

2001

Virginia Department of Transportation
Daily Traffic Volumes
Including Vehicle Classification Estimates
where available

Jurisdiction Report

26

Dinwiddie County
City of Petersburg
Town of McKenney

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 includes a list of all Interstate and Primary highway segments with the estimated Annual Average Daily Traffic (AADT). AADT is the total annual traffic estimate divided by the number of days in the year. This book is titled “Average Daily Traffic Volumes on Interstate, Arterial and Primary Routes”.

The second booklet includes the same information as the first, along with some additional information such as an estimate of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks. This booklet also includes the 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; and a “Design Hour” estimate which is a value used by planners to formulate design criteria. This book is titled “Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes”.

Both of the Interstate and Primary booklets mentioned above include 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 booklet has been redesigned based on user requests and feedback. The people at VDOT Traffic Engineering’s Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

In addition to the two annual publications, 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 all 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”.

Available this year is a compact disc (CD) that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. One disc will include both Primary and Interstate publications as well as each of the 100 Jurisdiction Reports. The CD will also include a number of summary reports not available in the printed version.

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’s Traffic Engineering 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

Design Hour: The estimate of the traffic volume for the 30th highest traffic volume occurring in a one-year period.

QK: Quality of the Design Hour estimate:

- A 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B 30th Highest Hour Observed During Less than 12 Months of Continuous Traffic Data
- F Factored Highest Hour Collected at in a 48 Hour Weekday Period
- G Factored Highest Hour Collected at in a 48 Hour Weekday Period with Growth Element
- M Manual Estimate of 30th Highest Hour
- N Design Hour of Similar Neighboring Traffic Link
- O Provided by External Source

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

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, the actual date that the count was obtained is provided. All other AADT data are factored to be accurate for the year of the report.

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



Secondary Route

Special Routes



Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route



ALT - Alternate Route
Wye - Wye Route connector



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



The VDOT 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
2001
Annual Average Daily Traffic Volume Estimates By Section of Route
Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
City of Petersburg															
① Henry St	0.05	1400	G	From: Jefferson St	93%	1%	2%	2%	2%	0%	F	NA	1500	G	2001
				Combined Traffic: NA	To: 3rd St									NA	NA
① 3rd St	0.05	4500	G	From: Henry St	93%	1%	2%	2%	2%	0%	F	510	G	4700	2001
				Combined Traffic: NA	To: US 301 Par, Bank St									NA	3300
① 3rd St	0.05	3200	G	From: US 301 Bollingbrook St RT 301 & 3RD STREET	93%	1%	2%	2%	2%	0%	F	NA	3300	G	2001
				Combined Traffic: NA	To: US 1 Par, US 301 Par, Bollingbrook St									NA	11000
① ③01 Bollingbrook St	0.08	7400	G	From: SCL Colonial Heights	97%	0%	1%	0%	1%	0%	F	NA	7800	G	2001
				Combined Traffic: NA	To: US 1 Par, US 301 Par, Bollingbrook St									NA	11000
① 2nd St	0.35	11000	G	From: US 1 Par, US 301 Par, Bollingbrook St	98%	0%	1%	0%	0%	0%	F	NA	11000	G	2001
				Combined Traffic: NA	To: US 1 Wythe St Batterssea Lane									NA	19000
① Washington St	0.31	9500	G	From: 123-9025 West St	95%	1%	2%	1%	2%	0%	F	NA	9900	G	2001
				Combined Traffic: 18000	To: 123-9029 South St									NA	23000
① Washington St	0.40	10000	G	From: 123-9029 South St	95%	1%	2%	1%	2%	0%	F	NA	11000	G	2001
				Combined Traffic: 19000	To: Guarantee St									NA	23000
① Washington St	0.27	11000	G	From: Guarantee St	95%	1%	2%	1%	2%	0%	C	NA	11000	G	2001
				Combined Traffic: 22000	To: BUS US 460 Par, SR 36 Market St									NA	23000
① Market St	0.38	3400	G	From: SR 36; Bus US 460 Par Washington St	95%	1%	2%	1%	1%	0%	C	NA	3600	G	2001
				Combined Traffic: NA	To: SR 36 Grove Ave									NA	NA
① Old St	0.13	2800	G	From: SR 36; Market St	95%	1%	2%	1%	1%	0%	F	NA	2900	G	2001
				Combined Traffic: NA	To: Sycamore St									NA	NA
① Sycamore St	0.04	2000	G	From: Old St	95%	1%	2%	1%	1%	0%	F	NA	2100	G	2001
				Combined Traffic: NA	To: Bollingbrook St									NA	NA
① Bollingbrook St	0.10	3200	G	From: Sycamore St	95%	1%	2%	1%	1%	0%	F	NA	3200	G	2001
				Combined Traffic: NA	To: US 1, US 301 2nd St									NA	NA
③6 Fleet St	0.12	9000	G	From: WCL Petersburg	98%	0%	1%	0%	0%	0%	C	NA	9100	G	2001
				Combined Traffic: NA	To: Grove Ave									NA	1800
③6 Grove Ave	0.54	1700	G	From: Fleet St								NA	1800	G	2001
				Combined Traffic: NA	To: US 1 Par, Market St									NA	NA
③6 ① Market St	0.38	3400	G	From: RT 1	95%	1%	2%	1%	1%	0%	C	NA	3600	G	2001
				Combined Traffic: NA	To: US 1 Par, BUS US 460 Par, Washington St									NA	NA
③6 Market St	0.11	3300	G	From: US 1 Par, BUS US 460 Par, Washington St	96%	0%	2%	1%	1%	0%	F	360	G	3300	2001
				Combined Traffic: NA	To: US 1, Bus US 460 Wythe St									NA	NA

Virginia Department of Transportation
Traffic Engineering Division
2001
Annual Average Daily Traffic Volume Estimates By Section of Route
Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
City of Petersburg																
36 1	Wythe St	0.20	16000	G	93%	1%	2%	2%	2%	0%	F	NA	17000	G	2001	
		Combined Traffic:	NA													
						From: US 1, BUS US 460 Wythe St										
36 1	Wythe St	0.20	15000	G	93%	1%	2%	2%	2%	0%	F	NA	15000	G	2001	
		Combined Traffic:	NA													
						To: ALT US 301 Sycamore St										
36 Bus 460	Wythe St	0.20	15000	G	96%	1%	2%	1%	1%	0%	C	NA	15000	G	2001	
		Combined Traffic:	33000	G	93%	1%	2%	2%	3%	0%	C	NA	34000	G	2001	
						From: RT 460 BUS										
36 Bus 460	Wythe St	0.30	10000	G	96%	1%	2%	1%	1%	0%	F	880	G	11000	G	2001
		Combined Traffic:	22000	G	92%	1%	2%	2%	3%	0%	F	2000	G	23000	G	2001
						To: I-85, I-95										
36	Wythe St	0.43	9700	G	92%	1%	2%	1%	3%	0%	C	NA	10000	G	2001	
		Combined Traffic:	19000	G	92%	1%	2%	2%	3%	0%	C	NA	20000	G	2001	
						From: SOUTH CRATER ROAD US 301, Bus US 460 Crater Rd										
36	Washington St	0.87	21000	G	96%	0%	1%	0%	2%	0%	F	1900	G	22000	G	2001
		Combined Traffic:	NA													
						To: SR 36 Par, Washington St; Amelia St SR 36 Par, Wythe St; Amelia St										
36	Washington St	0.58	15000	G	96%	0%	1%	0%	2%	0%	F	1400	G	15000	G	2001
		Combined Traffic:	NA													
						To: Puddledock Rd										
						From: Prince George County Line										
36 1	Old St	0.13	2800	G	95%	1%	2%	1%	1%	0%	F	NA	2900	G	2001	
		Combined Traffic:	NA													
						To: SR 36; Market St										
36 1	Sycamore St	0.04	2000	G	95%	1%	2%	1%	1%	0%	F	NA	2100	G	2001	
		Combined Traffic:	NA													
						To: Sycamore St										
						From: Old St										
36 1	Bollingbrook St	0.10	3200	G	95%	1%	2%	1%	1%	0%	F	NA	3200	G	2001	
		Combined Traffic:	NA													
						To: Bollingbrook St										
						From: Sycamore St										
36 301	Bollingbrook St	0.08	7400	G	97%	0%	1%	0%	1%	0%	F	NA	7800	G	2001	
		Combined Traffic:	NA													
						To: US 1, US 301 2nd St										
						From: US 1 Par, 2nd St										
36 301	Bollingbrook St	0.15	4100	G	95%	0%	1%	2%	2%	0%	C	NA	4300	G	2001	
		Combined Traffic:	6800	G	92%	0%	1%	4%	2%	0%	F	NA	7100	G	2001	
						To: US 1, ALT US 301 3rd St										
						From: 3rd St										
36 301	Bollingbrook St	0.23	3000	G	97%	0%	1%	0%	1%	0%	C	NA	3100	G	2001	
		Combined Traffic:	6800	G	92%	0%	1%	4%	2%	0%	C	NA	7100	G	2001	
						To: 5th St										
						From: Crater Rd										
36 301	Crater Rd	0.14	3100	G	93%	0%	1%	4%	2%	0%	C	NA	3200	G	2001	
		Combined Traffic:	13000	G	90%	0%	1%	6%	2%	0%	F	NA	13000	G	2001	
						To: US 301 Par, Bank St										
36 301	Crater Rd	0.18	4100	G	94%	2%	1%	2%	2%	0%	F	NA	4300	G	2001	
		Combined Traffic:	NA													
						To: US 301, BUS US 460 Crater Rd										
36	Washington St	0.18	12000	G	96%	0%	1%	0%	2%	0%	F	NA	13000	G	2001	
		Combined Traffic:	22000	G	94%	1%	2%	1%	2%	0%	F	NA	23000	G	2001	
						To: Burch St										

Virginia Department of Transportation
Traffic Engineering Division
2001
Annual Average Daily Traffic Volume Estimates By Section of Route
Dinwiddie Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
City of Petersburg															
36 Washington St	0.25	9500	G	92%	1%	2%	2%	3%	0%	C	990	G	9900	G	2001
		Combined Traffic: 19000	G	92%	1%	2%	2%	3%	0%	C	NA		20000	G	2001
From: Burch St															
To: SR 36 Wythe St; Amelia St															
Dinwiddie County															
40	4.90	980	G	89%	1%	3%	2%	6%	0%	F	90	G	980	G	2001
		Combined Traffic: 990	B	89%	1%	3%	2%	6%	0%	A	110	B	960	B	2001
From: Nottoway County Line															
To: 26-644															
40	2.46	1500	G	89%	1%	3%	2%	6%	0%	F	130	G	1500	G	2001
		Combined Traffic: 1500	G	89%	1%	3%	2%	6%	0%	F	130	G	1500	G	2001
From: 26-610															
To: WCL McKenney															
Town of McKenney															
40	0.34	1500	N	89%	1%	3%	2%	6%	0%	N	130	N	1500	N	2001
		Combined Traffic: 2700	G	89%	1%	3%	2%	6%	0%	F	220	G	2800	G	2001
From: WCL McKenney															
To: 26-1002															
From: 26-1002															
To: ECL McKenney															
Dinwiddie County															
40	0.14	2700	N	89%	1%	3%	2%	6%	0%	N	220	N	2800	N	2001
		Combined Traffic: 2700	N	89%	1%	3%	2%	6%	0%	N	220	N	2800	N	2001
From: ECL McKenney															
To: I-85 East of McKenney															
40	0.56	1700	G	83%	1%	4%	2%	10%	0%	F	140	G	1700	G	2001
		Combined Traffic: 1700	G	83%	1%	4%	2%	10%	0%	F	140	G	1700	G	2001
From: I-85 East of McKenney															
To: 26-692															
40	5.15	940	A	83%	1%	4%	2%	10%	0%	B	100	A	930	A	2001
		Combined Traffic: 940	A	83%	1%	4%	2%	10%	0%	B	100	A	930	A	2001
From: 26-692															
To: 26-609															
40	2.04	1000	G	83%	1%	4%	2%	10%	0%	F	80	G	1000	G	2001
		Combined Traffic: 1000	G	83%	1%	4%	2%	10%	0%	F	80	G	1000	G	2001
From: 26-609															
To: 26-619															
40	5.19	1300	G	83%	1%	4%	2%	10%	0%	F	110	G	1300	G	2001
		Combined Traffic: 1300	G	83%	1%	4%	2%	10%	0%	F	110	G	1300	G	2001
From: 26-619															
To: Sussex County Line															
North 85															
85	2.38	12000	G	72%	1%	2%	1%	23%	2%	F	NA		11000	G	2001
		Combined Traffic: 23000	G	73%	1%	2%	1%	23%	1%	F	NA		20000	G	2001
From: Brunswick County Line															
To: SR 40															
North 85															
85	5.95	9600	G	79%	1%	2%	2%	16%	1%	F	590	G	9000	G	2001
		Combined Traffic: 20000	G	78%	1%	2%	1%	16%	1%	F	1200	G	19000	G	2001
From: SR 40															
To: 26-650															
North 85															
85	4.88	10000	G	79%	1%	2%	2%	16%	1%	F	600	G	9400	G	2001
		Combined Traffic: 20000	G	78%	1%	2%	1%	16%	1%	F	1200	G	19000	G	2001
From: 26-650															
To: 26-703															
North 85															
85	8.81	12000	B	79%	1%	2%	2%	16%	1%	A	1500	B	12000	B	2001
		Combined Traffic: 25000	B	78%	1%	2%	1%	16%	1%	A	2900	B	23000	B	2001
From: 26-703															
To: US 460															
North 85															
85	1.48	18000	G	79%	1%	2%	2%	16%	1%	F	1200	G	17000	G	2001
		Combined Traffic: 36000	G	78%	1%	2%	1%	16%	1%	F	2500	G	34000	G	2001
From: US 460															
To: US 1															
North 85															
85	1.18	22000	G	79%	1%	2%	2%	16%	1%	F	1600	G	21000	G	2001
		Combined Traffic: 45000	G	78%	1%	2%	1%	16%	1%	F	3200	G	41000	G	2001
From: US 1															
To: SCL Petersburg															

