### 2014

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

where available

### **Jurisdiction Report**

26

Dinwiddie County City of Petersburg Town of McKenney

Prepared By

Virginia Department of Transportation Traffic Engineering Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

### Virginia Department of Transportation Traffic Engineering Division Traffic Monitoring Section

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

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

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

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

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

#### **Publication Notes**

#### Parallel Roads

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

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

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

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

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

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

### Glossary of Terms:

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

Length: Length of the traffic segment in miles.

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

### QA: Quality of AADT:

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

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

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

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

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

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

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

QC: Quality of Classification Data:

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

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

QK: Quality of the K Factor estimate:

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

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

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

QW: Quality of AAWDT:

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

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

### Route Shield Legend

### Route Systems

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

Frontage Road (F precedes frontage route number)

(600) Secondary Route

### Special Routes

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

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

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

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

		Diriwidale	Maintena	iice A	Ica											
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus			ck		QC	_ K	QK	Dir	AAWDT	QV
	Farm.						2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
Roydton Plank Pd	Dinwiddie County	2.46	wick County 1700	Line <b>F</b>	95%	1%	1%	2%	1%	0%	F	0.096	F	0.528	1800	F
1 Boydton Plank Rd	Diriwidale County				95%	1 70	1 70	270	1 70	0%	Г	0.096	Г	0.526	1000	Г
~~	To: From:		L McKenne	_												
1 Boydton Plank Rd	Town of McKenney (Mair	nt: 26) 0.23	1700	N	95%	1%	1%	2%	1%	0%	N	0.096	N	0.528	1800	١
~	To- From:	SR	40 Doyle Bl	vd												
1 Boydton Plank Rd	Town of McKenney (Mair	nt: 26) 0.33	1900	F	95%	1%	1%	2%	1%	0%	F	0.098	F	0.621	2000	F
~	To: From:	NC	L McKenne	у			$\neg$ $\vdash$									
1 Boydton Plank Rd	Dinwiddie County	4.05	1900	N	95%	1%	1%	2%	1%	0%	Ν	0.098	Ν	0.621	2000	1
~	To:	26-64	9 Snap Lodg	e Rd												
1 Boydton Plank Rd	Dinwiddie County	5.65	2300	F	95%	1%	1%	2%	1%	0%	F	0.096	F	0.606	2400	ı
÷ .	To	26.62	7 Courthous	. D.d												
1 Boydton Plank Rd	From: L Dinwiddie County	2.48	3900	F	95%	1%	1%	2%	1%	0%	С	0.093	F	0.596	4000	
								_,-		-,-	_		-			
1 Boydton Plank Rd	Dinwiddie County	26-74 3.61	0 Turkey Eg <b>5000</b>	g Rd <b>F</b>	95%	1%	1%	2%	1%	0%	F	0.088	F	0.565	5200	-
1 Boyaton Plank Rd	Diriwiddie County	3.01	5000		93 /6	1 /0	1 /0	2/0	1 /0	0 /6	'	0.000	'	0.505	3200	'
~~~	To: From:		3 Dabney M													
1 Boydton Plank Rd	Dinwiddie County	3.09	8600	F	95%	1%	1%	2%	1%	0%	F	0.089	F	0.642	9200	ı
Bus	To: From:	Bus U	S 460 Airpo	rt St												
1 460 Boydton Plank Rd	Dinwiddie County	1.69	12000	F	95%	1%	1%	2%	1%	0%	F	0.087	F	0.603	13000	
1) (400)	Too	1056	W of Peters													
Bus	From:															
1) (460) Boydton Plank Rd	Dinwiddie County	1.23	14000	F	98%	0%	1%	1%	1%	0%	F	0.092	F	0.528	15000	I
Bus	To: From:	SF	226 Cox R	d												
1 (460)	Dinwiddie County	0.45	12000	Α	98%	0%	1%	1%	1%	0%	С	0.105	Α	0.534	12000	,
1) (400)	To							.,.		-,-	_					-
Bus	From:	WC	CL Petersbur	g												
1) (460) Washington St	City of Petersburg	0.40	13000	F	98%	0%	1%	1%	1%	0%	F	0.093	F	0.537	13000	F
~ <u>~</u>	To: From:		Summit St				$\Box$ $\vdash$									
Bus 1 (460) Washington St	City of Petersburg	0.18	13000	F	98%	0%	1%	1%	1%	0%	F	0.091	F	0.518	13000	F
1 460 Washington St	City of 1 decisioning	0.10		•	0070	0 70	170	1 /0	1 /0	0 70	•	0.001	•	0.010	10000	
Bus	From:		Elm St													
1 (460) Washington St	City of Petersburg	0.57	15000	F	97%	1%	1%	1%	1%	0%	F	0.08	F	0.548	16000	
~~ <u>~</u>	To:		Par; Wythe													
Bus 1 (460) Wythe St	City of Petersburg	US 1 Par, Wasi 1.08	hington St; E 7000	atterse <b>F</b>	a Lane 97%	1%	1%	1%	1%	0%	С	0.090	F		7500	
1 460 Wyllie St	City of Petersburg Combined Traffic Estimates for 2 Parallel Road		16000	F	97% 97%	1% 1%	1%	1%	1%	0% 0%	F	0.090	F	0.578	17000	1
	Combined Trainic Estimates for 2 Parallel Road	iways on this houte:		٢	3170	1 70	1 70	I 70	I 7o	0%	r	0.085	r	0.576	17000	1
Bus	To: From:		Perry St		-		}									
1 \( \lambda{460}\) Wythe St	City of Petersburg	0.15	9800	F	97%	1%	1%	1%	1%	0%	F	0.093	F		10000	F
	Combined Traffic Estimates for 2 Parallel Road	lways on this Route:	19000	F	97%	1%	1%	1%	1%	0%	F	NA			20000	F
	То:		36 Market S	St												

4/20/2015 7

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

Route   Jurisdiction   Length   AADT   1
SR 36 Market St
Combined Traffic Estimates for Parallel Roadways on this Route: NA  ALT US 301 Syzamore St  Combined Traffic Estimates for Parallel Roadways on this Route: NA  Combined Traffic Estimates for Parallel Roadways on this Route: NA  ALT Bus  Combined Traffic Estimates for Parallel Roadways on this Route: NA  Combined Traffic Estimates for Parallel Roadways on this Route: NA  Combined Traffic Estimates for Parallel Roadways on this Route: NA  Combined Traffic Estimates for Parallel Roadways on this Route: NA  Combined Traffic Estimates for Parallel Roadways on this Route: NA  Combined Traffic Estimates for Parallel Roadways on this Route: NA  Combined Traffic Estimates for Parallel Roadways on this Route: NA  Combined Traffic Estimates for Parallel Roadways on this Route: NA  Combined Traffic Estimates for Parallel Roadways on this Route: NA  Combined Traffic Estimates for Parallel Roadways on this Route: NA  Combined Traffic Estimates for Parallel Roadways on this Route: NA  Combined Traffic Estimates for Parallel Roadways on this Route: NA  Combined Traffic Estimates for Parallel Roadways on this Route: NA  Combined Traffic Estimates for Parallel Roadways on this Route: NA  Combined Traffic Estimates for Parallel Roadways on this Route: NA  Combined Traffic Estimates for Parallel Roadways on this Route: NA  Combined Traffic Estimates for Parallel Roadways on this Route: NA  Combined Traffic Estimates for Parallel Roadways on this Route: NA  Combined Traffic Estimates for Parallel Roadways on this Route: NA  Combined Traffic Estimates for Parallel Roadways on this Route: NA  Combined Traffic Estimates for Parallel Roadways on this Route: NA  Combined Traffic Estimates for Parallel Roadways on this Route: NA  Combined Traffic Estimates for Parallel Roadways on this Route: NA  Combined Traffic Estimates for Parallel Roadways on this Route: NA  Combined Traffic Estimates for Parallel Roadways on this Route: NA  Combined Traffic Estimates for Parall
Combined Traffic Estimates for Parallel Roadways on this Route:    ALT   Bus
ALT Bus
ALT Combined Traffic Estimates for Parallel Roadways on this Route:    ALT   Sus   S
Combined Traffic Estimates for Parallel Roadways on this Route: NA NA NA    Tot
ALT   1   301   Jefferson St   301
ALT   Bus US 460 Wythe St   1   301   Jefferson St   City of Petersburg   0.09   3600   F   97%   1%   1%   1%   1%   0%   F   0.081   F   0.748   3800   F   0.091   F   0.091   F   0.091   F   0.748   3800   F   0.091   F   0.091   F   0.748   3800   5800   F   0.748   3800   5800   5800   5800   5800   5800   5800
City of Petersburg   0.09   3600   F   97%   1%   1%   1%   0%   F   0.081   F   0.748   3800   F   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301   301
Combined Traffic Estimates for Parallel Roadways on this Route: NA   NA   NA
ALT   Bus US 460 Par, Washington St   City of Petersburg   0.26   800   F   97%   1%   1%   1%   1%   0%   F   0.101   F   0.512   850   F
ALT   1   301   3rd St   City of Petersburg   0.26   800   F   97%   1%   1%   1%   1%   0%   F   0.101   F   0.512   850   F   850   F
Combined Traffic Estimates for Parallel Roadways on this Route: NA NA NA  ALT 1 301 3rd St City of Petersburg 0.05 340 F 97% 1% 1% 1% 0% F 0.094 F 0.521 360 F
ALT Henry St  1 301 3rd St  City of Petersburg  0.05 340 F 97% 1% 1% 1% 0% F 0.094 F 0.521 360 F
1 301 3rd St City of Petersburg 0.05 <b>340 F</b> 97% 1% 1% 1% 0% F 0.094 F 0.521 360 F
1 (301) 3rd St City of Petersburg 0.05 <b>340 F</b> 97% 1% 1% 1% 0% F 0.094 F 0.521 360 F
Combined Traffic Estimates for Parallel Roadways on this Route: NA NA NA
ALT US 301 Par, Bank St
1 (301) 3rd St City of Petersburg 0.05 <b>370 F</b> 97% 1% 1% 1% 0% F 0.122 F 0.555 390 F
Combined Traffic Estimates for Parallel Roadways on this Route: NA NA NA
To: US 301 Bollingbrook St
ALT US 301; 3RD STREET
1)(301)(301)(36) Bollingbrook St City of Petersburg 0.08 <b>3700 F</b> 97% 0% 1% 1% 0% 0% F 0.107 F 0.707 3900 F
Combined Traffic Estimates for Parallel Roadways on this Route: NA NA NA
US 1 Par; US 301 Par; Bollingbrook St
1 (301) 2nd St City of Petersburg 0.35 <b>12000 F</b> 99% 0% 0% 0% 0% 0% F 0.085 F 0.622 12000 F
Tα SCL Colonial Heights
From: US 1
Ramp Dinwiddie County 0.28 <b>7500 G</b> NA 7500 G
T <sub>α</sub> I-85 North
From: US 1
Ramp Dinwiddie County 0.26 <b>1500 G</b> NA 1500 G
Tα I-85 South
Jorth US 1 TO RT 85 NB
Ramp Dinwiddie County 0.06 <b>4700 G</b> NA 4700 G
US 01-S066A US 01- 66A TO RT 85
lorth US 1 TO RT 85 SB
Ramp Dinwiddie County 0.03 <b>580 G</b> NA 580 G
US 01- 66B US 01-S066B TO RT 85

### 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	Q۱
outh	From:		TO RT 85 N													
1 Ramp	Dinwiddie County	,		G								NA			3100	C
~	To:	US 01-N066A	A US 01- 66A	TO R	T 85											
outh	From:	US !	1 TO RT 85 S	В												
1 Ramp	Dinwiddie County	ty 0.06	1000	G								NA			1000	(
~ <i></i>	To:	US 01- 66B U	JS 01-N066B	TO R	Г 85											
Bus	From:	US 1 Wyt	the St Batterse	ea Lane	e											
Washington St	City of Petersburg	rg 0.31	8800	F	97%	1%	1%	1%	1%	0%	F	0.096	F		9400	
	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	16000	F	97%	1%	1%	1%	1%	0%	F	0.085	F	0.578	17000	
	To															
Bus	From:		-9025 West S													
Washington St	City of Petersburg	•	8200	F	97%	1%	1%	1%	1%	0%	F	0.090	F		8800	
	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	15000	F	97%	1%	1%	1%	1%	0%	F	NA			16000	
	Tα	123	-9029 South S	St												
Bus	From:				.=./						_		_			
Washington St	City of Petersburg	0	8900	F	97%	1%	1%	1%	1%	0%	С	0.087	F		9500	
	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	19000	F	97%	1%	1%	1%	1%	0%	F	NA			20000	
	To	(	Guarantee St				$\neg$ $\vdash$									
Bus 460 Washington St	City of Petersburg	rg 0.24	10000	F	97%	1%	1%	1%	1%	0%	_	0.094	F		11000	
460) Washington St	•	•											Г			
	Combined Traffic Estimates for 2 Parallel Roa	•		F	97%	1%	1%	1%	1%	0%	F	NA			21000	
	From:	SR 36; Bus US	0 Par; SR 36 N S 460 Par Was													
(36) Market St	City of Petersburg		2700	F	97%	0%	1%	1%	1%	0%	С	0.089	F	0.540	2800	
(36)	Combined Traffic Estimates for Parallel Roa	•	NA		0.70	0,0	. , 0	. 70	. , ,	0,0	Ū	NA		0.0.0	NA	
	To:	•	36 Grove Ave	2								14/1			INA	
	From:		36; Market St													
(36) Old St	City of Petersburg	rg 0.13	3500	F	97%	0%	1%	1%	1%	0%	F	0.09	F	0.559	3700	
	Combined Traffic Estimates for Parallel Roa	adways on this Route:	NA									NA			NA	
	Tα		Sycamore St													
~ ~	From:		Old St													
$\begin{pmatrix} 1 \end{pmatrix} \begin{pmatrix} 36 \end{pmatrix}$ Sycamore St	City of Petersburg	rg 0.04	3800	F	97%	0%	1%	1%	1%	0%	F	0.109	F	0.567	4000	
	Combined Traffic Estimates for Parallel Roa	adways on this Route:	NA									NA			NA	
	To:		ollingbrook St													
~	From:		Sycamore St		.=./	221					_		_			
$\binom{36}{9}$ Bollingbrook St	City of Petersburg	-	3200	F	97%	0%	1%	1%	1%	0%	F	0.098	F	0.641	3400	
~ ~	Combined Traffic Estimates for Parallel Roa	•	NA									NA			NA	
	To:	US 1	, US 301 2nd	St												
	From:		CL Petersburg	5												
(s6) Fleet St	City of Petersburg	rg 0.12	9600	F	99%	0%	0%	0%	0%	0%	С	0.097	F	0.503	10000	
16 ) Tieet St	To:		Grove Ave													
6) Tieet St													-			
66) Fleet St	City of Petersbur		Fleet St 4100	_	98%	0%	1%	1%	0%	0%	С	0.105	F	0.612	4300	

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

								Tru	ck			K		Dir		
Route	Jurisdiction	Length AA	ADT C	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
) ( Market 0)	From:		JS 1	_	070/	00/	10/	40/	40/	00/	0	0.000	_	0.540	0000	
6) [1] Market St	City of Petersburg			F	97%	0%	1%	1%	1%	0%	С	0.089	F	0.540	2800	
	Combined Traffic Estimates for Parallel Roadways	on this Route: N	NA									NA			NA	
	To: From:	US 1 Par; BUS US 4			_											
6) Market St	City of Petersburg	0.11 <b>28</b>	800	F	99%	0%	1%	0%	0%	0%	F	0.087	F	0.585	3000	
	To: From:	US 1, Bus US	S 460 Wyt	the St			$\neg$ $\vdash$									
$\frac{1}{6}$ $\frac{\text{Bus}}{1}$ Wythe St	City of Petersburg	0.20 96	600	F	97%	1%	1%	1%	1%	0%	F	0.095	F		10000	
6) (1) (460) Wylile St	Combined Traffic Estimates for Parallel Roadways		NA		31 /6	1 /0	1 /0	1 /0	1 /0	0 /6	'	NA	•		NA	
	Combined Trainic Estimates for Parallel Roadways											IVA			INA	
ALT Bus	To: From:	ALT US 301	1 Sycamor	re St												
6) (1) (301) (460) Wyth	ne St City of Petersburg	0.20 <b>14</b>	1000	F	97%	1%	1%	1%	1%	0%	F	0.088	F		15000	
	Combined Traffic Estimates for Parallel Roadways	on this Route: N	NA									NA			NA	
	Tα		US 460													
Bus	From:															
6) (460) Wythe St	City of Petersburg	-		F	98%	1%	1%	0%	1%	0%	С	0.085	F		17000	
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 32	2000	F	96%	1%	1%	1%	1%	0%	F	0.081	F	0.505	34000	
	To	I-85	5, I-95				$\neg$ $\vdash$									
Bus 6) (460) Wythe St	City of Petersburg	0.30 11	1000	F	98%	1%	1%	0%	1%	0%	_	0.076	_		11000	
6) 460 Wythe St													F	0.044		
	Combined Traffic Estimates for 2 Parallel Roadways		Crater Rd	F	96%	1%	1%	1%	1%	0%	г	0.088	г	0.641	25000	
	From:	US 301, Bus U		ater Ro	1		_									
Wythe St	City of Petersburg			F	97%	0%	0%	1%	2%	0%	F	0.075	F		11000	
,	Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 22	2000	F	97%	0%	0%	1%	2%	0%	F	0.088	F	0.613	24000	
	To:	SR 36 Par, Washi		Ameli			Ť									
	From:	SR 36 Par; Wy	ythe St; An	nelia S	St											
<sub>36</sub> ) Washington St	City of Petersburg	0.87 <b>23</b>	3000	F	97%	0%	0%	1%	2%	0%	F	0.089	F	0.595	25000	
<i></i>	To	Puddle	edock Rd													
Washington St	City of Petersburg			F	97%	0%	0%	1%	2%	0%	F	0.093	F	0.603	18000	
	To:	Prince Georg	ge County	Line												
	From:	SR 36:1	Market St													
Old St	City of Petersburg			F	97%	0%	1%	1%	1%	0%	F	0.09	F	0.559	3700	
	Combined Traffic Estimates for Parallel Roadways		NA									NA			NA	
	Τα:		more St				$\neg$									
	From:	Ol	ld St													
Sycamore St	City of Petersburg	0.04 38	800	F	97%	0%	1%	1%	1%	0%	F	0.109	F	0.567	4000	
	Combined Traffic Estimates for Parallel Roadways	on this Route: N	NA									NA			NA	
	To:		gbrook St													
	From:		more St		070/	201		40/	40/	00/	_	0.005	_	0.044	0.400	
Bollingbrook St	City of Petersburg			F	97%	0%	1%	1%	1%	0%	F	0.098	F	0.641	3400	
~ ~	Combined Traffic Estimates for Parallel Roadways		NA									NA			NA	
	To:	US 1, US	301 2nd S	St												

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

		Dinwidale	Mairiteria	iice A	iica			Tru	ıok					Dir		
Route	Jurisdiction	on Length	AADT	QA	4Tire	Bus		: 3+Axle			QC	K Factor	QK	Factor	AAWDT	QW
ALT	From:	US	S 1 Par, 2nd S	St			2/\\\	3 TAXIC	TITALI	ZIIali		1 actor		1 actor		
(36) (301) (1) (301) Bollin	ngbrook St City of Peters		3700	F	97%	0%	1%	1%	0%	0%	F	0.107	F	0.707	3900	F
	Combined Traffic Estimates for Parallel	Roadways on this Route:	NA									NA			NA	
	To:		ALT US 301	3rd St												
	From:		3rd St													
36 (301) Bollingbrook St	City of Peters	0	3500	F	97%	0%	1%	1%	0%	0%	F	0.099	F	0.742	3700	F
$\smile$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	7100	F	97%	0%	1%	1%	0%	0%	F	0.09	F	0.613	7600	F
	To: From:		5th St				⊒⊢									
(36) (301) Bollingbrook St	City of Peters	sburg 0.23	2900	F	97%	0%	1%	1%	0%	0%	С	0.096	F	0.677	3100	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	6800	F	97%	0%	1%	1%	0%	0%	С	0.096	F	0.557	7300	F
	To:		Crater Rd													
Contract But	From:	Pi-	ollingbrook S		070/	00/	40/	40/	00/	00/	_	0.00	_	0.750	0.400	_
36 301 Crater Rd	City of Peters	•	2200	F	97%	0%	1%	1%	0%	0%	-	0.09	F	0.759	2400	F
<b>3</b>	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	6200	G	97%	0%	1%	1%	0%	0%	F	NA			6700	G
	To: From:		301 Par, Ban	k St												
(36) (301) Crater Rd	City of Peters	•	3800	F	99%	0%	1%	0%	0%	0%	F	0.094	F	0.563	4100	F
	Combined Traffic Estimates for Parallel	Roadways on this Route:	NA									NA			NA	
	To	US 301, B	US US 460	Crater I	Rd											
(36) Washington St	City of Peters		11000	F	97%	0%	0%	1%	2%	0%	F	0.107	F		12000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	21000	F	97%	0%	0%	1%	2%	0%	F	NA			23000	F
	To		Burch St													
(36) Washington St	From: City of Peters	sburg 0.25	11000	F	97%	0%	0%	1%	2%	0%	F	0.105	F		12000	F
(36) Washington St	Combined Traffic Estimates for 2 Parallel	_		F	97%	0%	0%	1%	2%	0%	F	0.088	F	0.613	24000	F
	To:		Vythe St; An			0 /6	0 /8	1 /0	2/0	0 /6	•	0.000	'	0.013	24000	•
	From						_									
40 Darvills Rd	Dinwiddie Co		way County 1000	F	86%	1%	1%	2%	11%	0%	F	0.095	F	0.669	1100	F
40) Barvins rid	Bill Widdle Oc				00 70	1 70	1 /0	270	1170	0 70	•	0.000	•	0.000	1100	•
Old Orace Bd	From:		-644 Brills R		000/	40/	40/	00/	440/	00/	_	0.44	^	0.507	4000	
(40) Old Cryors Rd	Dinwiddie Co	ounty 6.15	980	Α	86%	1%	1%	2%	11%	0%	С	0.11	Α	0.537	1000	Α
	To: From:		Old White C	ak Rd												
(40) McKenney Hwy	Dinwiddie Co	ounty 2.46	1500	F	86%	1%	1%	2%	11%	0%	F	0.097	F	0.578	1600	F
$\overline{}$	Too	Wo	CL McKenne	ey			_									
(40) Doyle Blvd	Town of McKenney		1500	N	86%	1%	1%	2%	11%	0%	Ν	0.097	Ν	0.578	1600	Ν
	To	26.1	002 Railroad	1 C+												
(40) Doyle Blvd	From: Town of McKenney		2400	<u>Γ</u>	86%	1%	1%	2%	11%	0%	F	0.096	F	0.645	2500	F
40) 20)10 2110	rown or mortoning				0070	1 /0		270	1170	070	•	0.000	•	0.010	2000	•
Davida Divid	Towns of Mark and a second		Boydton Plar		010/	10/		10/	<b>C</b> 0/	00/		0.007	F	0.040	0500	
40 Doyle Blvd	Town of McKenney	(Maint: 26) 0.43	2500	F	91%	1%	1%	1%	6%	0%	С	0.097	F	0.643	2500	F
	Too: From:	EC	CL McKenne	ey .												
(40) McKenney Hwy	Dinwiddie Co		2500	N	91%	1%	1%	1%	6%	0%	Ν	0.097	Ν	0.643	2500	N
$\smile$	To:		I-85													

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

		2	Maintena	411007	iiou			Tri	ıck			K		Dir		
Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus	2ΔγΙ	3+Axle	-		QC	Factor	QK	Factor	AAWDT	C
	From:		I-85				27 (XI)	3 017 IXIO	TTTUI	ZIIGII		1 40101		1 dotor		
McKenney Hwy	Dinwiddie Co	ounty 0.56	2000	F	85%	1%	1%	3%	11%	0%	F	0.085	F	0.601	2100	
, ,	To:			l. D.1												
McKenney Hwy	From: Dinwiddie Co		Sapony Chi 1000	uren Ra	85%	1%	1%	3%	11%	0%	С	0.113	Α	0.559	1100	
McKenney Hwy	To:		09 Old Stag		00 70	1 /0	170	0 70	11/0	0 70	O	0.110		0.555	1100	
	From:		9 Cherry H													
) McKenney Hwy	Dinwiddie Co	ounty 2.04	1200	F	85%	1%	1%	3%	11%	0%	F	0.083	F	0.577	1200	
<i></i>	Tox	26-61	9 Courthou	se Rd												
0 McKenney Hwy	Dinwiddie Co		1300	F	85%	1%	1%	3%	11%	0%	F	0.080	F	0.552	1300	
9	To:	Suss	sex County	Line												
	From:	SR 40 I-85-S	)42A TO &	FROM	IS 85											
Ramp	Dinwiddie Co	ounty 0.21	350	G								NA			350	
	To:	I-85-	S FROM R	T 40												
	From:	SR 40 I-85-N	042A FROM	M & TO	IS 85											
Ramp	Dinwiddie Co		760	G								NA			760	
	To:	I-85-	N FROM R	RT 40												
th	From:	Bruns	wick Count	y Line												
5	Dinwiddie Co	<b>-</b>	11000	Α	79%	1%	1%	1%	17%	2%	F	0.139	Α		9500	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	22000	Α	79%	1%	1%	1%	17%	2%	F	0.127	Α	0.513	19000	
	To	, , , , , , , , , , , , , , , , , , ,	SR 40													
rth	From:															
5	Dinwiddie Co	•	11000	Α	84%	1%	1%	1%	13%	1%	F	0.133	Α		10000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	23000	Α	83%	1%	1%	1%	14%	1%	F	0.123	Α	0.537	20000	
46	To: From:		26-650													
rth 5	Dinwiddie Co	ountv 4.88	12000	Α	84%	1%	1%	1%	13%	1%	F	0.131	Α		11000	
9)	Combined Traffic Estimates for 2 Parallel	,		A	83%	1%	1%	1%	14%	1%	F	0.121	Α	0.541	21000	
	Combined Traine Estimates for 21 drainer	rioadways on this riodic.			00 70	1 /0	1 /0	1 /0	1 7 70	1 70	•	0.121		0.541	21000	
rth	To: From:		26-703													
5)	Dinwiddie Co	ounty 8.52	13000	Α	84%	1%	1%	1%	13%	1%	С	0.125	Α		12000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	26000	В	83%	1%	1%	1%	14%	1%	С	0.115	Α	0.562	23000	
	Tox		US 460													
rth	Dinwiddie Co	1 77			84%	1%	1%	10/	13%	10/	F	0.106	Α		10000	
5 (460)		•	19000	A				1%		1%	•	0.106		0.500	18000	
•	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	38000	Α	85%	1%	1%	1%	12%	1%	F	0.099	Α	0.523	37000	
th	To: From:		US 1													
460	Dinwiddie Co	ounty 1.18	25000	Α	88%	1%	1%	1%	9%	1%	С	0.094	Α		25000	
	Combined Traffic Estimates for 2 Parallel	,		В	87%	1%	1%	1%	10%	1%	С	NA			47000	
	T				- /-			.,-			-					
th ~~~	From:		CL Petersbu	ırg												
5) (460)	City of Petersburg (	•	25000	Α	88%	1%	1%	1%	9%	1%	С	0.094	Α		25000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	48000	В	87%	1%	1%	1%	10%	1%	С	0.095	Α	0.529	47000	
	To:	Squ	irrel Level F	Road												

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

-		Diriwidan	e Maintena	arioc r	iica			T.,,	alı			I/		Div		
Route	Jurisdiction	on Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
North	From:	Sau	uirrel Level F	Pond			ZAXIE	3+Axie	TITALI	ZITali		Factor		Factor		
(85) (460)	City of Petersburg		28000	A	88%	1%	1%	1%	9%	1%	F	0.091	Α		28000	Α
(65) (460)	Combined Traffic Estimates for 2 Parallel	,		A	87%	1%	1%	1%	10%	1%	F	0.093	Α	0.534	52000	Α
	Tombined Traine Estimates for ET drainer				0, 70	1 70		1 70	1070	1 70	•	0.000	,,	0.001	02000	,,
North	From:		Ramp To I-95													
85 I-85 N Ramp	City of Petersburg	(Maint: 26) 0.46	22000	G	88%	1%	1%	1%	9%	1%	F	NA			22000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	46000	G	86%	1%	1%	1%	11%	1%	F	NA			44000	G
North	To: From:	Ramp to V	Washington S	t; Wyth	e St											
North (85) Ramp	City of Petersburg	(Maint: 26) 0.11	19000	G	88%	1%	1%	1%	9%	1%	F	NA			19000	G
(92) . ramp	Combined Traffic Estimates for 2 Parallel	,		G	86%	1%	1%	1%	11%	1%	F	NA			35000	G
	To:	Tiodanayo on ano riodio.	I-95 North		0070	1 70		1 70	1170	1 70	•				00000	ŭ
North	From:		I-85 North													
(85) Ramp	Dinwiddie Co	ounty 0.20	350	G								NA			350	G
	To:	SR 4	0 McKenney	/ Hwy												
North	From:	:	I-85 North													
(85) Ramp	Dinwiddie Co	ounty 0.21	180	F								0.438	F		180	F
	To:	26-650 Hawkins	Church Rd; l	Hamilto	n Arms Rd											
North	From:		I-85 North													
(85) Ramp	Dinwiddie Co	ounty 0.37	250	G								NA			250	G
	To:	26	-703 Carson	Rd												
North	From:		North to Res	t Area												
85 Dinwiddie Rest Area Ra	mp Dinwiddie Co		NA									NA			NA	
Newth	To: From:		Rest Area Par est Area Parl		t											
North  (85) Dinwiddie Rest Area Ra	mp Dinwiddie Co		510	G G	72%	2%	0%	0%	23%	2%	С	NA			510	G
83) Biriwidale Hest Area Ha	To:		orth from Re		7270	270		0 70	2070	270	J	1471			010	ď
North	From:		I-85 North													
(85) Ramp	Dinwiddie Co	ounty 0.20	690	G								NA			690	G
	To:		BUS US 460	0												
North	From:	I-85-N061B		& 460 I	BUS?											
Ramp	Dinwiddie Co	,	NA									NA			NA	
			160 FROM R													
North	From:	1-03-110017	A TO US 460	<b>&amp;</b> 460	BUS							N.1.0			NIA	
Ramp	Dinwiddie Co		NA 160 FROM R	T 05 N								NA			NA	
	av.	LEUS 2		IN CO 1.	)											
North Ramp	Dinwiddie Co	ounty 0.15	I-85 North	G								NA			600	G
85 Ramp	Tro:		Boydton Pla				1					INA			000	G
NI II	T	05 1														
North (85) Ramp	Dinwiddie Co	ounty 0.26	I-85 North	G								NA			620	G
(85) Liamp	Diriwidale CC		Boydton Pla									INA			020	a
		031	Doyulon I la	ıın ıvu												

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

Route	Jurisdiction	n len	gth <b>AADT</b>	ΟΛ	4Tire	Bus		Tru	ıck		QC	K	QK	Dir	AAWDT	Γ Ο'
	Guilding	III ECIT			71110	Dus	2Axl	e 3+Axle	1Trail	2Trail	QU	Factor	QIV	Factor	AAWDI	
orth 35) Ramp	City of Petersburg (	Maint: 26) 0.1	I-85 Norti	G G								NA			1300	G
35) Hump	Tre	,	-9011 Squirrel		1							1471			1000	
orth	From:		I-85 Nort													
85) (460) Ramp	City of Petersburg (	Maint: 26) 0.1		Α	88%	0%	1%	1%	10%	0%	С	0.154	Α		6400	A
	Tα:		I-95 Sout	ì												
orth	From:		North Ramp to		th											
Ramp	City of Petersburg (			G								NA			2800	(
orth	To: From:	I-95 North Exi	t 51A to Wythe I-95 Norti		ashington	St										
Ramp	L City of Petersburg (	Maint: 26) 0.2										0.109	Α		6100	
	To:		the St & Wash	ington St	t											
orth	From:		I-85 North Exi									0.440			0000	
Ramp	City of Petersburg ( ™		7 <b>3300</b> US 460-P Wasi	Α								0.116	Α		3600	
	.v.	CE			t											_
orth 5 Ramp	City of Petersburg (	Maint: 26) 0.0	I-85 North Exi	t 68B <b>A</b>								0.119	Α		2600	
5) Hamp	To T		CEUS 460 Wy									0.113	^		2000	
ıth	From:		runswick Cour													_
5)	Dinwiddie Cou			A	79%	1%	1%	1%	17%	1%	F	0.127	Α		9600	
9	Combined Traffic Estimates for 2 Parallel F	•	te: <b>22000</b>	Α	79%	1%	1%	1%	17%	2%	F	0.127	Α	0.513	19000	
	Τα·	-	SR 40													
uth 5	Dinwiddie Co	unty 5.9		Α	82%	1%	1%	1%	14%	1%	F	0.122	Α		10000	
5)	Combined Traffic Estimates for 2 Parallel F	•		A	83%	1%	1%		14%	1%	F	0.122	A	0.537	20000	
	F	noadways on this not			00 /6	1 /0	1 /0	1 /0	14 /0	1 /0	'	0.125	^	0.557	20000	
uth	From:		26-650													
5)	Dinwiddie Cou	•		Α	82%	1%	1%		14%	1%	F	0.121	Α		10000	
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Rou	te: <b>24000</b>	Α	83%	1%	1%	1%	14%	1%	F	0.121	Α	0.541	21000	
uth	To: From:		26-703													
5	Dinwiddie Cou	unty 8.3	6 <b>13000</b>	В	82%	1%	1%	1%	14%	1%	С	0.118	Α		12000	
9	Combined Traffic Estimates for 2 Parallel F	Roadways on this Rou	te: <b>26000</b>	В	83%	1%	1%	1%	14%	1%	С	0.115	Α	0.562	23000	
	_ To:		US 460													
uth	From: L Dinwiddie Cou	unty 1.8		Α	87%	1%	1%	1%	10%	1%	_	0.104	Α		18000	
5 (460)	Combined Traffic Estimates for 2 Parallel F	•		A	85%	1%	1%		12%	1%	F	0.104	A	0.523	37000	
	Combined Trainic Estimates for 2 Faraller f	ioadways on this hou		A	05 /6	1 /0	1 70	1 /0	12/0	1 /0	'	0.059	^	0.525	37000	
uth ~~~	To- From:		US 1													
35) (460)	Dinwiddie Cou	•		В	87%	1%	1%	1%	10%	1%	С	0.108	Α		23000	
$\sim$	Combined Traffic Estimates for 2 Parallel F	Roadwavs on this Rou	te: 48000	В	87%	1%	1%	1%	10%	1%	С	NA			47000	

		Diiiwida	ie Mairiteri	411007				Trι	ol.					Div		
Route	Jurisdiction	on Lengt	h <b>AADT</b>	QA	4Tire	Bus		3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
South	From:		SCL Petersbu	ıra			ZAXIE	3+AXIE	HIIAII	ZIIdii		racioi		Facioi		
(85) (460)	City of Petersburg			В	87%	1%	1%	1%	10%	1%	С	0.108	Α		23000	В
(63) (460)	Combined Traffic Estimates for 2 Parallel			В	87%	1%	1%	1%	10%	1%	C	NA			47000	В
	To the state of th	-			07.70	1 / 0		170	1070	1 70	Ü	100			17000	
South	From:		quirrel Level I													
(85) (460)	City of Petersburg			Α	87%	1%	1%	1%	10%	1%	F	0.104	Α		25000	Α
$\circ \circ$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route	: 53000	Α	87%	1%	1%	1%	10%	1%	F	0.093	Α	0.534	52000	Α
South	Ta: From:	R	amp From I-9	5 N												
