County	Lengin	AAUI	QA	41116	DUS	2Axl	e 3+A	xle 1Trai	l 2Trail	QC.	Factor	ųΛ	Factor	MANDI	Ų۷۷	i eai
		From				2	6-1359 G	ap			<b>J</b>					
(1358) Mansfield Dr	0.08	700	R			26	601 Rive	ar Dd			NA			NA		05/27/200
		From	l				Dead En				+					
(1359) Gaydell Dr	0.04	20	R				Dead En	u			NA			NA		05/16/200
		To				26-136	64 Keithw	vood Dr			_					
1359) Gaydell Dr	0.10	450	R								NA			NA		05/16/200
		To From				26-13	357 Bancı	roft Dr								
1359) Gaydell Dr	0.29	350	R								NA			NA		05/27/20
<u> </u>		From				26-13	58 Mansf	ield Dr			$\exists$					
1359 Gaydell Dr	0.22	280	R								NA			NA		05/27/20
Countell Dr	0.40	From	_			26-1	387 Beth	Lane						NIA		05/07/00
1359 Gaydell Dr	0.10	440 To	R			26-139	85 McIlw	aine Dr			NA			NA		05/27/20
		From					357 Bancı									
1360) Fieldshire Lane	0.23	180	R			20 13	337 Builei	ion Di			NA			NA		05/27/20
<u> </u>		To				26-13	58 Mansf	ield Dr								
		From				26-1366 <b>\</b>	Walking I	Landing Ct								
1361) Walking Landing Dr	0.14	500 To	R			CD	226 C	- D.1			NA			NA		05/21/20
		From	1				226 Cox				<u> </u>					
Oak Ct	0.12	230	R			26-6	03 Sterlii	ng Ka			NA			NA		05/23/20
1302) Gain Gi	02	To				26-13	320 Ritch	ie Ave								00/20/20
		From				26-13	320 Ritch	ie Ave								
1363) Cross St	0.08	70	R								NA			NA		05/23/20
		To					1324 Ford									
1364) Keithwood Dr	0.07	From	R				Dead En	d			NA			NA		05/16/20
1364) Keithwood Dr	0.07	30									- INA			INA		03/10/20
1364) Keithwood Dr	0.21	320 From	R			26-13	65 Timpa	an Lane			NA			NA		05/16/20
1364) Keithwood Dr	0.21	To				26-1	359 Gayd	lell Dr			Π΄`			14/ (		00/10/20
		From				26-136	54 Keithw	vood Dr								
1365) Timpan Lane	0.11	140	R								NA			NA		05/16/20
		То					Cul-de-Sa									
Walking Landing Ct	0.46	500					Dead En	d			NA			NΙΛ		05/21/20
Walking Landing Ct	0.46	To	R				Dead En	d						NA		03/21/20
		From					55, E Aut									
1367) Iris Circle	0.04	30	R				,				NA			NA		05/16/20
		To				(	Cul-de-Sa	ac								
		From				(	Cul-de-Sa	ac								
1368 Woods Ct	0.05	<b>40</b>	R			26 125	5, W Au	transa Da			NA			NA		05/16/20
		From	<u> </u>								<u> </u>					
1369) Westbriar Lane	0.04	30	R			20-133	55, W Aut	umn Dr			NA			NA		05/16/20
1309) ** ** ******************************		To				(	Cul-de-Sa	ac								
		From		-		26-1	371 Haze	el Ave					-			
1370) Bell St	0.16	50	R								NA			NA		05/23/20
		To	<u> </u>				72 Weakl				<u> </u>					
O Haral A	0.40	From					Cul-de-Sa	ac						<b></b>		05/40/00
1371 Hazel Ave	0.18	90	R								NA			NA		05/19/20
A Llorel Ave	0.07	From	Ļ_	-		26	-1370 Bel	ll St						NIA.		0E/40/00
(1371) Hazel Ave	0.07	120	R								NA			NA		05/19/200

Route	Length	AADT	QA	4Tire	Bus			Truck +Axle 1		QC	K Factor	QK	Dir Factor	AAW	OT QW	/ Year
Dinwiddie Countv		From				HC	1 Davide	on Plank R	J		- <del>i</del>					
(1372) A P Hill Dr	0.09	520	R			US	1 Boyati	on Plank K	1		NA			NA		05/19/200
		To				26	-1373 Se	ntry Hill C								
$\widehat{}$		From				2	6-1372 B	egin Loop								
(1373) Sentry Hill Ct	0.44	400	R				F. 41				NA			NΑ		05/19/200
		From	<u> </u>			2	End 1									
1375) Sequoia Ct	0.13	120	R				0-1362 8	equoia Rd			NA			NΑ		05/23/200
10.00		To					Cul-d	e-Sac								
		From					Cul-d	e-Sac								
1376 Sierra Rd	0.07	60	R				. 1201.0				NA			NΑ		05/23/20
		From				2		hesdin Dr								
1377) Yosemite Rd	0.07	50	R				Cul-d	e-Sac			 NA			NΑ		05/21/20
1377) Yosemite Rd	0.01	To	Ė			2	6-1381 C	hesdin Dr			T.					00/21/20
		From					Cul-d	e-Sac								
1378) Woodstream Ct	0.11	120	R								NA			NA		05/21/20
<u> </u>		To						odstream C								
( ) Waadatraam Ct	0.04	From	<u> </u>			26-	1380 Wo	odstream I	r					NIA		05/21/20
1379 Woodstream Ct	0.24	170	R		20	6-139	3 Brickw	ood Meado	w Dr		NA T			NΑ		05/21/20