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						2Axle	3+Axle	1Trail	2Trail						
City of Petersburg															
North 85	1.01	22000	G	79%	1%	2%	2%	16%	1%	F	1600	G	21000	G	2001
Combined Traffic:		45000	G	78%	1%	2%	1%	16%	1%	F	3200	G	41000	G	2001
From: SCL Petersburg															
North 85	2.57	27000	G	79%	1%	2%	2%	16%	1%	F	2200	G	26000	G	2001
Combined Traffic:		53000	G	78%	1%	2%	1%	16%	1%	F	4000	G	49000	G	2001
To: I-95															
Dinwiddie County															
South 85	2.78	11000	G	73%	1%	2%	1%	22%	1%	F	590	G	9600	G	2001
Combined Traffic:		23000	G	73%	1%	2%	1%	23%	1%	F	NA		20000	G	2001
From: Brunswick County Line															
South 85	5.95	11000	G	77%	1%	3%	1%	16%	1%	F	660	G	9800	G	2001
Combined Traffic:		20000	G	78%	1%	2%	1%	16%	1%	F	1200	G	19000	G	2001
From: SR 40															
South 85	4.95	10000	G	77%	1%	3%	1%	16%	1%	F	630	G	9200	G	2001
Combined Traffic:		20000	G	78%	1%	2%	1%	16%	1%	F	1200	G	19000	G	2001
From: 26-650															
South 85	7.67	12000	A	77%	1%	3%	1%	16%	1%	A	1400	A	11000	A	2001
Combined Traffic:		25000	B	78%	1%	2%	1%	16%	1%	A	2900	B	23000	B	2001
From: 26-703															
South 85	2.52	18000	G	77%	1%	3%	1%	16%	1%	F	1300	G	17000	G	2001
Combined Traffic:		36000	G	78%	1%	2%	1%	16%	1%	F	2500	G	34000	G	2001
From: US 460															
South 85	0.81	22000	G	77%	1%	3%	1%	16%	1%	F	1600	G	21000	G	2001
Combined Traffic:		45000	G	78%	1%	2%	1%	16%	1%	F	3200	G	41000	G	2001
From: US 1															
To: SCL Petersburg															
City of Petersburg															
South 85	1.25	22000	G	77%	1%	3%	1%	16%	1%	F	1600	G	21000	G	2001
Combined Traffic:		45000	G	78%	1%	2%	1%	16%	1%	F	3200	G	41000	G	2001
From: SCL Petersburg															
South 85	2.72	26000	G	77%	1%	3%	1%	16%	1%	F	1800	G	24000	G	2001
Combined Traffic:		53000	G	78%	1%	2%	1%	16%	1%	F	4000	G	49000	G	2001
From: Squirrel Level Road															
To: I-95															
North 95	1.15	14000	G	80%	1%	2%	0%	17%	0%	F	970	G	12000	G	2001
Combined Traffic:		28000	G	80%	1%	2%	0%	17%	0%	F	1900	G	26000	G	2001
From: Rives Rd															
North 95	2.79	17000	G	80%	1%	2%	0%	17%	0%	F	1400	G	15000	G	2001
Combined Traffic:		37000	G	80%	1%	2%	0%	17%	0%	F	2600	G	33000	G	2001
From: Wagner Rd															
North 95	0.24	17000	M	80%	1%	2%	0%	17%	0%	F	NA		NA		2001
Combined Traffic:		41000	M	80%	1%	2%	0%	17%	0%	F	NA		NA		2001
From: US 460 West St															
North 95	0.26	17000	N	80%	1%	2%	0%	17%	0%	N	1400	N	15000	N	2001
Combined Traffic:		41000	N	80%	1%	2%	0%	17%	0%	N	NA		NA		2001
From: I-85 SB															
To: I-85															

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
City of Petersburg															
North 95	0.44	35000	G	89%	1%	I-85				F	3000	G	35000	G	2001
	Combined Traffic:	75000	G	87%	1%	2%	1%	8%	0%	F	5600	G	74000	G	2001
North 95	0.64	41000	G	89%	1%	US 301, Bus US 460 Washington St				F	3700	G	41000	G	2001
	Combined Traffic:	88000	G	88%	1%	2%	1%	9%	0%	F	6800	G	87000	G	2001
South 95	0.34	12000	G	80%	1%	SCL Colonial Heights				F	760	G	11000	G	2001
	Combined Traffic:	24000	G	80%	1%	2%	0%	17%	0%	F	1600	G	21000	G	2001
South 95	1.22	15000	G	80%	1%	Rives Rd				F	920	G	13000	G	2001
	Combined Traffic:	28000	G	80%	1%	2%	0%	17%	0%	F	1900	G	26000	G	2001
South 95	2.29	20000	G	80%	1%	Wagner Rd				F	1200	G	18000	G	2001
	Combined Traffic:	37000	G	80%	1%	2%	0%	17%	0%	F	2600	G	33000	G	2001
South 95	0.53	NA		80%	1%	US 460; US 301 Crater Rd; County Rd				F	NA		NA		2001
	Combined Traffic:	NA		80%	1%	2%	0%	17%	0%	F	NA		NA		2001
South 95	0.66	40000	G	87%	1%	I-85				F	2600	G	40000	G	2001
	Combined Traffic:	75000	G	87%	1%	2%	1%	9%	0%	F	5600	G	74000	G	2001
South 95	0.48	46000	G	87%	1%	US 301; US 460				F	3100	G	46000	G	2001
	Combined Traffic:	88000	G	88%	1%	2%	1%	9%	0%	F	6800	G	87000	G	2001
106	Courthouse Rd	0.10	8400	G	95%	0%	1%	1%	3%	F	NA		8800	G	2001
						ECL Petersburg									
109	Hickory Hill Rd	0.88	8800	G	98%	0%	1%	0%	0%	C	NA		9100	G	2001
						ECL Petersburg									
109	Hickory Hill Rd	0.03	8800	N	98%	0%	1%	0%	0%	N	NA		9100	N	2001
						Head End; Fort Lee Military Reservation, Mahone A									
Dinwiddie County															
142	Simpson Rd	1.27	2600	G	95%	0%	2%	2%	1%	F	330	G	2600	G	2001
						US 1 Boydton Plank Rd									
						WCL Petersburg									
City of Petersburg															
142	Boydton Plank Rd	0.16	4000	G	97%	1%	1%	0%	1%	F	NA		4200	G	2001
						Dupuy Rd									
142	Boydton Plank Rd	1.24	3500	G	97%	1%	1%	0%	1%	C	NA		3700	G	2001
						Rt 604 Halifax Rd									
142	Halifax Rd	0.06	8300	G	97%	1%	1%	0%	1%	F	NA		8700	G	2001
						CSX RR									
Dinwiddie County															
226	Cox Rd	3.38	4900	G	93%	0%	1%	4%	1%	F	520	G	5100	G	2001
						US 460 Cox Rd									
						US 1 West of Petersburg									

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						2Axle	3+Axle	1Trail	2Trail						
City of Petersburg															
301 Crater Rd	0.21	7400	G	96%	0%	1%	2%	1%	0%	F	NA	7700	G	2001	
				From: SCL Petersburg											
301 Crater Rd	0.90	9600	G	96%	0%	2%	1%	1%	0%	C	NA	10000	G	2001	
				From: Rives Rd											
301 Crater Rd	0.43	23000	G	96%	0%	2%	1%	1%	0%	F	NA	24000	G	2001	
				From: Wagner Rd											
301 Crater Rd	0.87	26000	G	96%	0%	2%	1%	1%	0%	F	NA	27000	G	2001	
				From: Flank Rd											
301 Crater Rd	0.26	15000	G	94%	1%	1%	2%	2%	0%	C	NA	16000	G	2001	
				From: ALT US 301 Sycamore St											
301 Crater Rd	0.73	23000	G	94%	1%	1%	2%	2%	0%	F	NA	24000	G	2001	
				From: South Blvd											
301 Crater Rd	0.09	10000	N	94%	2%	1%	2%	2%	0%	N	NA	11000	N	2001	
				From: I-95, Bus US 460											
301 Crater Rd	0.96	10000	G	94%	2%	1%	2%	2%	0%	C	NA	11000	G	2001	
				From: I-95, Bus US 460 Par, Winfield Rd											
Combined Traffic:		NA									NA	NA			
301 Crater Rd	0.10	7600	G	94%	2%	1%	2%	2%	0%	F	NA	7900	G	2001	
				From: SR 36, Bus US 460 Wythe St											
Combined Traffic:		NA									NA	NA			
301 Crater Rd	0.18	4100	G	94%	2%	1%	2%	2%	0%	F	NA	4300	G	2001	
				From: SR 36 Par, Bus US 460 Par, Washington St											
Combined Traffic:		NA									NA	NA			
301 Crater Rd	0.14	3100	G	93%	0%	1%	4%	2%	0%	C	NA	3200	G	2001	
				From: US 301 Par, Bank St											
Combined Traffic:		13000	G	90%	0%	1%	6%	2%	0%	F	NA	13000	G	2001	
301 Bollingbrook St	0.23	3000	G	97%	0%	1%	0%	1%	0%	C	NA	3100	G	2001	
				From: Bollingbrook St											
Combined Traffic:		6800	G	92%	0%	1%	4%	2%	0%	C	NA	7100	G	2001	
301 Bollingbrook St	0.15	4100	G	95%	0%	1%	2%	2%	0%	C	NA	4300	G	2001	
				From: 5th St											
Combined Traffic:		6800	G	92%	0%	1%	4%	2%	0%	F	NA	7100	G	2001	
301 Bollingbrook St	0.08	7400	G	97%	0%	1%	0%	1%	0%	F	NA	7800	G	2001	
				From: 3rd St											
Combined Traffic:		NA									NA	NA			
301 2nd St	0.35	11000	G	98%	0%	1%	0%	0%	0%	F	NA	11000	G	2001	
				From: US 1 Par, 2nd St											
				From: N RT 1											
				From: SCL Colonial Heights											
301 Bank St	0.24	3800	G	89%	0%	2%	7%	2%	0%	C	NA	4000	G	2001	
				From: US 301 Crater St											
Combined Traffic:		6800	G	92%	0%	1%	4%	2%	0%	C	NA	7100	G	2001	
301 Bank St	0.15	2700	G	89%	0%	2%	7%	2%	0%	F	NA	2800	G	2001	
				From: 5th St											
Combined Traffic:		6800	G	92%	0%	1%	4%	2%	0%	F	NA	7100	G	2001	
301 Bank St	0.09	3900	G	89%	0%	2%	7%	2%	0%	F	NA	4100	G	2001	
				From: 3rd St											
Combined Traffic:		11000	G	94%	0%	1%	3%	2%	0%	F	NA	12000	G	2001	
301 2nd St	0.06	9500	G	89%	0%	2%	7%	2%	0%	F	NA	9900	G	2001	
				From: ALT US 301 Par, 2nd St											
Combined Traffic:		13000	G	90%	0%	1%	6%	2%	0%	F	NA	13000	G	2001	
				From: ALT US 301 Par, Bank St											
				From: US 1, US 301 Bollingbrook St											