South (85) I-85 S Ramp	City of Petersburg	(Maint: 26) 0.33	24000	G	84%	1%	1%	1%	13%	1%	F	0.104	Ν		22000	G
(65)	Combined Traffic Estimates for 2 Parallel	,		G	86%	1%	1%	1%	11%	1%	F	NA			44000	G
	To	·						.,.		.,.						
South	From:		From Washin						1001		_					
85 I-85 S Ramp	City of Petersburg	` '		Α	84%	1%	1%	1%	13%	1%	F	0.1	Α		16000	A
<u> </u>	Combined Traffic Estimates for 2 Parallel	Roadways on this Route		G	86%	1%	1%	1%	11%	1%	F	NA			35000	G
	10:		I-95 South													
South	From:	0.10	I-85 South									NIA			000	0
85 Ramp	Dinwiddie Co			G								NA			690	G
South	To: From:	I-85 S	outh Exit 42B	to SR 4	0											
(85) Ramp	Dinwiddie Co	ounty 0.02	NA									NA			NA	
	To:	SR	40 McKenney	y Hwy												
South	From:		5-S042A TO	RT 40												
85 Ramp	Dinwiddie Co											NA			NA	
	To:	SR ·	40 FROM RT	85 SB												
South	From:		I-85 South													
85 Ramp	Dinwiddie Co		420	G								NA			420	G
	10:		50 Hamilton A													
South	From:		I-85 South												1000	0
85 Ramp	Dinwiddie Co			G			1					NA			1800	G
	100	•	6-703 Carson													
South	Dinwiddie Co		-S053A TO F <b>NA</b>	RT 703								NA			NA	
85 Ramp	Diriwidale CC		03 FROM RT	25 SB			1					INA			INA	
0 "	From						1									
South  85 Dinwiddie Rest Area F	Ramp Dinwiddie Co		South to Res	t Area								NA			NA	
Dinwiddie Rest Area F	To:		Rest Area Par	king Lo	t							14/1			14/1	
South	From:		Rest Area Par													
85 Dinwiddie Rest Area F	Ramp Dinwiddie Co			G	76%	1%	1%	1%	20%	1%	С	NA			910	G
$\overline{}$	To:	I-85	South from Re	est Area												
South	From:		I-85 South													
85 Ramp	Dinwiddie Co			G								NA			6600	G
$\sim$	To:	I-85 Sc	uth Exit 61B	to US 46	50											

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

Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus		Trι	-		QC	K	QK	Dir	AAWDT	QW
South	From:	I-85 Sout	h Exit 61B t	o US 46	i0		2Axie	3+Axle	1 I rail	21rail		Factor		Factor		
Ramp	Dinwiddie Co		NA	.0 00 10								NA			NA	
	Τα	US	460 Airpor	t St												
South	From:	I-85-S	061A TO U	JS 460												
(85) Ramp	Dinwiddie Co	unty 0.05	NA									NA			NA	
	Τα	US 460 US	S 460-E312	A Gap T	O											
South	From:		I-85 South													
(85) Ramp	Dinwiddie Co	•	3500	G								NA			3500	G
	Tα	US 1 I	Boydton Pla	ınk Rd												
South	From:		I-85 South													
Ramp	Dinwiddie Co	•	3600	G								NA			3600	G
	10.	US 11	Boydton Pla	ınk Rd												
South	From:	(Maint: 26) 0.13	I-85-S <b>3000</b>									0.113	Α		3200	۸
85 Ramp	City of Petersburg ( $_{_{\mathrm{To}}}$	,	1; Squirrel I	A aval Pa	1							0.113	А		3200	Α
NI. d	From:	123-901		Level Kt	l .											
North 95	City of Petersburg (	(Maint: 74) 1.15	Rives Rd 16000	Α	85%	1%	1%	0%	13%	0%	F	0.118	Α		15000	Α
95)	Combined Traffic Estimates for 2 Parallel	'		A	85%	1%	1%	0%	13%	0%	F	0.110	Α	0.563	30000	A
	Combined Traine Estimates for 21 drainer				00 70	1 /0	1 70	0 /0	10 /0	0 70	'	0.100	^	0.505	30000	
North	From:		Wagner Rd													
95)	City of Petersburg (	'	23000	Α	85%	1%	1%	0%	13%	0%	F	0.105	Α		22000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	46000	Α	85%	1%	1%	0%	13%	0%	F	0.096	Α	0.538	44000	Α
North	Ta: From:	US 460 Coun	ty Rd; US 3	301 Crat	er Rd											
95)	City of Petersburg (	(Maint: 74) 0.03	20000	Α	85%	1%	1%	0%	13%	0%	F	0.111	Α		19000	Α
93)	Combined Traffic Estimates for 2 Parallel			A	85%	1%	1%	0%	13%	0%	F	0.101	Α	0.574	37000	Α
	Tσ:		ce Jurisdicti			.,,				- , ,						
North	From:		I-85													
95)	City of Petersburg (	'	44000	Α	92%	1%	1%	1%	6%	0%	F	0.094	Α		43000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	87000	Α	91%	1%	1%	1%	6%	0%	F	0.092	Α	0.507	85000	Α
North	To: From:	US 301, Bus	US 460 W	ashingto	n St											
95)	City of Petersburg (	(Maint: 26) 0.64	51000	Α	92%	1%	1%	1%	6%	0%	F	0.093	Α		51000	Α
	Combined Traffic Estimates for 2 Parallel	,		Α	91%	1%	1%	1%	6%	0%	F	NA			101000	Α
	To:		Colonial He													
North	From:		I-95 North													
95) Ramp	City of Petersburg (	(Maint: 74) 0.17	890	Α								0.109	Α		870	Α
$\overline{}$	To:	123-	-9008 Rives	Rd												
North	From		I-95 North													
95 Ramp	City of Petersburg (		270	Α		·						0.132	Α		290	Α
$\smile$	To	123-9	9010 Wagne	er Rd												

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

Route	Jurisdiction	Length AADT QA 4Tire Bus	2Axle 3+Axle 1Trail 2Trail QC K QK D	AAWDT OW
lorth 95 Ramp	City of Petersburg (Maint: 74)	I-95 North 0.23 <b>690 G</b> 123-9010 Wagner Rd	NA NA	690 G
orth 95 Ramp	City of Petersburg (Maint: 74)	I-95 North Collector Rd 0.11 <b>720 G</b> US 460 County Dr	NA	720 G
Porth 195 Ramp	City of Petersburg (Maint: 74)	I-95 Collector Rd 0.14 <b>500 G</b> BUS US 460 P	NA NA	500 G
Ramp	City of Petersburg (Maint: 74)	I-95 Collector Rd 0.16 <b>1900 G</b> US 301	NA NA	1900 G
I-95 North CD Rd at US 460; US 301	City of Petersburg (Maint: 74)	I-95 North 0.04 NA	NA	NA
orth 15 I-95 North CD Rd at US 460; US 301	City of Petersburg (Maint: 74)	Ramp to US 460 East  0.15 <b>2800 G</b> Ramp From US 460 West	NA	2800 G
orth 5 I-95 North CD Rd at US 460; US 301	City of Petersburg (Maint: 74)	0.26 <b>11000 A</b> Ramp to US 301 North	0.142 A	12000 A
US 301 I-95 North CD Rd at US 460; US 301	City of Petersburg (Maint: 74)	0.22 NA  Ramp to US 301 South	NA NA	NA
orth 5 I-95 North CD Rd at US 460; US 301	City of Petersburg (Maint: 74)	0.06 <b>9700 G</b> Ramp From US 301	NA NA	9700 G
orth 1-95 North CD Rd at US 460; US 301	City of Petersburg (Maint: 74)	0.14 <b>14000 A</b> Ramp to Wythe & Washington Streets	0.121 A	16000 A
5 I-95 North CD Rd at US 460; US 301	City of Petersburg (Maint: 74)	0.01 <b>NA</b> I-95 North	NA	NA
orth 15 Ramp	City of Petersburg (Maint: 26)	I-95 North Collector Rd  0.47 <b>3600 G</b> 5 North Exit 68B To Wythe St & Washington St	NA	3600 G
Ramp	City of Petersburg (Maint: 26)	I-95 North 0.43 <b>5400 G</b> I-85 South	NA NA	5400 G
orth DE Ramp	City of Petersburg (Maint: 74)	I-95 North 0.19 <b>970 F</b> US 301 Par, Bank St	0.116 F	970 F

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

								Tru	ck			K		Dir		
Route	Jurisdiction	on Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
South	From:	Sc	CL Petersbur	ro			ZAXIC	0+AXIC	TTTAII	ZIIali		1 actor		1 actor		
95)	City of Petersburg		15000	<b>A</b>	86%	1%	1%	0%	12%	0%	F	0.127	Α		13000	Α
95)	Combined Traffic Estimates for 2 Parallel	•		A	85%	1%	1%	0%	13%	0%	F	NA			25000	Α
	Combined Traine Estimates for 21 drainer	riodaways on this riodic.			0070	1 /0		070	10 /0	070	•	1471			20000	,,
South	From:		Rives Rd													
95)	City of Petersburg	(Maint: 74) 1.22	17000	Α	86%	1%	1%	0%	12%	0%	F	0.114	Α		16000	Α
$\bigcirc$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	34000	Α	85%	1%	1%	0%	13%	0%	F	0.108	Α	0.563	30000	Α
0	Too From:		Wagner Rd													
South 95	City of Petersburg	(Maint: 74) 1.50	23000	Α	86%	1%	1%	0%	12%	0%	F	0.101	Α		22000	Α
95)	Combined Traffic Estimates for 2 Parallel			A	85%	1%	1%	0%	13%	0%	F	0.096	Α	0.538	44000	Α
	To:	US 460 Coun				. , 0		0 / 0	.070	0 / 0	•	0.000		0.000		
South	From:	South of US 460 (														
95)	City of Petersburg	(Maint: 74) 0.91	20000	Α	86%	1%	1%	0%	12%	0%	F	0.109	Α		19000	Α
$\bigcirc$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	40000	Α	85%	1%	1%	0%	13%	0%	F	0.101	Α	0.574	37000	Α
0	Tro- From:	North of US 460 (	County Rd; I	US 301	Crater Rd											
South 95	City of Petersburg	(Maint: 26) 0.41	30000	Α								0.094	Α		29000	Α
95)	Combined Traffic Estimates for 2 Parallel	'		A								NA	,,		48000	Α
	Combined Trainic Estimates for 21 arailer	rioadways on this riodle.										INA			40000	^
South	To: From:		I-85													
95)	City of Petersburg	(Maint: 26) 0.66	43000	Α	91%	1%	1%	1%	7%	0%	F	0.093	Α		41000	Α
$\bigcirc$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	87000	Α	91%	1%	1%	1%	6%	0%	F	0.092	Α	0.507	85000	Α
0	Too From:	US 301, Bus	s US 460 W	ashingto	on St											
South 95	City of Petersburg	(Maint: 26) 0.48	51000	Α	91%	1%	1%	1%	7%	0%	F	0.091	Α		50000	Α
95)	Combined Traffic Estimates for 2 Parallel			A	91%	1%	1%	1%	6%	0%	· 	NA	^		101000	
	To:		Colonial He		3176	1 /0	1/8	1 /0	0 /6	0 /6	'	INA			101000	^
Courth	From	501	I-95 South	-ig.iii												
South (95) Ramp	City of Petersburg	(Maint: 74) 0.16	3500	G								NA			3500	G
95) 1 141115	To:		-9008 Rives												0000	Ğ
South	From		I-95 South													
(95) Ramp	City of Petersburg	(Maint: 74) 0.25	2400	G								NA			2400	G
93)	To		9010 Wagne													-
South	From:		I-95 South													
(95) Ramp	City of Petersburg	(Maint: 74) 0.31	5200	Α								0.103	Α		5700	Α
95)	To	<u>'</u>	9010 Wagne													
South	From:		outh Collect													
(95) Ramp	City of Petersburg		6300	G	99%	0%	0%	0%	0%	0%	С	0.088	F		6300	G
'	To:		9012 Grahar													
South	From:		I-95 South													
95) (460) Ramp	City of Petersburg	(Maint: 74) 0.06	9500	Α								0.097	Α		10000	Α
400)	To:		np to Grahan										-			

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

-							Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
South	From:		to Graham Rd												
95 (460) Ramp from I-85 N to I-95 S	City of Petersburg (Ma	int: 74) 0.07	11000 G	91%	0%	1%	1%	7%	0%	С	0.112	F		11000	G
South Bus	To: From:	Ram	p from US 301												
(95) (460) (460) Ramp from I-85 N to I-95 S	City of Petersburg (Ma	int: 74) 0.18	NA								NA			NA	
Couth	To: From:	Ram	p from US 301												
South Bus   South   So	City of Petersburg (Ma		12000 A								0.115	Α		13000	Α
South	From:	U	S 460 Ramp												
95) Ramp	City of Petersburg (Ma		3500 G								NA			3500	G
<u> </u>	То:		I-95 South												
South 95 Ramp	City of Petersburg (Ma		I-95 South								NA			NA	
95 Ramp	City of Fetersburg (Ma										INA			INA	
South	From:		to Washington	Street											
95) Ramp	City of Petersburg (Mai	,	NA								NA			NA	
	10:		FROM RT 95 SC	DUTH											
(106) Courthouse Rd	City of Petersbury		460 County Rd <b>6700 F</b>	95%	1%	1%	1%	2%	0%	F	0.091	F	0.544	7200	F
106) Coditiouse rid	To:	•	L Petersburg	33 /6	1 /0		1 /0	270	0 /0		0.031	'	0.544	7200	
	From:	US	160 County Rd												
(109) Hickory Hill Rd	City of Petersburg	g 0.88	8800 F	99%	1%	0%	0%	0%	0%	С	0.123	F	0.845	9400	F
	To: From:	EC	L Petersburg												
(109) Hickory Hill Rd	City of Petersburg	•	8800 N		1%	0%	0%	0%	0%	Ν	0.123	Ν	0.845	9400	Ν
	To:	Dead End; Fort Lee M	Iilitary Reservati	on, Mahone	Av	J									
( ) D	From:		Boydton Plank Ro		20/		40/	40/	00/	_		_	0.015	0000	_
142 Simpson Rd	Dinwiddie County		2700 F	97%	0%	1%	1%	1%	0%	С	0.098	F	0.615	2900	F
Poyetton Plank Dd	City of Dotorobus		2800 F	97%	0%	0%	10/	1%	0%	F	0.101	F	0.64	2900	
142 Boydton Plank Rd	City of Petersburg			91%	0%	0%	1%	1 70	0%	Г	0.101	Г	0.64	2900	Г
(142) Boydton Plank Rd	City of Petersburg		Dupuy Rd <b>2900 F</b>	97%	0%	0%	1%	1%	0%	С	0.098	F	0.609	3100	
142) Boydion Flank Fld	Oity of 1 etersbury			31 /6	0 76	0 /6	1 /0	1 /0	0 /6	O	0.030	'	0.003	3100	'
(142) Halifax Rd	City of Petersburg		04 Halifax Rd 4800 F	97%	0%	0%	1%	1%	0%	F	0.087	F	0.549	5200	
142) (141)	To:	g 0.00	CSX RR	07 70	070		170	1 /0	0 / 0	•	0.007		0.040	0200	•
	From:	US	460 Cox Rd			l									
(226) Cox Rd	Dinwiddie County	y 3.38	11000 F	97%	1%	1%	1%	1%	0%	С	0.091	F	0.626	12000	F
$\underline{\smile}$	To	US 1 W	Vest of Petersbur	g		Ī									
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	From:		L Petersburg		0-1		051	061	051	_	0.000	-	0.6	0000	
(301) Crater Rd	City of Petersburg	rg 0.21	8700 F	99%	0%	0%	0%	0%	0%	F	0.086	F	0.611	9300	F
-	10.		Rives Rd												

### 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	QV
~~~	From:		Rives Rd		000/	00/	20/	00/	00/	00/	_	0.00	_	0.010	11000	
Crater Rd	City of Petersburg	0.90	10000	F	99%	0%	0%	0%	0%	0%	С	0.09	F	0.612	11000	F
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	From:		Wagner Rd													
301 Crater Rd	City of Petersburg	0.43	21000	F	99%	0%	0%	0%	0%	0%	F	0.085	F	0.504	22000	F
~~	From:		Flank Rd				<u> </u>				_		_			
301 Crater Rd	City of Petersburg	0.87	21000	F	99%	0%	0%	0%	0%	0%	F	0.085	F	0.511	23000	F
~~	To: From:		S 301 Sycar													
301 Crater Rd	City of Petersburg	0.26	14000	F	99%	0%	1%	0%	0%	0%	С	0.083	F	0.515	15000	F
~~	To: From:		South Blvd													
301 Crater Rd	City of Petersburg	0.73	21000	F	99%	0%	1%	0%	0%	0%	F	0.083	F	0.52	22000	F
Bus	To: From:	I-č	5, Bus US 4	160												
301 460 Crater Rd	City of Petersburg (Maint: 26	6) 0.09	10000	N	99%	0%	1%	0%	0%	0%	Ν	0.081	N	0.524	11000	1
301)(400)	To:		JS 460 Par, V					• , •								
Bus	From:		ce Jurisdicti		_											
301 (460) Crater Rd	City of Petersburg	0.98	10000	F	99%	0%	1%	0%	0%	0%	С	0.081	F	0.524	11000	
~~	Combined Traffic Estimates for Parallel Roadway	s on this Route:	NA									NA			NA	
Bus	To: From:	SR 36, I	3us US 460	Wythe S	t											_
301 460 Crater Rd	City of Petersburg	0.10	7200	F	99%	0%	1%	0%	0%	0%	F	0.087	F	0.541	7700	
001)(480)	Combined Traffic Estimates for Parallel Roadway	s on this Route:	NA									NA			NA	
	To	SR 36 Par, Bus	US 460 Par	Washi	agton St											
301 (36) Crater Rd	City of Petersburg	0.18	3800	F	99%	0%	1%	0%	0%	0%	F	0.094	F	0.563	4100	ı
301) (30)	Combined Traffic Estimates for Parallel Roadway		NA									NA			NA	
	To:		301 Par, Bar	als Ct												
301 (36) Crater Rd	City of Petersburg	0.14	2200	F	97%	0%	1%	1%	0%	0%	F	0.09	F	0.759	2400	
301) (30) Grater Fig.	Combined Traffic Estimates for 2 Parallel Roadway	_	6200	G	97%	0%	1%	1%	0%	0%	F	NA	•	0.7.00	6700	(
	To		ollingbrook		0.70	0,0		. , 0	0,0	0 / 0	•				0.00	
~~	From:		Crater Rd													
301 (36) Bollingbrook St	City of Petersburg	0.23	2900	F	97%	0%	1%	1%	0%	0%	С	0.096	F	0.677	3100	
~ ~	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	6800	F	97%	0%	1%	1%	0%	0%	С	0.096	F	0.557	7300	
	To: From:		5th St													
301 36 Bollingbrook St	City of Petersburg	0.15	3500	F	97%	0%	1%	1%	0%	0%	F	0.099	F	0.742	3700	
~ •	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:		F	97%	0%	1%	1%	0%	0%	F	0.09	F	0.613	7600	
ALT.	To:	Ite 1	3rd St	244 64												
301 (1) (301) (36) Bollir	ngbrook St City of Petersburg	0.08	ALT US 301 <b>3700</b>	F 3rd St	97%	0%	1%	1%	0%	0%	F	0.107	F	0.707	3900	
301 (1) (301) (36) Bollir	Combined Traffic Estimates for Parallel Roadway		NA	•	01/0	0 /0	1 /0	1 /0	0 /0	0 /0	•	NA	•	0.707	NA	
	Tax		S 1 Par, 2nd	St								14/7			1 1/71	
~~~	From:		N RT 1													_
301 (1) 2nd St	City of Petersburg	0.35	12000	F	99%	0%	0%	0%	0%	0%	F	0.085	F	0.622	12000	F
~ ~	To:	SCL	Colonial He	eights												

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

Route	Jurisdictic	on Length	AADT	ΩΔ	4Tire	Rus		Tru			QC	K	QK	Dir	AAWDT	ΩV
	From	-5g	US 301				2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
301 Ramp	City of Petersburg	(Maint: 74) 0.19	6900	G								NA			6900	G
<del>*</del>	To:	I-9	5 Collector	Rd												
orth	From:	US 301; 123-9012			RO RT 95											
Ramp	City of Petersburg		1800	G								NA			1800	
~	To:	I-95-S050X FF			ORTH											
outh Bus $301 \times 460$ Ramp US 301 S	From:		301 Crater		98%	1%	10/	00/	10/	00/	F	NIA			600	
301 (460) Hallip US 301 S	S to I-95 S at Exit ??? City of Petersburg $_{_{\mathrm{Tot}}}$		<b>640</b> I-95, US 460	<b>G</b>	96%	170	1%	0%	1%	0%	Г	NA			680	
	From		S 301 Crater													
301 (36) Bank St	City of Peters		3900	F	97%	0%	1%	2%	1%	0%	С	0.099	F	0.547	4100	
(\$1) (\$0) ····································	Combined Traffic Estimates for 2 Parallel	-	6800	F	97%	0%	1%	1%	0%	0%	С	0.096	F	0.557	7300	
	To		5th St													
(3 <sub>6</sub> ) Bank St	City of Peters	sburg 0.15	3600	F	97%	0%	1%	2%	1%	0%	F	0.083	F		3800	
181)	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	7100	F	97%	0%	1%	1%	0%	0%	F	0.09	F	0.613	7600	
	To		3rd St													
ALT Ban	nk St City of Peters	sburg 0.09	3400	F	97%	0%	1%	2%	1%	0%	E	0.095	F		3700	
301 $1$ $301$ $36$ Ban	Combined Traffic Estimates for 2 Parallel	0		F	97%	0%	1%	1%	0%	0%	F	0.093 NA	•		7600	
	To:		US 301 Par,	•	07 70	0 70		170	0 70	0 70	•	1471			7000	
ALT	From:	US	301 Crater	Rd												
Sycamore St	City of Peters		7300	F	99%	0%	1%	0%	0%	0%	F	0.081	F	0.51	7800	
~ <i></i>	To		South Blvd	l			$\neg$									
ALT 301 Sycamore St	City of Peters	sburg 0.95	5600	F	99%	0%	1%	0%	0%	0%	С	0.086	F	0.568	6000	
301) 6,64	To T				0070			070	0 70	0 70	Ü	0.000	•	0.000	0000	
ALT _	From:		North Blvd													
Sycamore St	City of Peters	sburg 0.42	9400	F	99%	0%	1%	0%	0%	0%	F	0.083	F	0.585	10000	
ALT	To:		Graham Rd													
301 Sycamore St	City of Peters	sburg 0.56	9600	F	99%	0%	1%	0%	0%	0%	F	0.087	F	0.536	10000	
~	To	Ţ	JS 1 Wythe	St												
$\frac{\text{ALT}}{301}$ $\frac{\text{Bus}}{1}$ $\frac{36}{460}$ Wyt	the St City of Peters	sburg 0.20	US 1 14000	F	97%	1%	1%	1%	1%	0%	F	0.088	F		15000	
$\underbrace{301} \underbrace{1} \underbrace{460} \underbrace{36} \underbrace{Wyt}$	Combined Traffic Estimates for Parallel	O .	NA	•	37 78	1 /0	1 /0	1 /0	1 /0	0 70	'	NA	•		NA	
	To:		IS 460 Jeffer	rson St											101	
ALT	From:		US 460 Wyt													
301 1 Jefferson St	City of Peters	-	3600	F	97%	1%	1%	1%	1%	0%	F	0.081	F	0.748	3800	
· •	Combined Traffic Estimates for Parallel		NA									NA			NA	
ALT	To: From:	Bus US 4	60 Par, Was	shington	St											
301 1 Jefferson St	City of Peters	sburg 0.26	800	F	97%	1%	1%	1%	1%	0%	F	0.101	F	0.512	850	
~~	Combined Traffic Estimates for Parallel	Roadways on this Route:	NA									NA			NA	
	To		Henry St													

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

					_		Tru	ck			K		Dir		
Route	Jurisdiction	Length AAD	T QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
ALT 301 (1) 3rd St	City of Petersburg	Henry		070/	10/	10/	10/	10/	00/	_	0.004	_	0.501	260	F
301 1 3rd St		0.05 <b>340</b>		97%	1%	1%	1%	1%	0%	Г	0.094	Г	0.521	360	Г
	Combined Traffic Estimates for Parallel Roadways of	on this Route: NA									NA			NA	
ALT	To: From:	US 301 Par,	Bank St												
301 1 3rd St	City of Petersburg	0.05 370	F	97%	1%	1%	1%	1%	0%	F	0.122	F	0.555	390	F
	Combined Traffic Estimates for Parallel Roadways of	on this Route: NA									NA			NA	
	Tα	US 301 Bollin													
ALT	From:	US 1, ALT US		070/	00/	10/	40/	00/	00/	_	0.407	_	0.707	2000	_
301 (301) (1) (36) Bo	ollingbrook St City of Petersburg	0.08 370	-	97%	0%	1%	1%	0%	0%	F	0.107	F	0.707	3900	F
~ ~ ~ ~	Combined Traffic Estimates for Parallel Roadways of										NA			NA	
	100	US 30													
ALT	From:	US 1 Wy								_		_			_
301 Sycamore St	City of Petersburg	0.09 <b>730</b>		98%	0%	1%	0%	0%	0%	F	0.084	F	0.595	7800	F
	Combined Traffic Estimates for Parallel Roadways of										NA			NA	
ALT Bus Bus	To: From:	Bus US 460 Wa Bus US 46		t											
	/ashington St City of Petersburg	0.09 <b>1600</b>		97%	1%	1%	1%	1%	0%	F	0.089	F		17000	F
301 (460) (460 ) (36) W	Combined Traffic Estimates for 2 Parallel Roadways of		-	97%	1%	1%	1%	1%	0%	E	NA			31000	E
	Combined Traine Estimates for 21 arailer floadways C				1 /0	1 /0	1 /0	1 /0	0 /6	•	INA			31000	'
ALT	To: From:	Bus US 460 Wa	shington St	t											
301 Adams St	City of Petersburg	0.06 <b>910</b>	) F	98%	0%	1%	0%	0%	0%	F	0.091	F	0.535	9700	F
<u>.</u>	Combined Traffic Estimates for Parallel Roadways of	on this Route: NA									NA			NA	
	Toc	Franklii	. St												
ALT	From:			200/	00/	40/	00/	00/	00/	_	0.007	_	0.500	0000	_
3β1 Adams St	City of Petersburg	0.16 800		98%	0%	1%	0%	0%	0%	С	0.087	F	0.562	8600	F
•	Combined Traffic Estimates for Parallel Roadways of										NA			NA	
	14.	Henry													
~~	From:	Nottoway Co		070/	10/	10/	40/	100/	00/	_		_	0.507	E400	_
460)	Dinwiddie County	6.80 <b>510</b>	) F	87%	1%	1%	1%	10%	0%	F	0.082	F	0.537	5100	F
~	To: From:	26-625 We	ells Rd												
460	Dinwiddie County	2.99 <b>530</b>	) F	87%	1%	1%	1%	10%	0%	F	0.088	F	0.605	5300	F
	To	26-622 Balti	more Rd												
460	Dinwiddie County	2.32 <b>630</b>		87%	1%	1%	1%	10%	0%	С	0.105	Α	0.563	6300	Α
<u></u>	To	26 611 mil 1	Charact D 1												
460 }	Dinwiddie County	26-611 Trinity 3.29 <b>660</b> 0		87%	1%	1%	1%	10%	0%	F	0.086	F	0.558	6600	F
460)	Diffwiddio Oduffy			07 /8	1 /0	1 /0	1 /0	10 /0	0 /0	•	5.000	'	0.000	0000	'
~~\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	To: From:	26-627 Court		070/	40/		10/	100/	201		0.000		0.044	7000	
New Cox Rd	Dinwiddie County	2.36 <b>700</b>	) F	87%	1%	1%	1%	10%	0%	F	0.086	F	0.611	7000	F
~	To: From:	26-628 Tranqu	ility Lane												
460 Cox Rd	Dinwiddie County	2.12 <b>930</b>	) F	87%	1%	1%	1%	10%	0%	F	0.091	F	0.634	9400	F
~	To:	26-631 Claib	orne Rd												

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

							_		Trı	ıck			K		Dir		
	Jurisdicti	on	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
	Pinwiddio C	n:				070/	10/	10/	10/	100/	<b>n</b> º/	_	0.001	_	0.630	12000	F
	Diriwidale O	<sub>or</sub>				07 76	1 /0	1 /0	1 /0	10 /6	0 /6	'	0.031	'	0.030	13000	'
	Dinwiddie C	ounty	2.00	12000	F	87%	1%	1%	1%	10%	0%	F	0.091	F	0.653	12000	F
		-	W 2	6-632 Olger	s Rd												
	Dinwiddie C	ounty	0.61	15000	F	87%	1%	1%	1%	10%	0%	F	0.086	F	0.639	15000	F
	T. Fron	or n:	E 26-0	632 Buttewo	ood Rd												
	Dinwiddie C	ounty	0.18	15000	F	87%	1%	1%	1%	10%	0%	F	0.086	F	0.651	16000	F
	Fron	n:				070/	40/	10/	40/	400/	00/		0.005	_	0.500	10000	F
	Dinwidale C	ounty				8/%	1%	1%	1%	10%	0%	F	0.085	F	0.599	16000	F
	From	n:		X X	100												
	Dinwiddie C	ounty	0.19	**		See B	Bus US	460 for	direction	nal traffi	c volum	e estir	nates fo	r this	segment		
	Fron	n:		I 85 N													
		,	1.77											_			
Combined Traffic	Estimates for 2 Paralle	I Roadways c	n this Route:	38000	Α	85%	1%	1%	1%	12%	1%	F	0.099	Α	0.523	37000	Α
	From Pinariddio C	n:	1 10	US 1			00   05	for dire	otional t	offic vo	lumo oo	timata	o for this		mont		
Combined Traffic		,		48000	В									segi	ment.	47000	В
	т.								.,,		.,,						
	City of Petersburg	(Maint: 26)	1.01	02100000	<u>.</u>	S	ee I-85	for dire	ctional tr	affic vo	lume es	timate	es for this	segi	ment.		
Combined Traffic	Estimates for 2 Paralle	l Roadways c	n this Route:	48000	В	87%	1%	1%	1%	10%	1%	С	0.095	Α	0.529	47000	В
	T. From	n:		irrel Level F	Road												
Combined Troffic	, ,	,	_	50000										_		E0000	۸
Combined Trailic	Estimates for 2 Paralle	Toauways c	on this houte.		A	0/%	170	1%	170	10%	1%	Г	0.093	А	0.534	52000	Α
	City of Petersburg	(Maint: 26)	0.10	I-85 S		S	ee I-85	for dire	ctional tr	affic vo	lume es	timate	es for this	s seai	ment.		
	т.	o:		I-95 SB										9			
	City of Patershura	<sup></sup> [ (Maint: 74)	0.06	I-85		Si	مم I <sub>-</sub> 95	for dire	ctional t	affic vo	luma as	timate	se for this	2 2001	ment		
	Oity of 1 etersburg	(Wallit. 74)	0.00	C 1 D1			GG 1-33	TOI GIVE	ctional ti	anic vo	iuiiie es	ımaıc	75 IOI LIII	s segi	mem.		
N to I-95 S	City of Petersburg	 (Maint: 74)	0.07	Granam Rd	<u> </u>	S	ee I-95	for dire	ctional tr	affic vo	lume es	timate	es for this	segi	ment.		
	т.	o:															
n I-85 N to I-95 S	City of Petershura	™ L (Maint: 74)		from US 30	1 South	S	ee I-95	for dire	ctional t	affic vo	lume es	timate	es for this	Sea	ment		
1 1 00 N 10 I-90 0	The state of the s	(iviaiiii. / <del>1</del> )		from US 30	1North	31	CC 1-93		olionai li	unic vo				, segi			
																	_
n I-85 N to I-95 S	City of Petersburg	m: (NA=::=== 7.4)	Rai 0.27	np from US	301		05	£=!!	ctional tr	-tt:	مسا	L! 4	ا بلد سام م				
	Combined Traffic  Combined Traffic	Dinwiddie C Combined Traffic Estimates for 2 Paralle City of Petersburg Combined Traffic Estimates for 2 Paralle City of Petersburg Combined Traffic Estimates for 2 Paralle City of Petersburg Combined Traffic Estimates for 2 Paralle City of Petersburg Combined Traffic Estimates for 2 Paralle City of Petersburg	Dinwiddie County  Combined Traffic Estimates for 2 Parallel Roadways of Petersburg (Maint: 26)  Combined Traffic Estimates for 2 Parallel Roadways of Petersburg (Maint: 26)  Combined Traffic Estimates for 2 Parallel Roadways of Petersburg (Maint: 26)  Combined Traffic Estimates for 2 Parallel Roadways of Petersburg (Maint: 26)  City of Petersburg (Maint: 26)  Too Petersburg (Maint: 74)  N to I-95 S  City of Petersburg (Maint: 74)  Too Petersburg (Maint: 74)	Dinwiddie County  1.21  Dinwiddie County  Dinwiddie County  Dinwiddie County  1.77  Combined Traffic Estimates for 2 Parallel Roadways on this Route:  Dinwiddie County  Dinwiddie County  Dinwiddie County  1.18  Combined Traffic Estimates for 2 Parallel Roadways on this Route:  Dinwiddie County  Dinwiddie County  1.18  Combined Traffic Estimates for 2 Parallel Roadways on this Route:  Dinwiddie County  Dinwiddie County  Dinwiddie County  1.77  Combined Traffic Estimates for 2 Parallel Roadways on this Route:  Dinwiddie County  Dinwiddie County  1.77  Dinwiddie County  1.77  Combined Traffic Estimates for 2 Parallel Roadways on this Route:  Dinwiddie County  Dinwiddie County  1.77  South Petersburg (Maint: 26)  Dinwiddie County  1.77  South Petersburg (Maint: 26)  Dinwiddie County  1.77  South Petersburg (Maint: 26)  Dinwiddie County  1.77  South Petersburg (Maint: 74)  Dinwiddie County  Dinwiddie County  1.21  Dinwiddie County  1	Dinwiddle County   Dinwiddle C	Dinwiddie County   Dinwiddie C	Dinwiddie County	Dinwiddie County	Durwiddie County	See   1-85   See	Second   S	2	Durisdiction   Length   AADT   QA   4Tire   Bus   2Axle   3+Axle   1Trail   2Trail   QC   2   2   2   2   2   2   2   2   2	Length   AADT   QA   4Tire   Bus   2Axle   37+Axle   1Trail   2Trail   QC   Factor	Second   Continue   Continue	Second   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   Second   Seco	Second Company   Seco

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

Devite	Leader Western	l		•	4	Б		Tru	ıck		~~	K	01/	Dir	A A)A/DT	
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
~~	From:		I-95		000/	40/	101	40/	00/	00/	_	0.004	_	0.004	10000	
60 County Dr	City of Petersburg	0.60	18000	F	89%	1%	1%	1%	8%	0%	F	0.091	F	0.661	19000	
<u>~</u>	To: From:		9 Hickory I													
60 County Dr	City of Petersburg	2.16	9600	Α	89%	1%	1%	1%	8%	0%	С	0.105	Α	0.521	10000	
~	To: From:		06 Courthou													
60 County Dr	City of Petersburg	0.34	13000	F	89%	1%	1%	1%	8%	0%	F	0.082	F	0.528	13000	
~ <u></u>	To:		CL Petersbu													
~	From:	Ramps from US 4			Vestbound										0.40	
Ramp	Dinwiddie County	0.20	940	G								NA			940	
	10.		85 Southbou													
ast	From:		Airport St E		d							N.1.0			450	
Ramp	Dinwiddie County	0.03 Ramp from US 460 W	450	G	05 C41-1	1						NA			450	
		•				ouna										
(60) Ramp to I-85 at Exit 61	Dinwiddie County	US 460 A 0.02	Airport St W	/estboun	d							NA			NA	
60 hallip to 1-65 at Exit 61	Diriwiddle County	Ramp from US 460 Ea		word I G	5 Couthbo	und						INA			INA	
	From				3 Southbo	unu										
Bus 60 Airport St	Dinwiddie County		I-85; US 46 <b>7500</b>	<u>0</u> <b>F</b>	98%	0%	1%	1%	1%	0%	F	0.094	F	0.562	8000	
Allport St	Diriwiddie Codrity		Boydton Pla		30 /6	0 /0	1 /0	1 /0	1 /0	0 /6	'	0.034	'	0.302	8000	
Bus	From:		JS 1 Plank F													
60 1 Boydton Plank Rd	Dinwiddie County	1.69	12000	F	95%	1%	1%	2%	1%	0%	F	0.087	F	0.603	13000	
~~~ <u>~</u>	To	I-85	SW of Peter	rsburg												
Bus 160 ( 1 ) Boydton Plank Rd	Prom:		14000	F	000/	00/	1%	1%	10/	00/	F	0.092	F	0.500	15000	
60 1 Boydton Plank Rd	Dinwiddie County	1.23	14000		98%	0%	1%	1%	1%	0%	г	0.092	Г	0.528	15000	
Bus	To: From:	SI	R 226 Cox I	Rd												
160 (1)	Dinwiddie County	0.45	12000	Α	98%	0%	1%	1%	1%	0%	С	0.105	Α	0.534	12000	
$\rightarrow$	To	W	CL Petersb	nro												
Bus Washington Ot	From:				000/	00/	40/	40/	40/	00/	_	0.000	_	0.507	40000	
1 Washington St	City of Petersburg	0.40	13000	F	98%	0%	1%	1%	1%	0%	F	0.093	F	0.537	13000	
Bus	To: From:		Summit St													
160 1 Washington St	City of Petersburg	0.18	13000	F	98%	0%	1%	1%	1%	0%	F	0.091	F	0.518	13000	
	To		Elm St													
Bus	From:															
(60) (1) Washington St	City of Petersburg	0.57	15000	F	97%	1%	1%	1%	1%	0%	F	0.08	F	0.548	16000	
Bus	From:	US 1 Par, Was	1 Par; Wyth		a Lana											
60 1 Wythe St	City of Petersburg	1.08	7000	F	97%	1%	1%	1%	1%	0%	С	0.090	F		7500	
	Combined Traffic Estimates for 2 Parallel Roadw			F	97%	1%	1%	1%	1%	0%	F	0.085	F	0.578	17000	
	- T	-2,0 011 1110 110010.		•	0.70	1 /3		. / 0	1 /0	0 / 0	•	3.000	•	3.07.0	17000	
Bus	From:		Perry St													
160 1 Wythe St	City of Petersburg	0.15	9800	F	97%	1%	1%	1%	1%	0%	F	0.093	F		10000	
100)(1)	Combined Traffic Estimates for 2 Parallel Roadw				97%											

