2017

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

where available

Jurisdiction Report

26

Dinwiddie County City of Petersburg Town of McKenney

Prepared By

Virginia Department of Transportation Traffic Engineering Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Traffic Engineering Division Traffic Monitoring Section

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

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

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

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

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

Publication Notes

Parallel Roads

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

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

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

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

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

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

Glossary of Terms:

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

Length: Length of the traffic segment in miles.

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

QA: Quality of AADT:

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

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

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

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

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

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

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

QC: Quality of Classification Data:

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

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

QK: Quality of the K Factor estimate:

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

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

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

QW: Quality of AAWDT:

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

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

Route Shield Legend

Route Systems

North	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
29	US Route	
7	Virginia State Rou	te
(F241)	Frontage Road (F	precedes frontage route number)
600	Secondarv Route	
		Special Routes
Bus 29 ALT 220	Bus - Business Ro Bvpas - Bvpass R Truck - Truck Rou ALT - Alternate Ro Wve - Wve Route	oute te oute
		Southbound or Westbound direction lanes of a numbered route a different road facility than the other direction.
600		inenance Jurisdiction number is displayed below the Secondary Rount ntenance Jurisdiction is different than the jurisdiction in the title of the

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.

					_		Tru	ck			К		Dir		
Route	Jurisdiction	Length AAD	T QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
		Brunswick Co	1	0.40/	10/	10/	00/	1.00/	00/	0	0.101		0.005	1500	
Boydton Plank Rd	Dinwiddie County	2.46 150	0 F	84%	1%	1%	2%	12%	0%	С	0.101		0.635	1500	F
		SCL McK		0.40/	10/	10/	00/	1.00/	00/	NI	0.101		0.005	1500	
Boydton Plank Rd	Town of McKenney (Maint: 26)	0.23 150		84%	1%	1%	2%	12%	0%	Ν	0.101		0.635	1500	Ν
Boudton Blank Bd	Town of McKenney (Maint: 26)	SR 40 Doy 0.33 210		96%	1%	1%	0%	2%	0%	F	0.097		0.617	2100	F
Boydton Plank Rd				90%	170	170	0%	2%	0%	Г	0.097		0.017	2100	Г
(1) Boydton Plank Rd	Dinwiddie County	NCL Mck 4.05 210	2	96%	1%	1%	0%	2%	0%	Ν	0.097		0.617	2100	N
			-	90 /8	1 /0	1 /0	0 /0	2 /0	0 /0	IN	0.097		0.017	2100	IN
(1) Boydton Plank Rd	Dinwiddie County	26-649 Snap 5.65 250		96%	1%	1%	0%	2%	0%	F	0.095		0.685	2500	F
				90 /8	1 /0	1 /0	0 /0	2 /0	0 /0	1	0.095		0.005	2300	1
(1) Boydton Plank Rd	Dinwiddie County	26-627 Court 2.48 410		96%	1%	1%	0%	2%	0%	С	0.104		0.603	4100	F
Doyaton hank hu	Diriwiddie Oddirty	-		30 /8	1 /0	1 /0	0 /6	2 /0	0 /8	0	0.104		0.005	4100	1
(1) Boydton Plank Rd	Dinwiddie County	26-740 Turke 3.61 570	2 14	96%	1%	1%	0%	2%	0%	F	0.116		0.537	5700	F
Doyaton hank ha	Diriwiddie Oddity		-	5078	170	170	070	270	070		0.110		0.007	5700	
(1) Boydton Plank Rd	Dinwiddie County	<u>S 26-613 Dabr</u> 3.09 900		96%	1%	1%	0%	2%	0%	F	0.092		0.588	9500	F
	Diriwiddie Oddrity		-	5078	170	170	070	270	070		0.052		0.000	5500	
Bus	From:	Bus US 460													
1 460 Boydton Plank Rd	Dinwiddie County	1.69 1200	00 F	96%	1%	1%	0%	2%	0%	F	0.091		0.596	13000	F
Bus	To: From:	I-85 SW of P	etersburg												
1 460 Boydton Plank Rd	Dinwiddie County	1.23 1400	00 F	98%	0%	1%	1%	1%	0%	F	0.095		0.513	15000	F
$\bigcirc \bigcirc$	To	SR 226 C	ox Rd												
	Dinwiddie County	0.45 1200		98%	0%	1%	1%	1%	0%	С	0.101		0.567	12000	А
(1) (460)			-	5078	070	170	170	170	070	U	0.101		0.007	12000	~
Bus	From:	WCL Pete													
1 460 Washington St	City of Petersburg	0.40 1200	00 F	98%	0%	1%	1%	1%	0%	F	0.089		0.549	12000	F
Bus	To	Summi	t St												
1 460 Washington St	City of Petersburg	0.18 1200	00 F	98%	0%	1%	1%	1%	0%	F	0.090		0.539	13000	F
	Tor	Elm	St												
Bus 1 460 Washington St	City of Petersburg	0.57 1300		96%	0%	1%	2%	1%	0%	F	0.088		0.524	14000	F
		US 1 Par; V	-	3078	0 /8	1 /0	2 /0	1 /0	0 /8		0.000		0.524	14000	'
Bus	From:	US 1 Par, Washington	St; Batterse												
1 460 Wythe St	City of Petersburg	1.08 750		96%	0%	1%	2%	1%	0%	С	0.084			8000	F
~ ~	Combined Traffic Estimates for 2 Parallel Roadways of	on this Route: 1600	00 F	96%	1%	1%	2%	1%	0%	F	0.089	F	0.540	17000	F
Bus	T ₂₀ From:	Perry	St												
1 460 Wythe St	City of Petersburg	0.15 1000	00 F	96%	0%	1%	2%	1%	0%	F	0.091			11000	F
	Combined Traffic Estimates for 2 Parallel Roadways of	on this Route: 2000	00 F	96%	1%	1%	2%	1%	0%	F	0.089	F	0.523	21000	F
	To:	SR 36 Ma	rket St												

								Tru	ck			К		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Bus	From:	SR	36 Market	St												
1 460 36 Wythe St	City of Petersburg	g 0.20	10000	F	96%	0%	1%	2%	1%	0%	F	0.09			11000	F
	Combined Traffic Estimates for Parallel Roa	dways on this Route:	NA									NA			NA	
	Tæ	-	S 301 Sycam	ore St												
ALT Bus					000/	00/	10/	00/	10/	00/	-	0.000			10000	-
1 301 460 (36) Wythe	, , ,	-	15000	F	96%	0%	1%	2%	1%	0%	F	0.086			16000	F
\rightarrow \rightarrow \rightarrow \rightarrow	Combined Traffic Estimates for Parallel Roa		NA	_								NA			NA	
ALT	10: From:		5 460 Jeffers JS 460 Wyth													
1 Jan Jefferson St	City of Petersburg		3400 W yu	F	96%	0%	1%	2%	1%	0%	F	0.085		0.704	3600	F
	Combined Traffic Estimates for Parallel Roa	5	NA	•	00/0	0,0	170	270	170	070	•	NA		0.701	NA	•
		-										IN/A			na.	
ALT	Ta: From:	Bus US 46	0 Par, Wash	nington (St											
1 301 Jefferson St	City of Petersburg	g 0.26	770	F	98%	1%	0%	0%	0%	0%	С	0.089		0.569	810	F
$\bigcirc \bigcirc$	Combined Traffic Estimates for Parallel Roa	dways on this Route:	NA									NA			NA	
	Ta		Henry St													
ALT	From:	0.05	2	_	0.001	0.01		00/	10/	00/	_			0.05	070	-
$\left(1\right)\left(301\right)$ 3rd St	City of Petersburg		350	F	96%	0%	1%	2%	1%	0%	F	0.118		0.65	370	F
$\sim \sim$	Combined Traffic Estimates for Parallel Roa	dways on this Route:	NA									NA			NA	
ALT	Ta: From:	US 3	01 Par, Ban	k St												
1 301 3rd St	City of Petersburg	g 0.05	450	F	96%	0%	1%	2%	1%	0%	F	0.092		0.670	480	F
	Combined Traffic Estimates for Parallel Roa	5	NA	•	0070	0 /0	170	270	170	070	'	NA		0.070	NA	•
			I Bollingbro	ok St								INA			NA	
ALT	From:		1; 3RD STR													
1 301 301 36 Bolling	brook St City of Petersburg	g 0.08	4400	F	98%	0%	1%	0%	0%	0%	F	0.117		0.722	4700	F
	Combined Traffic Estimates for Parallel Roa	dways on this Route:	NA									NA			NA	
	Ta	US 1 Par; US	301 Par: Bo	llingbro	ok St											
1 301 2nd St	City of Petersburg		15000	F	99%	0%	0%	0%	0%	0%	F	0.093		0.562	16000	F
	To:		Colonial Hei	ights												
	From:		US 1													
T Ramp	Dinwiddie County	/ 0.28	7500	F								0.094			7500	F
(\cdot)	To:		I-85 North													
	From:		US 1													
Ramp	Dinwiddie County	0.26	1600	F								0.115			1600	F
	To:		I-85 South	-												
North	From:		Boydton Plar	nk Rd			İ									
	Dinwiddie County		4700	G								0.097			4700	G
	To:	US 01-S066A			Т 85							'				
North	From:		Boydton Plar													
	Dinwiddie County		580	G								NA			580	G
	To:	US 01- 66B U			Г 85											.
				- 10 K	- 50											

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
South	From:	US 1 E	Boydton Plank	c Rd			ZAXIE	3+Axie	IIIali	211411		T actor		T actor		
Amp Ramp	Dinwiddie Coun	nty 0.03	3100	G								0.116			3100	G
\bigcirc	To:	US 01-N066A	A US 01- 66A	TO R	T 85											
South	From:		TO RT 85 S													
(1)Ramp	Dinwiddie Coun	,	1000	G			i					0.124			1000	G
\sim	To:	US 01- 66B U	JS 01-N066B	TO R	T 85											
Bus	From		he St Batterse								_					_
(1) (460) Washington St	City of Petersbu	0	8100	F	97%	1%	1%	2%	1%	0%	F	0.095	_		8600	F
$\sim \sim$	Combined Traffic Estimates for 2 Parallel Ro	badways on this Route:	16000	F	96%	1%	1%	2%	1%	0%	F	0.089	F	0.544	17000	F
Bus	To	123	-9025 West S	St												
1 (460) Washington St	City of Petersbu	urg 0.40	8500	F	97%	1%	1%	2%	1%	0%	F	0.093			9000	F
	Combined Traffic Estimates for 2 Parallel Ro	badways on this Route:	16000	F	96%	1%	1%	2%	1%	0%	F	NA			17000	F
	Ta			-												
Bus	From:		-9029 South S													_
(1) (460) Washington St	City of Petersbu	0	9500	F	97%	1%	1%	2%	1%	0%	С	0.092			10000	F
$\sim \sim$	Combined Traffic Estimates for 2 Parallel Ro	padways on this Route:	20000	F	96%	1%	1%	2%	1%	0%	F	0.089	F	0.527	21000	F
Buc	To: From	0	Juarantee St													
1 460 Washington St	City of Petersbu	ura 0.24	9700	F	97%	1%	1%	2%	1%	0%	F	0.090			10000	F
	Combined Traffic Estimates for 2 Parallel Ro	0		F	96%	1%	1%	2%	1%	0%	F	NA			21000	F
		-) Par; SR 36 1			170		270	170	070	•				21000	•
\sim \sim	From:	SR 36; Bus U		U												
$\left(\begin{array}{c} 1 \end{array} \right) \left(\begin{array}{c} 36 \end{array} \right)$ Market St	City of Petersbu	0	2600	F	98%	0%	0%	0%	0%	0%	С	0.089		0.562	2800	F
$\bigcirc \bigcirc$	Combined Traffic Estimates for Parallel Ro		NA									NA			NA	
	To: From		36 Grove Ave													
1 36 Old St	City of Petersbu		36; Market S 2800	F	98%	0%	0%	0%	0%	0%	F	0.093		0.557	3000	F
1 36 Old St	Combined Traffic Estimates for Parallel Ro	•	2800 NA	F	30 /8	0 /0	0 /8	0 /8	0 /0	078		0.035 NA		0.557	NA	'
			ycamore St									N/A			NA	
	From:	0	Old St													
$\left(\begin{array}{c}1\\1\end{array}\right)\left(\begin{array}{c}36\\36\end{array}\right)$ Sycamore St	City of Petersbu	urg 0.04	3400	F	98%	0%	0%	0%	0%	0%	F	0.096		0.535	3600	F
	Combined Traffic Estimates for Parallel Ro	badways on this Route:	NA									NA			NA	
	To:		llingbrook St													
			ycamore St		000/	00/		00/	00/	00/	F	0 1 0 0		0.000	0400	F
(1) (36) Bollingbrook St	City of Petersbu	0	3200	F	98%	0%	0%	0%	0%	0%	г	0.103		0.689	3400	F
	Combined Traffic Estimates for Parallel Ro		NA , US 301 2nd	C+								NA			NA	
			,													
(36) Fleet St	City of Petersbu		CL Petersburg 7200	F	99%	0%	1%	0%	0%	0%	С	0.101		0.513	7600	F
36 Fleet St		-	Grove Ave	Г	9970	U 70	170	070	U70	U 70	U	0.101		0.013	1000	Г
	From:		Fleet St													
(36) Grove Ave	City of Petersbu	urg 0.54	3100	F	98%	0%	1%	0%	0%	0%	С	0.104		0.562	3300	F
	To:		Par, Market	St												

						Tr	uck			К	Dir		
Route	Jurisdiction	Length AA	DT QA	4Tire	Bus	2Axle 3+Axle			QC	Factor	QK Factor	AAWDT	- Q1
	From:	US		000/	001		00/	00/	~		0.500		_
$36 \left\{ \begin{array}{c} 1 \\ 1 \end{array} \right\}$ Market St	City of Petersburg	0.38 26		98%	0%	0% 0%	0%	0%	С	0.089	0.562	2800	I
\checkmark	Combined Traffic Estimates for Parallel Roadways	on this Route: N	Α							NA		NA	
_	T _a . From:	US 1 Par; BUS US 46											
36) Market St	City of Petersburg	0.11 28	00 F	99%	0%	0% 0%	0%	0%	F	0.086	0.622	2900	I
Bus	To: From:	US 1, Bus US	460 Wythe S	St									
36) 1 460 Wythe St	City of Petersburg	0.20 100	000 F	96%	0%	1% 2%	1%	0%	F	0.09		11000	I
	Combined Traffic Estimates for Parallel Roadways	on this Route: N	A							NA		NA	
	T_	ALT US 301	Sucamora St										
ALT Bus			2		00/		40/	00/	_	0.000		10000	
36 1 301 460 Wythe	e St City of Petersburg	0.20 150		96%	0%	1% 2%	1%	0%	F	0.086		16000	l
• • • •	Combined Traffic Estimates for Parallel Roadways	on this Route: N	Α							NA		NA	
Bus	To: From:	Bus U	S 460										
36) (460) Wythe St	City of Petersburg	0.20 150	000 F	97%	1%	1% 1%	1%	0%	С	0.084		16000	
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 310	000 F	96%	1%	1% 1%	1%	0%	F	0.081	F 0.505	33000	
	Ta	I-85,	I-95										
(460) Wythe St	City of Petersburg	0.30 110		97%	1%	1% 1%	1%	0%	E	0.083		12000	
36 460 Wythe St	Combined Traffic Estimates for 2 Parallel Roadways	-		97% 96%	1%	1% 1%	2%	0%	F	0.083	F 0.641	25000	
		South Cr		90%	170	1% 1%	2%	0%	Г	0.088	F 0.041	25000	
	From:	US 301, Bus US		Rd									
36) Wythe St	City of Petersburg	0.43 110	000 F	97%	0%	0% 0%	1%	0%	F	0.079		12000	
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 220	000 F	97%	0%	<u>0%</u> 0%	1%	0%	F	0.088	F 0.613	23000	
	To:	SR 36 Par, Washin	, ,										
36 Washington St	City of Petersburg	SR 36 Par; Wyth 0.87 240	,	97%	0%	0% 0%	1%	0%	E	0.086	0.583	26000	
36 Washington St				91 /0	0 /8	0/8 0/8	1 /0	0 /0	1	0.000	0.565	20000	
Weshinston Ct		Puddled		070/	0%	00/ 00/	10/	00/	F	0.070	0.550	10000	
36) Washington St	City of Petersburg	0.58 160 Prince George		97%	0%	0% 0%	1%	0%	F	0.078	0.558	18000	
	Error	**		5									
36) 1 Old St	City of Petersburg			98%	0%	0% 0%	0%	0%	F	0.093	0.557	3000	
36 1 Old St	Combined Traffic Estimates for Parallel Roadways			0070	070	0/0 0/0	070	070		NA	0.007	NA	
		Sycam								IN/A			
	From:	Old											
$\binom{1}{1}$ Sycamore St	City of Petersburg	0.04 34	00 F	98%	0%	0% 0%	0%	0%	F	0.096	0.535	3600	
	Combined Traffic Estimates for Parallel Roadways									NA		NA	
	To: Error	Bollingb											
36) 1 Bollingbrook St	City of Petersburg	0.10 Sycam		98%	0%	0% 0%	0%	0%	F	0.103	0.689	3400	
36 1 Bollingbrook St	Combined Traffic Estimates for Parallel Roadways	-		30 /0	0 /0	070 070	0 /0	0 /0	1	0.103 NA	0.009	3400 NA	
	COMDINED HAING ESTIMATES TO FATALLEI ROADWAYS		-							INA		INA	

								Tru	Jck			К		Dir		
Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
			5 1 Par, 2nd		000/	00/	10/	00/	00/	00/	F	0.117		0 700	4700	F
36 301 1 301 Bollin		0	4400	F	98%	0%	1%	0%	0%	0%	F	0.117		0.722	4700	F
	Combined Traffic Estimates for Parallel		NA ALT US 30	1 2 . 1 64								NA			NA	
	From:	051,7	3rd St	1 Srd St												
(36) (301) Bollingbrook St	City of Peters	sburg 0.15	3700	F	98%	0%	1%	0%	0%	0%	F	0.113		0.699	4000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	7800	F	98%	0%	1%	0%	0%	0%	F	0.104	F	0.637	8200	F
	Ta		5th St													
(36) (301) Bollingbrook St	City of Peters	sburg 0.23	3100	F	98%	0%	1%	0%	0%	0%	С	0.11		0.667	3300	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	7600	F	98%	0%	1%	0%	0%	0%	С	0.101	F	0.597	8100	F
	To:		Crater Rd													
	From:		ollingbrook		070/	10/	10/	40/	40/	00/	~	0.400		0.000	0000	_
36 301 Crater Rd	City of Peters	0	2800	F	97%	1%	1%	1%	1%	0%	C	0.103		0.636	3000	F
•	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	6500	G	98%	0%	1%	0%	0%	0%	F	NA			6900	G
	To: From:		301 Par, Ba								_					
(36) (301) Crater Rd	City of Peters	0	4300	F	98%	1%	1%	1%	0%	0%	F	0.097		0.56	4500	F
\sim \sim	Combined Traffic Estimates for Parallel	Roadways on this Route:	NA									NA			NA	
	To: From:	· · · · · · · · · · · · · · · · · · ·	US US 460	Crater 1												
$\left(3_{\beta}\right)$ Washington St	City of Peters	0	11000	F	97%	0%	0%	0%	1%	0%	F	0.093			12000	F
\checkmark	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	22000	F	97%	0%	0%	0%	1%	0%	F	NA			24000	F
	Tor From:		Burch St													
$\left(3_{\beta}\right)$ Washington St	City of Peters	0	11000	F	97%	0%	0%	0%	1%	0%	F	0.093			12000	F
	Combined Traffic Estimates for 2 Parallel			F	97%	0%	0%	0%	1%	0%	F	0.088	F	0.613	23000	F
	To:	SR 36 V	Vythe St; A	melia St												
	From:		way County													
(40) Darvills Rd	Dinwiddie Co	ounty 4.90	950	F	79%	1%	1%	3%	17%	0%	С	0.086		0.639	990	F
<u>~</u>	Tor From:	26	-644 Brills	Rd												
(40) Old Cryors Rd	Dinwiddie Co	ounty 6.15	1100	Α	86%	1%	1%	3%	10%	0%	С	0.11		0.574	1100	А
\checkmark	To: From	26-610	Old White	Oak Rd												
(40) McKenney Hwy	Dinwiddie Co	ounty 2.46	1500	F	83%	1%	1%	2%	13%	0%	С	0.098		0.546	1600	F
\bigcirc	Ta	W	CL McKen	nev												
(40) Doyle Blvd	Town of McKenney		1500	N	83%	1%	1%	2%	13%	0%	Ν	0.098		0.546	1600	Ν
	Tor	26.1	002 Railroa	ad St												
(40) Doyle Blvd	Town of McKenney		2500	F	89%	2%	1%	2%	7%	0%	С	0.086		0.502	2600	F
40) 20) 10 2.10		. ,			00/0	_/0	. /0	_/0	. /0	0.70	0	0.000		0.002	_000	•
(40) Doyle Blvd	Town of McKenney		Boydton Pla 2600	ank Rd F	92%	1%	1%	2%	4%	0%	С	0.086		0.502	2600	F
40 Doyle Blvd	rown or workeriney	. ,			52 /0	1 /0	1 /0	L /0	7/0	0 /0	0	0.000		0.002	2000	
Mallana			CL McKenr		000/	10/		001	40/	001	N.1	0.000		0.500	0000	N.1
40 McKenney Hwy	Dinwiddie Co	ounty 0.14	2600	Ν	92%	1%	1%	2%	4%	0%	Ν	0.086		0.502	2600	Ν
~	10.		I-85													

								Tri	Jck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:		I-85													
(40) McKenney Hwy	Dinwiddie County	y 0.56	2100	F	89%	1%	1%	2%	7%	0%	С	0.094		0.502	2200	F
<u> </u>	Ta: From:	26-692 \$	Sapony Chu	urch Rd												
(40) McKenney Hwy	Dinwiddie County		1100	Α	87%	1%	1%	3%	8%	0%	С	0.113		0.535	1100	А
\smile	To: From:		9 Old Stage 9 Cherry Hi													
(40) McKenney Hwy	Dinwiddie County		950	F	87%	1%	2%	2%	8%	0%	С	0.086		0.559	960	F
(+0) , ,	Та		Ourthous	n D d												
(40) McKenney Hwy	From: Dinwiddie County		1200	F	83%	1%	2%	2%	12%	0%	С	0.09		0.594	1200	F
40)	To:		ex County I		0070	. /0		-/-	/.	0,0	Ū	0.00		0.001	.200	•
	From:	SR 40	McKenney	Hwv												
(40) Ramp	Dinwiddie County		390	F								0.087			390	F
	To:		I-85 South													
	From	SR 40	McKenney	Hwy												
(40) Ramp	Dinwiddie County	y 0.21	770	F								0.121			770	F
\bigcirc	To:		I-85 North													
North	From:	Brunsv	vick County	y Line												
85	Dinwiddie County	,	11000	Α	81%	1%	1%	1%	16%	1%	F	0.118			10000	А
\smile	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	23000	Α	80%	1%	1%	1%	16%	1%	F	0.110	А	0.529	20000	Α
North	To		SR 40													
North (85)	Dinwiddie County	y 5.95	12000	Α	84%	1%	1%	1%	12%	1%	F	0.113			11000	А
03	Combined Traffic Estimates for 2 Parallel Roa	•	24000	A	83%	1%	1%	1%	13%	1%	F	0.105	А	0.554	22000	A
					0070	170	- 70	170	1070	170	•	0.100		0.001	22000	
North	From		26-650													
85	Dinwiddie County		12000	Α	84%	1%	1%	1%	12%	1%	F	0.112			11000	А
\checkmark	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	25000	Α	83%	1%	1%	1%	13%	1%	F	0.068	F	0.575	22000	А
North	To: From		26-703													
(85)	Dinwiddie County	y 8.52	14000	Α	84%	1%	1%	1%	12%	1%	С	0.106			13000	А
00	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	28000	Α	83%	1%	1%	1%	13%	1%	С	0.099	А	0.549	25000	А
	Tee	,	US 460													
North	From:			-	a 4						_					
85 460	Dinwiddie County		21000	Α	84%	1%	1%	1%	12%	1%	F	0.092			20000	A
\checkmark	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	41000	Α	85%	1%	1%	1%	11%	1%	F	0.091	Α	0.522	40000	A
North	To: From:		US 1													
(85) (460)	Dinwiddie County	y 1.18	26000	Α	88%	1%	1%	1%	9%	1%	С	0.086			26000	А
	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	52000	Α	87%	1%	1%	1%	10%	1%	С	0.089	А	0.521	51000	А
	To	-	L Petersbu	ra												
North	From				0.057	4.6.1			0.57	461	<u> </u>	0.000				
85 460	City of Petersburg (Mai	,	26000	Α	88%	1%	1%	1%	9%	1%	С	0.086			26000	A
\sim \sim	Combined Traffic Estimates for 2 Parallel Roa	,		A	87%	1%	1%	1%	10%	1%	С	0.089	A	0.521	51000	A
	To:	Squir	rel Level R	load												

							_		Tru	ck			К		Dir		
Route	Jurisdictic	on Le	ength	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
North	From:			rrel Level R								_					
85 460	City of Petersburg	, ,	2.57	30000	Α	88%	1%	1%	1%	9%	1%	F	0.087			30000	A
\sim \rightarrow	Combined Traffic Estimates for 2 Parallel	Roadways on this R			A	87%	1%	1%	1%	10%	1%	F	0.089	A	0.52	58000	A
North	10. From:			<u>mp To I-95</u> p To I-95 S													
(85) I-85 N Ramp	City of Petersburg	(Maint: 26) (0.46	23000	F	88%	1%	1%	1%	9%	1%	F	0.081			23000	F
	Combined Traffic Estimates for 2 Parallel	, ,			F								0.079	F	0.586	NA	
	Ta			ashington S		St.								-			
North		-					10/	10/	10/	00/	10/	-	0.077			00000	-
85 Ramp	City of Petersburg		0.11	20000	F	88%	1%	1%	1%	9%	1%	F	0.077	-	0.504	20000	F
2	Combined Traffic Estimates for 2 Parallel	Roadways on this R		36000 I-95 North	F	86%	1%	1%	1%	11%	1%	F	0.079	F	0.564	35000	F
$(\overline{85})$ Ramp	Dinwiddie Co	Luntv (0.20	I-85 North 400	F								0.102			400	F
(85) Hamp	To:			McKenney									0.102			400	•
North	From:			I-85 North													
$\left(\overline{85}\right)$ Ramp	Dinwiddie Co	ounty (0.21	190	F								0.177			190	F
	To:		wkins C	hurch Rd; I	Iamilton	Arms Rd											
North	From:			I-85 North													;
$\overline{(85)}$ Ramp	Dinwiddie Co	ounty (0.37	290	F								0.119			290	F
\smile	To:		26-7	703 Carson	Rd												
North	Prom:			orth to Res													
85 Dinwiddie Rest Area	Dinwiddie Co		0.14	550	Ν	72%	2%	0%	0%	23%	2%	Ν	0.102			550	Ν
North	To: From:			st Area Par st Area Park													
85) Dinwiddie Rest Area	Dinwiddie Co		0.19	550	F	72%	2%	0%	0%	23%	2%	С	0.102			550	F
	To:			rth from Re		:=;0	_/0		0,0	2070	270	0	002				•
North	From:			I-85 North													
$(\overline{85})$ Ramp	Dinwiddie Co	ounty (0.20	750	F								0.116			750	F
0	To:		E	BUS US 460)												
North	From:			I-85 North													
$\overline{(85)}$ Ramp	Dinwiddie Co	ounty (0.15	600	F								0.09			600	F
\bigcirc	To:		US 1 E	Boydton Pla	nk Rd												
North	From:			I-85 North													
$\overline{(85)}$ Ramp	Dinwiddie Co		0.26	980	F								0.085			980	F
~	To:			Boydton P	lank Rd												
North				I-85 North	_								0.000			N1.4	
85 Ramp	City of Petersburg		0.11	1300 1 Squirrel L	F								0.096			NA	
-		I			evel Ka												
North		(Maint: 26)	0.10	I-85 North 6400	Α	88%	0%	10/	10/	100/	00/	C	0.151			6800	٨
85 460 Ramp	City of Petersburg	(ividi1it. ∠o) (6400 I-95 South	A	00%	0%	1%	1%	10%	0%	С	0.151			0000	A
		1		1-75 SOULI													

Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus			uck 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW
North	From City of Petersburg(n Ramp to I 2900	-95 Nor F	th							0.104			2900	F
85 Ramp		I-95 North Exit 51A		-	ashington S	St						0.104			2900	1
North	From:	T yo Horan Exit off	I-95 North	51 62 111	uonington e											
$\overline{(85)}$ Ramp	City of Petersburg (5800	Α								0.105			6200	А
Marith	To: From:		St & Washin	62	t											
$(\overline{85})$ Ramp	City of Petersburg (North Exit 2600	08C A								0.117			2800	А
(0 <u>0</u>) · · · · · · · · ·	To:	,	60-P Washi		t											
North	From:	I-85	North Exit	68B												
(85) Ramp	City of Petersburg (3200	Α								0.111			3400	А
	To:	CEU	S 460 Wyt	he St												
South	From:		wick Count	y Line												
(85)	Dinwiddie Co	unty 2.78	12000	Α	80%	1%	1%	1%	16%	1%	F	0.112			10000	А
\smile	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	23000	Α	80%	1%	1%	1%	16%	1%	F	0.110	А	0.529	20000	Α
South	To- From:		SR 40													
(85)	Dinwiddie Co	unty 5.95	12000	Α	82%	1%	1%	1%	14%	1%	F	0.108			11000	А
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	24000	Α	83%	1%	1%	1%	13%	1%	F	0.069	F	0.548	22000	А
	Ta	-	26-650													
South	From Dinwiddie Col	untv 4.95	12000	Α	82%	1%	1%	1%	14%	1%	Е	0.107			11000	А
85	Combined Traffic Estimates for 2 Parallel I	,		A	82%	1%	1%	1%	14%	1%	F	0.107	А	0.542	22000	A
		noauways on this noute.		A	03 /6	1 /0	1 /0	1 /0	13 /0	1 /0		0.103	A	0.542	22000	A
South	To: From:		26-703													
(85)	Dinwiddie Co	,	14000	Α	82%	1%	1%	1%	14%	1%	С	0.103			12000	А
\smile	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	28000	Α	83%	1%	1%	1%	13%	1%	С	0.099	А	0.549	25000	А
South	Ta: From		US 460													
(85) (460)	Dinwiddie Co	unty 1.83	20000	Α	87%	1%	1%	1%	10%	1%	F	0.098			20000	А
	Combined Traffic Estimates for 2 Parallel I		41000	Α	85%	1%	1%	1%	11%	1%	F	0.091	А	0.522	40000	А
	Ta	-	US 1													
South	From Dinwiddie Col	untv 0.81			87%	1%	1%	1%	10%	1%	С	0.101			05000	^
85 460	Combined Traffic Estimates for 2 Parallel I	,	25000	A A	87% 87%	1%	1% 1%	1%	10%	1%	C	0.089	А	0.521	25000 51000	A A
		-			07 %	1 70	170	1 70	10%	1 70	C	0.069	A	0.521	51000	A
South	To: From:		CL Petersbu	rg												
(85) (460)	City of Petersburg (,	25000	Α	87%	1%	1%	1%	10%	1%	С	0.101			25000	А
$\checkmark \checkmark$	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	52000	Α	87%	1%	1%	1%	10%	1%	С	0.089	А	0.521	51000	А
South	To: From	Squi	rrel Level F	Road												
(85) (460)	City of Petersburg (Maint: 26) 2.23	28000	Α	87%	1%	1%	1%	10%	1%	F	0.1			28000	А
	Combined Traffic Estimates for 2 Parallel I	,		Α	87%	1%	1%	1%	10%	1%	F	0.089	А	0.52	58000	A
			np From I-9													