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
City of Petersburg															
ALT 301 Sycamore St	0.30	9500	G	98%	0%	1%	1%	0%	0%	F	NA	9900	G	2001	
						From: US 301 Crater Rd									
ALT 301 Sycamore St	0.95	6600	G	98%	0%	1%	1%	0%	0%	C	NA	6900	G	2001	
						From: South Blvd									
ALT 301 Sycamore St	0.42	11000	G	98%	0%	1%	1%	0%	0%	F	NA	12000	G	2001	
						From: North Blvd									
ALT 301 Sycamore St	0.56	10000	G	98%	0%	1%	1%	0%	0%	F	NA	11000	G	2001	
						From: Graham Rd									
ALT 301 1 Wythe St	0.20	15000	G	93%	1%	2%	2%	2%	0%	F	NA	15000	G	2001	
						From: US 1 Wythe St RT 1									
Combined Traffic:		NA									NA	NA			
ALT 301 1 Jefferson St	0.09	2300	G	93%	1%	2%	2%	2%	0%	F	NA	2500	G	2001	
						From: BUS US 460 Jefferson St BUS US 460 Wythe St									
Combined Traffic:		NA									NA	NA			
ALT 301 1 Jefferson St	0.21	980	G	93%	1%	2%	2%	2%	0%	F	NA	1000	G	2001	
						From: BUS US 460 Par, Washington St									
Combined Traffic:		NA									NA	NA			
ALT 301 1 Henry St	0.05	1400	G	93%	1%	2%	2%	2%	0%	F	NA	1500	G	2001	
						From: Henry St Jefferson St									
Combined Traffic:		NA									NA	NA			
ALT 301 1 3rd St	0.05	4500	G	93%	1%	2%	2%	2%	0%	F	510	G	4700	G	
						From: 3rd St Henry St									
Combined Traffic:		NA									NA	NA			
ALT 301 1 3rd St	0.05	3200	G	93%	1%	2%	2%	2%	0%	F	NA	3300	G	2001	
						From: US 301 Par, Bank St									
Combined Traffic:		NA									NA	NA			
ALT 301 301 Bollingbrook St	0.08	7400	G	97%	0%	1%	0%	1%	0%	F	NA	7800	G	2001	
						From: US 301 Bollingbrook St US 1, ALT US 301 3rd St									
Combined Traffic:		NA									NA	NA			
ALT 301 Sycamore St	0.09	7600	G	97%	0%	1%	1%	1%	0%	F	NA	8000	G	2001	
						From: US 1 Wythe St									
ALT Bus 301 460 Washington St	0.09	16000	G	89%	1%	2%	3%	4%	0%	F	1400	G	17000	G	
						From: Bus US 460 Washington St RT 460 BUS P									
Combined Traffic:		31000	G	91%	1%	2%	3%	3%	0%	F	NA	32000	G	2001	
ALT 301 Adams St	0.06	6300	G	97%	0%	1%	1%	1%	0%	F	650	G	6500	G	
						From: BUS US 460 Washington St									
ALT 301 Adams St	0.16	4900	G	97%	0%	1%	1%	1%	0%	F	NA	5200	G	2001	
						From: Franklin St									
ALT 301 Henry St	0.04	3300	G	97%	0%	1%	1%	1%	0%	F	NA	3400	G	2001	
						From: Henry St Adams St									
Combined Traffic:		NA									NA	NA			
ALT 301 Second St	0.05	3400	G	97%	0%	1%	1%	1%	0%	F	NA	3500	G	2001	
						From: Second St Henry St									
						To: US 301 P Bank St									

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year			
						2Axle	3+Axle	1Trail	2Trail									
Dinwiddie County																		
				From:	Nottoway County Line													
460	6.80	5600	G		85%	1%	2%	1%	11%	0%	F	460	G	5600	G	2001		
				To:	26-625													
460	2.99	5700	G		85%	1%	2%	1%	11%	0%	F	390	G	5700	G	2001		
				To:	26-602													
460	2.32	6400	B		85%	1%	2%	1%	11%	0%	A	650	B	6300	B	2001		
				To:	26-611													
460	3.29	6800	G		85%	1%	2%	1%	11%	0%	F	540	G	6800	G	2001		
				To:	26-627													
460	New Cox Rd	2.36	7600	G		85%	1%	2%	1%	11%	0%	F	670	G	7600	G	2001	
				To:	26-628 Tranquility Lane													
460	Cox Rd	2.12	9100	G		85%	1%	2%	1%	11%	0%	F	780	G	9100	G	2001	
				To:	26-631 Claiborne Rd													
460	Cox Rd	0.25	11000	G		85%	1%	2%	1%	11%	0%	F	920	G	11000	G	2001	
				To:	26-743 Hart Rd													
460	Cox Road	2.00	11000	G		85%	1%	2%	1%	11%	0%	F	970	G	11000	G	2001	
				To:	W 26-632 Olgers Rd													
460	Cox Rd	0.61	15000	G		85%	1%	2%	1%	11%	0%	F	1200	G	15000	G	2001	
				To:	E 26-632 Buttewood Rd													
460	Cox Rd	0.18	16000	G		85%	1%	2%	1%	11%	0%	F	1200	G	16000	G	2001	
				To:	SR 226 Cox Rd													
460	Airport St	1.21	13000	G		85%	1%	2%	1%	11%	0%	F	1200	G	13000	G	2001	
				To:	I-85; Bus US 460													
				From:	RT 85 N													
460	85	1.48			See I-85 for directional traffic volume estimates for this segment.													
		Combined Traffic:	36000	G	78%	1%	2%	1%	16%	1%	F	2500	G	34000	G	2001		
				To:	US 1													
460	85	1.18			See I-85 for directional traffic volume estimates for this segment.													
		Combined Traffic:	45000	G	78%	1%	2%	1%	16%	1%	F	3200	G	41000	G	2001		
				To:	SCL Petersburg													
City of Petersburg																		
				From:	SCL Petersburg													
460	85	1.01			See I-85 for directional traffic volume estimates for this segment.													
		Combined Traffic:	45000	G	78%	1%	2%	1%	16%	1%	F	3200	G	41000	G	2001		
				To:	Squirrel Level Road													
460	85	2.57			See I-85 for directional traffic volume estimates for this segment.													
		Combined Traffic:	53000	G	78%	1%	2%	1%	16%	1%	F	4000	G	49000	G	2001		
				To:	RT 85 S													
				From:	I-95													
460	County Dr	2.76	11000	B		87%	1%	2%	1%	9%	0%	C	1000	B	11000	B	2001	
				To:	SR 106 Courthouse Rd													
460	County Dr	0.34	14000	G		87%	1%	2%	1%	9%	0%	F	NA		15000	G	2001	
				To:	ECL Petersburg													
Dinwiddie County																		
				From:	I-85; US 460													
460	Airport St	0.17	9900	G		93%	1%	3%	3%	1%	0%	F	950	G	10000	G	2001	
				To:	US 1 Boydton Plank Rd													
				From:	US 1 Plank Rd													
460	1	Boydton Plank	1.69	9800	G		94%	1%	3%	1%	2%	0%	F	890	G	10000	G	2001
				To:	I-85 SW of Petersburg													
460	1	Boydton Plank	1.23	14000	G		97%	0%	1%	1%	1%	0%	F	1200	G	14000	G	2001
				To:	SR 226 Cox Rd													
				From:	SR 226 Cox Rd													
460	1		0.45	14000	A		97%	0%	1%	1%	1%	0%	C	1300	A	14000	A	2001
				To:	WCL Petersburg													

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						2Axle	3+Axle	1Trail	2Trail							
City of Petersburg																
Bus 460 1	Washington St	0.40	15000	G	97%	0%	1%	1%	1%	0%	F	NA	15000	G	2001	
						From: WCL Petersburg										
Bus 460 1	Washington St	0.18	17000	G	97%	0%	1%	1%	1%	0%	F	NA	17000	G	2001	
						From: Summit St										
Bus 460 1	Washington St	0.57	17000	G	96%	1%	2%	1%	1%	0%	C	NA	18000	G	2001	
						From: Elm St										
Bus 460 1	Wythe St	1.08	8500	G	93%	1%	2%	2%	2%	0%	C	NA	8900	G	2001	
						From: US 1 Par, Wythe St										
						From: US 1 Par, Washington St; Battersea Lane										
		Combined Traffic:	18000	G	94%	1%	2%	2%	2%	0%	F	NA	19000	G	2001	
Bus 460 1	Wythe St	0.15	11000	G	93%	1%	2%	2%	2%	0%	F	NA	12000	G	2001	
						From: Perry St										
		Combined Traffic:	22000	G	94%	1%	2%	2%	2%	0%	F	NA	23000	G	2001	
Bus 460 1	Wythe St	0.20	16000	G	93%	1%	2%	2%	2%	0%	F	NA	17000	G	2001	
						From: SR 36 Market St										
		Combined Traffic:	NA								NA		NA			
Bus 460 1	Wythe St	0.20	15000	G	93%	1%	2%	2%	2%	0%	F	NA	15000	G	2001	
						From: ALT US 301 Sycamore St										
		Combined Traffic:	NA								NA		NA			
Bus 460	Wythe St	0.20	15000	G	96%	1%	2%	1%	1%	0%	C	NA	15000	G	2001	
						From: US 1 JEFFERSON STREET										
						From: US 1 Jefferson St										
		Combined Traffic:	33000	G	93%	1%	2%	2%	3%	0%	C	NA	34000	G	2001	
Bus 460	Wythe St	0.30	10000	G	96%	1%	2%	1%	1%	0%	F	880	G	11000	G	2001
						From: I-85, I-95										
		Combined Traffic:	22000	G	92%	1%	2%	2%	3%	0%	F	2000	G	23000	G	2001
Bus 460 301	Crater Rd	0.96	10000	G	94%	2%	1%	2%	2%	0%	C	NA	11000	G	2001	
						From: SR 36; US 301 Crater Rd										
		Combined Traffic:	NA								NA		NA			
Bus 460 301	Crater Rd	0.09	10000	N	94%	2%	1%	2%	2%	0%	N	NA	11000	N	2001	
						From: I-95; BUS US 460 Par, Winfield Rd										
						From: US 301 Crater Rd										
Bus 460 1	Washington St	0.31	9500	G	95%	1%	2%	1%	2%	0%	F	NA	9900	G	2001	
						From: US 1 Wythe St Battersea Lane										
		Combined Traffic:	18000	G	94%	1%	2%	2%	2%	0%	F	NA	19000	G	2001	
Bus 460 1	Washington St	0.40	10000	G	95%	1%	2%	1%	2%	0%	F	NA	11000	G	2001	
						From: 123-9025 West St										
		Combined Traffic:	19000	G	94%	1%	2%	2%	2%	0%	F	NA	19000	G	2001	
Bus 460 1	Washington St	0.27	11000	G	95%	1%	2%	1%	2%	0%	C	NA	11000	G	2001	
						From: 123-9029 South St										
		Combined Traffic:	22000	G	94%	1%	2%	2%	2%	0%	F	NA	23000	G	2001	
Bus 460 1	Washington St	0.24	11000	G	95%	1%	2%	1%	2%	0%	C	NA	11000	G	2001	
						From: Guarantee St										
		Combined Traffic:	22000	G	94%	1%	2%	2%	2%	0%	F	NA	23000	G	2001	
Bus 460	Washington St	0.19	15000	G	89%	1%	2%	3%	4%	0%	F	NA	16000	G	2001	
						From: NORTH MARKET STREET										
						From: US 1 Par; SR 36 Market St										
		Combined Traffic:	32000	G	91%	1%	2%	3%	3%	0%	F	NA	33000	G	2001	
						From: ALT US 301 Par, Sycamore St										

