

2007

**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



Interstate Route

Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.



US Route



Virginia State Route



Frontage Road (F precedes frontage route number)



Secondary Route

Special Routes



Bus - Business Route

Bypas - Bypass Route

Truck - Truck Route



ALT - Alternate Route

Wve - Wve Route connector



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



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


























Virginia Department of Transportation
Traffic Engineering Division
2007
Annual Average Daily Traffic Volume Estimates By Section of Route
Dinwiddie Maintenance Area

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
	From: Brunswick County Line															
1 Boydton Plank Rd	Dinwiddie County	2.46	1600	G	96%	1%	1%	0%	1%	0%	F	0.098	F	0.658	1700	G
	To: SCL McKenney															
1 Boydton Plank Rd	Town of McKenney (Maint: 26)	0.23	1600	N	96%	1%	1%	0%	1%	0%	N	0.098	N	0.658	1700	N
	To: SR 40															
1 Boydton Plank Rd	Town of McKenney (Maint: 26)	0.33	2500	G	96%	1%	1%	0%	1%	0%	F	0.087	F	0.564	2600	G
	To: NCL McKenney															
1 Boydton Plank Rd	Dinwiddie County	4.05	2500	N	96%	1%	1%	0%	1%	0%	N	0.087	N	0.564	2600	N
	To: 26-649															
1 Boydton Plank Rd	Dinwiddie County	5.65	2700	G	96%	1%	1%	0%	1%	0%	F	0.092	F	0.665	2800	G
	To: 26-627 Courthouse Rd															
1 Boydton Plank Rd	Dinwiddie County	2.48	4500	G	96%	1%	1%	0%	1%	0%	C	0.100	F	0.655	4600	G
	To: 26-740 Turkey Egg Rd															
1 Boydton Plank Rd	Dinwiddie County	3.61	6400	G	96%	1%	1%	0%	1%	0%	F	0.095	F	0.533	6600	G
	To: S 26-613 Dabney Mill Rd															
1 Boydton Plank Rd	Dinwiddie County	3.09	7700	G	96%	1%	1%	0%	1%	0%	F	0.09	F	0.587	8400	G
	To: Bus US 460 Airport St															
1 Bus 460 Boydton Plank Rd	Dinwiddie County	1.70	13000	G	96%	1%	1%	0%	1%	0%	F	0.114	F	0.704	14000	G
	To: I-85 SW of Petersburg															
1 Bus 460 Boydton Plank Rd	Dinwiddie County	1.22	15000	F	97%	0%	1%	1%	1%	0%	C	0.093	F	0.529	16000	F
	To: SR 226 Cox Rd															
1 Bus 460 Washington St	Dinwiddie County	0.45	14000	A	98%	0%	1%	1%	1%	0%	C	0.105	A	0.571	14000	A
	To: WCL Petersburg															
1 Bus 460 Washington St	City of Petersburg	0.40	13000	G	98%	0%	1%	1%	1%	0%	F	0.09	F	0.569	14000	G
	To: Summit St															
1 Bus 460 Washington St	City of Petersburg	0.18	14000	G	98%	0%	1%	1%	1%	0%	F	0.093	F	0.556	15000	G
	To: Elm St															
1 Bus 460 Washington St	City of Petersburg	0.57	16000	G	97%	1%	1%	1%	1%	0%	F	0.093	F	0.506	17000	G
	To: US 1 Par; Wythe St															
1 Bus 460 Wythe St	City of Petersburg	1.08	8500	G	97%	1%	1%	1%	1%	0%	C	0.082	F		9300	G
	From: US 1 Par; Washington St; Battersea Lane															
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		18000	G	96%	1%	1%	1%	1%	0%	F	NA			20000	G
	To: Perry St															
1 Bus 460 Wythe St	City of Petersburg	0.15	9700	G	97%	1%	1%	1%	1%	0%	F	0.088	F		11000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		20000	G	96%	1%	1%	1%	1%	0%	F	NA			22000	G
	To: SR 36 Market St															

Virginia Department of Transportation
Traffic Engineering Division
2007
Annual Average Daily Traffic Volume Estimates By Section of Route
Dinwiddie Maintenance Area

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
From: SR 36 Market St 1 460 36 Wythe St	City of Petersburg	0.20	9900	G	97%	1%	1%	1%	1%	0%	F	0.094	F	11000	G	
To: ALT US 301 Sycamore St																
From: ALT US 301 Sycamore St 1 301 460 36 Wythe St	City of Petersburg	0.20	13000	G	97%	1%	1%	1%	1%	0%	F	0.088	F	14000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			28000	G	96%	1%	2%	1%	1%	0%	F	NA		30000	G	
To: Bus US 460 Jefferson St																
From: Bus US 460 Wythe St 1 301 Jefferson St	City of Petersburg	0.09	3100	G	97%	1%	1%	1%	1%	0%	F	0.089	F	0.756	3300	G
To: Bus US 460 Par, Washington St																
From: Bus US 460 Par, Washington St 1 301 Jefferson St	City of Petersburg	0.26	650	G	97%	1%	1%	1%	1%	0%	F	0.104	F	0.734	710	G
To: Henry St																
From: Henry St 1 301 3rd St	City of Petersburg	0.05	340	G	97%	1%	1%	1%	1%	0%	F	0.131	F		380	G
To: US 301 Par, Bank St																
From: US 301 Par, Bank St 1 301 3rd St	City of Petersburg	0.05	350	G	97%	1%	1%	1%	1%	0%	F	0.102	F		380	G
To: US 301 Bollingbrook St																
From: US 301; 3RD STREET 1 301 301 36 Bollingbrook St	City of Petersburg	0.08	3700	G	97%	0%	1%	0%	1%	0%	F	0.101	F	0.913	4100	G
To: US 1 Par; US 301 Par; Bollingbrook St																
From: US 1 Par; US 301 Par; Bollingbrook St 1 301 2nd St	City of Petersburg	0.35	13000	G	99%	0%	0%	0%	0%	0%	F	0.111	F	0.694	13000	G
To: SCL Colonial Heights																
From: US 1 Wythe St Battersea Lane 1 460 Washington St	City of Petersburg	0.31	9600	G	96%	1%	1%	1%	1%	0%	F	0.101	F		11000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			18000	G	96%	1%	1%	1%	1%	0%	F	NA		20000	G	
To: 123-9025 West St																
From: 123-9025 West St 1 460 Washington St	City of Petersburg	0.40	9500	G	96%	1%	1%	1%	1%	0%	F	0.096	F		10000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			18000	G	96%	1%	1%	1%	1%	0%	F	NA		20000	G	
To: 123-9029 South St																
From: 123-9029 South St 1 460 Washington St	City of Petersburg	0.27	10000	G	96%	1%	1%	1%	1%	0%	C	0.093	F		11000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			20000	G	96%	1%	1%	1%	1%	0%	F	NA		22000	G	
To: Guarantee St																
From: Guarantee St 1 460 Washington St	City of Petersburg	0.24	10000	G	96%	1%	1%	1%	1%	0%	F	0.094	F		11000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			20000	G	96%	1%	1%	1%	1%	0%	F	NA		22000	G	
To: BUS US 460 Par; SR 36 Market St																
From: SR 36; Bus US 460 Par Washington St 1 36 Market St	City of Petersburg	0.38	3500	G	98%	1%	1%	0%	0%	0%	C	0.099	F	0.508	3800	G
To: SR 36 Grove Ave																
From: SR 36; Market St 1 36 Old St	City of Petersburg	0.13	3400	G	98%	1%	1%	0%	0%	0%	F	0.087	F	0.747	3800	G
To: Sycamore St																

Virginia Department of Transportation
Traffic Engineering Division
2007
Annual Average Daily Traffic Volume Estimates By Section of Route
Dinwiddie Maintenance Area

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
From: Old St																
  Sycamore St	City of Petersburg	0.04	3700	G	98%	1%	1%	0%	0%	0%	F	0.085	F	0.771	4000	G
To: Bollingbrook St																
From: Sycamore St																
  Bollingbrook St	City of Petersburg	0.10	3000	G	98%	1%	1%	0%	0%	0%	F	0.094	F	0.777	3200	G
To: US 1, US 301 2nd St																
From: WCL Petersburg																
 Fleet St	City of Petersburg	0.12	9800	G	99%	0%	1%	0%	0%	0%	C	0.1	F	0.523	10000	G
To: Grove Ave																
From: Fleet St																
 Grove Ave	City of Petersburg	0.54	3000	G	97%	1%	1%	0%	0%	0%	C	0.096	F	0.628	3300	G
To: US 1 Par, Market St																
From: US 1																
  Market St	City of Petersburg	0.38	3500	G	98%	1%	1%	0%	0%	0%	C	0.099	F	0.508	3800	G
To: US 1 Par, BUS US 460 Par, Washington St																
From: US 1																
 Market St	City of Petersburg	0.11	3800	G	99%	0%	1%	0%	0%	0%	F	0.097	F	0.632	3900	G
To: US 1, Bus US 460 Wythe St																
From: US 1, Bus US 460 Wythe St																
   Wythe St	City of Petersburg	0.20	9900	G	97%	1%	1%	1%	1%	0%	F	0.094	F		11000	G
To: ALT US 301 Sycamore St																
From: ALT US 301 Sycamore St																
    Wythe St	City of Petersburg	0.20	13000	G	97%	1%	1%	1%	1%	0%	F	0.088	F		14000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			28000	G	96%	1%	2%	1%	1%	0%	F	NA			30000	G
To: Bus US 460																
From: Bus US 460																
  Wythe St	City of Petersburg	0.20	16000	G	97%	1%	1%	0%	1%	0%	C	0.093	F		17000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			31000	G	95%	1%	2%	1%	2%	0%	F	NA			34000	G
To: I-85, I-95																
From: I-85, I-95																
  Wythe St	City of Petersburg	0.30	9800	G	97%	1%	1%	0%	1%	0%	F	0.08	F		11000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			22000	G	95%	1%	2%	1%	2%	0%	F	NA			24000	G
To: South Crater Rd																
From: US 301, Bus US 460 Crater Rd																
 Wythe St	City of Petersburg	0.43	11000	G	98%	0%	0%	0%	1%	0%	F	0.078	F		12000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			23000	G	98%	0%	0%	0%	1%	0%	F	0.083	F	0.595	25000	G
To: SR 36 Par, Washington St, Amelia St																
From: SR 36 Par, Wythe St, Amelia St																
 Washington St	City of Petersburg	0.87	24000	G	98%	0%	0%	0%	1%	0%	F	0.086	F	0.531	26000	G
To: Puddledock Rd																
From: Puddledock Rd																
 Washington St	City of Petersburg	0.58	16000	G	98%	0%	0%	0%	1%	0%	F	0.082	F	0.542	17000	G
To: Prince George County Line																
From: SR 36, Market St																
  Old St	City of Petersburg	0.13	3400	G	98%	1%	1%	0%	0%	0%	F	0.087	F	0.747	3800	G
To: Sycamore St																

Virginia Department of Transportation
Traffic Engineering Division
2007
Annual Average Daily Traffic Volume Estimates By Section of Route
Dinwiddie Maintenance Area

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
36 1 Sycamore St	City of Petersburg	0.04	3700	G	98%	1%	1%	0%	0%	0%	F	0.085	F	0.771	4000	G
36 1 Bollingbrook St	City of Petersburg	0.10	3000	G	98%	1%	1%	0%	0%	0%	F	0.094	F	0.777	3200	G
36 301 1 301 ^{ALT} Bollingbrook St	City of Petersburg	0.08	3700	G	97%	0%	1%	0%	1%	0%	F	0.101	F	0.913	4100	G
36 301 Bollingbrook St	City of Petersburg	0.15	3600	G	97%	0%	1%	0%	1%	0%	F	0.1	F		3900	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			5500	G	97%	1%	1%	0%	1%	0%	F	0.096	F		6000	G
36 301 Bollingbrook St	City of Petersburg	0.23	3400	G	97%	0%	1%	0%	1%	0%	C	0.098	F	0.845	3700	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			5700	G	97%	1%	1%	0%	1%	0%	C	0.099	F		6200	G
36 301 Crater Rd	City of Petersburg	0.14	3100	G	97%	0%	1%	0%	1%	0%	F	0.094	F		3400	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			6700	G	97%	1%	1%	0%	1%	0%	F	NA			7300	G
36 301 Crater Rd	City of Petersburg	0.18	4100	G	96%	1%	1%	0%	0%	0%	F	0.097	F	0.556	4400	G
36 Washington St	City of Petersburg	0.18	12000	G	98%	0%	0%	0%	1%	0%	F	0.095	F		13000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			23000	G	98%	0%	0%	0%	1%	0%	F	NA			25000	G
36 Washington St	City of Petersburg	0.25	12000	G	98%	0%	0%	0%	1%	0%	F	0.095	F		13000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			23000	G	98%	0%	0%	0%	1%	0%	F	0.083	F	0.595	25000	G
40	Dinwiddie County	4.90	1100	G	87%	1%	1%	1%	10%	0%	F	0.09	F	0.512	1200	G
40	Dinwiddie County	6.15	1000	A	87%	1%	1%	1%	10%	0%	C	0.107	A	0.518	1000	A
40	Dinwiddie County	2.46	1700	G	87%	1%	1%	1%	10%	0%	F	0.091	F	0.581	1800	G
40	Town of McKenney (Maint: 26)	0.34	1700	N	87%	1%	1%	1%	10%	0%	N	0.091	N	0.581	1800	N
40	Town of McKenney (Maint: 26)	0.57	2800	G	87%	1%	1%	1%	10%	0%	F	0.085	F	0.591	2900	G
40	Town of McKenney (Maint: 26)	0.43	2800	G	87%	1%	1%	1%	10%	0%	F	0.086	F	0.641	2900	G

Virginia Department of Transportation
Traffic Engineering Division
2007
Annual Average Daily Traffic Volume Estimates By Section of Route
Dinwiddie Maintenance Area

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
	From: ECL McKenney															
	Dinwiddie County	0.14	2800	N	87%	1%	1%	1%	10%	0%	N	0.086	N	0.641	2900	N
	To: I-85 East of McKenney															
	Dinwiddie County	0.56	2100	G	85%	1%	1%	1%	12%	0%	F	0.080	F	0.578	2200	G
	To: 26-692 Spony Church Rd															
	Dinwiddie County	5.15	1100	A	85%	1%	1%	1%	12%	0%	C	0.112	A	0.639	1100	A
	To: 26-609															
	Dinwiddie County	2.04	1200	G	85%	1%	1%	1%	12%	0%	F	0.086	F	0.515	1200	G
	To: 26-609 Cherry Hill Rd															
	Dinwiddie County	5.19	1300	G	85%	1%	1%	1%	12%	0%	F	0.086	F	0.506	1300	G
	To: 26-619 Courthouse Rd															
	To: Sussex County Line															
North 	Dinwiddie County	2.38	11000	G	76%	1%	1%	1%	19%	2%	F	0.064	F		10000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		24000	G	76%	1%	1%	1%	20%	2%	F	0.069	F	0.566	21000	G
	To: SR 40															
North 	Dinwiddie County	5.95	11000	G	81%	1%	1%	1%	15%	1%	F	0.062	F		11000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		23000	G	81%	1%	1%	1%	15%	1%	F	0.069	F	0.548	21000	G
	To: 26-650															
North 	Dinwiddie County	4.88	12000	G	81%	1%	1%	1%	15%	1%	F	0.065	F		11000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		24000	G	81%	1%	1%	1%	15%	1%	F	0.068	F	0.575	22000	G
	To: 26-703															
North 	Dinwiddie County	8.81	13000	A	81%	1%	1%	1%	15%	1%	C	0.121	A		12000	A
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		27000	A	81%	1%	1%	1%	15%	1%	C	0.111	A	0.607	25000	A
	To: US 460															
North 	Dinwiddie County	1.48	20000	G	81%	1%	1%	1%	15%	1%	F	0.081	F		19000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		40000	G	81%	1%	1%	1%	15%	1%	F	0.074	F	0.579	37000	G
	To: US 1															
North 	Dinwiddie County	1.18	27000	G	81%	1%	1%	1%	15%	1%	F	0.086	F		26000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		54000	G	81%	1%	1%	1%	15%	1%	F	0.077	F	0.561	50000	G
	To: SCL Petersburg															
North 	City of Petersburg (Maint: 26)	1.01	27000	G	81%	1%	1%	1%	15%	1%	F	0.086	F		26000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		54000	G	81%	1%	1%	1%	15%	1%	F	NA		50000	G	
	To: Squirrel Level Road															
North 	City of Petersburg (Maint: 26)	2.57	31000	G	81%	1%	1%	1%	15%	1%	F	0.087	F		29000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		58000	G	81%	1%	1%	1%	15%	1%	F	0.078	F	0.53	54000	G
	To: I-95															

Virginia Department of Transportation
Traffic Engineering Division
2007
Annual Average Daily Traffic Volume Estimates By Section of Route
Dinwiddie Maintenance Area

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
South 85	From: Brunswick County Line															
	Dinwiddie County	2.78	13000	G	76%	1%	1%	1%	20%	2%	F	0.074	F	11000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		24000	G	76%	1%	1%	1%	20%	2%	F	0.069	F	0.566	21000	G
South 85	From: SR 40															
	Dinwiddie County	5.95	11000	G	81%	1%	1%	1%	16%	1%	F	0.078	F	10000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		23000	G	81%	1%	1%	1%	15%	1%	F	0.069	F	0.548	21000	G
South 85	From: 26-650															
	Dinwiddie County	4.95	12000	G	81%	1%	1%	1%	16%	1%	F	0.084	F	11000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		24000	G	81%	1%	1%	1%	15%	1%	F	0.068	F	0.575	22000	G
South 85	From: 26-703															
	Dinwiddie County	8.36	14000	A	81%	1%	1%	1%	16%	1%	C	0.113	A	12000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		27000	A	81%	1%	1%	1%	15%	1%	C	0.111	A	0.607	25000	A
South 85 460	From: US 460															
	Dinwiddie County	1.83	20000	G	81%	1%	1%	1%	16%	1%	F	0.085	F	18000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		40000	G	81%	1%	1%	1%	15%	1%	F	0.074	F	0.579	37000	G
South 85 460	From: US 1															
	Dinwiddie County	0.81	27000	G	81%	1%	1%	1%	16%	1%	F	0.086	F	24000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		54000	G	81%	1%	1%	1%	15%	1%	F	0.077	F	0.561	50000	G
South 85 460	From: SCL Petersburg															
	City of Petersburg (Maint: 26)	1.25	27000	G	81%	1%	1%	1%	16%	1%	F	0.086	F	24000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		54000	G	81%	1%	1%	1%	15%	1%	F	NA			50000	G
South 85 460	From: Squirrel Level Road															
	City of Petersburg (Maint: 26)	2.72	28000	G	81%	1%	1%	1%	16%	1%	F	0.088	F	25000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		58000	G	81%	1%	1%	1%	15%	1%	F	0.078	F	0.53	54000	G
North 95	From: I-95															
	City of Petersburg (Maint: 74)	1.15	15000	G	83%	1%	1%	0%	15%	0%	F	0.076	F	13000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		31000	G	83%	1%	1%	1%	15%	0%	F	0.075	F	0.558	27000	G
North 95	From: Wagner Rd															
	City of Petersburg (Maint: 74)	2.79	21000	G	83%	1%	1%	0%	15%	0%	F	0.079	F	18000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		40000	G	83%	1%	1%	1%	15%	0%	F	0.079	F	0.505	35000	G
North 95	From: US 460 West St															
	City of Petersburg (Maint: 74)	0.50	21000	N	83%	1%	1%	0%	15%	0%	N	0.079	N	18000	N	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		40000	N	83%	1%	1%	1%	15%	0%	N	NA			35000	N
	From: I-85															