		From	:			0 10).	Deac		21		<del></del>					
1380) Woodstream Dr	0.31	680	R				Deuc	Liid			NA			NA		05/18/20
$\overline{}$		To					SR 226	Cox Rd								
1380) Woodstream Dr	0.53	150 From	R								NA			NA		05/18/20
<u> </u>		То					Dead	End								
O		From	<u> </u>				Dead	End			]					
(1381) Chesdin Dr	0.43	<b>590</b>	R				SR 226	Cov Dd			NA			NΑ		05/23/20
		From					Dead									
1382) Sequoia Rd	0.27	190	R				Deac	Ella			NA			NA		05/15/20
1		To				2	6-1381 C	hesdin Dr								
_		From				2	6-1382 S	equoia Rd								
1383) Olympic Lane	0.08	90	R								NA			NA		05/15/20
		To					Cul-d									
1384) Yellowstone Dr	0.15	600	R			2	6-1382 S	equoia Rd			 NA			NΑ		05/15/20
1384) Yellowstone Dr	0.10	То					SR 226;	26-1384			$\exists$			147		00/10/20
		From					Dead	End								
1385) McIlwaine Dr	0.30	580	R								NA			NA		05/27/20
		To From				26	-1386 R	ymond Rd			$\supset$					
1385 McIlwaine Dr	0.13	920	R								NA			NA		05/27/20
		To From				2	6-1359 C	aydell Dr								
1385 McIlwaine Dr	0.11	1400	R								NA			NA		05/27/20
		To					26-601 I									
1386) Raymond Rd	0.17	140	R				Cul-d	e-Sac			 NA			NΑ		05/27/20
1386) Raymond Rd	0.17	To					26-1399	Tower Ct			$\exists$			14/		03/21/20
		From	-					ymond Rd			i	•				
1387) Beth Lane	0.12	120	R								NA			NA		05/27/20
$\subseteq$		To				2	6-1359 C	aydell Dr								
O 01 : 5		From					Dead	End			<u>ار</u>					0=!:-:-
1388 Gloria Dr	0.03	10	R								NA			NΑ		05/16/20
		To From					26-1389	Paul Dr								
(1388) Gloria Dr	0.07	180	R								NA			NΑ		05/16/20

					Din	widdie Mainte								
Route	Length	AADT	QA	4Tire	Bus		Truck Axle 1Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County		From	1			26-1388 Glo	orio Dr		1					
(1389) Paul Dr	0.10	110	R			20-1388 GR	ona Di		NA			NA		05/16/200
		To				Cul-de-S	Sac							
<u> </u>		From				26-601 Riv	er Rd							
(1390) Jackie Dr	0.09	450	R						NA			NA		05/27/2008
O Lealin Da	0.40	From				26-1391 Jan	nes Ct		$\supset$			NIA		05/07/000
(1390) Jackie Dr	0.10	390	R						NA			NA		05/27/2008
(1390) Jackie Dr	0.08	160	R			26-1354 M	ark Dr		NA			NA		05/27/200
(1390) Jackie Dr	0.00	100				25 1202 D						INA		03/21/200
(1390) Jackie Dr	0.06	<b>70</b> From	R			26-1392 Do	nnie Ct		NA			NA		05/27/200
1390) Gacine 2:	0.00	To				Cul-de-S	Sac		<u> </u>					00/21/200
		From				Cul-de-S	Sac							
(1391) James Ct	0.06	70	R						NA			NA		05/27/200
<u> </u>		To				26-1390 Jac	kie Dr							
O Parada Ot	0.00	From	Ļ_			Cul-de-S	Sac					NIA		05/07/000
(1392) Donnie Ct	0.06	<b>60</b>	R			26-1390 Jac	kie Dr		NA			NA		05/27/200
		From				SR 226 Co			1					
(1393) Brickwood Meadow Dr	0.19	400	R			SK 220 CC	JA Ku		NA			NA		05/21/200
		To			26-1	1395 Brickwood	Meadow Lane							
		From				Cul-de-S	Sac							
(1394) Brickwood Meadow Terr	0.05	40	R						NA			NA		05/21/200
<u> </u>		To			26	-1393 Brickwoo								
(1395) Brickwood Meadow Lan	0.35	From 180	R			26-1380 Wood	stream Dr		NA			NA		05/21/200
1395 Brickwood Meadow Lan	0.55	To				Cul-de-S	Sac					INA		03/21/2000
		From				Cul-de-S								
(1396) Brickwood Meadow Ct	0.15	130	R						NA			NA		05/21/200
		To			26-1	1395 Brickwood	Meadow Lane							
O		From				Dead E	nd							
(1397) Woodstream Place	0.05	47 To	R			26 1290 Wood	otus om Du		NA			NA		05/25/200
		From				26-1380 Wood			+					
(1398) Woodstream Circle	0.06	50	R			Dead E	na		NA			NA		05/25/200
(1390)		To				26-1380 Wood	stream Dr							
		From				Cul-de-S	Sac							
(1399) Tower Ct	0.09	220	R						NA			NA		05/27/200
		To From				26-1386 Rayr	nond Rd							
(1399) Tower Ct	0.19	NA							NA			NA		
<u> </u>		To				Cul-de-S								
(1401) Springcreek Rd	0.41	150	R			Dead E	nd		NA			NA		05/25/2009
(1401) Springcreek Rd	0.41	13 <b>0</b>	<u> </u>			US 1 Boydton	Plank Rd					INA		03/23/200