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						2Axle	3+Axle	1Trail	2Trail							
City of Petersburg																
Bus 460	Washington St	0.09	16000	G	89%	1%	2%	3%	4%	0%	F	1400	G	17000	G	2001
Combined Traffic:		31000	G	91%	1%	2%	3%	3%	0%	F	NA		32000	G	2001	
From: ALT US 301 Par, Sycamore St																
Bus 460	Washington St	0.10	15000	G	89%	1%	2%	3%	4%	0%	F	1300	G	16000	G	2001
Combined Traffic:		30000	G	91%	1%	2%	3%	3%	0%	F	NA		31000	G	2001	
To: ALT US 301 Par, Adams St																
Bus 460	Washington St	0.24	18000	G	90%	1%	2%	4%	4%	0%	C	1500	G	19000	G	2001
Combined Traffic:		33000	G	93%	1%	2%	2%	3%	0%	C	NA		34000	G	2001	
To: US 1 Jefferson St																
Bus 460	Washington St	0.24	12000	G	89%	1%	2%	3%	4%	0%	C	1100	G	12000	G	2001
Combined Traffic:		22000	G	92%	1%	2%	2%	3%	0%	F	2000	G	23000	G	2001	
To: I-95																
Bus 460	Crater Rd	0.10	7600	G	94%	2%	1%	2%	2%	0%	F	NA		7900	G	2001
Combined Traffic:		NA										NA		NA		
To: US 301 Crater Rd																
Bus 460	Crater Rd	0.96	10000	G	94%	2%	1%	2%	2%	0%	C	NA		11000	G	2001
Combined Traffic:		NA										NA		NA		
To: SR 36, BUS US 460 Wythe St																
Bus 460	Winfield Rd	0.43	1600	G	78%	2%	14%	4%	2%	0%	C	160	G	1700	G	2001
Combined Traffic:		NA										NA		NA		
To: I-95; BUS US 460 Par, Winfield Rd																
Bus 460	Winfield Rd	0.09	1600	G	78%	2%	14%	4%	2%	0%	C	160	G	1700	G	2001
Combined Traffic:		NA										NA		NA		
To: State Maintenance Boundary																
From: US 460 County Rd																
Dinwiddie County																
600	Ferndale Rd	0.88	9000	G	98%	0%	1%	1%	0%	0%	C	NA		9400	G	2001
To: SR 226 Cox Rd																
600		0.53	9200	G	98%	0%	1%	1%	0%	0%	F	NA		9600	G	2001
To: 26-601 River Rd																
From: 26-601																
To: Chesterfield Count Line; 20-600																
601		0.52	770	G	98%	0%	1%	1%	1%	0%	F	NA		800	G	2001
To: 26-708																
601		3.25	2100	G	98%	0%	1%	1%	1%	0%	F	NA		2200	G	2001
To: 26-743																
601		1.92	5000	G	98%	0%	1%	1%	1%	0%	C	NA		5200	G	2001
To: 26-718																
To: 26-600																
602		0.20	160	R								NA		NA		1995
To: US 460 W; 26-622																
To: US 460 EAST																
603		0.50	1400	R								NA		NA		1995
To: 26-672																
603	Sterling Rd	0.23	1700	G	99%	0%	1%	0%	0%	0%	F	NA		1700	G	2001
To: SR 142 Gap Termin																
From: US 1																
603		0.68	1600	G	99%	0%	1%	0%	0%	0%	C	NA		1700	G	2001
To: 26-1362																
603		0.23	1400	G	99%	0%	1%	0%	0%	0%	F	NA		1500	G	2001
To: 26-1319																
To: 26-1315																

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Dinwiddie County															
603	0.04	1400	G	99%	0%	1%	0%	0%	0%	F	NA	1500	G	2001	
				From:	26-1315										
				To:	SR 226										
604	1.87	560	G	94%	1%	2%	3%	1%	0%	F	NA	560	G	2001	
				From:	Prince George County Line										
604	2.96	940	G	94%	1%	2%	3%	1%	0%	F	NA	950	G	2001	
				From:	26-605 SOUTH										
604	1.76	1300	G	94%	1%	2%	3%	1%	0%	F	NA	1300	G	2001	
				From:	26-607										
				To:	1.77 M N 26-607										
604	0.61	1400	G	94%	1%	2%	3%	1%	0%	F	NA	1500	G	2001	
				From:	1.77 M FRM 26-607										
604	0.63	1800	G	94%	1%	2%	3%	1%	0%	C	NA	1900	G	2001	
				From:	26-677										
				To:	SCL PETERSBURG										
605	2.53	440	R								NA	NA		1995	
				From:	US 1										
605	3.20	260	R								NA	NA		1995	
				From:	26-660 EAST										
605	0.08	900	G	96%	1%	2%	0%	1%	0%	C	NA	910	G	2001	
				From:	26-670 WEST										
605	0.50	500	R								NA	NA		1995	
				From:	26-670 EAST										
605	4.49	180	R								NA	NA		1995	
				From:	26-669										
605	1.40	180	R								NA	NA		1999	
				From:	26-604 NORTH										
				To:	26-604 SOUTH										
				From:	Prince George County Line										
606	2.00	210	R								NA	NA		1995	
				From:	26-669										
606	1.40	170	R								NA	NA		1995	
				From:	26-604 SOUTH										
				To:	26-604 NORTH										
				From:	Prince George County Line										
607	1.50	170	R								NA	NA		1995	
				From:	26-604										
				To:	Prince George County Line										
608	0.46	140	R								NA	NA		1995	
				From:	US 460										
				To:	26-622										
609	0.80	110	R								NA	NA		1995	
				From:	Brunswick County Line										
609	3.40	120	R								NA	NA		1999	
				From:	26-687										
				To:	26-616										
				From:	12-616										
609	0.70	150	R								NA	NA		1995	
				From:	SR 40										
609	2.30	80	R								NA	NA		1999	
				From:	26-619 SOUTH										
				To:	26-619 NORTH										
609	1.60	90	R								NA	NA		1995	
				From:	26-664										
609	2.90	340	R								NA	NA		1995	
				From:	26-664										
				To:	26-626										

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						2Axle	3+Axle	1Trail	2Trail						
Dinwiddie County															
609	2.20	300	G	96%	2%	2%	0%	0%	0%	C	NA	300	G	2001	
				From:	26-626										
				To:	26-670										
610	1.40	150	G	97%	2%	1%	1%	0%	0%	C	NA	160	G	2001	
				From:	Brunswick County Line										
610	0.50	170	G	97%	2%	1%	1%	0%	0%	F	NA	170	G	2001	
				From:	SR 40										
				To:	26-650 Lew Jones Rd										
610	0.20	180	R								NA	NA		1995	
				From:	26-650										
610	2.40	140	R								NA	NA		1995	
				From:	26-701										
610	1.40	80	R								NA	NA		1995	
				From:	26-651										
610	1.20	230	R								NA	NA		1995	
				From:	26-644										
610	2.30	130	R								NA	NA		1995	
				From:	26-645										
610	0.90	140	R								NA	NA		1995	
				From:	26-622										
				To:	26-613										
611	3.44	440	G	92%	2%	5%	0%	0%	0%	C	NA	440	G	2001	
				From:	26-627										
611	1.82	160	G	92%	3%	5%	0%	0%	0%	F	NA	160	G	2001	
				From:	26-645										
611	3.25	NA		92%	2%	5%	0%	0%	0%	F	NA	NA		2001	
				From:	26-613										
611	0.15	860	R								NA	NA		1995	
				From:	US 460										
611	0.92	660	R								NA	NA		1995	
				From:	26-751 S; 26-752 26-751 N; 26-716										
611	0.79	270	R								NA	NA		1995	
				From:	26-731										
611	0.99	170	R								NA	NA		1995	
				From:	26-723										
611	3.08	290	R								NA	NA		1995	
				From:	26-624										
611	0.36	170	R								NA	NA		1995	
				From:	26-708 EAST 26-708 WEST										
611	1.45	120	R								NA	NA		1995	
				From:	26-747										
				To:	26-623										
612	0.10	230	G	95%	1%	3%	0%	0%	0%	F	NA	230	G	2001	
				From:	Brunswick County Line										
612	0.77	360	G	95%	1%	3%	0%	0%	0%	C	NA	360	G	2001	
				From:	26-638										
				To:	SR 40										
613	1.12	110	R								NA	NA		1995	
				From:	Brunswick County Line										
613	1.92	160	R								NA	NA		1995	
				From:	26-638										
				To:	26-651										

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						2Axle	3+Axle	1Trail	2Trail						
Dinwiddie County															
613	1.82	100	R			From: 26-651					NA		NA		1995
						To: SR 40 WEST									
613	7.37	160	G	92%	3%	4%	0%	1%	0%	C	NA		160	G	2001
						From: SR 40 EAST									
613	0.93	330	G	92%	3%	4%	0%	1%	0%	F	NA		330	G	2001
						To: 26-622									
613	1.13	240	R			From: 26-646					NA		NA		1995
						To: 26-624 WEST									
613	1.93	360	R			From: 26-611					NA		NA		1995
						To: 26-627; 26-645									
613	1.38	270	R			From: 26-628					NA		NA		1995
						To: 26-661									
613	1.77	1300	G	92%	3%	4%	0%	1%	0%	F	NA		1300	G	2001
						To: 26-631									
613	1.71	1300	G	92%	3%	4%	0%	1%	0%	F	NA		1400	G	2001
						From: US 1 NORTH									
613	1.70	780	G	89%	3%	3%	2%	3%	0%	C	NA		790	G	2001
						From: US 1 SOUTH									
613	1.22	450	G	89%	2%	4%	2%	3%	0%	F	NA		450	G	2001
						To: 26-758									
613	0.51	580	G	89%	3%	3%	2%	3%	0%	F	NA		580	G	2001
						From: 26-670 WEST									
613	1.43	330	G	89%	2%	4%	2%	3%	0%	F	NA		340	G	2001
						From: 26-670 EAST									
613	0.86	360	G	89%	2%	4%	2%	3%	0%	F	NA		370	G	2001
						To: 26-742									
613	1.39	1000	G	89%	2%	3%	2%	3%	0%	F	NA		1000	G	2001
						From: 26-1120									
613	0.43	1200	G	89%	3%	3%	2%	3%	0%	F	NA		1200	G	2001
						From: 26-741									
613	0.56	850	G	89%	2%	4%	2%	3%	0%	F	NA		850	G	2001
						To: 26-672									
613	1.03	840	G	89%	2%	3%	2%	3%	0%	F	NA		850	G	2001
						From: 26-676									
						To: SCL PETERSBURG									
614	1.23	200	R			From: SR 40 WEST					NA		NA		1995
						To: CL McKenney									
Town of McKenney															
614	0.30	200	N			From: CL McKenney					NA		NA		1995
						To: SR 40 EAST									
Dinwiddie County															
615	0.41	30	R			From: Dead End					NA		NA		1999
						To: 0.42 M FRM Dead End									
615	0.91	120	R			From: FR-81					NA		NA		1999
						To: FR-81									

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						2Axle	3+Axle	1Trail	2Trail						
Dinwiddie County															
616	2.20	80	R			From: Sussex County Line					NA		NA		1999
616	1.90	60	R			From: 26-617					NA		NA		1995
						To: 26-609									
617	1.50	360	R			From: 26-616					NA		NA		1995
						To: 26-619 WEST									
						From: 26-619 EAST									
617	1.70	280	R			To: 26-665					NA		NA		1995
618	1.20	220	R			From: Sussex County Line					NA		NA		1995
						To: 26-666									
618	2.82	480	R			From: 26-703					NA		NA		1995
619	3.59	420	G	92%	0%	3%	2%	2%	0%	F	NA		420	G	2001
						From: SR 40									
619	7.13	430	G	92%	0%	3%	2%	2%	0%	F	NA		440	G	2001
						To: 26-650									
619	0.85	1100	G	92%	1%	3%	2%	2%	0%	F	NA		1100	G	2001
						From: 26-626 SOUTH									
619	1.06	1100	G	92%	1%	3%	2%	2%	0%	F	NA		1100	G	2001
						To: 26-679									
619	0.25	1300	G	92%	1%	3%	2%	2%	0%	F	NA		1300	G	2001
						From: 26-1414									
619	0.59	1900	G	92%	1%	3%	2%	2%	0%	C	NA		1900	G	2001
						To: US 1									
620	1.20	70	R			From: 26-639					NA		NA		1999
						To: 26-642 WEST									
620	1.80	340	R			From: 26-642 EAST					NA		NA		1995
						To: US 460 WEST									
620	1.90	40	R			From: US 460 EAST					NA		NA		1999
						To: Dead End									
621	1.60	280	R			From: US 460					NA		NA		1999
						To: 1.60 MN US 460									
621	0.40	5	R			To: Dead End					NA		NA		1999
622	1.60	50	R			From: 26-650					NA		NA		1999
						To: 26-647									
622	3.70	50	R			From: 26-610					NA		NA		1999
						To: 26-613 WEST									
						From: 26-613 EAST									
622	3.50	630	G	94%	2%	3%	0%	1%	0%	C	NA		630	G	2001
						To: US 460; 26-602									
622	1.66	260	R			From: 26-694					NA		NA		1995
						To: 26-694									