Virginia Department of Transportation
Traffic Engineering Division
2007
Annual Average Daily Traffic Volume Estimates By Section of Route
Dinwiddie Maintenance Area

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
North 95	From: I-85															
	City of Petersburg (Maint: 26)	0.44	43000	G	89%	1%	1%	1%	8%	0%	F	0.08	F	43000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		82000	G	89%	1%	1%	1%	8%	0%	F	0.077	F	82000	G	
North 95	To: US 301, Bus US 460 Washington St															
	City of Petersburg (Maint: 26)	0.64	54000	G	89%	1%	1%	1%	8%	0%	F	0.078	F	55000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		103000	G	89%	1%	1%	1%	8%	0%	F	0.079	F	103000	G	
South 95	To: SCL Colonial Heights															
	From: SCL Petersburg															
City of Petersburg (Maint: 74)	0.34	13000	G	83%	1%	1%	1%	15%	0%	F	0.078	F	11000	G		
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		25000	G	83%	1%	1%	1%	15%	0%	F	NA		22000	G	
South 95	To: Rives Rd															
	From: Rives Rd															
City of Petersburg (Maint: 74)	1.22	16000	G	83%	1%	1%	1%	15%	0%	F	0.081	F	14000	G		
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		31000	G	83%	1%	1%	1%	15%	0%	F	0.075	F	27000	G	
South 95	To: Wagner Rd															
	From: Wagner Rd															
City of Petersburg (Maint: 74)	2.29	20000	G	83%	1%	1%	1%	15%	0%	F	0.08	F	17000	G		
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		40000	G	83%	1%	1%	1%	15%	0%	F	0.079	F	35000	G	
South 95	To: US 460 County Rd; US 301 Crater Rd															
	From: US 460 County Rd; US 301 Crater Rd															
City of Petersburg (Maint: 74)	0.53	20000	N	83%	1%	1%	1%	15%	0%	N	0.08	N	17000	N		
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		40000	N	83%	1%	1%	1%	15%	0%	N	NA		35000	N	
South 95	To: I-85															
	From: I-85															
City of Petersburg (Maint: 26)	0.66	40000	G	89%	1%	1%	1%	8%	0%	F	0.075	F	40000	G		
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		82000	G	89%	1%	1%	1%	8%	0%	F	0.077	F	82000	G	
South 95	To: US 301, Bus US 460 Washington St															
	From: US 301, Bus US 460 Washington St															
City of Petersburg (Maint: 26)	0.48	49000	G	89%	1%	1%	1%	8%	0%	F	0.08	F	48000	G		
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		103000	G	89%	1%	1%	1%	8%	0%	F	0.079	F	103000	G	
106 Courthouse Rd	To: US 460 County Rd															
	From: US 460 County Rd															
City of Petersburg	0.10	7200	G	95%	0%	1%	1%	3%	0%	F	0.104	F	7900	G		
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:															
109 Hickory Hill Rd	To: ECL Petersburg															
	From: ECL Petersburg															
City of Petersburg	0.88	7000	G	99%	0%	0%	0%	0%	0%	C	0.111	F	7700	G		
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:															
109 Hickory Hill Rd	To: US 460 County Rd															
	From: US 460 County Rd															
City of Petersburg	0.03	7000	N	99%	0%	0%	0%	0%	0%	N	0.111	N	7700	N		
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:															
142 Simpson Rd	To: Dead End; Fort Lee Military Reservation, Mahone Av															
	From: Dead End; Fort Lee Military Reservation, Mahone Av															
City of Petersburg	0.03	7000	N	99%	0%	0%	0%	0%	0%	N	0.111	N	7700	N		
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:															
142 Simpson Rd	To: US 1 Boydton Plank Rd															
	From: US 1 Boydton Plank Rd															
Dinwiddie County	1.27	2500	G	93%	0%	1%	1%	5%	0%	C	0.131	F	2600	G		
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:															
	To: WCL Petersburg															

Virginia Department of Transportation
Traffic Engineering Division
2007
Annual Average Daily Traffic Volume Estimates By Section of Route
Dinwiddie Maintenance Area

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
142 Boydton Plank Rd	From: WCL Petersburg City of Petersburg	0.16	2900	G	96%	0%	1%	1%	1%	0%	F	0.101	F	0.63	3100	G
142 Boydton Plank Rd	To: Dupuy Rd City of Petersburg	1.24	2700	G	96%	0%	1%	1%	1%	0%	C	0.104	F	0.642	3000	G
142 Halifax Rd	To: Rt 604 Halifax Rd City of Petersburg	0.06	5300	G	96%	0%	1%	1%	1%	0%	F	0.087	F	0.532	5800	G
	To: CSX RR															
226 Cox Rd	From: US 460 Cox Rd Dinwiddie County	3.38	4400	G	95%	1%	1%	3%	1%	0%	C	0.1	F	0.604	4800	G
	To: US 1 West of Petersburg															
301 Crater Rd	From: SCL Petersburg City of Petersburg	0.21	7900	G	99%	0%	0%	0%	0%	0%	F	0.101	F	0.596	8600	G
301 Crater Rd	To: Rives Rd City of Petersburg	0.90	9200	G	98%	0%	1%	0%	0%	0%	C	0.102	F	0.546	10000	G
301 Crater Rd	To: Wagner Rd City of Petersburg	0.43	20000	G	98%	0%	1%	0%	0%	0%	F	0.094	F	0.500	22000	G
301 Crater Rd	To: Flank Rd City of Petersburg	0.87	22000	G	98%	0%	1%	0%	0%	0%	F	0.086	F	0.523	24000	G
301 Crater Rd	To: ALT US 301 Sycamore St City of Petersburg	0.26	15000	G	98%	0%	1%	0%	0%	0%	C	0.089	F	0.537	16000	G
301 Crater Rd	To: South Blvd City of Petersburg	0.73	21000	G	98%	0%	1%	0%	0%	0%	F	0.084	F	0.52	22000	G
Bus 301 460 Crater Rd	From: I-95, Bus US 460 City of Petersburg (Maint: 26)	0.09	11000	N	96%	1%	1%	0%	0%	0%	N	0.084	N	0.525	12000	N
Bus 301 460 Crater Rd	To: I-95; Bus US 460 Par, Winfield Rd From: Maintenance Jurisdiction Change City of Petersburg	0.98	11000	G	96%	1%	1%	0%	0%	0%	C	0.084	F	0.525	12000	G
Bus 301 460 Crater Rd	To: SR 36, Bus US 460 Wythe St From: City of Petersburg	0.10	7400	G	96%	1%	1%	0%	0%	0%	F	0.083	F	0.538	8100	G
301 3p Crater Rd	To: SR 36 Par, Bus US 460 Par, Washington St From: City of Petersburg	0.18	4100	G	96%	1%	1%	0%	0%	0%	F	0.097	F	0.556	4400	G
301 3p Crater Rd	To: US 301 Par, Bank St From: City of Petersburg	0.14	3100	G	97%	0%	1%	0%	1%	0%	F	0.094	F		3400	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		6700	G	97%	1%	1%	0%	1%	0%	F	NA			7300	G
301 3p Bollingbrook St	To: Bollingbrook St From: Crater Rd City of Petersburg	0.23	3400	G	97%	0%	1%	0%	1%	0%	C	0.098	F	0.845	3700	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		5700	G	97%	1%	1%	0%	1%	0%	C	0.099	F		6200	G
	To: 5th St															

Virginia Department of Transportation
Traffic Engineering Division
2007
Annual Average Daily Traffic Volume Estimates By Section of Route
Dinwiddie Maintenance Area

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	
							2Axle	3+Axle	1Trail	2Trail							
301 36 Bollingbrook St	From: 5th St	City of Petersburg	0.15	3600	G	97%	0%	1%	0%	1%	0%	F	0.1	F	3900	G	
	To: 3rd St		Combined Traffic Estimates for 2 Parallel Roadways on this Route:	5500	G	97%	1%	1%	0%	1%	0%	F	0.096	F	6000	G	
301 1 ALT 301 36 Bollingbrook St	From: US 1, ALT US 301 3rd St	City of Petersburg	0.08	3700	G	97%	0%	1%	0%	1%	0%	F	0.101	F	0.913	4100	G
	To: US 1 Par, 2nd St																
301 1 2nd St	From: N RT 1	City of Petersburg	0.35	13000	G	99%	0%	0%	0%	0%	0%	F	0.111	F	0.694	13000	G
	To: SCL Colonial Heights																
301 36 Bank St	From: US 301 Crater St	City of Petersburg	0.24	2300	G	96%	1%	1%	1%	1%	0%	C	0.1	F		2500	G
	To: 5th St		Combined Traffic Estimates for 2 Parallel Roadways on this Route:	5700	G	97%	1%	1%	0%	1%	0%	C	0.099	F		6200	G
301 36 Bank St	From: 5th St	City of Petersburg	0.15	1900	G	96%	1%	1%	1%	1%	0%	F	0.097	F		2100	G
	To: 3rd St		Combined Traffic Estimates for 2 Parallel Roadways on this Route:	5500	G	97%	1%	1%	0%	1%	0%	F	0.096	F		6000	G
301 1 ALT 301 36 Bank St	From: ALT US 301 Par, 2nd St	City of Petersburg	0.09	1900	G	96%	1%	1%	1%	1%	0%	F	0.095	F		2000	G
	To: US 301 Crater Rd		Combined Traffic Estimates for 2 Parallel Roadways on this Route:	5600	G	97%	1%	1%	0%	1%	0%	F	NA			6100	G
ALT 301 Sycamore St	From: US 301 Crater Rd	City of Petersburg	0.30	8400	G	98%	1%	1%	0%	0%	0%	F	0.094	F	0.538	9200	G
	To: South Blvd																
ALT 301 Sycamore St	From: South Blvd	City of Petersburg	0.95	6100	G	98%	1%	1%	0%	0%	0%	C	0.090	F	0.536	6700	G
	To: North Blvd																
ALT 301 Sycamore St	From: North Blvd	City of Petersburg	0.42	9200	G	98%	1%	1%	0%	0%	0%	F	0.088	F	0.625	10000	G
	To: Graham Rd																
ALT 301 Sycamore St	From: Graham Rd	City of Petersburg	0.56	11000	G	98%	1%	1%	0%	0%	0%	F	0.084	F	0.541	12000	G
	To: US 1 Wythe St																
ALT 301 1 Bus 460 36 Wythe St	From: US 1	City of Petersburg	0.20	13000	G	97%	1%	1%	1%	1%	0%	F	0.088	F		14000	G
	To: Bus US 460 Jefferson St		Combined Traffic Estimates for 2 Parallel Roadways on this Route:	28000	G	96%	1%	2%	1%	1%	0%	F	NA			30000	G
ALT 301 1 Jefferson St	From: Bus US 460 Wythe St	City of Petersburg	0.09	3100	G	97%	1%	1%	1%	1%	0%	F	0.089	F	0.756	3300	G
	To: Bus US 460 Par, Washington St																
ALT 301 1 Jefferson St	From: Bus US 460 Par, Washington St	City of Petersburg	0.26	650	G	97%	1%	1%	1%	1%	0%	F	0.104	F	0.734	710	G
	To: Henry St																
ALT 301 1 3rd St	From: Henry St	City of Petersburg	0.05	340	G	97%	1%	1%	1%	1%	0%	F	0.131	F		380	G
	To: US 301 Par, Bank St																

Virginia Department of Transportation
Traffic Engineering Division
2007
Annual Average Daily Traffic Volume Estimates By Section of Route
Dinwiddie Maintenance Area

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	
							2Axle	3+Axle	1Trail	2Trail							
ALT 301 1 3rd St	From: US 301 Par, Bank St City of Petersburg	0.05	350	G	97%	1%	1%	1%	1%	0%	F	0.102	F	380	G		
ALT 301 301 1 36 Bollingbrook St	From: US 301 Bollingbrook St US 1, ALT US 301 3rd St City of Petersburg	0.08	3700	G	97%	0%	1%	0%	1%	0%	F	0.101	F	0.913	4100	G	
ALT 301 Sycamore St	From: US 1 Wythe St City of Petersburg	0.09	6600	G	98%	0%	1%	0%	1%	0%	F	0.090	F	0.576	7200	G	
ALT Bus Bus 301 460 460 36 Washington St	From: Bus US 460 Washington St Bus US 460 Par City of Petersburg	0.09	15000	G	95%	1%	2%	1%	1%	0%	F	0.079	F	16000	G		
			Combined Traffic Estimates for 2 Parallel Roadways on this Route:			28000	G	96%	1%	2%	1%	1%	0%	F	NA	30000	G
ALT 301 Adams St	From: Bus US 460 Washington St City of Petersburg	0.06	7100	G	98%	0%	1%	0%	1%	0%	F	0.090	F	0.642	7700	G	
ALT 301 Adams St	From: Franklin St City of Petersburg	0.16	7700	G	98%	0%	1%	0%	1%	0%	C	0.088	F	0.625	8200	G	
460	From: Nottoway County Line Dinwiddie County	6.80	6100	G	86%	1%	1%	1%	11%	0%	F	0.077	F	0.553	6100	G	
460	From: 26-625 Wells Rd Dinwiddie County	2.99	6200	G	86%	1%	1%	1%	11%	0%	F	0.077	F	0.573	6200	G	
460	From: 26-622 Baltimore Rd 26-622 Dinwiddie County	2.32	6900	A	86%	1%	1%	1%	11%	0%	C	0.104	A	0.601	6900	A	
460	From: 26-611 Trinity Church Rd Dinwiddie County	3.29	7300	G	86%	1%	1%	1%	11%	0%	F	0.079	F	0.603	7300	G	
460 New Cox Rd	From: 26-627 Courthouse Rd Dinwiddie County	2.36	7900	G	86%	1%	1%	1%	11%	0%	F	0.076	F	0.597	7900	G	
460 Cox Rd	From: 26-628 Tranquility Lane Dinwiddie County	2.12	9600	G	86%	1%	1%	1%	11%	0%	F	0.081	F	0.639	9600	G	
460 Cox Rd	From: 26-631 Claiborne Rd Dinwiddie County	0.25	12000	G	86%	1%	1%	1%	11%	0%	F	0.08	F	0.653	12000	G	
460 Cox Rd	From: 26-743 Hart Rd Dinwiddie County	2.00	12000	G	86%	1%	1%	1%	11%	0%	F	0.081	F	0.658	12000	G	
460 Cox Rd	From: W 26-632 Olgers Rd Dinwiddie County	0.61	16000	G	86%	1%	1%	1%	11%	0%	F	0.075	F	0.554	16000	G	
460 Cox Rd	From: E 26-632 Buttewood Rd Dinwiddie County	0.18	16000	G	86%	1%	1%	1%	11%	0%	F	0.075	F	0.557	16000	G	
			To: SR 226 Cox Rd														

Virginia Department of Transportation
Traffic Engineering Division
2007
Annual Average Daily Traffic Volume Estimates By Section of Route
Dinwiddie Maintenance Area

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
460 Airport St	From: SR 226 Cox Rd															
	To: Dinwiddie County	1.21	15000	G	86%	1%	1%	1%	11%	0%	F	0.075	F	0.57	15000	G
460 85	From: I-85; Bus US 460															
	To: I 85 N	1.48														
See I-85 for directional traffic volume estimates for this segment.																
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			40000	G	81%	1%	1%	1%	15%	1%	F	0.074	F	0.579	37000	G
460 85	From: US 1															
	To: Dinwiddie County	1.18														
See I-85 for directional traffic volume estimates for this segment.																
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			54000	G	81%	1%	1%	1%	15%	1%	F	0.077	F	0.561	50000	G
460 85	From: SCL Petersburg															
	To: City of Petersburg (Maint: 26)	1.01														
See I-85 for directional traffic volume estimates for this segment.																
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			54000	G	81%	1%	1%	1%	15%	1%	F	NA		50000	G	
460 85	From: Squirrel Level Road															
	To: City of Petersburg (Maint: 26)	2.57														
See I-85 for directional traffic volume estimates for this segment.																
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			58000	G	81%	1%	1%	1%	15%	1%	F	0.078	F	0.53	54000	G
460 County Dr	From: I-85 S															
	To: I-95	0.60	9700	N	88%	1%	1%	2%	9%	0%	N	0.098	N	0.528	10000	N
460 County Dr	From: SR 109 Hickory Hill Rd															
	To: City of Petersburg	2.16	9700	A	88%	1%	1%	2%	9%	0%	C	0.098	A	0.528	10000	A
460 County Dr	From: SR 106 Courthouse Rd															
	To: ECL Petersburg	0.34	13000	G	88%	1%	1%	2%	9%	0%	F	0.088	F	0.556	14000	G
Bus 460 Airport St	From: I-85; US 460															
	To: Dinwiddie County	0.17	7200	G	98%	0%	1%	1%	1%	0%	F	0.095	F	0.714	7900	G
Bus 460 1 Boydton Plank Rd	From: US 1 Boydton Plank Rd															
	To: US 1 Plank Rd	1.70	13000	G	96%	1%	1%	0%	1%	0%	F	0.114	F	0.704	14000	G
Bus 460 1 Boydton Plank Rd	From: I-85 SW of Petersburg															
	To: Dinwiddie County	1.22	15000	F	97%	0%	1%	1%	1%	0%	C	0.093	F	0.529	16000	F
Bus 460 1	From: SR 226 Cox Rd															
	To: Dinwiddie County	0.45	14000	A	98%	0%	1%	1%	1%	0%	C	0.105	A	0.571	14000	A
Bus 460 1 Washington St	From: WCL Petersburg															
	To: City of Petersburg	0.40	13000	G	98%	0%	1%	1%	1%	0%	F	0.09	F	0.569	14000	G
Bus 460 1 Washington St	From: Summit St															
	To: City of Petersburg	0.18	14000	G	98%	0%	1%	1%	1%	0%	F	0.093	F	0.556	15000	G
Bus 460 1 Washington St	From: Elm St															
	To: City of Petersburg	0.57	16000	G	97%	1%	1%	1%	1%	0%	F	0.093	F	0.506	17000	G
To: US 1 Par; Wythe St																