Route	Jurisdictio	n	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K	QK	Dir	AAWDT	QW
South	From:		Ran	np From I-9:	5 N			ZAXIe	3+Axie	IIIali	211/211		Factor		Factor		
85) I-85 S Ramp	City of Petersburg	(Maint: 26)	0.33	20000	F								0.1			NA	
\bigcirc	Combined Traffic Estimates for 2 Parallel	Roadways on this	Route:	43000	F								0.089	Α	0.52	NA	
South	To: From:		Ramp Fr	om Washing	gton Ave	<u>)</u>											
85) I-85 S Ramp	City of Petersburg	(Maint: 26)	0.16	16000	Α	84%	1%	1%	1%	12%	1%	F	0.089			15000	А
	Combined Traffic Estimates for 2 Parallel	Roadways on this	Route:	36000	F	86%	1%	1%	1%	11%	1%	F	0.079	F	0.564	35000	F
	To:			I-95 South													
South	From:			I-85 South													
85 Ramp	Dinwiddie Co	ounty	0.18	790	F								0.127			790	F
\checkmark	To:			h Exit 42B	to SR 40)											
South				I-85 South									0.10			400	-
85 Ramp	Dinwiddie Co	bunty	0.21	460 Hamilton A	F P								0.13			460	F
0	From				iiiis Ku												
South (85) Ramp	Dinwiddie Co	ountv	0.26	I-85 South 1900	F								0.118			1900	F
05) . manip	To:			703 Carson									01110				•
South	From:		I-85 S	outh to Rest	t Area												
(85) Dinwiddie Rest Area	Dinwiddie Co	ounty	0.15	720	Ν	76%	1%	1%	1%	20%	1%	Ν	0.084			720	Ν
\bigcirc	To:			est Area Parl													
South 85 Dinwiddie Rest Area	Dinwiddie Co	untv	0.25	st Area Park 720	ang Lot F	76%	1%	1%	1%	20%	1%	С	0.084			720	F
(85) Birinidale Hest Area	To:			uth from Re	-	1070	170		170	2070	170	U	0.004			720	
South	From:			I-85 South													
(85) Ramp	Dinwiddie Co	ounty	0.18	8100	F								0.12			8100	F
\bigcirc	To:	I-8	5 South E	xit 61B to U	JS 460 V	Vest											
South	From:			I-85 South													
85 Ramp	Dinwiddie Co	ounty	0.19	3600	F								0.100			3600	F
~	10:			Boydton Pl	lank Rd												
South			0.21	I-85 South 3400	F								0 1 1 0			3400	F
85 Ramp	Dinwiddie Co	burity		Boydton Pl									0.119			3400	Г
South	From:			I-85 South	iunik red												
(85) Ramp	City of Petersburg	(Maint: 26)	0.13	4400	Α								0.105			4800	А
	To:	,	123-90)11 Squirrel	Level												
North	From:			Rives Rd													
95)	City of Petersburg		1.15	19000	Α	86%	1%	1%	1%	12%	0%	F	0.109			18000	Α
\smile	Combined Traffic Estimates for 2 Parallel	Roadways on this	Route:	39000	Α	86%	1%	1%	0%	12%	0%	F	0.102	А	0.507	36000	А
North	To: From			Wagner Rd													
North 95)	City of Petersburg	(Maint: 74)	2.79	25000	Α	86%	1%	1%	1%	12%	0%	F	0.100			24000	А
90	Combined Traffic Estimates for 2 Parallel	,		51000	Ā	86%	1%	1%	0%	12%	0%	F	0.094	А	0.536	49000	A
	To:	,		ty Rd; US 3			175		0,0	12,5	0,0	•	5.00 1		5.000	10000	

Note Unitediction Length AADT OA ATT all 2Trail CF Factor AAVD CA Note Chy of Petersburg Maint TA1 0.03 21000 A 6% 1%<											Tri	ick			K		Dir		
Nome Nome 103: 400 Conter Mail 15 301 Conter Mail 12% 0% F 0.106 20000 A Get Combined Traffic Estimates for 2 Parallel Roadways on this Route: 3000 A 88% 1%	Route		Jurisdictio	n	Length	AADT	QA	4Tire	Bus		-	-		QC		QK		AAWDT	QW
Bits Chily of Petersburg Main: 147 0.03 21000 A 878 1%	North		From:		US 460 Cour	ty Rd; US 3	301 Crate	er Rd		2/ 1/10	OTTAL	TTU	Linai		1 40101		1 40101		
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 4 3000 A B78, 1% 1%	(95)		City of Petersburg ((Maint: 74)					1%	1%	1%	12%	0%	F	0.106			20000	А
North 36 5 City of Petersburg Combined Traffic Estimates for 2 Parallel Roadways on this Route: \$5000 A 91% 1% 1% 1% 6% 0% F 0.089 A 0.518 93000 A Combined Traffic Estimates for 2 Parallel Roadways on this Route: \$5000 A 91% 1% 1% 1% 6% 0% F 0.089 A 0.518 93000 A Combined Traffic Estimates for 2 Parallel Roadways on this Route: \$10000 A 92% 1% 1% 1% 6% 0% F 0.089 A 0.518 93000 A Combined Traffic Estimates for 2 Parallel Roadways on this Route: \$10000 A 91% 1% 1% 6% 0% F 0.089 A 0.519 109000 A Combined Traffic Estimates for 2 Parallel Roadways on this Route: \$10000 A 91% 1% 1% 6% 0% F 0.089 A 0.519 109000 A Combined Traffic Estimates for 2 Parallel Roadways on this Route: \$10000 A 91% 1% 1% 6% 0% F 0.089 A 0.519 109000 A **********************************		Combined Traffic	Estimates for 2 Parallel	Roadways on	this Route:	43000	Α	86%	1%	1%	0%	12%	0%	F	0.094	А	0.536	40000	А
Bit City of Petersburg (Maint: 28) 0.44 49000 A 92% 1% 1% 6% 0% F 0.089 48000 A Combined Traffic Estimates for 2 Parallel Roadways on this Route: 95000 A 92% 1% 1% 6% 0% F 0.089 48000 A Oth Combined Traffic Estimates for 2 Parallel Roadways on this Route: 95000 A 92% 1% 1% 1% 6% 0% F 0.089 55000 A Oth Combined Traffic Estimates for 2 Parallel Roadways on this Route: Stc Classed Hages 1% 1% 1% 6% 0% F 0.089 55000 A Stc Classed Hages Stc Classed Hages Stc Classed Hages Stc Classed Hages 1% 1% 1% 1% 0% 0% F 0.089 519 05000 A Stc Classed Hages Stc Classed Hage			To:				ion Chan	ge											
North (35) Combined Traffic Estimates for 2 Parallel Roadways on this Route: 9000 A 91% 1% 1% 6% 0% F 0.087 A 0.518 93000 A North (35) Combined Traffic Estimates for 2 Parallel Roadways on this Route: 10.000 A 91% 1% 1% 6% 0% F 0.087 A 0.518 93000 A (35) Combined Traffic Estimates for 2 Parallel Roadways on this Route: 10000 A 91% 1% 1% 6% 0% F 0.087 A 0.519 109000 A 10000 A 91% 1% 1% 1% 6% 0% F 0.087 A 0.519 109000 A 10000 A 91% 1% 1% 1% 1% 1% 1% 1% 1% 1% 0.58 0.087 A 0.519 109000 A 10000 A 10.05 A 1.05 A 0.519	North		From:											_					
North (35) City of Petersburg (Main: 26) 0.64 56000 A 92% 1% 1% 6% 0% F 0.089 55000 A North (36) Combined Traffic Estimates for 2 Parallel Roadways on this Route: 110000 A 92% 1% 1% 6% 0% F 0.087 A 0.519 109000 A North (36) Ramp City of Petersburg (Main: 74) 0.17 90 A 0.105 910 A North (36) Ramp City of Petersburg (Main: 74) 0.35 310 A 0.105 990 F North (36) Ramp City of Petersburg (Main: 74) 0.23 990 F 0.105 990 F North (36) Ramp City of Petersburg (Main: 74) 0.23 990 F 0.105 990 F North (36) Ramp City of Petersburg (Main: 74) 0.16 70 F 0.107 70 F North (36) Ramp City of Petersburg (Main: 74) <	95			• • •										•					
North Set City of Petersburg Combined Traffic Estimates for 2 Parallel Roadways on this Route: 110000 A SICLCOMM Heights 9% 1% 1% 1% 6% 0% F 0.089 55000 A 0.019 A North Set 10000 A Combined Traffic Estimates for 2 Parallel Roadways on this Route: 110000 A 9% 1% 1% 1% 6% 0% F 0.087 A 0.519 109000 A North Set 10000 A 9% 0% F 0.087 F 0.087 A 0.519 109000 A Set 1025 North Set 1025 North 1235000 Rises Rd -	~	Combined Traffic	Estimates for 2 Parallel	Roadways on	this Route:	95000	Α	91%	1%	1%	1%	6%	0%	F	0.087	A	0.518	93000	A
Bit City of Petersburg (Maint: 26) 0.64 56000 A 92% 1% 1% 6% 6% 6 0.087 A 0.0100 A North Combined Traffic Estimates for 2 Parallel Readways on this Route: 10000 A 91% 1% 6% <	North		To: From:		US 301, Bu	s US 460 W	ashingto	n St											
North North <th< td=""><td></td><td></td><td>City of Petersburg (</td><td>(Maint: 26)</td><td>0.64</td><td>56000</td><td>Α</td><td>92%</td><td>1%</td><td>1%</td><td>1%</td><td>6%</td><td>0%</td><td>F</td><td>0.089</td><td></td><td></td><td>55000</td><td>А</td></th<>			City of Petersburg ((Maint: 26)	0.64	56000	Α	92%	1%	1%	1%	6%	0%	F	0.089			55000	А
North SCL Colour Bigdis North 1495 Narth 0.105 910 A (55) Ramp City of Petersburg (Maint: 74) 0.37 940 A 0.105 910 A (65) Ramp City of Petersburg (Maint: 74) 0.35 310 A 0.131 320 A North 123-0010 Warder Rd 0.065 990 F F 0.065 990 F North 123-0010 Warder Rd 0.011 670 F 0.065 990 F North 123-0010 W. Wagner Rd 0.017 670 F 105 Ramp City of Petersburg (Maint: 74) 0.14 470 F 105 North 105 North City of Petersburg (Maint: 74) 0.16 1000 F </td <td></td> <td>Combined Traffic</td> <td>Estimates for 2 Parallel</td> <td>Roadways on</td> <td>this Route:</td> <td>110000</td> <td>Α</td> <td>91%</td> <td>1%</td> <td>1%</td> <td>1%</td> <td>6%</td> <td>0%</td> <td>F</td> <td>0.087</td> <td>А</td> <td>0.519</td> <td>109000</td> <td>А</td>		Combined Traffic	Estimates for 2 Parallel	Roadways on	this Route:	110000	Α	91%	1%	1%	1%	6%	0%	F	0.087	А	0.519	109000	А
Spin City of Petersburg (Maint: 74) 0.17 940 A North 123-9008 Rives Rd 0.105 910 A North 123-9008 Rives Rd 0.131 320 A North 192-9008 Rives Rd 0.131 320 A North 192-9010 Wagner Rd 0.11 670 F North 192-9010 Wagner Rd 0.11 670 F North 195 North Collector Rd 0.17 670 F Worth 195 North Collector Rd 0.99 470 F North 195 North Collector Rd 0.99 470 F 195 North Collector Rd 0.11 670 F 0.99 470 F North 195 North Collector Rd 0.99 195 195 North Collector Rd			To:	,			eights												
G55 Ramp City of Petersburg (Maint: 74) 0.17 940 A 123-9008 Rives Rd 123-9008 Rives Rd 0.105 910 A 100 123-9008 Rives Rd 0.131 320 A 100 101 0.35 310 A 0.131 320 A 105 Ramp City of Petersburg (Maint: 74) 0.23 990 F 0.131 320 A 105 Ramp City of Petersburg (Maint: 74) 0.23 990 F 0.065 990 F 105 North 125-9010 W, Wagner Rd 0.17 670 F F 105 Konth Collector Rd 0.11 670 F 0.17 670 F 105 Konth Collector Rd 105 Konth Collector Rd 0.17 670 F F 105 Konth Collector Rd 105 Konth Collector Rd 0.09 470 F 105 Konth Collector Rd 105 Konth Collector Rd 0.09 470 F 105 Konth Coll Rd at US 460; US 301 </td <td>North</td> <td></td> <td>From:</td> <td></td> <td></td> <td>I-95 North</td> <td></td>	North		From:			I-95 North													
North 123008 Rives Rd North 1045 North 0.131 320 A 365 Ramp City of Petersburg Maint: 74 0.35 310 A 0.131 320 A 365 Ramp City of Petersburg Maint: 74 0.23 990 F 0.085 990 F 365 Ramp City of Petersburg Maint: 74 0.23 990 F 0.085 990 F 365 Ramp City of Petersburg Maint: 74 0.11 670 F 0.17 670 F North To P 0.11 670 F 0.17 670 F North To Storth Collector Rd 0.11 670 F 0.17 670 F 365 Ramp City of Petersburg Maint: 74 0.16 600 F 0.122 1600 F 365 Ramp City of Petersburg Maint: 74 0.16 1600 F 0.	95 Ramp		City of Petersburg ((Maint: 74)	0.17	940	Α								0.105			910	А
Set Ramp City of Petersburg (Maint: 74) 0.35 310 A 0.131 320 A 123-0010 Wagner Rd 123-0010 Wagner Rd 0.085 990 F 0.085 990 F North 123-0010 W. Wagner Rd 0.11 0.085 990 F North 195 North Ciblecor Rd 0.11 670 F 0.17 670 F North 195 North Ciblecor Rd 0.11 670 F 0.09 470 F North 195 Ciblecor Rd 0.09 470 F 0.09 470 F North 195 Ciblecor Rd 0.122 1600 F 0.122 1600 F North 195 North Ciblecor Rd 0.091 3200 F 1600 F 0.091 3200 F North 195 North 0.161 Store Rd 0.091 3200 F 1600 F 1200 6 122 1600 F 1600 F 1200	\smile		To:		123	-9008 Rives	s Rd												
North 123-9010 Wagner Rd North 1-95 North 0.085 990 F (35) Ramp City of Petersburg (Maint: 74) 0.23 990 F 0.085 990 F North	North		From:			I-95 North													
North (95) Ramp City of Petersburg (Maint: 74) 0.23 990 F 0.085 990 F 0.09 470 F 0.011 670 F 0.02 0.03 470 F 0.09 470 F 0.09 470 F 0.09 470 F 0.09 470 F 0.09 147 0.14 470 F 0.122 1600 F 0.09 0.16 1600 F 0.122 1600 F 0.12 100 10 100 3200 F 0.100 2500 F North 195 North CD Rd at US 460; US 30	$\left(\overline{95}\right)$ Ramp		City of Petersburg ((Maint: 74)	0.35	310	Α								0.131			320	А
Gp Ramp City of Petersburg (Maint: 74) 0.23 990 F 0.085 990 F 123-9010 W, Wagner Rd 0.17 670 F North City of Petersburg (Maint: 74) 0.11 670 F 0.17 670 F 1-95 Collector Rd 0.09 470 F 0.09 470 F 1-95 North Collector Rd 0.09 470 F 0.122 1600 F 105 Ramp City of Petersburg (Maint: 74) 0.16 1600 F 0.122 1600 F 105 North City of Petersburg (Maint: 74) 0.04 3200 F 0.122 1600 F North 1-95 North CD Rd at US 460; US 301 City of Petersburg (Maint: 74) 0.04 3200 F 0.100 2500 F North 1-95 North	\smile		To:		123-	9010 Wagne	er Rd												
North 123-9010 W, Wagner Rd North 1-95 North Collector Rd 0.17 670 F 05 Ramp City of Petersburg Maint: 74) 0.11 670 F North 1 670 F 0.17 670 F North 1 670 F 0.17 670 F North 1 1.95 Collector Rd 0.09 470 F North 1.95 North Collector Rd 0.09 470 F North 1.95 North Collector Rd 0.122 1600 F 1.95 North CD Rd at US 460; US 301 City of Petersburg (Maint: 74) 0.16 1600 F 1.95 North CD Rd at US 460; US 3	North		From:																
North 95 North 10 1-95 North Collector Rd 0.11 670 F North 95 Ramp City of Petersburg 10 Maint: 74) 0.11 670 F 0.17 670 F North 95 Ramp City of Petersburg 10 Maint: 74) 0.14 470 F 0.09 470 F North 95 Ramp City of Petersburg (Maint: 74) 0.16 1600 F 0.122 1600 F North 95 Ramp City of Petersburg (Maint: 74) 0.16 1600 F 0.122 1600 F North 95 1-95 North CD Rd at US 460; US 301 City of Petersburg (Maint: 74) 0.04 3200 F 0.091 3200 F North 95 1-95 North CD Rd at US 460; US 301 City of Petersburg (Maint: 74) 0.15 2500 F 0.100 2500 F North 95 1-95 North CD Rd at US 460; US 301 City of Petersburg (Maint: 74) 0.26 11000 G 0.139 1200 G North 95 1-95 N	(95) Ramp		City of Petersburg ((Maint: 74)											0.085			990	F
Get City of Petersburg (Maint: 74) 0.11 670 F North 1-95 Collector Rd 0.09 470 F North 1-95 Collector Rd 0.09 470 F North 1-95 Collector Rd 0.11 470 F North 1-95 North Collector Rd 0.09 470 F North 1-95 North Collector Rd 0.122 1600 F North 1-95 North Collector Rd 0.122 1600 F North 1-95 North 0.16 1600 F 0.091 3200 F North 1-95 North 1-95 North 0.091 3200 F 0.091 3200 F North 1-95 North CD Rd at US 460; US 301 City of Petersburg (Maint: 74) 0.15 2500 F 0.100 2500 F North 1-95 North CD Rd at US 460; US 301 City of Petersburg (Maint: 74) 0.26 11000 G 0.139 12000 G North 1-95 North CD			To:		123-90	010 W, Wag	ner Rd												
North (95) Pamp City of Petersburg (Maint: 74) 0.14 470 F 0.09 470 F 0.010 0.09 470 0.010 F 0.122 1600 105 North 1.95 North CD Rd at US 460; US 301 City of Petersburg (Maint: 74) 0.04 3200 F North 1.95 North CD Rd at US 460; US 301 City of Petersburg (Maint: 74) 0.15 2500 F North 1.95 North CD Rd at US 460; US 301 City of Petersburg (Maint: 74) 0.26 11000 G	North		From:																
North 95 City of Petersburg (Maint: 74) 1-95 Collector Rd 0.14 0.09 470 F 0.09 470 F 0.09 470 F 0.09 10 US 301 N, Crater Rd 0.122 1600 F 0.122 1600 F 0.122 1600 F 0.125 1600 F 0.122 1600 F 0.195 North 195 North 195 North 0.122 1600 F 0.195 1-95 North CD Rd at US 460; US 301 City of Petersburg (Maint: 74) 0.04 3200 F 0.091 3200 F North 105 1-95 North 100 400 S S 1000 F 1000 2500 F 0.100 2500 F 0.100 2500 F 1000 G 1000 G<	95 Ramp		City of Petersburg ((Maint: 74)	-										0.17			670	F
Image: North of Petersburg City of Petersburg Maint: 74) 0.14 470 F 0.09 470 F North To US 301 N, Crater Rd 0.16 1600 F 0.122 1600 F 195 Ramp City of Petersburg (Maint: 74) 0.16 1600 F 0.122 1600 F 195 I-95 North CD Rd at US 460; US 301 City of Petersburg (Maint: 74) 0.04 3200 F 0.091 3200 F North To I-95 North CD Rd at US 460; US 301 City of Petersburg (Maint: 74) 0.15 2500 F 0.100 2500 F North To To Ramp to US 460 East 0.100 2500 F 0.100 2500 F North To Prest Ramp From US 460 West 0.15 2500 F 0.139 12000 G North To Prest Ramp From US 400 West 0.139 12000 G North To Prest Ramp to US 301 North 0.139 12000 G North To			10:																
North First L95 North Collector Rd 95 Ramp City of Petersburg (Maint: 74) 0.16 1600 F 0.122 1600 F 0.122 1600 F 0.091 3200 F 05 I-95 North CD Rd at US 460; US 301 City of Petersburg (Maint: 74) 0.04 3200 F 0.091 3200 F North Free Ramp to US 460 East 0.100 2500 F 0.100 2500 F North Free Ramp From US 460 West 0.139 12000 G North Op S North CD Rd at US 460; US 301 City of Petersburg (Maint: 74) 0.26 11000 G 0.139 12000 G North F Ramp to US 301 North NA NA NA				(Mainte 74)											0.00			470	-
North City of Petersburg (Maint: 74) 0.16 1600 F 0.122 1600 F 195 Ramp City of Petersburg (Maint: 74) 0.16 1600 F 0.122 1600 F 195 I-95 North CD Rd at US 460; US 301 City of Petersburg (Maint: 74) 0.04 3200 F 0.091 3200 F North Test I-95 North CD Rd at US 460; US 301 City of Petersburg (Maint: 74) 0.15 2500 F 0.100 2500 F North Test Ramp to US 460 East Ramp From US 460 West 0.139 12000 G North Test Ramp From US 460 West Ramp to US 301 North 0.139 12000 G North Test Ramp to US 301 North Ramp to US 301 North 0.139 12000 G North Test Ramp to US 301 North NA NA	95 Hamp			(Maint: 74)											0.09			470	F
Optimize City of Petersburg (Maint: 74) 0.16 1600 F 0.122 1600 F 195 Ramp To US 301 S, Crater Rd 0 0 0 0 F 195 I-95 North City of Petersburg (Maint: 74) 0.04 3200 F 0.091 3200 F North (95) I-95 North CD Rd at US 460; US 301 City of Petersburg (Maint: 74) 0.15 2500 F 0.100 2500 F North (95) I-95 North CD Rd at US 460; US 301 City of Petersburg (Maint: 74) 0.26 11000 G 0.139 12000 G North (95) I-95 North CD Rd at US 460; US 301 City of Petersburg (Maint: 74) 0.26 11000 G 0.139 12000 G North (95) I-95 North CD Rd at US 460; US 301 City of Petersburg (Maint: 74) 0.22 NA NA NA																			
North I-95 North CD Rd at US 460; US 301 City of Petersburg (Maint: 74) 0.04 3200 F 0.091 3200 F North 95 I-95 North CD Rd at US 460; US 301 City of Petersburg (Maint: 74) 0.15 2500 F 0.100 2500 F North 95 I-95 North CD Rd at US 460; US 301 City of Petersburg (Maint: 74) 0.15 2500 F 0.100 2500 F North 95 I-95 North CD Rd at US 460; US 301 City of Petersburg (Maint: 74) 0.26 11000 G 0.139 12000 G North 1-95 North CD Rd at US 460; US 301 City of Petersburg (Maint: 74) 0.22 NA NA NA			City of Botoroburg	(Maint: 74)											0 1 2 2			1600	E
North (95) I-95 North CD Rd at US 460; US 301 City of Petersburg (Maint: 74) 0.04 3200 F 0.091 3200 F North (95) I-95 North CD Rd at US 460; US 301 City of Petersburg (Maint: 74) 0.15 2500 F 0.100 2500 F North (95) I-95 North CD Rd at US 460; US 301 City of Petersburg (Maint: 74) 0.15 2500 F 0.100 2500 F North (95) I-95 North CD Rd at US 460; US 301 City of Petersburg (Maint: 74) 0.26 11000 G 0.139 12000 G North (95) I-95 North CD Rd at US 460; US 301 City of Petersburg (Maint: 74) 0.22 NA NA NA	95 hallip			(Maint. 74)											0.122			1600	Г
I -95 North CD Rd at US 460; US 301 City of Petersburg (Maint: 74) 0.04 3200 F 0.091 3200 F North Ramp to US 460 East Ramp to US 460 East 0.100 2500 F 0.100 2500 F North City of Petersburg (Maint: 74) 0.15 2500 F 0.100 2500 F North City of Petersburg (Maint: 74) 0.26 11000 G 0.139 12000 G North City of Petersburg (Maint: 74) 0.22 NA NA NA	N I - Julia		From:		05.														
North Ramp to US 460 East 95 I-95 North CD Rd at US 460; US 301 City of Petersburg (Maint: 74) 0.15 2500 F 0.100 2500 F North Ramp From US 460 West Ramp From US 460 West 0.139 12000 G North City of Petersburg (Maint: 74) 0.26 11000 G 0.139 12000 G North Freed Ramp to US 301 North Ramp to US 301 North NA NA		t LIS 460 LIS 301	City of Petersburg ((Maint: 74)	0.04										0 091			3200	F
North 1-95 North CD Rd at US 460; US 301 City of Petersburg (Maint: 74) 0.15 2500 F 0.100 2500 F North North Event Ramp From US 460 West 0.139 12000 G North Option Ramp to US 301 North City of Petersburg (Maint: 74) 0.26 11000 G 0.139 12000 G North Ramp to US 301 North Ramp to US 301 North NA NA				(Marine: 7-4)											0.001			0200	
North Ramp From US 460 West 95 I-95 North CD Rd at US 460; US 301 City of Petersburg (Maint: 74) 0.26 11000 G 0.139 12000 G North From Ramp to US 301 North City of Petersburg (Maint: 74) 0.22 NA NA NA	North		To: From:		Ram	p to US 460) East												
North City of Petersburg (Maint: 74) 0.26 11000 G 0.139 12000 G North Ramp to US 301 North Ramp to US 301 North North North North North North North NA NA	(95) I-95 North CD Rd at	t US 460; US 301	City of Petersburg ((Maint: 74)	0.15	2500	F								0.100			2500	F
I-95 North CD Rd at US 460; US 301 City of Petersburg (Maint: 74) 0.26 11000 G 0.139 12000 G North (95) I-95 North CD Rd at US 460; US 301 City of Petersburg (Maint: 74) 0.22 NA NA NA	No. utb		To: Fram:		Ramp	From US 46	0 West												
North Ramp to US 301 North (95) I-95 North CD Rd at US 460; US 301 City of Petersburg (Maint: 74) 0.22 NA NA NA	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	t US 460 US 301	City of Petersburg	(Maint: 74)	0.26	11000	G								0 139			12000	G
North Control (95) I-95 North CD Rd at US 460; US 301 City of Petersburg (Maint: 74) 0.22 NA NA NA	(95) 100 Holdin CD Holdi														5.100			12000	G
	North		To: From:		Ramp		North												
Ta: Ramp to US 301 South	95 I-95 North CD Rd at	t US 460; US 301	City of Petersburg	(Maint: 74)											NA			NA	
	\checkmark		To:		Ram	to US 301	South												

Route Jurisdictio	on Length	AADT	QA	4Tire	Bus		Tru e 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW
North 95 I-95 North CD Rd at US 460; US 301 City of Petersburg		p to US 301 S 9700	outh G								0.134			9700	G
North 95 I-95 North CD Rd at US 460; US 301 City of Petersburg		np From US 3 15000	01 A								0.124			16000	A
North 95 I-95 North CD Rd at US 460; US 301 City of Petersburg To		the & Washin NA I-95 North	gton S	treets							NA			NA	
North 95 Ramp City of Petersburg	(Maint: 26) 0.47	North Collecto 3400	F		N.						0.089			3400	F
North 95 Ramp City of Petersburg	I-85 North Exit 68F (Maint: 26) 0.43	I-95 North 6200	F	asnington a	51						0.107			6200	F
North (95) Ramp City of Petersburg		I-85 South I-95 North 1700	F								0.125			1700	F
South 95 Combined Traffic Estimates for 2 Parallel	* <u> </u>	301 Par, Bank CL Petersburg 17000 33000		86% 86%	1% 1%	1% 1%		11% 12%	0% 0%	F	0.119 NA			15000 29000	A A
South 95 Combined Traffic Estimates for 2 Parallel	· /	Rives Rd 20000 39000	A A	86% 86%	1% 1%	1% 1%		11% 12%	0% 0%	F	0.109 0.102	A	0.507	18000 36000	A A
South 95 Combined Traffic Estimates for 2 Parallel		Wagner Rd 26000 51000	A A	86% 86%	1% 1%	1% 1%		11% 12%	0% 0%	F	0.098 0.094	A	0.536	25000 49000	A A
South 95 Combined Traffic Estimates for 2 Parallel	, ,	County Rd; U 22000			1% 1%	1% 1%		11% 12%	0% 0%	F	0.104	A	0.536	21000 40000	A A
South (95) City of Petersburg	(Maint: 26) 0.41	County Rd; U 32000	S 301		. /0		070	.2,0	0.00		0.098			31000	A
Combined Traffic Estimates for 2 Parallel	-	53000 I-85 46000	A A	91%	1%	1%	1%	6%	0%	F	0.092	A	0.589	51000 45000	A
Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	95000 Is US 460 Was	A shingto	91% on St	1%	1%	1%	6%	0%	F	0.087	Α	0.518	93000	A

								Tru	ıck			К		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
South	From:		s US 460 Wa								_					
(95)	City of Petersburg (Maint	,	54000	Α	91%	1%	1%	1%	6%	0%	F	0.089			53000	Α
Combined Traffic	Estimates for 2 Parallel Roady			Α	91%	1%	1%	1%	6%	0%	F	0.087	A	0.519	109000	А
	10:	SCL	Colonial Hei	ights												
South	City of Petersburg (Maint	: 74) 0.16	I-95 South 4700	F								0.09			4700	E
95 Ramp			4700 3-9008 Rives				1					0.09			4700	Г
	Fram	123		Ku												
South 95 Ramp	City of Petersburg (Maint	: 74) 0.25	I-95 South 2200	F								0.084			2200	F
93) namp			010 E, Wagn	-								0.001			2200	•
South	From:		I-95 South													
95) Ramp	City of Petersburg (Maint	: 74) 0.31	5500	Α								0.096			6000	А
	To:		010 W, Wagn													
South	From:	I-95 S	South Collecto	or Rd												
(95) Ramp	City of Petersburg (Maint		6700	F	99%	0%	0%	0%	0%	0%	С	0.162			6700	F
	To:	123-	9012 Graham	ı Rd												
South	From:		I-95 South													
$\overline{(95)}$ $\overline{(460)}$ Ramp	City of Petersburg (Maint	: 74) 0.06	9700	Α								0.098			11000	Α
\lor	To: From:	Ran	np to Graham	Rd												
South $\overline{(95)}$ $\overline{(460)}$ Ramp from I-85 N to I-95 S	City of Petersburg (Maint		11000	G	91%	0%	1%	1%	7%	0%	С	0.112			11000	G
		'			5176	070	1 /0	170	1 /0	070	0	0.112			11000	u
South Bus	From:	Rai	mp from US 3	301												
(95)(460)(460)Ramp from I-85 N to I-95 S	City of Petersburg (Maint	: 74) 0.18	NA									NA			NA	
Courth Bug	To: From:	Rar	np from US 3	301												
South Bus $\overline{(95)}$ $\overline{(460)}$ $\overline{(460)}$ Ramp from I-85 N to I-95 S	City of Petersburg (Maint	: 74) 0.27	12000	F								0.097		0.786	13000	F
(95) (400) (400) Hamp Hom Foo H to Foo O		-										0.007		0.700	10000	•
South	From:		US 460 Ramp													
95 Ramp	City of Petersburg (Maint	: 74) 0.22	3800	F								0.082			3800	F
✓	To:		I-95 South													
South	From		I-95 South													
95 Ramp	City of Petersburg (Maint	: 74) 0.12	NA									NA			NA	
South	To: From:	I-95-S052	B to Washing	gton Stre	eet											
95) Ramp	City of Petersburg (Maint	: 74) 0.19	NA									NA			NA	
	To:		FROM RT 9	5 SOU	TH											
	From:	US	460 County	Rd												
(106)Courthouse Rd	City of Petersburg	0.10	7000	F	95%	1%	1%	1%	2%	0%	F	0.096		0.54	7400	F
\smile	To:	E	CL Petersbur	g												
	From:	US	460 County	Rd												
109)Hickory Hill Rd	City of Petersburg	0.88	8200	F	99%	0%	0%	0%	0%	0%	С	0.136		0.884	8700	F
\smile	To	E	CL Petersbur	g												