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						2Axle	3+Axle	1Trail	2Trail						
Dinwiddie County															
622	2.10	90	R			From: 26-694 To: Amelia County Line					NA		NA		1995
623	2.00	360	R			From: Amelia County Line To: 26-611					NA		NA		1995
623	3.28	650	R			From: 26-611 To: 26-750					NA		NA		1995
623	0.62	1000	R			From: 26-750 To: 26-708					NA		NA		1995
623	0.42	230	R			From: 26-708 To: 26-760					NA		NA		1995
623	0.68	220	R			From: 26-760 To: US 460					NA		NA		1995
624	2.60	70	R			From: 26-645 To: 26-613 WEST					NA		NA		1995
624	3.80	450	R			From: 26-613 WEST To: 26-613 EAST					NA		NA		1995
624	6.00	400	R			From: 26-613 EAST To: US 460 FR-806					NA		NA		1995
624						From: US 460 FR-806 To: 26-611									
625	3.52	200	R			From: 26-611 To: US 460					NA		NA		1995
626	5.67	330	G	94%	0%	1%	1%	4%	0%	F	NA		330	G	2001
626	4.09	380	G	94%	0%	1%	1%	4%	0%	F	NA		380	G	2001
626	0.43	1000	G	94%	0%	1%	1%	4%	0%	C	NA		1000	G	2001
627	0.90	2200	G	95%	1%	4%	0%	1%	0%	C	NA		2200	G	2001
627	1.40	1500	G	95%	1%	4%	0%	1%	0%	F	NA		1500	G	2001
627	2.81	1100	R			From: 26-661 To: 26-613; 26-645					NA		NA		1995
627	2.61	990	R			From: 26-613; 26-645 To: US 460					NA		NA		1995
627	0.80	350	R			From: US 460 To: 26-751 EAST					NA		NA		1995
627	2.20	NA				From: 26-751 EAST To: 26-751 WEST					NA		NA		
627						From: 26-751 WEST To: 26-611									
628	Tranquility Lane	0.33	70	R		From: Dead End To: 26-613 White Oak Rd					NA		NA		1999
628	Tranquility Lane	3.10	80	R		From: 26-613 White Oak Rd To: 26-689					NA		NA		1999
628	Tranquility Lane	0.87	90	R		From: 26-689 To: 26-756					NA		NA		1999

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						2Axle	3+Axle	1Trail	2Trail						
Dinwiddie County															
(628) Tranquility Lane	0.70	310	R			From: 26-689					NA		NA		1995
(628) Tranquility Lane	0.09	800	R			From: US 460 New Cox Rd					NA		NA		1995
						To: 26-751 Cox Rd									
(629)	0.93	150	R			From: 26-627					NA		NA		1995
(629)	0.25	20	R			From: 26-689					NA		NA		1995
						To: Dead End									
(630)	0.30	240	R			From: Sussex County Line					NA		NA		1995
						To: SR 40									
(631)	2.70	630	R			From: 26-613					NA		NA		1995
(631)	0.80	980	R			From: 26-690					NA		NA		1995
						To: US 460; 26-708									
(632)	3.00	290	R			From: 26-631					NA		NA		1995
						To: US 460 EAST									
(632)	1.20	1400	G	96%	0%	1%	1%	2%	0%	C	NA		1500	G	2001
						To: 26-601									
(633)	0.50	100	R			From: SR 226 WEST					NA		NA		1995
						To: SR 226 EAST									
(634)	0.25	160	R			From: US 1					NA		NA		1995
						To: Dead End									
(635)	0.40	190	R			From: Dead End					NA		NA		1995
						To: SR 40									
(636) Rocky Branch Rd	0.27	60	R			From: Dead End					NA		NA		1999
						To: US 460									
(637)	0.49	150	R			From: 26-645					NA		NA		1995
						To: Dead End									
(638)	2.00	170	R			From: 26-613					NA		NA		1995
(638)	1.20	150	R			From: 26-702					NA		NA		1995
						To: 26-612									
(639)	0.90	160	R			From: Nottoway County Line					NA		NA		1995
						To: US 460 WEST									
(639)	1.98	230	R			From: US 460 EAST					NA		NA		1995
(639)	0.20	320	G	94%	1%	3%	0%	2%	0%	C	NA		320	G	2001
						To: 26; 642 EAST									
(639)	1.60	150	R			From: 26-642 EAST					NA		NA		1995
						To: 26-620									
(639)	1.40	190	R			From: 26-613					NA		NA		1995
						To: 26-613									

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						2Axle	3+Axle	1Trail	2Trail						
Dinwiddie County															
640	1.40	140	R			From: US 460 To: Nottoway County Line					NA		NA		1995
641	0.55	180	R			From: US 1 To: Dead End					NA		NA		1995
642	1.82	380	G			From: US 460 To: 26-643					NA		380	G	2001
642	0.60	270	G			From: 26-639 WEST To: 26-639 EAST					NA		270	G	2001
642	2.00	230	G			From: 26-620 EAST To: 26-613					NA		230	G	2001
642	2.40	170	G			From: 1.53 ME 26-613 To: 26-644					NA		170	G	2001
642	1.52	70	R			From: SR 40 To: 26-642					NA		NA		1995
642	0.83	70	R			From: SR 40 To: 26-642					NA		NA		1999
643	3.20	190	R			From: SR 40 To: 26-642					NA		NA		1995
Town of McKenney															
644	0.20	780	G		93%	2%	3%	1%	1%	0%	F	NA	780	G	2001
Dinwiddie County															
644	1.92	510	G		93%	2%	3%	1%	1%	0%	C	NA	510	G	2001
644	2.50	280	R			From: NCL MCKENNEY To: 26-650					NA		NA		1995
644	2.50	50	R			From: 26-610 To: 26-642					NA		NA		1999
644	2.50	70	R			From: 26-642 To: SR 40					NA		NA		1999
645	1.40	50	R			From: 26-610 To: 26-622					NA		NA		1995
645	1.80	150	R			From: 26-646 WEST To: 26-646 EAST					NA		NA		1995
645	1.60	110	R			From: 26-738 To: 26-637					NA		NA		1995
645	0.70	190	R			From: 26-637 To: 26-715					NA		NA		1995
645	0.70	210	R			From: 26-715 To: 26-611					NA		NA		1995
645	1.10	260	R			From: 26-611 To: 26-613; 26-627					NA		NA		1995

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Dinwiddie County															
(646)	6.00	290	G	93%	2%	5%	0%	0%	0%	C	NA	290	G	2001	
				From:	US 1										
				To:	26-613										
(647)	1.00	30	R								NA	NA		1999	
				From:	26-622										
(647)	1.60	70	R								NA	NA		1995	
				From:	26-648										
				To:	26-646 SOUTH										
				From:	26-646 NORTH										
(647)	2.24	170	R								NA	NA		1995	
				From:	26-738										
(647)	1.92	420	R								NA	NA		1995	
				From:	26-656										
(647)	0.94	520	R								NA	NA		1995	
				From:	US 1										
				To:	26-650										
(648)	1.50	70	R								NA	NA		1995	
				From:	26-650										
				To:	26-647										
(649)	0.50	40	R								NA	NA		1995	
				From:	US 1										
				To:	26-650										
(650)	1.60	100	G	96%	1%	2%	0%	0%	0%	F	NA	100	G	2001	
				From:	26-610										
				To:	26-651 WEST Mason Church Rd										
(650)	1.10	260	G	96%	1%	2%	0%	0%	0%	F	NA	260	G	2001	
				From:	26-651 WEST										
				To:	26-644										
(650)	1.60	340	G	96%	1%	2%	0%	0%	0%	F	NA	340	G	2001	
				From:	26-622										
(650)	0.80	320	G	96%	1%	3%	0%	0%	0%	F	NA	320	G	2001	
				From:	26-648										
(650)	2.50	370	G	96%	1%	2%	0%	0%	0%	C	NA	370	G	2001	
				From:	US 1 South										
				To:	US 1 North										
(650)	0.15	1200	G	95%	0%	2%	0%	2%	0%	C	NA	1200	G	2001	
				From:	26-709										
(650)	0.55	810	G	96%	1%	2%	0%	0%	0%	F	NA	810	G	2001	
				From:	I-85 RAMP										
(650)	1.43	310	G	97%	1%	2%	0%	0%	0%	C	NA	310	G	2001	
				From:	26-656 West										
(650)	2.20	300	G	97%	1%	1%	0%	0%	0%	F	NA	300	G	2001	
				From:	26-619										
				To:	26-613										
(651)	2.40	100	R								NA	NA		1995	
				From:	SR 40 WEST										
(651)	1.80	240	R								NA	NA		1995	
				From:	26-610										
(651)	2.25	140	R								NA	NA		1995	
				From:	26-650 WEST										
				To:	26-650 EAST										
(651)	1.58	320	R								NA	NA		1995	
				From:	SR 40 EAST										
(651)	1.27	160	R								NA	NA		1995	
				From:	Dead End										
				To:											

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Dinwiddie County															
652	1.56	330	R								NA	NA			1995
653	0.16	180	R								NA	NA			1995
654	3.02	310	R								NA	NA			1995
654	0.20	90	R								NA	NA			1995
655	0.58	20	R								NA	NA			1995
656	1.20	60	R								NA	NA			1995
656	1.20	140	R								NA	NA			1995
656	2.55	320	R								NA	NA			1995
656	0.90	60	R								NA	NA			1995
657	2.10	270	R								NA	NA			1995
658	1.61	230	R								NA	NA			1995
658	2.70	70	R								NA	NA			1999
659	0.90	120	R								NA	NA			1995
659	1.50	140	R								NA	NA			1995
659	1.40	210	R								NA	NA			1995
660	1.89	1000	R								NA	NA			1995
660	1.20	350	R								NA	NA			1995
660	2.40	320	R								NA	NA			1995
660	1.20	550	R								NA	NA			1995
661	2.40	620	G	96%	1%	2%	0%	0%	0%	C	NA	620	G		2001
662	1.20	50	R								NA	NA			1995

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						2Axle	3+Axle	1Trail	2Trail						
Dinwiddie County															
663	1.20	40	R			From: 26-659 To: 26-665					NA		NA		1999
664	1.20	20	R			From: Dead End To: 26-609					NA		NA		1999
665	0.70	50	R			From: Sussex County Line To: 26-617					NA		NA		1995
665	2.35	370	R			From: 26-617 To: SR 40					NA		NA		1995
665	1.44	380	R			From: SR 40 To: 26-728					NA		NA		1995
665	2.76	140	R			From: 26-728 To: 26-626					NA		NA		1995
665	0.70	250	R			From: 26-626 To: 26-681					NA		NA		1995
665	0.40	40	R			From: 26-681 To: Dead End					NA		NA		1995
666	1.20	47	R			From: 26-626 To: 26-670					NA		NA		1999
666	4.20	120	R			From: 26-670 To: 26-618					NA		NA		1995
667	3.20	100	R			From: 26-666 To: 26-703					NA		NA		1995
668	1.90	270	R			From: 26-703 To: 26-604					NA		NA		1995
669	3.30	400	R			From: 26-605 To: 26-604					NA		NA		1995
670	1.82	140	R			From: 26-666 To: 1.82 MN 26-666					NA		NA		1999
670	0.04	80	R			From: 1.82 MN 26-666 To: 26-682					NA		NA		1995
670	0.10	160	R			From: 26-682 To: 26-688					NA		NA		1995
670	0.77	220	R			From: 26-688 To: 26-609					NA		NA		1995
670	1.45	480	G	91%	1%	3%	4%	1%	0%	F	NA		490	G	2001
670	2.51	420	G	91%	1%	3%	4%	1%	0%	F	NA		420	G	2001
670	2.29	1000	G	91%	1%	3%	4%	1%	0%	F	NA		1000	G	2001
670	2.07	510	G	91%	1%	3%	4%	1%	0%	F	NA		520	G	2001
670	1.21	860	G	91%	1%	3%	4%	1%	0%	F	NA		870	G	2001
						From: 26-673 To: 1.21 M N 26-673									