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

Route		Jurisdictio	on	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
Bus		From:		SI	R 36 Market	St			ZAXIE	3+AXIE	IIIali	ZIIdii		racioi		Factor		
460 (1) (36) Wythe St		City of Peters	0	0.20	9600	F	97%	1%	1%	1%	1%	0%	F	0.095	F		10000	F
$\bigcirc$	Combined Traffic	Estimates for Parallel	Roadways on thi	is Route:	NA									NA			NA	
Bus ALT		To: From:		ALT U	S 301 Syca	more St												
460 1 301 36 Wyth	e St	City of Peters	sburg	0.20	14000	F	97%	1%	1%	1%	1%	0%	F	0.088	F		15000	F
100 (1) (00) (00)		Estimates for Parallel	•	s Route:	NA									NA			NA	
		To	· ·		S 1 Jefferson	n St												
Bus 460 (36) Wythe St		City of Peters	ebura	0.20	16000	F	98%	1%	1%	0%	1%	0%	С	0.085	F		17000	F
Wythe St	Combined Traffic Fo	stimates for 2 Parallel	-			F	96%	1%	1%	1%	1%	0%	E	0.083	, F	0.505	34000	, E
	Combined Traine Ex	T-	Tioadways on tin	3 Houte.		•	30 76	1 /0	1 /0	1 /0	1 /0	0 70	•	0.001	•	0.505	04000	
Bus		From:	1		I-85, I-95													
460 (36) Wythe St		City of Peters	-	0.30	11000	F	98%	1%	1%	0%	1%	0%	F	0.076	F		11000	F
~ ~	Combined Traffic Es	stimates for 2 Parallel	Roadways on thi			F	96%	1%	1%	1%	1%	0%	F	0.088	F	0.641	25000	F
Bus		From:			US 301 Cr ; US 301 W													
460 (301) Crater Rd		City of Peters	sburg	0.98	10000	F	99%	0%	1%	0%	0%	0%	С	0.081	F	0.524	11000	F
	Combined Traffic	Estimates for Parallel	Roadways on thi	s Route:	NA									NA			NA	
		To:			ce Jurisdict													
Bus 460 301 Crater Rd		City of Petersburg		1-95; BUS U 0.09	JS 460 Par, <b>10000</b>	Winfield <b>N</b>	1 Rd 99%	0%	1%	0%	0%	0%	N	0.081	N	0.524	11000	Ν
460 (301) Crater Rd		Oity of Fetersburg	(Mairit. 20)		301 Crater		99 /o	0 /6	1 /0	0 /6	0 /6	0 /6	IN	0.001	IN	0.524	11000	11
Bus		From:		0.5	US 301	Ttu												
460 (301) Ramp US 301 S t	o I-95 S at Exit ???	City of Petersburg	(Maint: 74)	0.20			See	US 30	1 for dir	rectional	traffic	olume e	estima	ates for th	nis se	gment.		
Bus		To: From:			-95 CD Roa from US 30													
460 (95) (460 Ramp from	I-85 N to I-95 S	City of Petersburg	(Maint: 74)	0.18	nom es se	150dui	Se	ee I-95	for direc	ctional tr	affic vo	lume es	timate	es for this	segr	ment.		
		To:		Ramp	from US 30	1 North												
Bus Pomp from	LOE N to LOE C	From:	(Mainte 74)		nom es se	TITOTUI		00 I OE	for dire	ational t	offic vo	l	tim at	aa far thic		mant		
460 95 460 Ramp from	1-85 IN 10 1-95 S	City of Petersburg	(Maint: 74)	0.27	Bus US 460	)	- 56	ee 1-95	for direc	ctional ti	anic vo	iume es	umate	es for this	segr	nent.		
Bus		From:			US 460 Exi													
Ramp		City of Petersburg	(Maint: 26)	0.24	5900	G								NA			5900	G
400)		To:	,		US 460 Exi													
Bus		From:	(44 :														4 * * * * *	
Ramp		City of Petersburg	(Maint: 26)	0.27	4400	G			<del></del>					NA			4400	G
-		10.			I-95 South	O B00	D ED C											
Bus 460 Ramp		City of Petersburg		S 460-P002 0.11	B CEUS 46 <b>8600</b>	60-E006I <b>G</b>	3 FROM							NA			8600	G
400)		To:		FROM RT			INGTON 6	&	$\overline{}$					14/1			0000	
Bus		From			US 460 Exi													
460 Ramp		City of Petersburg	(Maint: 26)	0.08	3300	G								NA			3300	G
		To	-/		I-85 South													

4/20/2015 25

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

Route	Jurisdictic	on Length	AADT	QA	4Tire	Bus		Tru 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW
Bus	Prom: Dinwiddie Co		7700	85 NB <b>G</b>								NA			7700	G
460 (460) Ramp	Diriwiddie CC		-N FROM U	-								INA			7700	G
Bus	From:	CEUS 460 TO F			HROUND											
460 Ramp	City of Petersburg		3500	G	111111111111111111111111111111111111111							NA			3500	G
<del>*</del>	To:	CEUS 460-P002A T	O RTS 85 &	2 95 SO	UTHBOU	ND										
Bus	From:		60 TO RT 95		ГН											
A60 Ramp	City of Petersburg		12000	G								NA			12000	G
~	10:	CEUS 460-P0														
Bus Washington St	City of Potors		ythe St Batte 8800	rsea La	ne 97%	1%	1%	1%	1%	0%	_	0.096	_		9400	
Washington St	City of Peters Combined Traffic Estimates for 2 Parallel	•		F	97% 97%	1%	1%	1%	1%	0% 0%	F	0.096	F	0.578	17000	F
	Combined Trainc Estimates for 2 Faraner	-			31 /6	1 /0	1 /0	1 /0	1 /0	0 /6	'	0.005	•	0.576	17000	'
Bus	From:	•	23-9025 Wes													
460 ( ) Washington St	City of Peters		8200	F	97%	1%	1%	1%	1%	0%	F	0.090	F		8800	F
~ ~	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	15000	F	97%	1%	1%	1%	1%	0%	F	NA			16000	F
Bus	Too: From:	12	3-9029 Soutl	h St												
4β0 β Washington St	City of Peters	sburg 0.27	8900	F	97%	1%	1%	1%	1%	0%	С	0.087	F		9500	F
· kg (b)	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	19000	F	97%	1%	1%	1%	1%	0%	F	NA			20000	F
	Te		Guarantee S	t			$\neg$									
Bus 460 1 Washington St	City of Peters	sburg 0.24	10000	F	97%	1%	1%	1%	1%	0%	F	0.094	F		11000	F
460 Washington St	Combined Traffic Estimates for 2 Parallel	-		F	97%	1%	1%	1%	1%	0%	F	NA	•		21000	F
	To:		Jorth Market		0.70	. , ,		. , 0	. , 0	0,0	•					•
Bus	From:	·	ar; SR 36 M													
460 (36) Washington St	City of Peters	9	11000	F	97%	1%	1%	1%	1%	0%	C	0.093	F		12000	F
~ ~	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	21000	F	97%	1%	1%	1%	1%	0%	F	NA			22000	F
Bus ALT	To:	ALT US	301 Par, Sy	camore	St											_
460 (301) (36) Washington	St City of Peters	sburg 0.09	16000	F	97%	1%	1%	1%	1%	0%	F	0.089	F		17000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	29000	F	97%	1%	1%	1%	1%	0%	F	NA			31000	F
D ALT	To:	ALT U	S 301 Par, A	dams S	t		$\neg$									
Bus ALT 460 (301) (36) Washington	St City of Peters	sburg 0.10	15000	F	97%	1%	1%	1%	1%	0%	F	0.079	F		16000	F
460 (301) (36) Washington	Combined Traffic Estimates for 2 Parallel	O .		F	97%	1%	1%	1%	1%	0%	F	NA	•		30000	F
	To	-	S 1 Jefferson													
Bus	From:				0501	40/	40'	40/	00/	00/		0.076	_		10000	
4 <sub>60</sub> (36) Washington St	City of Peters	· ·	16000	F	95%	1%	1%	1%	2%	0%	F	0.079	F	0.505	18000	F
-	Combined Traffic Estimates for 2 Parallel	Hoadways on this Houte:		F	96%	1%	1%	1%	1%	0%	F	0.081	F	0.505	34000	F
Bus	To: From:		I-95	-		-										
460 (36) Washington St	City of Peters	sburg 0.24	13000	F	95%	1%	1%	1%	2%	0%	С	0.101	F		14000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	24000	F	96%	1%	1%	1%	1%	0%	F	0.088	F	0.641	25000	F
	To:	. U	S 301 Crater	Rd												

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

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Trι	ıck		QC	K	QK	Dir	AAWDT	OW
rioute	dunsuiction	Length	AADI	QA	41116	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	Qίλ	Factor	AAWDI	QW
Bus	From:		301 Crater													
460 301 Crater Rd	City of Petersburg	0.10	7200	F	99%	0%	1%	0%	0%	0%	F	0.087	F	0.541	7700	F
	Combined Traffic Estimates for Parallel Roadways	on this Route:	NA									NA			NA	
	To	SR 36, B	US US 460	Wythe S	St											
Bus 460 301 Crater Rd	City of Petersburg	0.98	10000	F	99%	0%	1%	0%	0%	0%	С	0.081	F	0.524	11000	F
460 301 Crater Rd	Combined Traffic Estimates for Parallel Roadways		NA	•	00 /0	0 70	1 /0	0 /0	0 70	0 70	J	NA		0.024	NA	•
	Tax		ce Jurisdicti	ion Char	00							INA			INA	
Bus	From:		301 Crater		ge											
Winfield Rd	City of Petersburg	0.43	1300	F	96%	1%	1%	0%	1%	0%	С	0.094	F	0.959	1400	F
480	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	2000	G	97%	1%	1%	0%	1%	0%	F	NA			2100	G
	To		aintenance F	) d												
Bus	From:		imtenance i	soundary												
(460) Winfield Rd	City of Petersburg (Maint: 26	0.09	1300	F	96%	1%	1%	0%	1%	0%	С	0.094	F	0.959	1400	F
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	2000	G	97%	1%	1%	0%	1%	0%	F	NA			2100	G
	To:	US	460 County	Rd												
Bus	From:	CEUS 460-P TO I	RTS 85 & 9:	5 SOUT	HBOUND	)										
460 Ramp	City of Petersburg (Maint: 26	0.26	4400	G								NA			4400	G
	To:	CEUS 460-E006A T	O RTS 85 &	295 SOU	JTHBOU	ND										
Bus	From:		CEUS 460													
460 Ramp	City of Petersburg (Maint: 74	0.08	NA									NA			NA	
	То:	CEUS 460-E00	6B CEUS 4	460- 6B	FROM											
Bus	From:		M Bus 460					-								
(460) Ramp	Dinwiddie County	0.27	1500	G								NA			1500	G
	To:		I-85													

4/20/2015 27

							laintenai									
Route	Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County		From				CD 40 N	4 - 17 I	Y								
(F80) Buckskin Dr	0.21	8	R			SR 40 N	1cKenney I	lwy			NA			NA		05/14/200
(100) ===================================	•	To				D	ead End									
		From:				D	ead End									
(F81) Frontage Rd	1.24	330	R								NA			NA		05/19/200
$\bigcirc$		To				US 1 Bo	ydton Planl	k Rd								
O =: =		From				US 1 Bo	ydton Planl	k Rd								
F82 Plane Dr	0.20	60 To:	R				26.740				NA			NA		05/19/200
							26-749									
F83) Rock Rd	0.10	From:	R			26-60	3 Sterling F	Rd			NA			NA		05/15/200
F83) Rock Rd	0.10	To:	<u> </u>			D	ead End				<b>–</b> i"`			1471		00/10/20
		From:					ead End									
F <sub>273</sub> Mine Mountain Rd	0.14	60	R				eua Ena				NA			NA		05/21/200
		To				FR-2	90 Front R	d								
		From:				26-13	34; 26-133	5								
F290) Front Rd	0.51	1300	R								NA			NA		05/21/200
$\overline{}$		To				D	ead End									
City of Petersburg																
F329 Lake Shore Dr	0.17	10	R			D	ead End				NA			NA		03/17/200
(F329) Lake Shore Dr	0.17	To:				74-1102	2 Lakeshore	. Dr						INA		03/17/200
		From					ead End									
F330 N Normandy Dr	2.93	3700	R				eua Ena				NA			NA		03/17/200
,		To				FR-33	1 Service I	Rd								
		From				D	ead End									
(F331) Service Rd	0.78	1400	R								NA			NA		03/17/200
$\bigcirc$		To				D	ead End									
Dinwiddie Countv		From:	1				15.1				<u> </u>					
(m)	0.19	60	R			D	ead End				NA			NA		05/07/200
(F804)	0.10	To:	<u> </u>			US 4	160; 26-721				<b>–</b> i"`			1471		00/01/200
		From:					Courthouse									
(F805)	0.10	7	R			20 027	Courtinouse	110			NA			NA		04/30/200
		To				D	ead End									
_		From				26-624 C	oleman Lal	ke Rd								
(F806) Walkers Rd	0.50	70	R								NA			NA		04/30/200
<u> </u>		To				D	ead End									
O 51		From:	<u> </u>			D	ead End				<u>ا</u>					.= /.= /
F855 Blessing Lane	0.26	50	R			IIC 1 D	t DI I	D.1			NA			NA		05/05/200
		From:					ydton Planl									
600) Ferndale Rd	0.88	11000	F	98%	0%	0%	226 Cox Rd 1%	0%	0%	С	0.1	F	0.606	12000	F	2014
600) i ciridale rid	0.00	11000		30 /0	0 70				0 70			•	0.000	12000	•	2014
600) Ferndale Rd	0.53	6300	G	98%	0%	26-60 0%	01 River Re 1%	0%	0%	F	0.099	N	0.509	6600	G	2014
600) Ferndale Rd	0.55	To	_	30 /6	0 /6		eld County		0 /6		0.033	IN	0.503	0000	ч	2014
		From:					Namozine									
601) River Rd	0.52	750	F	99%	0%	0%	0%	0%	0%	F	0.11	F	0.720	790	F	2014
		To					43 Hart Rd									
(601) River Rd	3.25	1600	F	99%	0%	0%	0%	0%	0%	F	0.107	F	0.657	1700	F	2014
001)		To-		2070	- 70				3,3	•	<del></del>	_			_	
(601) River Rd	1.92	6800	F	99%	0%	26-718 0%	Henshaw 0%	0%	0%	С	0.103	F	0.655	7200	F	2014
1001)	1.02	To:	·	JJ /0	0 /0		00 River Ro		J /J			•	0.000	, 200	•	2017
		From					60 W; 26-62				i					
(602) Corinth Dr	0.20	120	R			0.5 40	, , , , , , , , , , , , , , , , , ,				NA			NA		08/06/201
\/		To:				***	460 EAST				_					_

						vidalo iv	rannenai	100 7 11 0	, u							
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County		From				26-67	2 Church F	Rd								
(603) Weakley Rd	0.50	1200	R			20 07	2 Charen 1	tu			NA			NA		09/16/2014
$\overline{}$		To			SR 1		on Rd; 26- US 460; G		p							
603) Sterling Rd	0.23	1800	F	99%	0%	0%	0%	0%	0%	F	0.093	F	0.588	1900	F	2014
$\frac{\circ}{\circ}$		To From				26-1	362 Oak S	t								
603) Sterling Rd	0.68	1800	F	99%	0%	0%	0%	0%	0%	С	0.086	F	0.597	1900	F	2014
603) Sterling Rd	0.27	1700	F	99%	0%	26-13 0%	319 Short S 0%	6t 0%	0%	F	0.092	F	0.599	1800	F	2014
603) Sterling Rd	0.27	1700 To		33 /6	0 /6		226 Cox Ro		0 /6	-	0.092	'	0.599	1800	ı	2014
		From			I	Prince Ge	orge Count	y Line								
604) Halifax Rd	1.87	680	F	94%	1%	1%	3%	2%	0%	F	0.102	F	0.64	700	F	2014
<u> </u>	2.22	From		0.40/	10/		S, Ellington		201				0.507	1000		2011
604) Halifax Rd	2.96	1200	F	94%	1%	1%	3%	2%	0%	F	0.096	F	0.597	1300	F	2014
(604) Halifax Rd	1.77	1700	F	94%	1%	26-607 B 1%	Sutler Brand 3%	2%	0%	F	0.094	F	0.702	1800	F	2014
604) 114.114.114	1,	T. 00		0 1 70	170		ın Boundar		0 70	•			0.702	1000		2011
(604) Halifax Rd	0.60	1800	F	94%	1%	1%	3%	2%	0%	F	0.093	F	0.689	1900	F	2014
		To				26-67	7 Carson I	Or								
(604) Halifax Rd	0.63	2100	F	94%	1%	1%	3%	2%	0%	С	0.094	F	0.553	2300	F	2014
		То					. Petersburg									
(605) Hunnicut Rd	2.53	660	R			US 1 Bo	ydton Plan	k Rd			NA			NA		06/19/2014
(605) Hunnicut Rd	2.00					26 660	E, Quaker	DA						1471		00/10/201-
605) Old Vaughan Rd	3.20	470 From	R			20-000	E, Quaker	Ku			NA			NA		06/19/2014
		To				26-670 V	V, Old Stag	e Rd								
605 Old Vaughan Rd	0.08	850 From	F	96%	2%	1%	0%	1%	0%	С	0.103	F	0.598	870	F	2014
Old Stage Bd	0.50	From				26-670	E, Duncan	Rd			NA			NA		06/19/2014
605) Old Stage Rd	0.50	670	R			26-669 N	Monks Nec	k Rd						INA		00/19/2012
Maralas Nasala Bal	4.40	From					Old Stage							NIA		00/40/004
605 Monks Neck Rd	4.49	400 To	R			26-604	N, Halifax	Rd			NA			NA		06/19/2014
<u> </u>		From					S, Halifax									
605 Ellington Rd	1.40	380 To	R		ī	Prince Ge	orge Count	v I ine			NA			NA		06/19/2014
		From	<u> </u>				Old Stage									
(606) Reams Dr	2.00	450	R			20 00)	Old Blage	- Ttu			NA			NA		06/19/2014
$\overline{}$		To					S, Halifax									
606) Oak Grove Rd	1.40	240	R			20-004	N, Halifax	Ku			NA			NA		06/19/2014
		То			I	Prince Ge	orge Count	y Line								
		From				26-60	4 Halifax F	Rd								
607 Butler Branch Rd	1.50	400 To	R		T	Dringa Ga	orge Count	y Lina			NA			NA		06/19/2014
		From	! -		- 1		US 460	y Line								
(608) Zion Rd	0.46	140	R				03 400				NA			NA		08/06/2014
		To				26-622	Baltimore	Rd								
Obarra Leu D.	0.00	From	Ļ			Brunswi	ck County	Line						NIA		07/00/00:
609 Cherry Hill Rd	0.80	160	R								NA			NA		07/08/2014
609) Cherryhill Rd	3.40	30 From	R			26-687	7 Cutbank	Rd			NA			NA		07/08/2014
609 Cherryhill Rd	J.40 	To				2000	16 D:4: - 2	A								
(609) Old Stage Rd	0.70	130 From	R			26-61	16 Ridge R	u			NA			NA		07/08/2014
000		То				SR 40 M	AcKenney 1	Hwy								

Route	Length	AADT	QA	4Tire	Bus		Tri 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County		From				SR 40 N	AcKenney	Hwv			<u> </u>					
609 Cherry Hill Rd	2.30	50	R								NA			NA		07/08/2014
		From					, Courthou				+					
609 Old Stage Rd	1.58	190	R								NA			NA		07/08/2014
609) Old Stage Rd	2.90	170	R			26-60	64 Reese R	ld			NA			NA		04/14/2011
(609) Old Stage Rd	2.00	To				26-62	6 Flatfoot 1	Rd								0 1/1 1/2011
609) Old Stage Rd	2.20	330 From	F	96%	3%	0%	0%	1%	0%	С	0.126	F	0.6	340	F	2014
		From	<u> </u>		26-6		tage Rd; S		<u> </u>							
(610) Baskerville Mill Rd	1.40	140		91%	4%	Brunswi 3%	ck County 1%	Line 0%	0%	С	0.127	F	0.591	150	F	2014
		To From	:		SR 40	McKenne	ey Hwy; O	ld Cryors	Rd							
610 Old White Oak Rd	0.50	140	F	91%	4%	3%	1%	0%	0%	F	0.148	F	0.653	140	F	2014
Old White Ook Dd	0.00	From				26-650	Lew Jones	s Rd						NIA		00/00/001
610) Old White Oak Rd	0.20	230	R			26.701.6	N 11 77 11				NA			NA		08/28/2014
(610) Old White Oak Rd	2.40	180 From	R			26-701 (	Quail Hollo	w Rd			NA			NA		08/28/2014
		To From				26-651	Whitmore	Rd								
610 Old White Oak Rd	1.40	210	R								NA			NA		08/28/2014
Old White Ook Dd	1.00	From				26-6	44 Brills R	d						NA		00/00/001
610) Old White Oak Rd	1.20	300	R			26.6	45.C F	. 1			NA			IVA		08/28/2014
610) Old White Oak Rd	2.30	250 From	T			26-64	45 Scotts F	ka			NA			NA		08/28/2014
		To From	:			26-622	Baltimore	Rd			_					
610) Old White Oak Rd	0.90	250	R								NA			NA		08/28/2014
		From	:				White Oak									
(611) Wilkinson Rd	3.44	550	G	98%	2%	1%	Courthous 0%	0%	0%	С	NA			560	G	2014
		To From				26-645 W	heelers Po	nd Rd								
611) Wilkinson Rd	1.82	290	G	98%	2%	1%	0%	0%	0%	F	NA			300	G	2014
611) Trinity Church Rd	3.25	140		98%	2%	26-613 1%	White Oal	Rd 0%	0%	F	NA			150	G	2014
(611) Trinity Church Rd	3.23	14U	G	30 /6	2 /0		*** ***	0 /6	0 /6					150	G	2014
(611) Trinity Church Rd	0.15	840 From	F	97%	2%	0%	0% 0%	1%	0%	F	0.092	F	0.514	860	F	2014
		To					Rd; 26-75; , Cox Rd; 2		ld							
(611) Trinity Church Rd	0.92	510	F	97%	2%	0%	0%	1%	0%	С	0.143	F	0.782	520	F	2014
		To From				26-731	Ruth Hill	Rd								
611) Trinity Church Rd	0.79	350	F	97%	2%	0%	0%	1%	0%	F	0.108	F	0.596	360	F	2014
Prouga Bd	0.10	160	F	079/	2%		earson Har		00/	F	0.126		0.630	160	F	2014
611) Brown Rd	2.18	To	<u> </u>	97%	2%	0% 26-627	0% Courthous	1% e Rd	0%	Г	0.126	F	0.630	160	Г	2014
Proug Pd	1 00	400	R			26-627 T	rinity Chur	ch Rd			NA			NA		07/17/2017
611) Brown Rd	1.89	400 Te	<u> </u>				E, Namozir				NA			INA		07/17/2014
611) Brown Rd	0.36	940				26-708 V	V, Namozi	ne Rd						NA		07/17/201/
(611) Brown Rd	0.36	240 To	R			26 747	Whoolan 1	ane			NA —			IVA		07/17/2014
(611) Exeter Mill Rd	1.45	140 From	R			20-747	Wheelers l	Lane			NA			NA		07/17/2014
$\underline{\smile}$		To				26-623	Sutherland	l Rd								
Harnora Bridge Dd	0.10	From	F	070/	10/		ck County		00/		0.114		0 507	100		2014
612) Harpers Bridge Rd	0.10	180 To		97%	1%	1% 26-63	0% 8 Harpers	1% Rd	0%	F	0.114	F	0.587	180	F	2014