Virginia Department of Transportation
Traffic Engineering Division
2007
Annual Average Daily Traffic Volume Estimates By Section of Route
Dinwiddie Maintenance Area

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
Bus 460 1 Wythe St	From: US 1 Par. Washington St; Battersea Lane City of Petersburg	1.08	8500	G	97%	1%	1%	1%	1%	0%	C	0.082	F	9300	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		18000	G	96%	1%	1%	1%	1%	0%	F	NA		20000	G	
Bus 460 1 Wythe St	To: Perry St From: City of Petersburg	0.15	9700	G	97%	1%	1%	1%	1%	0%	F	0.088	F	11000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		20000	G	96%	1%	1%	1%	1%	0%	F	NA		22000	G	
Bus 460 1 36 Wythe St	To: SR 36 Market St From: City of Petersburg	0.20	9900	G	97%	1%	1%	1%	1%	0%	F	0.094	F	11000	G	
Bus 460 1 ALT 301 36 Wythe St	To: ALT US 301 Sycamore St From: City of Petersburg	0.20	13000	G	97%	1%	1%	1%	1%	0%	F	0.088	F	14000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		28000	G	96%	1%	2%	1%	1%	0%	F	NA		30000	G	
Bus 460 36 Wythe St	To: US 1 Jefferson St From: City of Petersburg	0.20	16000	G	97%	1%	1%	0%	1%	0%	C	0.093	F	17000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		31000	G	95%	1%	2%	1%	2%	0%	F	NA		34000	G	
Bus 460 36 Wythe St	To: I-85, I-95 From: City of Petersburg	0.30	9800	G	97%	1%	1%	0%	1%	0%	F	0.08	F	11000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		22000	G	95%	1%	2%	1%	2%	0%	F	NA		24000	G	
Bus 460 301 Crater Rd	To: SR 36; US 301 Crater Rd From: City of Petersburg	0.98	11000	G	96%	1%	1%	0%	0%	0%	C	0.084	F	0.525	12000	G
Bus 460 301 Crater Rd	To: Maintenance Jurisdiction Change From: I-95; BUS US 460 Par. Winfield Rd City of Petersburg (Maint: 26)	0.09	11000	N	96%	1%	1%	0%	0%	0%	N	0.084	N	0.525	12000	N
Bus 460 1 Washington St	To: US 301 Crater Rd From: City of Petersburg	0.31	9600	G	96%	1%	1%	1%	1%	0%	F	0.101	F	11000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		18000	G	96%	1%	1%	1%	1%	0%	F	NA		20000	G	
Bus 460 1 Washington St	To: 123-9025 West St From: City of Petersburg	0.40	9500	G	96%	1%	1%	1%	1%	0%	F	0.096	F	10000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		18000	G	96%	1%	1%	1%	1%	0%	F	NA		20000	G	
Bus 460 1 Washington St	To: 123-9029 South St From: City of Petersburg	0.27	10000	G	96%	1%	1%	1%	1%	0%	C	0.093	F	11000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		20000	G	96%	1%	1%	1%	1%	0%	F	NA		22000	G	
Bus 460 1 Washington St	To: Guarantee St From: City of Petersburg	0.24	10000	G	96%	1%	1%	1%	1%	0%	F	0.094	F	11000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		20000	G	96%	1%	1%	1%	1%	0%	F	NA		22000	G	
	To: North Market St															

Virginia Department of Transportation
Traffic Engineering Division
2007
Annual Average Daily Traffic Volume Estimates By Section of Route
Dinwiddie Maintenance Area

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
Bus 460 36 Washington St	From: US 1 Par; SR 36 Market St City of Petersburg	0.19	12000	G	95%	1%	2%	1%	1%	0%	C	0.083	F	13000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		22000	G	96%	1%	2%	1%	1%	0%	F	NA		24000	G	
Bus ALT 460 301 36 Washington St	To: ALT US 301 Par, Sycamore St From: City of Petersburg	0.09	15000	G	95%	1%	2%	1%	1%	0%	F	0.079	F	16000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		28000	G	96%	1%	2%	1%	1%	0%	F	NA		30000	G	
Bus ALT 460 301 36 Washington St	To: ALT US 301 Par, Adams St From: City of Petersburg	0.10	15000	G	95%	1%	2%	1%	1%	0%	F	0.084	F	16000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		27000	G	96%	1%	2%	1%	1%	0%	F	NA		30000	G	
Bus 460 36 Washington St	To: US 1 Jefferson St From: City of Petersburg	0.24	16000	G	94%	1%	2%	1%	2%	0%	F	0.083	F	17000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		31000	G	95%	1%	2%	1%	2%	0%	F	NA		34000	G	
Bus 460 36 Washington St	To: I-95 From: City of Petersburg	0.24	13000	G	94%	1%	2%	1%	2%	0%	C	0.088	F	14000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		22000	G	95%	1%	2%	1%	2%	0%	F	NA		24000	G	
Bus 460 301 Crater Rd	To: US 301 Crater Rd From: City of Petersburg	0.10	7400	G	96%	1%	1%	0%	0%	0%	F	0.083	F	0.538	8100	G
Bus 460 301 Crater Rd	To: SR 36, BUS US 460 Wythe St From: City of Petersburg	0.98	11000	G	96%	1%	1%	0%	0%	0%	C	0.084	F	0.525	12000	G
Bus 460 Winfield Rd	To: Maintenance Jurisdiction Change From: US 301 Crater Rd City of Petersburg	0.43	1400	G	96%	1%	1%	1%	2%	0%	C	0.087	F	0.971	1500	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		1400	G								NA		NA		
Bus 460 Winfield Rd	To: State Maintenance Boundary From: City of Petersburg (Maint: 26)	0.09	1400	G	96%	1%	1%	1%	2%	0%	C	0.087	F	0.971	1500	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		1400	G								NA		NA		
	To: US 460 County Rd															

Virginia Department of Transportation
Traffic Engineering Division
2007
Annual Average Daily Traffic Volume Estimates By Section of Route
Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Dinwiddie County																
(F80)	0.21	NA														
(F81)	1.24	NA														
(F82)	0.20	NA														
(F83)	0.10	NA														
(F273) Mine Mountain Rd	0.14	NA														
(F290)	0.51	NA														
City of Petersburg																
(F329)	0.17	NA														
(F330)	2.93	NA														
(F331)	0.78	NA														
Dinwiddie County																
(F804)	0.19	NA														
(F805)	0.10	NA														
(F806)	0.50	NA														
(F855)	0.26	NA														
(600) Ferndale Rd	0.88	10000	F	98%	0%	1%	1%	0%	0%	C	0.092	F	0.585	11000	F	2007
(600) Ferndale Rd	0.53	6500	G	98%	0%	1%	1%	0%	0%	F	0.092	F	0.538	7100	G	2007
(601) River Rd	0.52	690	G	99%	0%	0%	0%	0%	0%	F	0.101	F	0.697	760	G	2007
(601) River Rd	3.25	1500	G	99%	0%	0%	0%	0%	0%	F	0.096	F	0.674	1600	G	2007
(601) River Rd	1.92	6800	F	99%	0%	0%	0%	0%	0%	C	0.099	F	0.653	7400	F	2007
(602)	0.20	90	R													09/26/2002

Virginia Department of Transportation
Traffic Engineering Division
2007
Annual Average Daily Traffic Volume Estimates By Section of Route
Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Dinwiddie County																
(603) Weakley Rd	0.50	1500	R								NA		NA			08/15/2002
(603) Sterling Rd	0.23	1600	G	98%	1%	1%	0%	0%	0%	F	0.091	F	0.667	1800	G	2007
(603) Sterling Rd	0.68	1600	G	98%	1%	1%	0%	0%	0%	C	0.094	F	0.582	1800	G	2007
(603) Sterling Rd	0.27	1500	G	98%	1%	1%	0%	0%	0%	F	0.099	F	0.571	1600	G	2007
(604) Halifax Rd	1.87	570	G	97%	1%	0%	1%	1%	0%	F	0.094	F	0.602	580	G	2007
(604) Halifax Rd	2.96	1100	G	97%	1%	0%	1%	1%	0%	F	0.105	F	0.726	1100	G	2007
(604) Halifax Rd	1.77	1600	G	97%	1%	0%	1%	1%	0%	F	0.093	F	0.687	1600	G	2007
(604) Halifax Rd	0.60	1400	G	97%	1%	0%	1%	1%	0%	F	0.094	F	0.666	1600	G	2007
(604) Halifax Rd	0.63	1800	G	97%	1%	0%	1%	1%	0%	C	0.096	F	0.632	2000	G	2007
(605) Hunnicut Rd	2.53	620	R								NA		NA			08/13/2002
(605) Old Vaughan Rd	3.20	390	R								NA		NA			08/13/2002
(605) Old Vaughan Rd	0.08	940	G	96%	3%	1%	0%	0%	0%	C	0.107	F	0.592	960	G	2007
(605) Old Stage Rd	0.50	630	R								NA		NA			08/13/2002
(605) Monks Neck Rd	4.49	260	R								NA		NA			08/13/2002
(605) Ellington Rd	1.40	280	R								NA		NA			06/08/2005
(606) Reams Dr	2.00	290	R								NA		NA			08/13/2002
(606) Oak Grove Rd	1.40	320	R								NA		NA			08/13/2002
(607) Butler Branch Rd	1.50	250	R								NA		NA			08/13/2002
(608)	0.46	130	R								NA		NA			09/26/2002
(609)	0.80	190	R								NA		NA			10/03/2002
(609) Cherryhill Rd	3.40	60	R								NA		NA			06/08/2005
(609)	0.70	190	R								NA		NA			10/03/2002

Virginia Department of Transportation
Traffic Engineering Division
2007
Annual Average Daily Traffic Volume Estimates By Section of Route
Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail								
Dinwiddie County																	
609	Cherry Hill Rd	2.30	30	R										NA	NA	06/08/2005	
609		1.58	100	R										NA	NA	10/03/2002	
609	Old Stage Rd	2.90	160	R										NA	NA	06/08/2005	
609	Old Stage Rd	2.20	350	G	96%	2%	1%	0%	1%	0%	C	0.116	F	0.711	360	G	2007
610	Baskerville Mill Rd	1.40	180	G	95%	4%	1%	0%	0%	0%	C	0.126	F	0.64	180	G	2007
610	Old White Oak Rd	0.50	180	G	95%	4%	1%	0%	0%	0%	F	0.151	F	0.542	180	G	2007
610		0.20	220	R										NA	NA	10/03/2002	
610		2.40	180	R										NA	NA	10/03/2002	
610		1.40	100	R										NA	NA	10/03/2002	
610		1.20	300	R										NA	NA	10/03/2002	
610		2.30	220	R										NA	NA	10/03/2002	
610		0.90	210	R										NA	NA	10/03/2002	
611	Wilkinson Rd	3.44	650	G	96%	2%	1%	0%	0%	0%	C	0.103	F	0.815	660	G	2007
611	Wilkerson Rd	1.82	260	G	96%	2%	1%	0%	0%	0%	F	0.123	F	0.523	260	G	2007
611	Trinity Church Rd	3.25	160	G	96%	2%	1%	0%	0%	0%	F	0.14	F	0.524	170	G	2007
611		0.15	1100	R										NA	NA	10/03/2002	
611		0.92	920	R										NA	NA	10/03/2002	
611		0.79	380	R										NA	NA	10/03/2002	
611		0.99	280	R										NA	NA	10/03/2002	
611		3.08	390	R										NA	NA	10/03/2002	
611		0.36	260	R										NA	NA	10/03/2002	
611		1.45	200	R										NA	NA	10/03/2002	
612	Harpers Bridge Rd	0.10	250	G	96%	2%	1%	1%	0%	0%	F	0.130	F	0.768	260	G	2007

Virginia Department of Transportation
Traffic Engineering Division
2007
Annual Average Daily Traffic Volume Estimates By Section of Route
Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Dinwiddie County																
612 Old Beaver Pond Rd	0.77	380	G	96%	2%	From: 26-638 Harpers Rd				C	0.137	F	0.592	390	G	2007
						To: SR 40										
613	1.12	190	R	From: Brunswick County Line				NA	NA	NA	NA	10/04/2002				
				To: 26-638												
613	1.92	200	R	From: 26-638				NA	NA	NA	10/04/2002					
				To: 26-651												
613	1.82	160	R	From: 26-651				NA	NA	NA	10/04/2002					
				To: SR 40 WEST												
613 White Oak Rd	7.37	230	G	95%	2%	2%	0%	1%	0%	C	0.113	F	0.519	240	G	2007
613 White Oak Rd	0.93	350	G	95%	2%	2%	0%	1%	0%	F	0.113	F	0.75	360	G	2007
613	1.13	290	R	From: 26-646 Glebe Rd				NA	NA	NA	10/04/2002					
				To: 26-646												
613	1.93	440	R	From: 26-624 WEST				NA	NA	NA	10/04/2002					
				To: 26-611 Wilkinson Rd												
613	3.27	440	R	From: 26-611 Wilkinson Rd				NA	NA	NA	10/04/2002					
				To: 26-627; 26-645												
613 White Oak Rd	1.38	360	R	From: 26-627; 26-645				NA	NA	NA	10/04/2002					
				To: 26-628 Tranquility Lane												
613 White Oak Rd	1.26	590	R	From: 26-628 Tranquility Lane				NA	NA	NA	10/04/2002					
				To: 26-661 Boisseau Rd												
613 White Oak Rd	1.77	1300	G	95%	2%	2%	0%	1%	0%	F	0.096	F	0.504	1400	G	2007
613 White Oak Rd	1.71	1200	G	95%	2%	2%	0%	1%	0%	F	0.094	F	0.662	1300	G	2007
613 Dabney Mill Rd	1.70	890	G	94%	2%	1%	1%	1%	0%	C	0.105	F	0.6	910	G	2007
613 Dabney Mill Rd	1.22	480	G	94%	2%	1%	1%	1%	0%	F	0.110	F	0.588	500	G	2007
613 Dabney Mill Rd	0.51	500	G	94%	2%	1%	1%	1%	0%	F	0.108	F	0.519	510	G	2007
613 Squirrel Level Rd	1.43	340	G	94%	2%	1%	1%	1%	0%	F	0.104	F	0.64	350	G	2007
613 Squirrel Level Rd	0.86	400	G	94%	2%	1%	1%	1%	0%	F	0.11	F	0.571	420	G	2007
613 Squirrel Level Rd	1.39	1100	G	94%	2%	1%	1%	1%	0%	F	0.109	F	0.588	1100	G	2007
613 Squirrel Level Rd	0.43	1100	G	94%	2%	1%	1%	1%	0%	F	0.108	F	0.624	1100	G	2007
613 Squirrel Level Rd	0.56	700	G	94%	2%	1%	1%	1%	0%	F	0.109	F	0.719	720	G	2007
613 Squirrel Level Rd	1.03	750	G	98%	1%	1%	0%	0%	0%	C	0.098	F	0.717	770	G	2007
614	1.23	240	R	From: SCL Petersburg				NA	NA	NA	08/14/2002					
				To: SR 40 WEST												
614	1.23	240	R	From: SR 40 WEST				NA	NA	NA	08/14/2002					
				To: WCL McKenney												

Virginia Department of Transportation
Traffic Engineering Division
2007
Annual Average Daily Traffic Volume Estimates By Section of Route
Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Town of McKenney																
(614)	0.30	240	R													08/14/2002
Dinwiddie County																
(615) Blue Tartan Rd	0.42	60	R													05/02/2005
(615) Blue Tartan Rd	0.90	220	R													05/02/2005
(616) Ridge Rd	2.20	80	R													06/08/2005
(616)	1.90	70	R													10/04/2002
(617)	1.50	430	R													10/04/2002
(617)	1.70	340	R													10/04/2002
(618) Halligan Park Rd	1.20	290	R													10/04/2002
(618) Halligan Park Rd	2.82	590	R													10/04/2002
(619) Courthouse Rd	3.59	450	G	98%	1%	1%	0%	1%	0%	F	0.128	F	0.569	460	G	2007
(619) Courthouse Rd	7.05	580	G	98%	1%	1%	0%	1%	0%	F	0.112	F	0.775	590	G	2007
(619) Courthouse Rd	0.86	1400	G	98%	1%	1%	0%	1%	0%	F	0.092	F	0.532	1500	G	2007
(619) Courthouse Rd	1.06	1300	G	98%	1%	1%	0%	1%	0%	F	0.098	F	0.646	1300	G	2007
(619) Courthouse Rd	0.25	1600	G	98%	1%	1%	0%	1%	0%	F	0.09	F	0.68	1600	G	2007
(619) Courthouse Rd	0.59	1700	G	98%	1%	1%	0%	1%	0%	C	0.089	F	0.632	1700	G	2007
(620) Foster Rd	1.20	30	R													05/12/2005
(620)	1.80	430	R													10/04/2002
(620) White Oak Church Rd	1.90	50	R													05/12/2005
(621) Clay Street Rd	1.60	310	R													06/08/2005
(621) Clay Street Rd	0.40	220	R													06/08/2005
(622) Baltimore Rd	1.60	40	R													05/12/2005