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						2Axle	3+Axle	1Trail	2Trail							
Dinwiddie County																
(670)	1.51	1600	G	91%	1%	1.21 M FRM 26-673		3%	4%	1%	0%	C	NA	1600	G	2001
						To: US 1										
(671)	0.40	100	R			From: Dead End					NA		NA			1995
						To: US 1										
(672)	1.49	550	G	93%	1%	From: 26-613		3%	2%	1%	0%	F	NA	550	G	2001
						To: 1.49 M FRM 26-613										
(672)	0.44	940	G	93%	1%	From: TRI-CITY URBAN BNDY		2%	2%	1%	0%	C	NA	980	G	2001
						To: TRI-CITY URBAN BNDY										
(672)	0.14	940	N	93%	1%	From: 26-603		2%	2%	1%	0%	N	NA	980	N	2001
						To: 26-603										
(672)	0.27	1300	G	96%	0%	From: 26-1371		1%	3%	0%	0%	F	NA	1400	G	2001
						To: 26-1371										
(672)	0.19	800	G	96%	0%	From: SR 142		2%	3%	0%	0%	C	NA	840	G	2001
						To: SR 142										
(673)	1.77	390	R			From: 26-670					NA		NA			1995
						To: 26-613										
(674)	1.57	140	R			From: 26-613					NA		NA			1999
						To: 1.57 MN 26-613										
(674)	0.37	130	R			From: 26-670					NA		NA			1995
						To: 26-670										
(675)	3.74	600	G	96%	0%	From: 26-670		3%	0%	1%	0%	F	NA	610	G	2001
						To: 26-741										
(675)	0.90	1300	G	96%	0%	From: 26-676		3%	0%	1%	0%	C	NA	1300	G	2001
						To: 26-676										
(675)	0.94	930	G	96%	0%	From: SCL PETERSBURG		3%	0%	1%	0%	F	NA	970	G	2001
						To: SCL PETERSBURG										
(676)	0.80	380	R			From: 26-613					NA		NA			1995
						To: 26-675										
(677)	0.80	930	G	98%	1%	From: 26-604		1%	0%	0%	0%	C	NA	970	G	2001
						To: SR 345; 74-608										
(678)	1.00	49	R			From: 26-605					NA		NA			1999
						To: 26-606										
(679)	1.45	180	R			From: Dead End					NA		NA			1995
						To: 26-660										
(680)	2.01	160	R			From: 26-681					NA		NA			1995
						To: 2.02 ME 26-618										
(680)	1.19	140	R			From: 26-618					NA		NA			1999
						To: 26-618										
(681)	1.80	290	R			From: Sussex County Line					NA		NA			1995
						To: 26-665										
(682)	0.70	50	R			From: 26-609					NA		NA			1995
						To: 26-670										

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Dinwiddie County															
683	0.45	80	R			From: 26-651					NA		NA		1995
683	0.60	70	R			To: 26-707					NA		NA		1995
683	0.20	30	R			From: 0.60 MN 26-707					NA		NA		1999
						To: Dead End									
684	0.56	530	R			From: Dead End					NA		NA		1995
						To: US 460; 26-9921									
685	0.16	70	R			From: Dead End					NA		NA		1995
						To: US 1									
686	0.20	7	R			From: 26-673					NA		NA		1995
						To: Dead End									
687	0.10	70	R			From: 26-609					NA		NA		1999
687	1.54	120	R			To: 26-654 SOUTH					NA		NA		1999
687	1.06	120	R			From: 1.55 MN 26-654 S					NA		NA		1995
687	1.62	60	R			To: 26-696					NA		NA		1991
						To: SR 40									
688	0.85	170	R			From: 26-670					NA		NA		1995
688	1.28	30	R			To: 26-705					NA		NA		1995
688	0.27	40	R			From: 1.29 ME 26-705					NA		NA		1999
						To: 26-667									
689	0.60	60	R			From: 26-629					NA		NA		1999
						To: 26-628									
690	0.94	240	R			From: 26-631					NA		NA		1995
						To: Dead End									
691	1.00	100	R			From: Dead End					NA		NA		1995
						To: SR 40									
692	1.89	40	R			From: Dead End					NA		NA		1999
692	3.20	70	R			To: SR 40					NA		NA		1999
692	0.60	10	R			From: 26-709					NA		NA		1999
						To: Dead End									
693	2.87	340	R			From: 26-703					NA		NA		1995
						To: 26-670									
694	0.70	60	R			From: Dead End					NA		NA		1999
						To: 26-622									

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						2Axle	3+Axle	1Trail	2Trail						
Dinwiddie County															
(696)	1.20	40	R			From: Dead End					NA		NA		1999
						To: 26-687									
(697)	0.40	130	R			From: 26-613					NA		NA		1999
						To: Dead End									
(698)	1.20	150	R			From: 26-665					NA		NA		1995
						To: Sussex County Line									
(699)	1.89	20	R			From: 26-611					NA		NA		1995
						To: 1.90 MN 26-611									
(699)	1.41	80	R			From: 26-708					NA		NA		1999
						To: 26-708									
(700)	0.88	46	R			From: Dead End					NA		NA		1999
						To: 26-613									
(700)	2.57	220	R			From: 26-622					NA		NA		1999
						To: 26-622									
(701)	0.60	9	R			From: Dead End					NA		NA		1995
						To: 26-610									
(702)	1.32	80	R			From: 26-638					NA		NA		1999
						To: SR 40									
(703)	0.13	3000	G	94%	1%	3%	0%	2%	0%	F	NA		3000	G	2001
						To: 26-1403									
(703)	1.17	3000	G	94%	1%	3%	0%	2%	0%	C	NA		3000	G	2001
						To: I-85 RAMP									
(703)	5.18	880	G	90%	3%	4%	2%	1%	0%	C	NA		890	G	2001
						To: 26-670									
(703)	5.97	690	G	90%	3%	3%	2%	1%	0%	F	NA		700	G	2001
						To: 26-618									
(703)	0.09	1100	G	90%	3%	4%	2%	1%	0%	F	NA		1100	G	2001
						To: Prince George County Line: 7									
(704)	0.24	50	R			From: Dead End					NA		NA		1995
						To: 26-660									
(705)	1.42	140	R			From: 26-688					NA		NA		1995
						To: 26-733									
(706)	0.55	110	R			From: SR 226 WEST					NA		NA		1995
						To: 26-725									
(706)	0.15	190	R			From: SR 226 EAST					NA		NA		1995
						To: SR 226 EAST									
(707)	0.85	140	R			From: 26-683					NA		NA		1995
						To: 26-651									
(708)	0.30	520	G	93%	1%	2%	2%	2%	0%	F	NA		530	G	2001
						To: 26-746									
(708)	5.93	880	G	93%	1%	2%	1%	2%	0%	C	NA		880	G	2001
						To: 26-601									

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						2Axle	3+Axle	1Trail	2Trail						
Dinwiddie County															
708	0.70	2000	G	93%	1%	2%	1%	2%	0%	F	NA	2100	G	2001	
				From:	26-601										
				To:	US 460; 26-631										
709	2.70	50	R								NA	NA		1999	
				From:	26-609										
709	3.70	200	R								NA	NA		1995	
				From:	SR 40										
709	1.70	210	R								NA	NA		1995	
				From:	26-656										
709	0.63	630	R								NA	NA		1995	
				From:	26-658										
				To:	26-650										
710	0.85	7	R								NA	NA		1999	
				From:	Dead End										
				To:	CL McKenney										
Town of McKenney															
710	0.11	7	N								NA	NA		1999	
				From:	CL McKenney										
				To:	SR 40										
Dinwiddie County															
711	1.30	80	R								NA	NA		1999	
				From:	Dead End										
				To:	26-670										
712	0.55	20	R								NA	NA		1999	
				From:	26-703										
				To:	Dead End										
713	2.54	180	R								NA	NA		1995	
				From:	US 1										
				To:	26-687										
714	0.46	320	R								NA	NA		1995	
				From:	US 1										
				To:	Dead End										
715	1.80	90	R								NA	NA		1999	
				From:	26-645										
				To:	26-613										
716	0.36	60	R								NA	NA		1995	
				From:	26-611; 26-751										
				To:	26-751										
717	0.50	110	R								NA	NA		1999	
				From:	26-629										
				To:	Dead End										
718	0.38	310	R								NA	NA		1995	
				From:	26-601										
				To:	Dead End										
719	0.39	280	R								NA	NA		1995	
				From:	26-601										
				To:	Dead End										
720	0.15	100	R								NA	NA		1995	
				From:	26-601										
				To:	Dead End										
721	0.60	90	R								NA	NA		1995	
				From:	US 460 FR-804										
				To:	Dead End										
722	0.81	50	R								NA	NA		1999	
				From:	26-619										
				To:	Dead End										

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						2Axle	3+Axle	1Trail	2Trail						
Dinwiddie County															
(723)	0.58	140	R	From: 26-611						NA		NA			1999
				To: Dead End											
(724)	0.58	140	R	From: 26-639						NA		NA			1995
				To: US 460											
(725)	0.17	130	R	From: Dead End						NA		NA			1999
				To: 26-706											
(726)	0.23	110	R	From: US 1						NA		NA			1995
				To: Dead End											
(727)	0.79	110	R	From: Dead End						NA		NA			1995
				To: 26-675											
(728)	0.34	80	R	From: Dead End						NA		NA			1999
				To: 26-665											
(729)	0.53	90	R	From: 26-661						NA		NA			1999
				To: Dead End											
(730) Williams Rd	0.28	80	R	From: US 460 Cox Rd						NA		NA			1999
				To: Dead End											
(731)	0.02	240	R	From: 26-611						NA		NA			1995
(731)	0.40	230	R	From: 0.03 ME 26-611						NA		NA			1999
				To: Dead End											
(732)	0.60	200	R	From: Dead End						NA		NA			1995
				To: 26-627											
(733)	1.20	160	R	From: 26-670						NA		NA			1995
				To: 26-703											
(734)	3.14	140	R	From: 26-619						NA		NA			1995
				To: 26-626											
(735)	1.40	50	R	From: 26-619						NA		NA			1999
				To: Dead End											
(736)	0.50	50	R	From: 26-659						NA		NA			1999
				To: Dead End											
(737)	1.60	40	R	From: 26-665						NA		NA			1999
				To: 26-626											
(738)	1.33	240	R	From: 26-645						NA		NA			1995
				To: 26-647											
(739)	1.70	130	R	From: 26-751						NA		NA			1995
				To: 26-708											
(740) Turkey Egg Rd	1.50	1000	R	From: 26-627 Courthouse Rd						NA		NA			1995
				To: US 1											

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						2Axle	3+Axle	1Trail	2Trail						
Dinwiddie County															
(741)	0.70	620	R			From: 26-613					NA	NA			1995
						To: 26-675									
(742)	0.50	190	R			From: 26-613					NA	NA			1995
						To: 26-675									
(743)	0.57	170	R			From: US 460					NA	NA			1995
						To: 26-601									
(744)	0.70	60	R			From: 26-644					NA	NA			1999
						To: Dead End									
(745)	0.20	46	R			From: Dead End					NA	NA			1999
						To: 26-651									
(746)	0.95	70	R			From: 26-708					NA	NA			1999
						To: Dead End									
(747)	0.35	7	R			From: 26-611					NA	NA			1999
						To: Dead End									
(748)	0.49	240	R			From: Dead End					NA	NA			1995
						To: 26-652									
(749)	0.04	70	R			From: FR-82					NA	NA			1995
						To: Dead End									
(750)	1.51	430	R			From: 26-623					NA	NA			1995
						To: Dead End									
(751)	0.78	330	R			From: US 460 WEST					NA	NA			1995
						To: 26-611 W; 26-752									
(751)	0.26	1100	R			From: 26-611 W 26-752					NA	NA			1995
						To: 26-611 E; 26-716									
(751)	3.25	1300	R			From: 26-611 E; 26-716					NA	NA			1995
						To: 26-627 WEST									
(751)	2.67	1500	R			From: 26-627 WEST					NA	NA			1995
						To: US 460 EAST									
(752)	0.40	110	R			From: 26-611; 26-751					NA	NA			1995
						To: Dead End									
(753)	0.40	160	R			From: 26-611					NA	NA			1995
						To: Dead End									
(754)	0.88	100	R			From: Dead End					NA	NA			1995
						To: 26-751									
(755)	0.50	90	R			From: Dead End					NA	NA			1995
						To: 26-751									
(756)	0.28	40	R			From: 26-628					NA	NA			1999
						To: Dead End									