		From				US 1 S, Boydton			i					
(1402) Main St	0.10	200	R			es is, sojato.			NA			NA		05/25/200
$\bigcup$		To				26-619 Courth	nouse Rd							
(1402) Sycamore Dr	0.15	260	R				*		NA			NA		05/25/200
$\bigcirc$		To				US 1 N, Boydto	n Plank Rd							
$\bigcirc$		From	<u> </u>			26-703 Cars	son Rd		J					20115155
(1403)	0.11	<b>20</b>	R			D47	u d		NA			NA		06/13/200
		From	<u> </u>			Dead E								
(1404) Rowanty Lane	0.06	50	L			26-619 Courth	nouse Kd		NA			NA		05/25/2009
1404)	5.50	To	Ë			Dead E	nd		⊐"``					35,25,200

Route	Length	AADT	QA	4Tire	Bus		Truck +Axle 1Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County		From	1						- 1					
(1405) Lakewood Dr	0.20	220	R			26-627 Cou	irthouse Rd		NA			NA		05/02/2005
(1403) =		To				26-1406 Sto	onovell Dr							
(1405) Lakewood Dr	0.16	60 From	R			20-1400 50	onewan Di		NA			NA		05/02/2005
(1403) ====================================		To				Dead	l End							
		From				26-1405 La	kewood Dr							
(1406) Stonewall Dr	0.43	150	R						NA			NA		05/02/200
<u> </u>		To				Cul-d	e-Sac							
		From				Dead	End							
(1407) Bonneville Lane	0.50	180	R						NA			NA		05/02/200
<u> </u>		То				26-627 Cou	rthouse Rd							
O		From				26-626 Fl	atfoot Rd							
(1410) Allen Rd	0.08	540	R						NA			NA		05/25/200
<u> </u>		To From				26-1411 I	Oorthy Ct		$\Box$					
(1410) Allen Rd	0.06	480	R						NA			NA		05/25/200
<u> </u>		To From				26-1412 F	rances Dr		_					
(1410) Allen Rd	0.11	320	R						NA			NA		05/25/2005
		To				26-1413 S	, Albert St							
(1410) Allen Rd	0.07	80	R				,		NA			NA		05/25/2005
		To	ı —			26-1413 N	Albert St							
(1410) Allen Rd	0.05	5	R			20-141311	, moen or		NA			NA		05/25/2005
(1410)		To				Dead	End		T					
		From	i			Cul-d	e-Sac							
(1411) Dorthy Ct	0.12	60	R						NA			NA		05/25/2005
$\bigcirc$		То				26-1410	Allen Rd							
		From				26-1410	Allen Rd							
(1412) Frances Dr	0.12	70	R						NA			NA		05/25/2005
		То				Dead	End							
_		From				26-1410 S	, Allen Rd							
(1413) Albert St	0.28	110	R						NA			NA		05/25/2005
<u> </u>		То				26-1410 N	, Allen Rd							
		From	<u> </u>			Dead	l End		ᆜ					.= /.= /
1414) Bishop St	0.16	140	R						NA			NA		05/25/2005
<u> </u>		From				26-1415 R	ainbow St							
(1414) Bishop St	0.13	100	R						NA			NA		05/25/2005
<u> </u>		То				26-619 Cou								
		From	<u> </u>			26-1414 I	Bishop St		ᆜ					.= /.= /
(1415) Rainbow St	0.12	<b>20</b>	R			ъ.	IF 1		NA			NA		05/25/2005
						Dead								
(1420) River Run Dr	0.15	950				26-601 F	River Rd		 NA			NA		06/13/2005
(1420) River Run Dr	0.15	930 To	R			26-1423 Pla	antation Dr					INA		00/13/2000
		From	l						<u> </u>					
(1421) Lake Dr	0.27	110	R			Cul-d	e-Sac		NA			NA		06/13/2005
1421) Lake Di	0.21	To				Cul-d	e-Sac		$\exists$			14/3		00/13/2000
		From	i			26-1421								
(1422) Plantation Pl	0.04	40	R			20-1421	Dane DI		NA			NA		06/13/2005
		To				Cul-d	e-Sac							
		From	<u> </u>	_		Dead		_	Ī		_			
(1423) Plantation Dr	0.22	80	R						NA			NA		06/13/2005
$\bigcup$		To				Dead	l End							
		From				Cul-d	e-Sac	 						
(1424) Plantation Ct	0.05	50	R						NA			NA		06/13/2005
$\bigcirc$		To				26-1423 Pla	antation Dr							

Route	Length	AADT	QA	4Tire	Bus	2			Truck de 1Tra		QC	K Factor	QK	Dir Factor	AA	WDT	QW	Year
Dinwiddie County		From										-						
(1425) Mark Dr	0.05	110	R				26-13	354 Mar	K Dr			NA			1	NΑ		06/13/200
		To				2	26-1423	Planta	ion Dr									
O 0 W	0.45	From					Cu	ıl-de-Sa	iC			J.,						05/40/000
(1430) Sons Way	0.15	190 To	R				26-138	2 Segue	oia Rd			NA T			r	NΑ		05/19/2008
		From						30 Sons				<u> </u>						
(1431) Bryans Circle	0.04	20	R				20 145	70 BOIIS	· · uy			NA			1	NΑ		05/19/2008
		To					Cu	ıl-de-Sa	ıC									
O		From					Cu	ıl-de-Sa	ıC									