					DINV	viddie M	aıntenar	ice Are	a							
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle	_	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County																
612) Old Beaver Pond Rd	0.77	270		97%	1%	26-638 1%	Harpers F 0%	1%	0%	С	0.150	F	0.512	270	F	2014
(612) Old Beaver Pond Rd	0.77	To	Ė	01 70	1 /0		ld Cryors		070		0.100	•	0.012	270	•	2014
		From				Brunswic	k County	Line			1					
(613) Gills Bridge Rd	1.12	200	R								NA			NA		08/28/2014
		To				26-638	Harpers F	Rd			$\neg$					
(613) Gills Bridge Rd	1.92	200	R				•				NA			NA		08/28/2014
		To From				26-651	Whitmore	Rd								
(613) Gills Bridge Rd	1.82	160	R								NA			NA		08/28/2014
		To From					, Darvills , Darvills				_					
(613) White Oak Rd	7.37	210	F	92%	2%	1%	0%	6%	0%	С	0.112	F	0.539	210	F	2014
(013)		To							* / *		<u> </u>					
(613) White Oak Rd	0.93	280 From	F	92%	2%	1%	Baltimore 0%	6%	0%	F	0.113	F	0.513	290	F	2014
(013)		To							* / *							
(613) White Oak Rd	1.13	220 From	F	92%	2%	1%	6 Glebe R 0%	6%	0%	F	0.124	F	0.697	230	F	2014
(013)										-		-			-	
(613) White Oak Rd	1.93	240 From	F	92%	2%	6-624 W, 0 1%	0%	6%	0%	F	0.133	F	0.769	250	F	2014
(813) TTIME GUILTIG									0 / 0	•		•	0.7.00		•	
(613) White Oak Rd	3.27	200 From	F	92%	2%	1%	Wilkinson 0%	6%	0%	F	0.121	F	0.793	210	F	2014
613) Winto Gall Flo	0.27	То		0270					070		<del></del>	•	0.700	210	·	2011
(613) White Oak Rd	1.38	330 From	F	92%	2%	-627 Court 1%	0%	6%	0%	F	0.102	F	0.526	340	F	2014
613) Willie Gall Flo	1.00			0L /0	270				070			•	0.020	040	•	2014
(613) White Oak Rd	1.26	460	F	92%	2%	26-628 Tı 1%	anquility 1	Lane 6%	0%	F	0.1	F	0.541	470	F	2014
(613) White Oak Rd	1.20	700		JZ /0	2 /0				0 70	'	——————————————————————————————————————		0.541	470	•	2014
(613) White Oak Rd	1.77	1500	F	92%	2%	26-661 1%	Boisseau 1	6%	0%	F	0.143	F	0.616	1500	F	2014
(613) White Oak Rd	1.77	1300		JZ /0	2 /0				0 70		0.140		0.010	1500	•	2017
(613) White Oak Rd	1.71	1500	F	95%	4%	26-631 0 1%	Claiborne 0%	1%	0%	F	0.105	F	0.508	1600	F	2014
(613) White Oak Rd	1.71	To		0070		US 1 N, Bo			070	•	0.100	•	0.000	1000	•	2014
		From			1	US 1 S, Bo	ydton Pla									
(613) Dabney Mill Rd	1.70	780	F	95%	4%	1%	0%	1%	0%	С	0.097	F	0.711	800	F	2014
<u> </u>		From					8 Steers R									
(613) Dabney Mill Rd	1.22	400	F	95%	4%	1%	0%	1%	0%	F	0.105	F	0.66	410	F	2014
<u> </u>		From					V, Duncan									
(613) Dabney Mill Rd	0.51	410	F	95%	4%	1%	0%	1%	0%	F	0.105	F	0.743	420	F	2014
<u> </u>		To From				26-670 I	E, Duncan	Rd			$\Box$					
(613) Squirrel Level Rd	1.43	300	F	95%	4%	1%	0%	1%	0%	F	0.107	F	0.521	310	F	2014
		To From				26-742 1	Plantation	Rd								
(613) Squirrel Level Rd	0.86	360	F	95%	4%	1%	0%	1%	0%	F	0.109	F	0.614	370	F	2014
		To From				26-1120 T	anglewoo	d Rd								
(613) Squirrel Level Rd	1.39	920	F	95%	4%	1%	0%	1%	0%	F	0.111	F	0.662	950	F	2014
$\overline{}$		To From				26-741 F	ort Emory	Rd								
(613) Squirrel Level Rd	0.43	1300	F	95%	4%	1%	0%	1%	0%	F	0.096	F	0.666	1400	F	2014
$\frac{\smile}{\circ}$		From				26-672	Church R									
(613) Squirrel Level Rd	0.56	860	F	95%	4%	1%	0%	1%	0%	F	0.154	F	0.537	920	F	2014
$\frac{\smile}{\overline{}}$		To From				26-67	6 Flank Ro	1			_					
(613) Squirrel Level Rd	1.03	850	F	95%	4%	1%	0%	1%	0%	F	0.149	F	0.546	910	F	2014
$\overline{}$		То				SCL	Petersburg									
<u> </u>		From	Ĺ		(	SR 40 W, I	McKenney	Hwy	•							
614) Sunnyside Dr	1.23	360 <sub>To</sub>	R			WO	M.Y	_			NA			NA		08/28/2014
		To	<u> </u>			WCL	McKenne	у								

									~							
Route	Length	AADT	QA	4Tire	Bus			uck 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of McKennev		From				WCI	M-IZ				-					
(614) Sunnyside Dr	0.30	350	R			WCL	McKenne	ey			NA			NA		08/28/2014
		Tr				SR 40 I	E, Doyle I	3lvd								
Dinwiddie County		Fron	:			D	ead End									
615) Blue Tartan Rd	0.42	60	R								NA			NA		04/19/2011
Divertise Dd	0.00	Fron				0.42 M	IN Dead I	End			$\supset$			NIA.		04/40/0044
615) Blue Tartan Rd	0.90	<b>220</b>	R			FR-81	Frontage	Rd			NA			NA		04/19/2011
		Fron					County L									
616) Ridge Rd	2.20	70	R								NA			NA		07/08/2014
Didge Dd	1.00	Fron				26-61	7 Bolster l	Rd						NIA		07/09/001
(616) Ridge Rd	1.90	80 To	R			26-609	Cherryhill	l Rd			NA			NA		07/08/2014
		Fron					6 Ridge R									
617 Bolster Rd	1.50	270	R			26 610 W		D.1			NA			NA		07/08/2014
		Fron				26-619 W 26-619 E,										
617) Bolster Rd	1.69	260	R			26.665.11					NA			NA		07/08/2014
		Fron					Valkers M									
(618) Halligan Park Rd	1.20	350	R			Sussex	County L	line			NA			NA		06/19/2014
		Te Fron				26-66	6 Baugh F	Rd			$\Box$ —					
618) Halligan Park Rd	2.82	460	R								NA			NA		06/19/2014
		From	1				County I									
(619) Courthouse Rd	3.59	420	F	97%	2%	1%	County L	1%	0%	F	0.112	F	0.525	430	F	2014
		To From				SR 40 M	IcKenney	Hwy								
619 Courthouse Rd	7.05	630	F	97%	2%	1%	0%	1%	0%	F	0.117	F	0.588	650	F	2014
Courthouse Pd	0.86	Fron		079/	2%	26-650 Hav			0%	F	0.104	F	0.626	1200	F	2014
619 Courthouse Rd	0.00	1200	F	97%	270	1%	0%	1%	0%	Г	0.104	Г	0.020	1200	Г	2014
(619) Courthouse Rd	1.06	1400	F	97%	2%	1%	Flatfoot 0%	1%	0%	F	0.097	F	0.631	1400	F	2014
		Te From				26-679	9 Lundys 1	Rd			_					
(619) Courthouse Rd	0.25	1500	F	97%	2%	1%	0%	1%	0%	F	0.102	F	0.639	1600	F	2014
O countle conse Del	0.50	Fron		070/	00/		4 Bishop		00/	_			0.500	4700		0014
619 Courthouse Rd	0.59	1700	F	97%	2%	1% US 1 Box	0% ydton Plar	1% nk Rd	0%	С	0.091	F	0.582	1700	F	2014
		Fron	:				9 Wilson l									
620 Foster Rd	1.20	40	R								NA			NA		08/06/2014
		From					W, Grubby E, Grubby									
(620) White Oak Church Rd	1.80	450	R			***					NA			NA		08/06/2014
		From	r				160 WEST 460 EAST									
(620) White Oak Church Rd	1.90	60	R								NA			NA		08/06/2014
		Fron					ead End									
(621) Clay Street Rd	1.60	280	R			(	JS 460				NA			NA		04/19/2011
		Te Fron	r.			1.60 1	MN US 40	60								
621) Clay Street Rd	0.40	10 To	R				15.				NA			NA		04/19/2011
		Fron	<u> </u>				ead End	o D.1								
(622) Baltimore Rd	1.60	47	R			∠0-030 .	Lew Jones	s Ku			NA			NA		04/19/2011
		To				26-64	7 Doyle F	Rd								

120 Te From 1100 Te From 1600 Te From 1330 Te From 3330 Te From 3330 Te From 1500 T	F R R R R R R R	94%	1%	26-640 Ol 26-613 W 26-613 E. 1% US 460; 26 26-694 Amelia Amelia	Old Pine F County Li County Li Wilkinson	ak Rd ak Rd k Rd 3% ath Dr	0%	C	NA	F	0.699	NA NA 700 NA NA	F	08/26/2014 2014 08/06/2014 08/06/2014
120 From 680 370 1100 1100 1100 1100 1100 1100 1100	R R R R R	94%		26-610 Ol 26-613 E. 1% US 460; 26 26-694 Amelia Amelia	d White Oa  White Oal  White Oal  1%  6-602 Corin  Old Pine F  County Li  County Li  Wilkinson	ak Rd ak Rd ak Rd 3% ath Dr	0%	С	NA 0.102 NA NA NA	F	0.699	NA 700 NA	F	08/26/201 2014 08/06/201
From 680  370  1100  To From 1	F R R R R R R	94%		26-613 W 26-613 E 1% US 460; 20 26-694 Amelia Amelia	, White Oal White Oal 1% 6-602 Corin Old Pine F County Li County Li Wilkinson	ik Rd k Rd 3% nth Dr	0%	С	0.102 NA NA	F	0.699	700 NA	F	2014
From 680  370  1100  To From 1	F R R R R R R	94%		26-613 E. 1%  US 460; 26  26-694  Amelia  Amelia	White Oal 1% 5-602 Corin Old Pine F County Li County Li Wilkinson	k Rd 3%  nth Dr  Rd  ne	0%	C	0.102 NA NA	F	0.699	700 NA	F	2014
From 1100 To From 1600 To From 1330 To From 170 From 1500 To From 1500	F R R R R R R R	94%		26-613 E. 1%  US 460; 26  26-694  Amelia  Amelia	White Oal 1% 5-602 Corin Old Pine F County Li County Li Wilkinson	k Rd 3%  nth Dr  Rd  ne	0%	С	NA NA	F	0.699	NA	F	08/06/201
1100 Te From 1100	R R R R R R	94%		26-694 Amelia Amelia 26-611	Old Pine F County Li County Li Wilkinson	nth Dr Rd ne	0%	С	NA NA	F	0.699	NA	F	08/06/201
1100 From 640 1100 To From 1100 1600 To From 220 170 From 270 From	R R R R R R R			26-694 Amelia Amelia 26-611	Old Pine F County Li County Li Wilkinson	Rd ne			NA					
1100 From 640 To From 1100 To From 1100 To From 1330 To From From 1500 To From 1500	R R R R R			Amelia Amelia 26-611	County Li County Li Wilkinson	ne ne						NA		08/06/201
From 1100 To From 1600 To From 220 To From 330 To From 5 F	R R R R			Amelia 26-611	County Li	ne								
1100 To From 1600 To From 220 To From 330 To From 5	R R R			26-611	Wilkinson				NA					
1100 1100 1600 To 220 To From 330 To	R R R					Rd			NA					
1600 To From 220 To From 330 To From 5	R R R					Rd						NA		07/17/201
1600 220 From From To From From To From From To From T	R R R			26-750					NA			NA		07/17/201
220 From 330 From From From From From From From From	R				Oxford R	d			<u> </u>					
From From	R								NA —			NA		07/17/201
From From	R			26-708	Namozine !	Rd			NA			NA		07/17/201
330	R			26-760 S	outherland	Ave								
From	n*								NA			NA		07/17/20
					60 Cox Rd									
170	R			26-645 W	heelers Por	nd Rd			NA			NA		08/26/20
To	D:				, White Oa									
620	R			20-013 E.	White Oal	K Ku			NA			NA		08/26/201
To From	n:			US 4	50; FR-806	ó								
<b>500</b>	R			26.611	CY 7****	7.1			NA			NA		08/26/201
From					Wilkinson JS 460	Rd								
300	R				33 400				NA			NA		08/06/201
To					County Li									
300	*	96%	2%	SR 40 M	cKenney F 0%	1%	0%	F	0.099	F	0.5	310	F	2014
To	nc.				Old Stage			•		•	0.0		·	
370 From	F	96%	2%	1%	0%	1%	0%	F	0.099	F	0.537	380	F	2014
To From					10 Allen D									
990 To	F	96%	2%	1% 26-619 (	0% Courthouse	1%	0%	С	0.089	F	0.526	1000	F	2014
From	n:				dton Plank									
2900	F	95%	2%	1%	1%	1%	0%	С	0.134	F	0.591	3000	F	2014
		25-1					221		<u> </u>	_			_	
2500	F	95%	2%				υ%	۲	0.14/	۲	0.6/8	2600	۲	2014
1400	F	95%	2%				0%	F	0.171	F	0.726	1500	F	2014
To	D:	/ 0		6-613 Whit	e Oak Rd;	26-645		-		-	<b></b>		-	
	" R			26-6	13; 26-645				 NA			NA		08/01/20
2300	2			US 460	New Cox	Rd			<u> </u>			-		
2300 <sub>т.</sub>				23 .30					NA			NA		08/01/201
	2500 To From 2300 To From Processing Process	2500 F  To From To From From From From From From From Fro	2500 F 95%  To From	2500 F 95% 2%    Top	2900 F 95% 2% 1%  2500 F 95% 2% 1%  26-611  2500 F 95% 2% 1%  26-661  1400 F 95% 2% 1%  To 26-613 White From 26-6  2300 R  To US 460  1100 R	2900   F   95%   2%   1%   1%	2900 F 95% 2% 1% 1% 1% 1%  26-611 Wilkinson Rd  2500 F 95% 2% 1% 1% 1% 1%  To	2900 F 95% 2% 1% 1% 1% 0%  26-611 Wilkinson Rd  2500 F 95% 2% 1% 1% 1% 0%  To 26-661 Boisseau Rd  1400 F 95% 2% 1% 1% 1% 0%  To 26-613 White Oak Rd; 26-645  2300 R  US 460 New Cox Rd  1100 R	2900 F 95% 2% 1% 1% 1% 0% C  26-611 Wilkinson Rd  2500 F 95% 2% 1% 1% 1% 0% F  To	2900 F 95% 2% 1% 1% 1% 0% C 0.134  2500 F 95% 2% 1% 1% 1% 0% F 0.147  2500 F 95% 2% 1% 1% 1% 0% F 0.147  1400 F 95% 2% 1% 1% 1% 0% F 0.171  To	2900 F 95% 2% 1% 1% 1% 0% C 0.134 F  26-611 Wilkinson Rd  2500 F 95% 2% 1% 1% 1% 0% F 0.147 F  26-661 Boisseau Rd  1400 F 95% 2% 1% 1% 1% 0% F 0.171 F  To:  26-613 White Oak Rd; 26-645  From:  2300 R  US 460 New Cox Rd  NA	2900 F 95% 2% 1% 1% 1% 0% C 0.134 F 0.591  26-611 Wilkinson Rd  2500 F 95% 2% 1% 1% 1% 0% F 0.147 F 0.678  To 26-661 Boisseau Rd  1400 F 95% 2% 1% 1% 1% 0% F 0.171 F 0.726  To 26-613 White Oak Rd; 26-645  From 26-613; 26-645  2300 R NA	2900 F 95% 2% 1% 1% 1% 0% C 0.134 F 0.591 3000  2500 F 95% 2% 1% 1% 1% 0% F 0.147 F 0.678 2600  To 26-611 Wilkinson Rd  1400 F 95% 2% 1% 1% 1% 0% F 0.171 F 0.726 1500  To 26-613 White Oak Rd; 26-645  From: 26-613; 26-645  2300 R NA NA  VS 460 New Cox Rd  1100 R NA	2900 F 95% 2% 1% 1% 1% 0% C 0.134 F 0.591 3000 F  2500 F 95% 2% 1% 1% 1% 0% F 0.147 F 0.678 2600 F  26-611 Wilkinson Rd  26-661 Boisseau Rd  1400 F 95% 2% 1% 1% 1% 0% F 0.171 F 0.726 1500 F  To

						Madic Maintenance Ai								
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Tra		QC F	K actor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County		From	.1			26 751 W. Cara D.4			ı					
627) Trinity Church Rd	2.20	370	R			26-751 W, Cox Rd			NA			NA		08/01/201
,		Te				26-611 Wilkinson Rd			1					
		From				Dead End			]					
(628) Tranquility Lane	0.33	70	R						NA			NA		12/10/2014
<u> </u>		From				26-613 White Oak Rd			]—					
(628) Tranquility Lane	3.10	70	R						NA			NA		08/01/2014
<u> </u>		To From				26-689 Bobcat Rd			]					
628 Tranquility Lane	0.87	280	R						NA			NA		05/02/2009
<u> </u>		From				26-756 Slates Rd			]—					
628 Tranquility Lane	0.70	610	R						NA			NA		08/01/201
<u> </u>		From				US 460 New Cox Rd			}—					
628 Tranquility Lane	0.09	1200	R						NA			NA		08/01/201
		To				26-751 Cox Rd			<u> </u>					
Anderson Mill Dd	0.00	From				26-627 Courthouse Rd			<u> </u>			NIA		00/01/001
629 Anderson Mill Rd	0.93	360	R						NA -			NA		08/01/201
A sa da sa sa Mill Dal	0.05	From	<u> </u>			26-689 Bobcat Rd						NIA		40/40/004
629 Anderson Mill Rd	0.25	<b>40</b>	R			Dead End			NA T			NA		12/10/2014
		From	] .I						<u> </u>					
(630) Winfield Rd	0.30	290	R			Sussex County Line			J NA			NA		07/08/2014
(630) Winfield Rd	0.00	<b>230</b>				SR 40 McKenney Hwy			1			IVA		07/00/201-
		From	:			26-613 White Oak Rd			Ī					
(631) Claiborne Rd	2.70	1000	R			20 010 White Out Itu			NA			NA		07/17/2014
		To	-			26-690 Harris Rd			1					
(631) Claiborne Rd	0.80	2400 From	R			20 090 Hairis Ru			NA			NA		07/17/2014
		To				US 460; 26-708								
		From				26-631 Claiborne Rd								
(632) Butterwood Rd	3.00	880	R						NA			NA		07/17/2014
		To				US 460 E, Cox Rd US 460 W, Cox Rd								
(632) Olgers Rd	1.20	1700	F	97%	2%	1% 0% 0%	0%	C 0	.106	F	0.618	1800	F	2014
002)		To	:			26-601 River Rd			1					
		From	:			SR 226 W, Cox Rd								
(633) Addison St	0.50	110	R						NA			NA		07/02/2014
$\bigcirc$		To	:			SR 226 E, Cox Rd								
O = - = - = - = - = - = - = - = - = - =		From				US 1 Boydton Plank Rd								
634) Pine Grove Place	0.25	280 To	R			P 15 1			NA			NA		11/19/2014
			1			Dead End			<u> </u>					
(635) Hilltop Dr	0.40	350	<u> </u>			Dead End			J NA			NA		11/19/2014
(635) Hilltop Dr	0.40	330 To	R			SR 40 McKenney Hwy			7			INA		11/19/2014
		From				Dead End			i					
(636) Rocky Branch Rd	0.27	110	R			Bead End			NA			NA		04/12/201
,		To	:			US 460 Cox Rd			1					
		From	-			26-645 Wheelers Pond Rd								
(637) Madison Rd	0.49	130	R						NA			NA		12/10/2014
$\bigcirc$		Te				Dead End								
O		From				26-613 Gills Bridge Rd			]					
638 Harpers Rd	2.00	260	R						NA			NA		08/28/2014
<u> </u>		From				26-702 Lennie Rd			]					
638) Harpers Rd	1.20	290	R						NA			NA		08/28/2014
		Te				26-612 Harpers Bridge Rd								
O Mile D.I.	2.55	From	<u> </u>			Nottoway County Line								00/00/00:
639 Wilson Rd	0.90	300 To	R			He Montes			NA T			NA		08/06/2014
039 1110	0.00	To				US 460 WEST			1			IVA		33,00,201

					Dinv	widdie M	aintena	nce Are	a							
Route	Length	AADT	QA	4Tire	Bus		Trı 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County		From				HC	460 EAST	,								
639 Springston Rd/Wils	on Rd1.98	310	R								NA			NA		08/06/2014
639 Grubby Rd	0.20	200 From	F	93%	1%	1%	W, Grubby	4%	0%	С	0.132	F	0.704	200	F	2014
639 Wilson Rd	1.60	230 From	R				E, Grubby				NA			NA		08/06/2014
(639) Wilson Rd	1.40	300 From	R				0 Foster R				NA			NA		08/06/2014
		From					White Oal	C Ku			1					
640 Hobbs Mill Rd	1.40	170	R				JS 460 y County	Line			NA			NA		08/06/2014
		From					ydton Plan									
(641) Airport Rd	0.55	280	R			CUTBO	, atom I han	at Itu			NA			NA		07/02/2014
		To				D	ead End									
(642) W Zilles Rd	1.82	380	F	85%	2%	2%	JS 460 3%	8%	0%	С	0.098	F	0.558	390	F	2014
		To From				26-64	3 Zilles R	d								
642) Grubby Rd	0.60	140 To	F	85%	2%		3% W, Grubby E, Wilson		0%	F	0.144	F	0.692	140	F	2014
642) Grubby Rd	2.00	130	F	85%	2%	2%	3%	8%	0%	F	0.110	F	0.514	140	F	2014
642) Grubby Rd	2.40	110 From	F	85%	2%	620 E, WI 2%	3%	8%	0%	F	0.135	F	0.568	110	F	2014
642 Continental Rd	1.52	90	R			26-613	White Oal	c Rd			NA			NA		08/28/2014
(642) Continental Rd	0.83	70 From	R		1.5	52 ME 26-	613 White	Oak Rd			NA			NA		04/14/2011
$\overline{}$		То				26-64	4 Brills R	d								
7illee Dd	2.20	From	_			SR 40	Darvills I	Rd						NIA		00/06/0014
643 Zilles Rd	3.20	390 To	R			26-642	2 Grubby 1	Rd			NA T			NA		08/06/2014
Town of McKenney						20 0 12	oracej i	···			<u> </u>					
		From					Doyle Bl									
644 Depot Rd	0.20	530 <sub>To</sub>	F	95%	2%	1%	0% McKenne	2%	0%	F	0.108	F	0.547	540	F	2014
Dinwiddie County						TICL	Wickeline	<u>y</u>			<u> </u>					
		From					McKenne									
644) Depot Rd	1.92	440	F	95%	2%	1% 26-6501	0% Lew Jones	2%	0%	С	0.106	F	0.56	450	F	2014
644) Brills Rd	2.50	410 From	R								NA			NA		08/28/2014
644) Brills Rd	2.50	120 From	R			26-610 Ol					NA			NA		08/28/2014
644) Brills Rd	2.50	140 From	R		~~		Continenta				NA			NA		08/28/2014
		To				40 Old Cry			1		<u> </u>					
645) Scotts Rd	1.40	220	R			26-610 Ol	d White C	ak Rd			NA			NA		08/26/2014
(645) Scotts Rd	1.80	470 From	R				Baltimore				NA			NA		08/26/2014
		To	-				W, Glebe E, Glebe				$\dashv$					
645) Scotts Rd	1.60	470 To	R				8 Scotts F				NA			NA		08/26/2014
-			•					**								

Route	Length	AADT	QA	4Tire	Bus			ıck 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County		Erom				26.72	0.C D	1			-					
(645) Wheelers Pond Rd	0.70	320	R				8 Scotts R				NA			NA		08/26/2014
(645) Wheelers Pond Rd	0.73	300 From:	R			26-637	Madison 1	Rd			NA			NA		08/26/2014
(645) Wheelers Pond Rd	1.07	450 From:	R			26-715	5 Patillo R	d			NA			NA		08/26/2014
(645) Wheelers Pond Rd	2.50	570 From:	R				Wilkinson				NA			NA		08/26/2014
Cloho Pd	6.00	From:		079/	00/	US 1 Boy		k Rd	00/		0.110		0.500	250		2014
(646) Glebe Rd	6.00	250 To:	F	97%	0%	2% 26-613 Ok			0%	С	0.119	F	0.588	250	F	2014
647) Doyle Rd	1.00	40 From:	R			26-622	Baltimore	Rd			NA			NA		08/26/2014
(647) Nash Rd	1.60	230 From:	R				Hudgins l				NA			NA		08/26/2014
(647) Nash Rd	2.24	From:	R				S, Glebe				NA			NA		08/26/2014
(647) Nash Rd	1.92	810 From:	R			26-73	8 Scotts R	d			NA			NA		08/26/2014
(647) Nash Rd	0.94	970 From:	R				Gatewood				NA			NA		08/26/2014
(648) Hudgins Rd	1.50	From:	R				ew Jones				NA			NA		08/26/2014
		To:				26-64 US 1 Boy	7 Nash Ro									
649 Snap Lodge Rd	0.50	50	R			26-650 I	ew Jones	Rd			NA			NA		08/28/2014
(650) Lew Jones Rd	1.60	30 From:	F	97%	2%	26-610 Ok 1%	1 White O	ak Rd 0%	0%	F	0.177	F	0.833	30	F	2014
(650) Lew Jones Rd	1.10	180 From:	F	97%	2%	6-651 W, N 1%	Mason Chi 1%	urch Rd 0%	0%	F	0.12	F	0.88	180	F	2014
(650) Lew Jones Rd	1.60	320 From:	F	97%	2%	26-64- 1%	4 Depot R 1%	.d 0%	0%	F	0.107	F	0.838	330	F	2014
(650) Lew Jones Rd	0.80	310 From:	F	97%	2%	26-622 I	Baltimore 1%	Rd 0%	0%	F	0.097	F	0.879	320	F	2014
(650) Lew Jones Rd	2.50	To: From:	F	97%	2%		Hudgins l		0%	С	0.116	F	0.857	350	F	2014
(0.00)		To:	-		٦	US 1 S, Bo US 1 N, Bo	ydton Pla	nk Rd			}				-	
(650) Hamilton Arms Rd	0.15	1100	F	96%	1%	1% 26-709	0% Shippings	2% Rd	0%	С	0.081	F	0.541	1100	F	2014
650 Hamilton Arms Rd	0.68	980 To:	F	97%	2%	1%	1% I-85	0%	0%	F	0.085	F	0.658	1000	F	2014
650 Hawkins Church Rd	1.43	360 From:	F	97%	2%	0%	0% W, Eppes	1%	0%	С	0.125	F	0.596	370	F	2014
(650) Hawkins Church Rd	2.20	210 From:	F	97%	2%	0%	0% Courthouse	1%	0%	F	0.105	F	0.625	220	F	2014
		From:			26-650	I-85-S048			85							
650) Ramp	0.22	90 To:	G				ROM RT				NA			90	G	2014

					DII	nwiddie Maintenance Area							
Route	Length	AADT	QA	4Tire	Bus	s 2Axle 3+Axle 1Trail 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie Countv		From	.1		26.6	50 1 05 NO40 A TO 0 EDOM IC 05							
650) Ramp	0.22	580	G		20-03	50 I-85-N048A TO & FROM IS 85		NA			580	G	2014
(030)		To	·			I-85-N FROM RT 650						-	
		From				26-613 Gills Bridge Rd							
(651) Whitmore Rd	2.40	370	R					NA			NA		08/28/20
<u> </u>		To From	:			SR 40 W, Old Cryors Rd							
(651) Whitmore Rd	1.80	280	R					NA			NA		04/14/20
<u> </u>		To From				26-610 Old White Oak Rd		_					
651 Mason Church Rd	2.25	260 To	R			26 (50 W. I I D.1		NA			NA		08/28/20
		From	:			26-650 W, Lew Jones Rd 26-650 E, Lew Jones Rd							
651) Mason Church Rd	1.58	190	R					NA			NA		08/28/20
<u> </u>		To From	:			SR 40 E, McKenney Hwy		_					
651) Mason Church Rd	1.27	350	R			•		NA			NA		08/28/20
$\overline{}$		То	:			Dead End							
O		From	<u> </u>			26-644 Depot Rd							20/20/20
652 Asbury Rd	1.56	350 To	R			UC 1 Davidson Dlank Dd		NA —			NA		08/28/20
		From	] .I			US 1 Boydton Plank Rd		_					
653) Richie Rd	0.16	70	` R			26-703 Carson Rd		NA			NA		12/10/20
653) 1 1101110 1 10	0.10	То	· · ·			Dead End		Ti'			1471		12/10/20
		From	:			26-687 S, Cutbank Rd							
654) Rainey Rd	3.02	270	R					NA			NA		07/10/20
		To From				26-687 N, Cutbank Rd							
654) Rainey Rd	0.20	530	R			,		NA			NA		07/10/20
<u> </u>		To				SR 40 McKenney Hwy							
$\sim$		From	:			Dead End							
655) Little Deer Rd	0.58	<b>20</b>	R			VOLD 1 DI IDI		NA			NA		10/02/20
			1			US 1 Boydton Plank Rd		_					
656) Eppes Rd	1.20	90	R			26-709 Shipping Rd		NA			NA		07/10/20
656 Eppes Rd	1.20	30									INA		07/10/20
656) Eppes Rd	1.20	200 From	1 R			26-658 Branches Rd		NA			NA		07/10/20
656 Eppes Rd	1.20	To				26-650 W, Hamilton Arms Rd		Π΄			1471		07/10/20
O		From				26-650 E, Hawkins Church Rd							
656) Gatewood Rd	2.55	530	R			Wata B. L. B. L. B.		NA			NA		07/10/20
		From	:			US 1 S, Boydton Plank Rd US 1 N, Boydton Plank Rd		+					
656) Gatewood Rd	0.90	170	R			· •		NA			NA		07/10/20
<u> </u>		То	:			26-647 Nash Rd							
O		From				US 1 Boydton Plank Rd							
657) Keelers Mill Rd	2.10	450	R			26 647 1 7 1		NA			NA		08/26/20
		From	] .i			26-647 Nash Rd							
658) Branches Rd	1.61	320	R			26-709 Shipping Rd		NA			NA		07/10/20
658 Branches Rd	1.01	320									INA		07/10/20
658) Branches Rd	2.70	70 From	1 R			26-656 Eppes Rd		NA			NA		07/10/20
658 Branches Rd	2.70	To				26-619 Courthouse Rd					INA		37,10,20
		From	:			26-665 Walkers Mill Rd		]					
659) Jones Rd	0.90	100	R					NA			NA		07/08/20
$\bigcup$		To	:			SR 40 McKenney Hwy							
659 Jones Rd	1.50	130 From	R			J "J		NA			NA		07/08/20
$\bigcup$		To From	:			26-736 Barnes Rd		<b>—</b> —					
659) Bain Rd	1.40	<b>230</b> From	R			• •		NA			NA		07/08/20
$\overline{}$		То				26-619 Courthouse Rd							