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Dinwiddie County															
(757)	0.62	50	R			From: 26-708					NA		NA		1999
						To: Dead End									
(758)	0.39	220	R			From: Dead End					NA		NA		1995
						To: 26-613									
(759)	0.57	30	R			From: Dead End					NA		NA		1999
						To: 26-650									
(760)	0.37	80	R			From: 26-623					NA		NA		1999
						To: Dead End									
(764)	0.33	90	R			From: 26-750					NA		NA		1995
						To: Cul-de-Sac									
(770)	0.08	NA				From: Cul-de-Sac					NA		NA		
						To: Prince George County Line									
(776)	0.57	320	R			From: 26-601					NA		NA		1995
						To: Dead End									
(1001)	0.02	2	R			From: Dead End					NA		NA		1999
						To: ECL MCKENNEY									
Town of McKenney															
(1001)	0.02	5	R			From: ECL MCKENNEY					NA		NA		1999
						To: 26-1014									
(1001)	0.10	110	R			From: 26-1014					NA		NA		1995
						To: 26-1013									
(1001)	0.32	310	R			From: 26-1013					NA		NA		1995
						To: US 1									
(1001)	0.13	950	R			From: US 1					NA		NA		1995
						To: 26-1007									
(1001)	0.16	940	R			From: 26-1007					NA		NA		1995
						To: 26-1006									
(1001)	0.07	990	R			From: 26-1006					NA		NA		1995
						To: 26-1005									
(1001)	0.07	960	R			From: 26-1005					NA		NA		1995
						To: 26-1004									
(1001)	0.07	1000	R			From: 26-1004					NA		NA		1995
						To: 26-1003									
(1001)	0.03	350	R			From: 26-1003					NA		NA		1995
						To: 26-1002									
(1002)	0.10	260	R			From: SR 40					NA		NA		1995
						To: 26-1001									
(1003)	0.02	90	R			From: Dead End					NA		NA		1995
						To: 26-1010									
(1003)	0.15	180	R			From: 26-1010					NA		NA		1995
						To: 26-1009									
(1003)	0.03	610	R			From: 26-1009					NA		NA		1995
						To: SR 40									

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Town of McKenney															
1003	0.10	1100	R			From: SR 40					NA		NA		1995
						To: 26-1001									
1004	0.09	90	R			From: SR 40					NA		NA		1995
						To: 26-1001									
1005	0.14	90	R			From: 26-1009					NA		NA		1995
						To: SR 40									
1005	0.23	130	R			From: SR 40					NA		NA		1995
						To: 26-1008									
1006	0.08	40	R			From: SR 40					NA		NA		1995
						To: 26-1001									
1007	0.08	120	R			From: SR 40					NA		NA		1995
						To: 26-1001									
1007	0.11	120	R			From: SR 40					NA		NA		1995
						To: 26-1008									
1008	0.07	40	R			From: Dead End					NA		NA		1995
						To: 26-1007									
1008	0.19	90	R			From: 26-1007					NA		NA		1995
						To: 26-1005									
Dinwiddie County															
1009	0.65	220	R			From: US 1					NA		NA		1995
						To: SCL MCKENNEY									
Town of McKenney															
1009	0.27	320	R			From: SCL MCKENNEY					NA		NA		1995
						To: 26-1005									
1009	0.13	270	R			From: 26-1005					NA		NA		1995
						To: 26-1003									
1010	0.25	70	R			From: SCL MCKENNEY					NA		NA		1995
						To: 26-1012									
1010	0.04	70	R			From: 26-1012					NA		NA		1995
						To: 26-1003									
1011	0.05	120	R			From: Dead End					NA		NA		1995
						To: 26-614									
1012	0.10	30	R			From: 26-1010					NA		NA		1995
						To: Dead End									
1013	0.08	210	R			From: SR 40					NA		NA		1995
						To: 26-1001									
1014	0.08	80	R			From: 26-1001					NA		NA		1995
						To: ECL MCKENNEY									
Dinwiddie County															
1014	0.31	80	R			From: ECL MCKENNEY					NA		NA		1995
						To: Dead End									

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						2Axle	3+Axle	1Trail	2Trail						
Town of McKenney															
(1015)	0.10	50	R			From: Dead End					NA		NA		1999
						To: US 1									
Dinwiddie County															
(1020)	0.08	140	R			From: 26-644					NA		NA		1999
						To: 26-1021									
(1021)	0.12	60	R			From: Dead End					NA		NA		1999
						To: 26-1020									
(1021)	0.09	80	R			From: Dead End					NA		NA		1999
						To: 26-604									
(1101)	0.30	60	R			From: 26-604					NA		NA		1999
						To: 26-606									
(1110)	0.31	220	R			From: 26-1111					NA		NA		1999
						To: 26-1113									
(1110)	0.21	230	R			From: 26-1113					NA		NA		1999
						To: 26-613									
(1111)	0.16	130	R			From: 26-1112					NA		NA		1999
						To: 26-1110									
(1112)	0.31	140	R			From: 26-1111					NA		NA		1999
						To: 26-1113									
(1112)	0.13	110	R			From: 26-1113					NA		NA		1999
						To: 26-613									
(1113)	0.16	150	R			From: 26-1112					NA		NA		1999
						To: 26-1110									
(1120)	0.25	480	R			From: 26-1122					NA		NA		1999
						To: 26-1121									
(1120)	0.10	640	R			From: 26-1121					NA		NA		1999
						To: 26-613									
(1121)	0.14	120	R			From: Dead End					NA		NA		1999
						To: 26-1120									
(1122)	0.08	300	R			From: 26-1123					NA		NA		1999
						To: 26-1120									
(1123)	0.46	280	R			From: 26-1122					NA		NA		1999
						To: Dead End									
(1201)	0.25	90	R			From: Dead End					NA		NA		1999
						To: US 1; 26-650									
(1210)	0.45	110	R			From: Cul-de-Sac					NA		NA		1999
						To: 26-750									
(1240)	0.21	NA				From: Cul-de-Sac/					NA		NA		
						To: 26-00601(B)/									

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						2Axle	3+Axle	1Trail	2Trail						
Dinwiddie County															
(1241)	0.15	NA					From: 26-01243(B)/				NA		NA		
							To: 26-01240(B)/								
(1242)	0.11	NA					From: 26-01243(B)/				NA		NA		
							To: 26-01240(B)/								
(1243)	0.23	NA					From: Cul-de-Sac/				NA		NA		
							To: Cul-de-Sac/								
(1301)	0.23	270	R				From: SR 226				NA		NA		1999
							To: 26-1332								
(1301)	0.18	140	R				From: Dead End				NA		NA		1999
							To: 26-1306								
(1302)	0.10	140	R				From: 26-1306				NA		NA		1999
							To: 26-1348								
(1302)	0.03	170	R				From: 26-1348				NA		NA		1999
							To: 26-1309								
(1302)	0.11	180	R				From: 26-1309				NA		NA		1999
							To: US 1								
(1303)	0.37	220	R				From: Dead End				NA		NA		1999
							To: FR-290								
(1303)	0.03	2100	R				From: FR-290				NA		NA		1999
							To: US 1								
(1304)	0.10	150	R				From: 26-1349				NA		NA		1999
							To: 26-1306								
(1304)	0.10	200	R				From: 26-1306				NA		NA		1999
							To: 26-1348								
(1304)	0.13	240	R				From: 26-1348				NA		NA		1999
							To: US 1								
(1305)	0.14	20	R				From: Dead End				NA		NA		1999
							To: 26-1350								
(1305)	0.19	220	R				From: 26-1350				NA		NA		1999
							To: 26-1306								
(1305)	0.09	270	R				From: 26-1306				NA		NA		1999
							To: 26-1348								
(1305)	0.11	310	R				From: 26-1348				NA		NA		1999
							To: US 1								
(1306)	0.04	390	R				From: 26-1305				NA		NA		1999
							To: 26-1308								
(1306)	0.04	80	R				From: 26-1308				NA		NA		1999
							To: 26-1307								
(1306)	0.04	110	R				From: 26-1307				NA		NA		1999
							To: 26-1304								
(1306)	0.04	130	R				From: 26-1304				NA		NA		1999
							To: 26-1302								
(1307)	0.10	190	R				From: 26-1349				NA		NA		1999
							To: 26-1306								

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						2Axle	3+Axle	1Trail	2Trail						
Dinwiddie County															
(1307)	0.10	230	R			From: 26-1306					NA	NA			1999
(1307)	0.12	280	R			To: 26-1348					NA	NA			1999
(1308)	0.13	60	R			From: Dead End					NA	NA			1999
(1308)	0.09	150	R			To: 26-1350					NA	NA			1999
(1308)	0.10	340	R			From: 26-1349					NA	NA			1999
(1308)	0.09	380	R			To: 26-1306					NA	NA			1999
(1308)	0.12	780	R			From: 26-1348					NA	NA			1999
(1309)	0.10	40	R			To: US 1					NA	NA			1999
(1310)	0.10	40	R			From: 26-1302					NA	NA			1999
(1310)	0.10	80	R			To: Dead End					NA	NA			1999
(1310)	0.11	1700	R			From: Dead End					NA	NA			1999
(1310)	0.10	1800	R			To: SR 226					NA	NA			1999
(1311)	0.31	310	R			From: 26-1311					NA	NA			1999
(1311)	0.10	90	R			To: 26-600					NA	NA			1999
(1311)	0.10	90	R			From: Dead End					NA	NA			1999
(1312)	0.12	340	R			To: 26-1310					NA	NA			1999
(1312)	0.12	340	R			From: 26-1313					NA	NA			1999
(1313)	0.22	410	R			To: SR 226					NA	NA			1999
(1313)	0.22	410	R			From: 26-1312					NA	NA			1999
(1314)	0.03	30	R			To: US 1					NA	NA			1999
(1314)	0.12	100	R			From: Dead End					NA	NA			1999
(1314)	0.10	220	R			To: 26-1317					NA	NA			1999
(1314)	0.06	280	R			From: 26-1318					NA	NA			1999
(1315)	0.06	70	R			To: 26-1315					NA	NA			1999
(1315)	0.11	90	R			From: SR 226					NA	NA			1999
(1316)	0.07	110	R			To: 26-603					NA	NA			1999
(1316)	0.07	110	R			From: 26-1316					NA	NA			1999
(1316)	0.07	110	R			To: 26-1314					NA	NA			1999
(1316)	0.07	110	R			From: 26-1317					NA	NA			1999
(1316)	0.07	110	R			To: 26-1319					NA	NA			1999

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						2Axle	3+Axle	1Trail	2Trail						
Dinwiddie County															
(1316)	0.06	80	R			From: 26-1319					NA		NA		1999
(1316)	0.10	60	R			From: 26-1318					NA		NA		1999
(1317)	0.07	90	R			To: 26-1315									
(1317)	0.07	90	R			From: 26-1316					NA		NA		1999
(1317)	0.07	90	R			To: 26-1314									
(1318)	0.13	100	R			From: 26-1316					NA		NA		1999
(1318)	0.13	100	R			To: 26-1314									
(1319)	0.06	220	R			From: 26-603					NA		NA		1999
(1319)	0.06	220	R			To: 26-1316									
(1320)	0.09	150	R			From: 26-1362					NA		NA		1999
(1320)	0.13	260	R			To: 26-1363									
(1320)	0.13	260	R			From: 26-1363					NA		NA		1999
(1320)	0.13	260	R			To: SR 142 US 1									
(1321)	0.18	150	R			From: Dead End					NA		NA		1999
(1321)	0.18	150	R			To: 26-601									
(1322)	0.14	260	R			From: Dead End					NA		NA		1999
(1322)	0.14	260	R			To: US 1									
(1323)	0.40	290	R			From: 26-600					NA		NA		1999
(1323)	0.40	290	R			To: Dead End									
(1324)	0.15	2300	R			From: 26-1363					NA		NA		1999
(1324)	0.15	2300	R			To: US 1									
(1325)	0.21	NA				From: Cul-de-Sac					NA		NA		
(1325)	0.06	370	R			To: 26-1326									
(1325)	0.06	370	R			From: 26-1326					NA		NA		1999
(1325)	0.06	370	R			To: SR 226 CREEK RD									
(1326)	0.21	180	R			From: 26-1325					NA		NA		1999
(1326)	0.21	180	R			To: 26-1327									
(1327)	0.05	260	R			From: 26-1326					NA		NA		1999
(1327)	0.05	260	R			To: SR 226									
(1328)	0.10	70	R			From: Dead End					NA		NA		1999
(1328)	0.12	190	R			To: 26-1329									
(1328)	0.12	190	R			From: 26-1329					NA		NA		1999
(1328)	0.07	310	R			To: 26-1330									
(1328)	0.07	310	R			From: 26-1330					NA		NA		1999
(1328)	0.07	310	R			To: 26-600									
(1329)	0.06	140	R			From: 26-1330					NA		NA		1999
(1329)	0.06	140	R			To: 26-1328									
(1330)	0.17	140	R			From: 26-1329					NA		NA		1999
(1330)	0.17	140	R			To: 26-1328									