Virginia Department of Transportation
Traffic Engineering Division
2007
Annual Average Daily Traffic Volume Estimates By Section of Route
Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Dinwiddie County																
(622) Baltimore Rd	3.70	40	R								NA			NA		05/12/2005
(622)	0.80	90	R								NA			NA		10/04/2002
(622) Baltimore Rd	3.50	810	G	94%	1%	1%	1%	3%	0%	C	0.105	F	0.733	830	G	2007
(622)	1.66	330	R								NA			NA		10/04/2002
(622)	2.10	980	R								NA			NA		10/04/2002
(623)	2.00	450	R								NA			NA		10/04/2002
(623) Sutherland Rd	3.28	760	R								NA			NA		10/04/2002
(623) Sutherland Rd	0.62	1600	R								NA			NA		10/04/2002
(623) Station Rd	0.42	430	R								NA			NA		10/04/2002
(623) Station Rd	0.68	380	R								NA			NA		10/04/2002
(624)	2.60	180	R								NA			NA		10/04/2002
(624)	3.80	590	R								NA			NA		10/04/2002
(624)	6.00	500	R								NA			NA		10/04/2002
(625)	3.52	340	R								NA			NA		10/04/2002
(626) Flatfoot Rd	5.67	150	G	97%	1%	1%	1%	1%	0%	F	0.133	F	0.546	150	G	2007
(626) Flatfoot Rd	4.09	400	G	97%	1%	1%	1%	1%	0%	F	0.109	F	0.691	410	G	2007
(626) Flatfoot Rd	0.43	1100	G	97%	1%	1%	1%	1%	0%	C	0.088	F	0.619	1100	G	2007
(627) Courthouse Rd	0.90	2800	G	96%	2%	1%	0%	1%	0%	C	0.125	F	0.636	2900	G	2007
(627) Courthouse Rd	1.40	2400	G	96%	2%	1%	0%	1%	0%	F	0.139	F	0.743	2400	G	2007
(627) Courthouse Rd	2.81	1300	R								NA			NA		10/04/2002
(627)	2.61	1100	R								NA			NA		10/04/2002
(627)	0.80	540	R								NA			NA		10/04/2002
(627)	2.20	460	R								NA			NA		10/04/2002

Virginia Department of Transportation
Traffic Engineering Division
2007
Annual Average Daily Traffic Volume Estimates By Section of Route
Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Dinwiddie County																
(628) Tranquility Lane	0.33	80	R													05/02/2005
(628) Tranquility Lane	3.10	40	R													05/02/2005
(628) Tranquility Lane	0.87	280	R													05/02/2005
(628) Tranquility Lane	0.70	480	R													09/26/2002
(628) Tranquility Lane	0.09	1300	R													09/26/2002
(629)	0.93	260	R													09/26/2002
(629)	0.25	20	R													09/26/2002
(630)	0.30	330	R													09/26/2002
(631) Claiborne Rd	2.70	780	R													08/14/2002
(631) Claiborne Rd	0.80	1100	R													08/14/2002
(632) Butterwood Rd	3.00	420	R													08/14/2002
(632) Olgers Dr	1.20	1700	G	97%	1%	1%	1%	1%	0%	C	0.094	F	0.539	1900	G	2007
(633)	0.50	120	R													08/14/2002
(634)	0.25	280	R													08/14/2002
(635)	0.40	190	R													10/05/2002
(636) Rocky Branch Rd	0.27	110	R													05/23/2005
(637)	0.49	130	R													10/04/2002
(638)	2.00	260	R													10/04/2002
(638)	1.20	240	R													10/04/2002
(639)	0.90	280	R													10/04/2002
(639)	1.98	310	R													10/04/2002

Virginia Department of Transportation
Traffic Engineering Division
2007
Annual Average Daily Traffic Volume Estimates By Section of Route
Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Dinwiddie County																
(639) Grubby Rd	0.20	210	G	97%	2%	1%	0%	0%	0%	C	0.096	F	0.652	220	G	2007
(639)	1.60	260	R								NA		NA			10/04/2002
(639)	1.40	310	R								NA		NA			10/04/2002
(640)	1.40	190	R								NA		NA			10/04/2002
(641) Airport Rd	0.55	190	R								NA		NA			08/14/2002
(642) W Zilles Rd	1.82	470	G	79%	1%	1%	1%	18%	0%	C	0.095	F	0.544	490	G	2007
(642) Grubby Rd	0.60	170	G	79%	1%	1%	1%	18%	0%	F	0.114	F	0.72	170	G	2007
(642) Grubby Rd	2.00	130	G	79%	1%	1%	1%	18%	0%	F	0.115	F	0.556	130	G	2007
(642) Grubby Rd	2.40	130	G	79%	1%	1%	1%	18%	0%	F	0.105	F	0.647	130	G	2007
(642)	1.52	90	R								NA		NA			10/04/2002
(642) Continental Rd	0.83	70	R								NA		NA			05/12/2005
(643)	3.20	290	R								NA		NA			10/04/2002
Town of McKenney																
(644) Depot Rd	0.20	620	G	90%	1%	1%	1%	6%	0%	F	0.094	F	0.589	630	G	2007
Dinwiddie County																
(644) Depot Rd	1.92	480	G	90%	1%	1%	1%	6%	0%	C	0.1	F	0.592	490	G	2007
(644)	2.50	400	R								NA		NA			10/04/2002
(644) Brills Rd	2.50	110	R								NA		NA			05/12/2005
(644) Brills Rd	2.50	90	R								NA		NA			05/12/2005
(645)	1.40	100	R								NA		NA			10/04/2002
(645)	1.80	360	R								NA		NA			10/04/2002
(645)	1.60	220	R								NA		NA			10/04/2002
(645)	0.70	360	R								NA		NA			10/04/2002

Virginia Department of Transportation
Traffic Engineering Division
2007
Annual Average Daily Traffic Volume Estimates By Section of Route
Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail								
Dinwiddie County																	
(645)	0.73	370	R													10/04/2002	
						From: 26-637											
(645)	1.07	390	R													10/04/2002	
						From: 26-715 Patillo Rd											
(645)	2.50	620	R													10/04/2002	
						From: 26-611 Wilkinson Rd											
						To: 26-613; 26-627											
(646)	Glebe Rd	6.00	330	G	98%	1%	1%	0%	0%	0%	C	0.114	F	0.513	340	G	2007
						From: US 1 Boydton Plank Rd											
						To: 26-613 Old White Oak Rd											
(647)	Doyle Rd	1.00	30	R												05/12/2005	
						From: 26-622 Baltimore Rd											
(647)		1.60	120	R												10/04/2002	
						From: 26-648											
						To: 26-646 SOUTH											
						From: 26-646 NORTH											
(647)		2.24	260	R												10/04/2002	
						From: 26-738											
(647)		1.92	660	R												10/04/2002	
						From: 26-656 Gatewood Rd											
(647)	Nash Rd	0.94	780	R												10/04/2002	
						To: US 1 Boydton Plank Rd											
(648)		1.50	140	R												10/04/2002	
						From: 26-650											
						To: 26-647 Nash Rd											
(649)		0.50	40	R												10/04/2002	
						From: US 1 Boydton Plank Rd											
						To: 26-650											
(650)	Lew Jones Rd	1.60	70	G	98%	1%	0%	0%	0%	0%	F	0.156	F	0.607	80	G	2007
						From: 26-610 Old White Oak Rd											
(650)	Lew Jones Rd	1.10	240	G	98%	1%	0%	0%	0%	0%	F	0.118	F	0.741	240	G	2007
						From: 26-651 W, Mason Church Rd											
(650)	Lew Jones Rd	1.60	380	G	98%	1%	0%	0%	0%	0%	F	0.1	F	0.737	390	G	2007
						From: 26-644 Depot Rd											
(650)	Lew Jones Rd	0.80	440	G	98%	1%	0%	0%	0%	0%	F	0.111	F	0.71	450	G	2007
						From: 26-622 Baltimore Rd											
(650)	Lew Jones Rd	2.50	430	G	98%	1%	0%	0%	0%	0%	C	0.101	F	0.767	440	G	2007
						From: 26-648 Hudgins Rd											
						To: US-1 S, Boydton Plank Rd											
						From: US-1 N, Boydton Plank Rd											
(650)	Hamilton Arms Rd	0.15	1300	G	95%	1%	1%	1%	2%	0%	C	0.106	F	0.512	1400	G	2007
						From: 26-709 Shippings Rd											
(650)	Hamilton Arms Rd	0.68	1200	G	98%	1%	0%	0%	0%	0%	F	0.101	F	0.678	1300	G	2007
						From: I-85											
(650)	Hawkins Church Rd	1.43	420	G	96%	3%	1%	1%	0%	0%	C	0.106	F	0.714	430	G	2007
						From: 26-656 W, Eppes Rd											
(650)	Hawkins Church Rd	2.20	270	G	96%	3%	1%	1%	0%	0%	F	0.107	F	0.614	280	G	2007
						From: 26-619 Courthouse Rd											
(651)		2.40	210	R												08/27/2002	
						From: 26-613											
(651)	Whitmore Rd	1.80	260	R												05/12/2005	
						From: SR 40 WEST											
(651)		2.25	210	R												08/27/2002	
						From: 26-610 Old White Oak Rd											
						To: 26-650 WEST											

Virginia Department of Transportation
Traffic Engineering Division
2007
Annual Average Daily Traffic Volume Estimates By Section of Route
Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Dinwiddie County																
(651)	1.58	420	R			From: 26-650 EAST					NA			NA		08/27/2002
(651)	1.27	200	R			To: SR 40 EAST					NA			NA		08/27/2002
						To: Dead End										
(652)	1.56	350	R			From: 26-644					NA			NA		08/27/2002
						To: US 1										
(653)	0.16	210	R			From: 26-703 Carson Rd					NA			NA		10/04/2002
						To: Dead End										
(654)	3.02	390	R			From: 26-687 S, Cutbank Rd					NA			NA		10/04/2002
(654)	0.20	120	R			To: 26-687 NORTH					NA			NA		10/04/2002
						To: SR 40										
(655)	0.58	90	R			From: Dead End					NA			NA		10/04/2002
						To: US 1										
(656)	1.20	90	R			From: 26-709					NA			NA		10/04/2002
(656) Eppes Rd	1.20	280	R			To: 26-658 Branches Rd					NA			NA		10/04/2002
						To: 26-650 W; Hamilton Arms Rd										
(656) Gatewood Rd	2.55	490	R			From: 26-650 E; Hawkins Church Rd					NA			NA		10/04/2002
						To: US-1 S, Boydton Plank Rd										
(656) Gatewood Rd	0.90	120	R			From: US-1 N, Boydton Plank Rd					NA			NA		10/04/2002
						To: 26-647 Nash Rd										
(657)	2.10	380	R			From: US 1 Boydton Plank Rd					NA			NA		10/04/2002
						To: 26-647 Nash Rd										
(658)	1.61	320	R			From: 26-709					NA			NA		10/04/2002
(658) Branches Rd	2.70	80	R			To: 26-656 Eppes Rd					NA			NA		05/04/2005
						To: 26-619 Courthouse Rd										
(659)	0.90	230	R			From: 26-665					NA			NA		10/04/2002
(659)	1.50	260	R			To: SR 40					NA			NA		10/04/2002
(659)	1.40	240	R			From: 26-736 Barnes Rd					NA			NA		10/04/2002
						To: 26-619 Courthouse Rd										
(660) Hardways Mill Rd	1.89	1100	R			From: 26-619 Courthouse Rd					NA			NA		08/15/2002
(660) Old Vaughan Rd	1.20	390	R			To: 26-703 Carson Rd					NA			NA		08/15/2002
						To: 26-605 W, Hunnicut Rd										
(660) Quaker Rd	2.40	420	R			From: 26-605 E; Old Vaughan Rd; Hunnicut Rd					NA			NA		08/15/2002
						To: 26-704 Blackwell Rd										
(660) Quaker Rd	1.20	660	R			From: 26-704 Blackwell Rd					NA			NA		08/15/2002
						To: US 1 Boydton Plank Rd										

Virginia Department of Transportation
Traffic Engineering Division
2007
Annual Average Daily Traffic Volume Estimates By Section of Route
Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail								
Dinwiddie County																	
(661) Boisseau Rd	2.40	680	G	94%	3%	2%	0%	1%	0%	C	0.160	F	0.581	700	G	2007	
						From: 26-627 Courthouse Rd											
						To: 26-613 White Oak Rd											
(662)	1.20	60	R								NA		NA			10/04/2002	
						From: 26-617											
						To: 26-619 Courthouse Rd											
(663) Bain Rd	1.20	70	R								NA		NA			06/08/2005	
						From: 26-659											
						To: 26-665											
(664) Reese Rd	1.20	20	R								NA		NA			05/04/2005	
						From: Dead End											
						To: 26-609 Old Stage Rd											
(665)	0.70	210	R								NA		NA			10/15/2002	
						From: Sussex County Line											
(665)	2.35	490	R								NA		NA			10/15/2002	
						From: 26-617											
(665)	1.44	520	R								NA		NA			10/15/2002	
						From: SR 40											
(665)	2.76	230	R								NA		NA			10/15/2002	
						From: 26-728 Wingfield Rd											
(665)	0.70	360	R								NA		NA			10/15/2002	
						From: 26-626 Flatfoot Rd											
(665)	0.40	40	R								NA		NA			10/15/2002	
						From: 26-681											
						To: Dead End											
(666) Baugh Rd	1.20	60	R								NA		NA			05/04/2005	
						From: 26-626 Flatfoot Rd											
(666) Baugh Rd	4.20	260	R								NA		NA			10/15/2002	
						From: 26-670 Shady Lane											
						To: 26-618 Halligan Park Rd											
(667) Malones Rd	3.20	180	R								NA		NA			10/15/2002	
						From: 26-666 Baugh Rd											
						To: 26-703 Carson Rd											
(668) Brick Rd	1.90	390	R								NA		NA			08/13/2002	
						From: 26-703 Carson Rd											
						To: 26-604 Halifax Rd											
(669)	3.30	530	R								NA		NA			08/13/2002	
						From: 26-605 Monks Neck Rd; Old Stage Rd											
						To: 26-604 Halifax Rd											
(670) Shady Lane	1.82	150	R								NA		NA			05/04/2005	
						From: 26-666 Baugh Rd											
(670) Shady Lane	0.04	70	R								NA		NA			05/04/2005	
						From: 1.82 MN 26-666											
(670) Shady Lane	0.10	230	R								NA		NA			10/15/2002	
						From: 26-682 Ole Bole Rd											
(670) Shady Lane	0.77	290	R								NA		NA			10/15/2002	
						From: 26-688 Sawmill Rd											
(670) Old Stage Rd	1.45	420	G	97%	1%	1%	0%	1%	0%	F	0.096	F	0.507	430	G	2007	
						From: 26-609 Old Stage Rd											
(670) Old Stage Rd	2.51	320	G	97%	1%	1%	0%	1%	0%	F	0.114	F	0.537	330	G	2007	
						From: 26-703 Carson Rd											
						To: 26-605 W, Old Vaughan Rd											
(670) Duncan Rd	2.29	760	G	97%	1%	1%	0%	1%	0%	F	0.111	F	0.571	780	G	2007	
						From: 26-605 E, Old Stage Rd											
						To: 26-613 S; Squirrel Level Rd; Dabney Mill Rd											

Virginia Department of Transportation
Traffic Engineering Division
2007
Annual Average Daily Traffic Volume Estimates By Section of Route
Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Dinwiddie County																
(670) Duncan Rd	2.07	530	G	97%	1%	1%	0%	1%	0%	F	0.096	F	0.551	540	G	2007
			From: 26-613 N. Dabney Mill Rd													
			To: 26-673 Smith Grove Rd													
(670) Duncan Rd	1.21	1100	G	97%	1%	1%	0%	1%	0%	F	0.097	F	0.741	1100	G	2007
			From: 1.21 MN 26-673 Smith Grove Rd													
			To: 1.21 M FRM 26-673 Smith Grove Rd													
(670) Duncan Rd	1.51	1100	G	97%	1%	1%	0%	1%	0%	C	0.091	F	0.62	1200	G	2007
			From: US 1 Boydton Plank Rd													
			To: Dead End													
(671)	0.40	120	R								NA			NA		08/15/2002
			From: US 1 Boydton Plank Rd													
			To: 26-613 Squirrel Level Rd													
(672) Church Rd	1.49	630	G	95%	1%	2%	0%	2%	0%	F	0.117	F	0.506	650	G	2007
			From: 1.49 MN 26-613 Hofhelmer Way													
(672) Church Rd	0.58	710	G	95%	1%	2%	0%	2%	0%	C	0.099	F	0.653	770	G	2007
			From: 26-603 Weakley Rd													
(672) Weakley Rd	0.27	620	G	96%	1%	1%	0%	3%	0%	F	0.112	F	0.577	680	G	2007
			From: 26-1371 Hazel Ave													
(672) Weakley Rd	0.19	590	G	96%	1%	1%	0%	3%	0%	C	0.124	F	0.529	650	G	2007
			From: SR 142 Simpson Rd													
			To: 26-670 Duncan Rd													
(673) Smith Grove Rd	1.77	430	R								NA			NA		08/15/2002
			From: 26-613 Squirrel Level Rd													
			To: 26-670 Duncan Rd													
(674) Wheaton Rd	1.85	130	R								NA			NA		06/13/2005
			From: 26-670 Duncan Rd													
			To: 26-670 Duncan Rd													
(675) Vaughan Rd	3.74	670	G	98%	0%	1%	0%	0%	0%	F	0.1	F	0.798	690	G	2007
			From: 26-741 Fort Emory Rd													
(675) Vaughan Rd	0.90	1200	G	98%	0%	1%	0%	0%	0%	C	0.103	F	0.63	1200	G	2007
			From: 26-676 Flank Rd													
(675) Vaughan Rd	0.94	780	G	98%	0%	1%	0%	0%	0%	F	0.104	F	0.653	850	G	2007
			From: SCL Petersburg													
			To: 26-613 Squirrel Level Rd													
(676) Flank Rd	0.80	440	R								NA			NA		08/14/2002
			From: 26-604 Halifax Rd													
			To: SR 345 Richard Bland College: 74-608													
(678) Spain Dr	1.00	90	R								NA			NA		06/08/2005
			From: 26-605 Ellington Rd													
			To: 26-606 Oak Grove Rd													
(679)	1.45	210	R								NA			NA		10/15/2002
			From: Dead End													
			To: 26-660 Hardways Mill Rd													
(680)	2.01	260	R								NA			NA		10/15/2002
			From: 26-681													
			To: 2.01 ME 26-618													
(680) Troublefield Rd	1.19	140	R								NA			NA		1999
			From: 26-618 Halligan Park Rd													
(681)	1.80	390	R								NA			NA		10/15/2002
			From: Sussex County Line													
			To: 26-665													
(682) Ole Bole Rd	0.70	100	R								NA			NA		10/15/2002
			From: 26-609 Old Stage Rd													
			To: 26-670 Shady Lane													