					Din	widdie Maint	enance Are	а							
Route	Length	AADT	QA	4Tire	Bus		Truck Axle 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie Countv								Liian		1 40101		1 doto:			
660 Hardiways Mill Rd	1.89	1200	R			26-619 Court				NA			NA		07/02/2014
(660) Old Vaughan Rd	1.20	450	R			26-703 Ca				NA			NA		07/02/2014
		To: From:			26-605	E, Old Vaugha		t Rd							
(660) Quaker Rd	2.40	440	R							NA			NA		07/02/2014
(660) Quaker Rd	1.20	690	R			26-704 Blac	kwell Rd			NA			NA		07/02/2014
		To				US 1 Boydtor									
661) Boisseau Rd	2.40	990 To:	F	95%	4%	26-627 Court 1% C 26-613 White	0% 0%	0%	С	0.212	F	0.675	1000	F	2014
		From				26-617 Bol									
(662) Hardwood Creek Rd	1.20	<b>70</b>	R			44 440 7				NA			NA		07/08/2014
		From:	<u> </u>			26-619 Court									
(663) Bain Rd	1.20	80	R			26-659 Jo	nes Rd			NA			NA		07/08/2014
(003) = 4 1.0		To:				26-665 Walke	ers Mill Rd								
		From:				Dead I	End								
(664) Reese Rd	1.20	60	R							NA			NA		07/08/2014
		To				26-609 Old									
665) Walkers Mill Rd	0.70	630	R			Sussex Cou	nty Line			 NA			NA		07/08/2014
(665) Walkers Mill Rd	0.70	030								- INA			INA		07/00/2012
(665) Walkers Mill Rd	2.35	From:	R			26-617 Bol	Ister Rd			NA			NA		07/08/2014
(663)	2.00	To				CD 40 MaVa									0.700/20.
(665) Walkers Mill Rd	1.44	220 From	R			SR 40 McKe	шеу пу			NA			NA		07/08/2014
		To				26-728 Wing	ofield Rd								
(665) Walkers Mill Rd	2.76	200 From:	R			20 720 ********	gneid Rd			NA			NA		07/08/2014
		To: From:				26-626 Flat	foot Rd								
(665) Black Mill Rd	0.70	310	R							NA			NA		07/08/2014
		To:				26-681 Black	Branch Rd								
(665) Mortar Branch Rd	0.40	48	R							NA			NA		12/10/2014
		To:				Dead I									
(666) Baugh Rd	1.20	120	R			26-626 Flat	foot Rd			NA			NA		10/02/2014
(666) Baugh Rd	1.20	120								INA			INA		10/02/2012
(666) Baugh Rd	4.20	250 From:	R			26-670 Sha	dy Lane			NA			NA		06/19/2014
(666) Baugh Rd	1.20	To:				26-618 Halliga	an Park Rd			iii					00/10/201
		From:				26-666 Ba	ugh Rd								
(667) Malones Rd	3.20	130	R							NA			NA		06/19/2014
		To				26-703 Car									
O Delate Del	1.00	Prom:	<u> </u>			26-703 Car	rson Rd						NIA		00/40/004
668 Brick Rd	1.90	240	R			26-604 Hal	lifax Rd			NA			NA		06/19/2014
		From			26-60	5 Monks Neck		Rd							
(669) Old Stage Rd	3.30	470	R		20-00	LITTORIES INCOM	, Oid Stage			NA			NA		06/19/2014
		To				26-604 Hal	lifax Rd								
		From:				26-666 Ba	ugh Rd								
670 Shady Lane	1.82	170	R	_			_	_		NA			NA		06/19/2014
		To: From:				1.82 MN 2	26-666								
670 Shady Lane	0.04	110	R							NA			NA		06/19/2014
		To	1			26-682 Ole	Bole Rd								

					DIN		aıntenai _									
Route	Length	AADT	QA	4Tire	Bus		Trι 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie Countv		From				26 692	Ole Bole	DA								
670 Shady Lane	0.10	160	R			20-082	Ole Bole	Ku			NA			NA		06/19/2014
		From	<u> </u>			26-688	Sawmill l	Rd			<u> </u>					
670) Shady Lane	0.77	180	R								NA —			NA		06/19/2014
670 Old Stage Rd	1.45	620 From	F	96%	1%	26-609 1%	Old Stage 0%	1%	0%	F	0.143	F	0.909	640	F	2014
(670) Old Stage Rd	2.51	330 From	F	96%	1%	26-703 1%	3 Carson F 0%	Rd 1%	0%	F	0.124	F	0.791	340	F	2014
		To From			2	26-605 W,	Old Vaug , Old Stag									
(670) Duncan Rd	2.29	670	F	96%	1%	1%	0%	1%	0%	F	0.085	F	0.702	690	F	2014
		To		2		Squirrel I			Iill Rd							
670 Duncan Rd	2.07	450		96%	1%	26-613 N, 1%	Dabney N 0%	fill Rd 1%	0%	F	0.098	F	0.670	470	F	2014
(670) Duncan Rd	2.07	450		90 /0	1 /0				0 /0	'	0.090	'	0.070	470	'	2014
670 Duncan Rd	1.21	760	F	96%	1%	26-673 S 1%	mith Grov 0%	e Rd 1%	0%	F	0.100	F	0.63	780	F	2014
670 Duncan Rd	1.21	700		30 /6						'	0.100	'	0.03	700	•	2014
(670) Duncan Rd	1.49	950 From	1	96%	1.21	1 MN 26-6 1%	73 Smith 0%	Grove Rd	0%	С	0.105	F	0.509	1000	F	2014
670) Barloan Ha	1.40	To		0070	1 /0		dton Plan		0 70			•	0.000	1000	•	2014
		From				D	ead End									
(671) Brownwall Rd	0.40	70	R								NA			NA		12/10/2014
		То				US 1 Boy	dton Plan	k Rd								
		From				26-613 Sc	uirrel Lev									
(672) Church Rd	1.49	770	F	96%	0%	1%	1%	2%	0%	F	0.104	F	0.569	820	F	2014
<u> </u>		To From			1.49	MN 26-6	13 Squirre	l Level Ro	1							
(672) Church Rd	0.58	690	F	96%	0%	1%	1%	2%	0%	С	0.092	F	0.609	730	F	2014
		To From				26-603	Weakley	Rd								
(672) Weakley Rd	0.27	490	F	94%	0%	0%	2%	3%	0%	F	0.098	F	0.617	530	F	2014
$\overline{}$		To From				26-137	1 Hazel A	ve								
(672) Weakley Rd	0.19	480	F	94%	0%	0%	2%	3%	0%	С	0.089	F	0.532	510	F	2014
$\overline{}$		То				SR 142	Simpson	Rd								
<u> </u>		From				26-670	Duncan I	Rd								
673) Smith Grove Rd	1.77	450 To	R			26 612 6	. 17	1.0.1			NA —			NA		07/02/2014
		From	<u> </u>			26-613 Sc					<u> </u>					
(674) Wheaton Rd	1.85	140	R			26-613 Sc	uirrel Lev	el Rd			NA			NA		04/19/2011
(674) Wheaton Rd	1.00	To				26-670	Duncan I	Rd			— <u>`</u> ``			1471		04/10/2011
		From					Duncan I									
(675) Vaughan Rd	3.74	540	F	94%	0%	1%	1%	3%	0%	F	0.092	F	0.709	560	F	2014
		To				26-741 I	Fort Emory	/ Rd								
(675) Vaughan Rd	0.90	1100 From	F	94%	0%	1%	1%	3%	0%	С	0.109	F	0.656	1100	F	2014
		To				26-67	6 Flank R	d								
(675) Vaughan Rd	0.94	760 From	F	94%	0%	1%	1%	3%	0%	F	0.098	F	0.618	810	F	2014
		To				SCL	Petersburg	3								
		From				26-613 Sc	uirrel Lev	el Rd								
(676) Flank Rd	0.80	600	R								NA NA			NA		07/02/2014
		To					Vaughan									
Correct Dr	0.00	From	<u> </u>	000/	10/		Halifax I		00/		0.107	_	0.004	070	_	0014
677 Carson Dr	0.80	910 To	F	99%	1% SR 34	0% 5 Richard	0% Bland Col	0% lege: 74-6	0%	С	0.127	F	0.824	970	F	2014
		From			SIX 34.				,,,,							
678) Spain Dr	1.00	40	R			20-003	Ellington	κu			NA			NA		06/19/2014
070)		To				26-606	Oak Grove	Rd			<u> </u>					22 0. 20 17

Route	Length	AADT	QA	4Tire	Bus		Trı 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County		From:				D	ead End									
(679)	1.45	220	R			2	cuu znu				NA			NA		10/02/201
		Tor				26-660 Ha										
(680) Troublefield Rd	3.20	270 To:	F	97%	2%	0%	lack Brand 0% Ialligan Pa	0%	0%	С	0.138	F	0.571	270	F	2014
(681) Black Branch Rd	1.80	320	R			Sussex	County L	ine			NA			NA		06/19/2014
		To:			26-665	Mortar Bi			l Rd							
682) Ole Bole Rd	0.70	80 To:	F	94%	7%	1%	Old Stage 0% ) Shady La	0%	0%	С	0.187	F	0.571	80	F	2014
683) Continental Rd	0.45	120	R				Whitmore				NA			NA		10/02/2014
683 Continental Rd	0.60	From:	R			26-70	7 Cantree	Rd			NA			NA		10/02/2014
(683) Continental Rd	0.20	From:	R			0.60	MN 26-70	)7			NA			NA		04/19/2011
(683) Continental Rd	0.20	To:	n			D	ead End							INA		04/19/2011
		From:				D	ead End									
684) Airpark Dr	0.56	2400 To:	R			IIS A	60 Airport	St			NA			NA		07/02/2014
		From:					ead End	Ji.								
(685) Oakley Dr	0.16	10	R			2	ead End				NA			NA		12/10/2014
		To					ydton Plan									
686) Smith Grove Lane	0.20	45	R			26-673 S	Smith Grov	e Rd			 NA			NA		11/19/2014
000) 0 0010 _00		To:				D	ead End									,,
O		From:				26-609	Cherryhill	Rd			<u> </u>					
(687) Cutbank Rd	0.10	100	R								NA —			NA		04/14/2011
(687) Cutbank Rd	1.54	From:	R			26-654	S, Rainey	Rd			 NA			NA		07/10/2014
667) Gataariik Fila	1.01	To				1 54 N	ЛN 26-654	1 \$								077107201
687 Cutbank Rd	1.06	80	R			1.54 1	111 20-03-	7.0			NA			NA		07/10/2014
(687) Cutbank Rd	1.62	330 From:	R			26-696 Bo	ourdon Cre	eek Rd			NA			NA		07/10/2014
(687) Cutbank Hd	1.02	To:				SR 40 M	1cKenney	Hwy						1471		07/10/201-
		From:				26-670	) Shady La	ane								
688 Sawmill Rd	0.85	170	R								NA 			NA		10/02/2014
(688) Sawmill Rd	1.28	From:	R			26-705	Fox Branci	h Rd			NA			NA		10/02/2014
(688) Sawmill Rd	1.20	JU To:				1.20	ME 26 70	15						INA		10/02/2015
688) Sawmill Rd	0.27	70 From:	R			1.28	ME 26-70	15			NA			NA		10/02/2014
		To				26-667	Malones Malones	Rd								
O Dahast Dd	0.00	From:				26-629 A	nderson M	Iill Rd						NIA		10/00/001
689 Bobcat Rd	0.60	180 To:	R			26-628 T	ranquility	Lane			NA T			NA		10/02/2014
		From					Claiborne									
690 Harris Dr	0.94	<b>290</b>	R								NA			NA		10/02/2014
		To:					ead End									
(691) Cryors Rd	1.00	130	R			D	ead End				NA			NA		08/28/2014
		To:				SR 40 0	Old Cryors	Rd								

					Din	widdie M	aıntenai	nce Are	a							
Route	Length	AADT	QA	4Tire	Bus			uck 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County																
(692) Sapony Church Rd	1.89	60	R			D	ead End				NA			NA		04/14/201
(092)		To				SR 40 M	cKenney	Hwv								
(692) Spony Church Rd	3.20	170 From	R			5K 40 W	exemicy.	iiw y			NA			NA		07/10/2014
		To				26-709	Shipping	Rd			<b>—</b>					
692) Spony Church Rd	0.60	60 From	R				- 11 8				NA			NA		07/10/2014
		To				D	ead End									
MUE Pd	0.07	From	<u> </u>			26-703	3 Carson F	Rd						NIA		00/40/004
(693) Williamson Rd	2.87	200 <sub>To</sub>	R			26-670	Old Stage	Rd			NA T			NA		06/19/201
		From					ead End	Ru			1					
(694) Old Pine Rd	0.70	80	R				euu Enu				NA			NA		04/14/201
		То				26-622	Baltimore	Rd								
		From				D	ead End									
(696) Bourdon Creek Rd	1.20	<b>70</b>	R			26.605	0.1.1.	D 1			NA NA			NA		07/10/201
							Cutbank !									
(697) Spicely Rd	0.40	120	R			26-613	White Oak	Rd Rd			NA			NA		04/14/201
697) Opiocity rid	0.40	To				D	ead End				— <b>`</b> ``			1471		04/14/201
		From				26-665 W	alkers Mi	ill Rd								
698) Double Branch Rd	1.20	150	R								NA			NA		07/08/201
$\overline{}$		То				Sussex	County L	ine								
O 11 . 11 D 1	4.00	From				26-611	Wilkinson	Rd			<u>ا</u>					07/17/001
(699) Horsetail Rd	1.89	60	R								NA —			NA		07/17/2014
( ) Haractail Dd	1 /1	From	<u> </u>			1.89 1	MN 26-61	1						NIA		07/17/001
(699) Horsetail Rd	1.41	<b>50</b>	R			26-708	Namozine	Rd			NA T			NA		07/17/2014
		From					ead End									
(700) Boze Rd	0.88	60	R				oud End				NA			NA		08/06/2014
		To From				26-613	White Oak	. Rd			<u> </u>					
(700) Hawkins Rd	2.54	260	R								NA			NA		04/14/201
$\bigcirc$		To				26-622	Baltimore	Rd								
O 0 1111 B	0.00	From	L			D	ead End									00/00/004
701) Quail Hollow Rd	0.60	<b>20</b>	R			26-610 Ol	d White O	iolz D.d			NA			NA		08/28/2014
		From					Harpers 1				1					
702 Lennie Rd	1.32	80	R			20-036	narpers i	Ku			NA			NA		08/28/2014
(702)		To				SR 40 C	Old Cryors	Rd								
		From				US 1 Boy	dton Plan	k Rd								
(703) Carson Rd	0.13	3600	F	97%	1%	1%	0%	1%	0%	F	0.089	F	0.56	3700	F	2014
<u> </u>		To From				2	6-1403				$\Box$					
(703) Carson Rd	1.17	3600	F	97%	1%	1%	0%	1%	0%	С	0.092	F	0.587	3700	F	2014
<u> </u>		From					I-85									
(703) Carson Rd	5.18	1100	F	93%	2%	1%	1%	3%	0%	С	0.094	F	0.735	1100	F	2014
<u> </u>		From		2221			Old Stage				$\neg$	_				
(703) Carson Rd	5.97	850	F	93%	2%	1%	1%	3%	0%	F	0.102	F	0.58	880	F	2014
O O O O O O O O O O O O O O O O O O O	0.00	From		000/	00/	26-618 H			00/			_	0.575	1000		0011
703 Carson Rd	0.09	1200 <sub>To</sub>	F	93%	2% Prin	1% ce George	1%	3% ne: 74-60	0%	F	0.108	F	0.575	1200	F	2014
		From				3 I-85-S05										
(703) Ramp	0.21	270	G		20-70.	, 1-0 <i>0</i> -300	10 a	KOM 19	J.J.		NA			270	G	2014
		То	_			I-85-S F	ROM RT	703								
East		From				26-703	3 Carson F	Rd								
703) Ramp	0.31	1200	G								NA			1200	G	2014
		To				I-8	S North									

					וווט	widdle ivia	amenand	e Are	a							
Route	Length	AADT	QA	4Tire	Bus		Truc 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
<b>Dinwiddie Countv</b> West		Fron	1.			26-703 T	O RT 85 N	TR.								
703) Ramp	0.24	570	G			20 703 1	O K1 05 1				NA			570	G	2014
		To	١.			I-85-N FI	ROM RT 7	03								
O 51	2.24	Fron				De	ad End									10/10/001
704) Blackwell Rd	0.24	<b>70</b>	R			26,660	Quaker Rd	1			NA			NA		12/10/201
		Fron	1.				Sawmill Ro									
705) Fox Branch Rd	1.42	190	R			20-088	Sawiiiii Ke				NA			NA		12/10/201
		Te	):			26-733 L	ittle Zion R	Rd.								
		Fron				SR 226	W, Cox Ro	1								
706) Old Cox Rd	0.55	240	R								NA			NA		12/10/201
0 0110 01		Fron				26-725 (	Cherokee R	d								
706) Old Cox Rd	0.15	210	R			CD 226	F C D4				NA			NA		12/10/201
		Fron					E, Cox Rd									
(707) Cantree Rd	0.85	160	R			20-083 C	ontinental I	Ka			NA			NA		12/10/201
(101)		To	_			26-651 V	Whitmore R	d								
		Fron	n:			Amelia	County Lin	e								
708) Namozine Rd	0.30	540	F	96%	1%	1%	0%	2%	0%	F	0.101	F	0.765	560	F	2014
		T. Fron	n:			26-746	Birdnest Ro	i								
708) Namozine Rd	5.93	990	F	96%	1%	1%	0%	2%	0%	С	0.111	F	0.675	1000	F	2014
<u> </u>		To Fron	1:			26-601	River Rd									
(708) Namozine Rd	0.70	2200	F	96%	1%	1%	0%	2%	0%	F	0.103	F	0.68	2300	F	2014
<u> </u>		Te					0; 26-631									
Coo Chinning Dd	2.70	From	" R			26-609 C	Cherryhill R	.d			NIA			NA		07/10/201
709 Shipping Rd	2.70	- 60									NA			INA		07/10/201
709) Shipping Rd	3.70	240 From	R			SR 40 Mc	Kenney Hy	wy			NA			NA		07/10/201
(709) Shipping Rd	3.70	240												INA		07/10/201
709) Shipping Rd	1.70	450	R			26-656	Eppes Rd				NA			NA		07/10/201
(709) Shipping Rd	1.70	<b>400</b>				26.650.1								107		077107201
(709) Shipping Rd	0.63	700 From	R			26-658 1	Branches R	d			NA			NA		07/10/201
709) 5		Te	):			26-650 Har	nilton Arms	s Rd								01,10,00
		Fron	n:			De	ad End									
(710) Cemetery Rd	0.85	30	R								NA			NA		08/28/201
$\overline{}$		Te	):			SCL N	McKenney									
Town of McKennev		Fron	2.			CCL )	4.17									
(710) Cemetery Rd	0.11	9	R			SCL N	McKenney				NA			NA		08/28/201
710)	• • • • • • • • • • • • • • • • • • • •	Т	):			SR 40	Doyle Blvd									00,00,0
Dinwiddie County																
_	4.00	Fron				De	ad End				$\Box$					0.4/4.4/0.04
711 Ridley Rd	1.30	40	R			26 670 0	Old Stage R	d			NA			NA		04/14/201
		Fron					Carson Rd									
712) Greentree Rd	0.55	30	R			20-703	Carson Ru				NA			NA		06/19/201
712) 5		т	n.			De	ad End									
		Fron	n:			US 1 Boy	dton Plank	Rd								
(713) Cutbank Church Rd	2.54	200	R								NA			NA		07/10/201
<u> </u>		Te	o:				Cutbank Ro									
	0 : 0	Fron	1:			US 1 Boye	dton Plank	Rd								40/40/25
714) Lewis Rd	0.46	310 To	R			D.	ad End				NA			NA		12/10/201
		Fron						1 D -1								
715) Patillo Rd	1.78	120	R			26-645 Wh	eeiers Ponc	ıKű			NA			NA		10/02/201
(13)		To				26-613 W	Vhite Oak F	Rd			<b>—</b>			•		-: -= - <b></b>
			•								•					

Route	Length	AADT	QA	4Tire	Bus			Truck			QC	K	QK	Dir	AAW	OT QV	V Y	/ear
Dinwiddie County								Axle 1Tr	ail 21	rail		actor		Factor				
(716) Poole Siding Rd	0.36	120	R			26	6-611; 20	6-751				 NA			NA		10/0	)2/201
(716) Toole olding Ha	0.00	To	<del>'''</del>			26	6-751 Co	ox Rd							11/1		10/0	2/201
		From:				26-629	Anderso	on Mill Rd										
(717) Anderson Dr	0.50	45	R									NA			NA		04/1	4/201
$\bigcirc$		To					Dead E	End										
O 11 1 51	2.22	From				26	-601 Riv	ver Rd				J.,					10/1	0/001
7 <sub>18</sub> Henshaw Rd	0.38	340 To:	R				Dead E	ind				NA			NA		12/1	0/201
_		From:	!			26						+						
719) Lee Dr	0.39	280	R			26	6-601 Riv	ver Ra				NA			NA		12/1	0/201
719) 200 21	0.00	To:					Dead E	End				T.					, .	0,20.
		From				26	-601 Riv	ver Rd										
(720) Chestnut Dr	0.15	110	R									NA			NA		12/1	0/201
		To					Dead E	End										
		From:				US	S 460; Fl	R-804										
721) Pine Hill Rd	0.60	140	R									NA			NA		08/0	)1/201
<u> </u>		To					Dead E	End										
Alexandra Dal	0.04	From:	<u> </u>			26-61	19 Courtl	house Rd									07/0	00/004
722 Abernathy Rd	0.81	<b>20</b>	R				D., 4 F	d				NA			NA		07/0	08/201
		From:	<u> </u>			26.6	Dead E					1						
723) Pearson Hardy Rd	0.58	120	R			26-6	I I Wilki	inson Rd				NA			NA		04/1	4/201
723) Pearson Hardy Rd	0.50	To:					Dead E	End				Ï			13/3		04/1	4/201
		From	I		26-	639 Spr		Rd; Wilson	ı Rd			1						
724) Springston Rd	0.58	230	R			037 Spi	ingston i	144, 1111001	ı ıtu			NA			NA		08/0	06/201
724) 1 0		To					US 46	50										
		From:					Dead E	End										
725) Cherokee Rd	0.17	140	R									NA			NA		04/1	2/201
<u> </u>		To				26-7	706 Old	Cox Rd										
		From:				US 1 I	Boydton	Plank Rd										
726 Mitchell Ave	0.23	100	R									NA			NA		12/1	0/201
		To	<u> </u>				Dead E											
Pathuna Dd	0.70	From	ᄂ				Dead E	and				NIA.			NIA		07/0	00/001
727) Bethune Rd	0.79	330 To:	R			26.6	675 Vaug	rhan Pd				NA			NA		07/0	)2/201
		From:	l			20-0						1						
728) Wingfield Rd	0.34	60	R				Dead E	ena				NA			NA		04/1	4/201
726) *****gg	0.0 .	To:				26-665	5 Walker	rs Mill Rd				٦					0 ., .	.,_0.
		From:				26-6	661 Bois	seau Rd										
729) Spriggs Rd	0.53	80	R									NA			NA		04/1	9/201
		To					Dead E	and										
		From:				U	S 460 C	ox Rd										
730) Williams Rd	0.28	70	R									NA			NA		04/1	2/201
<u> </u>		To					Dead E											
		From:	L_			26-6	11 Wilki	inson Rd									22/2	
731) Ruth Hill Rd	0.02	190	R									NA 			NA		08/0	)1/201
O B # ***** 5 *	<u> </u>	From:				0.0	02 ME 2	6-611				<u> </u>						0/25
731) Ruth Hill Rd	0.40	200 To	R				D 12	24				NA			NA		12/1	0/201
_			<u> </u>				Dead E											
732) Davis Rd	0.60	380	R				Dead E	ind				NA			NA		U8/U	)1/201
732) Davis Rd	0.00	30U To:				26-62	27 Courtl	house Rd							INA		00/0	1/201
		From:	 I															
733) Little Zion Rd	1.20	230	R			20-0	70 Ola S	Stage Rd				NA			NA		06/1	9/201
, 33)		To:				26-	703 Car	son Rd				٦ .					, 1	• •

Route	Length	AADT	QA	4Tire	Bus		Truck +Axle 1Trail	(	QC K Factor	QK Dir Factor	AAWDT	QW	Year
inwiddie County		From:	1			26-619 Cou	rthouse Rd						
734) Rainey Rd	3.14	190	R			20 017 000	ruiouse ru		NA		NA	(	07/10/2014
		To				26-626 Fla	atfoot Rd						
<u> </u>		From:				26-619 Cou	rthouse Rd						
Goose Pond Rd	1.40	60	R						NA		NA	(	07/10/2014
<u> </u>		To:				Dead	End						
O Damas Dal	0.50	From:	<u> </u>			26-659 Bain I	Rd; Jones Rd				NIA		10/10/001
Barnes Rd	0.50	60 To:	R			Dead	End		NA		NA		12/10/2014
		From:	]										
737) Booth Rd	1.60	20	R			26-665 Walk	ters Mill Rd		NA		NA		10/02/201
Booth Rd	1.00	To:				26-626 Fl	atfoot Rd				1471		10/02/201
		From:			26-6		ond Rd; Scotts	Rd					
738) Scotts Rd	1.33	560	R		200	15 Wheelers I	ond red, scotts	rtu	NA		NA		10/02/201
		To:				26-647 N	Nash Rd						
		From:				26-751	Cox Rd						
739) Midway Rd	1.70	490	R						NA		NA	(	08/01/201
<u> </u>		To:				26-708 Na	mozine Rd						
_		From:				26-627 Cou	rthouse Rd						
740) Turkey Egg Rd	1.50	2100	R						NANA		NA		10/02/201
<u> </u>		To:				US 1 Boydto	on Plank Rd						
<u> </u>		From:				26-613 Squir	rel Level Rd						
Fort Emory Rd	0.70	550	R						NA		NA	(	07/02/201
		To:				26-675 Va							
O Diameter Dal	0.50	From	<u> </u>			26-613 Squir	rel Level Rd				NIA		07/00/004
Plantation Rd	0.50	280 To:	R			26-675 Va	ughan Dd		NA		NA	(	07/02/201
		From:											
743) Hart Rd	0.57	520	R			US 460	Cox Rd		NA		NA	(	07/17/201
743) Hart Ha	0.07	To:	<u> </u>			26-601 R	River Rd				1471	•	01/11/201
		From:				26-644 E							
744) McKissicks Rd	0.70	80	R			20 01112	Jims Ru		NA		NA	(	08/28/201
		To:				Dead	End						
		From:				Dead	End						
745) Fisher Rd	0.20	48	R						NA		NA		12/10/201
<u> </u>		To:				26-651 Maso	n Church Rd						
_		From:				26-708 Na	mozine Rd						
746) Birdnest Rd	0.95	100	R						NA		NA	(	04/14/201
<u> </u>		To:				Dead	End						
$\widehat{}$		From:				26-611 Wil	lkinson Rd						
Wheelers Lane	0.35	10	R						NA		NA		12/10/201
		To:				Dead							
O Union Del	0.40	From:	<u> </u>			Dead	End		N		NIA		11/10/001
Unico Rd	0.49	190	R			26-652 A	chury D.d		NA		NA		11/19/201
		From:	1										
740	0.04	40	R			FR-82 P	lane Dr		NA		NA		12/10/201
749	0.04	To:	<u> </u>			Dead	End				INA		12/10/201
		From:				26-623 Sout							
Oxford Rd	1.51	650	R			20-023 30UI	inci iailu KU		NA		NA	(	07/17/201
30) 5		To	_ <u></u>			Dead	End				. */ `	•	<b>20</b> 1
		From:				Dead							
751) Cox Rd	0.74	500	R			Dead			NA		NA	(	08/01/201
		To				26 611 11	1. 26 752						
751) Cox Rd	0.26	1400 From:	F	97%	2%	26-611 W	0% 1%	0%	F 0.162	F 0.595	1500	F	2014
751) Cox Ra				J: /U			()%						

					DIN	widdie Maintenance								
Route	Length	AADT	QA	4Tire	Bus	Truck- 2Axle 3+Axle 1T		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County		r.	ı						. 40101		. 40101			
(751) Cox Rd	3.25	1600	R			26-611 E; 26-716			NA			NA		08/01/2014
(751) Cox Rd	2.67	2100	R		2	26-627 W, Trinity Church	Rd		NA			NA		08/01/2014
(751) OOX 11d	2.07	To:				US 460 E, Cox Rd						IVA		00/01/2014
		From				26-611; 26-751								
(752) Siding Dr	0.40	100	R						NA			NA		12/10/2014
		To:				Dead End								
(753) Siding Dr	0.40	170	R			26-611 Wilkinson Rd			NA			NA		12/10/2014
(753) 5169 21	00	To:				Dead End								,,
		From:				Dead End								
(754) Anderson Mill Rd	0.88	210	R						NA			NA		08/01/2014
		To				26-751 Cox Rd								
(755) Slates Rd	0.50	70	R			Dead End			 NA			NA		12/10/2014
(755) Slates Rd	0.50	70 To:	<u> </u>			26-751 Cox Rd						INA		12/10/2012
		From				26-628 Tranquility Lane								
(756) Slates Rd	0.28	48	R			20 020 Tranquinty Laire			NA			NA		12/10/2014
		To				Dead End								
		From				26-708 Namozine Rd								
(757) Marmora Dr	0.62	100	R						NA			NA		07/17/2014
		10.				Dead End								
(758) Steers Rd	0.39	160	R			Dead End			NA			NA		12/10/2014
(758) Steers Rd	0.00	To				26-613 Dabney Mill Rd						14/3		12/10/201-
		From:				Dead End								
(759) Gunn Rd	0.57	9	R						NA			NA		08/28/2014
		To				26-650 Lew Jones Rd								
<u> </u>		From:	L			26-623 Station Rd								
(760) Sutherland Ave	0.37	80 To:	R			D 1E 1			NA			NA		12/10/2014
		From:				Dead End								
(764) Oxford Rd	0.33	140	R			26-750 Oxford Rd			NA			NA		12/10/2014
(764) 57.1616 116	0.00	To:				Cul-de-Sac								,,
		From:				Cul-de-Sac								
(770) Olde Keswick Lane	0.08	170	R						NA			NA		12/10/2014
$\bigcirc$		To				Prince George County Lin	ne							
O		From:				26-672 Church Rd								
775 Hofheimer Way	0.92	3100 To:	R			LIC 1 Davidson Dlonk Dd			NA			NA		04/12/2011
		From:				US 1 Boydton Plank Rd								
(776) Chesdin Lake Rd	0.57	320	R			26-601 River Rd			NA			NA		10/02/2014
(776) 6.1.666 24.16 1.16	0.07	To:				Dead End								. 0, 02, 20 .
		From:				Dead End								
(1001) Margarita Ragsdale St	0.02	0	R						NA			NA		12/10/2014
		To				ECL McKenney								
Town of McKennev		From				ECL McKenney			ı					
(1001) Bolling Rd	0.02	0	R			ECL WICKEIIIEY			NA			NA		09/12/2014
		To				26-1014 Denbigh St								
(1001) Bolling Rd	0.10	130 From:	R			20-1014 Delibigii 3t			NA			NA		09/12/2014
<u> </u>		To				26-1013 Johnson St			_					
(1001) Bolling Rd	0.32	460 From:	R			20 1019 Johnson St			NA			NA		09/12/2014
<u> </u>		To				US 1 Boydton Plank Rd								
						<del>-</del>								

Route	Length	AADT	<b>QA</b> 4Ti	ire BusTruck C 2Axle 3+Axle 1Trail 2Trail	QC K Factor QK	Dir AAWDT Factor	QW Year
Town of McKennev		From		US 1 Boydton Plank Rd	1		
(1001) Bolling Rd	0.13	890	R	US I BOYUIOII FIAIIK KU	NA	NA	09/12/2014
		To		26-1007 Fifth St			
(1001) Rives Ave	0.16	740	R		NA	NA	09/12/2014
O Division Assis	0.07	From		26-1006 Fourth St		NIA.	00/40/004
(1001) Rives Ave	0.07	730	R		NA	NA	09/12/2014
(1001) Rives Ave	0.07	740	R	26-1005 Third St	NA NA	NA	09/12/2014
(1001)		To		26-1004 Second St			
(1001) Rives Ave	0.07	<b>710</b> From	R	20 Too I Beechild St	NA	NA	09/12/2014
		From		26-1003 First St			
(1001) Rives Ave	0.03	<b>200</b>	R	26 1002 P. T 1 A	NA	NA	09/12/2014
		From		26-1002 Railroad Ave			
(1002) Railroad Ave	0.10	180	R	SR 40 Doyle Blvd	NA	NA	09/12/2014
(1002) Hallroad Ave	0.10	To	••	26-1001 Rives Ave			00/12/201
		From		Dead End			
(1003) First St	0.02	60	R		NA	NA	12/10/2014
		To From		26-1010 Jack Zehmer Rd			
(1003) First St	0.15	70	R		NA	NA	09/12/2014
<u> </u>		From		26-1009 Westover Dr			
(1003) First St	0.03	300	R		NA	NA	09/12/2014
<u> </u>		From		SR 40 Doyle Blvd			
1003 First St	0.10	690 Te	R	26 1001 Pives Ave	NA NA	NA	09/12/2014
		From		26-1001 Rives Ave			
(1004) Second St	0.09	100	R	SR 40 Doyle Blvd	NA	NA	09/12/2014
(1004)		To		26-1001 Rives Ave			
		From		26-1009 Westover Dr			
(1005) Third St	0.14	100	R		NA	NA	09/12/2014
		To From		SR 40 Doyle Blvd			
1005) Third St	0.23	260	R		NA	NA	09/12/2014
		To		26-1008 Zehmer Ave			
(1006) Fourth St	0.08	40		SR 40 Doyle Blvd	NA	NA	09/12/2014
1006 Fourth St	0.00	<b>40</b>	R	26-1001 Rives Ave		IVA	09/12/2014
		From		SR 40 Doyle Blvd			
(1007) Fifth St	0.08	70	R		NA	NA	09/12/2014
		To From		26-1001 Rives Ave			
(1007) Fifth St	0.11	130	R		NA	NA	09/12/2014
		To		26-1008 Zehmer Ave			
O		From		Dead End			
1008 Zehmer Ave	0.07	60	R		NA 	NA	11/19/2014
<u> </u>	0.10	From	_	26-1007 Fifth St			00/40/004
1008 Zehmer Ave	0.19	40 Ta	R	26-1005 Third St	NA T	NA	09/12/2014
Dinviddia County				20-1003 Time St			
Dinwiddie County		From		US 1 Boydton Plank Rd			
(1009) Westover Rd	0.65	260	R		NA	NA	09/12/2014
		To		SCL McKenney			
Town of McKennev		From		SCL McKenney			
(1009) Westover Dr	0.27	250	R	Sed Merchiney	NA	NA	09/12/2014
		To		26-1005 Third St			