Route	Jurisdiction	Length	AADT QA	4Tire	Bus		Truc 3+Axle			QC	K Factor	QK Dir Factor	AAWDT	QW
	From:	ECI	_ Petersburg				017.040							
109 Hickory Hill Rd	City of Petersburg	0.03	8200 N	99%	0%	0%	0%	0%	0%	Ν	0.136	0.884	8700	Ν
	To:	Dead End; Fort Lee Mi	ilitary Reservation	, Mahone	Av									
	From:	US 1 Bo	oydton Plank Rd											
(142)Simpson Rd	Dinwiddie County	1.27	2700 F	97%	0%	0%	1%	2%	0%	С	0.102	0.56	2900	F
	Tee	WC	L Petersburg											
142 Boydton Plank Rd	City of Petersburg	0.16	3000 F	97%	0%	0%	1%	1%	0%	F	0.106	0.506	3200	F
142 209 209 200				01.70	070		. ,0	. /0	0,0	•	0.100	0.000	0200	
	City of Datasekurra		Dupuy Rd	070/	00/		10/	10/	00/	~	0.105	0.500	0000	F
142 Boydton Plank Rd	City of Petersburg	1.24	2800 F	97%	0%	0%	1%	1%	0%	С	0.105	0.562	3000	F
<u> </u>	From		04 Halifax Rd											
(142)Halifax Rd	City of Petersburg	0.06	5400 N	98%	1%	0%	0%	0%	0%	Ν	0.087	0.534	5800	Ν
\bigcirc	To:	(CSX RR											
	From:		60 Airport St											
(226)Cox Rd	Dinwiddie County	0.53	3500 F	88%	1%	1%	8%	3%	0%	С	0.098	0.525	3700	F
\bigcirc	To	26-70	6 Old Cox Rd			— —								
226 Cox Rd	Dinwiddie County	2.85	9800 F	97%	0%	1%	2%	0%	0%	С	0.091	0.647	10000	F
	To:	US 1 Bc	oydton Plank Rd											
	From:	SCI	2 Petersburg											
301 Crater Rd	City of Petersburg	0.21	8800 F	99%	0%	1%	0%	0%	0%	F	0.097	0.613	9300	F
	Ta		D: D-4			_								
301 Crater Rd	From: City of Petersburg	0.90	Rives Rd 9800 F	99%	0%	0%	0%	0%	0%	С	0.088	0.588	10000	F
301 Chater Hu	Only of Telefsburg			3378	0 /8	0 /8	0 /8	0 /0	0 /8	0	0.000	0.500	10000	'
	To: From:		/agner Rd							_				_
(301) Crater Rd	City of Petersburg	0.43	21000 F	99%	0%	0%	0%	0%	0%	F	0.086	0.529	22000	F
~	To- From:	I	Flank Rd											
301 Crater Rd	City of Petersburg	0.87	21000 F	99%	0%	0%	0%	0%	0%	F	0.084	0.52	23000	F
>	To	ALT US	301 Sycamore St			<u> </u>								
301 Crater Rd	City of Petersburg		15000 F	98%	0%	1%	0%	0%	0%	С	0.081	0.511	16000	F
	To					_								
301 Crater Rd	City of Petersburg		outh Blvd 21000 F	98%	0%	1%	0%	0%	0%	F	0.083	0.51	22000	F
301 Oraler Hu	Only of Telefsburg			30 /8	0 /8	1 /0	0 /8	0 /0	0 /8	1	0.000	0.51	22000	'
Bus	To: From:	I-95,	Bus US 460											
301 460 Crater Rd	City of Petersburg (Maint:	26) 0.09	10000 N	98%	1%	1%	1%	0%	0%	Ν	0.089	0.554	11000	N
	To:	I-95; Bus US	460 Par, Winfield	Rd										
Bus	From:		Jurisdiction Char							_				
301)(460)Crater Rd	City of Petersburg		10000 F	98%	1%	1%	1%	0%	0%	С	0.089	0.554	11000	F
~~~	Combined Traffic Estimates for Parallel Roadw	ays on this Route:	NA								NA		NA	
<b>D</b>	To	SR 36, Bus	s US 460 Wythe S	t										
Bus 301 (460 Crater Rd	City of Petersburg	0.10	7100 F	98%	1%	1%	1%	0%	0%	F	0.094	0.568	7500	F
301 460 Crater Rd	Combined Traffic Estimates for Parallel Roadw		NA F	30 /0	1 /0	I /0	1 /0	0 /0	U /0	I.		0.000		Г
		-		natan St							NA		NA	
	10	SR 36 Par, Bus U	5 400 Par, Washii	ngton St										

								Tru	ck			K		Dir		
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
~~ ~	From:	SR 36 Par, Bus		,	2											
(301) (36) Crater Rd	City of Peters	-	4300	F	98%	1%	1%	1%	0%	0%	F	0.097		0.56	4500	F
$\sim \circ$	Combined Traffic Estimates for Parallel	Roadways on this Route:	NA									NA			NA	
	To: From:	US 3	01 Par, Bar	nk St												
(301) (36) Crater Rd	City of Peters	burg 0.14	2800	F	97%	1%	1%	1%	1%	0%	С	0.103		0.636	3000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	6500	G	98%	0%	1%	0%	0%	0%	F	NA			6900	G
	To:	Bo	llingbrook	St												
	From:		Crater Rd		000/	001		00/	001	00/	•			o oo <del>-</del>		-
301 $(36)$ Bollingbrook St	City of Peters	0	3100	F	98%	0%	1%	0%	0%	0%	С	0.11	_	0.667	3300	F
~ ~	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	7600	F	98%	0%	1%	0%	0%	0%	С	0.101	F	0.597	8100	F
	Ta: From:		5th St													
301 $(36)$ Bollingbrook St	City of Peters	burg 0.15	3700	F	98%	0%	1%	0%	0%	0%	F	0.113		0.699	4000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	7800	F	98%	0%	1%	0%	0%	0%	F	0.104	F	0.637	8200	F
	To:		3rd St													
	From:		LT US 301								_	- · · -				_
$301$ $\left\{ 1 \right\}$ $\left\{ 301 \right\}$ $\left\{ 36 \right\}$ Bolling	gbrook St City of Peters	0	4400	F	98%	0%	1%	0%	0%	0%	F	0.117		0.722	4700	F
$\sim$ $\sim$ $\sim$ $\sim$	Combined Traffic Estimates for Parallel		NA	-								NA			NA	
	To: Fram:	US	1 Par, 2nd N RT 1	St												
301 1 2nd St	City of Peters	burg 0.35	15000	F	99%	0%	0%	0%	0%	0%	F	0.093		0.562	16000	F
301 1 2nd St	To:	•	Colonial He		0070	070	0/0	070	0 /0	070	•	0.000		0.002	10000	•
	From:	562	US 301	-Bitto												
301 Ramp	City of Petersburg (	Maint: 74) 0.19	6300	F								0.079			6300	F
301 mamp			orth Collect									0.075			0000	•
NL 11	Franc															
North 301 Ramp	City of Petersburg (		301 Crater 1600	F								0.079			1600	F
301 mamp			Collector R	-	60							0.073			1000	
	Para				00											
South Bus 301 () 460 (Ramp US 301 S to	D I-95 S at Exit ??? City of Petersburg (		01 S, Crate 630	r Rd F	97%	1%	1%	1%	1%	0%	F	0.096			670	F
301 460 Ramp US 301 S to		I-95 South		-		1 /0	1 /0	1 /0	1 /0	0 /0	'	0.090			070	1
					00											
			301 Crater		000/	00/	10/	00/	00/	00/	~	0.005		0 507	4000	-
301 (36) Bank St	City of Peters	•	4500	F	99%	0%	1%	0%	0%	0%	С	0.095	_	0.527	4800	
• •	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	7600	F	98%	0%	1%	0%	0%	0%	С	0.101	F	0.597	8100	F
~~ _	To: From:		5th St													
$\widetilde{301}$ $(36)$ Bank St	City of Peters	0	4000	F	99%	0%	1%	0%	0%	0%	F	0.097			4200	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	7800	F	98%	0%	1%	0%	0%	0%	F	0.104	F	0.637	8200	F
	Ta		3rd St													
ALT DR	From:			-	0.051	0 /		0.57	0.6.1	0.57	-				0000	_
$(3\beta1)$ $(1)$ $(301)$ $(36)$ Bank	-	•	3700	F	99%	0%	1%	0%	0%	0%	F	0.098			3900	F
$\sim$ $\sim$ $\sim$	Combined Traffic Estimates for 2 Parallel		8100	F	98%	0%	1%	0%	0%	0%	F	NA			8600	F
	To:	ALT U	S 301 Par,	2nd St												

								Tru	ıck			К	Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK Factor	AAWDT	QW
ALT	From:	US	301 Crater H	Rd											
301 Sycamore St	City of Petersburg	0.30	7200	F	99%	0%	0%	0%	0%	0%	F	0.085	0.52	7700	F
$\bigcirc$	To		South Blvd												
ALT	From:			-	000/	00/		00/	00/	00/	~	0.000	0.050	5000	_
301 Sycamore St	City of Petersburg	0.95	5600	F	99%	0%	0%	0%	0%	0%	С	0.089	0.656	5900	F
ALT	To: From:		North Blvd												
301 Sycamore St	City of Petersburg	0.42	8900	F	99%	0%	0%	0%	0%	0%	F	0.087	0.604	9500	F
$\searrow$	Та		Graham Rd												
ALT	From:			_							_				_
301)Sycamore St	City of Petersburg	0.56	10000	F	99%	0%	0%	0%	0%	0%	F	0.086	0.551	11000	F
ALT Bus	10. From:	U	S 1 Wythe S US 1	t											
301 1 460 36 Wyth	e St City of Petersburg	0.20	15000	F	96%	0%	1%	2%	1%	0%	F	0.086		16000	F
	Combined Traffic Estimates for Parallel Roadw		NA									NA		NA	
	To:	•	S 460 Jeffers	son St											
ALT ~~~	From:	Bus	US 460 Wyth												
301 1 Jefferson St	City of Petersburg	0.09	3400	F	96%	0%	1%	2%	1%	0%	F	0.085	0.704	3600	F
$\sim$	Combined Traffic Estimates for Parallel Roadw	ays on this Route:	NA									NA		NA	
AL T.	Tor	Bus US 40	50 Par, Wash	nington	St										
ALT 301 { 1 } Jefferson St	City of Petersburg	0.26	770	F	98%	1%	0%	0%	0%	0%	С	0.089	0.569	810	F
	Combined Traffic Estimates for Parallel Roadw		NA	•	0070	170	070	070	070	070	Ŭ	NA	0.000	NA	
												117.1		1.0.1	
ALT	From:		Henry St												
301 1 3rd St	City of Petersburg	0.05	350	F	96%	0%	1%	2%	1%	0%	F	0.118	0.65	370	F
$\sim \sim$	Combined Traffic Estimates for Parallel Roadw	ays on this Route:	NA									NA		NA	
	To	US	301 Par, Banl	k St											
ALT 301 1 3rd St	City of Petersburg	0.05	450	F	96%	0%	1%	2%	1%	0%	F	0.092	0.670	480	
301 1 3rd St	Combined Traffic Estimates for Parallel Roadw		NA	•	5078	070	170	270	170	070	•	NA	0.070	NA	'
			1 Bollingbro	ok St								INA.			
ALT	From:		ALT US 301												
301 301 1 36 Bollin	gbrook St City of Petersburg	0.08	4400	F	98%	0%	1%	0%	0%	0%	F	0.117	0.722	4700	F
	Combined Traffic Estimates for Parallel Roadw	ays on this Route:	NA									NA		NA	
	To:		US 301												
ALT	From:	U	S 1 Wythe S	t											
301 Sycamore St	City of Petersburg	0.09	6800	F	98%	0%	1%	0%	0%	0%	F	0.086	0.581	7300	F
_ <u>P</u>	Combined Traffic Estimates for Parallel Roadw	ays on this Route:	NA									NA		NA	
	To:		460 Washin												
ALT Bus Bus	From		us US 460 Pa		070/	10/	10/	10/	10/	00/	<b>–</b>	0.070		10000	
301 460 460 36 Wash	nington St City of Petersburg	0.09	15000	F	97%	1%	1%	1%	1%	0%	۲ ج	0.078		16000	-
	Combined Traffic Estimates for 2 Parallel Roadw			F	96%	1%	1%	1%	1%	0%	F	NA		32000	F
	10:	Bus US	460 Washin	gton St											

								Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
ALT	From:	BUS US 4				<b></b>		<b></b>	<b></b>		_					_
Adams St	City of Petersburg		8900	F	98%	0%	1%	0%	0%	0%	F	0.086		0.518	9500	F
	Combined Traffic Estimates for Parallel Roadways	s on this Route:	NA									NA			NA	
ALT	To- From:	Fr	anklin St													
(301) Adams St	City of Petersburg	0.16	8400	F	98%	0%	1%	0%	0%	0%	С	0.082		0.554	8900	F
	Combined Traffic Estimates for Parallel Roadways	s on this Route:	NA									NA			NA	
	To:	H	Henry St													
	From:	Nottowa	ay County	Line												
(460)	Dinwiddie County	6.80	5700	F	88%	1%	1%	1%	9%	0%	F	0.086		0.502	5700	F
	Tay	26-62	25 Wells F	54												
(460)	Dinwiddie County		5800	F	88%	1%	1%	1%	9%	0%	F	0.086		0.514	5800	F
400	Ta															
(400)	From Dinwiddie County		Baltimore 7000	A	88%	1%	1%	1%	9%	0%	С	0.106		0.581	7100	А
(460)					0070	170	170	170	070	070	0	0.100		0.001	/100	~
$\sim$		26-611 Tr 3.29		rch Rd F	88%	1%	10/	1%	9%	0%	F	0.086		0.569	7300	F
(460)	Dinwiddie County	3.29	7200	F	66%	1%	1%	170	9%	0%	Г	0.086		0.569	7300	Г
~~~~	To: From:		Courthous													
460 New Cox Rd	Dinwiddie County	2.36	7600	F	88%	1%	1%	1%	9%	0%	F	0.09		0.568	7700	F
~	Tax From:	26-628 1	Franquility	/ Lane												
(460)Cox Rd	Dinwiddie County	2.12	9900	F	88%	1%	1%	1%	9%	0%	F	0.090		0.603	10000	F
\sim	To	26-631	Claiborne	e Rd												
460 Cox Rd	Dinwiddie County	0.25	13000	F	88%	1%	1%	1%	9%	0%	F	0.089		0.593	13000	F
	Та	26-7	43 Hart R	d												
(460)Cox Rd	Dinwiddie County		13000	F	88%	1%	1%	1%	9%	0%	F	0.089		0.615	13000	F
400	Та						1									
460 Cox Rd	From Dinwiddie County		532 Olgers 16000	F	88%	1%	1%	1%	9%	0%	F	0.095		0.613	16000	F
460 000 110					00 /8	1 /0	1 /6	1 /0	570	0 /8	'	0.035		0.015	10000	1
~~~~ D-I			2 Buttewoo		000/	10/		10/	00/	00/	-	0.000		0.500	17000	-
460 Cox Rd	Dinwiddie County	0.18	16000	F	88%	1%	1%	1%	9%	0%	F	0.089		0.588	17000	F
~~~~	To: From:		226 Cox R													
Airport St	Dinwiddie County		18000	F	88%	1%	1%	1%	9%	0%	F	0.101		0.571	18000	F
	To: From:	I-85;	Bus US 4	60												
Bus (460)(460)Ramp	Dinwiddie County	0.19	Х		See B	211 211	460 for	direction	al traffi		a acti	mates for	thic o	eament		
460 (460 Ramp		0.10	x		000 8	00 00		ancotion	artiani	o volum	000			beginein.		
	From:		I 85 N													
460 85	Dinwiddie County	1.77			S	ee I-85	for dire	ctional tra	affic vo	lume es	timate	es for this	segn	nent.		
$\bigcirc \bigcirc$	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	41000	Α	85%	1%	1%	1%	11%	1%	F	0.091	А	0.522	40000	Α
	To		US 1													
460 (85)	Dinwiddie County	1.18			S	ee I-85	for dire	ctional tra	affic vo	lume es	timate	es for this	segn	nent.		
	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	52000	Α	87%	1%	1%	1%	10%	1%	С	0.089			51000	А
	τα		Petersbur								-					
				-												

	Jurisdict	ion	Length	AADT	QA	4Tire	Bus		Tri 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
	City of Petersburg	m: n (Maint: 26)	sc 1.01	L Petersbu	rg	S	oo l-85	for dire	ctional t	raffic vo	lumo os	timate	es for this	sear	nont		
460 85	Combined Traffic Estimates for 2 Paralle		-	52000	Α	87%	1%	1%	1%	10%	1%	C	0.089	0	0.521	51000	А
	Fr	To:	Squi	rrel Level R	Road												
460 (85)	City of Petersburg	g (Maint: 26)	2.57			S	ee I-85	for dire	ctional t	raffic vo	lume es	stimate	es for this	s segr	nent.		
$\bigcirc \bigcirc$	Combined Traffic Estimates for 2 Paralle	el Roadways on thi	is Route:	58000	Α	87%	1%	1%	1%	10%	1%	F	0.089	А	0.52	58000	А
			0.10	I-85 S			1.05						6 . H .				
(460) (85) Ramp	City of Petersburg	g (Maint: 26)	0.10	LOSOD		S	ee I-85	for dire	ctional t	raffic vo	lume es	stimate	es for this	ssegr	nent.		
	Fr	om:		I-95 SB I-85													
(460) (95) Ramp	City of Petersburg	g (Maint: 74)	0.06	1 05		S	ee I-95	for dire	ctional t	raffic vo	lume es	timate	es for this	segr	nent.		
<u> </u>	Fr	To:	(Graham Rd													
460 $\overline{95}$ Ramp from I-85 N	I to I-95 S City of Petersburg	g <u>(</u> Maint: 74)	0.07			S	ee I-95	for dire	ctional t	raffic vo	lume es	timate	es for this	s segr	nent.		
\bigcirc	-	To:		3 Collector													
			1	rom US 30	1South			المع الم									
(460) (95) (460) Ramp from	I-85 N to I-95 S City of Petersburg	g (Maint: 74)	0.18	110.20	111 4	5	ee 1-95	for dire	ctional t	rame vo	iume es	simate	es for this	s segr	nent.		
Bus	Fr	om:		rom US 30													
460 $\overline{95}$ 460 Ramp from	I-85 N to I-95 S City of Petersburg	(Maint: 74)	0.27	p nom 05	501	S	ee I-95	for dire	ctional t	raffic vo	lume es	timate	es for this	sear	nent.		
(480) (95) (480) Hamp Hom		To:	0.27	US 460			00100		otionalit			lination		, oogi			
	Fr	om:	I-95 Sou	th Collecto	or Ramp												
(460 Ramp	City of Pete	rsburg	0.21	9500	F								0.106			9500	F
\smile		To:	Ramp from I														
	Fr	om:	Maintenand									_					_
460 County Dr	City of Pete	rsburg	0.28	19000	F	89%	0%	1%	2%	8%	0%	F	0.101		0.541	20000	F
	Fr	To: om:	SR 109	Hickory H	Hill Rd												
(460) County Dr	City of Pete	rsburg	2.16	9900	В	89%	0%	1%	2%	8%	0%	С	0.101		0.541	10000	В
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	Fin ( D )	To: om:		6 Courthou								_					
(460)County Dr	City of Pete	rsburg To:	0.34 EC	13000 L Petersbu	F	89%	0%	1%	2%	8%	0%	F	0.082		0.545	13000	F
	Fr	m: Pampa	s from US 46		6	lesthound											
460 Ramp	Dinwiddie C		0.20	890	F	estobulid							0.105			890	F
(400). Manup		To:		I-85 South	•								000				•
East	Fr			Airport St Ea	aethourd	1											
(460)Ramp	Dinwiddie C	County	0.03	450	G								0.094			450	G
			n US 460 We		÷.	5 Southbo	ound						0.004			.00	5
West	Fin	am.		irport St W				 									
West $\overline{460}$ Ramp to I-85 at Exit 61	Dinwiddie C	County	0.02	NA	estoound	1							NA			NA	
		,	n US 460 Ea		ward L-8	5 Southbo	und									11/1	
	T					. soundo											
(too) Bomp	City of Petersburg	n (Maint: 26)	0.27	orth Collect 9500	tor Rd F								0.146			9500	E
(460) Ramp	City of Petersburg	y (iviaiiii. ∠0) ™		9500 US 460 W									0.140			9000	Г

Route         Jurisdiction         Length         AADT         QA         4Tire         Bus         Instruction         QC         K         GA         Factor           Bus         Image: Control of the contro	AAWDT 8000 13000 15000 12000	F QV F F						
460       Airport St       Dinwiddie County       0.17       7600       F       98%       0%       1%       1%       0%       F       0.091       0.564         To       US I Boydton Plank Rd         460       1       Boydton Plank Rd       Dinwiddie County       1.69       12000       F       96%       1%       1%       0%       F       0.091       0.564         Bus       US I Plank Rd         460       1       Boydton Plank Rd       Dinwiddie County       1.69       12000       F       96%       1%       1%       0%       F       0.091       0.596         Bus       IESS SW of Petersburg         460       1       Boydton Plank Rd       Dinwiddie County       1.23       14000       F       98%       0%       1%       1%       0%       F       0.095       0.513         Bus       Too       St 226 Cox Rd         Bus       WCL Petersburg         10       1%       0%       F       0.089       0.549         Bus       Too         460       1       Washington St       City of Petersburg       0	13000 15000	F						
460       1       Boydton Plank Rd       Dinwiddie County       1.69       12000       F       96%       1%       1%       0%       2%       0%       F       0.091       0.596         Bus              Bus             Bus             Bus              Bus              Bus <th colspan="6" image:="" of="" pe<="" sw="" td=""><td>13000 15000</td><td>F</td></th>	<td>13000 15000</td> <td>F</td>						13000 15000	F
Bus       US I Plank Rd         460       1       Boydton Plank Rd         Bus       Image: Constraint of the second seco	15000							
460       1       Boydton Plank Rd       Dinwiddie County       1.69       12000       F       96%       1%       1%       0%       2%       0%       F       0.091       0.596         Bus       I-85 SW of Petersburg         460       1       Boydton Plank Rd       Dinwiddie County       1.23       14000       F       98%       0%       1%       1%       0%       F       0.095       0.513         Bus       SR 226 Cox Rd         460       1       Dinwiddie County       0.45       12000       A       98%       0%       1%       1%       0%       C       0.101       0.567         Bus       WCL Petersburg         460       1       Washington St       City of Petersburg       0.40       12000       F       98%       0%       1%       1%       0%       F       0.089       0.549         Bus       Summit St         Bus       Summit St	15000							
Total         Table         Bus       L-85 SW of Petersburg         460       1       Boydton Plank Rd       Dinwiddie County       1.23       14000       F       98%       0%       1%       1%       0%       F       0.095       0.513         Bus       Total       SR 226 Cox Rd         Here       WCL Petersburg         Bus       WCL Petersburg         Here       WCL Petersburg         Bus       Total       ON F       0.089       0.549         Bus       Total       Summit St         Bus       Total       Summit St	15000	F						
Bus       Dinwiddie County       1.23       14000       F       98%       0%       1%       1%       0%       F       0.095       0.513         Bus       Tage       SR 226 Cox Rd       SR 226 Cox Rd       SR       1%       1%       1%       0%       C       0.101       0.567         Bus       Tage       WCL Petersburg       WCL Petersburg       0%       1%       1%       0%       F       0.089       0.549         Bus       Tage       Summit St		F						
The set of t		F						
Bus       Universidate       Universi	12000							
Image: Constraint of the second se	12000							
Bus         WCL Petersburg           460         1         Washington St         City of Petersburg         0.40         12000         F         98%         0%         1%         1%         0%         F         0.089         0.549           Bus         Top         Summit St         St         Summit St		А						
Bus         City of Petersburg         0.40         12000         F         98%         0%         1%         1%         0%         F         0.089         0.549           Bus         Total         Summit St								
Bus From Summit St								
Bus	12000	F						
A60         1         Washington St         City of Petersburg         0.18         12000         F         98%         0%         1%         1%         0%         F         0.090         0.539	13000	F						
	10000							
Bus Elm St								
(460)         (1)         Washington St         City of Petersburg         0.57         13000         F         96%         0%         1%         2%         1%         0%         F         0.088         0.524	14000	F						
To: US 1 Par; Wythe St								
Bus         US 1 Par, Washington St; Battersea Lane           460         1         Wythe St         City of Petersburg         1.08 <b>7500 F</b> 96%         0%         1%         0%         C         0.084	8000	<b>_</b>						
460         1         Wythe St         City of Petersburg         1.08 <b>7500 F</b> 96%         0%         1%         2%         1%         0%         C         0.084           Combined Traffic Estimates for 2 Parallel Roadways on this Route: <b>16000 F</b> 96%         1%         1%         2%         1%         0% <b>F</b> 0.540	17000	F						
	17000	1						
Bus Perry St								
(460)         (1)         Wythe St         City of Petersburg         0.15         10000         F         96%         0%         1%         2%         1%         0%         F         0.091	11000	F						
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 20000 F 96% 1% 1% 2% 1% 0% F 0.089 F 0.523	21000	F						
SR 36 Market St								
Bus 1460 1 36 Wythe St City of Petersburg 0.20 <b>10000 F</b> 96% 0% 1% 2% 1% 0% F 0.09	11000	F						
(460)       (1)       (36)       Wythe St       City of Petersburg       0.20       10000       F       96%       0%       1%       2%       1%       0%       F       0.09         Combined Traffic Estimates for Parallel Roadways on this Route:       NA       NA	NA							
· · · · · · · · · · · · · · · · · · ·	IN/A							
Bus ALT ALT US 301 Sycamore St								
(460)         (301)         (36)         Wythe St         City of Petersburg         0.20         15000         F         96%         0%         1%         2%         1%         0%         F         0.086	16000	F						
Combined Traffic Estimates for Parallel Roadways on this Route: NA NA	NA							
US 1 Jefferson St								
Bus         City of Petersburg         0.20         15000         F         97%         1%         1%         0%         C         0.084	16000	F						
460         36         Wythe St         City of Petersburg         0.20         15000         F         97%         1%         1%         1%         0%         C         0.084           Combined Traffic Estimates for 2 Parallel Roadways on this Route: <b>31000 F</b> 96%         1%         1%         1%         0%         F         0.505	33000	' F						
	55000	1.						
Bus I-85, I-95								
(460)         (36)         Wythe St         City of Petersburg         0.30         11000         F         97%         1%         1%         1%         0%         F         0.083	12000	F						
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 24000 F 96% 1% 1% 1% 2% 0% F 0.088 F 0.641	25000	F						
To: SR 36; US 301 Crater Rd								

Route		Jurisdictio	on	Length	AADT	QA	4Tire	Bus		Tru le 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW
Bus (460)(301)Crater		From: City of Peters Estimates for Parallel	-	0.98 this Route:	US 301 Wy 10000 NA	F	98%	1%	1%	5 1%	0%	0%	С	0.089 NA		0.554	11000 NA	F
Bus		From:	-	I-95; BUS U	ce Jurisdictio													
(460)(301)Crater	3d	City of Petersburg	(Maint: 26)	0.09	10000	N	98%	1%	1%	1%	0%	0%	Ν	0.089		0.554	11000	Ν
(460)(301) Crator I		To:			301 Crater		0070	170		,.	070	0 /0		0.000		0.001	11000	
Bus		From:		00	US 301	Ittu												
	JS 301 S to I-95 S at Exit ???	City of Petersburg	(Maint: 74)	0.20			See	US 30	1 for o	directional	traffic	volume e	estima	ates for t	his se	gment.		
		To:	. ,	I-	95 CD Road	1										0		
Bus		From:	-		from US 301													
(460) (95) (460) F	amp from I-85 N to I-95 S	City of Petersburg	(Maint: 74)	0.18			Se	ee I-95 t	for di	rectional tr	affic vo	lume es	timate	es for thi	s segi	ment.		
		, °	, ,												0			
Bus		From:		Ramp	from US 301	North												
(460) (95) (460) F	amp from I-85 N to I-95 S	City of Petersburg	(Maint: 74)	0.27			Se	ee I-95 t	for di	rectional tr	affic vo	lume es	timate	es for thi	s segi	ment.		
	-	To:		]	Bus US 460										-			
Bue		From:		CEI	JS 460 Exit	61												
Bus		City of Petersburg	(Maint: 26)	0.24	8300 Exit	F								0.096			8300	F
460 Ramp		City of Fetersburg	(IVIAITIL: 20)	0.24	0300	Г								0.090			0300	Г
~		To		CEU	US 460 Exit	6C			-									
Bus			(Mainte OC)	0.07	5000	F								0 000			5000	-
(460)Ramp		City of Petersburg	(Maint: 26)	0.27	5000	F								0.092			5000	F
~		10:			I-95 South													
Bus		From:		EUS 460-P002	B CEUS 460	0-E006E	B FROM											
A60 Ramp		City of Petersburg	(Maint: 74)	0.11	9300	F								0.091			9300	F
		To:			I-95 North													
Bus		From:		CEI	US 460 Exit	64												
460 Ramp		City of Petersburg	(Maint: 26)	0.08	3300	F								0.104			3300	F
460			(IVIAITIL: 20)	0.08	I-85 South	Г								0.104			3300	1
•					1-85 South													
Bus		From:			s US 460 Ea													
(460)(460)Ramp		Dinwiddie Co	ounty	0.19	6300	F								0.099			6300	F
		To:			I-85 North													
Bus		From:	CE	EUS 460 TO R	FS 85 & 95	SOUTH	BOUND											
460 Ramp		City of Petersburg		0.17	3500	G	DOULD							0.094			3500	G
460 1 101110		To:		460-P002A TO			TUDOUN							0.004			0000	ŭ
			CEUS				пьоог	ND										
Bus		From:			S 460 E, Wy													
460 Ramp		City of Petersburg	(Maint: 74)	0.20	6500	F								0.088			6500	F
$\sim$		To	I	Ramp from Bus	US 460 W,	Washin	gton St											
Bus		From:		US 1 Wv	the St Batter	sea Lan	e											
$\sim$	aton St	City of Peters	sbura	0.31	8100	F	97%	1%	1%	2%	1%	0%	F	0.095			8600	F
460 B Washir						F									F	0 5 4 4		F
	Combined Traffic E	stimates for 2 Parallel	Roadways on			-	96%	1%	1%	2%	1%	0%	F	0.089	Г	0.544	17000	F
		To:		123	-9025 West	St												

		-						Tru	ick			K		Dir		
Route	Jurisdicti	on Leng	th <b>AAD</b>	T QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Bus	Fro	m	123-9025 V	Vost St			ZAXIE	3+Axie	IIIall	211411		Factor		Facili		
	City of Peter				97%	1%	1%	2%	1%	0%	F	0.093			9000	F
(460) (1) Washington St	Combined Traffic Estimates for 2 Paralle	0			96%	1%	1%	2%	1%	0%	F	NA			17000	F
		-			0070	170	170	270	170	070		1.07.1			17000	•
Bus	Fro	n: m:	123-9029 S	outh St												
460 Washington St	City of Peter	0		0 F	97%	1%	1%	2%	1%	0%	С	0.092			10000	F
	Combined Traffic Estimates for 2 Paralle	I Roadways on this Rout	e: <b>2000</b>	0 F	96%	1%	1%	2%	1%	0%	F	0.089	F	0.527	21000	F
Bue	1 Fro	io: m:	Guarante	ee St												
460 Washington St	City of Peter	rsburg 0.24	970	0 F	97%	1%	1%	2%	1%	0%	F	0.090			10000	F
	Combined Traffic Estimates for 2 Paralle	•	e: 2000	0 F	96%	1%	1%	2%	1%	0%	F	NA			21000	F
	1	io:	North Mar													
Bus	Fro		<i>,</i>	6 Market S							_					_
$\left(460\right)$ $\left(36\right)$ Washington St	City of Peter	0			97%	1%	1%	1%	1%	0%	С	0.087			12000	F
~ ~	Combined Traffic Estimates for 2 Paralle	I Roadways on this Rout	e: 2100	0 F	96%	1%	1%	1%	1%	0%	F	NA			23000	F
Bus ALT	1 Fro	ALT I	JS 301 Par,	Sycamore	St											
(460)(301) (36) Washington	St City of Peter	rsburg 0.0	9 1500	0 F	97%	1%	1%	1%	1%	0%	F	0.078			16000	F
	Combined Traffic Estimates for 2 Paralle	I Roadways on this Rout	e: <b>3000</b>	0 F	96%	1%	1%	1%	1%	0%	F	NA			32000	F
		ALT	US 301 Pa	r, Adams S	t											
Bus ALT	n St City of Peter				97%	1%	1%	1%	1%	0%	F	0.079			15000	F
(460)(301) (36) Washington	Combined Traffic Estimates for 2 Paralle	0		-	96%	1%	1%	1%	1%	0%	י ב	0.079 NA			30000	F
		nuauways on this nut			90 /8	1 /0	1 /0	1 /0	1 /0	0 /8	1	INA			30000	1
Bus	Fro	n: m:	US 1 Jeffe	rson St												
$\left\{4_{60}\right\}$ $\left(3_{6}\right)$ Washington St	City of Peter	0		-	94%	1%	1%	2%	2%	0%	F	0.077			16000	F
	Combined Traffic Estimates for 2 Paralle	I Roadways on this Rout	e: <b>3100</b>	0 F	96%	1%	1%	1%	1%	0%	F	0.081	F	0.511	33000	F
Bus	1 Fro	in:	I-95													
460 $36$ Washington St	City of Peter	rsburg 0.24	1300	0 F	94%	1%	1%	2%	2%	0%	С	0.091			14000	F
	Combined Traffic Estimates for 2 Paralle	I Roadways on this Rout	e: 2400	0 F	96%	1%	1%	1%	2%	0%	F	0.088	F	0.646	25000	F
		-	US 301 Cr													
Bus	Fro	m			0.00 <i>1</i>	10/		10/	<b>0</b> 0/	0.01	_			0 500	7500	_
460 301 Crater Rd	City of Peter	0	-		98%	1%	1%	1%	0%	0%	F	0.094		0.568	7500	F
	Combined Traffic Estimates for Paralle	I Roadways on this Rout	e: NA									NA			NA	
Bus	Fro	SR 36	, BUS US 4	460 Wythe	St											
(460)(301)Crater Rd	City of Peter	rsburg 0.9	3 1000	0 F	98%	1%	1%	1%	0%	0%	С	0.089		0.554	11000	F
	Combined Traffic Estimates for Paralle	I Roadways on this Rout	e: NA									NA			NA	
	1			diction Cha	nge											
			US 301 Cr. 3 <b>120</b>		069/	10/	10/	10/	09/	09/	С	0 100		0.070	1200	E
Winfield Rd	City of Peter	•	-		96%	1%	1%	1%	0%	0% 0%	С Г	0.102		0.979	1300	г г
	Combined Traffic Estimates for 2 Paralle			Ce Boundar	97%	1%	1%	1%	1%	0%	F	NA			2000	F
		State	wannenañ	LE DOUNGAI	у											

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
Bus	From:	State Ma	intenance H	Boundary	/											
Winfield Rd	City of Petersburg (Maint: 2	.0.09	1200	F	96%	1%	1%	1%	0%	0%	С	0.102		0.979	1300	F
L.	Combined Traffic Estimates for 2 Parallel Roadwa	ys on this Route:	1800	F	97%	1%	1%	1%	1%	0%	F	NA			2000	F
	To:	US -	460 County	Rd												
Bus	From:	CEUS 460-P TO R	TS 85 & 9	5 SOUT	HBOUND	)										
(460)Ramp	City of Petersburg (Maint: 2	.6) 0.26	4400	G								0.094			4400	G
	To:	CEUS 460-E006A TC	) RTS 85 &	2 95 SOI	JTHBOUI	ND										
Bus	From:	Bus US 40	50 W, Wasi	hington S	St											
460 Ramp	City of Petersburg (Maint: 7	(4) 0.08	2800	F								0.097			2800	F
	To:	Ramp from E	Bus US 460	E, Wytł	ne St											
Bus	From:	Bus	US 460 W	est												
A60 Ramp	Dinwiddie County	0.27	1800	F								0.122			1800	F
	To:		I-85 North													