(1432) Kyles Ct	0.03	<b>30</b>	R				26.145	30 Sons	Way			NA			ľ	NΑ		05/19/200
		From						26-1442										
(1441)	0.07	NA						.0-1442				NA			1	NΑ		
		To					2	26-1336										
		From					Cu	ıl-de-Sa	ıc									
(1442)	0.11	NA										NA			1	NΑ		
<u> </u>		From					2	26-1441										
1442	0.09	NA To						110				NA			1	NΑ		
		- 10						ıl-de-Sa										
(1501) Sutherland Dr	0.17	120	R			2	26-1504	Woodl	and Dr			NA			١	NA		05/25/200
(1501) Sutherland Dr	0.17	120					1500	***	101							<b>1</b> /1		03/23/2000
(1501) Sutherland Dr	0.29	290 From	R			2	26-1502	Woodl	and Rd			NA			1	NΑ		05/25/200
(1501) Gatherland Br	0.20	To					US 4	160 Cox	Rd			٦̈́				• • • • • • • • • • • • • • • • • • • •		00/20/2000
		From				2	26-1501	Suther	land Dr									
(1502) Woodland Rd	0.08	80	R									NA			1	NΑ		05/25/200
$\bigcirc$		To					26-150	3 Belvi	lle Dr									
O		From				2	26-1502	Woodl	and Rd			<u>ا</u>						
(1503) Belville Dr	0.12	<b>60</b>	R				D	ead End	4			NA			Γ	NΑ		05/25/200
		From						505 Tara										
(1504) Woodland Dr	0.10	80	R				20-13	103 Tale	1 101			NA			1	NΑ		05/25/200
		To				2	06-1501	Suther	land Dr									
(1504) Woodland Dr	0.14	30 From	R				0-1501	Sutilei	and Di			NA			1	NΑ		05/25/200
		To					D	ead End	1									
		From				2	26-1504	Woodl	and Dr									
(1505) Tara Dr	0.10	<b>70</b>	R									NA			1	NΑ		05/25/200
						<u> </u>		ead End										
(1509) Leonard Dr	0.23	200	R			2	26-1510	Chesdi	n Blvd			 NA				NΑ		05/05/2008
(1509) Leonard Dr	0.23	<b>200</b>	· ·				D	ead End							'	N/A		03/03/2000
		From						01 Rive				i						
(1510) Chesdin Blvd	0.57	850	R									NA			1	NΑ		05/25/200
$\bigcirc$		To				2	26-1512	Ridgec	rest Dr			_						
(1510) Chesdin Blvd	0.46	290	R									NA			1	NΑ		05/25/2005
		To From					26-151	1 Ches	din Ct			_						
(1510) Chesdin Blvd	0.06	30	R									NA			1	NΑ		05/25/2005
<u> </u>		To						ead End										
Cheadia Ct	0.04	From	Ľ			2	26-1510	Chesdi	n Blvd									05/05/000
(1511) Chesdin Ct	0.04	<b>40</b>	R			—	<u>C</u>	ıl-de-Sa	ıc			NA T			r	NΑ		05/25/2005
		From					26-1510											
(1512) Ridgecrest Dr	0.10	46	R				.5-1510	CHOSUL	ıı Dıvu			NA			1	NΑ		05/25/200
		To				2	6-1513	Shorev	view Dr									

Route	Length	AADT	QA	4Tire	В	us			Truck- Axle 1T		Ω(	; Fa		QK	Dir Factor	r A	AWDT	QW	Year
Dinwiddie County		From						509 Leo				- 1							
(1513) Shoreview Dr	0.13	220	R				20-1.	309 LC0	naid Di			N	Α				NA		05/05/2008
<u> </u>		To From					26-15	12 Ridg	ecrest Dr										
(1513) Shoreview Dr	0.15	160	R									N	A				NA		05/25/2005
(1513) Shoreview Dr	0.13	From From	R				26-15	14 Wate	rview Ct			N	Δ				NA		05/25/2005
(1513) Shoreview Dr	0.13	To	:					Cul-de-	Sac				^				INA		03/23/2000
		From						Cul-de-	Sac										
(1514) Waterview Ct	0.05	<b>30</b>	R				25.15	10.01	. 5			N	A				NA		05/25/2005
		From							eview Dr			1							
1515) Edrie Dr	0.13	430	R				26-	-601 Riv	er Ra			N	Α				NA		05/25/2005
		To				—	26-1	516 Eug	ene Dr										
1515) Edrie Dr	0.04	<b>20</b> From	R					210 Buj	gene D1			N	Α				NA		05/25/2005
		То						Dead E	nd										
Current Dr	0.10	From	_					Dead E	nd				۸				NΙΛ		05/05/0005
1516 Eugene Dr	0.12	90	R									N	A				NA		05/25/2005
1516) Eugene Dr	0.22	410	R			2	26-1517	/ Indepe	ndence D	r		 N	A				NA		05/25/2005
1310) = 290110 = 21		То					26-	1515 Ec	lrie Dr										00/20/2000
		From					26-	1518 Ho	pe Dr										
1517 Independence Dr	0.07	170	R				26.1	51.65				N	A				NA		05/25/2005
								516 Eug											
1518) Hope Dr	0.07	70	R					Dead E	nd			N	Α				NA		05/25/2005
1516) 1 1575 = 1		To					26-151	7 Indene	ndence D	r									
1518) Hope Dr	0.10	80 From	R				.0-1317	/ Indepe	iluciice D	1		N	Α				NA		05/25/2005
		То						Dead E	nd										
O a a		From					26-15	10 Ches	din Blvd										0=10=1000