Route	Length	AADT	QA	4Tire	Bus	Tru	ck	QC	K	QK	Dir	AAWDT	QW	Year
Town of McKennev	- 3-					2Axle 3+Axle	1Trail 2Trail		Factor		Factor			
		From				26-1005 Third S	i							
(1009) Westover Dr	0.13	230 To	R			26-1003 First St			NA			NA		09/12/2014
		From	<u> </u>			SCL McKenney			-					
(1010) Jack Zehmer Rd	0.25	60	R			SEE WEREINEY			NA			NA		09/12/2014
$\bigcirc$		To From				26-1012 Factory S	St		_					
(1010) Jack Zehmer Rd	0.04	40	R						NA			NA		09/12/2014
<u> </u>		То				26-1003 First St								
(1011) Community St	0.05	90	R			Dead End			NA			NA		11/19/2014
(1011) Community St	0.00	To	:			26-614 Sunnyside	Dr					1471		11/10/2014
		From				26-1010 Jack Zehme	r Rd							
(1012) Factory St	0.10	60	R						NA			NA		11/19/2014
<u> </u>		To				Dead End								
Johnson St	0.08	330	R			SR 40 Doyle Blv	d		NA			NA		09/12/2014
Johnson St	0.06	330 To	<u> </u>			26-1001 Bolling F	ld.					INA		03/12/2014
		From				26-1001 Bolling F								
(1014) Denbigh St	0.08	120	R						NA			NA		09/12/2014
$\bigcirc$		То				ECL McKenney								
Dinwiddie County		From				ECL M-W								
(1014) Denbigh St	0.31	70	R			ECL McKenney			NA			NA		12/10/2014
1014) = 0.1103		То				Dead End								,
Town of McKenney														
Dathal Dd	0.10	From				Dead End						NA		04/10/0011
1015 Bethel Rd	0.10	50	R			US 1 Boydton Plank	Rd		NA			INA		04/12/2011
Dinwiddie County														
		From				26-644 Depot Ro	1							
(1020) Seaboard Dr	0.08	130 To	R			26 1021 5 4			NA			NA		06/08/2005
		From				26-1021 Southern A	Ave							
(1021) Southern Ave	0.12	45	R			Dead End			NA			NA		06/08/2005
(1021)		To				26-1020 Seaboard	Dr							
(1021) Southern Ave	0.09	<b>70</b> From	R			20-1020 Scabbard	Di		NA			NA		06/08/2005
		То				Dead End								
		From				Dead End								
(1039) Shannon Rd	0.30	90 To	R			26 611 W79	0.1		NA			NA		12/10/2014
		From				26-611 Wilkerson								
(1040) Greenhead Dr	0.55	380	R			26-675 Vaughan I	Ka .		NA			NA		07/02/2014
1040) 0.000		То				26-1042 Woody Co	ourt							
		From				Dead End								
(1041) Greenhead Ct	0.04	30	R						NA			NA		12/10/2014
		To				26-1040 Greenhead	Dr							
(1042) Woody Court	0.15	110	R			Dead End			NA			NA		12/10/2014
woody Court	0.15	To				Dead End								
		From				26-604 Halifax R	d		j	•				
(1101) Acorn Dr	0.30	70	R						NA			NA		06/08/2005
$\overline{}$		То				26-606 Oak Grove	Rd		1					
C James II I I I E	0.40	From				Cul-de-Sac								05/00/00:
Jordan Heights Dr	0.46	400 To	R			IIC 1 Davide DI 1	· D.4		NA			NA		05/20/2011
						US 1 Boydton Plank	. NU							

					וווט	widdie	; iviaini	enance <i>i</i>	11ea							
Route	Length	AADT	QA	4Tire	Bus			Truck Axle 1Tr		$\sim$	C K	( ) k	Dir Factor	AAWDT	QW	Year
Dinwiddie County		From									1					
(1103) Jordan Heights Lane	0.20	170	R				Cul-de-	Sac			 N/	١		NA		05/20/201
		To				26-1102	2 Jordan	Heights D	r							
<u> </u>		From:				26-	-1111 Aı	nne Rd								
(1110) Dabney Dr	0.31	60	R								N/	١		NA		05/02/2005
①1110 Dabney Dr	0.21	From				26-1	113 Cha	rlotte Rd						NA		05/02/2009
(1110) Dabney Dr	0.21	140	R			26-6	13 White	e Oak Rd			11/	١		INA		05/02/200
		From:					1112 Gil									
(1111) Anne Rd	0.16	60	R								N/	١		NA		05/02/200
<u> </u>		To				26-1	1110 Dal	bney Dr								
Ciberr Dr	0.01	From				26-	5-1111 Aı	nne Rd						NIA		04/10/001
(1112) Gibson Dr	0.31	80	R								NA	١.		NA		04/19/201
(1112) Gibson Dr	0.13	100 From:	R			26-1	113 Cha	rlotte Rd			N/			NA		05/02/200
(1112) Gibson Dr	0.13	To:	n			26-6	13 White	e Oak Rd			11/	`		INA		03/02/200
		From					1112 Gil									
(1113) Charlotte Rd	0.16	40	R								N/	١		NA		05/02/200
		To				26-1	1110 Dal	bney Dr								
<u> </u>		From:				26-11	22 North	hwood Dr								
(1120) Tanglewood Dr	0.25	470	R								N/	١		NA		06/08/2005
O = 1 12		From:				26-11	21 South	hwood Dr			<u> </u>					00/00/000
(1120) Tanglewood Dr	0.10	570	R			26.613	2 Caniera	el Level Rd			N/	١.		NA		06/08/2009
		From:				20-013	Dead E									
(1121) Southwood Dr	0.14	110	R				Dead E	and .			NA			NA		06/08/200
		To				26-112	20 Tangl	lewood Dr								
		From				26-11	23 Circl	ewood Dr								
(1122) Northwood Dr	0.08	310	R								N/	١		NA		06/08/2005
		To				26-112	20 Tangl	lewood Dr								
(1123) Circlewood Dr	0.46	From:	R			26-11	22 North	hwood Dr			NA			NA		06/08/2009
(1123) Circlewood Dr	0.40	300 To:	n				Dead E	End			11/	`		INA		00/00/200
		From					Dead F									
(1201) McKenney Ave	0.25	90	R								N/	١		NA		04/19/201
		To				J	US 1; 26	-650								
		From:				26-62	23 Suthe	erland Rd								
(1207)	0.46	110 To:	R				26 120	00			N/	١		NA		10/02/2014
		From:					26-120									
(1000)	0.12	NA					Dead E	and			 N/			NA		
1208	0=	To					26-120	07				•				
(1208)	0.27	NA From:					20-120	<u> </u>			N/	\		NA		
1230		To					Dead E	End								
		From					Cul-de-	Sac								
(1210) Waterford Dr	0.45	100	R								N/	١.		NA		06/13/2005
		To					-750 Oxf									
(1240) Wrenn Forest Dr	0.21	560	R				Cul-de-	Sac			NA			NA		06/13/2005
(1240) Wrenn Forest Dr	0.21	<b>500</b>	- 11			26	6-601 Riv	ver Rd			11/	١.		INA		00/13/2000
		From:						sback Cour	t							
(1241) Swan Circle	0.15	80	R								N/	١		NA		06/13/200
$\overline{}$		To		_		26-124	10 Wrenr	n Forest Dr		_						
<u> </u>		From:				26-1243	3 Canvas	sback Cour	t							
(1242) Pintail Lane	0.11	<b>70</b>	R			26.12:	40 117	. F F			N/	١		NA		06/13/2005
		10				26-124	iu Wrenr	n Forest Dr			<u> </u>					

				Factor		
			2Axle 3+Axle 1Trail 2Trail		Factor	
0.23	270	R	26-1240 Wrenn Forest Dr	NA	NA	05/27/2008
0.20	To-		26-1246 Pheasant Court			00/21/200
	From:		Cul-de-Sac			
0.23	60 To:	R	0.11.0	NA	NA	06/13/200
0.08	100	R	20-1242 Pintan Lane	NA	NA	05/27/2008
	To:		Cul-de-Sac			
	From:		26-1242 Pintail Lane			
0.06		R	0.11.0	NA	NA	12/10/201
0.22		R	Cul-de-Sac	NA	NA	12/10/201
0	To:		26 1242 Pintail Long			,
0.09	420 From:	R	20-1242 Fintan Lane	NA	NA	12/10/201
	To:		Cul-de-Sac			
	From:		SR 226 Cox Rd			
0.23	590	R		NA	NA	05/16/200
	To: From:		26-1332 Hill St			
0.18		R	Dod Fod	NA	NA	05/16/200
				<u> </u>		
0.10		R	26-1306 Roanoke St	NA	NA	05/18/200
01.0	To:		26 1249 Datamag St			007.07200
0.03	190 From:	R	20-1346 FOIOIIIat St	NA	NA	05/18/200
	To		26-1309 York St	<u> </u>		
0.11	260 From:	R	20 100) 1011 01	NA	NA	05/18/2005
	To:		US 1 Boydton Plank Rd			
	From:		Dead End			
0.37	240	R		NA	NA	04/12/201
0.00	From:		FR-290 Front Rd		NIA.	05/40/000
0.03	2200 To:	К	US 1 Roydton Plank Rd	NA T	NA	05/18/200
	From:					
0.10	170	R	20-13-7 Walwick St	NA	NA	05/18/200
	To:		26-1306 Roanoke St			
0.10	210	R		NA	NA	05/18/200
	To:		26-1348 Potomac St	<u> </u>		
0.13	250	R		NA	NA	05/18/2005
	<u> </u>					
0.14			Dead End		NIA	05/10/000
0.14	230	n		INA	INA	05/18/2005
0.19	340	R	26-1350 Pagan St	NA NA	NΔ	05/18/200
0.13	70:	••	26 1206 P I. G.		IVA	03/10/2003
0.09	430 From:	R	20-150b Roanoke St	NA	NA	05/18/2005
	To:		26-1348 Patamaa St			
0.11	530 From:	R	20-1340 FUIDINAC SI	NA	NA	05/18/200
	To:		US 1 Boydton Plank Rd			
	From:		26-1305 Surry Ave			
0.04	110 To:	R	26-1308 Greensville Ave	NA NA	NA	05/18/2005
	0.08  0.06  0.22  0.09  0.23  0.18  0.10  0.03  0.11  0.37  0.03  0.10  0.10  0.10  0.13  0.14  0.19  0.09  0.11	0.23 60 To	O.23		100   100	26-1246 Phessant Creart

Route	Length	AADT	QA 4Tire	Bus OANIS O ANIS d'Estil OTrail	OC OK	Dir AAWDT Q	W Year
Dinwiddie County				2Axie 3+Axie 11raii 21rai	Factor F	actor	
(1306) Roanoke St	0.04	140	R	26-1308 Greensville Ave	NA	NA	05/18/2005
(1306) Hoanoke St	0.04	To		26 1207 D		IVA	03/10/2000
(1306) Roanoke St	0.04	130 From	R	26-1307 Brunswick Ave	NA	NA	05/18/2005
(1300) 110 1110 110		To		26-1304 Nottoway Ave			
(1306) Roanoke St	0.04	100 From:	R	20-1304 Notioway Ave	NA	NA	05/18/2005
		To		26-1302 Dinwiddie Ave			
		From:		26-1349 Warwick St			
(1307) Brunswick Ave	0.10	210	R		NA	NA	05/18/2005
<u> </u>		From		26-1306 Roanoke St			
(1307) Brunswick Ave	0.10	280	R		NA	NA	05/18/2005
$\overline{\bigcirc}$		From:		26-1348 Potomac St			
(1307) Brunswick Ave	0.12	330	R	V(0.1.D. 1. D. 1.D.1	NA	NA	05/18/2005
		From:		US 1 Boydton Plank Rd			
1308) Greensville Ave	0.13	70	R	Dead End	I NA	NA	04/12/2011
(1308) Greensville Ave	0.10	To	••	26 1250 D		10/1	04/12/2011
(1308) Greensville Ave	0.09	370 From:	R	26-1350 Pagan St	NA	NA	04/12/2011
(1308) Greensville 71ve	0.00	To	••	06 1240 W . : 1 G		10/1	04/12/2011
(1308) Greensville Ave	0.10	510 From:	R	26-1349 Warwick St	NA	NA	04/12/2011
(1308) Greensville Ave	0.10	0.10	••	26 1206 P		10/1	04/12/2011
(1308) Greensville Ave	0.09	550	R	26-1306 Roanoke St	NA	NA	04/12/2011
(1308) Greensville Ave	0.00	T	••	26 12 10 D		10/1	04/12/2011
(1308) Greensville Ave	0.12	630 From:	R	26-1348 Potomac St	NA	NA	04/12/2011
(1308) Greensville Ave	0.12	To	••	US 1 Boydton Plank Rd		10/1	04/12/2011
		From:		26-1302 Dinwiddie Ave			
(1309) York St	0.10	50	R		NA	NA	04/12/2011
$\overline{}$		To		Dead End			
<u> </u>		From:		Dead End			
(1310) Rockdale Rd	0.10	90	R		NA	NA	04/18/2011
<u> </u>		To: From:		SR 226 Cox Rd			
(1310) Cedar Hart Rd	0.11	2000	R		NA	NA	04/18/2011
<u> </u>		From:		26-1311 Grant Ave			
(1310) Cedar Hart Rd	0.10	1800 <sub>To:</sub>	R	26 600 Familala Bd	NA	NA	04/18/2011
		From:		26-600 Ferndale Rd			
(1311) Grant Ave	0.31	310	R	Dead End	NA	NA	05/16/2005
(1911)		To		26 1210 D1-1-1- B4			00,10,=00
(1311) Grant Ave	0.10	330 From:	R	26-1310 Rockdale Rd	NA	NA	04/18/2011
(1311) 5		To:		Dead End			0 11 101 = 0 1
		From:		26-1313 Franklin St			
(1312) Sunset Dr	0.12	1000	R		NA	NA	05/16/2005
$\bigcirc$		To		SR 226 Cox Rd			
<u> </u>		From	_	26-1312 Sunset Dr			0.7.4.0.40.00.7
1313 Franklin St	0.22	1000 To	R	LIC 1 Davidson Dlonk Dd	NA NA	NA	05/16/2005
		From:		US 1 Boydton Plank Rd	<u> </u>		
(1314) Glendale Ave	0.03	20	R	Dead End	 NA	NA	05/23/2005
1314)		To-		24 1217 M 3 Y			
(1314) Glendale Ave	0.12	140 From:	R	26-1317 Meadow Lane	NA	NA	05/23/2005
(1314) Glendale Ave		To-		26 1210 C-II P 1			
		From		26-1318 Callear Rd			05/00/0005
(1314) Glendale Ave	0.10	170	R		NA	NA	05/23/2005

								wianic	onanoc	, , oa									
Route	Length	AADT	QA	4Tire	В	us			Truck Axle 1			QC	K Factor	QK	Dir Factor	r A	AWDT	QW	Year
Dinwiddie County		From	ı				26 12	15 Dal	Voith Dd										
(1314) Glendale Ave	0.06	220	R				20-13	13 Dei	Keith Rd				NA				NA		05/23/2005
		To			_		SR	226 C	ox Rd										
$\bigcirc$		From					26-6	03 Ster	rling Rd										
(1315) Del Keith Rd	0.06	70	R										NA				NA		05/23/2005
O Dalikabi Da	0.44	From	Ļ				26-13	16 Mer	ridan Ave								NIA.		05/00/0005
1315 Del Keith Rd	0.11	80 To	R				26-13	14 Gler	ndale Ave				NA				NA		05/23/2005
		From	l		_				dow Lan				1						
(1316) Meridan Ave	0.07	50	R				20-131	17 IVICA	dow Lan				NA				NA		05/23/200
		To			—		26-	1319 SI	hort St										
(1316) Meridan Ave	0.06	170 From	R					1017 0	nort ot				NA				NA		05/23/200
$\overline{}$		To From					26-1	318 Ca	llear Rd										
(1316) Meridan Ave	0.10	80	R										NA				NA		05/23/2005
$\overline{}$		То					26-13	15 Del	Keith Rd										
<u> </u>		From					26-13	16 Mer	ridan Ave										
(1317) Meadow Lane	0.07	<b>70</b>	R				26.12	14.61	11 4				NA —				NA		05/23/2005
		From	l		_				ndale Ave										
(1318) Callear Rd	0.13	100	R				26-13	16 Mer	ridan Ave				 NA				NA		05/23/2005
(1318) Gailear Fid	0.10	То					26-13	14 Gler	ndale Ave	;			iii						00/20/2000
		From					26-6	503 Ster	rling Rd										
(1319) Short St	0.06	180	R										NA				NA		05/23/2005
$\bigcirc$		To					26-13	16 Mer	ridan Ave	:									
<u> </u>		From					26-	-1362 C	Oak St				_						
(1320) Ritchie Ave	0.09	200	R										NA				NA		05/23/2005
O Billi A	0.40	From	_				26-	1363 C	ross St				⇉┈						05/00/000
Ritchie Ave	0.13	190 To	R	T	IIS 1	Royd	ton Dic	nk Dd	SR 142	Simpson	DA		NA T				NA		05/23/2005
		From	l		031	Боуц		Dead F		эшргон	IKu		1						
(1321) Ashley Lane	0.18	190	R					Dead L	SHU				NA				NA		05/16/2005
,		То					26-	-601 Riv	ver Rd										
		From						Dead E	End										
(1322) Harwell Dr	0.14	290	R										NA				NA		05/23/2005
		To			_				n Plank R	d									
Most Dr	0.40	From	ᄂ				26-60	00 Fern	ndale Rd								NIA		05/16/0005
(1323) West Dr	0.40	390 To	R					Dead E	End				NA				NA		05/16/2005
		From	! 					1363 C											
(1324) Ford Ave	0.15	1200	R				20-	1303 C	1033 51				NA				NA		05/23/2005
		То					US 1 I	Boyton	Plank Ro	l									
		From						Cul-de-	-Sac										
(1325) Creek Ave	0.21	220	R										NA				NA		05/23/2005
<u> </u>		To From					26-132	26 Mt P	Pleasant S	t									
(1325) Creek Ave	0.06	290	R										NA				NA		05/23/2005
<u> </u>		To	<u> </u>					226 C											
(1326) Mt Pleasant St	0.21	60	R				26-1	325 Cre	eek Ave				 NA				NA		05/23/2005
(1326) Mt Pleasant St	0.21	To			—	—	26-13	327 Cec	dar Lane								11/7		00/20/2000
		From				_			Pleasant S	t			i						
(1327) Cedar Lane	0.05	130	R				152	1	- LOUIT U	-			NA				NA		05/23/2005
$\overline{}$		To					SR	226 C	ox Rd										
		From						Dead E	End										
(1328) Pinecroft Rd	0.10	70	R										NA				NA		05/16/2005
$\overline{}$		То	<u> </u>				26-132	9 Broo	ksdale R	d			1						

									01101100	, , oa								
Route	Length	AADT	QA ·	4Tire	Bu	ıc			Truck Axle 1		QC	K Factor	QK	Dir Factor	. A	AWDT	QW	Year
Dinwiddie County		From					26 122	0 Proc	ksdale R	d		I						
(1328) Pinecroft Rd	0.12	200	R				:0-132	9 100	KSUAIC K	u		NA				NA		05/16/2009
		To From					26-133	30 Bals	sam Lane	<u> </u>								
(1328) Pinecroft Rd	0.07	390	R									NA				NA		05/16/2005
		To					26-60	00 Fern	ndale Rd									
(1329) Brooksdale Rd	0.06	180	R				26-133	30 Bals	sam Lane	<u> </u>		NA				NA		05/16/2009
(1329) Brooksdale Rd	0.00	To	n				26-13	28 Pine	ecroft Rd	<del></del>						INA		03/10/200
		From							ksdale R			1						
(1330) Balsam Lane	0.17	190	R									NA				NA		05/16/200
$\bigcirc$		To					26-132	28 Pine	ecroft Rd	l								
0 1011	0.00	From					26-13	325 Cre	eek Ave									00/40/000
(1331) Creek Circle	0.03	<b>40</b>	R					Tul do	Cas			NA				NA		06/13/200
		From						Cul-de-										
(1332) Hill St	0.05	190	R				26-1	301 Le	ee Blvd			NA				NA		05/16/2009
(1332) * ***** ***		To					I	Dead E	∃nd									
		From					26-60	00 Fern	ndale Rd									
(1333) Ferndale Circle	0.54	300	R									NA				NA		05/16/200
		To					26-60	00 Fern	ndale Rd									
C Flored Acce	0.40	From	_					Dead E	∃nd							NIA		05/00/000
1334 Floyd Ave	0.12	40	R									NA				NA		05/23/200
C Flored Acce	0.00	From	_				26-13	336 For	rest Ave									05/00/000
(1334) Floyd Ave	0.22	530	R				FR.	290: 20	6-1335			NA				NA		05/23/200
		From						9 MS F										
(1335) Church Rd	0.19	280	R				0.19	/ MS F	K-290			NA				NA		05/23/200
(1933)	• • • • • • • • • • • • • • • • • • • •	To					ED	200: 24	6-1334									00,-0,-00
(1335) Church Rd	0.08	20 From	R				I'K-	290, 20	J-1334			NA				NA		05/23/200
1.000		To						Dead E	∃nd									
		From					26-13	334 Flc	oyd Ave									
(1336) Forest Ave	0.30	410	R									NA				NA		05/23/200
		Te				_		Cul-de-	Sac									
C James Ave	0.10	From					1	Dead E	End							NIA		05/00/000
(1337) James Ave	0.12	<b>80</b>	R				26-13	336 For	rest Ave			NA				NA		05/23/200
		From							urch Rd			l l						
(1338) Shadyside Dr	0.20	160	R				20-13	755 CII	uren Ru			NA				NA		05/23/200
		To					(	Cul-de-	Sac									
		From					26-13	325 Cre	eek Ave									
(1339) Creek Lane	0.45	50	R									NA				NA		05/23/2005
		To						Cul-de-										
Cairman Lana	0.45	From					SR	226 Co	ox Rd							NA		10/00/001
(1340) Fairway Lane	0.15	60	R									NA				INA		10/02/2014
Coinvoy Long	0.00	From	- п				26-13	341 Dr	river Rd							NA		04/10/001
(1340) Fairway Lane	0.09	270	R									NA				11/7		04/18/201
(1340) Fairway Lane	0.12	80 From	R			26	6-1342	. Wedg	gewood F	₹d		NA				NA		04/18/201
(1340) Fairway Lane	0.12	To						Dead E	End							1 1/7		UT/ 10/201
		From			_				enway Ro	d		i						
(1341) Driver Rd	0.17	150	R									NA				NA		05/18/200
$\overline{}$		To				- 3	26-134	10 Fair	way Lane	e	_							
		From				- 2	26-134	3 Gree	enway Ro	d								
(1342) Wedgewood Rd	0.20	110	R									NA				NA		05/18/2005
$\sim$		To					26-134	0 Fair	way Lane	<u> </u>								

Length	AADT	QA 4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC K Q	Dir AAWDT	QW Year
	From:			1		
0.09	100	R	26-1341 Driver Rd	NA	NA	05/18/2005
	To		26-1342 Wedgewood Rd			
	From:		SR 226 Cox Rd			
0.09	320	R		NA	NA	05/16/2005
	To: From:	_	26-1345 Steven Ave			25/12/22
0.09		R	26 1246 Wayna Aya	NA	NA	05/16/2005
			·			
0.06	40	R	Dead End	NA	NA	05/18/2005
	To		26-1344 Orchard Rd			
0.04	40 From:	R		NA	NA	05/18/2005
	To:		Dead End			
	From:		Dead End			
0.07	30	R		NA	NA	05/18/2005
0.04	From:	_	26-1344 Orchard Rd	<del>_</del>		05/40/000
0.04	210	К		NA	NA	05/18/2005
0.01	From:		26-1347 Orchard Dr		NΙΛ	05/10/000
0.01	47 To:	ĸ	Dead End	INA	INA	05/18/2005
	From:					
0.17	130	R	Bead End	NA	NA	05/18/2005
	To		26-1346 Wayne Ave			
	From:		26-1305 Surry Ave			
0.04	120	R		NA	NA	05/23/2005
	From:		26-1308 Greensville Ave			
0.04	150	R		NA	NA	05/23/2005
0.04	To: From:	_	26-1307 Brunswick Ave			05/00/000
0.04	130	К		NA	NA	05/23/2005
0.04	From:	_	26-1304 Nottoway Ave		NΙΔ	05/00/000
0.04	120 To:	ĸ	26-1302 Dinwiddie Ave	INA	INA	05/23/2005
	From:			<u> </u>		
0.04		R	20-1300 Greensvine 74VC	NA	NA	05/18/2005
	To		26-1307 Brunswick Ave			
0.04	80 From:	R	20 1307 Brandwick 1110	NA	NA	05/18/2005
	To:		26-1304 Nottoway Ave			
	From:		26-1305 Surry Ave			
0.04		R	26 1200 G	NA	NA	05/18/2005
0.19		R	26-601 River Rd	NΔ	ΝΔ	04/18/2011
0.13	200		26 1251 14 1 12		IVA	04/10/2011
0.10	130	R	26-1354 Mark Dr	NA	NΔ	04/18/2011
0.10	To:		Cul-de-Sac		1471	04/10/2011
	From:			<u> </u>		
0.19	280	R		NA	NA	05/16/2005
	To:		26-1354 Mark Dr	<u> </u>		
0.10	100	R		NA	NA	05/16/2005
	To:		Cul-de-Sac			
	From:	_	26-1352 Elsie Dr			
በ በጸ	60	R		NA	NA	05/16/2005
	0.09 0.09 0.09 0.06 0.04 0.07 0.04 0.01 0.17 0.04 0.04 0.04 0.04 0.04 0.04 0.19 0.10	0.09 320  0.09 270  1	0.09 100 R  From:  0.09 320 R  0.09 270 R  To:  From:  0.06 40 R  0.04 40 R  To:  0.07 30 R  0.07 30 R  0.01 47 R  To:  From:  0.01 47 R  To:  From:  0.04 120 R  0.04 120 R  0.04 120 R  0.04 150 R  0.05 R  0.06 R  0.07 R  0.08 R  0.09 R  0.09 R  0.00 R	Length AADT   QA   4Tire   Bus   2Axle 3+Axle   1Trail   2Trail	Continue	Length   AADT   GA   Alife   Bus   2Axle 3+Axle   1Trail   2Trail   CG   Factor   GK   Factor   AAWD

Route	Length	AADT	QA	4Tire		Bus			Trı	uck			QC	K Factor	QK	Dir Factor	, AA	WDT	QW	Yea	r
Dinwiddie County			•								1 21	raii		racior		racioi	[				
(1354) Mark Dr	0.12	70	R				26	5-1353	Susie I	)r				 NA				NA		09/16/2	014
(1354) Mark Dr	0.12	. To	<u></u>				26	-1390 J	[oalsia]	Dr								1471		00/10/2	01-
(1354) Mark Dr	0.07	60 From	R				20	-1390 J	idekie i	DI				NA				NA		11/19/2	.014
		To						Dead	End												
		From					26-	601 E,	River	Rd											
(1355) E Autumn Dr	0.18	570	R											NA				NA		09/16/2	014
<u> </u>		To Fron					26-13	356 Spa	arrow (	Court				╌							
(1355) E Autumn Dr	0.07	190	R											NA				NA		05/16/2	00
C Automa Da	0.10	Fron	ᆫ				26-	-1367 I	ris Circ	cle								N 1 A		05/40/0	
(1355) E Autumn Dr	0.10	140	R											NA				NA		05/16/2	UU:
M Autumn Dr	0.20	Fron	<u> </u>				26-1	368 W	oods C	ourt				NA				NA		05/22/2	001
(1355) W Autumn Dr	0.28	250	R											INA				INA		05/23/2	UU
(1355) W Autumn Dr	0.13	400 From	R		—		26-13	869 We	stbriar	Lane				NA				NA		04/18/2	01:
(1355) W Autumn Dr	0.15	400 To	n				26-	601 W,	River	Rd								INA		04/10/2	01
		Fron			_			Dead						i							=
(1356) Sparrow Court	0.09	70	R											NA				NA		12/10/2	014
		Tz Fron					26-1	355, E	Autum	ın Dr				¬—							
(1356) Sparrow Court	0.06	80	R											NA				NA		12/10/2	014
$\bigcirc$		To						Dead	End												
O		Fron					26-1	358 M	ansfield	d Dr				J.,							
(1357) Bancroft Dr	0.26	160	R				26 12	(0 E6-	1.1-1-1	Y				NA				NA		09/16/2	014
		Fron						60 Ffie 60 Fiel													_
(1357) Bancroft Dr	0.13	270	R											NA				NA		09/16/2	014
$\overline{}$		Te Fron					26-	1359 G	aydell	Dr				_							
(1357) Bancroft Dr	0.08	710	R											NA				NA		09/16/2	014
$\overline{}$		To					26	6-601 F	River R	d											
Manafald Da	0.00	Fron	_					Dead	End											10/10/0	~4
(1358) Mansfield Dr	0.03	20	R											NA —				NA		12/10/2	014
Manafield Dr	0.07	Fron					26-1	1357 B	ancroft	t Dr								NIA		00/16/0	01.
(1358) Mansfield Dr	0.07	300 <sub>To</sub>	R				—	26-136	0 Gan					NA				NA		09/16/2	014
		Fron						26-135													
(1358) Mansfield Dr	0.08	750	R							_				NA				NA		09/16/2	014
		To					26	6-601 F		.d											
(1359) Gaydell Dr	0.04	20 From	R		—			Dead	End					 NA				NA		05/16/2	ሳበባ፣
(1359) Gaydell Dr	0.04	20					26.14	264 77	•.•	15								I V/A		03/10/2	000
(1359) Gaydell Dr	0.10	450 From	R				26-13	364 Ke	ithwoo	d Dr				NA				NA		05/16/2	005
(1359) Gaydell Dr	0.10	<b>400</b>					26	1257 D		. D								• • • •		00/10/2	000
(1359) Gaydell Dr	0.29	360 From	R				26-1	1357 B	ancron	Dr				NA				NA		09/16/2	014
(1339) Gray dell 21	0.20	T <sub>C</sub>					26.1	358 M	omofial.	d Da										007.072	•
(1359) Gaydell Dr	0.22	300 From	R				20-1	336 IVI	ansnei	וטו				NA				NA		09/16/2	.014
(1000)	-	To					26	-1387 E	Poth I o	200											
(1359) Gaydell Dr	0.10	460 From	R					-130/ E	oui Là	ıııc				NA				NA		09/16/2	.014
,		To					26-13	385 Mc	Ilwain	ie Dr				$\Box$							
		From					26-	1357 B	ancroft	t Dr											
(1360) Fieldshire Lane	0.23	190	R											NA				NA		09/16/2	014
<u> </u>		To						358 M													
Walking Landing D	0.14	Fron				26-1	1366 V	Walkin	g Land	ling Cour	t			NIA				NIA		10/00/0	04
(1361) Walking Landing Dr	0.14	540	R				C	R 226	Cov D	d				NA				NA		10/02/2	UIZ
			1					· 1 440	CUA K	u											

									iviaii															
Route	Length	AADT	QA 4	4Tire	E	Bus						ck 1Trai		- (	QC	K Facto	or G	QΚ	Dir Facto	AA	WDT	Q۷	N	Year
Dinwiddie County		From																						
1362) Oak St	0.12	230	R					26-6	03 St	terli	ng Ro	d				 NA					NA		ſ	05/23/200
1362) Sait St	0.12	To					2	26-13	320 R	Ritch	nie Av	ve									•			70,20,200
		From:				_	2	26-13	320 R	Ritch	nie Av	ve											_	
(1363) Cross St	0.08	70	R													NA				I	NA		C	05/23/200
<u> </u>		To			_		_				d Ave	)												
(Noithwood Dr	0.07	From					_		Dead	d En	ıd										NA		,	NE /1 C /000
1364 Keithwood Dr	0.07	30	R													NA —				ı	NA		U	05/16/200
(1364) Keithwood Dr	0.21	320 From:	R					6-13	65 Ti	impa	an La	ne	 			 NA					NA			05/16/200
Keithwood Dr	0.21	320 To:	n					26-1	359 (	Gavo	dell D	)r									N/A		·	)3/10/20C
		From:			=	_					wood					i						_	_	
1365) Timpan Lane	0.11	140	R													NA				1	NA		C	05/16/200
<u> </u>		To			_		_		Cul-d	le-S	ac													
$\overline{}$		From:					_		Dead	d En	ıd													
1366 Walking Landing Court	0.46	510	R													NA					NA		1	2/10/201
					_		_		Dead													_	_	
1367) Iris Circle	0.04	30 From:	R		—		26	5-135	55, E	Aut	tumn	Dr				 NA					NA		r	05/16/200
1367 Iris Circle	0.04	To:	n						Cul-d	le-S	ac										N/A		·	)3/10/20C
		From			_	_	=		Cul-d															
1368) Woods Court	0.05	40	R													NA				1	NA		C	05/16/200
		To			_		26-	-135	5, W	VΑι	ıtumn	Dr												
		From							Cul-d	le-S	ac													
(1369) Westbriar Lane	0.34	310	R													NA					NA		1	2/10/201
$\overline{\bigcirc}$		From					26	-135	5, W	/ Au	ıtumn	Dr										—	—	
1369 Westbriar Lane	0.04	30 To:	R				_		0.1.1	1 0						NA					NA		0	)5/16/200
					_	_	_		Cul-d													_	_	
1370) Bell St	0.16	50	R		_	—		26-1	371 F	Haze	el Ave	e				 NA					NA		C	)5/23/20(
1370 Bell St	0.10	To:			_			26-6	72 W	/eak	ley R	d				— ```				,	47 (			00,20,200
		From:			_		_		Cul-d															
1371) Hazel Ave	0.18	90	R													NA				-	NA		1	2/10/201
<u> </u>		To						26	-1370	0 Be	ell St					$\neg$ $\vdash$								
1371) Hazel Ave	0.07	130	R													NA				- 1	NA		1	0/02/201
		To			_		2	26-6	72 W	/eak	ley R	d												
O		From:			_		US	S 1 B	Boydt	ton I	Plank	Rd												
1372 A P Hill Dr	0.09	570	R				26	1271	2 C	4 T	TH C	14				NA					NA		1	10/02/201
		From:			_	_					Hill C											_	_	
1373) Sentry Hill Court	0.44	450	R				2	26-13	372 B	Begii	n Loo	p				 NA					NA		1	0/02/201
13/3	0	To:	••						End l	Loo	р					$\exists$					•		•	. 0, 02, 20
		From:			_		_	-	Cul-d	le-S	ac												_	
1374)	0.06	70	R													NA				-	NA		1	2/10/201
<u> </u>		To:					2	26-13	382 S	Sequ	oia R	d				$\neg$								
1374	0.05	60	R													NA				-	NA		1	2/10/201
		To			_			(	Cul-d	le-S	ac													
<u> </u>		From:			_	_	2	26-13	382 S	Sequ	oia R	d												
1375 Sequoia Court	0.13	120	R						C:-1	1. 0						NA					NA		0	)5/23/200
_		From:			_		_		Cul-d														_	
1376) Sierra Rd	0.07	60	R		_		_	(	Cul-d	ie-S	ac					 NA				1	NA		r	)5/23/200
1376) Sierra Rd	0.07	To:	• • • • • • • • • • • • • • • • • • • •				2	26-1	381 (	Ches	din D	)r									4/7		U	,J, 20, 20(
		From			_	_	=		Cul-d													_	_	
1377) Yosemite Rd	0.07	70	R						U	0						NA				1	NA		1	2/10/201
$\bigcirc$		To					2	26-13	381 C	Ches	din D	)r												