							Tru			<i>.</i>	К	-	Dir			
Route	Length	AADT	QA	4Tire	Bus		e 3+Axle			QC	Factor	QK	Factor	AAWDT	QW	Year
Dinwiddie County		From				<u>SR 40</u> N	AcKenney I	Hwy								
(F80) Buckskin Dr	0.21	10	R								NA			NA		06/05/2017
		Τα					Dead End									
(F81) Frontage Rd	1.24	From: 290	R			Γ	Dead End				NA			NA		08/02/2017
(F81) Homage Hd	1.24	To				US 1 Bo	ydton Plan	k Rd						IN/A		00/02/2017
		From				US 1 Bo	ydton Plan	k Rd								
(F82) Plane Dr	0.20	50	R								NA			NA		08/02/2017
		To	<u> </u>				26-749									
(F83) Rock Rd	0.10	From:				26-60	3 Sterling F	Rd			NA			NA		06/05/2017
(F83) Rock Rd	0.10	10 To:	R			Г	Dead End							NA		00/05/2017
		From					Dead End									
(F273) Mine Mountain Rd	0.14	60	R				Jour End				NA			NA		06/05/2017
0		To				FR-2	290 Front R	d								
		From				26-13	334; 26-133	5								
(F290) Front Rd	0.51	1000 _{To}	R								NA			NA		08/02/2017
<u> </u>		10				1	Dead End									
<u>City of Petersburg</u>		From				Г	Dead End									
(F329) Lake Shore Dr	0.17	10	R			-	ouu Enu				NA			NA		06/21/2017
$\bigcirc$		To				74-110	2 Lakeshore	e Dr								
<u> </u>		From				Γ	Dead End									
(F330) N Normandy Dr	2.93	<b>1800</b> то	R								NA			NA		10/28/2014
<u> </u>		From	<u> </u>				31 Service I	Rd								
(F331) Service Rd	0.78	1200	R			L	Dead End				NA			NA		09/13/2017
(F331) CONNECTIO	0.70	To				Γ	Dead End									00,10,2017
Dinwiddie County																
$\frown$	0.40	From				Γ	Dead End									00/05/00/7
(F804)	0.19	60 To	R			UC	460; 26-721	1			NA			NA		06/05/2017
		From														
(F805)	0.10	10	R			20-027	Courthouse	ĸu			NA			NA		06/05/2017
(1003)		To				Γ	Dead End									
		From				26-624 C	oleman Lal	ke Rd								
(F806) Walkers Rd	0.50	70	R								NA			NA		06/05/2017
		To					Dead End									
	0.00	From	Ļ			Γ	Dead End							NIA		00/05/0017
(F855) Blessing Lane	0.26	50 To	R			US 1 Bo	oydton Plan	k Rd			NA			NA		06/05/2017
		From					226 Cox Ro									
(600) Ferndale Rd	0.88	11000	F	99%	0%	1%	0%	0%	0%	С	0.104		0.57	11000	F	2017
		Та				26-6	01 River R	h								
(600) Ferndale Rd	0.53	6600	N	98%	0%	0%	1%	0%	0%	Ν	0.095		0.511	7100	Ν	2017
		Τo				Chesterf	ield County	Line								
		From					Namozine									
(601) River Rd	0.52	650	F	97%	1%	2%	0%	0%	0%	С	0.124		0.659	690	F	2017
		From					743 Hart Ro			_						
601) River Rd	3.25	1400	F	98%	1%	1%	0%	0%	0%	С	0.113		0.609	1500	F	2017
	1.00	From	_	0000	061		8 Henshaw		601	~			0.07	7000	_	6647
601 River Rd	1.92	6800 _{To}	F	99%	0%	0%	0%	0%	0%	С	0.103		0.67	7200	F	2017
		From	I				00 River R				I					
(602) Corinth Dr	0.20	120	R			US 40	60 W; 26-62	42			NA			NA		08/06/2014
		To				US	460 EAST									
					-											

Route	Length	AADT	QA	4Tire	Bus		laintena Tri	uck		QC	К	QK	Dir	AAWDT	ОW	Year
Dinwiddie County	Longui		-,, · ·		200	2Axle	3+Axle	1Trail	2Trail	20	Factor	2.1	Factor		2.1	. 54
	0.50	From 520	F	91%	1%	26-67 1%	2 Church I 1%	Rd 6%	0%	С	0.12		0.516	520	F	2017
603 Weakley Rd	0.50	To	Ė	3178		142 Simps	on Rd; 26-	1320; Ga		0	0.12		0.510	520	•	2017
(603) Sterling Rd	0.23	From 1900	F	98%	1%	US 1; 1%	<u>US 460; C</u> 0%	^{3ap} 0%	0%	С	0.086		0.659	2000	F	2017
		To				26-1	362 Oak S	t								
603 Sterling Rd	0.68	1900	F	98%	0%	1%	0%	0%	0%	С	0.093		0.61	2000	F	2017
603) Sterling Rd	0.27	From 1700	F	98%	0%	26-13 1%	0% 0%	St 0%	0%	F	0.101		0.582	1800	F	2017
		To				SR 2	26 Cox Ro	d								
(604) Halifax Rd	1.87	From 660	F	88%	3%	Prince Geo 2%	orge Count 2%	ty Line 4%	0%	С	0.099		0.557	670	F	2017
004		To					5, Ellington				<u> </u>					
604 Halifax Rd	2.96	1100	F	94%	1%	1%	1%	3%	0%	С	0.099		0.639	1100	F	2017
(604) Halifax Rd	1.77	To From 1600	F	96%	1%	26-607 B	utler Brand 1%	ch Rd 2%	0%	С	0.106		0.711	1600	F	2017
(604) Halifax Rd	1.77	To	· 	5078	170		n Boundar		070	0	-0.100		0.711	1000		2017
(604) Halifax Rd	0.60	1600 ^{From}	F	95%	1%	1%	1%	2%	0%	С	0.094		0.679	1700	F	2017
	0.00	To From	Ę	000/	10/		7 Carson I		00/	0			0.000	0100		0017
604 Halifax Rd	0.63	1900 то	F	96%	1%	1% SCL	1% Petersburg	2% g	0%	С	0.098		0.606	2100	F	2017
		From				US 1 Bo	ydton Plan	ık Rd								
605 Hunnicut Rd	2.53	660	R								NA			NA		06/19/2014
(605) Old Vaughan Rd	3.20	470	R			26-660	E, Quaker	Rd			NA			NA		06/19/2014
		To				26-670 W	V, Old Stag									
605 Old Vaughan Rd	0.08	980	F	96%	3%	1%	0%	0%	0%	С	0.098		0.512	990	F	2017
605) Old Stage Rd	0.50	From 670	R			26-670	E, Duncan	n Rd			NA			NA		06/19/2014
		To					Ionks Nec									
(605) Monks Neck Rd	4.49	400	R			26-669	Old Stage	Rđ			NA			NA		06/19/2014
$\bigcirc$		To	d d				N, Halifax S, Halifax									
605 Ellington Rd	1.40	380	R								NA			NA		06/19/2014
<u> </u>		To			]		orge Count Old Stage									
(606) Reams Dr	2.00	450	R								NA			NA		06/19/2014
		To	4				S, Halifax N, Halifax				_					
606 Oak Grove Rd	1.40	240 _{то}	R								NA			NA		06/19/2014
<u> </u>		From	4				orge Count 4 Halifax I									
(607) Butler Branch Rd	1.50	400	R								NA			NA		06/19/2014
$\bigcirc$		To	<u>1</u>		]		orge Count US 460	ty Line								
(608) Zion Rd	0.46	140	R				JS 400				NA			NA		08/06/2014
		To					Baltimore									
(609) Cherry Hill Rd	0.80	From 160	R			Brunswi	ck County	Line			NA			NA		07/08/2014
		To				26-687	Cutbank	Rd								
609 Cherryhill Rd	3.40	30	R								NA			NA		07/08/2014
609 Old Stage Rd	0.70	130	R			26-61	6 Ridge R	d			NA			NA		07/08/2014
(609) Old Stage Rd	5.70	1 <b>30</b> To				SR 40 M	IcKenney	Hwy						11/7		57,00/2014
			1			51( 40 1)	lettenney	11w y								

Route	Length	AADT	QA	4Tire	Bus			uck 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County		From					AcKenney									
(609) Cherry Hill Rd	2.30	50	R								NA			NA		07/08/2014
<u> </u>		To					, Courthou									
609 Old Stage Rd	1.58	190	R								NA			NA		07/08/2014
609 Old Stage Rd	2.90	From 140	R			26-60	64 Reese I	Rd			NA			NA		07/25/2017
609 Old Stage Rd	2.20	From: 290	F	95%	2%	1%	6 Flatfoot 1%	1%	0%	С	0.131		0.611	290	F	2017
<u> </u>		From			26-0		tage Rd; S	hady Lane								
610 Baskerville Mill Rd	1.40	160 Ta	F	94%	4%	1%	0%	1%	0%	С	0.129		0.571	160	F	2017
610 Old White Oak Rd	0.50	150	F	99%	<u>SR 40</u> 1%	McKenne 1%	<u>ey Hwy; C</u> 0%	01d Cryors 0%	0%	С	0.135		0.5	150	F	2017
610 Old White Oak Rd	0.20	From: 230	R			26-650	Lew Jone	s Rd			NA			NA		08/28/2014
	0.40	From				26-701 (	Quail Hollo	ow Rd								
(610) Old White Oak Rd	2.40	180	R			26 (51	XV1.:4	- D 4			NA			NA		08/28/2014
610 Old White Oak Rd	1.40	210 From:	R				Whitmore				NA			NA		08/28/2014
610 Old White Oak Rd	1.20	From: 300	R			26-6	44 Brills F	Rd			NA			NA		08/28/2014
610 Old White Oak Rd	2.30	Erom 250	R			26-64	45 Scotts I	Rd			NA			NA		08/28/2014
(610) Old White Oak Rd	0.90	Tor From: 250	R			26-622	Baltimore	e Rd			NA			NA		08/28/2014
(610) Old White Oak Hd	0.00	То				26-613	White Oa	k Rd								00/20/2014
(611) Wilkinson Rd	3.44	From: 650	R			26-627	Courthous	e Rd			0.116		0.754	NA		07/25/2017
(611) Wilkinson Rd	3.44	To	n			26 645 W	heelers Po	and Pd			0.110		0.754	NA		07/23/2017
611) Wilkinson Rd	1.82	320 From:	R								0.146		0.725	NA		07/25/2017
(611) Trinity Church Rd	3.25	From: 160	R			26-613	White Oa	k Rd			0.148		0.65	NA		07/25/2017
C Tripity Church Dd	0.15	From	_	079/	10/		US 460	09/	09/	<u> </u>	0 102		0.500	840		
(611) Trinity Church Rd	0.15	840 To	F	97%	1% 26-75	1% 51 S, Cox	1% Rd; 26-75	0% 2 Siding R	0%	С	0.102		0.523	840	F	2017
(611) Trinity Church Rd	0.92	From: 510	F	96%	2%	26-751 N <b>1%</b>	, Cox Rd; 0%	26-716 <b>0%</b>	0%	С	0.128		0.567	520	F	2017
(611) Trinity Church Rd	0.02	To	•	0070	270		Ruth Hill		0,0	-			0.007	010	•	
611) Trinity Church Rd	0.79	370	F	96%	2%	1%	0%	0%	0%	С	0.132		0.592	370	F	2017
(611) Brown Rd	2.18	From: 200	F	96%	3%	26-723 P 1%	earson Ha 0%	rdy Rd 0%	0%	С	0.116		0.522	200	F	2017
(611) Brown Rd	2.10	To	•	30 /8	578	26-627	Courthous	e Rd	078	0	0.110		0.522	200	I	2017
(611) Brown Rd	1.89	From: <b>400</b>	R			26-627 T	rinity Chu	rch Rd			NA			NA		07/17/2014
		To					E, Namozi									
611 Brown Rd	0.36	240	R			26-708 V	V, Namozi	ine Rd			NA			NA		07/17/2014
(611) Exeter Mill Rd	1.45	Τα From 140	R			26-747	Wheelers	Lane			NA			NA		07/17/2014
$\smile$		To					Sutherlan									
(612) Harpers Bridge Rd	0.10	From: 230	F	99%	0%	Brunswi 0%	ck County 0%	Line 1%	0%	С	0.140		0.5	230	F	2017
		To					8 Harpers									

Route	Length	AADT	QA	4Tire	Bus		Tru	ick		QC	K Facto	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County							3+Axle		21181		Facio	)r	Factor			
612) Old Beaver Pond Rd	0.77	500 From:	F	98%	2%	26-638 0%	Harpers F 0%	Rd 0%	0%	С	0.136	2	0.564	300	F	2017
(612) Old Beaver Pond Rd	0.77	300	Г	90%	2%		ld Cryors		0%	U	0.130	)	0.364	300	Г	2017
		From:				Brunswic					1					
(613) Gills Bridge Rd	1.12	200	R			Bruilswic	K County	Line			NA			NA		08/28/2014
		To				26 629	Harpers F	0.d								
(613) Gills Bridge Rd	1.92	From: 200	R			20-038	naipeis r	.u			NA			NA		08/28/2014
013	-	To				26 651 3	x71 *.	D 1			_					
(613) Gills Bridge Rd	1.82	From:	R			26-651	Whitmore	Rđ			NA			NA		08/28/2014
(013) enne 2.nage na		To:				SR 40 W	, Darvills	Rd								00/20/201
<u> </u>		From:					, Darvills	Rd								
(613) White Oak Rd	7.37	170	F	95%	2%	3%	0%	1%	0%	С	0.142	2	0.55	170	F	2017
$\bigcirc$		To: From:				26-622 I	Baltimore	Rd			<u> </u>					
(613) White Oak Rd	0.93	280	F	95%	3%	1%	1%	1%	0%	С	0.120	)	0.6	280	F	2017
$\bigcirc$		To				26-646	6 Glebe R	d								
613) White Oak Rd	1.13	240	F	93%	5%	2%	1%	0%	0%	С	0.132	2	0.742	250	F	2017
0		To			26	5-624 W, C	Colomon I	aka Dd								
(613) White Oak Rd	1.93	Prom: 240	F	94%	5%	<u>1%</u>	0%	0%	0%	С	0.150	)	0.632	240	F	2017
(013) Frinde Guilt Hu			•	01/0	0,0				0,0				0.002	2.0	•	
613 White Oak Rd	3.27	210 From:	F	93%	5%	<u>26-611 \</u> 1%	Vilkinson 0%	Rd 0%	0%	С	0.16		0.903	220	F	2017
(613) White Oak Rd	5.27	210	•	30 /8					078	0	0.10		0.303	220		2017
	4.00	From:		050/		-627 Court			0.01			_	0.50		-	0017
613) White Oak Rd	1.38	300	F	95%	2%	1%	0%	1%	0%	С	0.12	)	0.59	310	F	2017
<u> </u>		To: From:				26-628 Tr										
(613) White Oak Rd	1.26	430	F	98%	1%	1%	0%	1%	0%	С	0.10	5	0.609	430	F	2017
<u> </u>		To: From:				26-661	Boisseau	Rd								
(613) White Oak Rd	1.77	1600	F	95%	3%	1%	0%	1%	0%	С	0.167	7	0.516	1600	F	2017
$\bigcirc$		To				26-631 0	Claiborne	Rd			7					
(613) White Oak Rd	1.71	1400	F	96%	2%	1%	0%	1%	0%	С	0.124	1	0.614	1500	F	2017
$\bigcirc$		To:				JS 1 N, Bo										
	1 70	From:	L	000/		US 1 S, Bo			00/			<b>`</b>	0 515	010	-	0017
(613) Dabney Mill Rd	1.70	900	F	96%	3%	1%	0%	0%	0%	С	0.110	J	0.515	910	F	2017
		To: From:					Steers R					_			_	
(613) Dabney Mill Rd	1.22	470	F	94%	5%	1%	0%	0%	0%	С	0.109	9	0.558	470	F	2017
<u> </u>		To: From:				26-670 W	/, Duncan	Rd								
(613) Dabney Mill Rd	0.51	490	F	95%	3%	2%	0%	0%	0%	С	0.11	1	0.537	490	F	2017
$\bigcirc$		To: From:				26-670 E	E, Duncan	Rd			_					
(613) Squirrel Level Rd	1.43	360	F	95%	3%	1%	1%	0%	0%	С	0.113	3	0.714	370	F	2017
0		To				26-742 1	Plantation	Rd								
(613) Squirrel Level Rd	0.86	430	F	96%	3%	1%	1%	0%	0%	С	0.118	3	0.604	440	F	2017
		To									_					
(613) Squirrel Level Rd	1.39	From: 1100	F	98%	1%	26-1120 T 0%	0%	0%	0%	С	0.098	3	0.557	1100	F	2017
613) Squirrel Level Rd	1.00	1100	•	0070	170				070	0	0.000	,	0.007	1100	•	2017
	0.40	From:	_	000/	10/	26-741 F			00/	0	0.00	<b>.</b>	0 574	1400	г	0017
613) Squirrel Level Rd	0.43	1300	F	98%	1%	1%	1%	0%	0%	С	0.092	<u> </u>	0.574	1400	F	2017
		To- From:					Church R				<u> </u>	-	a = · ·		-	
613) Squirrel Level Rd	0.56	960	F	98%	1%	1%	0%	0%	0%	С	0.25	(	0.519	1000	F	2017
<u> </u>		To: From:				26-670	6 Flank Ro									
(613) Squirrel Level Rd	1.03	850	F	99%	0%	1%	0%	0%	0%	С	0.103	3	0.685	900	F	2017
$\smile$		To:				SCL I	Petersburg									
		From:			S	SR 40 W, N	McKenney	/ Hwy								
(614) Sunnyside Dr	1.23	360	R								NA			NA		08/28/2014
$\smile$		To:				WCL	McKenne	у								

Route	Length	AADT	QA	4Tire	Bus			ruck e 1Trail	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of McKennev		From	1				. McKenn				1					
(614) Sunnyside Dr	0.30	350	R								NA			NA		08/28/2014
Dimenial dia Connector		Та	1			SR 401	E, Doyle I	Blvd								
Dinwiddie County		From				D	ead End									
615 Blue Tartan Rd	0.42	20	R			0.42.)		<b>F</b> 1			NA			NA		05/31/2017
615) Blue Tartan Rd	0.90	From 160	R			0.42 N	IN Dead I	End			NA			NA		07/25/2017
		To					Frontage									
(616) Ridge Rd	2.20	From <b>70</b>	R			Sussex	County I	Line			NA			NA		07/08/2014
0		To				26-61	7 Bolster	Rd								
616 Ridge Rd	1.90	80 To	R			26.600	<i>a</i>	1.5.1			NA			NA		07/08/2014
		From	4				Cherryhil 16 Ridge I									
(617) Bolster Rd	1.50	270	R								NA			NA		07/08/2014
<u> </u>		To	4			26-619 W 26-619 E										
617 Bolster Rd	1.69	<b>260</b>	R			26 ((5 X	V-11 N				NA			NA		07/08/2014
		From	4				Valkers M									
618) Halligan Park Rd	1.20	350	R			Gussen	county 1	Jine			NA			NA		06/19/2014
		From	Ę			26-66	6 Baugh l	Rd								00/10/001 4
618 Halligan Park Rd	2.82	<b>460</b> τα	R			26-70	3 Carson	Rd			NA			NA		06/19/2014
		From				Sussex	County I	Line								
619 Courthouse Rd	3.59	430	F	90%	1%	2%	0%	6%	0%	С	0.117		0.577	430	F	2017
(619) Courthouse Rd	7.05	620	F	94%	2%	SR 40 M	<u>1cKenney</u> 1%	Hwy 2%	0%	С	0.113		0.6	620	F	2017
019		To	· 	/ -		26-650 Ha			• • •							
619 Courthouse Rd	0.86	1200	F	98%	1%	1%	0%	0%	0%	С	0.109		0.711	1200	F	2017
619 Courthouse Rd	1.06		F	98%	1%	26-620 0%	6 Flatfoot 0%	Rd 0%	0%	С	0.115		0.631	1300	F	2017
(619) Courthouse Rd	1.00	1300	г 	90%	170		9 Lundys		0%	U	0.115		0.031	1300	Г	2017
619 Courthouse Rd	0.25	1500 ^{From}	F	97%	1%	1%	0%	0%	0%	С	0.109		0.652	1500	F	2017
		To					14 Bishop									
619 Courthouse Rd	0.59	1700 To	F	98%	1%	1% US 1 Bo	0% ydton Pla	0% nk Rd	0%	С	0.1		0.549	1700	F	2017
		From					9 Wilson									
620 Foster Rd	1.20	<b>40</b>	R			26 642	W. Caubb	n Dd			NA			NA		08/06/2014
<u> </u>		From					W, Grubb E, Grubb									
(620) White Oak Church Rd	1.80	450 To	R			US	460 WES'	Т			NA			NA		08/06/2014
	4.00	From	Ļ				460 EAS									00/00/001
620 White Oak Church Rd	1.90	60 To	R			D	ead End				NA			NA		08/06/2014
		From					US 460									
621) Clay Street Rd	1.60	390	R								NA			NA		07/25/2017
(621) Clay Street Rd	0.40	From 20	R			1.60	MN US 4	60			NA			NA		06/01/2017
		То				D	ead End									
622) Baltimore Rd	1 60	From				26-650	Lew Jone	s Rd						NA		07/25/2017
(622) Dailinoie Ru	1.60	40 To	R			26-64	17 Doyle I	Rd			NA			NA		07/25/2017

Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County		From					47 Doyle Rd				1					
(622) Baltimore Rd	3.70	60	R			20-04		1			NA			NA		08/26/2014
		From				26-610 O	ld White Oa	ık Rd								
(622) Baltimore Rd	0.80	<b>120</b> то	R			26-613 V	V, White Oa	k Rd			NA			NA		08/26/2014
	0.50	From		000/	10/	26-613 E	E, White Oal	k Rd	00/	0	0.104		0 700	600	F	0017
(622) Baltimore Rd	3.50	680 To	F	98%	1%	1%	0%	0%	0%	С	0.104		0.739	680	F	2017
(622) Baltimore Rd	1.66	370 From	R			<u>US 400; 2</u>	26-602 Corin	ith Dr			NA			NA		08/06/2014
		From				26-694	4 Old Pine R	Rd								
622 Baltimore Rd	2.10	1100 ^{To}	R			Ameli	a County Lii	ne			NA			NA		08/06/2014
		From					a County Li									
623) Sutherlan Rd	2.00	640	R								NA			NA		07/17/2014
(623) Sutherland Rd	3.28	From 1100	R			26-611	Wilkinson l	Rd			NA			NA		07/17/2014
(623) Sutherland Rd	3.20	TIUU				26.75	0 Oxford R	4						NA.		07/17/2014
623) Sutherland Rd	0.62	^{From}	F	97%	1%	0%	1%	1%	0%	С	0.111		0.732	1400	F	2017
		To				26-708	Namozine l	Rd								
623 Station Rd	0.42	220	R								NA			NA		07/17/2014
(623) Station Rd	0.68	From 330	R			26-760 \$	Southerland	Ave			NA			NA		07/17/2014
623) 610101110	0.00	То				US -	460 Cox Rd							100		01/11/2014
		From				26-645 W	/heelers Pon	ld Rd								
(624) Coleman Lake Rd	2.60	170 ^{To}	R			26-613 V	V, White Oa	k Rd			NA			NA		08/26/2014
	0.00	From					E, White Oal									
(624) Coleman Lake Rd	3.80	620	R								NA			NA		08/26/2014
(624) Coleman Lake Rd	6.00	From 500	R			US 4	460; FR-806				NA			NA		08/26/2014
		То				26-611	Wilkinson I	Rd								
	0.50	From					US 460									00/00/001
(625) Wells Rd	3.52	300 ^{To}	R			Ameli	a County Li	ne			NA			NA		08/06/2014
2		From				SR 40 M	AcKenney H	Iwy								
626 Flatfoot Rd	5.67	350	F	95%	2%	1%	1%	2%	0%	С	0.114		0.54	350	F	2017
626) Flatfoot Rd	4.09	From 410	F	97%	1%	26-609 1%	Old Stage I 0%	Rd 1%	0%	С	0.121		0.591	420	F	2017
(626) Flatfoot Rd	4.00	То	•	51 /0	170		410 Allen Di		078	0	0.121		0.001	420		2017
626) Flatfoot Rd	0.43	From 1000	F	98%	1%	1%	0%	0%	0%	С	0.107		0.539	1000	F	2017
		To					Courthouse									
(627) Courthouse Rd	0.90	From <b>3000</b>	F	96%	2%	US 1 Bo	oydton Plank 0%	Rd 1%	0%	С	0.148		0.572	3000	F	2017
(627) Courthouse Rd	0.00	To		0070	270		Wilkinson		070	0	0.140		0.072	0000	1	2017
(627) Courthouse Rd	1.40	2500 ^{From}	F	95%	3%	1%	0%	1%	0%	С	0.176		0.645	2500	F	2017
		To					1 Boisseau F									
627 Courthouse Rd	2.81	1600 т.	F	93%	4%	1%	0% ite Oak Rd;	1%	0%	С	0.172		0.746	1600	F	2017
		From				26-0	613; 26-645									
627 Courthouse Rd	2.61	1900	F	94%	3%	1%	1%	2%	0%	С	0.141		0.637	1900	F	2017
(627) Courthouse Rd	0.80	From 690	F	96%	2%	<u>US 460</u> 1%	) <u>New Cox I</u> 1%	Rd 0%	0%	С	0.117		0.734	690	F	2017
(627) Courthouse Rd	0.00	090 ^{To}	· ·	50 /0	L /0		51 E, Cox Re		0 /0	0			0.704	030	I	2017

Route	Length	AADT	QA	4Tire	Bus		True 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County		From	1				W, Cox R									
(627) Trinity Church Rd	2.20	370	R			20-731	W, COX K	u			NA			NA		08/01/2014
0		To				26-611	Wilkinson H	Rd								
<u> </u>		From	L			De	ead End									
628) Tranquility Lane	0.33	70	R								NA			NA		12/10/2014
Tranguility Lana	0.10	From				26-613	White Oak 1	Rd						NIA		08/01/2014
628 Tranquility Lane	3.10	70	R								NA			NA		08/01/2014
628) Tranquility Lane	0.87	From 190	R			26-689	Bobcat Ro	1			NA			NA		07/25/2017
(628) I ranquility Lane	0.07	190												NA		0772372017
(628) Tranquility Lane	0.70	610	R			26-75	6 Slates Rd				NA			NA		08/01/2014
(628) Tranquility Lane	0.70	010				<b>XX0</b> 440								11/3		00/01/2014
(628) Tranquility Lane	0.09	From 1200	R			US 460	New Cox F	Rd			NA			NA		08/01/2014
(628) Hanquinty Earlo	0.00	То				26-7	51 Cox Rd							101		00/01/2011
		From				26-627 0	Courthouse	Rd								
(629) Anderson Mill Rd	0.93	360	R								NA			NA		08/01/2014
$\bigcirc$		To				26-689	Bobcat Ro	1			<u> </u>					
(629) Anderson Mill Rd	0.25	40	R								NA			NA		12/10/2014
$\bigcirc$		To				De	ead End									
	0.00	From	_	050/	001		County Lin		00/				0.744		-	0017
630 Winfield Rd	0.30	<b>290</b>	F	95%	2%	2%	1%	1%	0%	С	0.087		0.741	290	F	2017
		From	1				cKenney H									
(631) Claiborne Rd	2.70	440	F	95%	4%	0%	White Oak 1 0%	ка 0%	0%	С	0.122		0.546	440	F	2017
	2.70	То		0070	170				0 /0	0			0.010	110	•	2017
(631) Claiborne Rd	0.80	From <b>780</b>	F	97%	2%	<u> </u>	0 Harris Rd 1%	0%	0%	С	0.115		0.685	780	F	2017
(031) enancementer		То	-		_,.		60; 26-708	• / •	• / •	-					-	
		From				26-631	Claiborne F	Rd								
632) Butterwood Rd	3.00	880	R								NA			NA		07/17/2014
$\bigcirc$		To	ļ				0 E, Cox R									
(632) Olgers Rd	1.20	1600	F	97%	2%	0%	) W, Cox R 0%	0%	0%	С	0.103		0.616	1700	F	2017
032) engene nie		То			_,.		1 River Rd		• / •	-					-	
		From				SR 226	6 W, Cox R	d								
633) Addison St	0.50	110	R								NA			NA		07/02/2014
		To				SR 22	6 E, Cox Ro	1								
	0.05	From				US 1 Boy	dton Plank	Rd								
634 Pine Grove Place	0.25	280 ^{To}	R			D	ead End				NA			NA		11/19/2014
		From														
(635) Hilltop Dr	0.40	350	R			De	ead End				NA			NA		11/19/2014
(033) · ············		То				SR 40 M	cKenney H	wy								
		From	-			De	ead End									
636) Rocky Branch Rd	0.27	90	R								NA			NA		06/01/2017
$\bigcirc$		To				US 4	60 Cox Rd									
		From				26-645 WI	heelers Pon	d Rd								
637 Madison Rd	0.49	130 To	R			D	ead End				NA			NA		12/10/2014
		From						D 1								
(638) Harpers Rd	2.00	260	R			26-613 C	ills Bridge	Ra			NA			NA		08/28/2014
						26 70	Lonni- P	1								
638) Harpers Rd	1.20	From 290	R			26-70	2 Lennie Ro	1			NA			NA		08/28/2014
		То				26- <u>612</u> Ha	rpers Bridg	e Rd								
		From	1				y County L									
(639) Wilson Rd	0.90	300	R								NA			NA		08/06/2014
$\bigcirc$		То				US 4	60 WEST									

Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County		From	1				60 EAST									
(639) Springston Rd/Wilse	on Rd 1.98	310	R			004	00 12 10 1				NA			NA		08/06/2014
639 Grubby Rd	0.20	From From	F	95%	3%	26-642 W 2%	/, Grubby 0%	Rd 0%	0%	С	0.164		0.731	170	F	2017
639 Wilson Rd	1.60	From: 230	R			26-642 E	, Grubby	Rd			NA			NA		08/06/2014
639 Wilson Rd	1.40	Tor From <b>300</b> To	R				Foster Ro Vhite Oak				NA			NA		08/06/2014
640 Hobbs Mill Rd	1.40	From <b>170</b> To	R			U Nottoway	S 460	ine			NA			NA		08/06/2014
(641) Airport Rd	0.55	From: 280	R			US 1 Boy	dton Planl				NA			NA		07/02/2014
		From					ad End S 460									
642 W Zilles Rd	1.82	360	F	89%	1%	2%	1%	7%	0%	С	0.107		0.59	360	F	2017
642) Grubby Rd	0.60	From: 130	F	95%	3%	26-643 2% 26-639 W	3 Zilles Ro 0% /, Grubby	0%	0%	С	0.123		0.533	130	F	2017
642) Grubby Rd	2.00	From: 130	F	97%	0%	0%	E, Wilson 2%	1%	0%	С	0.146		0.632	130	F	2017
642) Grubby Rd	2.40	From 120	F	89%	26- 7%	620 E, Wh 4%	0%	0%	0%	С	0.134		0.588	120	F	2017
642) Continental Rd	1.52	From: 90	R			26-613 V	Vhite Oak	Rd			NA			NA		08/28/2014
(642) Continental Rd	0.83	From: 80	R		1.5	2 ME 26-6	13 White	Oak Rd			NA			NA		07/25/2017
		To				26-64	4 Brills Ro	1								
(643) Zilles Rd	3.20	From: 390	R				Darvills R				NA			NA		08/06/2014
		To				26-642	Grubby R	ld								
Town of McKenney       644       Depot Rd	0.20	From: 570	F	97%	1%	1%	Doyle Blv 1% McKenney	0%	0%	С	0.114		0.617	570	F	2017
Dinwiddie County						NCL	vierkenne	y								
644) Depot Rd	1.92	From: 420	F	97%	2%	1%	McKenney 0%	0%	0%	С	0.120		0.544	430	F	2017
644) Brills Rd	2.50	From: 410	R				ew Jones				NA			NA		08/28/2014
644) Brills Rd	2.50	From: 120	R			26-610 Old					NA			NA		08/28/2014
644) Brills Rd	2.50	From: 140	R		CD	26-642 C					NA			NA		08/28/2014
		From				26-610 Old										
645 Scotts Rd	1.40	220	R								NA			NA		08/26/2014
645 Scotts Rd	1.80	From 470	R				Baltimore				NA			NA		08/26/2014
645) Scotts Rd	1.60	From: 470	F	97%	2%	26-646 1%	W, Glebe E, Glebe I 0% Scotts R	Rd 0%	0%	С	0.125		0.831	470	F	2017