Virginia Department of Transportation
Traffic Engineering Division
2007
Annual Average Daily Traffic Volume Estimates By Section of Route
Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Dinwiddie County																
(683)	0.45	140	R			From: 26-651						NA		NA		10/15/2002
(683)	0.60	90	R			From: 26-707						NA		NA		10/15/2002
(683)	Continental Rd	0.20	50	R		From: 0.60 MN 26-707						NA		NA		06/08/2005
						To: Dead End										
(684)	Airpark Dr	0.56	620	R		From: Dead End						NA		NA		08/14/2002
						To: US 460 Airport St										
(685)		0.16	80	R		From: Dead End						NA		NA		08/14/2002
						To: US 1 Boydton Plank Rd										
(686)	Smith Grove Lane	0.20	9	R		From: 26-673 Smith Grove Rd						NA		NA		10/15/2002
						To: Dead End										
(687)	Cutbank Rd	0.10	100	R		From: 26-609 Cherryhill Rd						NA		NA		06/06/2005
(687)	Cutbank Rd	1.54	20	R		From: 26-654 SOUTH						NA		NA		06/06/2005
(687)	Cutbank Rd	1.06	40	R		From: 1.54 MN 26-654 S						NA		NA		06/08/2005
(687)		1.62	140	R		From: 26-696 Bourdon Creek Rd						NA		NA		10/15/2002
						To: SR 40										
(688)	Sawmill Rd	0.85	220	R		From: 26-670 Shady Lane						NA		NA		10/15/2002
(688)	Sawmill Rd	1.28	48	R		From: 26-705 Fox Branch Rd						NA		NA		08/15/2002
(688)	Sawmill Rd	0.27	60	R		From: 1.28 ME 26-705						NA		NA		08/15/2002
						To: 26-667 Malones Rd										
(689)	Bobcat Rd	0.60	130	R		From: 26-629						NA		NA		05/02/2005
						To: 26-628 Tranquility Lane										
(690)	Harris Dr	0.94	230	R		From: 26-631 Claiborne Rd						NA		NA		08/14/2002
						To: Dead End										
(691)		1.00	160	R		From: Dead End						NA		NA		10/15/2002
						To: SR 40										
(692)	Spony Church Rd	1.89	60	R		From: Dead End						NA		NA		05/12/2005
(692)	Spony Church Rd	3.20	160	R		From: SR 40						NA		NA		05/12/2005
(692)	Spony Church Rd	0.60	70	R		From: 26-709						NA		NA		05/12/2005
						To: Dead End										
(693)	Williamson Rd	2.87	460	R		From: 26-703 Carson Rd						NA		NA		10/25/2002
						To: 26-670 Old Stage Rd										
(694)	Old Pine Rd	0.70	70	R		From: Dead End						NA		NA		06/08/2005
						To: 26-622										

Virginia Department of Transportation
Traffic Engineering Division
2007
Annual Average Daily Traffic Volume Estimates By Section of Route
Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Dinwiddie County																
(696) Bourdon Creek Rd	1.20	40	R								NA			NA		06/06/2005
(697) Spicely Rd	0.40	110	R								NA			NA		05/12/2005
(698)	1.20	200	R								NA			NA		10/15/2002
(699)	1.89	80	R								NA			NA		09/26/2002
(699)	1.41	90	R								NA			NA		09/26/2002
(700) White Oak Rd	0.88	60	R								NA			NA		05/12/2005
(700) Hawkins Rd	2.54	250	R								NA			NA		05/12/2005
(701) Quail Hollow Rd	0.60	20	R								NA			NA		05/12/2005
(702) Lennie Rd	1.32	49	R								NA			NA		05/12/2005
(703) Carson Rd	0.13	3900	G	95%	1%	1%	1%	2%	0%	F	0.094	F	0.523	4000	G	2007
(703) Carson Rd	1.17	4100	G	95%	1%	1%	1%	2%	0%	C	0.087	F	0.565	4200	G	2007
(703) Carson Rd	5.18	1000	G	94%	2%	1%	1%	2%	0%	C	0.089	F	0.577	1100	G	2007
(703) Carson Rd	5.97	730	G	94%	2%	1%	1%	2%	0%	F	0.122	F	0.571	750	G	2007
(703) Carson Rd	0.09	1200	G	94%	2%	1%	1%	2%	0%	F	0.095	F	0.615	1300	G	2007
(704)	0.24	60	R								NA			NA		08/15/2002
(705) Fox Branch Rd	1.42	200	R								NA			NA		10/14/2002
(706)	0.55	150	R								NA			NA		10/14/2002
(706)	0.15	220	R								NA			NA		10/14/2002
(707)	0.85	190	R								NA			NA		10/14/2002
(708)	0.30	520	G	93%	1%	2%	1%	3%	0%	F	0.099	F	0.74	540	G	2007
(708) Namozine Rd	5.93	1100	G	93%	1%	2%	1%	3%	0%	C	0.113	F	0.702	1100	G	2007

Virginia Department of Transportation
Traffic Engineering Division
2007
Annual Average Daily Traffic Volume Estimates By Section of Route
Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Dinwiddie County																
(708) Namozine Rd	0.70	2000	G	93%	1%	2%	1%	3%	0%	F	0.102	F	0.689	2200	G	2007
(709) Shipping Rd	2.70	70	R								NA		NA			06/06/2005
(709)	3.70	290	R								NA		NA			10/15/2002
(709)	1.70	390	R								NA		NA			10/15/2002
(709)	0.63	840	R								NA		NA			10/15/2002
(710) Cemetery Rd	0.85	10	R								NA		NA			05/12/2005
Town of McKenney																
(710)	0.11	9	R								NA		NA			08/27/2002
Dinwiddie County																
(711) Ridley Rd	1.30	40	R								NA		NA			05/04/2005
(712)	0.55	30	R								NA		NA			05/04/2005
(713)	2.54	260	R								NA		NA			10/15/2002
(714)	0.46	360	R								NA		NA			08/15/2002
(715) Patillo Rd	1.78	120	R								NA		NA			06/08/2005
(716)	0.36	50	R								NA		NA			08/20/2002
(717) Anderson Dr	0.50	45	R								NA		NA			05/02/2005
(718) Henshaw Rd	0.38	370	R								NA		NA			08/15/2002
(719)	0.39	260	R								NA		NA			08/15/2002
(720)	0.15	180	R								NA		NA			08/15/2002
(721)	0.60	160	R								NA		NA			10/15/2002
(722) Abernathy Rd	0.81	150	R								NA		NA			06/08/2005

Virginia Department of Transportation
Traffic Engineering Division
2007
Annual Average Daily Traffic Volume Estimates By Section of Route
Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Dinwiddie County																
(723) Pearson Hardy Rd	0.58	120	R			From: 26-611 Wilkinson Rd					NA			NA		06/08/2005
						To: Dead End										
(724)	0.58	230	R			From: 26-639					NA			NA		10/15/2002
						To: US 460										
(725) Cherokee Rd	0.17	140	R			From: Dead End					NA			NA		05/02/2005
						To: 26-706										
(726)	0.23	160	R			From: US 1 Boydton Plank Rd					NA			NA		08/13/2002
						To: Dead End										
(727) Bethune Rd	0.79	120	R			From: Dead End					NA			NA		10/15/2002
						To: 26-675 Vaughan Rd										
(728) Wingfield Rd	0.34	60	R			From: Dead End					NA			NA		06/08/2005
						To: 26-665										
(729) Spriggs Rd	0.53	80	R			From: 26-661 Boisseau Rd					NA			NA		05/02/2005
						To: Dead End										
(730) Williams Rd	0.28	70	R			From: US 460 Cox Rd					NA			NA		05/02/2005
						To: Dead End										
(731)	0.02	230	R			From: 26-611 Wilkinson Rd					NA			NA		09/26/2002
						To: 0.02 ME 26-611										
(731)	0.40	110	R			From: Dead End					NA			NA		09/26/2002
						To: Dead End										
(732)	0.60	260	R			From: Dead End					NA			NA		09/26/2002
						To: 26-627 Courthouse Rd										
(733)	1.20	240	R			From: 26-670 Old Stage Rd					NA			NA		10/15/2002
						To: 26-703 Carson Rd										
(734) Rainey Rd	3.14	220	R			From: 26-619 Courthouse Rd					NA			NA		10/15/2002
						To: 26-626 Flatfoot Rd										
(735) Goose Pond Rd	1.40	100	R			From: 26-619 Courthouse Rd					NA			NA		05/04/2005
						To: Dead End										
(736) Barnes Rd	0.50	60	R			From: 26-659					NA			NA		06/08/2005
						To: Dead End										
(737) Booth Rd	1.60	30	R			From: 26-665					NA			NA		06/08/2005
						To: 26-626 Flatfoot Rd										
(738)	1.33	300	R			From: 26-645					NA			NA		10/15/2002
						To: 26-647 Nash Rd										
(739)	1.70	420	R			From: 26-751					NA			NA		09/26/2002
						To: 26-708 Namozine Rd										
(740) Turkey Egg Rd	1.50	1400	R			From: 26-627 Courthouse Rd					NA			NA		09/26/2002
						To: US 1 Boydton Plank Rd										

Virginia Department of Transportation
Traffic Engineering Division
2007
Annual Average Daily Traffic Volume Estimates By Section of Route
Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Dinwiddie County																
(741)	0.70	730	R			From: 26-613 Squirrel Level Rd					NA			NA		08/15/2002
						To: 26-675 Vaughan Rd										
(742)	0.50	240	R			From: 26-613 Squirrel Level Rd					NA			NA		08/15/2002
						To: 26-675 Vaughan Rd										
(743)	0.57	360	R			From: US 460 Cox Road; Cox Rd					NA			NA		08/14/2002
						To: 26-601 River Rd; River Road										
(744) McKissicks Rd	0.70	50	R			From: 26-644 Brills Rd					NA			NA		05/12/2005
						To: Dead End										
(745)	0.20	80	R			From: Dead End					NA			NA		05/12/2005
						To: 26-651										
(746) Birdnest Rd	0.95	90	R			From: 26-708 Namozine Rd					NA			NA		05/02/2005
						To: Dead End										
(747) Wheelers Lane	0.35	10	R			From: 26-611 Wilkinson Rd					NA			NA		05/02/2005
						To: Dead End										
(748)	0.49	320	R			From: Dead End					NA			NA		08/27/2002
						To: 26-652										
(749)	0.04	90	R			From: FR-82					NA			NA		08/14/2002
						To: Dead End										
(750) Oxford Rd	1.51	780	R			From: 26-623 Southerland Rd					NA			NA		08/15/2002
						To: Dead End										
(751)	0.78	480	R			From: US 460 WEST					NA			NA		09/27/2002
						To: 26-611 W; 26-752										
(751)	0.26	1800	R			From: 26-611 W; 26-752					NA			NA		09/27/2002
						To: 26-611 E; 26-716										
(751)	3.25	1800	R			From: 26-627 WEST					NA			NA		09/27/2002
						To: US-460 E, Cox Rd										
(751)	2.67	2300	R			From: 26-611; 26-751					NA			NA		09/27/2002
						To: Dead End										
(752)	0.40	150	R			From: 26-611 Wilkinson Rd					NA			NA		09/27/2002
						To: Dead End										
(753)	0.40	190	R			From: Dead End					NA			NA		09/27/2002
						To: 26-751										
(754)	0.88	240	R			From: Dead End					NA			NA		09/26/2002
						To: 26-751										
(755)	0.50	80	R			From: Dead End					NA			NA		09/26/2002
						To: 26-751										
(756) Slates Rd	0.28	140	R			From: 26-628 Tranquility Lane					NA			NA		05/02/2005
						To: Dead End										

Virginia Department of Transportation
Traffic Engineering Division
2007
Annual Average Daily Traffic Volume Estimates By Section of Route
Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Dinwiddie County																
(757) Marmora Dr	0.62	120	R				From: 26-708 Namozine Rd				NA			NA		05/02/2005
							To: Dead End									
(758) Steers Rd	0.39	280	R				From: Dead End				NA			NA		08/15/2002
							To: 26-613 Dabney Mill Rd									
(759)	0.57	10	R				From: Dead End				NA			NA		05/12/2005
							To: 26-650									
(760) Sutherland Ave	0.37	130	R				From: 26-623 Station Rd				NA			NA		06/13/2005
							To: Dead End									
(764)	0.33	120	R				From: 26-750 Oxford Rd				NA			NA		08/15/2002
							To: Cul-de-Sac									
(770)	0.08	46	R				From: Cul-de-Sac				NA			NA		09/26/2002
							To: Prince George County Line									
(775) Hoffeimer Way	0.92	1900	R				From: 26-672 Church Rd				NA			NA		06/13/2005
							To: US 1 Boydton Plank Rd									
(776) Chesdin Lake Rd	0.57	380	R				From: 26-601 River Rd				NA			NA		08/14/2002
							To: Dead End									
(1001)	0.02	5	R				From: Dead End				NA			NA		05/12/2005
							To: ECL McKenney									
Town of McKenney																
(1001) Bolling Rd	0.02	7	R				From: ECL McKenney				NA			NA		08/27/2002
							To: 26-1014 Denbigh St									
(1001) Bolling Rd	0.10	110	R				From: 26-1014 Denbigh St				NA			NA		08/27/2002
							To: 26-1013 Johnson St									
(1001) Bolling Rd	0.32	320	R				From: 26-1013 Johnson St				NA			NA		08/27/2002
							To: US 1									
(1001) Bolling Rd	0.13	980	R				From: US 1				NA			NA		08/27/2002
							To: 26-1007 Fifth St									
(1001) Rives Ave	0.16	980	R				From: 26-1007 Fifth St				NA			NA		08/27/2002
							To: 26-1006 Fourth St									
(1001) Rives Ave	0.07	1000	R				From: 26-1006 Fourth St				NA			NA		08/27/2002
							To: 26-1005 Thirds St									
(1001) Rives Ave	0.07	1000	R				From: 26-1005 Thirds St				NA			NA		08/27/2002
							To: 26-1004 Second St									
(1001) Rives Ave	0.07	1100	R				From: 26-1004 Second St				NA			NA		08/27/2002
							To: 26-1003 First St									
(1001) Rives Ave	0.03	420	R				From: 26-1003 First St				NA			NA		08/27/2002
							To: 26-1002 Railroad Ave									
(1002) Railroad Ave	0.10	280	R				From: SR 40				NA			NA		08/27/2002
							To: 26-1001 Rives Ave									
(1003) First St	0.02	100	R				From: Dead End				NA			NA		08/27/2002
							To: 26-1010 Jack Zehmer Rd									
(1003) First St	0.15	190	R				From: 26-1010 Jack Zehmer Rd				NA			NA		08/27/2002
							To: 26-1009 Westover Dr									

Virginia Department of Transportation
Traffic Engineering Division
2007
Annual Average Daily Traffic Volume Estimates By Section of Route
Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Town of McKenney																
(1003) First St	0.03	620	R				From: 26-1009 Westover Dr					NA		NA		08/27/2002
(1003) First St	0.10	1200	R				To: SR 40					NA		NA		08/27/2002
(1004) Second St	0.09	100	R				From: 26-1001 Rives Ave					NA		NA		08/27/2002
(1005) Third St	0.14	60	R				To: 26-1009 Westover Dr					NA		NA		08/27/2002
(1005) Third St	0.23	150	R				From: SR 40					NA		NA		08/27/2002
(1006) Fourth St	0.08	40	R				To: 26-1001 Rives Ave					NA		NA		08/27/2002
(1007) Fifth St	0.08	120	R				From: SR 40					NA		NA		08/27/2002
(1007) Fifth St	0.11	120	R				To: 26-1001 Rives Ave					NA		NA		08/27/2002
(1008) Zehmer Ave	0.07	60	R				From: Dead End					NA		NA		08/27/2002
(1008) Zehmer Ave	0.19	90	R				To: 26-1007 Fifth St					NA		NA		08/27/2002
							From: 26-1005 Third St									
Dinwiddie County																
(1009)	0.65	220	R				From: US 1					NA		NA		08/27/2002
							To: SCL McKenney									
Town of McKenney																
(1009) Westover Dr	0.27	320	R				From: SCL McKenney					NA		NA		08/27/2002
(1009) Westover Dr	0.13	280	R				To: 26-1005 Third St					NA		NA		08/27/2002
(1010) Jack Zehmer Rd	0.25	80	R				From: 26-1003 First St					NA		NA		08/27/2002
(1010) Jack Zehmer Rd	0.04	70	R				To: SCL McKenney					NA		NA		08/27/2002
(1011) Community St	0.05	120	R				From: 26-1012 Factory St					NA		NA		08/27/2002
(1012) Factory St	0.10	40	R				To: 26-1003 First St					NA		NA		08/27/2002
(1013) Johnson St	0.08	210	R				From: Dead End					NA		NA		08/27/2002
(1014) Denbigh St	0.08	90	R				To: 26-614					NA		NA		08/27/2002
							From: 26-1010 Jack Zehmer Rd					NA		NA		08/27/2002
							To: Dead End									
							From: SR 40					NA		NA		08/27/2002
							To: 26-1001 Bolling Rd									
							From: 26-1001 Bolling Rd					NA		NA		08/27/2002
							To: ECL McKenney									