Route	Length	AADT	QA ·	4Tire	Bus			Truck xle 1Tra		C	QC Fa	K actor	QK	Dir Factor	AAWD	T QW	Year
Dinwiddie County		From:										1					
1378) Woodstream Court	0.11	120	R				Cul-de-S	ac				J NA			NA		12/10/201
1378)	0	To			2	26-1379	Woodstr	eam Court				1					. = , . 0, = 0 .
		From:				26-1380	) Woods	tream Dr				Ī					
(1379) Woodstream Court	0.24	180	R									NA			NA		09/16/201
$\overline{}$		To:			26-1	1393 Bri	ickwood	Meadow I	Or			<u> </u>					
O		From:				]	Dead En	d				]					0=/10/00
1380 Woodstream Dr	0.31	680	R									NA			NA		05/18/200
<u> </u>		To: From:				SR	226 Co	k Rd				<u> </u>					05/10/00
1380 Woodstream Dr	0.53	150 To:	R				Dood En	a				NA 1			NA		05/18/200
		From:					Dead En										
1381) Chesdin Dr	0.43	590	R				Dead En	a				NA			NA		05/23/200
1381) 611666111 21	0.10	To:				SR	226 Co	k Rd				1					00/20/20
		From:					26-1374										
1382) Sequoia Rd	0.31	200	R									NA			NA		09/16/20
		To:				26-13	81 Ches	din Dr									
		From:				26-13	82 Sequ	oia Rd									
1383) Olympic Lane	0.08	110	R									NA			NA		12/10/20
<u> </u>		To:					Cul-de-S	ac				<u> </u>					
O v. II		From:				26-13	82 Sequ	oia Rd				]					22/12/22
Yellowstone Dr	0.15	640 To:	R			CD	226; 26-	1204				NA 1			NA		09/16/20
		F										<del> </del>					
1385) McIlwaine Dr	0.30	320	R				Dead En	d				J NA			NA		12/10/20
McIlwaine Dr	0.00	320 										7			IVA		12/10/20
1385) McIlwaine Dr	0.13	1000	R			26-138	86 Raym	ond Rd				NA			NA		09/16/20
McIlwaine Dr	0.13	1000	11									1			INA		03/10/20
1385) McIlwaine Dr	0.11	From:				26-13	359 Gayo	dell Dr				NA			NA		09/16/20
McIlwaine Dr	0.11	1500 <sub>To:</sub>	R			26-0	501 Rive	or Rd				1 1			IVA		09/16/20
		From:					Cul-de-S					<del>.</del>					
1386) Raymond Rd	0.17	110	R				Jui-uc-3	ac				NA			NA		12/10/20
1000)		To:				26-139	99 Towe	r Court				]					
		From:				26-138	36 Raym	ond Rd									
1387) Beth Lane	0.12	130	R									NA			NA		09/16/20
<u> </u>		To:				26-13	359 Gayo	iell Dr									
		From:		,	,	]	Dead En	d									
1388) Gloria Dr	0.03	10	R									NA			NA		05/16/20
<u> </u>		To: From:				26-	1389 Paı	ıl Dr				}—					
1388) Gloria Dr	0.07	180	R									NA			NA		05/16/20
<u> </u>		To:					5 McIlw										
O B 45	0.40	From:				26-1	388 Glo	ria Dr				]					0.4/4.0/00
1389 Paul Dr	0.10	120 To:	R				Cul-de-S					NA 1			NA		04/12/20
		From:										<u>.                                    </u>					
Jackie Dr	0.09	470	R			26-6	601 Rive	r Rd				J NA			NA		09/16/20
Jackie Dr	0.03	470										7			14/4		03/10/20
Jackie Dr	0.10	410	R			26-139	91 James	s Court				NA			NA		09/16/20
Jackie Dr	0.10	410	п									1			INA		09/10/20
Lookio Dr	0.00	From:	-			26-1	354 Ma	rk Dr							NIA		00/40/00
1390 Jackie Dr	80.0	200	R									NA			NA		09/16/20
<u> </u>		From:				26-139	2 Donni	e Court				<u> </u>					10// 0/07
1390 Jackie Dr	0.06	80	R									NA			NA		12/10/20
		To:					Cul-de-S	ac									

Route	Length	AADT	QA	4Tire Bus	OC	K	QK _ Dir	AAWDT C	W Year
Dinwiddie County	J			2Axle 3+Axle 1Tr	ail 2Trail F	actor	Facto	r	
(1391) James Court	0.06	80	R	Cul-de-Sac		 NA		NA	12/10/2014
(1391) James Court	0.00	To		26-1390 Jackie Dr				INA	12/10/2015
		From:		Cul-de-Sac		i			
(1392) Donnie Court	0.06	70	R			NA		NA	12/10/2014
$\bigcirc$		To		26-1390 Jackie Dr					
<u> </u>		From		SR 226 Cox Rd		J			
(1393) Brickwood Meadow D	or 0.19	440 To:	R	26 1205 Distance I Mandage	T	NA		NA	09/16/2014
		From:		26-1395 Brickwood Meadow	Lane	+			
(1394) Brickwood Meadow T	erra <b>0e</b> 05	48	R	Cul-de-Sac		NA		NA	12/10/2014
(1394)		To:		26-1393 Brickwood Meadow	Dr	Ī			,
		From:		26-1380 Woodstream Dr					
(1395) Brickwood Meadow L	ane 0.35	310	R			NA		NA	12/10/2014
$\bigcirc$		To		Cul-de-Sac					
<u> </u>		From:		Cul-de-Sac		J			
(1396) Brickwood Meadow C	Court0.15	130	R	26 1205 D : 1	,	NA		NA	12/10/2014
		10.		26-1395 Brickwood Meadow	Lane				
(1397) Woodstream Place	0.05	From:	R	Dead End		NA		NA	05/25/2005
(1397) Woodstream Place	0.03	To:	n.	26-1380 Woodstream Dr				INA	03/23/2000
		From		Dead End					
(1398) Woodstream Circle	0.06	50	R	Beat End		NA		NA	05/25/2005
		To		26-1380 Woodstream Dr					
		From		Cul-de-Sac					
(1399) Tower Court	0.09	90	R			NA		NA	12/10/2014
		To: From:		26-1386 Raymond Rd		]—			
(1399) Tower Court	0.19	160	R			NA		NA	05/20/2011
		To		Cul-de-Sac					
Continuous als Del	0.44	From:		Dead End				NIA	10/10/001
(1401) Springcreek Rd	0.41	60 To:	R	US 1 Boydton Plank Rd		NA		NA	12/10/2014
		From:			1				
(1402) Main St	0.10	200	R	US 1 S, Boydton Plank Ro	1	NA		NA	05/25/2005
(1402)		To		26 610 Counth over P.4					
(1402) Sycamore Dr	0.15	260 From:	R	26-619 Courthouse Rd		NA		NA	05/25/2005
(1402) 5,555		To:		US 1 N, Boydton Plank Re	d	Ī			00/20/200
		From:		26-703 Carson Rd					
(1403)	0.11	20	R			NA		NA	06/13/2005
$\bigcirc$		To		Dead End					
O -		From:		26-619 Courthouse Rd		J			
(1404) Rowanty Lane	0.06	60	R			NA		NA	04/12/2011
		To		Dead End					
(1405) Lakewood Dr	0.20	220	R	26-627 Courthouse Rd		 NA		NA	05/02/2005
(1405) Lakewood Dr	0.20	220	n			INA		NA	03/02/2003
(1405) Lakewood Dr	0.16	From:	R	26-1406 Stonewall Dr		NA		NA	05/02/2005
Lakewood Dr	0.10	To	- 11	Dead End		7		INC	00/02/2000
		From		26-1405 Lakewood Dr		1			
(1406) Stonewall Dr	0.43	150	R	20.1103 Lare would Di		NA		NA	05/02/2005
		To		Cul-de-Sac					
		From:		Dead End					
(1407) Bonneville Lane	0.50	180	R			NA		NA	05/02/2005
$\overline{}$		To		26-627 Courthouse Rd					

0.05 0.08 0.06	80 To From 540	R				Cul-de-Sac	le 1Trail			Factor		Factor			
0.08	From <b>540</b>					our de bue									
	From <b>540</b>									NA			NA		12/10/201
	540 To				26-1369	) Westbria	ar Lane								
	To	D			26-62	26 Flatfoo	t Rd								
0.06	To Es	n								NA			NA		05/25/200
0.06					26-1411	1 Dorothy	Circle			_					
	480	R								NA			NA		05/25/200
	To From				26-14	12 France	es Dr			_					
0.11	320	R								NA			NA		05/25/200
	To From				26-14	13 S, Alb	ert St			_					
0.07	80	R								NA			NA		05/25/200
	To From				26-14	13 N, Alb	ert St			$\exists$ —					
0.05		R								NA			NA		05/25/200
		<u> </u>													
0.12					C	Cul-de-Sac	<u>;                                    </u>			NIA.			NΙΛ		05/25/200
0.12					26-1	410 Allen	Rd						INA		03/23/200
	From	! 													
0.12		R			20-1	410 Alleli	Ku			NA			NA		05/25/200
• • • • • • • • • • • • • • • • • • • •	То				I	Dead End									
	From				26-14	10 S, Alle	en Rd								
0.28	110	R								NA			NA		05/25/200
	To				26-14	10 N, Alle	en Rd								
	From				I	Dead End									
0.16	140	R								NA			NA		05/25/200
	To From				26-14	15 Rainbo	ow St			$\exists$ —					
0.13	100	R								NA			NA		05/25/200
	To				26-619	Courthou	ise Rd								
0.40		<u> </u>			26-14	414 Bisho	p St								05/05/000
0.12		R				D 1 E. 1				NA			NA		05/25/200
		l													
0.15					26-0	out River	Ka			NA			NA		06/13/200
0.10					26-142	23 Plantati	ion Dr			iii					00/10/200
	From														
0.27	110	R				our de sue	<u>:</u>			NA			NA		06/13/200
	To				C	Cul-de-Sac	;								
	From				26-1	421 Lake	Dr								
0.04	40	R								NA			NA		06/13/200
					C	Cul-de-Sac	:								
		<u> </u>			I	Dead End									00/40/000
0.22		K			1	Dood End				NA			NA		06/13/200
		l													
0.05		L			(	ul-de-Sac	<u>:                                    </u>			NΑ			NΔ		06/13/200
0.00					26-142	23 Plantati	ion Dr			Τ΄.			1471		00/10/200
	From														
0.05	110	R			201					NA			NA		06/13/200
	To				26-142	23 Plantati	ion Dr								
	From				C	Cul-de-Sac	<u> </u>								
0.15	110	R								NA			NA		12/10/201
	To		-		26-13	82 Sequoi	ia Rd		-						
					26-14	430 Sons	Way			]					
0.04		R								NA			NA		12/10/201
	0.07 0.05 0.12 0.12 0.28 0.16 0.13 0.12 0.27 0.04 0.22 0.05 0.05	0.07 80 From: 0.05 5 To: 0.12 60 To: 0.12 70 To: 0.18 110 To: 0.19 100 To: 0.10 140  0.110 140  0.110 140  0.1110 To: 0.11110 To: 0.11110 To: 0.11110 To: 0.11110 To: 0.111110 To: 0.1111111 To: 0.111111111111111111111111111111111111	O.07	0.07 80 R    To   To	0.07 80 R    Tool   Front	10.07   80   R     26-14	Total   Cul-de-Sac	100	26-1413 S, Albert St   26-1413 S, Albert St   26-1413 N, Albert St   26-1410 Albert St   26-1410 Albert Rd   26-1410 S, Albert Rd   26-1410 S, Albert Rd   26-1410 N, Albert Rd   26-1410 N, Albert Rd   26-1410 N, Albert Rd   26-1410 N, Albert Rd   26-1415 Rainbow St   26-1415 Rainbow St   26-1415 Rainbow St   26-1415 Rainbow St   26-1414 Bishop St   2	26-1413 S, Albert St	26-1413 S, Albert St	26-1413 S, Albert St	10.07   80   R	10.07   80   R	10.07   80   R

					Din	iwiddie Mainten	ance Area							
Route	Length	AADT	QA	4Tire	Bus		rucke 1Trail 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County		From	1			C-1 1- C								
(1432) Kyles Court	0.03	40	R			Cul-de-Sac			NA			NA		12/10/201
1432) 11,100 00011		To				26-1430 Sons V	Way							
		From				26-1442 Gilmar	Court							
(1441) Drew Lane	0.07	170	R						NA			NA		05/20/201
		То				26-1336 Forest	Ave							
Cilmar Court	0.11	From	ᄂ			Cul-de-Sac			NIA.			NA		05/00/001
(1442) Gilmar Court	0.11	100	R						NA —			IVA		05/20/201
(1442) Gilmar Court	0.09	From From	R			26-1441 Drew l	Lane		 NA			NA		05/20/201
(1442) Gilmar Court	0.03	To	<u> </u>			Cul-de-Sac						INA		03/20/201
		From				26-1504 Woodla								
(1501) Sutherland Dr	0.17	120	R			20 1501 Wooding			NA			NA		05/25/200
		To				26-1502 Woodla	nd Rd		_					
(1501) Sutherland Dr	0.29	290 From	R			20 1202 11 00411	ind Ttu		NA			NA		05/25/200
$\bigcirc$		То				US 460 Cox 1	Rd							
$\widehat{}$		From				26-1501 Sutherla	nd Dr							
(1502) Woodland Rd	0.08	80	R						NA			NA		05/25/200
<u> </u>		То				26-1503 Belvill								
(1503) Belville Dr	0.10	From	ᄂ			26-1502 Woodla	nd Rd					NA		0E/0E/000
(1503) Belville Dr	0.12	60 To	R			Dead End			NA			IVA		05/25/200
		From	l			26-1505 Tara	Dr							
1504) Woodland Dr	0.10	80	R			20-1303 1414	ы		NA			NA		05/25/200
1004)		To				26-1501 Sutherla	nd Dr							
(1504) Woodland Dr	0.14	30 From	R			20-1301 Sutilella	nd Di		NA			NA		05/25/200
1004)		To				Dead End								
		From				26-1504 Woodla	nd Dr							
(1505) Tara Dr	0.10	70	R						NA			NA		05/25/200
$\bigcirc$		To				Dead End								
O 5	0.40	From				26-631 Claiborn	e Rd							07/47/004
1506 Breeze Way	0.18	170 To	R			26 1507			NA			NA		07/17/201
		From				26-1507								
1507) Whisper Dr	0.36	230	R			Cul-de-Sac			NA			NA		11/19/201
1507) ************************************	0.00	To				Cul-de-Sac			Ti.					,,
		From				Cul-de-Sac								
(1508) W.Whisper Ct	0.08	40	R						NA			NA		11/19/201
$\bigcirc$		To				26-1507								
		From				26-1510 Chesdin	Blvd							
(1509) Leonard Dr	0.23	110 To	R						NA			NA		12/10/201
			<u> </u>			Dead End								
(1510) Chesdin Blvd	0.57	From <b>880</b>	R			26-601 River	Rd		 NA			NA		04/12/201
(1510) Chesdin Blvd	0.57	000	_ n						INA			INA		04/12/201
1510) Chesdin Blvd	0.46	310 From	R			26-1512 Ridgecr	est Dr		<del>_</del> NA			NA		04/12/201
(1510) Chesdin Blvd	0.40	310							INA			INA		04/12/201
Choodin Plud	0.06	From	<u> </u>			26-1511 Chesdin	Court					NIA		04/10/001
(1510) Chesdin Blvd	0.06	40 To	R			Dead End			NA			NA		04/12/201
		From	I			26-1510 Chesdin	Rlvd		1					
(1511) Chesdin Court	0.04	40	R			20-1310 Chesdin	DIVU		NA			NA		04/12/201
300		То				Cul-de-Sac								
		From				26-1510 Chesdin								
(1512) Ridgecrest Dr	0.10	50	R						NA			NA		04/12/201
$\overline{}$		То				26-1513 Shorevie	ew Dr							
						-								

Route	Length	AADT	QA	4Tire	Bus		Trι 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County		r.									. 45101		7 40101			
(1513) Shoreview Dr	0.13	260	R			26-150	9 Leonard	Dr			NA			NA		07/17/2014
$\frac{\bigcirc}{\bigcirc}$		To: From:				26-1512	Ridgecres	t Dr			_					
(1513) Shoreview Dr	0.15	160	R								NA —			NA		05/25/2005
(1513) Shoreview Dr	0.13	From:	R			26-1514 V	Vaterview	Court			NA NA			NA		05/25/2005
(1515) 3 3 3 3		To				Cι	ıl-de-Sac									
(1514) Waterview Court	0.05	From:				Cu	ıl-de-Sac				NA			NA		05/25/2005
waterview Court	0.03	<b>30</b>	R			26-1513	Shoreviev	v Dr						INA		03/23/2003
		From:				26-60	1 River R	d								
1515 Edrie Dr	0.13	430	R								NA —			NA		05/25/2005
(1515) Edrie Dr	0.04	From:	R			26-151	6 Eugene	Dr			NA			NA		05/25/2005
(1515) =6.10 =1		To:				D	ead End									
<u> </u>	0.40	From:	_			D	ead End							NIA		05/05/0005
(1516) Eugene Dr	0.12	90	R								NA			NA		05/25/2005
(1516) Eugene Dr	0.22	410 From:	R			26-1517 I	ndependen	ice Dr			NA			NA		05/25/2005
		To:				26-15	15 Edrie D	)r								
Indonandanaa Dr	0.07	From:	R			26-15	18 Норе Г	)r			NA			NA		05/25/2005
(1517) Independence Dr	0.07	170	n			26-151	6 Eugene	Dr						INA		05/25/2005
		From:				D	ead End									
(1518) Hope Dr	0.07	30	F	98%	2%	0%	0%	0%	0%	С	0.167	F	0.5	30	F	2014
1518) Hope Dr	0.10	From:	R			26-1517 I	ndependen	ce Dr			NA			NA		05/25/2005
(1518) Hope Dr	0.10	To				D	ead End							147 (		00/20/2000
<u> </u>		From:				26-1510	Chesdin E	Blvd								
(1519) Seay Dr	0.09	110 To:	R			Cı	ıl-de-Sac				NA			NA		12/10/2014
		From:					6-1507									
(1520) E. Whisper Ct	0.08	49	R								NA			NA		11/19/2014
		To:					ıl-de-Sac									
(1530) Oak St	0.07	40	R			D	ead End				NA			NA		12/10/2014
<u> </u>		To: From:				26-1	531 Elm S	t			_					
(1530) Oak St	0.09	80 To:	R			26.7	51 G D				NA			NA		08/01/2014
		From:					51 Cox Rd 530 Oak S									
(1531) Elm St	0.23	60	R			20-1.	330 Oak 3	ı			NA			NA		08/01/2014
$\bigcirc$		To:					51 Cox Rd									
	0.08	48	R			26-133	9 Creek La	ane			NA			NA		12/10/2014
(1535)	0.00	To				Cu	ıl-de-Sac							IVA		12/10/2014
		From:				26-133	9 Creek La	ane								
1536	0.07	60 To:	R			Cr	ıl-de-Sac				NA			NA		12/10/2014
		From					9 Creek La	ane			<del></del>					
(1537)	0.03	30	R								NA			NA		12/10/2014
		To:					ıl-de-Sac									
(9116) Midway Elem Sch	0.14	From:	R			26-7	51 Cox Rd	l .			NA			NA		05/17/2011
		To:				26-7	51 Cox Rd	l								

					Dillivi	naaic ivia	iiiiciiai	100 7 110	ч							
Route	Length	AADT	QA	4Tire	Bus	2Axle (				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of McKennev		From														
(9117) McKenney Elem School	ol 0.04	120	R			26-614 S	unnysiae	Dr			NA			NA		05/17/2011
		To				26-614 S	unnyside	Dr								
Dinwiddie County		From				26	5-703									
9118 Dinwiddie Elem Sch	0.07	270	R								NA			NA		10/02/2014
9118) Dinwiddie ES	0.05	110 From	R			0.07 N	MN US 1				NA			NA		10/02/2014
9118) Dinwiddie ES	0.09	From 110	R			0.12 N	MN US 1				NA			NA		10/02/2014
9118 Diinwiddie ES	0.09	110 From	R				MN US 1				NA			NA		10/02/2014
Town of McKenney		То				US 1 Boyd	lton Planl	k Rd								
	0.00	From	_			26-1001	Bolling F	Rd						NIA		10/00/0014
9119	0.02	40	R		0.0	02 MNI 26	1001 D-1	U D.4			NA			NA		10/02/2014
(9119)	0.10	40 From	R		0.0	02 MN 26-	1001 Boll	ling Rd			NA			NA		11/19/2014
		То				Cul-	de-Sac									
Dinwiddie County		From				US 1 Boyd	lton Planl	k Rd								
(9535) Eastview Dr	0.23	900	R								NA			NA		10/02/2014
(9535) Eastview Dr	0.20	810 From	R			0.23 N	MN US 1				NA			NA		10/02/2014
		To From				0.43 N	MN US 1									
(9535) Eastview Dr	0.13	<b>720</b>	R			US 1 Boyd	lton Plank	k Rd			NA			NA		10/02/2014
		From				26-627 Cd										
9923) Dinwiddie Jr High Sch	0.05	640	R								NA			NA		10/02/2014
9923) Dinwiddie Jr High Sch	0.13	730 From	R			0.05 M	IN 26-627	7			NA			NA		10/02/2014
9923) Dinwiddie Jr High Sch	0.15	710 From	R			0.18 M	N 26-627	7			NA			NA		10/02/2014
9923) Dinwiddie Jr High Sch	0.13	To				0.33 M	N 26-627	7						IVA		10/02/2014
(9923) Dinwiddie Jr High Sch	0.11	710 From	R								NA			NA		10/02/2014
		To				26-627 Co										
Johnson Rd	0.31	720	N	97%	1%	rince Georg	0%	0%	0%	N	0.091	N	0.569	740	N	2014
(608) Johnson Rd	1.00	1900	F	99%	0%	0%	677 Cars 0%	on Dr 0%	0%	С	0.124	F	0.743	2000	F	2014
Johnson Rd		То					etersburg									
City of Petersburg		From	-		SCL P	etersburg;	26-675 V	'aughan R	ld.		-					
3 Vaughn Rd	0.64	810	F								0.093	F	0.685	860	F	2014
		From				123-9013	fax Rd	Ka								
Wells Rd	0.41	4800 <sub>To</sub>	F	89%	0%	1%	2% l Level R	7% d	0%	С	0.082	F	0.533	5100	F	2014
		From				CS	X RR									
9002 123 Halifax Rd	0.18	5200	F	99%	0%	1%	0%	0%	0%	F	0.085	F	0.538	5500	F	2014
9002 Halifax St	0.58	4000 From	F	99%	0%	Patte 1%	erson St 0%	0%	0%	F	0.088	F	0.531	4200	F	2014
	0.19	From 4700	F	99%	0%	Baylo 1%	ors Lane	0%	0%	F	0.088	F	0.513	5000	F	2014
(9002) Halifax St	0.18	4700 To		J3 /0	U /0		nia Ave	U /0	U /0		0.000	'	0.010	3000	'	2014

					וווע	vidule ivia	annenai	ice Ale	а							
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Petersburg																
9002 123 Halifax St	0.37	7000	F	99%	0%	Virgi 1%	inia Ave 0%	0%	0%	F	0.086	F	0.591	7500	F	2014
9002 Halifax St	0.29	7000	F	99%	0%	Le 1%	e Ave 0%	0%	0%	F	0.086	F	0.526	7500	F	2014
9002 Halifax St	0.28	7700	F	99%	0%	Lib 1%	erty St 0%	0%	0%	С	0.080	F	0.552	8200	F	2014
123		To:			1	US 1, US 40	60 W Wy	the St								
9002 123 Union St	0.12	4000 To:	F	98%	1%	1%	0%	0%	0%	С	0.086	F	0.875	4300	F	2014
9002 123 Union St	0.17	1600 To:	F	97%	1%	1%	W Washi 1% Fabb St	0%	0%	С	0.121	F	0.578	1700	F	2014
		From:					n Plank R	d								
0004 Defense Rd	0.47	2000	F	97%	0%	1%	1%	1%	0%	С	0.097	F	0.643	2100	F	2014
Defense Dr	1.77	3300 From:	F	98%	1%	Squirre 1%	l Level R	0%	0%	F	0.098	F	0.537	3500	F	2014
Courth Pavilayard	0.00	From:	<u> </u>	000/	10/		nson Rd	00/	00/		0.004	F	0.500	9200	F	2014
South Boulevard	0.92	7800	F	98%	1%	1% S. Syc	0% camore St	0%	0%	С	0.084		0.523	8300		2014
9004 123 South Boulevard	0.18	5200	F	98%	1%	1% Cra	0% ater Rd	0%	0%	F	0.089	F	0.565	5500	F	2014
9004 123 South Boulevard	0.72	2200 From:	F	98%	1%	1%	0% erson St	0%	0%	F	0.096	F	0.574	2300	F	2014
		From					ifax Rd									
9006 Flank Rd	0.96	1900	F	99%	0%	0%	0%	0%	0%	С	0.109	F	0.53	2000	F	2014
9006 Flank Rd	0.47	3000 From	F	99%	0%	0%	nson Rd 0%	0%	0%	F	0.094	F	0.505	3200	F	2014
9006) Flank Rd	0.75	2500	F	99%	0%	Birds 0%	song Rd 0%	0%	0%	F	0.09	F	0.566	2600	F	2014
		From:					Hayes Dr				_					
Flank Rd	0.91	2800	F	100%	0%	0% Flan	0% ik Rd N	0%	0%	С	0.093	F	0.657	3000	F	2014
9006) Flank Rd ( 1-Way )	0.13	2400 From:	F	99%	0%	0%	0%	0%	0%	С	0.112	F		2600	F	2014
123/		To				US 301	S Crater I	Rd								
O 51 - 51		From:					S Crater I					_			_	
9008 Rives Rd	0.48	6900	F	98%	0%	1%	0%	0%	0%	С	0.1	F	0.543	7400	F	2014
(9008) Rives Rd	0.34	6700	F	97%	0%	I	- 95 <b>0</b> %	2%	0%	С	0.095	F	0.555	7200	F	2014
9008 Rives Rd	0.01	To:	-	01 70	0 70		Petersburg		070		0.000		0.000	, 200	·	2011
		From:				123-900	8 Rives F	Rd								
9008 Ramp	0.17	830	Α								0.139	Α		850	Α	2014
$\overline{}$		To:					5 South									
(9008) Ramp	0.16	3200	G			123-900	8 Rives F	Rd			 NA			3200	G	2014
(9008) Ramp	0.10	3200 To:				I-95	5 North							3200	u	2014
		From:				SR 142 Boy		nk Rd								
9009 Dupuy Rd	1.24	360	F	96%	1%	2%	0%	0%	0%	F	0.119	F	0.522	380	F	2014
9009 Dupuy St	0.58	1800	F	96%	1%	2%	rigg St 0%	0%	0%	F	0.096	F	0.524	1900	F	2014
9009 Farmer St	0.86	3500 From:	F	96%	1%	You 2%	ings Rd 0%	0%	0%	С	0.102	F	0.509	3700	F	2014
		To: From:				S. S	outh St				$\Box$					
9009 Farmer St	0.47	2800 To:	F	96%	1%	2% Hal	0% lifax St	0%	0%	F	0.091	F	0.51	3000	F	2014