				2		aintenai	100 / 110	<i>i</i> u							
Length	AADT	QA	4Tire	Bus					QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
0.70	250	F	98%	1%	1%	0%	1%	0%	С	0.145		0.629	250	F	2017
0.73	250	F	95%	2%	1%	0%	1%	0%	С	0.151		0.657	250	F	2017
1.07	320	F	96%	3%	1%	0%	1%	0%	С	0.108		0.686	320	F	2017
2.50	From: 490	F	95%	2%	1%	2%	1%	0%	С	0.126		0.578	490	F	2017
6.00	From: 280 To	F	96%	2%	US 1 Boy 1%	dton Plan 1%	k Rd 0%	0%	С	0.137		0.559	280	F	2017
1.00	From: 40	R								NA			NA		08/26/2014
1.60	From: 230	R								NA			NA		08/26/2014
2.24	From: 390	R			26-646	N, Glebe	Rd			NA			NA		08/26/2014
1.92	From: 810	R			26-73	8 Scotts R	d			NA			NA		08/26/2014
0.94	970	R								NA			NA		08/26/2014
1.50	From: <b>160</b>	R			26-650	Lew Jones	Rd						NA		08/26/2014
0.50	From 50	R			US 1 Boy	dton Plan	k Rd			NA			NA		08/28/2014
	To	<u> </u>													
1.60	40	F	97%	3%	0%	0%	0%	0%	С	0.222			40	F	2017
1.10	From 180	F	98%	26 1%	1%	0%	1%	0%	С	0.116		0.65	180	F	2017
1.60	From: 320	F	98%	1%	0%	0%	0%	0%	С	0.107		0.625	320	F	2017
0.80	From: 320	F	98%	2%	0%	0%	0%	0%	С	0.109		0.688	320	F	2017
2.50	70 From <b>370</b> Το	F	99%	1%	0%	0%	0%	0%	С	0.099		0.743	370	F	2017
0.15	From: 1100	F	95%			<i>i</i>		0%	С	0.084		0.611	1100	F	2017
0.68	From: 1000	F	96%	1%	26-709 <b>0%</b>	Shippings 1%	Rd 2%	0%	С	0.083		0.628	1000	F	2017
1.43	From 400	F	90%	2%	0%	0%	7%	0%	С	0.096		0.6	400	F	2017
2.20	From <b>210</b> Τα	F	94%	4%	2%	0%	0%	0%	С	0.1		0.546	210	F	2017
0.22	From: 100	     F		,						0.158			100	F	2017
	0.70 0.73 1.07 2.50 6.00 1.00 1.60 2.24 1.92 0.94 1.92 0.94 1.50 0.50 1.60 1.60 1.60 1.10 1.60 0.80 2.50 0.15 0.88 1.43 2.20	$1.07$ $250^{+rem}$ $1.07$ $320^{-rem}$ $2.50$ $490^{-rem}$ $2.50$ $490^{-rem}$ $1.07$ $280^{-rem}$ $1.00$ $280^{-rem}$ $1.00$ $40^{-rem}$ $1.00$ $40^{-rem}$ $1.00$ $40^{-rem}$ $1.00$ $40^{-rem}$ $1.00$ $40^{-rem}$ $1.00$ $810^{-rem}$ $0.94$ $970^{-rem}$ $0.94$ $970^{-rem}$ $1.50$ $160^{-rem}$ $1.50$ $160^{-rem}$ $1.60$ $320^{-rem}$ $1.60$ $320^{-rem}$ $1.60$ $320^{-rem}$ $1.60$ $320^{-rem}$ $1.60$ $320^{-rem}$ $1.10$ $180^{-rem}$ $1.60$ $320^{-rem}$ $1.60$ $320^{-rem}$ $1.10^{-rem}$ $100^{-rem}$ $1.43$ $400^{-rem}$ $1.43$ $400^{-rem}$	0.70       250       Form         0.73       250       F         0.73       250       F         1.07       320       F         2.50       490       F         2.50       490       F         1.07       320       F         1.07       320       F         1.07       320       F         1.00       280       F         1.00       40       R         1.00       70       R         1.00       810       R         1.100       R       Tot         1.50       160       R         1.50       160       R         1.60       320       F         1.60       320       F	0.70         250         F         98%           0.73         250         F         95%           0.73         250         F         95%           1.07         320         F         96%           2.50         490         F         95%           2.50         490         F         95%           76         -         -         -           2.50         490         F         95%           76         -         -         -           6.00         280         F         96%           76         -         -         -           1.00         40         R         -           1.60         230         R         -           1.92         810         R         -           1.92         800         R         -           1.60         <	No.70       250       F       98%       1%         0.73       250       F       95%       2%         1.07       320       F       96%       3%         1.07       320       F       96%       2%         1.07       320       F       96%       2%         1.07       320       F       96%       2%         2.50       490       F       96%       2%         1.00       40       F       96%       2%         1.00       40       R	$\begin{array}{c c c c c c } \mbox{AADT} & QA & 4 Tire & Bus \\ 2Axle \\ 0.70 & 250 & F & 98% & 1% & 1% \\ 100 & 100 & F & 98\% & 1% & 1% \\ 0.73 & 250 & F & 98\% & 2\% & 1\% \\ 0.73 & 250 & F & 96\% & 3\% & 1\% \\ 0.73 & 250 & F & 96\% & 3\% & 1\% \\ 0.73 & 20 & F & 96\% & 3\% & 1\% \\ 0.75 & F & 96\% & 2\% & 1\% \\ 0.75 & F & 96\% & 2\% & 1\% \\ 0.75 & F & 96\% & 2\% & 1\% \\ 0.75 & F & 96\% & 2\% & 1\% \\ 0.75 & F & 96\% & 2\% & 1\% \\ 0.75 & F & 96\% & 2\% & 1\% \\ 0.75 & F & 96\% & 2\% & 1\% \\ 0.75 & F & 96\% & 2\% & 1\% \\ 0.75 & F & 96\% & 2\% & 1\% \\ 0.75 & F & 96\% & 2\% & 1\% \\ 1.60 & 230 & R & - & - & - & - & - & - & - & - & -$	$ \begin{array}{c c c c c c c } \mbox{AADT} & QA & 4Tire & Bus \\ 2Axle 3+Axle 3+Axl$	$ \begin{array}{c c c c c c } \mtexp{Length} & AADT & QA & 4Tire & Bus \\ \mtexp{2} Axle 3 + Axle 1 Trail \\ 2Axle 3 + Axle 1 Trail \\ 2Axle 3 + Axle 1 Trail \\ 2Axle 3 + Axle 1 Trail \\ \mtexp{2} & Carl 1 & $	$ \begin{array}{c c c c c c c c c c c c c c c c c c c $					Length         AADT         OA         ATTR         Bus 2Axle         2Axle         3 axle         2 Trail 2 million         CC         Factor         CK         Factor         AAWDT           0.70         250         F         98%         1%         0%         0%         0%         0%         0.7145         0.629         250           0.73         250         F         95%         2%         1%         0%         0%         0.70         0.657         250           1.07         320         F         95%         2%         1%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%	

					DIII	widule i	viaintei	lance An	7a							
Route	Length	AADT	QA	4Tire	Bus			Truck de 1Trai		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County		From				26-650 F	Jamilton	Arms Pd								
(650) Ramp	0.22	620	F			20-0501	laminon	Anns Ru			0.128			620	F	2017
		To				Ι	-85 North	h								
		From:				26-613	Gills Bri	dge Rd								
651 Whitmore Rd	2.40	370	R								NA			NA		08/28/2014
	1.00	To: From:				SR 40 V	V, Old Cr	ryors Rd						NIA		07/05/0017
(651) Whitmore Rd	1.80	180	R								NA			NA		07/25/2017
(651) Mason Church Rd	2.25	Tor From: 260	R			26-610 0	Old White	e Oak Rd			NA			NA		08/28/2014
(651) Mason Church Rd	2.20	200 To:	n			26-650	W, Lew J	ones Rd						IN-A		00/20/2014
		From:					E, Lew Jo									
(651) Mason Church Rd	1.58	190	R								NA			NA		08/28/2014
<u> </u>		To From:				SR 40 E	, McKeni	ney Hwy								
(651) Mason Church Rd	1.27	350	R								NA			NA		08/28/2014
		To:					Dead End									
(652) Asbury Rd	1.56	From: 350	R			26-6	44 Depo	t Rd			NA			NA		08/28/2014
(652) Asbury Rd	1.50	3 <b>30</b> To:	n			US 1 B	oydton P	lank Rd						IN/A		00/20/2014
		From:					03 Carso									
(653) Richie Rd	0.16	70	R			20-7	05 Carso	li Ku			NA			NA		12/10/2014
		To:				]	Dead End	1								
		From:				26-687	S, Cutba	ank Rd								
(654) Rainey Rd	3.02	270	R								NA			NA		07/10/2014
$\bigcirc$		From				26-687	N, Cutba	ank Rd			<b>—</b>					
(654) Rainey Rd	0.20	530	R								NA			NA		07/10/2014
		To				SR 40	McKenne	ey Hwy								
	0.50	From:				]	Dead End	1								10/00/0011
655 Little Deer Rd	0.58	20 To:	R			LIC 1 D	orrdton Di	loulr Dd			NA			NA		10/02/2014
		From:					oydton Pl									
(656) Eppes Rd	1.20	90	R			26-70	9 Shippii	ng Ka			NA			NA		07/10/2014
(030) <b>-</b> pp cc :	0	To				26.65	0.0. 1	D 1								0.7.0,20.1
(656) Eppes Rd	1.20	From: 200	R			26-65	8 Branch	ies Rd			NA			NA		07/10/2014
030) - PP - 0 - 0		To:			20	6-650 W,	Hamilton	n Arms Rd								
		From:			26	6-650 E, I	Hawkins	Church Rd								
656 Gatewood Rd	2.55	530 To:	R			US 1 S, I	D 16 1	DI1- D -1			NA			NA		07/10/2014
		From:				,	~	Plank Rd Plank Rd								
656) Gatewood Rd	0.90	170	R				·				NA			NA		07/10/2014
$\bigcirc$		To:				26-0	647 Nash	Rd								
		From:				US 1 B	oydton P	lank Rd								
(657) Keelers Mill Rd	2.10	450	R			26		51			NA			NA		08/26/2014
<u> </u>		To:					647 Nash									
658) Branches Rd	1.61	From: 320	R			26-70	9 Shippii	ng Rd			NA			NA		07/10/2014
(658) Branches Rd	1.01	520												IN-A		07/10/2014
658) Branches Rd	2.70	From: 70	R			26-6	56 Eppes	s Rd			NA			NA		07/10/2014
(658) Branches Rd	2.70	Tor				26-619	Courtho	use Rd						IN-A		07/10/2014
		From:					Walkers									
659 Jones Rd	0.90	100	R			_5 505		110			NA			NA		07/08/2014
		To				SR 401	McKenne	ev Hwv								
659 Jones Rd	1.50	130	R			511 10					NA			NA		07/08/2014
		To				26_7	36 Barne	s Rd								
(659) Bain Rd	1.40	230 From:	R			20-7	Danie				NA			NA		07/08/2014
		To:				26-619	Courtho	use Rd								

Route	Length	AADT	QA	4Tire	Bus				uck 1Trail	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County		From						ourthous						'			
660) Hardiways Mill Rd	1.89	1200	R			20-	-019 CC	ourmous	e Ku			NA			NA		07/02/2014
(660) Old Vaughan Rd	1.20	450	R			2	26-703	Carson	Rd			NA			NA		07/02/2014
(660) old vadghairria	1.20	To						Hunnic							101		07702/2011
660) Quaker Rd	2.40	From: 440	R		26-605	5 E, O	ld Vaug	ghan Rd	l; Hunnicu	ıt Rd		NA			NA		07/02/2014
G60 Quaker Rd	1.20	From: 690	R			26	6-704 B	lackwel	l Rd			NA			NA		07/02/2014
(660) Quaker Rd	1.20	<b>090</b>	n			US	1 Boyd	lton Plaı	nk Rd						NA		07/02/2014
		From						ourthous								_	
(661) Boisseau Rd	2.40	1100 _{то}	F	94%	4%		1% -613 W	0% hite Oa	0% k Rd	0%	С	0.23		0.615	1100	F	2017
		From						Bolster									
(662) Hardwood Creek Rd	1.20	70	R									NA			NA		07/08/2014
<u> </u>		To						ourthous									
(663) Bain Rd	1.20	80	R				26-639	Jones F	Ka			NA			NA		07/08/2014
		To				26-6	665 Wa	lkers M	ill Rd								
	1.00	From					Dea	nd End									07/00/0014
664 Reese Rd	1.20	60 To:	R			26	5-609 O	ld Stage	e Rd			NA			NA		07/08/2014
		From						County I									
(665) Walkers Mill Rd	0.70	210	F	82%	0%	2	2%	3%	13%	0%	С	0.115		0.52	210	F	2017
		From	_	<b>.</b> /				Bolster		<b></b>						_	
665 Walkers Mill Rd	2.35	220	F	84%	0%		2%	3%	11%	0%	С	0.107		0.667	220	F	2017
(665) Walkers Mill Rd	1.44	220	R			SR	40 Mc	Kenney	Hwy			NA			NA		07/08/2014
		To				26	5 728 W	/ingfield	1 0 4								07700/2011
(665) Walkers Mill Rd	2.76	200 From	R			20	0-728 W	Inglieic	I KU			NA			NA		07/08/2014
		From				2	26-626 1	Flatfoot	Rd								
665 Black Mill Rd	0.70	310	R									NA			NA		07/08/2014
(665) Mortar Branch Rd	0.40	From: <b>48</b>	R			26-6	681 Bla	ck Bran	ch Rd			NA			NA		12/10/2014
(665) Mortar Branch Rd	0.40	To					Dea	id End							NA		12/10/2014
		From				2	26-626 I	Flatfoot	Rd								
666 Baugh Rd	1.20	120	R									NA			NA		10/02/2014
666 Baugh Rd	4.20	From: 250				2	6-670 5	Shady L	ane			NA			NA		06/19/2014
(666) Baugh Rd	4.20	2 <b>50</b>	R			26-6	518 Hal	ligan Pa	ırk Rd						NA.		00/19/2014
		From				2	26-666	Baugh I	Rd								
(667) Malones Rd	3.20	<b>130</b> то	R					<u> </u>	<b>D</b> 1			NA			NA		06/19/2014
<u> </u>		From						Carson Carson									
(668) Brick Rd	1.90	240	R			2	20-703	Carson	ĸu			NA			NA		06/19/2014
0		Τα				2	26-604	Halifax	Rd								
	2.20	From:			26-60	5 Mo	onks Ne	ck Rd; (	Old Stage	Rd					NIA		06/10/2014
669 Old Stage Rd	3.30	<b>470</b> ^{Τα}	R			2	26-604	Halifax	Rd			NA			NA		06/19/2014
		From						Baugh I									
(670) Shady Lane	1.82	130	R					~ ~				NA			NA		07/25/2017
		From					1.82 M	N 26-66	56						• • •		00// 0// 0
670 Shady Lane	0.04	110 To:	R			24	( (00 )	Dle Bole	D 4			NA			NA		06/19/2014

Route	Length	AADT	QA	4Tire	Bus			uck 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County		From				26-682	2 Ole Bole	Rd								
(670) Shady Lane	0.10	160	R								NA			NA		06/19/2014
	0.77	Fram	<u> </u>			26-68	8 Sawmill	Rd								00/10/001
670 Shady Lane	0.77	180	R								NA			NA		06/19/2014
670 Old Stage Rd	1.45	520	F	97%	2%	1%	Old Stage 1%	0%	0%	С	0.106		0.64	520	F	2017
(670) Old Stage Rd	2.51	580	F	97%	1%	<u>26-70</u> 1%	3 Carson	Rd 0%	0%	С	0.122		0.632	580	F	2017
(670) Old Oldge Hd	2.01	To	-	0170			Old Vaug		070	Ŭ			0.002	000	•	2017
670 Duncan Rd	2.29	From <b>760</b>	F	97%	2%	26-605 E	E, Old Sta 0%	ge Rd 0%	0%	С	0.092		0.62	760	F	2017
(670) Duncan Rd	2.29	700 To	۲ ۲					Dabney N		0	0.032		0.02	700	I	2017
	0.07	From	-	070/			Dabney N		00/	0			0.050	550	F	0017
(670) Duncan Rd	2.07	540	F	97%	2%	1%	0%	0%	0%	С	0.11		0.656	550	F	2017
(670) Duncan Rd	1.21	750	F	98%	2%	26-673 S 0%	Smith Grov 0%	ve Rd 0%	0%	С	0.109		0.615	800	F	2017
(670) Buildair Id		Te		0070				Grove Rd		<u> </u>			0.010	000	•	2017
(670) Duncan Rd	1.49	From 1000	F	96%	1%	1%	0%	1%	0%	С	0.105		0.641	1100	F	2017
		To	1			US 1 Bo	ydton Pla	nk Rd								
	0.40	From				D	ead End									10/10/001
(671) Brownwall Rd	0.40	<b>70</b>	R			US 1 Bo	ydton Pla	nk Rd			NA			NA		12/10/2014
		From	4				quirrel Le									
(672) Church Rd	1.49	720	F	97%	1%	1%	1%	0%	0%	С	0.116		0.544	760	F	2017
0		Tc	-		1.49	MN 26-6	13 Squirre	el Level R	d		<b></b> _					
(672) Church Rd	0.58	660	F	93%	1%	1%	0%	5%	0%	С	0.095		0.614	700	F	2017
<u> </u>		To				26-603	3 Weakley	Rd								
(672) Weakley Rd	0.27	490	F	91%	1%	2%	1%	6%	0%	С	0.121		0.523	520	F	2017
		Te					71 Hazel A			-						
672 Weakley Rd	0.19	<b>480</b>	F	92%	0%	1%	1%	6%	0%	С	0.116		0.557	510	F	2017
		From	1				2 Simpson									
(673) Smith Grove Rd	1.77	450	R			20-07	0 Duncan	Ka			NA			NA		07/02/2014
		To				26-613 S	quirrel Le	vel Rd								
~		From	12			26-613 S	quirrel Le	vel Rd								
(674) Wheaton Rd	1.85	110 Tr	R			26.67	0.0	D 1			NA			NA		07/25/2017
-		From	1				0 Duncan									
(675) Vaughan Rd	3.74	670	F	98%	1%	1%	0 Duncan 1%	0%	0%	С	0.097		0.746	680	F	2017
613		Te					Fort Emor									
675) Vaughan Rd	0.90	1100 ^{From}	F	97%	0%	1%	1%	1%	0%	С	0.084		0.660	1200	F	2017
0		Te	-			26-6	76 Flank F	Rd								
(675) Vaughan Rd	0.94	850	F	95%	1%	1%	1%	2%	0%	С	0.089		0.683	900	F	2017
$\bigcirc$		To				SCL	Petersbur	g								
	0.00	From				26-613 S	quirrel Le	vel Rd								07/00/0014
676 Flank Rd	0.80	<b>600</b> та	R			26-675	5 Vaughan	Rd			NA			NA		07/02/2014
		From	4				4 Halifax									
(677) Carson Dr	0.80	900	F	98%	0%	0%	1%	0%	0%	С	0.121		0.708	950	F	2017
$\bigcirc$		To	c		SR 34	5 Richard	Bland Co	llege; 74-6	508							
<u> </u>		From	1			26-605	5 Ellington	Rd								
678) Spain Dr	1.00	40	R								NA			NA		06/19/2014
<u> </u>		To	1			26-606	Oak Grov	e Rd								

Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle	uck		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County		From						IIIdli	211411		Factor		Factor			
(679)	1.45	220	R			D	ead End				NA			NA		10/02/2014
		To				26-660 Ha	ardiways N	Iill Rd								
		From:	_		<b></b>		Black Branc			_					-	
680 Troublefield Rd	3.20	260 To:	F	95%	2%	1% 26-618 H	0% Ialligan Par	3% *k Rd	0%	С	0.118		0.606	260	F	2017
		From					c County Li									
(681) Black Branch Rd	1.80	320	R								NA			NA		06/19/2014
$\bigcirc$		To:			26-665		ranch Rd; I		l Rd							
(682) Ole Bole Rd	0.70	From: 70	F	91%	8%	<u>26-609</u> 1%	Old Stage 0%	Rd 1%	0%	С	0.258		0.647	70	F	2017
	0.70	To:	•	0170	070		0 Shady La		070	U	0.200		0.017	10	•	2017
-		From:				26-651	Whitmore	Rd								
683) Continental Rd	0.45	120	R								NA			NA		10/02/2014
		To From:				26-70	7 Cantree I	Rd								/ /
683 Continental Rd	0.60	80	R								NA			NA		10/02/2014
Continental Dd	0.00	From:	-			0.60	MN 26-70	7						NIA		06/01/0017
683 Continental Rd	0.20	<b>90</b>	R			D	ead End				NA			NA		06/01/2017
		From:					ead End									
684) Airpark Dr	0.56	2400	R								NA			NA		07/02/2014
$\bigcirc$		To:				US 46	60 Airport	St								
	0.40	From				D	ead End									10/10/001
685 Oakley Dr	0.16	10 To	R			US 1 Bo	ydton Plan	k Rd			NA			NA		12/10/2014
		From:					Smith Grov									
(686) Smith Grove Lane	0.20	45	R								NA			NA		11/19/2014
$\bigcirc$		To:				D	ead End									
Cuthank Dd	0.10	From:	-			26-609	Cherryhill	Rd						NIA		07/05/0017
687 Cutbank Rd	0.10	130	R								NA			NA		07/25/2017
(687) Cutbank Rd	1.54	From: 30	R			26-654	S, Rainey	Rd			NA			NA		07/10/2014
	1.01	UU To				154 1	IN 26 654	c						10.1		0771072011
(687) Cutbank Rd	1.06	From: 80	R			1.34 N	MN 26-654	3			NA			NA		07/10/2014
		To				26-696 Bo	ourdon Cre	ek Rd								
(687) Cutbank Rd	1.62	330	R			20 070 20	ourdon ere	UN ILU			NA			NA		07/10/2014
$\bigcirc$		To:				SR 40 M	IcKenney 1	Hwy								
	0.05	From:	_			26-670	0 Shady La	ne								10/00/001
688 Sawmill Rd	0.85	170	R								NA			NA		10/02/2014
(688) Sawmill Rd	1.28	From: 30	R			26-705	Fox Branch	n Rd			NA			NA		10/02/2014
688) Sawmill Rd	1.20	30	n			1.00	ME 26 70	-						IN-A		10/02/2014
688) Sawmill Rd	0.27	From: 70	R			1.28	ME 26-70	5			NA			NA		10/02/2014
		Tor	-			26-667	7 Malones	Rd								
		From:				26-629 A	nderson M	ill Rd								
689 Bobcat Rd	0.60	180 Te	R			06 (00 7	n	T			NA			NA		10/02/2014
~		To: From:					Claib area									
(690) Harris Dr	0.94	290	R			26-631	Claiborne	Kđ			NA			NA		10/02/2014
		To:				D	ead End									
		From:				D	ead End									
691) Cryors Rd	1.00	130	R								NA			NA		08/28/2014
$\smile$		To:				SR 40 0	Old Cryors	Rd								

Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County		From					ead End									
(692) Sapony Church Rd	1.89	70	R			D					NA			NA		07/25/2017
(692) Spony Church Rd	3.20	From 5	R			SR 40 M	cKenney I	Hwy			NA			NA		07/25/2017
	0.60	From				26-709	Shipping l	Rd						NA		07/10/2014
692 Spony Church Rd	0.60	60 ^{To}	R			De	ead End				NA			NA		07/10/2014
	0.07	From				26-703	B Carson R	d								
693) Williamson Rd	2.87	200 To:	R			26-670	Old Stage	Rd			NA			NA		06/19/2014
		From					ead End									
694 Old Pine Rd	0.70	<b>70</b>	R			26 622	Daltimore	DJ			NA			NA		07/25/2017
		From					Baltimore ead End	KU								
696) Bourdon Creek Rd	1.20	70	R								NA			NA		07/10/2014
<u> </u>		To					Cutbank I									
(697) Spicely Rd	0.40	110	R			26-613	White Oak	Ka			NA			NA		06/01/2017
		To					ead End									
698) Double Branch Rd	1.20	From: 150	R			26-665 W	alkers Mi	ll Rd			NA			NA		07/08/2014
698) Double Branch Rd	1.20	To				Sussex	County Li	ne						N/A		07/00/2014
		From				26-611	Wilkinson	Rd								
699 Horsetail Rd	1.89	60	R								NA			NA		07/17/2014
699) Horsetail Rd	1.41	50	R			1.89 1	MN 26-61	1			NA			NA		07/17/2014
033		To				26-708	Namozine	Rd								
	0.00	From	_			De	ead End							NIA		00/00/0014
700 Boze Rd	0.88	60	R					<b>D</b> 1			NA			NA		08/06/2014
(700) Hawkins Rd	2.54	320	R			26-613	White Oak	Rd			NA			NA		07/25/2017
		To				26-622	Baltimore	Rd								
(701) Quail Hollow Rd	0.60	From: 20	R			De	ead End				NA			NA		08/28/2014
(701) Quail Hollow Rd	0.00	ZU	n		,	26-610 Ol	d White O	ak Rd						NА		00/20/2014
		From				26-638	Harpers F	Rd								
(702) Lennie Rd	1.32	80 To:	R			SR 40 (	Old Cryors	Rd			NA			NA		08/28/2014
		From					dton Plan									
(703) Carson Rd	0.13	3900	F	96%	1%	1%	0%	1%	0%	F	0.1		0.541	3900	F	2017
	4 4 7	From	_	000/	4.07		6-1403	10/	001	_			0 5 4 0			0017
(703) Carson Rd	1.17	3800	F	96%	1%	1%	0%	1%	0%	С	0.098		0.549	3800	F	2017
(703) Carson Rd	5.18	From 810	F	94%	3%	0%	I-85 1%	1%	0%	С	0.106		0.57	810	F	2017
		To					Old Stage				<b></b> _					
(703) Carson Rd	5.97	680	F	95%	2%	1%	0%	1%	0%	С	0.119		0.654	680	F	2017
		From:	_	0.001	001		alligan Par		00/	0			0.050	1100		
(703) Carson Rd	0.09	1100 Tor	F	96%	2% Princ	1% e George	1% County Lii	1% ne; 74-60	0% 4	С	0.115		0.656	1100	F	2017
		From					3 Carson R									
703 Ramp	0.21	<b>340</b> то	F								0.121			340	F	2017
East		From					E, Carson	Rd								
(703) Ramp	0.31	1200	F								0.136			1200	F	2017
$\smile$		To				I-8	5 North									

Route	Length	AADT	QA	4Tire	Bus		T xle 3+Ax				QC	K Factor	, QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County		From	1			26.7	03 W, Cars	on Pd									
West (703) Ramp	0.24	750	F			20-7	US W, Cars	on Ku				0.140			750	F	2017
0		To					I-85 North	1									
		From	Ļ				Dead End										
(704) Blackwell Rd	0.24	70 ^{To}	R			26	-660 Quake	r Pd				NA			NA		12/10/2014
		From	1				-688 Sawmi										
(705) Fox Branch Rd	1.42	190	R			20-	-066 Sawiii	li Ku				NA			NA		12/10/2014
		To				26-7	33 Little Zi	on Rd									
~		From				SR	226 W, Co	x Rd									
(706) Old Cox Rd	0.55	240	R									NA			NA		12/10/2014
		From				26-'	725 Cheroke	ee Rd									
706 Old Cox Rd	0.15	210 ^{To}	R			CD	226 E. C.	- D 1				NA			NA		12/10/2014
		From	1				226 E, Cor										
(707) Cantree Rd	0.85	160	R			26-6	83 Continer	ital Rd				NA			NA		12/10/2014
		То				26-6	651 Whitmo	re Rd									,
		From				Am	elia County	Line									
(708) Namozine Rd	0.30	640	G	97%	1%	19	% 1%	1%	, 0	0%	F	0.101		0.765	660	G	2017
<u> </u>		To				26-	746 Birdnes	st Rd									
(708) Namozine Rd	5.93	770	F	97%	1%	19	% 1%	1%	, 0	0%	С	0.114		0.651	770	F	2017
<u> </u>		From				20	6-601 River	Rd									
(708) Namozine Rd	0.70	1800	F	97%	1%	19			, 0	0%	С	0.104		0.675	2000	F	2017
$\bigcirc$		То	1				JS 460; 26-6										
Chinning Dd	2.70	From 60	R			26-6	509 Cherryh	ill Rd				NA			NA		07/10/2014
(709) Shipping Rd	2.70	00													INA		07/10/2014
(709) Shipping Rd	3.70	From 240	R			SR 4	0 McKenne	y Hwy				NA			NA		07/10/2014
(709) Shipping Rd	0.70	240													IN/A		07/10/2014
(709) Shipping Rd	1.70	450	R			26	5-656 Eppes	Rd				NA			NA		07/10/2014
(709) eppg		100				26	(50 D 1	D 1									0.7.0,20
(709) Shipping Rd	0.63	From <b>700</b>	R			26-	658 Branche	es Rd				NA			NA		07/10/2014
		То				26-650	) Hamilton A	Arms Rd									
		From					Dead End										
(710) Cemetery Rd	0.85	30	R									NA			NA		08/28/2014
$\bigcirc$		То				S	CL McKen	ney									
Town of McKennev		From				S	CL McKem	nav				<u> </u>					
(710) Cemetery Rd	0.11	9	R			5	CE Mercen	ncy				NA			NA		08/28/2014
		То				SF	R 40 Doyle I	Blvd									
Dinwiddie County																	
(711) Ridley Rd	1.30	From <b>40</b>	R				Dead End					NA			NA		07/25/2017
(711) Ridley Rd	1.30	40 To				26-6	570 Old Sta	ge Rd							INA		07/23/2017
		From	1				-703 Carsor										
(712) Greentree Rd	0.55	30	R			20	, ob cuise					NA			NA		06/19/2014
		То					Dead End										
		From				US 1	Boydton Pl	ank Rd									
(713) Cutbank Church Rd	2.54	200 ^{To}	R			26	607 C-41-	l- D.J				NA			NA		07/10/2014
_		From	I				687 Cutban					 					
(714) Lewis Rd	0.46	310	R			US 1	Boydton Pl	ank Rd				NA			NA		12/10/2014
(714) Lewis Rd	0.40	510 To					Dead End								11/7		
		From	1			26-645	5 Wheelers I					1					
(715) Patillo Rd	1.78	120	R									NA			NA		10/02/2014
$\smile$		То				26-6	13 White O	ak Rd									

									Truck			V		D:-				
Route	Length	AADT	QA	4Tire	; E	Bus			Truck Axle 17		QC	K Factor	QK	Dir Factor	AAV	VDT	QW	Year
Dinwiddie County		From					2	6-611; 2	6-751									
(716) Poole Siding Rd	0.36	120	R				_	,				NA			N	A		10/02/2014
$\bigcirc$		To						6-751 C										
	0.50	From	В			2	26-629	Anders	on Mill R	d					N	٨		06/01/2017
(717) Anderson Dr	0.50	40 To	R					Dead I	End			NA			N	A		06/01/2017
		From					26	6-601 Ri				-						
(718) Henshaw Rd	0.38	340	R									NA			N	A		12/10/2014
$\bigcirc$		To						Dead I	End									
		From					26	5-601 Ri	ver Rd									10/10/001
719 Lee Dr	0.39	280 To	R					Dead I	Ind			NA			N	A		12/10/2014
		From					26	5-601 Ri										
(720) Chestnut Dr	0.15	110	R				20	0-001 KI	vei Ku			NA			N	A		12/10/2014
		To						Dead I	End									
		From					U	S 460; F	R-804									
(721) Pine Hill Rd	0.60	140	R									NA			N	A		08/01/2014
$\bigcirc$		To						Dead I	End									
	0.04	From					26-61	19 Court	house Rd									07/00/004
722 Abernathy Rd	0.81	20 To	R					Dead I	Ind			NA			N	A		07/08/2014
		From					26.6		inson Rd									
(723) Pearson Hardy Rd	0.58	90	R				20-0	OTT WIIK	ilison ku			NA			N	A		07/25/2017
(123)		To						Dead I	End									
		From				26-6	39 Spi	ringston	Rd; Wilso	on Rd								
(724) Springston Rd	0.58	230	R									NA			N	A		08/06/2014
$\bigcirc$		Ta						US 4	50									
	a / =	From						Dead I	End									
725 Cherokee Rd	0.17	130 ^{To}	R				26.7	706 014	Can Dd			NA			N	A		06/01/2017
		From							Cox Rd	1								
(726) Mitchell Ave	0.23	100	R				051	Boydtor	n Plank Ro	1		NA			N	A		12/10/2014
(726)	0.20	То	••					Dead I	End									,,
		From						Dead I	End									
(727) Bethune Rd	0.79	330	R									NA			N	A		07/02/2014
$\bigcirc$		To					26-6	675 Vau	ghan Rd									
		From						Dead I	End									
(728) Wingfield Rd	0.34	70 To	R				26.66	5 XX 11	M.II D	1		NA			N	A		06/01/2017
-		From							ers Mill Ro	1								
(729) Spriggs Rd	0.53	80	R				26-6	561 Bois	seau Rd			NA			N	Δ		07/25/2017
(729) Spriggs Rd	0.00	То						Dead I	End									0772072017
		From					U	S 460 C	ox Rd									
(730) Williams Rd	0.28	80	R									NA			N	A		06/01/2017
$\bigcirc$		To						Dead I	End									
$\sim$		From					26-6	11 Wilk	inson Rd									
731) Ruth Hill Rd	0.02	190	R									NA			N	A		08/01/2014
<u> </u>		To					0.	02 ME 2	26-611									
731) Ruth Hill Rd	0.40	200	R					D ::	7 1			NA			N	A		12/10/2014
$\sim$		To						Dead I										
732 Davis Rd	0.60	From <b>380</b>	R					Dead I	End			NA			N	Δ		08/01/2014
732) Davis Rd	0.00	380 To	n				26-63	27 Court	house Rd						IN	~		00/01/2014
		From							Stage Rd			 						
733) Little Zion Rd	1.20	230	R				20-0		Suge KU			NA			N	A		06/19/2014
	-	To					26-	-703 Ca	rson Rd						-			