1519 Seay Dr	0.09	30 To	R					Cul-de-	Sac			N	А				NA		05/27/2008
		From	:					Dead E											
1530) Oak St	0.07	40	R					Dead L	iid			N	Α				NA		04/30/2008
<u> </u>		To From					26	-1531 E	lm St										
1530) Oak St	0.09	80	R									N	Α				NA		04/30/2008
		То						5-751 Co											
1531) Elm St	0.23	60 From	R			—	26	-1530 C	ak St			N	Δ				NA		04/30/2008
1531) 2 01	0.20	To					26	5-751 Co	ox Rd				, ,				14/1		0-1/00/2000
		From					26	5-751 Co	ox Rd										
9116)	0.14	740	R									N	Α				NA		05/02/2005
<u> </u>		To				—		Cul-de-	Sac										
Town of McKennev		From	:			1	McKer	nney Ele	m School										
9117)	0.04	240	R									N	Α				NA		05/12/2005
$\bigcup$		То					26-61	14 Sunn	yside Dr										
Dinwiddie County		From					Dinni	ddie E1~	m School										
9118)	0.07	260	R				ווואווכו	aut Ele	JUI001			N	Α				NA		05/19/2008
		To					0	07 MN	US 1										
9118	0.05	100 From	R									N	Α				NA		05/02/2005
$\bigcirc$		To From					0.	12 MN	US 1			}							
9118)	0.09	160	R									N	Α				NA		05/02/2005
$\overline{}$		To					0.	21 MN	US 1										

Route	Length	AADT	QA	4Tire	Bus		Tru	ck		QC	K	QK	Dir	AAWDT	QW	Year
Dinwiddie County							3+Axle	1 i raii	21 rail		Factor		Factor			
(9118)	0.09	200	R			0.21 N	MN US 1				NA			NA		05/02/200
(9118)	0.00	To	Ė			US 1 Boyo	iton Plank	Rd								00/02/200
Town of McKennev		From	:			26-1001	Bolling R	d								
9119	0.02	30	R								NA			NA		1999
9119	0.10	40 From	R		0.	.02 MN 26-	1001 Bolli -de-Sac	ing Rd			NA			NA		1999
Dinwiddie County			<u>I</u>			Cur	-uc-sac				•					
9535 Eastview Dr	0.23	890	R			US 1 Boyo	lton Plank	Rd			NA			NA		05/19/200
9535 Eastview Dr	0.20	From <b>800</b>	R			0.23 1	MN US 1				NA			NA		05/19/200
9535) Eastview Dr	0.13	700	R			0.43 1	MN US 1				NA			NA		05/19/200
9333) = 461.1611 = 2.		To				US 1 Boyo	iton Plank	Rd								
(9920)	0.10	From <b>40</b>	R				-de-Sac				NA			NA		05/19/200
		To	:				1 Cox Rd									
(9921)	0.11	590	R			US 460	Airport S	t			NA			NA		05/02/200
<u></u>		To	:			US 460	Airport S	t								
$\bigcirc$	0.11	From	_			US 1 Boyo	iton Plank	Rd			NIA			NIA		05/02/20/
(9922)	0.11	150	R			Eastside	e Elem Scl	h			NA T			NA		05/02/200
		From				Dinwiddie	High Sch	ool								
9923	0.05	620	R								NA —			NA		05/19/200
9923)	0.13	720	R		0.0	5 MN 26-6	27 Courtho	ouse Rd			NA			NA		05/02/200
9923)		To			0.1	8 MN 26-6	27 Courtho	ouse Rd			_					
9923	0.15	<b>700</b> From	R								NA			NA		05/02/200
(9923)	0.11	700	R		0.3	3 MN 26-6	27 Courtho	ouse Rd			NA			NA		05/02/200
		To	:			26-627 C	ourthouse l	Rd								
608) Johnson Rd	0.31	930	N	99%	0%	Prince Geor	ge County 1%	Line 0%	0%	N	0.113	N	0.597	990	N	2009
(608) Johnson Rd	0.31	To		99 /0	0 /6		5; 26-677	0 /6	070	IN	0.113	IN	0.591	990	IN	2009
608 Johnson Rd	1.00	1300 From	G	99%	0%	0%	0% Petersburg	0%	0%	С	0.101	F	0.558	1400	G	2009
City of Petersburg						BCLI	ctersoung									
O 14	0.64	1000	G			SCL Peter	sburg; 26-	675			0.087	F	0.689	1100	G	2009
(3) Vaughn Rd	0.04	To				123-9013	3 Halifax F	Rd			0.007		0.009	1100		2009
		From				Hal	ifax Rd									
(4) Wells Rd	0.41	3900 To	G	87%	0%	1%	3% I Level Ro	8%	0%	С	0.087	F	0.559	4300	G	2009
		From					X RR	1								
9002 123 Halifax Rd	0.18	6400	G	99%	1%	1%	0%	0%	0%	F	0.08	F	0.526	7000	G	2009
<u> </u>	0.50	From		0001	401		erson St	001	001	_				0.100		0000
(9002) Halifax St	0.58	5600	G	99%	1%	1%	0%	0%	0%	F	0.084	F		6100	G	2009
9002) Halifax St	0.19	5900	G	99%	1%	1%	ors Lane 0%	0%	0%	F	0.08	F		6400	G	2009
(9002) Halifax St		To					inia Ave									

					Din	widdie M	1aintenar	nce Area	a							
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Petersburg		From	.1			V:-	ninio Avo									
9002 123 Halifax St	0.37	8300	G	99%	1%	1%	ginia Ave 0%	0%	0%	F	0.077	F		9000	G	2009