					DIIIV	viddie Maint									
Route	Length	AADT	QA	4Tire	Bus		Truck Axle 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Petersburg															
O 5.		From:				S Crater					_		.=	_	
9010 Wagner Rd	0.73	16000	F	99%	0%		% 1%	0%	С	0.085	F	0.539	17000	F	2014
		From:				I-95 I -95									
9010 Wagner Rd	1.60	11000	F	96%	0%		% 3%	0%	С	0.089	F	0.542	12000	F	2014
(9010) Wagner Rd	1.00	To-	· ·	0070	0 70	County		070		1000	•	0.012	12000	•	2011
F		From:	 I												
East 9010 Ramp	0.30	930	G			123-9010 TO	) K1 95			NA			930	G	2014
9010 Ramp	0.50	930 To:			1.0	95-S FROM W	ACNED DD						330	ч	2014
					1-;										
West	0.05	From:	<u> </u>			123-9010 TO	) RT 95						000	_	0014
9010 Ramp	0.25	260	G			Y 0.5 C ED W.	CLIED DD			NA			260	G	2014
		10.				I-95-S FR WA									
West		From:				123-9010 TO	O RT 95								
9010 Ramp	0.34	3300	G							NA NA			3300	G	2014
		To:			I-9	5-N FROM W	AGNER RD								
		From:				SCL Peter									
Squirrel Level Rd	0.82	910	F	99%	0%	1% 0	% 0%	0%	С	0.106	F	0.582	970	F	2014
160/		To:	l			Wells	Rd			<b>—</b>					
9011) Squirrel Level Rd	0.25	5700	F	91%	0%		% 6%	0%	С	0.079	F	0.503	6100	F	2014
Squirrel Level Rd			-	/ •						<b>—</b>	-		2.30	-	
Cautimal Laurel	0.00	From:	<u> </u>	000/	10/	Ramp To		00/		0.000		0.500	0500	г	001
Squirrel Level	0.20	8000	F	98%	1%	1% 0	% 0%	0%	F	0.083	F	0.503	8500	F	2014
<u> </u>		To: From:				Boydton Pl	ank Rd								
9011 Young Rd	0.55	3800	F	98%	1%	1% 0	% 0%	0%	F	0.086	F	0.513	4000	F	2014
123/		To				Valor	Dr								
9011) Young Rd	0.59	2400 From:	G	98%	1%		% 0%	0%	С	NA			2600	G	2014
9011 Young Rd	0.00	To-	<u> </u>	0070	. , ,	123-9009 D		0,0						<b>O</b> .	_0
		From:	I		1	23-9011 Squiri									
9011) Ramp	0.15	4500	Α		1	23-9011 Squiii	ei Levei Ku			0.102	Α		4800	Α	2014
9011 Ramp	0.10	<b>4300</b> To:	<del>^</del>			I-85 No	eth			0.102			4000	^	2017
		From:													
9011) Ramp					1	23-9011 Squiri	el Level Rd			<u>ا</u>					
aau (Bamn	0.00		<u> </u>										700	_	
123	0.22	700	G							NA			700	G	2014
Ramp	0.22	<b>700</b>	G			I-85 So	uth			NA			700	G	2014
(123)		700 To:				West	St								
(123)	0.22	<b>700</b>	G F	95%	3%	West		0%	С	0.104	F	0.583	2100	G F	
		700 To:		95%	3%	West 2% 0	St % 0%	0%	С		F	0.583			
9012 Lee Ave		700 To:		95%	3%	West 2% 0	St % 0%	0%	C F		F	0.583			2014
9012 Lee Ave	0.56	700 To:  From: 2000 From: From:	F			West 2% 0  Halifax 1% 0	St 0% St 0%			0.104			2100	F	2014
Lee Ave  Only  Porterville St	0.56	700 To:  Prom: 2000  Tax  From: 980	F F	98%	1%	West 2% 0  Halifax 1% 0  Harding	St	0%	F	0.104	F	0.602	2100	F F	2014
Q012 Lee Ave Q012 Porterville St	0.56	700 To:  From: 2000  Ta- From: 980	F			West 2% 0 Halifax 1% 0 Harding 1% 0	St			0.104			2100	F	2014
9012 Lee Ave 9012 Porterville St	0.56	700 To:  Prom: 2000  Tax  Prom: 980	F F	98%	1%	West 2% 0  Halifax 1% 0  Harding 1% 0  Harriso	St	0%	F	0.104	F	0.602	2100	F F	2014
9012 Lee Ave 9012 Porterville St 9012 New St	0.56 0.15 0.18	700 To: From: 2000  700  700  700  700  700  700  70	F	98%	1%	West 2% 0  Halifax 1% 0  Harding 1% 0  Harriso New 3	St	0%	F	0.104 0.088 0.091	F	0.602	2100 1000 1000	F F	2014 2014 2014
9012 Lee Ave 9012 Porterville St 9012 New St	0.56	700 To: From: 2000 To: 980 To: From: 980 To:	F F	98%	1%	West 2% 0  Halifax 1% 0  Harding 1% 0  Harriso New 3 1% 0	St	0%	F C	0.104	F	0.602	2100	F F	2014 2014 2014
9012 Lee Ave 9012 Porterville St 9012 New St	0.56 0.15 0.18	700 To:  2000  To:  980  To:  From: 960 To: From: 740	F	98%	1%	West 2% 0  Halifax 1% 0  Harding 1% 0  Harriso New 3	St	0%	F C	0.104 0.088 0.091	F	0.602	2100 1000 1000	F F	2014 2014 2014
Don't Port Port Port Port Port Port Port Por	0.56 0.15 0.18	700 To: From: 2000  700  980  To: From: 960 To: From: 740 To:	F	98%	1%	West 2% 0  Halifax 1% 0  Harding 1% 0  Harriso New 1 1% 0  Corling Harriso	St	0%	F C	0.104 0.088 0.091	F	0.602	2100 1000 1000	F F	2014 2014 2014 2014
Don't Porter St	0.56 0.15 0.18 0.03	700 To: From: 2000  700  980  To: From: 960 To: From: 740 To: From: 430	F F	98% 98% 98%	1%	West   2%   0	St	0%	F C	0.104 0.088 0.091	F F	0.602	2100 1000 1000 790	F F F	2014 2014 2014 2014
Porterville St  October St	0.56 0.15 0.18 0.03	700 To: Prom: 2000  700 Prom: 980 To: From: 740 To: From: 430	F F F	98% 98% 98%	1% 1% 1%	West   2%   0	St	0%	F C F	0.104 0.088 0.091 0.096	F F F	0.602	2100 1000 1000 790 460	F F F	2014 2014 2014 2014
Don't Deliver St	0.56 0.15 0.18 0.03	700 To: From: 2000  700  980  To: From: 960 To: From: 740 To: From: 430	F F	98% 98% 98%	1%	West   2%   0	St	0%	F C	0.104 0.088 0.091	F F	0.602	2100 1000 1000 790	F F F	2014 2014 2014 2014
Porterville St  9012 Porterville St  9012 New St  9012 Harrison St  9012 Corling St  9012 Graham Rd	0.56 0.15 0.18 0.03 0.09 0.83	700 To: From: 2000  700  980  To: From: 960 To: From: 740 To: From: 430  To: From: 430	F F F	98% 98% 98% 98%	1% 1% 1% 1%	West   2%   0	St	0% 0% 0%	F F F	0.104 0.088 0.091 0.096 0.114	F F F	0.602 0.558 0.588	2100 1000 1000 790 460 3700	F F F	2014 2014 2014 2014 2014
Dollar Britannia	0.56 0.15 0.18 0.03	700 To:  2000  700  980  To:  From:  740  To:  From:  430  To:  From:  430  To:  From:  430  To:  From:  430	F F F	98% 98% 98%	1% 1% 1%	West   2%   0	St	0%	F C F	0.104 0.088 0.091 0.096	F F F	0.602	2100 1000 1000 790 460	F F F	2014 2014 2014 2014 2014
9012 Lee Ave 9012 Porterville St 9012 New St 9012 Harrison St 9012 Corling St 9012 Graham Rd	0.56 0.15 0.18 0.03 0.09 0.83	700 To: From: 2000  700  980  To: From: 960 To: From: 740 To: From: 430  To: From: 430	F F F	98% 98% 98% 98%	1% 1% 1% 1%	West   2%   0	St	0% 0% 0%	F F F	0.104 0.088 0.091 0.096 0.114	F F F	0.602 0.558 0.588	2100 1000 1000 790 460 3700	F F F	2014 2014 2014 2014 2014
9012 Lee Ave 9012 Porterville St 9012 New St 9012 Harrison St 9012 Corling St 9012 Graham Rd 9012 Graham Rd	0.56 0.15 0.18 0.03 0.09 0.83	700 To:  2000  700  980  To:  From:  740  To:  From:  430  To:  From:  430  To:  From:  430  To:  From:  430	F F F	98% 98% 98% 98%	1% 1% 1% 1%	West   2%   0	St	0% 0% 0%	F F F C	0.104 0.088 0.091 0.096 0.114	F F F	0.602 0.558 0.588	2100 1000 1000 790 460 3700	F F F	2014 2014 2014 2014 2014
9012 Lee Ave 9012 Porterville St 9012 New St 9012 Corling St 9012 Graham Rd 9012 Graham Rd	0.56 0.15 0.18 0.03 0.09 0.83	700 To:  2000  700  980  From: 960 To: From: 740 To: From: 430  To: From: 9300 To: From: 740	F F F	98% 98% 98% 98%	1% 1% 1% 1%	West   2%   0	St	0% 0% 0%	F F F	0.104 0.088 0.091 0.096 0.114	F F F	0.602 0.558 0.588	2100 1000 1000 790 460 3700	F F F	2014 2014 2014 2014 2014 2014
90112 Lee Ave 90112 Porterville St 90112 New St 90112 Harrison St 90112 Corling St 90112 Graham Rd 90112 Graham Rd 90112 Graham Rd	0.56 0.15 0.18 0.03 0.09 0.83 0.14	700 To:  2000  700  980  To:  960 To:  From: 740 To:  430  To:  From: 430  To:  From: 44100  To:	F F F	98% 98% 98% 99%	1% 1% 1% 1% 0%	West   2%   0	St	0% 0% 0% 0%	F F F C	0.104 0.088 0.091 0.096 0.114 0.085	F F F F	0.602 0.558 0.588 0.761	2100 1000 1000 790 460 3700 9900	F F F F	2014 2014 2014 2014 2014 2014
9012 Lee Ave 9012 Porterville St 9012 New St 9012 Harrison St 9012 Corling St 9012 Graham Rd 9012 Graham Rd	0.56 0.15 0.18 0.03 0.09 0.83 0.14	700 To:  2000  700  980  From: 960 To: From: 740 To: From: 430  From: 9300 To: From:	F F F	98% 98% 98% 99%	1% 1% 1% 1% 0%	West   2%   0	St	0% 0% 0% 0%	F F F C	0.104 0.088 0.091 0.096 0.114 0.085	F F F F	0.602 0.558 0.588 0.761	2100 1000 1000 790 460 3700 9900	F F F F	2014 2014 2014 2014 2014 2014 2014 2014

City of Petersburg  9015  9015  Johnson Rd  9015  High Pearl St	0.01 0.54 1.39 0.46 0.37 0.20	2100 2100 70 900 70 4500 70 70 70 70 70 70 70 70 70 70 70 70 7	GA F	96% 99% 96% 96%	3% 0% 3%	Flank 0% C Birdson 1% C South I	Axle 17 ersburg 0% 0 Rd 0% 0 ag Rd 0% 0	rail 2		QC F C	0.099 0.093	QK F F	Dir Factor 0.734 0.522	2300 960	QW F F	2014 2014
9015 Johnson Rd 9015 High Pearl St 9015 High Pearl St	0.54 1.39 0.46 0.37	2100 900 To From 4500 4500 To From 4300 To From From From From From From From Fro	F F F	99% 96% 96%	3%	1% ( Flank 0% ( Birdson 1% ( South I	0% C Rd 0% C ng Rd 0% C	1%					0.734			
9015 Johnson Rd 9015 Johnson Rd 9015 Johnson Rd 9015 Johnson Rd 9015 High Pearl St 9015 High Pearl St	0.54 1.39 0.46 0.37	2100 900 To From 4500 4500 To From 4300 To From From From From From From From Fro	F F F	99% 96% 96%	3%	1% ( Flank 0% ( Birdson 1% ( South I	0% C Rd 0% C ng Rd 0% C	1%								
9015 Johnson Rd 9015 Johnson Rd 9015 Johnson Rd 9015 Johnson Rd 9015 High Pearl St 9015 High Pearl St	0.54 1.39 0.46 0.37	900 From 4500 From 4500 To From 4300 From From From From From From From From	F F F	99% 96% 96%	3%	Flank 0% C Birdson 1% C South I	Rd D% C ng Rd D% C	1%								
9015 Johnson Rd 9015 High Pearl St 9015 High Pearl St	1.39 0.46 0.37 0.20	4500 To From 5900 To From 4300 To From From From From From From From Fro	F F F	96%	3%	0% (  Birdson 1% (  South I	0% ( ng Rd 0% (		0%	С	0.093	F	0.522	960	F	2014
9015 Johnson Rd 9015 Johnson Rd 9015 Johnson Rd 9015 High Pearl St 9015 High Pearl St	1.39 0.46 0.37 0.20	4500 To From 5900 To From 4300 To From From From From From From From Fro	F F F	96%	3%	Birdson 1% (	ng Rd D% C		0%	С	0.093	F	0.522	960	F	2014
9015 Johnson Rd 9015 Johnson Rd 9015 Johnson Rd 9015 High Pearl St 9015 High Pearl St	0.46 0.37 0.20	5900 To From 4300	F	96%		1% ( South I	0% 0	1%			$\neg$					
9015 Johnson Rd 9015 Johnson Rd 9015 High Pearl St 9015 High Pearl St	0.46 0.37 0.20	5900 To From 4300	F	96%		South I		1%								
9015 Johnson Rd 9015 Johnson Rd 9015 High Pearl St 9015 High Pearl St	0.37	4300 From From From From From From From From	F		3%		Rlvd		0%	С	0.106	F	0.592	4800	F	2014
9015 Johnson Rd 9015 High Pearl St 9015 High Pearl St	0.37	4300 From From From From From From From From	F		3%	1% (	שווע				$\neg$ —					
9015 Johnson Rd 9015 High Pearl St 9015 High Pearl St	0.20	4300		96%			)% C	1%	0%	F	0.082	F	0.542	6200	F	2014
9015 High Pearl St 9015 High Pearl St	0.20	4300		96%		North I	Rlvd				¬					
9015 High Pearl St 9015 High Pearl St	0.20	To From			3%			1%	0%	F	0.083	F	0.537	4600	F	2014
(9)15 High Pearl St		3900 From	:								_					-
9015 High Pearl St		3900	F	96%	3%	St Luk 1% (		1%	0%	F	0.088	F	0.526	4200	F	201/
High Pearl St	0.08	_		96%	3%	1% (	J% (	170	0%	Г	0.088	Г	0.526	4200	Г	2014
	0.08	From	:			Virginia										
O 11 11 01		2800	F	98%	1%			1%	0%	F	0.087	F	0.669	3000	F	2014
Llaurelin - Ot		To	:			ST Matth					-					
(and a) Harding St	0.22	1400	F	98%	1%	ST Matth		1%	0%	С	0.09	F	0.569	1500	F	2014
(9015) Harding St	J.22	To		JU /6	1 /0	Portervi		, ,0	J /0	<u> </u>		•	0.003	1300	'	2012
		From	:			Portersv					+					
9015 Harding St	0.27	680	F	98%	1%			1%	0%	F	0.115	F		730	F	2014
123/		То	:			Halifa	x St									
		From	12			SCL Pete	ersburg									
9017) Birdsong Rd	0.62	450	F	99%	0%			1%	0%	С	0.102	F	0.522	480	F	2014
9017 Birdsong Rd		To	:			Johnson					T I					
_		From				W Washin										
9021) N Sycamore St	0.18	3700	F	98%	0%			1%	0%	F	0.092	F	0.521	3900	F	2014
N Sycamore St		т.									_	•			•	
N Sycamore St	0.15	From	F	98%	0%	W Tab		1%	0%	С	0.087	F	0.575	2500	F	2014
9 <sub>021</sub> N Sycamore St	0.15	3200 To	┌╴	96%					0%	C	0.087	Г	0.575	3500	Г	2012
						3US 01-P Boll		St								
Naville Blood	0.57	From	<u> </u>	070/	00/	Johnson		10/	00/			_	0.005	0500	_	004
9023 North Blvd	0.57	2300	F	97%	0%			1%	0%	С	0.081	F	0.635	2500	F	2014
		10	1			S Sycam	ore St									
<u> </u>		From				Gates I		- 1			<u>ار</u>	_			_	
9025 Virginia Ave	0.22	330	F	97%	2%	1% (	0% 0	1%	0%	С	0.101	F		360	F	2014
		From	:			Harding	Street				$\Box$ —					
9025 Virginia Ave	0.32	2000	F	97%	2%	1% (	0% 0	1%	0%	F	0.099	F	0.613	2200	F	2014
		То				Halifax S	Street				¬—					
9025) Young Ave	0.20	1800	F	98%	1%			1%	0%	С	0.081	F	0.55	2000	F	2014
9025 Young Ave		To				A 1° .					_					
9025) Young Ave	0.11	2600 From	F	98%	1%	Arlington 1% (		1%	0%	F	0.087	F	0.566	2800	F	2014
9025 123 Young Ave	0.11	2000		30 /0					U /0	'	J.007	•	0.500	2000	1	2012
O 0.111 . 101		From				West Street Yo			221	_						
9025 S West St	0.28	2700	F	98%	1%	1% (	0% 0	)%	0%	F	0.108	F	0.629	2900	F	2014
		To From				Augusta A	Avenue				<u> </u>					
9025) S West St	0.23	3600	F	98%	1%	1% (	0% 0	1%	0%	F	0.110	F	0.609	3800	F	2014
123/		To				Farme	er St				一					
ongs S West St	0.14	3000	F	98%	1%			1%	0%	F	0.118	F	0.537	3200	F	2014
123	J				. ,0			, •	-,-	•		•	0.007	5_00	•	_0
O Wast Ct	0.07	From		000/	10/			10/	00/	_			0.500	0000		
9025 S West St	0.07	2100 To		98%	1%			1%	U%	Г	0.116	۲	0.569	2300	F	2014
						W Washin					<del></del>					
		From			4	Halifa			221	_		_				
9027 S West St	0.63	1600 <sub>To</sub>	<u>_F</u>	98%	1%	0% 1 Young		1%	0%	С	0.109	F	0.657	1700	F	2014
9025 S West St	0.23	3000 To	F	98% 98% 98%	1%	Farme 1% (	er St D% C	1%	0%	F F	0.110 0.118 0.116	F F	0.609 0.537 0.569	3800 3200 2300	F F	2

City of Petersburg						Dinv	viddie Maintena	ance Are	ea							
Cite of Personance	Route	Length	AADT	QA	4Tire	Bus	•			QC		QK		AAWDT	QW	Year
## Puddledock Rd	City of Petersburg															
S. South St																
## S. South St	9029 S. South St	0.36	1700	F	98%	1%			0%	С	0.084	F	0.535	1800	F	2014
Washington St	0 0 1 0	0.00	From	<u> </u>	200/	00/			00/			_	0.07	0000	_	0011
N. South St	9029 S. South St	0.09	2900	r	99%	0%	0% 0%	0%	0%	F	0.092	F	0.67	3000	F	2014
High St   0.02   840   G   99%   0%   0%   0%   0%   0%   F   NA   890   G   2014			To From				Washington				$\Box$					
High St   0.02   840   6   99%   07%   0	9029 N. South St	0.20	5000	F	99%	0%	0% 0%	0%	0%	F	0.085	F	0.539	5300	F	2014
High St	1237		To													
Canal St		0.00		<u> </u>	000/	00/		201	00/					000	_	0011
Canal St 0.20 5100 F 99% 0% 0% 0% 0% 0% 0 0.085 F 0.517 5500 F 2014    Second St	9029) High St	0.02		G	99%	0%		0%	0%	F	NA			890	G	2014
Second St	<u> </u>															
Some State   Som	0101	0.00		<u> </u>	000/	00/		00/	00/	_	0.005	_	0.547	FF00	_	004.4
Byrne St	9029) Canai St	0.20	5100		99%	0%			0%	Ü	0.085	F	0.517	5500	F	2014
Byrne St   0.40   390   F   98%   1%   1%   0%   0%   0%   0%   0 095   F   420   F   2014	<u> </u>		To				Grove Ave									
S. Market St   0.12   2000   F   98%   1%   1%   0%   0%   0%   F   0.095   F   0.564   2200   F   2014			From				New St									
S. Market St   0.12   2000   F   98%   1%   1%   0%   0%   0%   F   0.095   F   0.564   2200   F   2014	9031) Byrne St	0.40	390	F	98%	1%	1% 0%	0%	0%	С	0.095	F		420	F	2014
S. Market St 0.12 2000	123		To				Halifax St									
Wythe St			From				Halifax Rd									
System 58   Syst	9031) S. Market St	0.12	2000	F	98%	1%	1% 0%	0%	0%	F	0.095	F	0.564	2200	F	2014
Apollo St 0.14 90 F 98% 1% 1% 0% 0% 0% F 0.136 F 0.667 100 F 2014    S. Adams St	123		To				Wythe St									
Apollo St 0.14 90 F 98% 1% 1% 0% 0% 0% F 0.136 F 0.667 100 F 2014    S. Adams St	<u> </u>		From				Sycamore C	1								•
S. Adams St	Anollo St	0.14		ᆕ	98%	10/_			Nº/-	F	0 136	F	0.667	100	F	2014
Defersion St   0.58   1800   F   98%   1%   1%   0%   0%   0%   C   0.087   F   0.585   1900   F   2014	9033) Apollo St	0.14	<b>90</b>	_	30 /6	1 /0			0 /6		0.130	'	0.007	100	'	2014
Jefferson St   0.58   1800			From													
E Wythe St   3rd Street   3rd	Lofferson St	0.59		<u> </u>	Ω00/	10/			Λ9/		0.097	_	0 505	1000	_	2014
Henry St 0.04 850 F 98% 1% 1% 1% 0% 0% 0% F 0.117 F 0.535 900 F 2014	123	0.56	To		30 /6	1 /0			0 /6	U	0.007	'	0.565	1900	'	2014
Henry St 0.04 850 F 98% 1% 1% 0% 0% 0% F 0.117 F 0.535 900 F 2014			From													
N Adams St	Honry St	0.04	950	ᆫ	000/	10/		Λ9/	Λ9/			_	0.525	000	_	2014
Puddledock Rd 0.40 7500 F 95% 0% 1% 2% 1% 0% C 0.095 F 0.542 8000 F 2014	123	0.04		Ė	30 /6	1 /0			0 /6		0.117	'	0.555	300	'	2014
Puddledock Rd 0.40 7500 F 95% 0% 1% 2% 1% 0% C 0.095 F 0.542 8000 F 2014							N Adams 5									
Figure   F	$\sim$						E Washington									
Part   Canal St   Ca	<sub>9038</sub> ) Puddledock Rd	0.40	7500	<u>_F</u>	95%	0%	1% 2%	1%	0%	С	0.095	F	0.542	8000	F	2014
High St	1237		To				ECL Petersbu	ırg								
High St   1400   F   98%   0%   0%   0%   0%   0%   0%   0%			From				Canal St									
N   Market St   N   Market S	oogs High St	0.58	1400	F	98%	0%		0%	0%	С	0.096	F	0.528	1500	F	2014
N   Manket St   Manket S	123															
			From													
N Sycamore St	oogs W Bank St	0.14	2800	F	98%	0%			0%	F	0.092	F	0.696	3000	F	2014
## Bank St	123															-
Bank St 0.25 3400 F 96% 1% 1% 1% 1% 0% C 0.099 F 0.582 3600 F 2014    Satisfactor   Free   Fr	<u> </u>		From				N Sycamore	St			_					
Bank St 0.25 3400 F 96% 1% 1% 1% 1% 0% C 0.099 F 0.582 3600 F 2014    Bank St   Defense Rd   Def	<sub>9046</sub> ) E Bank St	0.11	3600	F_	98%	1%	1% 1%	1%	0%	С	0.090	F	0.698	3800	F	2014
9046 Bank St 0.25 3400 F 96% 1% 1% 1% 1% 0% C 0.099 F 0.582 3600 F 2014  9046 Bank St 0.21 3900 F 96% 1% 1% 1% 1% 0% F 0.102 F 0.516 4100 F 2014  9049 W Tabb St 0.09 1000 F 98% 0% 1% 1% 0% 0% F 0.109 F 0.631 1100 F 2014  9049 W Tabb St 0.06 1500 F 98% 0% 1% 1% 0% 0% F 0.110 F 0.550 1600 F 2014  9049 E Tabb St 0.12 1100 F 98% 0% 1% 1% 1% 0% 0% C 0.094 F 0.571 1800 F 2014  9049 Bank St 0.25 3400 F 96% 1% 1% 0% 0% 0% C 0.094 F 0.571 1800 F 2014  9049 W Tabb St 0.15 1700 F 98% 1% 0% 0% 0% 0% C 0.094 F 0.571 1800 F 2014  9049 Bank St 0.25 3400 F 96% 1% 1% 0% 0% 0% C 0.094 F 0.571 1800 F 2014  9049 W Tabb St 0.12 1100 F 98% 1% 0% 0% 0% 0% C 0.094 F 0.571 1800 F 2014  9049 Bank St 0.25 3400 F 2014			To													
Bank St   0.21   3900   F   96%   1%   1%   1%   0%   0%   F   0.102   F   0.516   4100   F   2014	O		From									_			_	
Bank St   3900   F   96%   1%   1%   1%   0%   0%   F   0.102   F   0.516   4100   F   2014	<sub>9046</sub> ) Bank St	0.25	3400	F	96%	1%	1% 1%	1%	0%	С	0.099	F	0.582	3600	F	2014
Bank St 0.21 3900 F 96% 1% 1% 1% 1% 0% F 0.102 F 0.516 4100 F 2014    SR 36 E Washington St			To				Fact St									
SR 36 E Washington St	Bank St	0.21		F	96%	1%		1%	0%	F	0 102	F	0.516	4100	F	2014
N Market St	123	0.21		_	0070	1 70			0 70			•	0.010	1100	•	
9048) W Tabb St 0.09 1000 F 98% 0% 1% 1% 0% 0% F 0.109 F 0.631 1100 F 2014  100 F 98% 0% 1% 1% 0% 0% F 0.110 F 0.550 1600 F 2014  100 F 98% 0% 1% 1% 0% 0% C 0.105 F 0.644 1100 F 2014  100 F 98% 0% 1% 1% 0% 0% C 0.105 F 0.644 1100 F 2014  100 F 98% 0% 1% 0% 0% 0% C 0.105 F 0.644 1100 F 2014  100 F 98% 1% 0% 0% 0% 0% C 0.094 F 0.571 1800 F 2014  100 F 98% 1% 0% 0% 0% 0% C 0.094 F 0.571 1800 F 2014  100 F 98% 1% 0% 0% 0% 0% C 0.094 F 0.571 1800 F 2014  100 F 98% 1% 0% 0% 0% 0% C 0.094 F 0.571 1800 F 2014  100 F 98% 1% 0% 0% 0% 0% C 0.094 F 0.571 1800 F 2014																
123   130   1500   15	O			<u> </u>								_			_	
W Tabb St   0.06   1500   F   98%   0%   1%   1%   0%   0%   F   0.110   F   0.550   1600   F   2014	<sub>9048</sub> W Tabb St	0.09	1000	F	98%	0%	1% 1%	0%	0%	F	0.109	F	0.631	1100	F	2014
W Tabb St   0.06   1500   F   98%   0%   1%   1%   0%   0%   F   0.110   F   0.550   1600   F   2014			To				Union St									
N Sycamore St	Onds W Tabb St	0.06	1500	F	98%	0%		0%	0%	F	0.110	F	0.550	1600	F	2014
N Sycamore St   N Sycamore St   N Sycamore St   N Adams	123	0.00				- / •			- 70	•			2.300	. 500	-	_0.1
N Adams St   Defense Rd   Def			To From	<u> </u>											_	
Baylors Ln 0.65 1700 F 98% 1% 0% 0% 0% 0% C 0.094 F 0.571 1800 F 2014    Halifax St	9048) E Tabb St	0.12		F	98%	0%			0%	С	0.105	F	0.644	1100	F	2014
Baylors Ln 0.65 1700 F 98% 1% 0% 0% 0% 0% C 0.094 F 0.571 1800 F 2014    Halifax St	·		To				N Adams S	t								
Baylors Ln 0.65 1700 F 98% 1% 0% 0% 0% 0% C 0.094 F 0.571 1800 F 2014    Halifax St			From	1			Defense Rd		<u> </u>							
To: Halifax St  From: E Washington St  9055 Madison St  0.05 1700 F 97% 1% 2% 0% 1% 0% F 0.103 F 0.798 1800 F 2014	Baylors I n	0.65	1700	F	98%	1%			0%	C	0.094	F	0.571	1800	F	2014
From: E Washington St	123	3.00		-	-0/0	. 70		0,0	0,0			•			•	_5.7
9055 Madison St 0.05 <b>1700 F</b> 97% 1% 2% 0% 1% 0% F 0.103 F 0.798 1800 F 2014								_			_					
9055) Madison St	O Martin 2:			<u> </u>	0751	401			201			_	0.700	4000	_	00:
To: Franklin St	9055) Madison St	0.05		F	9/%	1%			υ%	F	0.103	۲	0.798	1800	F	2014
	<u> </u>		To				Franklin St									

					Dinv	viddie IV	/laintenar	nce Are	a							
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Petersburg																
Madison St	0.10	1600	F	079/	10/		anklin St	10/	09/	С	0.107	_	0.925	1700	F	2014
Madison St	0.18	1600		97%	1%	2%	0%	1%	0%	C	0.107	F	0.825	1700	Г	2014
	0.07	From	<u> </u>	070/	10/		Bank St	10/	00/				0.007	700		0011
Madison St	0.07	<b>720</b>	F	97%	1%	2%	0%	1%	0%	F	0.097	F	0.827	760	F	2014
							ingbrook S	l								
Fifth St	0.05	Prom:	F			Е	Bank St				0.138	F	0.509	360	F	2014
Fifth St	0.05	340									0.136	Г	0.509	300	F	2014
		From:	<u> </u>				ingbrook S				<u> </u>					
Fifth St	0.08	270 To:	F	93%	0%	3%	3%	1%	0%	С	0.135	F	0.579	290	F	2014
							River St									
Clark Dd N	0.00	From:	<u> </u>	000/	00/		Rd One-W		00/			_	0.750	0000	_	001
Flank Rd N	0.20	3600 To:	F	98%	0%	1%	0%	0%	0%	С	0.084	F	0.759	3800	F	2014
							1 S Crater	Kű								
O65) S Adams St	0.10	From	ᄂ			Е	Wythe St				0.004	_	0.500	E100	F	2017
065 123 S Adams St	0.10	4800 To:	F			E W	ashington S	t .			0.084	F	0.506	5100	F	2014
			<u> </u>					ıı								
Accomack St		From:	F				6Th St				0.091	F	0.531	250	F	201
ACCOMING ST		330 To:					7Th St				0.091	Г	0.551	350	F	2014
		From:	l													
Cameron St		330	F			Old	Church St				0.135	F	0.528	350	F	2014
Cameron St		To:				-	Center St				0.133	'	0.520	330	ı	2014
		From	<u> </u>													
Culpapar Ava		470	F			Prince	George A	ve			0.108	F	0.811	500	F	2014
Culpeper Ave		470 To:				Re	ınswick St				0.108	Г	0.011	300	F	2012
		From:	<u> </u>													
Custer St		450	F			Н	alifax Rd				0.108	F	0.569	480	F	2014
Guster St		450 To:				I	Hawk St				0.108	Г	0.569	400	F	2012
		From:	l													
Darby Dr		250	F			E	Busby St				0.114	F	0.525	260	F	2014
Daiby Di		<b>230</b> To:				Н	alcun Dr				0.114	•	0.525	200	Ī	201-
		From:	! I				ering Rd									
Gordon Dr		270	F			ъ	ering Ku				0.158	F	0.6	290	F	2014
0.0.002.		To:				F	loke Dr					•	0.0	_00	•	_0.
		From:	I				alley Dr				i					
Homestead Dr		670	F			•	ancy Di				0.097	F	0.625	710	F	2014
		To:				M	idland Rd									
		From:				Fi	ilmore St									
Jefferson St		2000	F								0.083	F	0.542	2200	F	2014
		To				ST A	Andrews St									
		From:				N	ivram St									
North Park Dr		780	F								0.095	F	0.598	840	F	2014
		To				R	etang Rd									
		From:				Hor	nestead Dr									
Oakmont Dr		70	F								0.175	F	0.556	70	F	2014
		To				M	idland Rd									
		From				Boll	ingbrook S	t								
Old Church St		330	F								0.132	F	0.547	350	F	2014
		To				<u> </u>	Miller St									
		From:				I	Floyd St									
Patterson Ave		940	F				2				0.144	F	0.588	1000	F	2014
		To				C	Carver St									
		From:				7	Valor Dr							-		
Pleasants Ln		980	F			· ·					0.131	F	0.529	1000	F	2014
		To				D	upuy Rd									
											-					

Route	Length AADT	QA	4Tire	Bus	2Axle 3+Axle		()(;	K Factor	QK	Dir Factor	AAWDT	QW	Year
tv or retersourg	Fin	m·			Ash St								
Richmond Ave	670	F						0.097	F	0.518	710	F	2014
		For			Nash St								
	Fr	m:			Valley St								
Rollingwood Rd	100	F						0.1	F	0.524	110	F	2014
		Го:			Homestead Dr								
	Fn	m·			Forest Hill Rd								
South Park Dr	1900	F						0.097	F	0.562	2000	F	2014
		Го:			West Park Dr								
	Fr	m:			Bolling Street								
St Luke St	520	F						0.091	F	0.53	550	F	2014
		Го:			Chestnut Street	t							
	Fr	m:			High Pearl St								
St Matthew St	2300	F						0.087	F	0.501	2500	F	2014
		Го:			Harding St								
	Fr	m:			Custer St								
Talley Ave	560	F			_	_		0.237	F	0.604	600	F	2014
		Го:			Edmonds Ct								