Route	Length	AADT	QA	4Tire	Bus		Truc 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County		From	1			26-619 (	Courthouse 1	24								
(734) Rainey Rd	3.14	190	R			20-017	courtilouse i	tu			NA			NA		07/10/2014
0		Te	ŕ			26-626	Flatfoot Ro									
		From				26-619 0	Courthouse l	Rd								
(735) Goose Pond Rd	1.40	60 To	R			D	15 1				NA			NA		07/10/2014
			1				ead End									
(736) Barnes Rd	0.50	60	R			26-659 Ba	in Rd; Jone	Rd			NA			NA		12/10/2014
(736) Barnes Rd	0.00	т				D	ead End							1.1.1		12/10/2014
		From	1				alkers Mill	Rd								
(737) Booth Rd	1.60	20	R								NA			NA		10/02/2014
		To	d			26-626	Flatfoot Ro	l								
		From			26-64	5 Wheeler	s Pond Rd;	Scotts R	d							
(738) Scotts Rd	1.33	560	R								NA			NA		10/02/2014
$\bigcirc$		To	¢.			26-64	7 Nash Rd									
		From				26-7	51 Cox Rd									
(739) Midway Rd	1.70	490	R			26 500					NA			NA		08/01/2014
<u> </u>		Te					Namozine R									
	1 50	From	Ļ	0.40/	<b>F</b> 0/		Courthouse 1		00/		0.105		0.50	1500	F	0017
740 Turkey Egg Rd	1.50	1500 _{то}	F	94%	5%	0%	0%	1%	0%	С	0.185		0.59	1500	F	2017
		From					dton Plank									
(741) Fort Emory Rd	0.70	550	R			26-613 Sc	uirrel Level	Rd			NA			NA		07/02/2014
(741) Fort Emory Rd	0.70	<b>330</b>				26-675	Vaughan R	đ						NA		07/02/2014
		From	1				uirrel Level									
(742) Plantation Rd	0.50	280	R			20-015 50		Ku			NA			NA		07/02/2014
(142)		Te	1			26-675	Vaughan R	d								
		From	-			US 4	60 Cox Rd									
(743) Hart Rd	0.57	520	R								NA			NA		07/17/2014
		To	-			26-60	1 River Rd									
		From				26-64	4 Brills Rd									
(744) McKissicks Rd	0.70	80	R								NA			NA		08/28/2014
$\bigcirc$		To				D	ead End									
		From				D	ead End									
(745) Fisher Rd	0.20	48	R								NA			NA		12/10/2014
<u> </u>		To	1				ason Church									
(746) Birdnest Rd	0.05	From				26-708	Namozine R	d						NA		07/05/0017
(746) Birdnest Rd	0.95	<b>140</b> та	R			D	ead End				NA			INA		07/25/2017
		From					Wilkinson F	d								
(747) Wheelers Lane	0.35	10	R			20-011	W IIKIIISOII P	u			NA			NA		12/10/2014
	0.00	То				D	ead End									,
		From	1			D	ead End									
(748) Unico Rd	0.49	190	R				uu Liiu				NA			NA		11/19/2014
		Te				26-652	2 Asbury Rd									
		From				FR-8	2 Plane Dr									
(749)	0.04	40	R								NA			NA		12/10/2014
$\bigcirc$		To				D	ead End									
$\sim$		From				26-623 \$	outherland	Rd								
(750) Oxford Rd	1.51	650	R			_	15 (				NA			NA		07/17/2014
<u> </u>		Τr	1				ead End									
Cox Pd	0.74	From	Ļ			D	ead End							NIA		00/01/001 4
(751) Cox Rd	0.74	500	R								NA			NA		08/01/2014
		To		96%	2%		W; 26-752	1%	0%	С	0.104		0.6	1100	F	2017
(751) Cox Rd	0.26	1100	F			1%	1%									

					טווע							<u> </u>			
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County		From													
(751) Cox Rd	3.25	880	F	98%	<u>26-61</u> 0%	1% 1%	d E; 26-71 0%	0%	С	0.134		0.622	880	F	2017
(751)		To				26-627 W, Courtho	use Rd	• / •	-						
(751) Cox Rd	2.67	From 1500	1 F	96%	26 1%	5-627 W, Trinity Ch 1% 0%	urch Rd 1%	0%	С	0.105		0.532	1500	F	2017
(751) Cox Rd	2.07	1500	ſ	90 /8	1 /0	US 460 E, Cox		0 /6	U	0.105		0.552	1500	1	2017
		From	1			26-611; 26-75									
(752) Siding Dr	0.40	100	R							NA			NA		12/10/2014
		То				Dead End									
(753) Siding Dr	0.40	From 170	R			26-611 Wilkinson	n Rd			NA			NA		12/10/2014
(753) Siding Dr	0.40	То				Dead End							NA		12/10/2014
		From	4			Dead End									
(754) Anderson Mill Rd	0.88	210	R							NA			NA		08/01/2014
$\bigcirc$		То	4			26-751 Cox R	d								
	0.50	From				Dead End							N 1 A		10/10/0014
755 Slates Rd	0.50	70 ^{To}	R			26-751 Cox R	d			NA			NA		12/10/2014
		From				26-628 Tranquility									
(756) Slates Rd	0.28	48	R			20-020 Hanquinty	Lanc			NA			NA		12/10/2014
		То	4			Dead End									
<u> </u>		From				26-708 Namozine	e Rd								
(757) Marmora Dr	0.62	100 To	R			D 15 1				NA			NA		07/17/2014
		From	1			Dead End									
(758) Steers Rd	0.39	160	R			Dead End				NA			NA		12/10/2014
		То	0			26-613 Dabney M	ill Rd								
		From				Dead End									
(759) Gunn Rd	0.57	9	R							NA			NA		08/28/2014
		To	1			26-650 Lew Jone									
(760) Sutherland Ave	0.37	From <b>80</b>	R			26-623 Station	Rd			NA			NA		12/10/2014
(760) Cathenand Ave	0.07	То	 [			Dead End							1.07.1		12/10/2014
		From	1			26-750 Oxford	Rd								
(764) Oxford Rd	0.33	140	R							NA			NA		12/10/2014
		To				Cul-de-Sac									
Olda Kaswisk Lana	0.00	From	L			Cul-de-Sac							NIA		10/10/0014
(770) Olde Keswick Lane	0.08	170 ^{To}	R		I	Prince George Coun	tv Line			NA			NA		12/10/2014
		From	4		-	26-672 Church									
(775) Hofheimer Way	0.92	2800	R			20 072 Charen	itta			NA			NA		07/25/2017
0		To	q			US 1 Boydton Plan	nk Rd								
		From	-			26-601 River F	Rd								
776 Chesdin Lake Rd	0.57	320 ^{To}	R			Dood End				NA			NA		10/02/2014
		From				Dead End Dead End									
(1001) Margarita Ragsdale St	0.02	10	R			Dead Elid				NA			NA		06/01/2017
		То	_			ECL McKenne	ey								
Town of McKennev															
(1001) Bolling Rd	0.02	From				ECL McKenne	ey			NA			NA		07/25/2017
(1001) Bolling Rd	0.02	350	R							AVI			INA		01/23/2017
(1001) Bolling Rd	0.10	From 130	R			26-1014 Denbig	h St			NA			NA		09/12/2014
(1001) Bolling Rd	0.10	130	л 			06 1010 5 5	<u>C</u> ;						11/4		03/12/2014
(1001) Bolling Rd	0.32	From 460	R			26-1013 Johnson	n St			NA			NA		09/12/2014
	5.02	<b>400</b>				US 1 Boydton Plan	nk Rd								55, 12,2014
						2 ··· ···									

l enath							- I ruck-				K					
Longin	AADT	QA	4Tire	Bus						QC	Factor	QK	Dir Factor	AAWDT	QW	Year
									211411				i actor			
0.13		B			US 1 B	Boydton	Plank Rd	1			NA			NA		09/12/2014
0.10	т.				26	1007 Fi	fth St									00,12,201
0.16	740	R			20-	-1007 11	iui si				NA			NA		09/12/2014
	Trop				26-1	1006 Fo	urth St									
0.07	730	R									NA			NA		09/12/2014
	To	7 1			26-	1005 Tł	nird St									
0.07	740										NA			NA		09/12/2014
0.07					26-1	004 Sec	cond St							ΝΔ		09/12/2014
0.07	710					1002 5								NA		09/12/2014
0.03					26-	-1003 Fi	rst St				NA			NA		09/12/2014
	To				26-10	02 Railr	oad Ave									
		L			SR 4	40 Doyl	e Blvd									
0.10					26.1	001 D.					NA			NA		09/12/2014
0.02	60	R				Deau E	nu				NA			NA		12/10/2014
	T	-			26-1010	0 Jack Z	ehmer Ro	d			<b>—</b> —					
0.15	<b>70</b>	R									NA			NA		09/12/2014
	T/ From				26-10	09 Wes	tover Dr									
0.03	300	R									NA			NA		09/12/2014
					SR 4	40 Doyl	e Blvd									
0.10	<b>690</b> т	R			26.1	001 Pix	AVA				NA			NA		09/12/2014
	From	12														
0.09	100	R			5R-	40 Doyi	c bivu				NA			NA		09/12/2014
	To	2			26-1	001 Riv	es Ave									
0.14		L			26-10	09 Wes	tover Dr							NIA		00/10/201
0.14	100	<u>к</u>									INA			NA		09/12/2014
0.23					SR 4	40 Doyl	e Blvd				NA			NA		09/12/2014
0.20	т				26-10	08 Zehi	ner Ave							101		00,12,201
	Fron	1			SR 4	40 Doyl	e Blvd									
0.08	40	R									NA			NA		09/12/2014
	Te-m															
0.08					SR 4	40 Doyi	e Blvd				NA			NA		09/12/2014
	Т				26-1	001 Riv	es Ave									
0.11	130 From	R			20 1	001 101	037110				NA			NA		09/12/2014
	To	2			26-10	008 Zehi	ner Ave									
0.07						Dead E	nd									11/10/001
0.07	60	К									NA			NA		11/19/2014
0 19	From	B			26-	-1007 Fi	fth St				NA			NA		09/12/2014
0.10					26-	1005 Tł	nird St							1.07.1		00,12,201-
0 65					US 1 B	Boydton	Plank Rd	1				_		NA		09/12/2014
0.00					SC	L McK	enney							INA		03/12/2014
		L			SC	L McK	enney							•••		00/10/55
0.27	250 Tr	R			24	1005 T	and St				NA			NA		09/12/2014
	0.07 0.07 0.03 0.10 0.12 0.15 0.03 0.10 0.03 0.10 0.09 0.14 0.23 0.08	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	0.13       890       R         0.16       740       R         0.07       730       R         0.07       740       R         0.07       710       R         0.03       200       R         0.03       200       R         0.10       180       R         0.15       70       R         0.15       70       R         0.16       690       R         0.17       70       R         0.18       70       R         0.19       100       R         0.11       130       R         100       R       100         100       R       100	0.13 890 R 0.16 740 R	$\begin{array}{c c c c c c c c c c c c c c c c c c c $	Image         US I E           0.13         890         R           0.16         740         R           0.07         730         R           0.07         730         R           0.07         740         R           0.07         740         R           0.07         740         R           0.07         740         R           0.07         710         R           0.07         710         R           0.03         200         R           0.03         200         R           0.10         180         R           0.10         180         R           0.11         180         R           0.02         60         R           0.15         70         R           0.10         690         R           100         R         26-101           0.11         100         R           0.12         260         R           0.14         100         R           0.23         260         R           0.11         130         R           100	No.13         890         R           0.13         890         R         26-1007 Fi           0.16         740         R         26-1005 Ti           0.07         730         R         26-1004 Sec           0.07         740         R         26-1004 Sec           0.07         740         R         26-1002 Rail           0.07         710         R         26-1002 Rail           0.03         200         R         26-1001 Riv           0.010         180         R         26-1001 Riv           0.02         60         R         26-1001 Riv           0.02         60         R         26-1001 Riv           0.02         60         R         26-1001 Riv           0.03         300         R         26-1001 Riv           0.03         300         R         26-1001 Riv           0.03         300         R         26-1001 Riv           0.04         690         R         26-1001 Riv           0.05         70         R         26-1001 Riv           0.06         R         26-1001 Riv         26-1001 Riv           0.07         R         26-1001 Riv	Inter         US 1 Boydton Plank Re           0.13         890         R           0.16         740         R           0.07         730         R           0.07         730         R           0.07         730         R           0.07         740         R           0.07         710         R           0.03         200         R           0.03         200         R           1         26-1003 First St         St           0.03         200         R           1         26-1001 Rives Ave         East Au           1         180         R           1         26-1001 Rives Ave         East Au           1         180         R           1         26-1001 Rives Ave         East Au           1         180         R           1         26-1001 Rives Ave         East Au           1         100         R           1	Note         US I Boydton Plank Rd           0.13         890         R           0.16         740         R           0.07         730         R           0.07         730         R           0.07         740         R           0.07         740         R           0.07         740         R           0.07         740         R           0.07         710         R           0.03         200         R           0.03         200         R           0.03         200         R           0.10         180         R           7         26-1002 Railroad Ave           7         26-1001 Rives Ave           7         26-1001 Rives Ave           7         70         R           0.10         180         R           7         26-1001 Rives Ave         R           7         26-1001 Rives Ave	0.13 <b>890 R</b> 0.16 <b>740</b> <b>R</b> 26-1007 Fifth St 0.07 <b>730 R</b> 26-1005 Third St 0.07 <b>740 R</b> 26-1003 First St 0.07 <b>710</b> <b>R</b> 26-1003 First St 0.03 <b>200 R</b> 26-1003 First St 0.03 <b>200 R</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b> <b>C</b>	$\begin{array}{c c c c c c c c c c c c c c c c c c c $	US I Boydon Plank Rd         NA           0.13         890         R         NA           0.16         740         R         NA           0.16         740         R         NA           0.07         730         R         NA           0.07         740         R         NA           0.03         200         R         26-1002 Rairoad Are         NA           0.03         200         R         NA         NA         NA           0.10         180         R         NA         NA         NA           0.10         180         R         NA         NA         NA           0.10         180         R         26-1010 Jack Zehmer Rd         NA           0.10         R         SR 40 Doyle Blvd         NA           1000         <	US I Boydon Plank Rd         NA           0.13         890         R         NA           0.16         740         R         NA           0.16         740         R         NA           0.07         730         R         NA           0.07         730         R         NA           0.07         740         R         NA           0.07         740         R         NA           0.07         740         R         NA           0.07         740         R         NA           0.03         200         R         NA           0.03         200         R         NA           0.03         200         R         NA           0.10         180         R         NA           0.10         180         R         NA           0.10         180         R         NA           0.15         70         R         NA           0.16         90         R         NA           0.16         90         R         NA           0.11         180         R         NA           1         26-1001 Riv	US 1 Boydon Plank Rd         NA           0.16         740         R         NA           0.16         740         R         NA           0.07         730         R         NA           0.07         740         R         NA           0.07         740         R         NA           0.07         740         R         NA           0.07         740         R         NA           0.07         710         R         26-1005 Thin St         NA           0.03         200         R         NA         NA           0.03         200         R         NA         NA           0.03         200         R         NA         NA           0.10         180         R         NA         NA           0.10         180         R         NA         NA           0.10         180         R         NA         NA           0.11         180         R         NA         NA           0.12         60         R         NA         NA           0.11         180         R         NA         NA           0.11	0.13         890         R         NA         NA           0.16         740         R         NA         NA           0.07         730         R         NA         NA           0.07         740         R         NA         NA           0.07         700         R         NA         NA           0.07         R         Stath Dayle End         NA         NA           0.08         60         R         NA         NA           0.10         16         R         Stath Dayle End         NA           0.10         R         Stath Dayle End         NA         NA           0.11         100         R	1.13         890         R         NA         NA           0.16         740         R         NA         NA           0.07         730         R         NA         NA           0.07         730         R         NA         NA           0.07         740         R         NA         NA           0.07         740         R         NA         NA           0.07         710         R         26-1003 Float St.         NA         NA           0.07         710         R         26-1003 Float St.         NA         NA           0.07         710         R         26-1003 Float St.         NA         NA           0.03         200         R         26-1003 Float St.         NA         NA           0.10         1800         R         26-1003 Float St.         NA         NA           0.10         1800         R         26-1001 Jack Zahmar At         NA         NA           0.10         1800         R         26-1001 Jack Zahmar At         NA         NA           0.110         690         R         NA         NA         NA           0.10         690         R

Route	Length	AADT	QA	4Tire	Bus			-Truck Axle 1Tra			QC	K Factor	QK	Dir Faatar	AAWD	T QW	Year
Town of McKennev									ali Zi	rall		Factor		Factor			
(1009) Westover Dr	0.13	230	R			26	6-1005 Tł	nird St				NA			NA		09/12/2014
	0.10	То				2	6-1003 Fi	irst St							11/1		00/12/2014
<u> </u>		From				S	SCL McKe	enney									
(1010) Jack Zehmer Rd	0.25	60	R									NA			NA		09/12/2014
Jack Zehmer Rd	0.04	From: 40	В			26-	-1012 Fac	ctory St				NA			NA		09/12/2014
(1010) Jack Zehmer Rd	0.04	<b>40</b>	R			2	6-1003 Fi	irst St							NA		09/12/2014
		From					Dead E	nd									
(1011) Community St	0.05	90	R									NA			NA		11/19/2014
		To					614 Sunny										
(1012) Factory St	0.10	From: 60	R			26-10	10 Jack Z	ehmer Rd				NA			NA		11/19/2014
	0110	То					Dead E	nd									
		From				SF	R 40 Doyl	e Blvd									
(1013) Johnson St	0.08	330	R									NA			NA		09/12/2014
		From					-1001 Bol										
(1014) Denbigh St	0.08	120	R			26-	-1001 Bol	ling Rd				NA			NA		09/12/2014
(1014) = = = = = = = = = = = = = = = = = = =		To				Е	ECL McKe	enney									
Dinwiddie County																	
(1014) Denbigh St	0.31	From: <b>70</b>	R			E	ECL McKe	enney				NA			NA		12/10/2014
(1014) Denbigh St	0.51	Τœ	n				Dead E	nd							NA		12/10/2014
Town of McKennev																	
	0.40	From					Dead E	nd									00/01/0017
(1015) Bethel Rd	0.10	60 To	R			US 1	Boydton	Plank Rd				NA			NA		06/01/2017
Dinwiddie County						001	Doyaton	T MIK IQ									
		From				26	6-644 Dep	oot Rd									
(1020) Seaboard Dr	0.08	140 To	R			26.1	021.0 4					NA			NA		07/25/2017
		From				20-1	021 South										
(1021) Southern Ave	0.12	100	R				Dead E	na				NA			NA		06/01/2017
		To				26-1	1020 Seat	oard Dr									
(1021) Southern Ave	0.09	From: 80	R									NA			NA		06/01/2017
		To					Dead E	nd									
(1039) Shannon Rd	0.00	From	-				Dead E	nd									10/10/0014
(1039) Shannon Rd	0.30	<b>90</b>	R			26-6	511 Wilke	erson Rd				NA			NA		12/10/2014
		From					-675 Vaug										
(1040) Greenhead Dr	0.55	380	R									NA			NA		07/02/2014
$\bigcirc$		To				26-1	042 Woo	dy Court									
		From					Dead E	nd									10/10/0014
(1041) Greenhead Ct	0.04	<b>30</b>	R			26-1	040 Greei	nhead Dr				NA			NA		12/10/2014
		From				20 1	Dead E					1					
(1042) Woody Court	0.15	110	R				Loud L					NA			NA		12/10/2014
$\bigcirc$		To					Dead E	nd									
<u> </u>		From	_			26	-604 Hali	fax Rd									07/05/55
(1101) Acorn Dr	0.30	<b>90</b>	R			76 1	506 Oak G	TOVO D4				NA			NA		07/25/2017
		From	I			20-0						1					
(1102) Jordan Heights Dr	0.46	260	R				Cul-de-S	SaC				NA			NA		06/01/2017
		To				<u>US</u> 1	Boydton	Plank Rd									

Route	Length	AADT	QA	4Tire	Bu	JS				Truck de 17				QC	K Facto	, QK	D Fac		AA	WDT	QW	1	Year
Dinwiddie County		From									11011	11 کے	an				iat	.01					
(1103) Jordan Heights Lane	0.20	190	R					Cul-c	ie-Sa	<u>.c</u>					NA				1	١A		06/	/01/2017
		То				26	5-110	2 Jord	lan H	leights	Dr												
<u> </u>		From					26	-1111	Ann	e Rd													
(1110) Dabney Dr	0.31	80	R												NA				1	١A		07/	/25/2017
		From					26-1	113 C	Charlo	otte Rd													
(1110) Dabney Dr	0.21	150 To	R				26.6	12 W/	hita (	Dolr D.d					NA				ſ	١A		07/	/25/2017
0		From								Dak Rd					_								
(111) Anne Rd	0.16	40	R				26-	1112	Gibso	on Dr					NA				1	١A		07	/25/2017
		То					26-	11101	Dabn	ey Dr									-			• • •	
		From					26	-1111	Ann	e Rd													
(1112) Gibson Dr	0.31	50	R												NA				1	A		07/	/25/2017
$\bigcirc$		To					26-1	113 C	Charlo	otte Rd													
(1112) Gibson Dr	0.13	110	R												NA				1	A		07/	/25/2017
$\bigcirc$		To					26-6	13 WI	hite C	Dak Rd													
	0.10	From	_				26-	1112	Gibso	on Dr												00	00/0047
(1113) Charlotte Rd	0.16	40 ^{To}	R				26	11101	Dohn	ey Dr					NA				ſ	A		08/	/02/2017
		From																					
(1120) Tanglewood Dr	0.25	430	R			4	20-11	122 ING	ortiiw	vood D	ſ				NA				1	١A		07	/25/2017
(1120) - angle i con a l		То					26 11	21.6		read D					_				-			•••	
(1120) Tanglewood Dr	0.10	From 580	R			4	20-11	121 30	Juurw	vood D	[				NA				1	١A		07	/25/2017
		То				2	6-61	3 Squi	irrel I	Level R	d								-			•••	
		From						Dea	d End	£					1								
(1121) Southwood Dr	0.14	130	R												NA				1	٨		06/	/01/2017
$\bigcirc$		То				2	26-11	20 Ta	nglev	wood D	r												
		From				2	26-11	23 Ci	rclew	vood D	r												
(1122) Northwood Dr	0.08	310 To	R				26.11	20 T-							NA				ſ	١A		07/	/25/2017
		From								wood D													
(1123) Circlewood Dr	0.46	310	R			4	26-11	22 No	orthw	vood D	r				NA				1	١A		06	/01/2017
	0.10	То						Dea	d End	ł					Ť							00,	01/2017
		From							d End														
(1201) McKenney Ave	0.25	90	R												NA				1	A		06/	/01/2017
$\bigcirc$		То				_		US 1;	26-6	50													
$\sim$		From					26-6	23 Su	therla	and Rd													
(1207)	0.46	110 ^{To}	R					26	1200						NA				1	A		10/	/02/2014
-		From							1208						<u> </u>								
(1000)	0.12	50	R					Dea	d End	1					NA				1	١A		06	/01/2017
(1208)	0.12							26	1007													00,	01/2017
(1208)	0.27	From <b>40</b>	R					20-	1207						NA				1	١A		06	/01/2017
(1208)	0.27	То						Dea	d End	1												00,	0.72017
		From						Cul-c	ie-Sa	ıc													
(1210) Waterford Dr	0.45	160	R												NA				1	٨		06/	/01/2017
$\bigcirc$		To					26-	-750 (	Oxfor	d Rd													
		From						Cul-c	le-Sa	.c													
(1240) Wrenn Forest Dr	0.21	610 ^{To}	R					5 601	Diver	r D 4					NA				1	١A		06/	/01/2017
		From						6-601															
(1241) Swan Circle	0.15	80	R			26	<u>)-124</u>	3 Can	vasba	ack Co	urt				NA				r	١A		07	/25/2017
(1241) Swan Circle	0.10	То	••			21	.6-124	40 Wr	enn F	Forest I	Dr								I	-/ 1		011	-0/2017
		From								ack Co					-								
(1242) Pintail Lane	0.11	70	R												NA				1	١A		07/	/25/2017
$\smile$		To				20	6-124	40 Wr	enn F	Forest I	Dr												

Route	Length	AADT	QA	4Tire	Bus	s		Fruck le 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County									۲ıalı		i actor		i autur			
(1242) Pintail Lane	0.23	Erom 270	R			26-1240	Wrenn F	orest Dr			NA			NA		05/27/2008
	0.20	To				26-1246	6 Pheasar	t Court								00/1//2000
<u></u>		From				С	ul-de-Sa	с								
(1243) Canvasback Court	0.23	<b>190</b> то	R				Cul-de-Sa	-			NA			NA		06/01/2017
		From					42 Pintail									
(1244) Pintail Lane	0.08	370	R			20 12	12 I Intun	Lune			NA			NA		06/01/2017
$\bigcirc$		То				С	Cul-de-Sa	с								
	0.00	From				26-124	42 Pintail	Lane						NA		10/10/0014
(1245) Teal Circle	0.06	80 ^{To}	R			C	ul-de-Sa	c			NA			NA		12/10/2014
		From					Cul-de-Sa									
(1246) Pheasant Court	0.22	270	R								NA			NA		12/10/2014
		To				26-124	42 Pintail	Lane								
(1246) Pheasant Court	0.09	<b>420</b>	R								NA			NA		12/10/2014
<u> </u>		From					ul-de-Sa									
(1301) Lee Blvd	0.23	730	R			SR	226 Cox	Rd			NA			NA		07/25/2017
		То				26-	1332 Hill	St								
(1301) Lee Blvd	0.18	170 From	R			20-	1552 111	51			NA			NA		06/01/2017
0		To				<u> </u>	Dead End									
		From				26-13	06 Roand	oke St								
(1302) Dinwiddie Ave	0.10	130	R								NA			NA		07/25/2017
	0.00	From				26-13-	48 Poton	nac St								07/05/0017
(1302) Dinwiddie Ave	0.03	160	R								NA			NA		07/25/2017
(1302) Dinwiddie Ave	0.11	From 330	R			26-1	309 Yor	k St			NA			NA		07/25/2017
(1302) Dinwiddle Ave	0.11	330 To	n			US 1 Be	oydton Pl	ank Rd								01/23/2011
		From					Dead End									
(1303) Simmons Ave	0.37	260	R								NA			NA		06/01/2017
		To				FR-2	290 Front	Rd								
(1303) Simmons Ave	0.03	2300	R								NA			NA		07/25/2017
		To					oydton Pl									
(1304) Nottoway Ave	0.10	From <b>180</b>	R			26-134	49 Warw	ick St			NA			NA		07/25/2017
(1304) Hollowdy / Ho	0.10	100				26.12	06 Roand	Ira St								0112012011
(1304) Nottoway Ave	0.10	170 From	R			20-130	00 Koanc	ske St			NA			NA		07/25/2017
(1004)		То				26-13	48 Poton	nac St								
(1304) Nottoway Ave	0.13	230	R			2010	1010101	lite St			NA			NA		07/25/2017
$\bigcirc$		To				US 1 Bo	oydton Pl	ank Rd								
		From				Ι	Dead End									
(1305) Surry Ave	0.14	30	R								NA			NA		06/01/2017
	0.10	From				26-1	350 Paga	n St						NIA		07/05/0017
(1305) Surry Ave	0.19	280	R								NA			NA		07/25/2017
(1305) Surry Ave	0.09	From 540	R			26-13	06 Roanc	oke St			NA			NA		07/25/2017
(1305) Surry Ave	0.00	To				26.12	10 Dat-	No. 54						· N/-\		
(1305) Surry Ave	0.11	400	R			26-134	48 Poton	iac St			NA			NA		07/25/2017
		То	-			US 1 Bo	oydton Pl	ank Rd								
		From	_			26-13	305 Surry	Ave								
(1306) Roanoke St	0.04	110	R								NA			NA		07/25/2017
$\smile$		To				26-1308	Greensv	ille Ave			<u> </u>					

					Din			nance A -Truck		V		Dir.			
Route	Length	AADT	QA	4Tire	Bus			xle 1Tra	00	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County		From							 						
(1306) Roanoke St	0.04	130	R			20-1308	s Greens	sville Ave		NA			NA		07/25/2017
$\overline{\bigcirc}$		Teron	0. m			26-1307	7 Brunsv	wick Ave							
(1306) Roanoke St	0.04	150	R							NA			NA		07/25/2017
(1306) Roanoke St	0.04	From From	R			26-1304	4 Notto	way Ave		NA			NA		07/25/2017
(1306) - todaileite et	0101	т.	••			26-1302	2 Dinwi	ddie Ave							01/20/2011
		From				26-134	49 War	wick St							07/00/00/
(1307) Brunswick Ave	0.10	260	R							NA			NA		07/26/201
(1307) Brunswick Ave	0.10	310	R			26-13	806 Roai	noke St		NA			NA		07/26/201
		т				26-13	348 Poto	omac St							
(1307) Brunswick Ave	0.12	340	R							NA			NA		07/26/201
$\bigcirc$		T	0:					Plank Rd							
(1308) Greensville Ave	0.13	From 90	R			Ι	Dead Er	nd		NA			NA		06/01/201
(1308) Greensville Ave	0.110	т				26-1	1350 Pag	an St							00,01,201
(1308) Greensville Ave	0.09	270 From	R			20-1	155014	gan ot		NA			NA		07/26/201
$\bigcirc$		Terror	0. 11			26-134	49 War	wick St							
(1308) Greensville Ave	0.10	390	R							NA			NA		07/26/201
	0.00	From				26-13	306 Roai	noke St							07/00/004
(1308) Greensville Ave	0.09	400	R							NA			NA		07/26/201
(1308) Greensville Ave	0.12	470	R			26-13-	348 Poto	omac St		NA			NA		07/26/201
	0.12	т	۰۰ ۲			US 1 Bo	oydton	Plank Rd							077207201
		From				26-1302	2 Dinwi	ddie Ave							
(1309) York St	0.10	<b>50</b>	R			т	Deed Fr	ad		NA			NA		06/01/201
		From	n:				Dead Er Dead Er								
(1310) Rockdale Rd	0.10	100	R			1	Dead Li	iu		NA			NA		06/01/201
$\bigcirc$		T	er m			SR	226 Co	x Rd							
(1310) Cedar Hart Rd	0.11	1800	R							NA			NA		07/26/201
	0.40	From				26-13	311 Gra	nt Ave							07/00/00/1
(1310) Cedar Hart Rd	0.10	1700 _т	R			26-60	00 Fernd	lale Rd		NA			NA		07/26/201
		From	n:				Dead Er								
(1311) Grant Ave	0.31	70	R							NA			NA		06/01/201
		Tron				26-131	10 Rock	dale Rd							
(1311) Grant Ave	0.10	350 T	R			T	Dead Er	ad		NA			NA		06/01/201
		From					313 Fran								
(1312) Sunset Dr	0.12	1300	R			20 15	<u>, , , , , , , , , , , , , , , , , , , </u>	ikini 5t		NA			NA		07/26/201
$\bigcirc$		T	0:			SR	226 Co	x Rd							
(1313) Franklin St	0.22	From 1300	R			26-13	312 Sun	iset Dr		NA			NA		07/26/201
(1313) Franklin St	0.22	1300	° n			US 1 Bo	oydton	Plank Rd							07/20/201
		From					Dead Er								
(1314) Glendale Ave	0.03	30	R						 	NA			NA		06/01/2017
	<u> </u>	From				26-131	7 Mead	ow Lane							07/00/00
(1314) Glendale Ave	0.12	110	R							NA			NA		07/26/2017
(1314) Glendale Ave	0.10	From 140	R			26-13	318 Call	ear Rd		NA			NA		07/26/2017
(1314) Glendale Ave	0.10	1 <b>40</b>				26-131	15 Del K	Keith Rd							5., 20, 2017

Route	Length	AADT	QA	4Tire	Bus		Tru ə 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County		From	1				5 Del Keith									
(1314) Glendale Ave	0.06	210	R			20-131	J Del Kelu	I Ku			NA			NA		07/26/2017
$\bigcirc$		То				SR	226 Cox Ro	d								
		From	Ļ			26-60	03 Sterling l	Rd								
(1315) Del Keith Rd	0.06	90	R								NA			NA		07/26/2017
(1315) Del Keith Rd	0.11	From 70	R			26-131	6 Meridan	Ave			NA			NA		07/26/2017
(1315) Del Keith Rd	0.11	То				26-131	4 Glendale	Ave						1.07		0772072017
		From				26-131	7 Meadow	Lane								
(1316) Meridan Ave	0.07	50	R								NA			NA		07/26/2017
<u> </u>		To				26-1	319 Short S	St								
(1316) Meridan Ave	0.06	120	R								NA			NA		07/26/2017
<u> </u>		From				26-13	318 Callear	Rd			<u> </u>					
(1316) Meridan Ave	0.10	<b>49</b>	R			26 121	5 Dal Kaitl	- Dd			NA			NA		07/26/2017
		From	1				5 Del Keith									
(1317) Meadow Lane	0.07	70	R			20-131	6 Meridan	Ave			NA			NA		07/26/2017
		То				26-131	4 Glendale	Ave								
		From				26-131	6 Meridan	Ave								
(1318) Callear Rd	0.13	80	R								NA			NA		07/26/2017
<u> </u>		То					4 Glendale									
(1319) Short St	0.06	From 190	R			26-60	03 Sterling l	Rd			NA			NA		07/26/2017
(1319) Short St	0.00	То				26-131	6 Meridan	Ave						INA.		07/20/2017
		From	1				1362 Oak S				Ì					
(1320) Ritchie Ave	0.09	170	R								NA			NA		07/26/2017
$\bigcirc$		To				26-1	363 Cross	St								
(1320) Ritchie Ave	0.13	140	R								NA			NA		07/26/2017
		То		τ	JS 1 Boy	dton Plar	nk Rd; SR 1	142 Simpso	on Rd							
	0.10	From	Ļ			I	Dead End				NA			NA		06/01/2017
(1321) Ashley Lane	0.18	<b>150</b> то	R			26-6	501 River R	d						INA		00/01/2017
		From					Dead End				1					
(1322) Harwell Dr	0.14	120	R								NA			NA		06/01/2017
$\bigcirc$		То				US 1 Bo	oydton Plan	ık Rd								
		From				26-60	0 Ferndale	Rd								
(1323) West Dr	0.40	340 ^{To}	R			T	Dead End				NA			NA		06/01/2017
		From					.363 Cross S	S+								
(1324) Ford Ave	0.15	1200	R			20-1	<u>303 CI088 (</u>	51			NA			NA		07/26/2017
		To				US 1 B	Boyton Planl	k Rd								
		From				С	Cul-de-Sac									
(1325) Creek Ave	0.21	80	R								NA			NA		06/01/2017
		From				26-1326	6 Mt Pleasa	int St								
(1325) Creek Ave	0.06	280 To	R			CD	22( C P	4			NA			NA		07/26/2017
		From	 				226 Cox Ro									
(1326) Mt Pleasant St	0.21	70	R			20-13	325 Creek A	ive			NA			NA		07/26/2017
(1320)	•	То				26-13	27 Cedar L	ane								
		From				26-1320	6 Mt Pleasa	unt St								
(1327) Cedar Lane	0.05	120	R								NA			NA		07/26/2017
$\smile$		To	<u> </u>				226 Cox R	d								
(1328) Pinecroft Rd	0.10	From				Ι	Dead End				NA			NA		06/01/2017
(1328) Pinecroft Rd	0.10	70 ^{To}	R			26-1320	9 Brooksdal	le Rd						NA		00/01/2017
						20-1323	DIJUKSUd	nu								