Virginia Department of Transportation
Traffic Engineering Division
2007
Annual Average Daily Traffic Volume Estimates By Section of Route
Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Dinwiddie County																
(1014)	0.31	90	R				From: ECL McKenney					NA		NA		08/27/2002
							To: Dead End									
Town of McKenney																
(1015) Bethel Rd	0.10	50	R				From: Dead End					NA		NA		05/12/2005
							To: US 1									
Dinwiddie County																
(1020) Seaboard Dr	0.08	130	R				From: 26-644					NA		NA		06/08/2005
							To: 26-1021 Southern Ave									
(1021) Southern Ave	0.12	45	R				From: Dead End					NA		NA		06/08/2005
							To: 26-1020 Seaboard Dr									
(1021) Southern Ave	0.09	70	R				From: 26-1020 Seaboard Dr					NA		NA		06/08/2005
							To: Dead End									
(1039)	0.30	NA					From: Dead End					NA		NA		
							To: 26-611									
(1040)	0.55	NA					From: 26-675 Vaughan Rd					NA		NA		
							To: 26-1042									
(1041)	0.04	NA					From: Dead End					NA		NA		
							To: 26-1040									
(1042)	0.15	NA					From: Dead End					NA		NA		
							To: Dead End									
(1101) Acorn Dr	0.30	70	R				From: 26-604 Halifax Rd					NA		NA		06/08/2005
							To: 26-606 Oak Grove Rd									
(1110) Dabney Dr	0.31	60	R				From: 26-1111 Anne Rd					NA		NA		05/02/2005
							To: 26-1113 Charlotte Rd									
(1110) Dabney Dr	0.21	140	R				From: 26-1113 Charlotte Rd					NA		NA		05/02/2005
							To: 26-613 White Oak Rd									
(1111) Anne Rd	0.16	60	R				From: 26-1112 Gibson Dr					NA		NA		05/02/2005
							To: 26-1110 Dabney Dr									
(1112) Gibson Dr	0.31	70	R				From: 26-1111 Anne Rd					NA		NA		05/02/2005
							To: 26-1113 Charlotte Rd									
(1112) Gibson Dr	0.13	100	R				From: 26-1113 Charlotte Rd					NA		NA		05/02/2005
							To: 26-613 White Oak Rd									
(1113) Charlotte Rd	0.16	40	R				From: 26-1112 Gibson Dr					NA		NA		05/02/2005
							To: 26-1110 Dabney Dr									
(1120) Tanglewood Dr	0.25	470	R				From: 26-1122 Northwood Dr					NA		NA		06/08/2005
							To: 26-1121 Southwood Dr									
(1120) Tanglewood Dr	0.10	570	R				From: 26-1121 Southwood Dr					NA		NA		06/08/2005
							To: 26-613 Squirrel Level Rd									
(1121) Southwood Dr	0.14	110	R				From: Dead End					NA		NA		06/08/2005
							To: 26-1120 Tanglewood Dr									

Virginia Department of Transportation
Traffic Engineering Division
2007
Annual Average Daily Traffic Volume Estimates By Section of Route
Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Dinwiddie County																
(1122) Northwood Dr	0.08	310	R				From: 26-1123 Circlewood Dr				NA			NA		06/08/2005
							To: 26-1120 Tanglewood Dr									
(1123) Circlewood Dr	0.46	300	R				From: 26-1122 Northwood Dr				NA			NA		06/08/2005
							To: Dead End									
(1201) McKenney Ave	0.25	90	R				From: Dead End				NA			NA		05/12/2005
							To: US 1; 26-650									
(1210) Waterford Dr	0.45	100	R				From: Cul-de-Sac				NA			NA		06/13/2005
							To: 26-750 Oxford Rd									
(1240) Wrenn Forest Dr	0.21	560	R				From: Cul-de-Sac				NA			NA		06/13/2005
							To: 26-601 River Rd									
(1241) Swan Circle	0.15	80	R				From: 26-1243 Canvasback Ct				NA			NA		06/13/2005
							To: 26-1240 Wrenn Forest Dr									
(1242) Pintail Ln	0.11	70	R				From: 26-1243 Canvasback Ct				NA			NA		06/13/2005
							To: 26-1240 Wrenn Forest Dr									
(1242) Pintail Ln	0.23	NA					From: 26-1246				NA			NA		
							To: Cul-de-Sac									
(1243) Canvasback Ct	0.23	60	R				From: Cul-de-Sac				NA			NA		06/13/2005
							To: Cul-de-Sac									
(1244)	0.08	NA					From: 26-1242				NA			NA		
							To: Cul-de-Sac									
(1245)	0.06	NA					From: 26-1242				NA			NA		
							To: Cul-de-Sac									
(1246)	0.22	NA					From: Cul-de-Sac				NA			NA		
							To: 26-1242									
(1246)	0.09	NA					From: Cul-de-Sac				NA			NA		
							To: Cul-de-Sac									
(1301) Lee Blvd	0.23	590	R				From: SR 226 Cox Rd				NA			NA		05/16/2005
							To: 26-1332 Hill St									
(1301) Lee Blvd	0.18	200	R				From: Dead End				NA			NA		05/16/2005
							To: 26-1306 Roanoke St									
(1302) Dinwiddie Ave	0.10	120	R				From: 26-1348 Potomac St				NA			NA		05/18/2005
							To: 26-1309 York St									
(1302) Dinwiddie Ave	0.03	190	R				From: 26-1309 York St				NA			NA		05/18/2005
							To: US 1 Boynton Plank Rd									
(1303) Simmons Ave	0.37	220	R				From: Dead End				NA			NA		05/18/2005
							To: FR-290									
(1303) Simmons Ave	0.03	2200	R				From: US 1 Boynton Plank Rd				NA			NA		05/18/2005
							To: US 1 Boynton Plank Rd									

Virginia Department of Transportation
Traffic Engineering Division
2007
Annual Average Daily Traffic Volume Estimates By Section of Route
Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Dinwiddie County																
(1304) Nottoway Ave	0.10	170	R				From: 26-1349 Warwick St					NA		NA		05/18/2005
(1304) Nottoway Ave	0.10	210	R				To: 26-1306 Roanoke St					NA		NA		05/18/2005
(1304) Nottoway Ave	0.13	250	R				From: 26-1348 Potomac St					NA		NA		05/18/2005
							To: US 1 Boydton Plank Rd									
(1305) Surry Ave	0.14	230	R				From: Dead End					NA		NA		05/18/2005
(1305) Surry Ave	0.19	340	R				To: 26-1350 Pagan St					NA		NA		05/18/2005
(1305) Surry Ave	0.09	430	R				From: 26-1306 Roanoke St					NA		NA		05/18/2005
(1305) Surry Ave	0.11	530	R				To: 26-1348 Potomac St					NA		NA		05/18/2005
							From: US 1 Boydton Plank Rd									
(1306) Roanoke St	0.04	110	R				From: 26-1305 Surry Ave					NA		NA		05/18/2005
(1306) Roanoke St	0.04	140	R				To: 26-1308 Greenville Ave					NA		NA		05/18/2005
(1306) Roanoke St	0.04	130	R				From: 26-1307					NA		NA		05/18/2005
(1306) Roanoke St	0.04	100	R				To: 26-1304 Nottoway Ave					NA		NA		05/18/2005
							From: 26-1302 Dinwiddie Ave									
(1307)	0.10	210	R				From: 26-1349 Warwick St					NA		NA		05/18/2005
(1307)	0.10	280	R				To: 26-1306 Roanoke St					NA		NA		05/18/2005
(1307)	0.12	330	R				From: 26-1348 Potomac St					NA		NA		05/18/2005
							To: US 1 Boydton Plank Rd									
(1308) Greenville Ave	0.13	60	R				From: Dead End					NA		NA		05/18/2005
(1308) Greenville Ave	0.09	370	R				To: 26-1350 Pagan St					NA		NA		05/18/2005
(1308) Greenville Ave	0.10	500	R				From: 26-1349 Warwick St					NA		NA		05/18/2005
(1308) Greenville Ave	0.09	550	R				To: 26-1306 Roanoke St					NA		NA		05/18/2005
(1308) Greenville Ave	0.12	620	R				From: 26-1348 Potomac St					NA		NA		05/18/2005
							To: US 1 Boydton Plank Rd									
(1309) York St	0.10	47	R				From: 26-1302 Dinwiddie Ave					NA		NA		05/18/2005
							To: Dead End									
(1310) Rockdale Rd	0.10	90	R				From: Dead End					NA		NA		05/16/2005
(1310) Cedar Hart Rd	0.11	1800	R				To: SR 226 Cox Rd					NA		NA		05/16/2005
(1310) Cedar Hart Rd	0.10	1700	R				From: 26-1311 Grant Ave					NA		NA		05/16/2005
							To: 26-600 Ferndale Rd									

Virginia Department of Transportation
Traffic Engineering Division
2007
Annual Average Daily Traffic Volume Estimates By Section of Route
Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Dinwiddie County																
(1311) Grant Ave	0.31	310	R									NA		NA		05/16/2005
(1311) Grant Ave	0.10	80	R									NA		NA		05/16/2005
(1312) Sunset Dr	0.12	1000	R									NA		NA		05/16/2005
(1313) Franklin St	0.22	1000	R									NA		NA		05/16/2005
(1314) Glendale Ave	0.03	20	R									NA		NA		05/23/2005
(1314) Glendale Ave	0.12	140	R									NA		NA		05/23/2005
(1314) Glendale Ave	0.10	170	R									NA		NA		05/23/2005
(1314) Glendale Ave	0.06	220	R									NA		NA		05/23/2005
(1315) Del Keith Rd	0.06	70	R									NA		NA		05/23/2005
(1315) Del Keith Rd	0.11	80	R									NA		NA		05/23/2005
(1316) Meridan Ave	0.07	50	R									NA		NA		05/23/2005
(1316) Meridan Ave	0.06	170	R									NA		NA		05/23/2005
(1316) Meridan Ave	0.10	80	R									NA		NA		05/23/2005
(1317) Meadow Lane	0.07	70	R									NA		NA		05/23/2005
(1318) Callear Rd	0.13	100	R									NA		NA		05/23/2005
(1319) Short St	0.06	180	R									NA		NA		05/23/2005
(1320) Ritchie Ave	0.09	200	R									NA		NA		05/23/2005
(1320) Ritchie Ave	0.13	190	R									NA		NA		05/23/2005
(1321) Ashley Ln	0.18	190	R									NA		NA		05/16/2005
(1322) Harwell Dr	0.14	290	R									NA		NA		05/23/2005
(1323) West Dr	0.40	390	R									NA		NA		05/16/2005

Virginia Department of Transportation
Traffic Engineering Division
2007
Annual Average Daily Traffic Volume Estimates By Section of Route
Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Dinwiddie County																
(1324) Ford Ave	0.15	1200	R				From: 26-1363 Cross St				NA			NA		05/23/2005
							To: US 1 Boyton Plank Road									
(1325) Creek Ave	0.21	220	R				From: Cul-de-Sac				NA			NA		05/23/2005
							To: 26-1326 Mt. Pleasant St									
(1325) Creek Ave	0.06	290	R				From: 26-1326 Mt. Pleasant St				NA			NA		05/23/2005
							To: SR 226 Cox Rd									
(1326) Mt. Pleasant St	0.21	60	R				From: 26-1325 Creek Ave				NA			NA		05/23/2005
							To: 26-1327 Cedar Lane									
(1327) Cedar Ln	0.05	130	R				From: 26-1326 Mt. Pleasant St				NA			NA		05/23/2005
							To: SR 226 Cox Rd									
(1328) Pinecroft Rd	0.10	70	R				From: Dead End				NA			NA		05/16/2005
							To: 26-1329 Brooksdale Rd									
(1328) Pinecroft Rd	0.12	200	R				From: 26-1329 Brooksdale Rd				NA			NA		05/16/2005
							To: 26-1330 Balsam Lane									
(1328) Pinecroft Rd	0.07	390	R				From: 26-1330 Balsam Lane				NA			NA		05/16/2005
							To: 26-600 Ferndale Rd									
(1329) Brooksdale Rd	0.06	180	R				From: 26-1330 Balsam Lane				NA			NA		05/16/2005
							To: 26-1328 Pinecroft Rd									
(1330) Balsam Ln	0.17	190	R				From: 26-1329 Brooksdale Rd				NA			NA		05/16/2005
							To: 26-1328 Pinecroft Rd									
(1331) Creek Circle	0.03	40	R				From: 26-1325 Creek Ave				NA			NA		06/13/2005
							To: Cul-de-Sac									
(1332) Hill St	0.05	190	R				From: 26-1301 Lee Blvd				NA			NA		05/16/2005
							To: Dead End									
(1333)	0.54	300	R				From: 26-600 Ferndale Rd				NA			NA		05/16/2005
							To: 26-600 Ferndale Rd									
(1334)	0.12	40	R				From: Dead End				NA			NA		05/23/2005
							To: 26-1336 Forest Ave									
(1334)	0.22	530	R				From: 26-1336 Forest Ave				NA			NA		05/23/2005
							To: FR-290; 26-1335									
(1335) Church Rd	0.19	280	R				From: 0.19 MS FR-290				NA			NA		05/23/2005
							To: FR-290; 26-1334									
(1335) Church Rd	0.08	20	R				From: FR-290; 26-1334				NA			NA		05/23/2005
							To: Dead End									
(1336) Forest Ave	0.09	410	R				From: 26-1334				NA			NA		05/23/2005
							To: 26-1337 James Ave									
(1337) James Ave	0.12	80	R				From: Dead End				NA			NA		05/23/2005
							To: 26-1336 Forest Ave									
(1338) Shadyside Dr	0.20	160	R				From: 26-1335 Church Rd				NA			NA		05/23/2005
							To: Cul-de-Sac									

Virginia Department of Transportation
 Traffic Engineering Division
 2007
 Annual Average Daily Traffic Volume Estimates By Section of Route
 Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Dinwiddie County																
(1339) Creek Lane	0.07	50	R				From: 26-1325 Creek Ave					NA		NA		05/23/2005
							To: Cul-de-Sac									
(1340)	0.15	40	R				From: SR 226 Cox Rd					NA		NA		08/19/2002
(1340) Fairway Ln	0.09	270	R				From: 26-1341 Driver Rd					NA		NA		05/18/2005
(1340) Fairway Ln	0.12	80	R				From: 26-1342 Wedgewood Rd					NA		NA		05/18/2005
							To: Dead End									
(1341) Driver Rd	0.17	150	R				From: 26-1343 Greenway Rd					NA		NA		05/18/2005
							To: 26-1340 Fairway Lane									
(1342) Wedgewood Rd	0.20	110	R				From: 26-1343 Greenway Rd					NA		NA		05/18/2005
							To: 26-1340 Fairway Lane									
(1343) Greenway Rd	0.09	100	R				From: 26-1341 Driver Rd					NA		NA		05/18/2005
							To: 26-1342 Wedgewood Rd									
(1344) Orchard Rd	0.09	320	R				From: SR 226 Cox Rd					NA		NA		05/16/2005
(1344) Orchard Rd	0.09	270	R				From: 26-1345 Steven Ave					NA		NA		05/16/2005
							To: 26-1346 Wayne Ave									
(1345) Steven Ave	0.06	40	R				From: Dead End					NA		NA		05/18/2005
(1345) Steven Ave	0.04	40	R				From: 26-1344 Orchard Rd					NA		NA		05/18/2005
							To: Dead End									
(1346) Wayne Ave	0.07	30	R				From: Dead End					NA		NA		05/18/2005
(1346) Wayne Ave	0.04	210	R				From: 26-1344 Orchard Rd					NA		NA		05/18/2005
(1346) Wayne Ave	0.01	47	R				From: 26-1347 Orchard Dr					NA		NA		05/18/2005
							To: Dead End									
(1347) Orchard Dr	0.17	130	R				From: Dead End					NA		NA		05/18/2005
							To: 26-1346 Wayne Ave									
(1348) Potomac St	0.04	120	R				From: 26-1305 Surry Ave					NA		NA		05/23/2005
(1348) Potomac St	0.04	150	R				From: 26-1308 Greenville Ave					NA		NA		05/23/2005
(1348) Potomac St	0.04	130	R				From: 26-1307					NA		NA		05/23/2005
(1348) Potomac St	0.04	120	R				From: 26-1304 Nottoway Ave					NA		NA		05/23/2005
							To: 26-1302 Dinwiddie Ave									
(1349) Warwick St	0.04	130	R				From: 26-1308 Greenville Ave					NA		NA		05/18/2005
(1349) Warwick St	0.04	80	R				From: 26-1307					NA		NA		05/18/2005
							To: 26-1304 Nottoway Ave									

Virginia Department of Transportation
Traffic Engineering Division
2007
Annual Average Daily Traffic Volume Estimates By Section of Route
Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Dinwiddie County																
(1350) Pagan St	0.04	50	R				From: 26-1305 Surry Ave					NA		NA		05/18/2005
							To: 26-1308 Greenville Ave									
(1352) Elsie Dr	0.19	260	R				From: 26-601 River Rd					NA		NA		05/16/2005
							To: 26-1354 Mark Dr									
(1352) Elsie Dr	0.10	120	R				From: 26-1354 Mark Dr					NA		NA		05/16/2005
							To: Cul-de-Sac									
(1353) Susie Dr	0.19	280	R				From: 26-601 River Rd					NA		NA		05/16/2005
							To: 26-1354 Mark Dr									
(1353) Susie Dr	0.10	100	R				From: 26-1354 Mark Dr					NA		NA		05/16/2005
							To: Cul-de-Sac									
(1354) Mark Dr	0.08	60	R				From: 26-1352 Elsie Dr					NA		NA		05/16/2005
							To: 26-1353 Susie Dr									
(1354)	0.12	70	R				From: 26-1390					NA		NA		08/20/2002
							To: Dead End									
(1354)	0.07	100	R				From: 26-1390					NA		NA		08/20/2002
							To: Dead End									
(1355) E. Autumn Dr	0.18	320	R				From: 26-601 E. River Rd					NA		NA		08/20/2002
							To: 26-1356									
(1355) E. Autumn Dr	0.07	190	R				From: 26-1356					NA		NA		05/16/2005
							To: 26-1367 Iris Circle									
(1355) E. Autumn Dr	0.10	140	R				From: 26-1367 Iris Circle					NA		NA		05/16/2005
							To: 26-1368 Woods Ct									
(1355) W. Autumn Dr	0.28	250	R				From: 26-1368 Woods Ct					NA		NA		05/23/2005
							To: 26-1369 Westbriar Lane									
(1355) W. Autumn Dr	0.13	380	R				From: 26-1369 Westbriar Lane					NA		NA		05/23/2005
							To: 26-601 W. River Rd									
(1356)	0.09	100	R				From: Dead End					NA		NA		08/20/2002
							To: 26-1355									
(1356)	0.06	60	R				From: 26-1355 E. Autumn Dr					NA		NA		08/20/2002
							To: Dead End									
(1357)	0.26	260	R				From: 26-1358					NA		NA		08/20/2002
							To: 26-1360									
(1357)	0.13	320	R				From: 26-1360					NA		NA		08/20/2002
							To: 26-1359									
(1357)	0.08	360	R				From: 26-1359					NA		NA		08/20/2002
							To: 26-601									
(1358)	0.03	8	R				From: Dead End					NA		NA		08/20/2002
							To: 26-1357									
(1358)	0.07	40	R				From: 26-1357					NA		NA		08/20/2002
							To: 26-1360 Gap Terminus									
(1358)	0.08	120	R				From: 26-1359 Gap Terminus					NA		NA		08/20/2002
							To: 26-601									
(1359) Gaydell Dr	0.04	20	R				From: Dead End					NA		NA		05/16/2005
							To: 26-1364 Keithwood Dr									