9002 Halifax St	0.29	7900	G	99%	1%	1%	ee Ave 0%	0%	0%	F	0.078	F		8600	G	2009
9002 123 Halifax St	0.28	8500 From	G	99%	1%	1%	iberty St 0%	0%	0%	С	0.078	F		9200	G	2009
9002 Union St	0.12	3800 From	G			US 1, US	460 W Wy	the St			NA			4200	G	2009
<u> </u>		To From			US	3 1, US 46	0 W Washi	ngton St								
9002 Union St	0.17	1400 To	G	93%	1%	4% W	1% Tabb St	1%	0%	С	0.116	F	0.523	1500	G	2009
		From		222/			on Plank R					_			_	
9004 Defense Rd	0.47	2200	G	98%	0%	0%	1%	1%	0%	С	0.096	F	0.649	2400	G	2009
9004 123 Defense Dr	1.77	3700 From	G	99%	1%	Squin 0%	rel Level R 0%	0%	0%	F	0.076	F	0.639	4000	G	2009
<u> </u>	0.00	From		000/	40/		nnson Rd	00/	00/		0.004			0000		0000
9004 123 South Boulevard	0.92	8200	G	99%	1%	0%	0%	0%	0%	С	0.091	F		8900	G	2009
9004 123 South Boulevard	0.18	5600 From	G	99%	1%	S. S:	ycamore St 0%	0%	0%	F	0.095	F	0.501	6100	G	2009
9004 123 South Boulevard	0.72	2100 From	G	99%	1%	0%	rater Rd 0%	0%	0%	F	0.087	F	0.571	2200	G	2009
		From	<u> </u>				derson St									
9006 123 Flank Rd	0.96	1900	G	96%	0%	0%	alifax Rd 3%	0%	0%	С	0.099	F	0.609	2100	G	2009
9006) Flank Rd	0.47	3100 From	G	96%	0%	Jol 0%	nnson Rd 3%	0%	0%	F	0.086	F	0.573	3400	G	2009
9006) Flank Rd	0.75	2500 From	G	96%	0%	8ir 0%	dsong Rd 3%	0%	0%	F	0.086	F	0.503	2800	G	2009
C Floris D.I	0.04	From	<u> </u>	000/	00/		Hayes Dr	40/	00/				0.504	0.400		0000
9006 Flank Rd	0.91	3100	G	98%	0%	1%	0%	1%	0%	С	0.082	F	0.581	3400	G	2009
Flook Pd (1 May)	0.13	2400	G	98%	1%	Fla 1%	ank Rd N 0%	0%	0%	С	0.082	F		2600	G	2009
9006) Flank Rd (1-Way)	0.13	<b>2400</b> To		90 /0	1 /0		1 S Crater 1		0 /0		0.062			2600	G	2009
		From	:				1 S Crater 1									
9008 Rives Rd	0.55	6700 _{To}	G	98%	0%	1%	0%	1%	0%	С	0.09	F		7200	G	2009
9008) Rives Rd	0.27	5400	G	98%	0%	0%	I- 95 0%	1%	0%	С	0.1	F		5800	G	2009
9008) Rives Rd	0.2.	То		0070	0,0		Petersburg		0,70		<u></u>	•		0000		
		From	:			123-90	008 Rives I	Rd								
9008 Ramp	0.17	800	Α								0.138	Α		820	Α	2009
		To	<u> </u>				95 South									
O Durana Dal	4.04	From	<u> </u>	000/			oydton Plan		00/			_	0.504	470	0	2000
Dupuy Rd	1.24	430	G	98%	1%	1%	0%	0%	0%	F	0.105	F	0.531	470	G	2009
9009 Dupuy St	0.58	2000 From	G	98%	1%	1%	Grigg St 0%	0%	0%	F	0.084	F	0.506	2100	G	2009
9009 Farmer St	0.86	3600 From	G	98%	1%	1%	oungs Rd 0%	0%	0%	С	0.085	F		3900	G	2009
		From					South St									
9009 Farmer St	0.47	2800	G	98%	1%	1%	0%	0%	0%	F	0.114	F	0.656	3100	G	2009
		То	1				alifax St				<del>_</del>					
Wagner Pd	0.73	15000	G	98%	0%	0%	Crater Rd 0%	1%	0%	С	0.088	F		17000	G	2009
9010 Wagner Rd	0.73	To		<i>30 /</i> 0	0 /0	U /0		1 /0	U /0		0.000	-		17000	3	2009
123		To		2370	<b>570</b>	3,0	I-95	. 70	- 70		0.000	•				

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Route	Length	AADT	QA	4Tire	Bus	2Axle	Truc 3+Axle	:k 1Trail	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Petersburg		From	i			-					1					
(9015) Harding St	0.22	1700	G	98%	1%	1%	1atthews St 0%	0%	0%	С	0.082	F	0.569	1800	G	2009
(9015) Harding St	0.22	To		0070	170		terville St	070	070		0.002	•	0.000	1000		
( ) Hamilton Or	0.07	From	<u> </u>	000/	40/		tersvilleSt	00/	00/		0.007	_		0.40	0	0000
9015 Harding St	0.27	860 To	G	98%	1%	1% H	0% alifax St	0%	0%	F	0.087	F		940	G	2009
		From	! :I				Petersburg				_					
9017 Birdsong Rd	0.62	840	G	98%	1%	1%	0%	0%	0%	С	0.098	F	0.885	910	G	2009
9017 Birdsong Rd		То	:			Jol	nnson Rd									
		From	:			W W	ashington St									
9021 N Sycamore St	0.18	3000	G	96%	1%	3%	0%	0%	0%	F	0.099	F		3200	G	2009
^		From					Tabb St									
9021 N Sycamore St	0.15	2500	G	96%	1%	3%	0%	0%	0%	С	0.093	F		2800	G	2009
		10					ingbrook St									
9023) North Blvd	0.57	2800	G	99%	0%	Jol 0%	nnson Rd 0%	0%	0%	С	0.088	F	0.653	3000	G	2009