Route	Length	AADT	QA	4Tire	Bu	is			Truc -Axle			()()		≺ ctor	QK	Dir Factor	AA	WDT	QW	Year
Dinwiddie County		From							oksdale		a									
(1328) Pinecroft Rd	0.12	180	R			2	20-132	.9 BIO	UKSUAIC	Ku			N	IA			I	NA		07/26/2017
	0.07	From					26-13	30 Ba	lsam Lar	ne			Ţ							07/00/0017
(1328) Pinecroft Rd	0.07	480 To	R			—	26-6	00 Fer	ndale Ro	1				IA			I	NA		07/26/2017
		From				_			lsam Lar											
(1329) Brooksdale Rd	0.06	150	R										N	A			I	NA		07/26/2017
		To							ecroft R											
	0.17	From	D			2	26-132	29 Broo	oksdale	Rd				1			,	NA		07/26/2017
(1330) Balsam Lane	0.17	180 ^{To}	R				26-13	328 Pir	ecroft R	d				IA			I	NA		07/26/2017
		From							reek Ave											
(1331) Creek Circle	0.03	30	R										N	A			I	NA		06/01/2017
$\bigcirc$		To						Cul-de	-Sac											
	0.05	From					26-	1301 L	ee Blvd											00/01/0017
(1332) Hill St	0.05	80 To	R					Dead	End					IA			I	NA		06/01/2017
		From							ndale Ro	1										
(1333) Ferndale Circle	0.54	320	R				20-0	00101	nuale Re				N	A			I	NA		07/26/2017
0		To				_	26-6	00 Fer	ndale Ro	1										
<u> </u>		From				_		Dead	End											/ /
(1334) Floyd Ave	0.12	50	R										N	IA			1	NA		06/01/2017
	0.00	From	-				26-1	336 Fc	orest Ave	e										07/00/0017
(1334) Floyd Ave	0.22	510 To	R				FR	-290.2	26-1335					IA			I	NA		07/26/2017
		From							FR-290											
(1335) Church Rd	0.19	270	R				0.1	/ 1010	I K-290				N	A			I	NA		07/26/2017
$\bigcirc$		To					FR	-290; 2	26-1334											
(1335) Church Rd	0.08	50	R										N	IA			1	NA		06/01/2017
		To						Dead	End											
	0.00	From					26-1	.334 Fl	loyd Ave	•										00/01/0017
(1336) Forest Ave	0.30	<b>430</b>	R					Cul-de	-Sac					IA			I	NA		06/01/2017
		From						Dead												
(1337) James Ave	0.12	100	R					Dead	Liid				N	A			I	NA		06/01/2017
$\bigcirc$		To					26-1	336 Fc	orest Ave	9										
		From					26-1	335 CI	hurch Ro	1										
(1338) Shadyside Dr	0.20	150 ^{To}	R					Cul-de	Saa					IA			I	NA		06/01/2017
		From							reek Ave											
(1339) Creek Lane	0.45	410	R				20-1	<u>323 CI</u>	IEEK AVE	;			N	A			I	NA		06/01/2017
		То						Cul-de	-Sac											
		From					SR	226 0	Cox Rd											
(1340) Fairway Lane	0.15	60	R										N	IA			I	NA		10/02/2014
		From					26-1	1341 D	river Rd											
(1340) Fairway Lane	0.09	250	R										N	IA			I	NA		07/26/2017
Eairway Long	0.10	From Prom	B			2	6-134	2 Wed	gewood	Rd										06/01/0017
(1340) Fairway Lane	0.12	80 To	R					Dead	End					IA			I	NA		06/01/2017
		From							enway I	Rd										
(1341) Driver Rd	0.17	140	R	·									N	IA			I	NA		07/26/2017
$\bigcirc$		To					26-13	40 Fair	rway La	ne										
<u> </u>		From					26-13	43 Gre	enway I	Rd										
(1342) Wedgewood Rd	0.20	90 To	R				26.12	40 E -	т				N	IA			1	NA		07/26/2017
-		10					20-13	40 Faii	rway La	ne										

Route	Length	AADT	QA	4Tire	В	lus				Fruck- le 1T		(	ac I	K actor	QK	Dir Fact	AAW	т	QW	Year	٢
Dinwiddie County		From							Drive												
(1343) Greenway Rd	0.09	110	R				20-	1541	Diive	A Ku				NA			NA			07/26/2	017
		To				1				vood Rd	1										
(1344) Orchard Rd	0.09	From 370	R				S	R 226	6 Cox	Rd				NA			NA			07/26/2	017
(1344) Orchard Rd	0.09	370	n				26.1	1245	C								N/A			07/20/2	017
(1344) Orchard Rd	0.09	From 260	R				26-1	1345 3	Stever	n Ave				NA			NA			07/26/2	017
		То					26-1	1346 \	Wayne	e Ave											
		From						Dea	d End	l											
(1345) Steven Ave	0.06	50	R											NA			NA			06/01/2	017
	0.04	From					26-1	344 (	Orcha	rd Rd										00/01/0	~ ~ ~
(1345) Steven Ave	0.04	60 ^{To}	R					Dea	d End	1				NA			NA			06/01/2	017
		From							d End												
(1346) Wayne Ave	0.07	60	R					Deu						NA			NA			06/01/2	017
$\bigcirc$		To					26-1	344 (	Orcha	rd Rd				<b>٦</b> —							
(1346) Wayne Ave	0.04	160	R											NA			NA			07/26/2	017
$\bigcirc$		To					26-1	1347 (	Orcha	rd Dr				]—							
(1346) Wayne Ave	0.01	60	R											NA			NA			06/01/2	017
<u> </u>		То							d End												
(1347) Orchard Dr	0.17	From 160	R					Dea	d End	l				NA			NA			06/01/2	017
(1347) Orchard Dr	0.17	100	n				26-1	1346 1	Wayne	e Ave							IN/A			00/01/2	017
		From							Surry												
(1348) Potomac St	0.04	110	R											NA			NA			07/26/2	017
$\bigcirc$		From				2	26-130	08 Gr	eensv	ille Ave	;			]—							
(1348) Potomac St	0.04	200	R											NA			NA			07/26/2	017
0		To					26-13	07 Br	runswi	ick Ave				]—							
(1348) Potomac St	0.04	160	R											NA			NA			07/26/2	017
		From					26-13	04 N	ottow	ay Ave				<u> </u>						07/00/0	
(1348) Potomac St	0.04	110 ^{To}	R				26.13	02 Dí	inwide	die Ave				NA			NA			07/26/2	017
		From								ille Ave											
(1349) Warwick St	0.04	130	R				20-150	70 01	censv	nie zive	/			NA			NA			07/26/2	017
$\bigcirc$		To					26-13	07 Br	runswi	ick Ave				<b>٦</b> —							
(1349) Warwick St	0.04	110 ^{Prom}	R											NA			NA			07/26/2	017
$\bigcirc$		To					26-13	04 N	ottow	ay Ave											
	0.04	From					26-	1305	Surry	Ave										07/00/0	
(1350) Pagan St	0.04	90 ^{To}	R			,	26-13(	08 Gr	eensv	ille Ave	<b>`</b>			NA			NA			07/26/2	017
		From							River		/										
(1352) Elsie Dr	0.19	310	R				20	-001	River	Ru				NA			NA			07/26/2	017
$\bigcirc$		To					26	-1354	4 Marl	k Dr				<b>٦</b> —							
(1352) Elsie Dr	0.10	120	R											NA			NA			06/01/2	017
$\bigcirc$		То						Cul-o	de-Sa	с											
	0.10	From	Ē				26	601	River	Rd									_	07/00/0	04 T
(1353) Susie Dr	0.19	270	R											NA			NA			07/26/2	UT/
(1353) Susie Dr	0.10	From 120	R				26-	-1354	4 Marl	k Dr		 		NA			NA			06/01/2	017
(1353) Susie Dr	0.10	120 To						Cul-	de-Sa	c		 								30/01/2	
		From							2 Elsie			 									
(1354) Mark Dr	0.08	50	R											NA			NA			07/26/2	017
$\smile$		To					26	-1353	3 Susie	e Dr		 									

Route	Length	AADT	QA	4Tire	Bu	10			-	ck 1Trail		ا مر	K =actor	QK	Dir Factor	AA	WDT	QW	Ye	ear
Dinwiddie County		From							Susie Di				<u> </u>							
(1354) Mark Dr	0.12	70	R					1000 0					NA				NA		09/16	6/2014
	0.07	From	_				26-1	390 Ja	ackie D	r			]						44/40	10011
(1354) Mark Dr	0.07	60 ^{To}	R					Dead	End				NA				NA		11/19	/2014
		From				_			River R	d			1							
(1355) E Autumn Dr	0.18	570	R			_							NA				NA		09/16	/2014
(1355) E Autumn Dr	0.07	200 From	R			2	26-135	6 Spa	rrow Co	ourt			NA				NA		08/02	2/2017
(1355) E Autumn Dr	0.10	From 150	R				26-1	367 Ir	is Circl	e			NA				NA		08/02	2/2017
(1355) W Autumn Dr	0.00	From	Р				26-136	68 Wo	oods Co	urt			NA				NA		00/00	/2017
(1355) W Autumn Dr	0.28	260	R										INA				INA		06/02	2/2017
(1355) W Autumn Dr	0.13	From 57	R			2	6-136	9 Wes	stbriar L	ane			NA				NA		08/02	2/2017
(1355) W Autumn Dr	0.10	То					26-60	01 W,	River R	Rd									00/02	/2017
		From						Dead	End											
(1356) Sparrow Court	0.09	70	R										NA				NA		12/10	/2014
		From					26-135	55, E A	Autumn	Dr			<u> </u>							
(1356) Sparrow Court	0.06	80 To	R					Dead	End				NA				NA		12/10	/2014
		From				,			insfield	Dr										
(1357) Bancroft Dr	0.26	160	R				20-15.	50 Mia	liisiicid				NA				NA		09/16	/2014
$\bigcirc$		To							dshire I											
(1357) Bancroft Dr	0.13	From 270	R			2	.6-136	0 Field	dshire L	ane			NA				NA		09/16	6/2014
(1357) Balloloit Bi	0.10	То					26.1	250 C	aydell I	)r									00,10	/2011
(1357) Bancroft Dr	0.08	710	R				20-1.	559 0	ayuch L	Л			NA				NA		09/16	6/2014
0		То				_	26-	601 R	iver Rd											
		From						Dead	End											
(1358) Mansfield Dr	0.03	20	R										NA				NA		12/10	/2014
	0.07	From	6				26-13	357 Ba	uncroft I	Dr									00/16	10014
(1358) Mansfield Dr	0.07	300 ^{To}	R					6-1360	) Gan				NA				NA		09/16	/2014
		From						6-1359												
(1358) Mansfield Dr	0.08	750	R				- 26	(01 D	·				NA				NA		09/16	6/2014
		From						Dead	iver Rd											
(1359) Gaydell Dr	0.04	140	R					Deau	Ena				NA				NA		06/01	/2017
		То					26-136	64 Kei	thwood	Dr			-							
(1359) Gaydell Dr	0.10	From <b>480</b>	R				20 100		unoou	51			NA				NA		08/02	2/2017
$\bigcirc$		To					26-13	357 Ba	uncroft I	Dr			7—							
(1359) Gaydell Dr	0.29	360	R										NA				NA		09/16	6/2014
		To					26-13	58 Ma	insfield	Dr			]—							
(1359) Gaydell Dr	0.22	300	R										NA				NA		09/16	6/2014
		From					26-1	387 B	eth Lan	e			<u>]</u>							
(1359) Gaydell Dr	0.10	<b>460</b>	R				26-135	85 Mc	Ilwaine	Dr			NA				NA		09/16	6/2014
		From	 						incroft I											
(1360) Fieldshire Lane	0.23	190	R				20-13		ioitit I	~1			NA				NA		09/16	6/2014
$\bigcirc$		To					26-13	58 Ma	insfield	Dr										
<u> </u>		From	_			26-13	366 W	alking	g Landin	ig Court			<u> </u>						10/-	
(1361) Walking Landing Dr	0.14	540 ^{To}	R				CP.	226.6	Tor D.1				NA				NA		10/02	2/2014
		10	l				SR	226 (	Cox Rd											

Route	Length	AADT	QA	4Tire	Bu	- S		Tru	ıck		00	K	QK	Dir	AAV	/DT	QW	Year
Dinwiddie County			-				2Axle 3			21rai		Factor		Factor				
(1362) Oak St	0.12	200	R				26-603 S	Sterling R	Rd			NA			N	4		08/02/2017
(1362) Our Ot		Та	1			2	26-1320 H	Ritchie A	ve							•		00/01/10//
		From:				2	26-1320 H	Ritchie A	ve									
(1363) Cross St	0.08	60 To:	R				26 1224	Eard Av	10			NA			Ν	4		08/02/2017
		From	1				26-1324	d End	/e									
(1364) Keithwood Dr	0.07	40	R				Dea	u Enu				NA			N	4		06/01/2017
		To From:				21	6-1365 T	`impan L	ane									
(1364) Keithwood Dr	0.21	260	R									NA			N	4		08/02/2017
		To:				2	26-1359	Gaydell l	Dr									
(1365) Timpan Lane	0.11	From:	R			26	6-1364 K	eithwood	l Dr			NA			N	٨		06/01/2017
(1365) Timpan Lane	0.11	150 To:					Cul-	de-Sac							IN	4		00/01/2017
		From:	4					d End				1						
(1366) Walking Landing Court	0.46	510	R									NA			N	4		12/10/2014
		To:	4				Dea	d End										
	0.04	From:				26	5-1355, E	E Autumr	n Dr						N	٨		00/01/0017
(1367) Iris Circle	0.04	<b>40</b>	R				Cul-	de-Sac				NA			N	4		06/01/2017
		From:	4					de-Sac				1						
(1368) Woods Court	0.05	40	R									NA			Ν	4		06/01/2017
$\bigcirc$		To:	d			26-	-1355, V	V Autum	n Dr									
		From	Ļ				Cul-o	de-Sac										10/10/001 1
(1369) Westbriar Lane	0.34	310	R									NA			N	4		12/10/2014
	0.04		R			26	5-1355, W	V Autum	n Dr			NA			N	٨		06/01/2017
(1369) Westbriar Lane	0.04	JU To:					Cul-	de-Sac							IN	4		00/01/2017
		From:	4				26-1371		ve									
(1370) Bell St	0.16	40	R									NA			N	4		08/02/2017
		To:				2	26-672 W	Veakley I	Rd									
	0.18	From:					Cul-o	de-Sac							N	٨		10/10/2014
(1371) Hazel Ave	0.16	90										NA			IN	4		12/10/2014
(1371) Hazel Ave	0.07	From: 130	R				26-137	0 Bell St	t			NA			N	Δ		10/02/2014
(13/1) 1102017100	0.07	To:				2	26-672 W	Veakley I	Rd							•		10/02/2011
		From:	-			US	S 1 Boyd	ton Plank	k Rd									
(1372) A P Hill Dr	0.09	570	R									NA			N	4		10/02/2014
		To:					1373 Sen											
(1373) Sentry Hill Court	0.44	From: 450	R			2	26-1372 I	Begin Lo	ор			NA			N	Δ		10/02/2014
(1373) Sentry Hill Court	0.44	To:					End	Loop								`		10/02/2014
		From:	4				Cul-	de-Sac										
(1374)	0.06	70	R									NA			N	4		12/10/2014
		To: From:				2	26-1382 \$	Sequoia l	Rd									
(1374)	0.05	60 Tor	R				0.1	1.0				NA			N	4		12/10/2014
		From:						de-Sac	D.4			 1						
(1375) Sequoia Court	0.13	140	R			2	26-1382 \$	sequoia l	ĸű			NA			N	4		06/01/2017
		To:					Cul-o	de-Sac										
		From:					Cul-	de-Sac								_		
(1376) Sierra Rd	0.07	60	R					~	-			NA			N	4		06/01/2017
		To:				2	26-1381 (	Chesdin 1	Dr									
-		E.,					~ ·	1 0										
(1377) Yosemite Rd	0.07	From: 70	R				Cul-	de-Sac				NA			N	4		12/10/2014

Route	Length	AADT	QA	4Tire	Bus		Tru e 3+Axle			QC F	K actor	QK	Dir Factor	AAWDI	- QW	Year
Dinwiddie County		From						TTA	21101				ración			
(1378) Woodstream Court	0.11	120	R			(	Cul-de-Sac				NA			NA		12/10/2014
		To			-	26-1379	Woodstream	n Court								
		From				26-1380	Woodstrea	m Dr			]					
(1379) Woodstream Court	0.24	180	R								NA			NA		09/16/2014
<u> </u>		То			26		ckwood Me	eadow Dr			<u> </u>					
(1380) Woodstream Dr	0.31	From 710	R			]	Dead End				NA			NA		06/01/2017
(1380) Woodstream Dr	0.01	710												11/3		00/01/2017
(1380) Woodstream Dr	0.53	From 190	R			SR	226 Cox Ro	1			NA			NA		08/02/2017
(1380) 11000001100111 51	0.00	То				]	Dead End				1					00/02/2017
		From					Dead End									
(1381) Chesdin Dr	0.43	660	R								NA			NA		06/01/2017
$\bigcirc$		To				SR	226 Cox Ro	1			]					
		From					26-1374									
(1382) Sequoia Rd	0.31	200	R								NA			NA		09/16/2014
$\bigcirc$		То				26-13	81 Chesdin	Dr								
	0.00	From				26-13	82 Sequoia	Rd								10/10/0014
(1383) Olympic Lane	0.08	110 To	R				bul de See				NA			NA		12/10/2014
		From					Cul-de-Sac	D 1			1					
(1384) Yellowstone Dr	0.15	640	R			26-13	82 Sequoia	Kđ			NA			NA		09/16/2014
	0.10	To				SR	226; 26-138	4			1			1.17.1		00/10/2014
		From					Dead End				1					
(1385) McIlwaine Dr	0.30	320	R								NA			NA		12/10/2014
		То				26-138	6 Raymond	Rd			1					
(1385) McIlwaine Dr	0.13	1000 From	R			20 150	io reaginone	ind			NA			NA		09/16/2014
		То				26.13	59 Gaydell	Dr			1					
(1385) McIlwaine Dr	0.11	1500 ^{From}	R			20-13	59 Gayden	DI			NA			NA		09/16/2014
(1000)		То				26-0	601 River R	d			1					
		From				(	Cul-de-Sac									
(1386) Raymond Rd	0.17	110	R								NA			NA		12/10/2014
$\bigcirc$		То				26-139	99 Tower Co	ourt								
		From				26-138	6 Raymond	Rd								
(1387) Beth Lane	0.12	130	R								NA			NA		09/16/2014
<u> </u>		То					59 Gaydell	Dr								
	0.00	From				]	Dead End							NIA		00/01/0017
(1388) Gloria Dr	0.03	10	R								NA			NA		06/01/2017
	0.07	From				26-	1389 Paul D	r								00/00/0047
(1388) Gloria Dr	0.07	<b>190</b> то	R			26 120	5 McIlwain	• D#			NA			NA		08/02/2017
		From					388 Gloria I				1					
(1389) Paul Dr	0.10	130	R			20-1	588 Gioria I	Jr			NA			NA		06/01/2017
(1389) 1 ddi Di	0.10	То				(	Cul-de-Sac				1			101		00/01/2017
		From					601 River R	d			1					
(1390) Jackie Dr	0.09	470	R			20 .		u			NA			NA		09/16/2014
		То				26-13	91 James Co	ourt			1					
(1390) Jackie Dr	0.10	410 From	R			20 IJ.					NA			NA		09/16/2014
		To				26.1	354 Mark I	)r			1					
(1390) Jackie Dr	0.08	200 From	R			20-1	JJ- IVIAIN L	/1			NA			NA		09/16/2014
		To	-			26.120	2 Dornia C	ourt			1					
(1390) Jackie Dr	0.06	From 80	R			20-135	2 Donnie C	ourt			NA			NA		12/10/2014
(1000)		То					Cul-de-Sac				1					_,,

Route	Length	AADT	QA	4Tire	Bus	S			uck		QC	K	QK	Dir	AAWDT	QW	Year
Dinwiddie County			1			2			1Trail	21 rail		Factor		Factor			
(1391) James Court	0.06	80	R				Cul-d	ie-Sac				NA			NA		12/10/2014
(1391)		То					26-1390	Jackie I	Dr								,
		From					Cul-d	de-Sac									
(1392) Donnie Court	0.06	70	R									NA			NA		12/10/2014
<u> </u>		То					26-1390										
(1393) Brickwood Meadow Dr	r 0.19	From <b>440</b>	R				SR 226	Cox Ro	1			NA			NA		09/16/2014
(1393) Brickwood Meadow Di	0.15	To			26-	-1395	Brickwo	ood Mea	dow Lane	e					IN/N		00/10/2014
		From						ie-Sac									
(1394) Brickwood Meadow Te	erra <b>Ce</b> 05	48	R									NA			NA		12/10/2014
$\bigcirc$		To			26	6-1393	3 Brickw	ood Me	eadow Dr								
		From				26-	1380 Wo	oodstrea	ım Dr								
(1395) Brickwood Meadow La	ane 0.35	310	R									NA			NA		12/10/2014
<u> </u>		To						de-Sac									
	our#0.1E	From					Cul-d	ile-Sac							NIA		10/10/0014
(1396) Brickwood Meadow Co	ounto. 15	130 ^{To}	R		26	-1305	Brickwo	ood Mee	adow Lane	<u>م</u>		NA			NA		12/10/2014
		From				-1575				0							
(1397) Woodstream Place	0.05	40	R				Dead	d End				NA			NA		06/05/2017
(1397) ************************************	0.00	То				26-	1380 Wo	oodstrea	ım Dr								00,00,2011
		From						d End									
(1398) Woodstream Circle	0.06	50	R									NA			NA		06/05/2017
$\bigcirc$		To				26-	-1380 Wo	oodstrea	ım Dr								
-		From					Cul-d	de-Sac									
(1399) Tower Court	0.09	90	R									NA			NA		12/10/2014
<u> </u>		To				26	6-1386 R	aymond	l Rd								
(1399) Tower Court	0.19	150	R									NA			NA		06/05/2017
$\bigcirc$		То					Cul-d	de-Sac									
		From	_				Dead	d End									10/10/0014
(1401) Springcreek Rd	0.41	60 To	R			UC	1 D		1- 1- 1			NA			NA		12/10/2014
		From					S 1 Boydt					_					
(1402) Main St	0.10	190	R			USI	1 S, Boyo	dton Pla	ink Rd			NA			NA		08/02/2017
(1402) Main St	0.10	130													IN/N		00/02/2017
(1402) Sycamore Dr	0.15	Prom 200	R			26	5-619 Cou	urthouse	e Rd			NA			NA		08/02/2017
(1402) Sycamore Di	0.15	200 To	n			US 1	1 N, Boy	dton Pla	unk Rd						IN-A		00/02/2017
		From					26-703 C										
(1403)	0.11	20	R				20 105 0	cuisoni	tu			NA			NA		06/05/2017
		To					Dead	d End									
		From				26	5-619 Cou	urthouse	e Rd								
(1404) Rowanty Lane	0.06	60	R									NA			NA		06/05/2017
$\bigcirc$		To					Dead	d End									
		From				26	6-627 Cou	urthouse	e Rd								
(1405) Lakewood Dr	0.20	210	R									NA			NA		08/02/2017
0		From				26	6-1406 St	tonewal	l Dr								
(1405) Lakewood Dr	0.16	60	R				_	1				NA			NA		06/05/2017
$\checkmark$		То						d End									
(1406) Stonewall Dr	0.40	From	-			26	5-1405 La	akewoo	d Dr						NA		06/05/0017
(1406) Stonewall Dr	0.43	150 ^{To}	R				Cul 4	ie-Sac				NA			INA		06/05/2017
		From															
(1407) Bonneville Lane	0.50	220	R				Dead	d End				NA			NA		06/05/2017
	0.00	To				26	6-627 Coi	urthouse	e Rd								55,55,2017

Route	Length	AADT	QA	4Tire	Bus	с –			ruck e 1Trai	()	C F	K actor	QK	Dir Factor	AA	WDT	QW	Year
Dinwiddie County		From						l-de-Sac										
(1408)	0.05	80	R							 		NA				NA		12/10/2014
$\bigcirc$		Τα				20	6-1369 V	Vestbria	r Lane									
		From	_				26-626	Flatfoot	Rd			]						
(1410) Allen Rd	0.08	470	R									NA				NA		08/02/2017
	0.00	From	_			2	26-1411 I	Dorothy	Circle	 								00/00/0017
(1410) Allen Rd	0.06	410	R									NA				NA		08/02/2017
(1410) Allen Rd	0.11	Erom:	R				26-1412	2 France	s Dr			NA				NA		08/02/2017
(1410) Allen Rd	0.11	230	n					~	~									00/02/2017
(1410) Allen Rd	0.07	From 130	R				26-1413	S, Albe	ert St			NA				NA		08/02/2017
	0.07	100					26 1412	NT 4 11										00,02,2011
(1410) Allen Rd	0.05	From: 30	R				26-1413	N, Albe	ert St			NA				NA		06/05/2017
(1410) /	0.00	To					De	ad End				1						00,00,2011
		From					Cul	l-de-Sac										
(1411) Dorothy Circle	0.12	90	R									NA				NA		06/05/2017
$\bigcirc$		To					26-141	0 Allen	Rd									
	0.40	From	_				26-141	0 Allen	Rd									00/05/00/17
(1412) Frances Dr	0.12	80 To	R				De	ad End				NA				NA		06/05/2017
		From							- D.I			T						
(1413) Albert St	0.28	120	R				26-1410	) S, Allei	n Kđ			NA				NA		09/26/2017
(1413) /	0.20	To					26-1410	N, Alle	n Rd			7						00,20,2011
		From						ad End										
(1414) Bishop St	0.16	140	R									NA				NA		06/05/2017
$\bigcirc$		From					26-1415	Rainbo	w St			]						
(1414) Bishop St	0.13	110	R									NA				NA		09/26/2017
		Τα				2	26-619 C	Courthou	se Rd									
	0.40	From					26-141	4 Bisho	p St									00/05/0017
(1415) Rainbow St	0.12	60 To	R				Da	ad End				NA				NA		06/05/2017
		From						1 River	D.4			1						
(1420) River Run Dr	0.15	1000	R				20-00		NU			NA				NA		09/26/2017
		To					26-1423	Plantatio	on Dr			1						
		From					Cul	l-de-Sac										
(1421) Lake Dr	0.27	160	R									NA				NA		06/05/2017
		To						l-de-Sac										
(1422) Plantation Place	0.04	From					26-142	21 Lake	Dr									00/05/0017
(1422) Plantation Place	0.04	60 To	R				Cul	l-de-Sac				NA				NA		06/05/2017
		From						ad End				T						
(1423) Plantation Dr	0.22	140	R				DC					NA				NA		06/05/2017
		To					De	ad End										
		From					Cul	l-de-Sac										
(1424) Plantation Court	0.05	60	R									NA				NA		06/05/2017
<u> </u>		То					26-1423											
(1425) Mark Dr	0.05	From: 100	R				26-135	54 Mark	Dr			NA				NA		09/26/2017
(1425) Mark Dr	0.05	TOU	Π				26-1423	Plantatio	on Dr							1 1/1		03/20/2017
		From				_		l-de-Sac				1						
(1430) Sons Way	0.15	110	R				Cu	at bac				NA				NA		12/10/2014
<u> </u>		To					26-1382	2 Sequoi	a Rd			]						
		From					26-143	0 Sons V	Way									
(1431) Bryans Circle	0.04	30	R									NA				NA		12/10/2014
$\sim$		To					Cul	l-de-Sac										

Route	Length	AADT	QA	4Tire	Bu	IS			Truc Axle 1			QC	K Factor	QK	Dir Factor	AAV	VDT	QW	Year
Dinwiddie County		From	1				C	ul-de-	Sac				<u> </u>						
(1432) Kyles Court	0.03	40	R				C	ur ue	bue				NA			N	A		12/10/2014
$\bigcirc$		Τr					26-14	130 So	ns Way										
	0.07	From	L			2	26-144	2 Giln	nar Cou	rt						N	•		00/00/001
(1441) Drew Lane	0.07	<b>170</b> та	R				26-13	36 For	rest Ave				NA			N	A		08/02/201
		From	·					ul-de-											
(1442) Gilmar Court	0.11	90	R				0	ur ue	oue				NA			N	A		06/05/201
$\bigcirc$		To					26-14	41 Dre	ew Lane										
(1442) Gilmar Court	0.09	80	R										NA			N	A		06/05/201
$\bigcirc$		Τc					С	ul-de-	Sac										
	0.17	From	Ļ			2	26-150	4 Woo	odland E	Dr						N	•		00/00/001
(1501) Sutherland Dr	0.17	130	R										NA			N	A		08/02/201
(1501) Sutherland Dr	0.29	Prom	R			2	26-150	2 Woo	dland R	d			NA			N	٨		08/02/201
(1501) Sutherland Dr	0.29	<b>220</b>	_				US	460 C	ox Rd							IN IN	~		00/02/201
		From	-			2			erland I	Dr									
(1502) Woodland Rd	0.08	90	R										NA			N	A		08/02/201
$\bigcirc$		To					26-15	03 Bel	lville Dr										
		From				2	26-150	2 Woo	dland R	d							_		
(1503) Belville Dr	0.12	60 To	R					) 1 T	7				NA			N	A		06/05/201
		From	1					Dead E											
(1504) Woodland Dr	0.10	80	R				26-1	505 T	ara Dr				NA			N	А		08/02/201
(1504) Woodiand Br	0.10	T					26 150	1 C-4	11 T	<u>.</u>			_						00/02/201
(1504) Woodland Dr	0.14	90	R			2	20-150	1 Suth	erland I	Jr			NA			N	A		06/05/201
		To					Ι	Dead E	End										
		From				2	26-150	4 Woo	odland E	Dr									
(1505) Tara Dr	0.10	100	R										NA			N	A		06/05/201
$\smile$		To					Ι	Dead E	End										
	0.10	From	Ļ				26-631	l Claib	orne Ro	1						N	•		07/17/2014
(1506) Breeze Way	0.18	<b>170</b> та	R					26-150	07				NA			N	A		07/17/2014
		From						ul-de-											
(1507) Whisper Dr	0.36	230	R				<u> </u>	ui-uc-	Sac				NA			N	A		11/19/2014
		To					С	ul-de-	Sac										
<u> </u>		From					С	ul-de-	Sac										
(1508) W.Whisper Ct	0.08	<b>40</b>	R					26.15					NA			N	A		11/19/2014
		From	1					26-150		-									
(1509) Leonard Dr	0.23	110	R			2	26-151	0 Ches	sdin Blv	d			NA			N	Δ		12/10/2014
(1509) Leonard Br	0.20	т					Ι	Dead F	End										12/10/2014
		From	-					601 Riv											
(1510) Chesdin Blvd	0.57	890	R										NA			N	A		08/02/201
$\bigcirc$		Te				2	26-151	2 Ridg	ecrest I	Dr			]—						
(1510) Chesdin Blvd	0.46	360	R										NA			N	A		08/02/201
		To				2	26-151	1 Ches	din Cou	ırt			]—						
(1510) Chesdin Blvd	0.06	30	R										NA			N	A		06/05/201
$\smile$		To						Dead F											
(1511) Chesdin Court	0.04	From 50	R			2	26-151	0 Ches	sdin Blv	d			NA			N	A		06/05/201
(1511) Chesdin Court	0.04	50 To					C	ul-de-	Sac							N	~		00/00/201
		From							sdin Blv	ď									
(1512) Ridgecrest Dr	0.10	60	R				_0 101	5 Che		-			NA			N	A		08/02/201
		To				2	26-151	3 Shor	eview I	Dr	 								