Virginia Department of Transportation
 Traffic Engineering Division
 2007
 Annual Average Daily Traffic Volume Estimates By Section of Route
 Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Dinwiddie County																
(1359) Gaydell Dr	0.10	450	R				From: 26-1364 Keithwood Dr					NA		NA		05/16/2005
(1359)	0.29	360	R				To: 26-1357					NA		NA		08/19/2002
(1359)	0.22	340	R				From: 26-1358					NA		NA		08/19/2002
(1359)	0.10	350	R				To: 26-1387					NA		NA		08/19/2002
							From: 26-1385									
(1360)	0.23	190	R				To: 26-1357					NA		NA		08/19/2002
							From: 26-1358									
(1361)	0.14	590	R				To: 26-1366					NA		NA		08/19/2002
							From: SR 226									
(1362) Oak Ct	0.12	230	R				To: 26-603 Sterling Rd					NA		NA		05/23/2005
							From: 26-1320 Ritchie Ave									
(1363) Cross St	0.08	70	R				To: 26-1320 Ritchie Ave					NA		NA		05/23/2005
							From: 26-1324 Ford Ave									
(1364) Keithwood Dr	0.07	30	R				To: Dead End					NA		NA		05/16/2005
							From: 26-1365 Timpan Lane									
(1364) Keithwood Dr	0.21	320	R				To: 26-1359 Gaydell Dr					NA		NA		05/16/2005
							From: 26-1364 Keithwood Dr									
(1365) Timpan Ln	0.11	140	R				To: Cul-de-Sac					NA		NA		05/16/2005
							From: Dead End									
(1366)	0.46	230	R				To: Dead End					NA		NA		10/15/2002
							From: 26-1355 E; Autumn Dr									
(1367) Iris Circle	0.04	30	R				To: Cul-de-Sac					NA		NA		05/16/2005
							From: Cul-de-Sac									
(1368) Woods Ct	0.05	40	R				To: 26-1355 W; Autumn Dr; E. Autumn Dr					NA		NA		05/16/2005
							From: 26-1355 W; Autumn Dr									
(1369) Westbriar Ln	0.04	30	R				To: Cul-de-Sac					NA		NA		05/16/2005
							From: 26-1371									
(1370)	0.16	50	R				To: 26-672 Weakley Rd					NA		NA		05/23/2005
							From: Cul-de-Sac									
(1371)	0.18	120	R				To: 26-1370					NA		NA		08/19/2002
							From: 26-1370									
(1371)	0.07	160	R				To: 26-672 Weakley Rd					NA		NA		08/19/2002
							From: US 1 Boydton Plank Rd									
(1372)	0.09	480	R				To: 26-1373					NA		NA		08/19/2002
							From: 26-1372 Begin Loop									
(1373)	0.44	230	R				To: End Loop					NA		NA		08/19/2002

Virginia Department of Transportation
 Traffic Engineering Division
 2007
 Annual Average Daily Traffic Volume Estimates By Section of Route
 Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Dinwiddie County																
(1375) Sequoia Ct	0.13	120	R				From: 26-1382				NA			NA		05/23/2005
							To: Cul-de-Sac									
(1376) Sierra Rd	0.07	60	R				From: Cul-de-Sac				NA			NA		05/23/2005
							To: 26-1381 Chesdin Dr									
(1377)	0.07	50	R				From: Cul-de-Sac				NA			NA		08/19/2002
							To: 26-1381 Chesdin Dr									
(1378)	0.11	120	R				From: Cul-de-Sac				NA			NA		08/19/2002
							To: 26-1379									
(1379)	0.24	160	R				From: 26-1380				NA			NA		10/15/2002
							To: 26-1393									
(1380) Woodstream Dr	0.31	680	R				From: Dead End				NA			NA		05/18/2005
							To: SR 226 Cox Rd									
(1380)	0.53	150	R				From: SR 226 Cox Rd				NA			NA		05/18/2005
							To: Dead End									
(1381) Chesdin Dr	0.43	590	R				From: Dead End				NA			NA		05/23/2005
							To: SR 226 Cox Rd									
(1382)	0.27	190	R				From: Dead End				NA			NA		08/19/2002
							To: 26-1381 Chesdin Dr									
(1383)	0.08	110	R				From: 26-1382				NA			NA		08/19/2002
							To: Cul-de-Sac									
(1384)	0.15	560	R				From: 26-1382				NA			NA		08/19/2002
							To: SR 226; 26-1384									
(1385)	0.30	390	R				From: Dead End				NA			NA		08/19/2002
							To: 26-1386									
(1385)	0.13	410	R				From: 26-1386				NA			NA		08/19/2002
							To: 26-1359									
(1385)	0.11	820	R				From: 26-1359				NA			NA		08/19/2002
							To: 26-601 River Rd									
(1386)	0.17	90	R				From: Cul-de-Sac				NA			NA		08/19/2002
							To: 26-1399									
(1387)	0.12	90	R				From: 26-1386				NA			NA		08/19/2002
							To: 26-1359									
(1388) Gloria Dr	0.03	10	R				From: Dead End				NA			NA		05/16/2005
							To: 26-1389 Paul Dr									
(1388) Gloria Dr	0.07	180	R				From: 26-1389 Paul Dr				NA			NA		05/16/2005
							To: 26-1385									
(1389) Paul Dr	0.10	110	R				From: 26-1388 Gloria Dr				NA			NA		05/16/2005
							To: Cul-de-Sac									
(1390)	0.09	460	R				From: 26-601 River Rd				NA			NA		08/19/2002
							To: 26-1391									

Virginia Department of Transportation
 Traffic Engineering Division
 2007
 Annual Average Daily Traffic Volume Estimates By Section of Route
 Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Dinwiddie County																
(1390)	0.10	380	R				From: 26-1391				NA			NA		08/19/2002
(1390)	0.08	260	R				To: 26-1354				NA			NA		08/19/2002
(1390)	0.06	80	R				From: 26-1392				NA			NA		08/19/2002
(1391)	0.06	70	R				To: Cul-de-Sac				NA			NA		08/19/2002
(1392)	0.06	70	R				From: Cul-de-Sac				NA			NA		08/19/2002
(1393)	0.19	NA					To: 26-1390				NA			NA		
(1394)	0.05	NA					From: 26-1327				NA			NA		
(1395)	0.35	NA					To: 26-1395				NA			NA		
(1396)	0.15	NA					From: Cul-de-Sac				NA			NA		
(1397)	0.05	47	R				To: 26-1393				NA			NA		05/25/2005
(1398)	0.06	50	R				From: 26-1380				NA			NA		05/25/2005
(1399)	0.09	NA					To: Cul-de-Sac				NA			NA		
(1399)	0.19	NA					From: 26-1386				NA			NA		
(1401) Springcreek Rd	0.41	150	R				To: Cul-de-Sac				NA			NA		05/25/2005
(1402) Main St	0.10	200	R				From: US 1 Boydton Plank Rd				NA			NA		05/25/2005
(1402) Sycamore Dr	0.15	260	R				To: US-1 S, Boydton Plank Rd				NA			NA		05/25/2005
(1403)	0.11	20	R				From: 26-619 Courthouse Rd				NA			NA		05/25/2005
(1404) Rowanty Ln	0.06	50	R				To: US-1 N, Boydton Plank Rd				NA			NA		06/13/2005
(1405) Lakewood Dr	0.20	220	R				From: 26-703 Carson Rd				NA			NA		05/25/2005
(1405) Lakewood Dr	0.16	60	R				To: 26-619 Courthouse Rd				NA			NA		05/25/2005
(1405) Lakewood Dr	0.16	60	R				From: 26-627 Courthouse Rd				NA			NA		05/02/2005
(1405) Lakewood Dr	0.16	60	R				To: 26-1406 Stonewall Dr				NA			NA		05/02/2005
(1405) Lakewood Dr	0.16	60	R				From: 26-1406 Stonewall Dr				NA			NA		05/02/2005
(1405) Lakewood Dr	0.16	60	R				To: Dead End				NA			NA		05/02/2005

Virginia Department of Transportation
Traffic Engineering Division
2007
Annual Average Daily Traffic Volume Estimates By Section of Route
Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Dinwiddie County																
(1406) Stonewall Dr	0.43	150	R			From: 26-1405 Lakewood Dr					NA			NA		05/02/2005
						To: Cul-de-Sac										
(1407) Bonneville Ln	0.50	180	R			From: Dead End					NA			NA		05/02/2005
						To: 26-627 Courthouse Rd										
(1410) Allen Rd	0.08	540	R			From: 26-626 Flatfoot Rd					NA			NA		05/25/2005
						To: 26-1411 Dorthy Ct										
(1410) Allen Rd	0.06	480	R			From: 26-1412 Frances Dr					NA			NA		05/25/2005
						To: 26-1413 S, Albert St										
(1410) Allen Rd	0.07	80	R			From: 26-1413 N, Albert St					NA			NA		05/25/2005
						To: Dead End										
(1410) Allen Rd	0.05	5	R			From: Dead End					NA			NA		05/25/2005
						To: Cul-de-Sac										
(1411) Dorthy Ct	0.12	60	R			From: 26-1410 Allen Rd					NA			NA		05/25/2005
						To: 26-1410 Allen Rd										
(1412) Frances Dr	0.12	70	R			From: Dead End					NA			NA		05/25/2005
						To: 26-1410 S, Allen Rd										
(1413) Albert St	0.28	110	R			From: 26-1410 N, Allen Rd					NA			NA		05/25/2005
						To: Dead End										
(1414) Bishop St	0.16	140	R			From: 26-1415 Rainbow St					NA			NA		05/25/2005
						To: 26-619 Courthouse Rd										
(1414) Bishop St	0.13	100	R			From: 26-1414 Bishop St					NA			NA		05/25/2005
						To: Dead End										
(1415) Rainbow St	0.12	20	R			From: 26-601 River Rd					NA			NA		05/25/2005
						To: 26-1423 Plantation Dr										
(1420) River Run Dr	0.15	950	R			From: Cul-de-Sac					NA			NA		06/13/2005
						To: Cul-de-Sac										
(1421) Lake Dr	0.27	110	R			From: 26-1421 Lake Dr					NA			NA		06/13/2005
						To: Cul-de-Sac										
(1422) Plantation Pl	0.04	40	R			From: Dead End					NA			NA		06/13/2005
						To: Dead End										
(1423) Plantation Dr	0.22	80	R			From: Cul-de-Sac					NA			NA		06/13/2005
						To: 26-1423 Plantation Dr										
(1424) Plantation Ct	0.05	50	R			From: Dead End					NA			NA		06/13/2005
						To: 26-1423 Plantation Dr										
(1425) Mark Dr	0.05	110	R			From: Cul-de-Sac					NA			NA		06/13/2005
						To: 26-1423 Plantation Dr										
(1430)	0.15	NA				From: Cul-de-Sac					NA			NA		
						To: 26-1382										

Virginia Department of Transportation
Traffic Engineering Division
2007
Annual Average Daily Traffic Volume Estimates By Section of Route
Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Dinwiddie County																
(1431)	0.04	NA														
(1432)	0.03	NA														
(1501)	Sutherland Dr	0.17	120	R												05/25/2005
(1501)	Sutherland Dr	0.29	290	R												05/25/2005
(1502)	Woodland Rd	0.08	80	R												05/25/2005
(1503)	Belville Dr	0.12	60	R												05/25/2005
(1504)	Woodland Dr	0.10	80	R												05/25/2005
(1504)	Woodland Dr	0.14	30	R												05/25/2005
(1505)	Tara Dr	0.10	70	R												05/25/2005
(1509)		0.23	180	R												08/20/2002
(1510)	Chesdin Blvd	0.57	850	R												05/25/2005
(1510)	Chesdin Blvd	0.46	290	R												05/25/2005
(1510)	Chesdin Blvd	0.06	30	R												05/25/2005
(1511)	Chesdin Ct	0.04	40	R												05/25/2005
(1512)	Ridgecrest Dr	0.10	46	R												05/25/2005
(1513)		0.13	150	R												08/20/2002
(1513)	Shoreview Dr	0.15	160	R												05/25/2005
(1513)	Shoreview Dr	0.13	80	R												05/25/2005
(1514)	Waterview Ct	0.05	30	R												05/25/2005
(1515)	Edrie Dr	0.13	430	R												05/25/2005

Virginia Department of Transportation
 Traffic Engineering Division
 2007
 Annual Average Daily Traffic Volume Estimates By Section of Route
 Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Dinwiddie County																
(1515) Edrie Dr	0.04	20	R				From: 26-1516 Eugene Dr				NA			NA		05/25/2005
							To: Dead End									
(1516) Eugene Dr	0.12	90	R				From: Dead End				NA			NA		05/25/2005
							To: 26-1517 Independence Dr									
(1516) Eugene Dr	0.22	410	R				From: 26-1517 Independence Dr				NA			NA		05/25/2005
							To: 26-1515 Edrie Dr									
(1517) Independence Dr	0.07	170	R				From: 26-1518 Hope Dr				NA			NA		05/25/2005
							To: 26-1516 Eugene Dr									
(1518) Hope Dr	0.07	70	R				From: Dead End				NA			NA		05/25/2005
							To: 26-1517 Independence Dr									
(1518) Hope Dr	0.10	80	R				From: 26-1517 Independence Dr				NA			NA		05/25/2005
							To: Dead End									
(1519)	0.09	NA					From: 26-1510 Chesdin Blvd				NA			NA		
							To: Cul-de-Sac									
(1530)	0.07	30	R				From: Dead End				NA			NA		09/27/2002
							To: 26-1531									
(1530)	0.09	70	R				From: 26-1531				NA			NA		09/27/2002
							To: 26-751									
(1531)	0.23	80	R				From: 26-1530				NA			NA		09/27/2002
							To: 26-751									
(9116)	0.14	740	R				From: 26-751				NA			NA		05/02/2005
							To: Cul-de-Sac									
Town of McKenney																
(9117)	0.04	240	R				From: McKenney Elem School				NA			NA		05/12/2005
							To: 26-614									
Dinwiddie County																
(9118)	0.07	260	R				From: Dinwiddie Elem School				NA			NA		10/23/2002
							To: 0.07 MN US 1									
(9118)	0.05	100	R				From: 0.07 MN US 1				NA			NA		05/02/2005
							To: 0.12 MN US 1									
(9118)	0.09	160	R				From: 0.12 MN US 1				NA			NA		05/02/2005
							To: 0.21 MN US 1									
(9118)	0.09	200	R				From: 0.21 MN US 1				NA			NA		05/02/2005
							To: US 1 Boydton Plank Rd									
Town of McKenney																
(9119)	0.02	30	R				From: 26-1001 Bolling Rd				NA			NA		1999
							To: 0.02 MN 26-1001									
(9119)	0.10	40	R				From: 0.02 MN 26-1001				NA			NA		1999
							To: Cul-de-Sac									
Dinwiddie County																
(9535)	0.23	860	R				From: US 1 Boydton Plank Rd				NA			NA		05/02/2005
							To: 0.23 MN US 1									
(9535)	0.20	780	R				From: 0.23 MN US 1				NA			NA		05/02/2005
							To: 0.43 MN US 1									

Virginia Department of Transportation
Traffic Engineering Division
2007
Annual Average Daily Traffic Volume Estimates By Section of Route
Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail								
Dinwiddie County																	
(9535)	0.13	620	R				From: 0.43 MN US 1				NA			NA		05/02/2005	
							To: US 1 Boydton Plank Rd										
(9920)	0.10	90	R				From: Cul-de-Sac				NA			NA		09/26/2002	
							To: 26-751										
(9921)	0.11	590	R				From: US 460 Airport St				NA			NA		05/02/2005	
							To: US 460 Airport St										
(9922)	0.11	150	R				From: US 1 Boydton Plank Rd				NA			NA		05/02/2005	
							To: Eastside Elem Sch										
(9923)	0.05	360	R				From: Dinwiddie High School				NA			NA		10/23/2002	
(9923)	0.13	720	R				From: 0.05 MN 26-627				NA			NA		05/02/2005	
(9923)	0.15	700	R				From: 0.18 MN 26-627				NA			NA		05/02/2005	
(9923)	0.11	700	R				From: 0.33 MN 26-627				NA			NA		05/02/2005	
							To: 26-627 Courthouse Rd										
(608) 74	Johnson Rd	0.31	1100	N	98%	0%	1%	0%	1%	0%	N	0.096	N	0.553	1100	N	2007
							From: Prince George County Line										
							To: SR 345; 26-677										
(608) 74	Johnson Rd	1.00	1600	G	98%	0%	0%	0%	1%	0%	C	0.100	F	0.609	1800	G	2007
							From: SCL Petersburg										
City of Petersburg																	
(3) 123	Vaughn Rd	0.64	1100	G			From: SCL Petersburg; 26-675				0.092	F	0.654	1200	G	2007	
							To: 123-9013 Halifax Rd										
(4) 123	Wells Rd	0.41	3900	G	91%	0%	1%	1%	7%	0%	C	0.085	F	0.509	4200	G	2007
							From: Halifax Rd										
							To: Squirrel Level Rd										
(9002) 123	Halifax Rd	0.18	6000	G	98%	0%	1%	0%	0%	0%	F	0.087	F	0.531	6600	G	2007
							From: CSX RR										
							To: Patterson St										
(9002) 123	Halifax St	0.58	4500	G	98%	0%	1%	0%	0%	0%	F	0.089	F	0.553	4900	G	2007
							From: Bayers Lane										
(9002) 123	Halifax St	0.19	5200	G	98%	0%	1%	0%	0%	0%	F	0.088	F	0.533	5700	G	2007
							From: Virginia Ave										
(9002) 123	Halifax St	0.37	7700	G	98%	0%	1%	0%	0%	0%	F	0.088	F	0.612	8400	G	2007
							From: Lee Ave										
(9002) 123	Halifax St	0.29	7600	G	98%	0%	1%	0%	0%	0%	F	0.087	F	0.532	8300	G	2007
							From: Liberty St										
(9002) 123	Halifax St	0.28	8400	G	98%	0%	1%	0%	0%	0%	C	0.086	F	0.551	9200	G	2007
							From: US 1, US 460 W Wythe St										
(9002) 123	Union St	0.12	3800	G	96%	1%	2%	0%	0%	0%	C	0.093	F	0.887	4100	G	2007
							From: US 1, US 460 W Washington St										
(9002) 123	Union St	0.17	1900	G	90%	2%	8%	0%	0%	0%	C	0.108	F	0.502	2100	G	2007
							From: W Tabb St										
(9004) 123	Defense Rd	0.47	2000	G	97%	1%	1%	1%	0%	0%	C	0.109	F	0.633	2100	G	2007
							From: Boydton Plank Rd										
							To: Squirrel Level Rd										