9023 North Blvd	0.57	<b>2000</b>		JJ /0	U /0		camore St	U /0	U /0		0.000	Г	0.000	3000	3	2009
		From					ites Lane				i					
9025 Virginia Ave	0.22	420	G	96%	3%	1%	1%	0%	0%	С	0.108	F		460	G	2009
123		To From				Hare	ding Street				$\neg$ —					
9025 Virginia Ave	0.32	2200	G	96%	3%	1%	1%	0%	0%	F	0.090	F	0.616	2400	G	2009
123)		To From				Hal	ifax Street				$\neg$ —					
9025 Young Ave	0.20	2300	G	98%	1%	1%	0%	0%	0%	С	0.087	F	0.528	2500	G	2009
123)		To From				Arlin	igton Street				$\Box$ —					
9025 Young Ave	0.11	3200	G	98%	1%	1%	0%	0%	0%	F	0.095	F	0.530	3500	G	2009
123		To From			,	West Stree	et Young Av	enue			$\Box$					
9025 S West St	0.28	3500	G	98%	1%	1%	0%	0%	0%	F	0.088	F	0.541	3900	G	2009
		To From				Augu	ısta Avenue				$\Box$					
9025 S West St	0.23	4700	G	98%	1%	1%	0%	0%	0%	F	0.085	F	0.511	5100	G	2009
		To From				F	armer St									
9025 S West St	0.14	3600	G	98%	1%	1%	0%	0%	0%	F	0.085	F	0.534	4000	G	2009
		To From					Wythe St									
9025 S West St	0.07	2800 To	G	98%	1%	1%	0%	0%	0%	F	0.087	F	0.531	3100	G	2009
			1				ashington St									
9027) S West St	0.63	2000	G	98%	1%	<u>н</u> 1%	alifax St 0%	0%	0%	С	0.082	F	0.558	2200	G	2009
9027 3 West St	0.03	<b>2000</b> To		30 /0	1 70		oung Ave	0 70	076		0.002	'	0.550	2200	G	2009
		From	:				ee Ave				i					
9029 123 S. South St	0.36	2400	G	99%	0%	0%	0%	0%	0%	С	0.082	F		2700	G	2009
123/		To	-			US	l Wythe St									
9029 S. South St	0.09	4100 From	G	99%	0%	0%	0%	0%	0%	F	0.092	F		4500	G	2009
123		To .				Was	shington St				¬—					
9029 N. South St	0.20	6800	G	99%	0%	0%	0%	0%	0%	F	0.081	F		7400	G	2009
12.3)		To From					High St									
(9029) High St	0.02	1100	G	99%	0%	0%	South St 0%	0%	0%	F	0.084	F	0.595	1200	G	2009
9029 High St		To			- / 0		Canal St		- / 0							
Const Ct	0.00	From	پ	000/	00/		High St	001	007		0.00	_		7400		0000
(9029) Canal St	0.20	6500 To	G	99%	0%	0% G	0% ove Ave	0%	0%	С	0.08	F		7100	G	2009
		From									<u>l</u>					
9031) Byrne St	0.40	640	G	96%	1%	3%	New St 0%	0%	0%	С	0.09	F		700	G	2009
9031 Byrne St		То			. , ,		alifax St					-				
C Martint Ct	0.10	From	<u> </u>	0001	407		alifax Rd	00/	00/	_	0.000	_		4500		2000
9031 S. Market St	0.12	4100 To	G	96%	1%	3%	0% Jutha St	0%	0%	F	0.089	F		4500	G	2009
		10				V	Vythe St				ı					

					Din	widdie Maintenan	ice Area	<b>1</b>							
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Petersburg		Faces	.i							- i					
Apollo St	0.14	1800	G	99%	0%	Sycamore St 0% 0%	0%	0%	F	0.097	F	0.505	1900	G	2009
Apollo St	0.11	To		0070	070	Jefferson St	070	070		0.007	•	0.000	1000		2000
O 1.11 0:		From		2221		Apollo St	201								
9033 Jefferson St	0.58	2700 To	G	99%	0%	0% 0% E Wythe St	0%	0%	С	0.091	F	0.633	3000	G	2009
		From	:			3rd Street									
9033 Henry St	0.04	660	G	99%	0%	0% 0%	0%	0%	F	0.099	F	0.536	720	G	2009
173)		To				N Adams St									
<u> </u>		From				E Washington S								_	
9038 Puddledock Rd	0.40	6200 To	G	93%	0%	1% 4%	2%	0%	С	0.094	F		6700	G	2009
		From	] .I			ECL Petersburg				<u> </u>					
Oggo High St	0.58	1200	G	99%	0%	Canal St 1% 0%	0%	0%	С	0.088	F	0.69	1300	G	2009
9046 High St	0.00	To	Ť	0070	070	N Market St	070	070		0.000	•	0.00	1000	Ü	2000
		From				N Manket St									
W Bank St	0.14	2100	G	99%	0%	1% 0%	0%	0%	F	0.108	F		2300	G	2009
_		From				N Sycamore St									
9046) E Bank St	0.11	2700	G	98%	0%	1% 0%	0%	0%	С	0.108	F		2900	G	2009
<u> </u>		From				2Nd St US 301 N Crater I	24								
9046 Bank St	0.25	2500	G	96%	1%	2% 1%	1%	0%	С	0.101	F		2800	G	2009
123		To				East St									
9046) Bank St	0.21	3200 From	G	96%	1%	2% 1%	1%	0%	F	0.094	F		3400	G	2009
9046) Bank St		To	:			SR 36 E Washingto	n St								
		From	-			N Market St				Ī					
9048 W Tabb St	0.09	1600	G	98%	1%	1% 0%	0%	0%	F	0.124	F	0.674	1700	G	2009
173)		To From				Union St									