					Din	widdie Mainten									
Route	Length	AADT	QA	4Tire	Bus	T 2Axle 3+Ax			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County		From	n-			26-1509 Leona	rd Dr								
(1513) Shoreview Dr	0.13	260	R							NA			NA		07/17/2014
1513) Shoreview Dr	0.15	140	R			26-1512 Ridgect	rest Dr			NA			NA		08/02/201
1513 Shoreview Dr	0.13	From 80	R			26-1514 Watervie				NA			NA		06/05/201
<u> </u>		From				Cul-de-Sac									
1514 Waterview Court	0.05	<b>40</b>	R			Cul-de-Sac 26-1513 Shorevi				NA			NA		06/05/201
		From	n:			26-601 River									
1515 Edrie Dr	0.13	360	R							NA			NA		08/02/201
1515 Edrie Dr	0.04	From <b>20</b>	R			26-1516 Euger				NA			NA		06/05/201
<u> </u>		From				Dead End									
1516 Eugene Dr	0.12	90	R			Dead End				NA			NA		06/05/2017
1516 Eugene Dr	0.22	T. From <b>330</b>	R			26-1517 Independ	lence Dr			NA			NA		08/02/2017
$\bigcirc$		T	0:			26-1515 Edrie	e Dr								
(1517) Independence Dr	0.07	From <b>120</b>	R			26-1518 Норе	e Dr			NA			NA		08/02/201
$\bigcirc$		т	n'			26-1516 Euger	ne Dr								
1518 Hope Dr	0.07	From <b>30</b>	F	93%	4%	Dead End 3% 0%		0%	С	0.310		0.556	30	F	2017
<u> </u>		From				26-1517 Independ	lence Dr								
1518 Hope Dr	0.10	100 T.	R			Dead End				NA			NA		06/05/2017
		From				26-1510 Chesdin	n Blvd								10/10/001
1519 Seay Dr	0.09	110 T	R			Cul-de-Sac				NA			NA		12/10/2014
		From	n:			26-1507	~								
E. Whisper Ct	0.08	49	R							NA			NA		11/19/2014
<u> </u>		T	0:			Cul-de-Sac									
1530) Oak St	0.07	From <b>40</b>	R			Dead End				NA			NA		12/10/2014
		T	a W			26-1531 Elm	ı St			]—					
1530 Oak St	0.09	80 T	R			26 751 0	D 1			NA			NA		08/01/2014
_		From				26-751 Cox									
1531) Elm St	0.23	60	R			20-1350 Oak	. 51			NA			NA		08/01/2014
		T				26-751 Cox	Rd								
2		From				26-1339 Creek	Lane								
1535	0.08	<b>48</b>	R			<u></u>				NA			NA		12/10/2014
<u> </u>		From				Cul-de-Sac									
1500	0.07	60	R			26-1339 Creek	Lane			NA			NA		12/10/2014
1536	0.07	<b>UU</b>				Cul-de-Sac	e								, 10,201-
		From	n.			26-1339 Creek									
1537	0.03	30	R							NA			NA		12/10/2014
$\smile$		T	0:			Cul-de-Sac	•								
		From				26-751 Cox	Rd		-						05/17/00 : :
9116 Midway Elem Sch	0.14	140 T	R			26 751 0	DJ			NA			NA		05/17/2011
		10				26-751 Cox	ка			1					

							annena		u							
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of McKennev		From				26-614	Sunnyside	Dr								
(9117) McKenney Elem Schoo	ol 0.04	120	R			20-014	Sunnyside	DI			NA			NA		05/17/2011
		То				26-614	Sunnyside	e Dr								
Dinwiddie County		From				2	26-703									
(9118) Dinwiddie Elem Sch	0.07	270	R								NA			NA		10/02/2014
(9118) Dinwiddie ES	0.05	From 110	R			0.07	MN US 1	[			NA			NA		10/02/2014
$\overline{\bigcirc}$		To				0.12	MN US 1	[								
(9118) Dinwiddie ES	0.09	110	R								NA			NA		10/02/2014
(9118) Diinwiddie ES	0.09	From <b>110</b>	R			0.21	MN US 1				NA			NA		10/02/2014
$\bigcirc$		To				US 1 Boy	ydton Plan	ik Rd								
Town of McKenney		From				26-100	1 Bolling	Rd								
9119	0.02	40	R								NA			NA		10/02/2014
(9119)	0.10	From 40	R		0.	02 MN 26	5-1001 Bo	lling Rd			NA			NA		11/19/2014
		To				Cu	ıl-de-Sac									
Dinwiddie County		From	1			US 1 Boy	ydton Plan	ik Rd								
(9535) Eastview Dr	0.23	900	R			00120	, uton T hun	ar rtu			NA			NA		10/02/2014
	0.00	From				0.23	MN US 1							NIA		10/00/2014
(9535) Eastview Dr	0.20	810 To	R			0.42	MN US 1	1			NA			NA		10/02/2014
(9535) Eastview Dr	0.13	720 From	R			0.43	MIN US I	L			NA			NA		10/02/2014
		To					ydton Plan									
(9923) Dinwiddie Jr High Sch	0.05	From 640	R			26-627 0	Courthouse	e Rd			NA			NA		10/02/2014
		To				0.05	MN 26-62	7								
(9923) Dinwiddie Jr High Sch	0.13	730	R								NA			NA		10/02/2014
(9923) Dinwiddie Jr High Sch	0.15	From 710	R			0.18	MN 26-62	.7			NA			NA		10/02/2014
		To				0.33 1	MN 26-62	.7								
(9923) Dinwiddie Jr High Sch	0.11	710 _{To}	R			26 (27)	<b>7</b> 41	- D 4			NA			NA		10/02/2014
		From	1			Prince Geo	Courthouse									
608 Johnson Rd	0.31	780	Ν	97%	1%	1%	1%	0%	0%	Ν	0.098		0.561	780	Ν	2017
<u> </u>	1.00	To From	Ļ	000/		SR 345; 20			00/	0			0.040	1000		0017
608 Johnson Rd	1.00	1500 то	F	98%	1%	1% SCL	0% Petersburg	0% g	0%	С	0.103		0.643	1600	F	2017
City of Petersburg			1													
3 Vaughn Rd	0.64	From 890	F	94%	<u>SCL</u> 0%	Petersburg 2%	<u>;; 26-675 \</u> 1%	√aughan F 3%	Rd 0%	С	0.097		0.814	950	F	2017
		To				123-90	13 Halifax	Rd								
(4) Wells Rd	0.41	From <b>4000</b>	F	89%	0%	на 1%	alifax Rd 2%	8%	0%	С	0.082		0.587	4200	F	2017
	0	То		0070	070		rel Level F		0,0				01007	.200	•	
	0.19	From		000/	10/		SX RR	09/	09/	E	0.097		0 524	5900	E	2017
(9002) 123 Halifax Rd	0.18	5400 To	F	98%	1%	0%	0% tterson St	0%	0%	F	0.087		0.534	5800	F	2017
Halifax St	0.58	4200	F	98%	1%	0%	0%	0%	0%	F	0.089		0.575	4500	F	2017
		To					lors Lane									
(9002) Halifax St	0.19	4900 To	F	98%	1%	0% Vir	0% ginia Ave	0%	0%	F	0.089		0.546	5200	F	2017
			1			v II	sina Ave				1					

					DIN	viddie Mai	ntenan	ce Are	а							
Route	Length	AADT	QA	4Tire	Bus	2Axle 3		••••	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Petersburg			1													
9002 Halifax St	0.37	From 7300	F	98%	1%	0%	iia Ave 0%	0%	0%	F	0.084		0.534	7800	F	2017
9002 Halifax St	0.29	7200	F	98%	1%	Lee 0%	Ave 0%	0%	0%	F	0.088		0.509	7700	F	2017
9002 Halifax St	0.28	From 8500	F	98%	1%	Liber 0%	rty St 0%	0%	0%	С	0.083		0.511	9000	F	2017
9002 123 Union St	0.12	From 4100	F	98%	0%	<u>US 1, US 460</u> 1%	) W Wyt 0%	the St 0%	0%	F	0.093		0.918	4300	F	2017
9002) Union St	0.17	From 1500	F	98%	US 0%	1, US 460 W 1%	0%	ngton St 0%	0%	С	0.113		0.59	1600	F	2017
		To	г 			Boydton										
Defense Rd	0.47	1800	F	97%	0%	0% Squirrel	1% Level Ro	1% 1	0%	С	0.103		0.575	1900	F	2017
9004 123 Defense Dr	1.77	3100	F	98%	1%	1% Johns	0% on Rd	0%	0%	F	0.100		0.517	3300	F	2017
9004 123 South Boulevard	0.92	7100	F	98%	1%	1% S. Syca	0% more St	0%	0%	С	0.087		0.568	7500	F	2017
9004 123 South Boulevard	0.18	4600 Tr	F	98%	1%	1%	0% er Rd	0%	0%	F	0.085		0.538	4900	F	2017
9004 South Boulevard	0.72	2000 To	F	98%	1%	1%	0% son St	0%	0%	F	0.088		0.573	2100	F	2017
9006 Flank Rd	0.96	From 1800	F	99%	0%	Halifa 1%	ax Rd 0%	0%	0%	С	0.095		0.578	1900	F	2017
9006 123 Flank Rd	0.47	From 2700	F	99%	0%	Johns 1%	on Rd 0%	0%	0%	F	0.089		0.511	2800	F	2017
9006 Flank Rd	0.75	From 2200	F	99%	0%	Birdso 1%	ong Rd 0%	0%	0%	F	0.093		0.651	2300	F	2017
9006 123 Flank Rd	0.91	From 2500	F	99%	0%	Fort Ha 1%	ayes Dr 0%	0%	0%	С	0.093		0.582	2600	F	2017
9006 123 Flank Rd ( 1-Way )	0.13	From 2300	F	99%	1%	Flank 0% US 301 S	Rd N 0% Crater F	0%	0%	С	0.087			2500	F	2017
		From				US 301 S										
9008 123 Rives Rd	0.48	<b>6400</b>	F	98%	0%	1%	0%	1%	0%	С	0.097		0.53	6800	F	2017
9008) Rives Rd	0.34	Fron 7400	F	96%	0%	1%	95 0% tersburg	2%	0%	С	0.092		0.528	7800	F	2017
9008 1233 Ramp	0.17	From 850	A			123-9008		d			0.121			860	A	2017
		Te				I-95 :	South									
9008 123 Ramp	0.16	From 4200	F			123-9008 I-95 I		d			0.106			4200	F	2017
		Fron				SR 142 Boyd		ik Rd								
Dupuy Rd	1.24	<b>450</b>	F	97%	1%	2%	0% gg St	0%	0%	F	0.120		0.554	470	F	2017
9009 123 Dupuy St	0.58	From 1400	F	97%	1%	2%	0%	0%	0%	F	0.086		0.544	1500	F	2017
9009 123 Farmer St	0.86	Fron 3400	F	97%	1%	Youn 2%	0%	0%	0%	С	0.090		0.526	3600	F	2017
9009) Farmer St	0.47	From 2700	F	97%	1%	S. So 2% Halif	uth St 0%	0%	0%	F	0.091		0.625	2900	F	2017

				Dinv		laintenar	ice Are	a							
Length	AADT	QA	4Tire	Bus		-	-		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
	From				S (	Trater Rd									
0.73	<b>15000</b> т	F	98%	0%	1%	0% I-95	1%	0%	С	0.084		0.556	16000	F	2017
1.60	From 10000	F	96%	0%	1%	I -95 0%	2%	0%	С	0.090		0.515	11000	F	2017
	Tr				C	ounty Dr									
0.30	From <b>1300</b>	F			123-9010	) E, Wagne	r Rd			0.088			1300	F	2017
	To	c.			I-9	95 South									
		<u> </u>			123-9010	) E, Wagne	r Rd								
0.33	5100 To	F			I-9	95 North				0.102			5100	F	2017
	From	r			123-9010	W. Wagne	er Rd								
0.25	<b>220</b>	F								0.169			220	F	2017
		1													
0.34					123-9010	W, Wagne	er Rd			0 111			2300	F	2017
0.04					J-0	95 North				0.111			2000		2017
	From														
0.82	910	F	99%	0%	0%	0%	0%	0%	С	0.097		0.685	970	F	2017
	From														
0.25	5800 Tr	F	92%	0%			6%	0%	С	0.086		0.514	6100	F	2017
0.20	8200 ^{From}	F	98%	0%	1%	0%	0%	0%	F	0.082		0.522	8700	F	2017
							d								
0.55	3900	F	98%	0%	1%	0%	0%	0%	F	0.09		0.524	4200	F	2017
	To														
0.59			98%	0%				0%	С	0.099		0.580	2600	F	2017
	From	c		1											
0.15	4700	Α		1	25 7011 (	Squirier Ee	ver rea			0.097			5100	А	2017
	To	r.			I-8	85 North									
				1	23-9011 \$	Squirrel Le	vel Rd								
0.22	1400	F								0.099			NA		2017
					I-8	85 South									
0.50		I	050/	00/			00/	00/	0			0.504	0100	_	0047
0.56	2000	۲ 	95%	3%			0%	0%	C	0.100		0.524	2100	F	2017
0.15	From		000/	10/			00/	00/		0.000		0 500	1000	г	0017
0.15	970	F	98%	1%	0%	0%	0%	0%	F	0.096		0.568	1000	F	2017
0.40			000/	10/			001	0.01					1000	_	0047
0.18		-	98%	1%			0%	0%	С	0.09		0.606	1000	F	2017
0.03	690	F	98%	1%	0%	0%	0%	0%	F	0.091			730	F	2017
	Τc														
0.00			000/	10/			00/	09/					400	F	0017
0.09	400	г 	98%	1%	0%	0%	0%	0%	Г	0.09			480	Г	2017
0.00	From	<u>ا ا</u>	000/	00/				00/	-			0.055	4000	-	004-
0.83	3700	+	99%	0%	0%	0%	0%	0%	F	0.097		0.655	4000	F	2017
0.4.4	From		0000	<b>6</b> 67				<b>6</b> 67	~			0 700	0500	-	
0.14	9000	F	99%	0%			0%	0%	С	0.083		0.798	9500	F	2017
	Ic	1													
	From	9			SCL	Petersburg									
1.79	3700	F	90%	0%	1%	2%	7%	0%	С	0.084		0.541	4000	F	2017
	0.73 1.60 0.30 0.33 0.25 0.25 0.25 0.25 0.20 0.55 0.20 0.55 0.59 0.15 0.22 0.56 0.15 0.15 0.15	$\begin{array}{c} 0.73 \\ 15000 \\ T \\ Protect \\ 1.60 \\ 10000 \\ T \\ Protect \\ 0.30 \\ 1300 \\ T \\ Protect \\ 0.33 \\ 5100 \\ T \\ Protect \\ 0.33 \\ 5100 \\ T \\ Protect \\ 0.25 \\ 220 \\ T \\ Protect \\ 0.25 \\ 5800 \\ T \\ Protect $	Prove         Prove           0.73         15000         F           To         Form         Form           1.60         100000         F           0.30         1300         F           0.30         1300         F           0.33         5100         F           0.33         5100         F           0.33         5100         F           0.34         2300         F           0.34         2300         F           0.34         2300         F           0.34         2300         F           0.35         3900         F           0.36         3900         F           0.37         5800         F           0.38         3900         F           0.39         2400         F           0.39         2400         F           0.39         2400         F           0.39         2400         F           0.39         970         F           0.315         970         F           0.33         970         F           0.33         970         F	Prove         F         98%           0.73         15000         F         98%           1.60         10000         F         96%           1.60         10000         F         96%           0.30         1300         F         10000           0.30         1300         F         10000           0.30         1300         F         10000           0.33         5100         F         10000           0.33         5100         F         10000           0.33         5100         F         10000           0.25         2200         F         10000           0.34         2300         F         99%           0.35         3900         F         98%           0.25         3800         F         98%           0.20         8200         F         98%           0.35         3900         F         98%           0.15         4700         A         100000           1000         F         98%         100000           1000         F         98%         100000           1000         F         98%	Length         AADT         QA         4 Tire         Bus           0.73         15000         F         98%         0%           10000         F         98%         0%           1.60         10000         F         96%         0%           1.60         10000         F         96%         0%           0.30         1300         F	Length         AADT         QA         4Tire         Bus $\frac{2}{2}$ Axie           0.73         15000         F         98%         0%         1%           0.73         15000         F         98%         0%         1%           1.60         10000         F         96%         0%         1%           1.60         10000         F         96%         0%         1%           0.30         1300         F         123-9010         1/3           0.33         5100         F         123-9010         1/3           0.34         2300         F         1/3         1/3           0.33         5100         F         1/3         1/3           0.34         2300         F         1/3         1/3           0.34         2300         F         99%         0%         1/3           0.34         2300         F         98%         0%         1/3           0.35         3900         F         98%         0%         1/3           0.25         5800         F         98%         0%         1/3           0.36         3900         F         98%	$ \begin{array}{c c c c c c c } \mbox{Length} & AADT & OA & 4Tire & Bus & \frac{1}{2Axle} 3+Axle & $	$ \begin{array}{c c c c c c c c c c c c c c c c c c c $	2Axie 3 Haxie 1 Irail 21 rail           0.73         15000         F         98%         0%         1%         0%         1%         0%           1.60         10000         F         98%         0%         1%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%	$ \begin{array}{c c c c c c c } \mbox{Length} & AADT & OA & 4Tire & Bus & $$ $ $ $ $ $ $ $ $ $ $ $ $ $ $ $ $ $$	Length         AADT         OA         4 Tire         Bus $\frac{1}{2Akle} \frac{1}{11 rail} 2 Trail         OC         K factor           0.73         15000         F         98%         0%         1%         0%         1%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         1%         0%         0%         1%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%  $	Length         AADT         OA         4 Tire         Bus $1100000000000000000000000000000000000$	Length         AADT         QA         4 Tire         Bus $\frac{1}{2AAls}$ 3+Axle 1 Trail         CTrail         CC         K         Rattor         QK $\frac{1}{1}$ Factor           0.73         15000         F         98%         0%         1%         0%         0%         C         0.064         0.556           1.60         10000         F         96%         0%         1%         0%         C         0.064         0.556           1.60         10000         F         96%         0%         1%         0%         C         0.064         0.556           1.60         10000         F         96%         0%         123-0010 K. Wagner Rd         0.068         0.515           0.33         5100         F         -         123-0010 K. Wagner Rd         0.102         0.102           0.25         220         F         -         123-0010 W. Wagner Rd         0.101         0.111         0.169         0.685           0.25         5800         F         92%         0%         0%         0%         0%         0.061         0.685           0.25         5800         F         92%         0%         1%         1% <td< td=""><td>Length         AADT         QA         4 Tire         Bus         $2AXIe 3+AxIe 1Trail         CC         K         Gator         QK         F         Factor         AAWDT           0.73         15000         F         98%         0%         1%         0%         1%         0%         1%         0%         1%         0%         1%         0%         1%         0%         1%         0%         1%         0%         1%         0%         1%         0%         1%         0%         1%         0%         1%         0%         1%         0%         1%         0%         1%         0%         1%         0%         1%         0%         1%         0%         1%         0%         1%         0%         1%         0%         1%         0%         1%         0%         1%         0%         1%         0%         1%         0%         1%         0%         1%         1%         1%         1%         1%         1%         1%         1%         1%         1%         1%         1%         1%         1%         1%         1%         1%         1%         1%         1%         1%         1%         1%         1%         1$</td><td>Langth         AADT         OA         4 Tire         Bus        </td></td<>	Length         AADT         QA         4 Tire         Bus $2AXIe 3+AxIe 1Trail         CC         K         Gator         QK         F         Factor         AAWDT           0.73         15000         F         98%         0%         1%         0%         1%         0%         1%         0%         1%         0%         1%         0%         1%         0%         1%         0%         1%         0%         1%         0%         1%         0%         1%         0%         1%         0%         1%         0%         1%         0%         1%         0%         1%         0%         1%         0%         1%         0%         1%         0%         1%         0%         1%         0%         1%         0%         1%         0%         1%         0%         1%         0%         1%         0%         1%         0%         1%         0%         1%         1%         1%         1%         1%         1%         1%         1%         1%         1%         1%         1%         1%         1%         1%         1%         1%         1%         1%         1%         1%         1%         1%         1%         1$	Langth         AADT         OA         4 Tire         Bus

					DIIIV	viddie iviai										
Route	Length	AADT	QA	4Tire	Bus	2Axle 3				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Petersburg		-														
(9013) Halifax Rd	0.98	520 From	F	98%	0%	0%	lls Rd 0%	1%	0%	С	0.106		0.658	340	F	2017
(9013) Halifax Rd	0.00	520 To	Ė	5078	070		Plank Rd		070	0	0.100		0.000	040	•	2017
		From					etersburg				1					
9015 Johnson Rd	0.01	1800	F	99%	0%	0%	0%	0%	0%	С	0.096		0.618	1900	F	2017
123		To				Flan	ık Rd									
9015 Johnson Rd	0.54	870 From	F	99%	0%	0%	0%	0%	0%	С	0.09		0.547	920	F	2017
123		To	<u> </u>			Birdso	ong Rd				<b></b>					
9015 Johnson Rd	1.39	4200	F	96%	3%	1%	0%	0%	0%	С	0.098		0.573	4500	F	2017
123		To	<u> </u>			South	h Blvd				<b>—</b> —					
9015 Johnson Rd	0.46	5600	F	96%	3%	1%	0%	0%	0%	F	0.083		0.567	5900	F	2017
123		From	<u> </u>			North	h Blvd				<b>—</b> —					
9015 Johnson Rd	0.37	4000	F	96%	3%	1%	0%	0%	0%	F	0.082		0.516	4300	F	2017
123		From	<u> </u>			St Li	uke St				<b></b> _					
(9015) High Pearl St	0.20	3900	F	96%	3%	1%	0%	0%	0%	F	0.079		0.524	4100	F	2017
123		To	<u> </u>			Virgin	nia Ave				<b>—</b> —					
9015 High Pearl St	0.08	2300 ^{Prom}	F	97%	2%	1%	1%	0%	0%	С	0.083		0.612	2500	F	2017
123		To					tthew St									
(9015) Harding St	0.22	From 1200	F	97%	1%	ST Mat 2%	thews St 0%	0%	0%	С	0.096		0.68	1300	F	2017
(9015) Harding St	0.22	1200 To		91 /0	1 /0		ville St	0 /0	0 /0	U	0.090		0.00	1300	1	2017
		From					sville St									
9015 Harding St	0.27	650	F	97%	0%	2%	0%	0%	0%	С	0.09			690	F	2017
		То				Halit	fax St									
	0.00	From		070/	10/		etersburg	0.01	00/					500	_	0017
(9017) Birdsong Rd	0.62	500 To	F	97%	1%	1%	0%	0%	0%	С	0.11		0.639	530	F	2017
		From					son Rd									
(9021) N Sycamore St	0.18	3900	F	97%	0%	W Wash 1%	nington St 1%	1%	0%	F	0.096		0.513	4200	F	2017
(9021) N Sycamore St	0.10		·	01 /0	070			170	070		0.000		0.010	4200	•	2017
(9021) N Sycamore St	0.15	From 3500	F	97%	0%	<u>W Ta</u> 1%	abb St 1%	1%	0%	С	0.089		0.554	3700	F	2017
(9021) N Sycamore St	0.15	3300 To		J1 /0		3US 01-P Bo			0 /8	0	0.003		0.554	5700	1	2017
		From					son Rd	n or			1					
(9023) North Blvd	0.57	2500	F	98%	1%	1%	0%	0%	0%	С	0.089		0.612	2600	F	2017
(9023) North Blvd		To				S Syca	more St									
		From				Gates	s Lane									
(9025) Virginia Ave	0.22	310	F	96%	2%	2%	0%	0%	0%	С	0.111			330	F	2017
		To				Hardin	g Street				<b>—</b> —					
9025 Virginia Ave	0.32	1900	F	96%	2%	2%	0%	0%	0%	F	0.088		0.535	2100	F	2017
123		To	<u> </u>			Halifa	x Street				<b>—</b> —					
9025 Young Ave	0.20	2100	F	98%	1%	1%	0%	0%	0%	С	0.091		0.567	2200	F	2017
123		To				Arlingto	on Street									
9025 123 Young Ave	0.11	2800	F	98%	1%	1%	0%	0%	0%	F	0.086		0.551	2900	F	2017
123		To			V	West Street Y	Young Av	enue								
(9025) S West St	0.28	Prom 2900	F	98%	1%	0%	0%	0%	0%	С	0.091		0.5	3000	F	2017
(9025) S West St		То					a Avenue									
(9025) S West St	0.23	3900 From	F	98%	1%	1%	0%	0%	0%	F	0.092		0.540	4100	F	2017
(9025) S West St		То					ner St									
(9025) S West St	0.14	From 2900	F	98%	1%	1%	1%	0%	0%	С	0.092		0.514	3000	F	2017
(9025) S West St		То						•	•	-					-	
(9025) S West St	0.07	From 2100	F	96%	1%	<u> </u>	ythe St 1%	1%	0%	С	0.102		0.547	2200	F	2017
123	0.07	<b>2100</b>			. /0		nington St		0,0	5				00	•	

					Din		aintenar				К	Г	Dir			
Route	Length	AADT	QA	4Tire	Bus		3+Axle	•		QC	Factor	OK	ctor	AAWDT	QW	Year
City of Petersburg		From				Н	alifax St				-					
9027) S West St	0.63	1700	F	99%	0%	1%	0%	0%	0%	С	0.088	0.	562	1800	F	2017
123		Τα				Yc	oung Ave									
		From					ee Ave			_					_	
(9029) S. South St	0.36	1700	F	98%	1%	1%	0%	0%	0%	С	0.092	0.	573	1800	F	2017
(9029) S. South St	0.09	From	Ļ	99%	0%	US 1 0%	Wythe St 0%	00/	0%	F	0.095	0.	658	3200	F	2017
(9029) S. South St	0.09	3100	F	99%	0%			0%	0%	Г	0.095	0.0	000	3200	Г	2017
(9029) N. South St	0.20	From: 5000	F	99%	0%	Was 0%	hington St 0%	0%	0%	F	0.096	0	559	5300	F	2017
(9029) N. South St	0.20	To		0070	070		High St	070	070	•	0.000	0.	000	0000	•	2017
	0.00	From		000/	00/		South St	00/	00/			0	500	000	~	0017
(9029) High St	0.02	900 To	G	99%	0%	0%	0% Canal St	0%	0%	F	0.088	0.:	522	960	G	2017
-		From					ligh St									
(9029) Canal St	0.20	5100	F	99%	0%	0%	0%	0%	0%	С	0.095	0.	557	5400	F	2017
<u> </u>		To	i				rove Ave									
(9031) Byrne St	0.40	From: 380	F	98%	1%	۱%	New St 0%	0%	0%	С	0.114			400	F	2017
(9031) Byrne St	0.40	JOU		5078	170		alifax St	070	078	0	0.114			400		2017
		From					ılifax Rd			_					_	
(9031) S. Market St	0.12	1800 _{To}	F	98%	1%	1%	0%	0%	0%	F	0.09	0.	517	1900	F	2017
_		From					/ythe St									
(9033) Apollo St	0.14	60	F	96%	1%	2%	amore St 0%	0%	0%	С	0.169	0.	583	70	F	2017
(9033) Apollo St		To					Adams St									
laffaraan St	0.50	From:	F	000/	10/		aham Rd	00/	00/	С	0.004	0	E 1	1000	F	0017
(9033) Jefferson St	0.58	1800 _{то}		99%	1%	1% EV	0% Wythe St	0%	0%	U	0.084	0.	.51	1900	Г	2017
		From				3r	d Street									
(9033) Henry St	0.04	<b>700</b>	F	99%	1%	1%	0%	0%	0%	F	0.099	0.0	658	740	F	2017
0		From	1				Adams St									
(9038) Puddledock Rd	0.40	7300	F	94%	0%	<u>E wa</u> 1%	shington S 3%	1%	0%	С	0.089	0.5	544	7700	F	2017
(9038) Puddledock Rd		То	-				Petersburg		• • •	-		•				
		From				C	Canal St									
(9046) High St	0.58	1400	F	99%	0%	1%	0%	0%	0%	С	0.103	0.	649	1500	F	2017
-		To				N N	Market St									
(9046) W Bank St	0.14	3300	F	99%	0%	1%	0%	0%	0%	F	0.094	0.	541	3500	F	2017
0		To					camore St									
9046 123 E Bank St	0.11	<b>4200</b>	F	99%	0%	0%	0%	0%	0%	С	0.092	0.0	625	4500	F	2017
0		From					2nd St N Crater 1	Rd								
9046 Bank St	0.25	4100	F	97%	1%	1%	0%	1%	0%	С	0.101	0.	562	4400	F	2017
		To				]	East St									
9046 Bank St	0.21	4400	F	97%	1%	1%	0%	1%	0%	F	0.088	0.	555	4700	F	2017
•		То					Washingto	n St								
(9048) W Tabb St	0.09	From: 1000	F	98%	0%	<u>N N</u> 1%	Market St 0%	0%	0%	F	0.118	0	593	1100	F	2017
(9048) W Tabb St	0.09		г г	30 %	U /0			0 /0	0 /0	1.	0.110	0.	533	1100	I.	2017
(9048) W Tabb St	0.06	1500	F	98%	0%	U 1%	Inion St 0%	0%	0%	F	0.112	0	523	1600	F	2017
(9048) W Tabb St	0.00	1500		JU /0	0 /0			U /0	0 /0		0.112	0.	520	1000	I	2017
(9048) E Tabb St	0.12	980	F	98%	0%	<u>N Sy</u> 1%	camore St 0%	0%	0%	С	0.109	0	555	1000	F	2017
(9048) E Tabb St	0.12	300 To:			570		Adams St	5,0	570	<u> </u>					•	
		From				De	fense Rd									
(9053) Baylors Ln	0.65	1700	F	98%	2%	0%	0%	0%	0%	С	0.095	0.	581	1800	F	2017
		To	1			H	alifax St									

					Dinv	viddie Mair					К		Dir			
Route	Length	AADT	QA	4Tire	Bus	2Axle 3-	-	-		QC	Factor	QK	Factor	AAWDT	QW	Year
City of Petersburg																
9055 123 Madison St	0.05	Fram 1600	F	98%	0%	E Washii 1%	ngton St 0%	0%	0%	С	0.099		0.825	1700	F	2017
(9055) Madison St	0.18	From 1600	F	97%	1%	Frank 1%	lin St 0%	1%	0%	С	0.096		0.851	1700	F	2017
	0.07	From 660	F	96%	1%	E Bar <b>2%</b>	nk St 0%	1%	0%	С	0.115		0.853	700	F	2017
(9055) Madison St	0.07	000 To		30 /8	1 /0	Bollingb		1 /0	0 /8	0	0.113		0.000	700		2017
		From	-			E Bar										
9057 Fifth St	0.05	<b>490</b>	F			<b>D</b> III 1	1.0				0.117		0.515	520	F	2017
9057 1237 Fifth St	0.08	250 From To	F	87%	0%	Bollingb 2% Rive	2%	9%	0%	С	0.096		0.536	270	F	2017
9059) Flank Rd N	0.20	From <b>4000</b> To	F	98%	1%	Flank Rd	One-Wa 0%	0%	0%	С	0.091		0.718	4300	F	2017
9065) S Adams St	0.10	From 5100	F			E Wyt					0.084		0.554	5400	F	2017
Accomack St		To From <b>320</b> To	   			E Washii 6Th 7Th	ı St				0.094		0.676	340	F	2017
Cameron St		From 250 To	F			Old Chu Cente	urch St				0.13		0.609	260	F	2017
Culpeper Ave		From 500 To	F			Prince Ge Brunsw	orge Av	e			0.125		0.803	530	F	2017
Custer St		From <b>340</b> To	F			Halifa	x Rd				0.092		0.522	360	F	2017
Darby Dr		From 250	F			Haw Busb	y St				0.124		0.523	260	F	2017
Gordon Dr		From 300	F			Halcu Derin	g Rd				0.111		0.628	320	F	2017
		To	<u> </u>			Hoke										
Homestead Dr		From 470	F			Valle					0.102		0.558	500	F	2017
		To				Midlar										
Jefferson St		From <b>2000</b>	F			Filmo					0.077		0.52	2100	F	2017
		To				ST And										
North Park Dr		From 840	G			Nivra	m St				0.095		0.598	900	G	2017
		To				Retan										
Oakmont Dr		From 80	F			Homest	ead Dr				0.137		0.708	90	F	2017
		To				Midlar	nd Rd									
Old Church St		From 270	F			Bollingb	rook St				0.132		0.536	280	F	2017
		To				Mille	er St									
Patterson Ave		From <b>890</b>	F			Floy	d St				0.151		0.675	940	F	2017
		To				Carve	er St									

Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail 2Trail	OC	K Factor	QK	Dir Factor	AAWDT	QW	Yea
v of Petersburg		From	<b>-</b>			VI D							
Pleasants Ln		970	F			Valor Dr		0.132		0.553	1000	F	201
		570 To	<u> </u>			Dupuy Rd		0.132		0.555	1000	I	201
		From				Ash St							
Richmond Ave		810	F			Ash St		0.118		0.706	860	F	201
		то	<u> </u>			Nash St		0.110		0.700	000	I	201
		From	4 1			Valley St							
Rollingwood Rd		90	F			valley St		0.171		0.606	100	F	201
riolling wood rid		То	<u> </u>			Homestead Dr				0.000		-	_0.
		From	1			Forest Hill Rd							
South Park Dr		2200	F			i olest illi ka		0.087		0.551	2300	F	201
		To				West Park Dr							
		From				Bolling Street							
St Luke St		490	F					0.109		0.526	520	F	201
		To				Chestnut Street							
		From	-			High Pearl St							
St Matthew St		2200	F			-		0.095		0.533	2300	F	201
		To				Harding St							
		From				Custer St							
Talley Ave		620	F					0.266		0.62	660	F	201
		То				Edmonds Ct							