Virginia Department of Transportation
Traffic Engineering Division
2007
Annual Average Daily Traffic Volume Estimates By Section of Route
Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
City of Petersburg																
9004 123 Defense Dr	1.77	3300	G	98%	1%	1%	0%	0%	0%	F	0.093	F	0.505	3600	G	2007
						From: Squirrel Level Rd										
						To: Johnson Rd										
9004 123 South Boulevard	0.92	8300	G	98%	1%	1%	0%	0%	0%	C	0.093	F	0.549	9100	G	2007
						From: S. Sycamore St										
						To: Crater Rd										
9004 123 South Boulevard	0.18	5400	G	98%	1%	1%	0%	0%	0%	F	0.098	F	0.591	5900	G	2007
						From: Crater Rd										
						To: Anderson St										
9006 123 Flank Rd	0.96	1700	G	99%	0%	1%	0%	0%	0%	C	0.094	F	0.575	1900	G	2007
						From: Halifax Rd										
						To: Johnson Rd										
9006 123 Flank Rd	0.47	3000	G	99%	0%	1%	0%	0%	0%	F	0.11	F	0.582	3300	G	2007
						From: Birdsong Rd										
						To: Fort Hayes Dr										
9006 123 Flank Rd	0.75	2700	G	99%	0%	1%	0%	0%	0%	F	0.118	F	0.602	3000	G	2007
						From: Fort Hayes Dr										
						To: Flank Rd N										
9006 123 Flank Rd (1-Way)	0.13	2200	G	99%	1%	0%	0%	0%	0%	C	0.107	F		2400	G	2007
						From: US 301 S Crater Rd										
						To: US 301 S Crater Rd										
9008 123 Rives Rd	0.55	6400	G	99%	0%	0%	0%	0%	0%	C	0.106	F	0.508	7000	G	2007
						From: I-95										
						To: ECL Petersburg										
9008 123 Rives Rd	0.27	5400	G	98%	0%	0%	0%	1%	0%	C	0.109	F	0.507	5900	G	2007
						From: ECL Petersburg										
						To: SR 142 Boydton Plank Rd										
9009 123 Dupuy Rd	1.24	420	G	96%	1%	3%	0%	0%	0%	F	0.105	F	0.510	460	G	2007
						From: SR 142 Boydton Plank Rd										
						To: Grigg St										
9009 123 Dupuy St	0.58	2000	G	96%	1%	3%	0%	0%	0%	F	0.083	F	0.55	2200	G	2007
						From: Grigg St										
						To: Youngs Rd										
9009 123 Farmer St	0.86	3300	G	96%	1%	3%	0%	0%	0%	C	0.086	F	0.526	3600	G	2007
						From: Youngs Rd										
						To: S. South St										
9009 123 Farmer St	0.47	2800	G	96%	1%	3%	0%	0%	0%	F	0.086	F	0.534	3000	G	2007
						From: S. South St										
						To: Halifax St										
9010 123 Wagner Rd	0.73	15000	G	98%	0%	1%	0%	1%	0%	C	0.088	F	0.546	16000	G	2007
						From: S Crater Rd										
						To: I-95										
9010 123 Wagner Rd	1.60	9900	G	94%	1%	1%	1%	4%	0%	C	0.087	F	0.561	11000	G	2007
						From: I-95										
						To: County Dr										
9011 123 Squirrel Level Rd	0.82	800	G	99%	0%	1%	0%	0%	0%	C	0.109	F	0.656	880	G	2007
						From: SCL Petersburg										
						To: Wells Rd										
9011 123 Squirrel Level Rd	0.25	4700	G	92%	0%	1%	1%	5%	0%	C	0.087	F	0.54	5100	G	2007
						From: Wells Rd										
						To: Ramp To I-85										
9011 123 Squirrel Level	0.20	6800	G	97%	1%	1%	0%	0%	0%	F	0.087	F	0.511	7400	G	2007
						From: Ramp To I-85										
						To: Boydton Plank Rd										
9011 123 Young Rd	0.55	3900	G	97%	1%	1%	0%	0%	0%	F	0.086	F	0.513	4300	G	2007
						From: Boydton Plank Rd										
						To: Valor Dr										
9011 123 Young Rd	0.59	2600	G	97%	1%	1%	0%	0%	0%	C	0.095	F	0.507	2900	G	2007
						From: Valor Dr										
						To: 123-9009 Dupuy Rd										
9012 123 Lee Ave	0.56	2500	G	97%	2%	1%	0%	0%	0%	C	0.090	F	0.531	2700	G	2007
						From: West St										
						To: Halifax St										

Virginia Department of Transportation
Traffic Engineering Division
2007
Annual Average Daily Traffic Volume Estimates By Section of Route
Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
City of Petersburg																
9012 123 Porterville St	0.15	1200	G	99%	0%	0%	0%	0%	0%	F	0.090	F	0.588	1300	G	2007
			From: Halifax St													
			To: Harding St													
9012 123 New St	0.18	1100	G	99%	0%	0%	0%	0%	0%	C	0.090	F	0.641	1200	G	2007
			From: Harrison St													
			To: New St													
9012 123 Harrison St	0.03	860	G	99%	0%	0%	0%	0%	0%	F	0.091	F		940	G	2007
			From: Corling St													
			To: Harrison St													
9012 123 Corling St	0.09	390	G	99%	0%	0%	0%	0%	0%	F	0.093	F		420	G	2007
			From: S. Sycamore St													
9012 123 Graham Rd	0.83	5700	G	99%	0%	0%	0%	0%	0%	F	0.08	F	0.549	6200	G	2007
			From: Ramp From I-95													
9012 123 Graham Rd	0.14	10000	G	99%	0%	0%	0%	0%	0%	C	0.087	F	0.802	11000	G	2007
			From: Crater Rd													
9013 123 Halifax Rd	1.79	2500	G	92%	0%	1%	1%	6%	0%	C	0.087	F	0.547	2700	G	2007
			From: Wells Rd													
9013 123 Halifax Rd	0.98	460	G	98%	0%	1%	0%	1%	0%	C	0.1	F	0.531	510	G	2007
			From: Boydton Plank Rd													
9015 123 Johnson Rd	0.01	2500	G	99%	0%	1%	0%	0%	0%	F	0.125	F	0.562	2700	G	2007
			From: Flank Rd													
9015 123 Johnson Rd	0.54	1100	G	99%	0%	1%	0%	0%	0%	C	0.101	F	0.608	1200	G	2007
			From: Birdsong Rd													
9015 123 Johnson Rd	1.39	5100	G	99%	0%	1%	0%	0%	0%	F	0.126	F	0.576	5600	G	2007
			From: South Blvd													
9015 123 Johnson Rd	0.46	5700	G	99%	0%	1%	0%	0%	0%	F	0.083	F	0.549	6200	G	2007
			From: North Blvd													
9015 123 Johnson Rd	0.37	4000	G	99%	0%	1%	0%	0%	0%	F	0.087	F	0.563	4400	G	2007
			From: St Luke St													
9015 123 High Pearl St	0.20	3700	G	99%	0%	1%	0%	0%	0%	F	0.087	F	0.522	4100	G	2007
			From: Virginia Ave													
9015 123 High Pearl St	0.08	2600	G	97%	1%	2%	0%	0%	0%	F	0.093	F	0.508	2800	G	2007
			From: ST Matthew St													
			To: ST Matthews St													
9015 123 Harding St	0.22	1400	G	97%	1%	2%	0%	0%	0%	C	0.091	F	0.631	1600	G	2007
			From: Porterville St													
			To: Porterville St													
9015 123 Harding St	0.27	800	G	97%	1%	2%	0%	0%	0%	F	0.099	F		880	G	2007
			From: Halifax St													
9017 123 Birdsong Rd	0.62	470	G	98%	1%	1%	0%	0%	0%	C	0.117	F	0.530	510	G	2007
			From: SCL Petersburg													
			To: Johnson Rd													
9021 123 N Sycamore St	0.18	3900	G	97%	1%	2%	0%	0%	0%	F	0.097	F	0.605	4200	G	2007
			From: W Washington St													
			To: W Tabb St													
9021 123 N Sycamore St	0.15	2800	G	97%	1%	2%	0%	0%	0%	C	0.102	F	0.557	3100	G	2007
			From: Bollingbrook St													
9023 123 North Blvd	0.57	3100	G	98%	1%	1%	0%	0%	0%	C	0.087	F	0.588	3400	G	2007
			From: Johnson Rd													
			To: S Sycamore St													
9025 123 Virginia Ave	0.22	600	G	95%	4%	2%	0%	0%	0%	C	0.139	F		660	G	2007
			From: Gates Lane													
			To: Harding Street													

Virginia Department of Transportation
Traffic Engineering Division
2007
Annual Average Daily Traffic Volume Estimates By Section of Route
Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
City of Petersburg																
9025 123 Virginia Ave	0.32	2100	G	95%	4%	2%	0%	0%	0%	F	0.09	F	0.53	2300	G	2007
			From: Harding Street													
			To: Halifax Street													
9025 123 Young Ave	0.20	2300	G	98%	1%	1%	0%	0%	0%	C	0.088	F	0.524	2500	G	2007
			From: Arlington Street													
9025 123 Young Ave	0.11	3000	G	98%	1%	1%	0%	0%	0%	F	0.089	F	0.510	3300	G	2007
			From: West Street Young Avenue													
9025 123 S West St	0.28	3500	G	98%	1%	1%	0%	0%	0%	F	0.088	F	0.508	3800	G	2007
			From: Augusta Avenue													
9025 123 S West St	0.23	4000	G	98%	1%	1%	0%	0%	0%	F	0.096	F	0.548	4400	G	2007
			From: Farmer St													
9025 123 S West St	0.14	3700	G	98%	1%	1%	0%	0%	0%	F	0.093	F	0.507	4100	G	2007
			From: W Wythe St													
9025 123 S West St	0.07	3000	G	98%	1%	1%	0%	0%	0%	F	0.1	F	0.534	3200	G	2007
			From: W Washington St													
9027 123 S West St	0.63	2100	G	98%	0%	1%	0%	0%	0%	C	0.086	F	0.528	2300	G	2007
			From: Halifax St													
			To: Young Ave													
9029 123 S. South St	0.36	2800	G	99%	1%	0%	0%	0%	0%	C	0.081	F	0.504	3000	G	2007
			From: Lee Ave													
9029 123 S. South St	0.09	4300	G	99%	0%	0%	0%	0%	0%	F	0.085	F	0.584	4700	G	2007
			From: US 1 Wythe St													
9029 123 N. South St	0.20	7100	G	99%	0%	0%	0%	0%	0%	F	0.094	F	0.547	7800	G	2007
			From: Washington St													
9029 123 High St	0.02	960	G	99%	0%	0%	0%	0%	0%	F	0.092	F	0.519	1000	G	2007
			From: High St													
			To: N South St													
9029 123 Canal St	0.20	6900	G	99%	0%	0%	0%	0%	0%	C	0.092	F	0.549	7600	G	2007
			From: Canal St													
			To: High St													
9031 123 Byrne St	0.40	740	G	98%	1%	2%	0%	0%	0%	C	0.108	F		810	G	2007
			From: New St													
			To: Halifax St													
9031 123 S. Market St	0.12	2300	G	98%	1%	2%	0%	0%	0%	F	0.092	F	0.625	2500	G	2007
			From: Halifax Rd													
			To: Wythe St													
9033 123 Apollo St	0.14	1600	G	99%	0%	1%	0%	0%	0%	F	0.096	F	0.597	1700	G	2007
			From: Sycamore St													
			To: Jefferson St													
9033 123 Jefferson St	0.58	2900	G	99%	0%	1%	0%	0%	0%	C	0.094	F	0.571	3200	G	2007
			From: Apollo St													
			To: E Wythe St													
9033 123 Henry St	0.04	620	G	99%	0%	1%	0%	0%	0%	F	0.109	F	0.6	660	G	2007
			From: 3rd Street													
			To: N Adams St													
9038 123 Puddledock Rd	0.40	4600	G	91%	1%	2%	4%	3%	0%	C	0.09	F	0.533	5100	G	2007
			From: E Washington St													
			To: ECL Petersburg													
9046 123 High St	0.58	950	G	98%	1%	1%	0%	0%	0%	C	0.116	F	0.661	1000	G	2007
			From: Canal St													
			To: N Market St													
9046 123 W Bank St	0.14	2200	G	98%	1%	1%	0%	0%	0%	F	0.108	F		2400	G	2007
			From: N Market St													
			To: N Sycamore St													
9046 123 E Bank St	0.11	3000	G	99%	0%	1%	0%	0%	0%	C	0.1	F		3200	G	2007
			From: 2Nd St													

Virginia Department of Transportation
Traffic Engineering Division
2007
Annual Average Daily Traffic Volume Estimates By Section of Route
Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
City of Petersburg																
(9046/123) Bank St	0.25	2700	G	96%	1%	2%	1%	1%	0%	C	0.104	F	0.507	3000	G	2007
			From: US 301 N Crater Rd													
			To: East St													
(9046/123) Bank St	0.21	2900	G	96%	1%	2%	1%	1%	0%	F	0.104	F	0.561	3200	G	2007
			From: SR 36 E Washington St													
			To: N Market St													
(9048/123) W Tabb St	0.09	1400	G	98%	1%	1%	0%	0%	0%	F	0.128	F	0.662	1500	G	2007
			From: Union St													
(9048/123) W Tabb St	0.06	1800	G	98%	1%	1%	0%	0%	0%	F	0.112	F	0.622	1900	G	2007
			From: N Sycamore St													
(9048/123) E Tabb St	0.12	1200	G	98%	1%	1%	0%	0%	0%	C	0.124	F	0.535	1300	G	2007
			From: N Adams St													
(9053/123) Baylors Ln	0.65	1800	G	98%	1%	1%	0%	0%	0%	C	0.113	F	0.597	2000	G	2007
			From: Defense Rd													
			To: Halifax St													
(9055/123) Madison St	0.05	1700	G	96%	1%	1%	1%	1%	0%	F	0.091	F	0.914	1900	G	2007
			From: E Washington St													
(9055/123) Madison St	0.18	1500	G	96%	1%	1%	1%	1%	0%	C	0.096	F	0.910	1600	G	2007
			From: Franklin St													
(9055/123) Madison St	0.07	880	G	96%	1%	1%	1%	1%	0%	F	0.105	F	0.835	960	G	2007
			From: E Bank St													
(9057/123) Fifth St	0.05	400	G								0.112	F	0.697	440	G	2007
			From: Bollingbrook St													
(9057/123) Fifth St	0.08	530	G	85%	4%	2%	4%	6%	0%	C	0.133	F	0.653	580	G	2007
			From: River St													
(9059/123) Flank Rd N	0.20	4100	G	98%	1%	1%	0%	0%	0%	C	0.095	F	0.673	4400	G	2007
			From: Flank Rd One-Way													
			To: US 301 S Crater Rd													
(9065/123) S Adams St	0.10	4400	G								0.09	F	0.613	4800	G	2007
			From: E Wythe St													
			To: E Washington St													
Accomack St		260	G								0.12	F		290	G	2007
			From: 6Th St													
			To: 7Th St													
Cameron St		280	G								0.1	F		310	G	2007
			From: Old Church St													
			To: Center St													
Culpeper Ave		330	G								0.106	F		360	G	2007
			From: Prince George Ave													
			To: Brunswick St													
Custer St		410	G								0.092	F		450	G	2007
			From: Halifax Rd													
			To: Hawk St													
Darby Dr		240	G								0.138	F		260	G	2007
			From: Busby St													
			To: Halcun Dr													
Gordon Dr		260	G								0.099	F		290	G	2007
			From: Dering Rd													
			To: Hoke Dr													
Homestead Dr		560	G								0.118	F		610	G	2007
			From: Valley Dr													
			To: Midland Rd													

Virginia Department of Transportation
 Traffic Engineering Division
 2007
 Annual Average Daily Traffic Volume Estimates By Section of Route
 Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
City of Petersburg																
Jefferson St		3300	G				From: Filmore St				0.091	F		3600	G	2007
							To: ST Andrews St									
Kirkham St		400	G				From: Bolling Street				0.106	F	0.5	440	G	2007
							To: Chestnut Street									
North Park Dr		1000	G				From: Nivram St				0.111	F		1100	G	2007
							To: Retang Rd									
Oakmont Dr		90	G				From: Homestead Dr				0.141	F	0.571	100	G	2007
							To: Midland Rd									
Old Church St		260	G				From: Bollingbrook St				0.103	F		290	G	2007
							To: Miller St									
Patterson Ave		900	G				From: Floyd St				0.163	F		980	G	2007
							To: Carver St									
Pleasants Ln		870	G				From: Valor Dr				0.111	F		960	G	2007
							To: Dupuy Rd									
Richmond Ave		710	G				From: Ash St				0.096	F		770	G	2007
							To: Nash St									
Rollingwood Rd		100	G				From: Valley St				0.167	F		110	G	2007
							To: Homestead Dr									
South Park Dr		1300	G				From: Forest Hill Rd				0.094	F		1400	G	2007
							To: West Park Dr									
St Matthew St		3500	G				From: High Pearl St				0.099	F		3800	G	2007
							To: Harding St									
Talley Ave		580	G				From: Custer St				0.292	F		640	G	2007
							To: Edmonds Ct									