9048 W Tabb St	0.06	1600	G	98%	1%	1% 0%	0%	0%	F	0.108	F	0.632	1700	G	2009
123/		To From				N Sycamore St				<b>—</b>					
9048 123 E Tabb St	0.12	1000	G	98%	1%	1% 0%	0%	0%	С	0.116	F	0.586	1100	G	2009
123/		To				N Adams St									
		From				Defense Rd									
9053 Baylors Ln	0.65	1800	G	99%	1%	0% 0%	0%	0%	С	0.097	F	0.595	1900	G	2009
<u> </u>		To	<u> </u>			Halifax St									
Madiaan St	0.05	From		OE0/	10/	E Washington S		00/	_	0.000	_	0.005	1000	0	2000
9055 Madison St	0.05	1700	G	95%	1%	2% 1%	2%	0%	F	0.098	F	0.925	1800	G	2009
Madian O	0.40	From	<u> </u>	050/	40/	Franklin St	00/	00/		0.005		0.700	4000		0000
9055 Madison St	0.18	1200	G	95%	1%	2% 1%	2%	0%	С	0.085	F	0.766	1300	G	2009
	2.27	From	<u> </u>	050/	40/	E Bank St	00/	201				0.044	200		0000
9055 Madison St	0.07	880 To	G	95%	1%	2% 1% Bollingbrook St	2%	0%	F	0.096	F	0.811	960	G	2009
		From	I												
9057) Fifth St	0.05	380	G			E Bank St				0.126	F	0.804	420	G	2009
9057) Fifth St	0.00	T-0	_			D 11: 1 1 G				0.120	•	0.004	720	Ü	2000
9057) Fifth St	0.08	530 From	G	87%	2%	Bollingbrook St 2% 3%	5%	0%	С	0.104	F	0.729	580	G	2009
9057) Fifth St	0.00	To		01 70	270	River St	070	070			•	0.720	000	Ū	2000
		From	:			Flank Rd One-Wa	ay			Ī					
9059) Flank Rd N	0.20	3900	G	98%	1%	1% 0%	0%	0%	С	0.09	F		4300	G	2009
123/		To	:			US 301 S Crater I	Rd								
<u> </u>		From				E Wythe St									
9065 123 S Adams St	0.10	5200	G							0.090	F		5600	G	2009
<u> </u>		To	1			E Washington S	t								
		From	ب			6Th St	-				_	0 = 00	0.10		0000
Accomack St		280 To	G			7TI- C4				0.097	F	0.702	310	G	2009
		10	1			7Th St				l					

					iwiddie Mainte	nance Area								
Route	Length AADT	QA	4Tire	Bus	2Axle 3+A			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
tv of Petersburg	From:				Old Church	h Ct			1					
Cameron St	380	G			Old Charci	пы			0.184	F	0.512	420	G	2009
	To				Center S	St			<u> </u>	•	0.0.2	0		
	From:				Prince Georg	e Ave								
Culpeper Ave	410	G				,			0.108	F	0.695	440	G	2009
	To:				Brunswick	. St								
	From:				Halifax F	Rd								
Custer St	400	G							0.108	F	0.58	430	G	2009
	To:				Hawk S	t								
	From:				Busby S	lt								
Darby Dr	260	G							0.127	F	0.528	280	G	200
	To:				Halcun I	Or								
	From:				Dering R	Rd								
Gordon Dr	340	G							0.093	F		370	G	200
	To:				Hoke D	r								
	From:				Valley D	)r								
Homestead Dr	690	G							0.115	F		750	G	200
	To:				Midland l	Rd								
	From:				Filmore	St								
Jefferson St	3200	G							0.088	F	0.624	3400	G	200
	To				ST Andrew	s St								
	From:				Bolling Str	reet								
Kirkham St	440	G							0.087	F	0.532	480	G	200
	To:				Chestnut S	treet								
	From:				Nivram S	St								
North Park Dr	850	G							0.098	F		930	G	200
	To				Retang R	Rd								
	From:				Homestead	l Dr								
Oakmont Dr	110	G							0.114	F	0.741	120	G	200
	To:				Midland l	Rd								
	From:				Bollingbroo	ok St								
Old Church St	460	G							0.088	F	0.521	500	G	200
	To:				Miller S	St								
	From:				Floyd S	t								
Patterson Ave	1000	G							0.125	F	0.635	1100	G	200
	To:				Carver S	St								
	From:				Valor D	r								
Pleasants Ln	890	G							0.143	F	0.684	960	G	200
	To:				Dupuy R	ld								
	From:				Ash St									
Richmond Ave	850	G							0.084	F	0.547	920	G	200
	To:				Nash S	t								
	From:				Valley S	St								
Rollingwood Rd	110	G							0.141	F		120	G	200
	To:				Homestead	l Dr								
	From:				Forest Hill	Rd								
South Park Dr	2000	G							0.09	F		2200	G	200
	To				West Park	Dr			1					
	From:				High Pear	l St			_					
St Matthew St	3100	G							0.078	F	0.565	3300	G	200
	To:				Harding !	St	•							
	From:				Custer S	St								
Talley Ave	690	G							0.265	F	0.581	750	G	200
	To:				Edmonds	Ct								