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						2Axle	3+Axle	1Trail	2Trail						
Dinwiddie County															
1332	0.05	160	R			From: 26-1301					NA		NA		1999
						To: Dead End									
1333	0.54	240	R			From: 26-600					NA		NA		1999
						To: 26-600									
1334	0.12	40	R			From: Dead End					NA		NA		1999
						To: 26-1336									
1334	0.22	280	R			From: 26-1336					NA		NA		1999
						To: FR-290; 26-1335									
1335	0.19	260	R			From: 0.19 MS FR-290					NA		NA		1999
						To: FR-290; 26-1334									
1335	0.08	10	R			From: FR-290; 26-1334					NA		NA		1999
						To: Dead End									
1336	0.09	110	R			From: 26-1334					NA		NA		1999
						To: 26-1337									
						From: Dead End									
1337	0.12	90	R			To: 26-1336					NA		NA		1999
						From: 26-1335									
1338	0.20	140	R			To: Cul-de-Sac					NA		NA		1993
						From: SR 226									
1340	0.15	520	R			To: 26-1341					NA		NA		1999
						From: 26-1341									
1340	0.09	200	R			To: 26-1342					NA		NA		1999
						From: 26-1342									
1340	0.12	70	R			To: Dead End					NA		NA		1999
						From: 26-1343									
1341	0.17	110	R			To: 26-1340					NA		NA		1999
						From: 26-1343									
1342	0.20	150	R			To: 26-1340					NA		NA		1999
						From: 26-1341									
1343	0.09	60	R			To: 26-1342					NA		NA		1999
						From: SR 226									
1344	0.09	350	R			To: 26-1345					NA		NA		1999
						From: 26-1345									
1344	0.09	260	R			To: 26-1346					NA		NA		1999
						From: Dead End									
1345	0.06	48	R			To: 26-1344					NA		NA		1999
						From: 26-1344									
1345	0.04	40	R			To: Dead End					NA		NA		1999
						From: Dead End									
1346	0.07	50	R			To: 26-1344					NA		NA		1999

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						2Axle	3+Axle	1Trail	2Trail						
Dinwiddie County															
1346	0.04	200	R			From: 26-1344					NA	NA			1999
1346	0.01	20	R			To: 26-1347					NA	NA			1999
						From: Dead End									
1347	0.17	140	R			To: 26-1346					NA	NA			1999
						From: 26-1305					NA	NA			1999
1348	0.04	110	R			To: 26-1308					NA	NA			1999
1348	0.04	120	R			From: 26-1307					NA	NA			1999
1348	0.04	130	R			To: 26-1304					NA	NA			1999
1348	0.04	160	R			From: 26-1302					NA	NA			1999
1349	0.04	260	R			To: 26-1308					NA	NA			1999
1349	0.04	220	R			From: 26-1307					NA	NA			1999
1349	0.04					To: 26-1304									
1350	0.04	150	R			From: 26-1305					NA	NA			1999
1350						To: 26-1308									
1352	0.19	290	R			From: 26-601					NA	NA			1999
1352	0.10	110	R			To: 26-1354					NA	NA			1999
1352						From: Cul-de-Sac									
1353	0.19	250	R			To: 26-601					NA	NA			1999
1353	0.10	90	R			From: 26-1354					NA	NA			1999
1353						To: Cul-de-Sac									
1354	0.08	50	R			From: 26-1352					NA	NA			1999
1354	0.12	80	R			To: 26-1353					NA	NA			1993
1354	0.07	60	R			From: 26-1390					NA	NA			1993
1354						To: Dead End									
1355	0.18	290	R			From: 26-601					NA	NA			1993
1355	0.07	90	R			To: 26-1356					NA	NA			1999
1355	0.10	60	R			From: 26-1367					NA	NA			1999
1355	0.28	NA				To: 26-1368					NA	NA			
1355	0.13	290	R			From: 26-1369					NA	NA			1999
1355						To: 26-601 WEST									

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						2Axle	3+Axle	1Trail	2Trail						
Dinwiddie County															
(1356)	0.09	90	R			From: Dead End					NA		NA		1993
(1356)	0.06	60	R			From: 26-1355					NA		NA		1993
						To: Dead End									
(1357)	0.26	90	R			From: 26-1358					NA		NA		1995
(1357)	0.13	260	R			From: 26-1360					NA		NA		1995
(1357)	0.08	320	R			From: 26-1359					NA		NA		1993
						To: 26-601									
(1358)	0.03	4	R			From: Dead End					NA		NA		1995
(1358)	0.07	170	R			From: 26-1357					NA		NA		1995
(1358)	0.08	670	R			From: 26-1360 Gap Ter					NA		NA		1993
						From: 26-1359 Gap Ter									
						To: 26-601									
(1359)	0.04	40	R			From: Dead End					NA		NA		1999
(1359)	0.10	460	R			From: 26-1364					NA		NA		1999
(1359)	0.29	270	R			From: 26-1357					NA		NA		1993
(1359)	0.22	340	R			From: 26-1358					NA		NA		1993
(1359)	0.10	340	R			From: 26-1387					NA		NA		1993
						To: 26-1385									
(1360)	0.23	NA				From: 26-1357					NA		NA		
						To: 26-1358									
(1361)	0.14	NA				From: 26-1366					NA		NA		
						To: SR 226									
(1362)	0.12	110	R			From: 26-603					NA		NA		1999
						To: 26-1320									
(1363)	0.08	50	R			From: 26-1320					NA		NA		1999
						To: 26-1324									
(1364)	0.07	30	R			From: Dead End					NA		NA		1999
(1364)	0.21	360	R			From: 26-1365					NA		NA		1999
						To: 26-1359									
(1365)	0.11	150	R			From: 26-1364					NA		NA		1999
						To: Cul-de-Sac									
(1366)	0.46	NA				From: Dead End					NA		NA		
						To: Dead End									

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						2Axle	3+Axle	1Trail	2Trail						
Dinwiddie County															
(1367)	0.04	20	R			From: 26-1355					NA		NA		1999
						To: Cul-de-Sac									
(1368)	0.05	30	R			From: Cul-de-Sac					NA		NA		1999
						To: 26-1355									
(1369)	0.04	30	R			From: 26-1355					NA		NA		1999
						To: Cul-de-Sac									
(1370)	0.16	70	R			From: 26-1371					NA		NA		1993
						To: 26-672									
(1371)	0.18	100	R			From: Cul-de-Sac					NA		NA		1993
						To: 26-1370									
(1371)	0.07	230	R			From: 26-672					NA		NA		1993
						To: 26-672									
(1372)	0.09	NA				From: US 1					NA		NA		
						To: 26-1373 EAST-WEST									
(1373)	0.44	NA				From: 26-1372 EAST-WEST					NA		NA		
						To: Shadow of:727580									
(1375)	0.13	130	R			From: 26-1382					NA		NA		1999
						To: Cul-de-Sac									
(1376)	0.07	60	R			From: Cul-de-Sac					NA		NA		1999
						To: 26-1381									
(1377)	0.07	60	R			From: Cul-de-Sac					NA		NA		1999
						To: 26-1381									
(1378)	0.11	NA				From: Cul-de-Sac					NA		NA		
						To: 26-1379									
(1379)	0.10	NA				From: 26-1380					NA		NA		
						To: Dead End									
(1380)	0.31	130	R			From: Dead End					NA		NA		1999
						To: SR 226 Woodstream Dr									
(1380)	0.53	NA				From: Dead End					NA		NA		
						To: Dead End									
(1381)	0.43	430	R			From: Dead End					NA		NA		1999
						To: SR 226									
(1382)	0.27	NA				From: Dead End					NA		NA		
						To: 26-1381									
(1383)	0.08	NA				From: 26-1382					NA		NA		
						To: Cul-de-Sac									
(1384)	0.15	NA				From: 26-1382					NA		NA		
						To: SR 226; 1384 YELLOWSTONE DR									

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						2Axle	3+Axle	1Trail	2Trail						
Dinwiddie County															
(1385)	0.30	380	R			From: Dead End					NA		NA		1995
(1385)	0.13	360	R			To: 26-1386					NA		NA		1995
(1385)	0.11	700	R			From: 26-1359					NA		NA		1993
(1385)						To: 26-601									
(1386)	0.14	NA				From: Cul-de-Sac					NA		NA		
(1386)						To: 26-1385									
(1387)	0.12	NA				From: 26-1386					NA		NA		
(1387)						To: 26-1359									
(1388)	0.03	10	R			From: Dead End					NA		NA		1999
(1388)	0.07	170	R			To: 26-1389					NA		NA		1999
(1388)						From: 26-1385									
(1389)	0.10	100	R			From: 26-1388					NA		NA		1999
(1389)						To: Cul-de-Sac									
(1390)	0.09	430	R			From: 26-601					NA		NA		1993
(1390)	0.10	340	R			To: 26-1391					NA		NA		1993
(1390)	0.08	240	R			From: 26-1354					NA		NA		1993
(1390)	0.06	70	R			To: 26-1392					NA		NA		1993
(1390)						From: Cul-de-Sac									
(1391)	0.06	40	R			To: 26-1390					NA		NA		1993
(1392)	0.06	80	R			From: Cul-de-Sac					NA		NA		1993
(1392)						To: 26-1390									
(1397)	0.05	NA				From: Dead End/					NA		NA		
(1397)						To: 26-01380(B)/									
(1398)	0.06	NA				From: Dead End/					NA		NA		
(1398)						To: 26-01380(B)/									
(1401)	0.41	160	R			From: Dead End					NA		NA		1999
(1401)						To: US 1									
(1402)	0.10	180	R			From: US 1 SOUTH					NA		NA		1999
(1402)	0.15	170	R			To: 26-619					NA		NA		1999
(1402)						From: US 1 NORTH									
(1403)	0.11	20	R			To: 26-703					NA		NA		1999
(1403)						From: Dead End									

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						2Axle	3+Axle	1Trail	2Trail						
Dinwiddie County															
(1404)	0.06	40	R	From: 26-619							NA	NA			1999
				To: Dead End											
(1405)	0.20	190	R	From: 26-627							NA	NA			1999
(1405)	0.16	60	R	From: 26-1406							NA	NA			1999
				To: Dead End											
(1406)	0.43	90	R	From: 26-1405							NA	NA			1999
				To: Cul-de-Sac											
(1407)	0.50	190	R	From: Dead End							NA	NA			1999
				To: 26-627											
(1410)	0.08	470	R	From: 26-626							NA	NA			1999
(1410)	0.06	380	R	From: 26-1411							NA	NA			1999
(1410)	0.11	280	R	From: 26-1412							NA	NA			1999
(1410)	0.07	80	R	From: 26-1413 SOUTH							NA	NA			1999
(1410)	0.05	7	R	From: 26-1413 NORTH							NA	NA			1999
				To: Dead End											
(1411)	0.12	70	R	From: Cul-de-Sac							NA	NA			1999
				To: 26-1410											
(1412)	0.12	70	R	From: 26-1410							NA	NA			1999
				To: Dead End											
(1413)	0.28	120	R	From: 26-1410 SOUTH							NA	NA			1999
				To: 26-1410 NORTH											
(1414)	0.16	70	R	From: Dead End							NA	NA			1999
(1414)	0.13	120	R	From: 26-1415							NA	NA			1999
				To: 26-619											
(1415)	0.12	20	R	From: 26-1414							NA	NA			1999
				To: Dead End											
(1420)	0.15	NA		From: 26-00601(B)/							NA	NA			
				To: 26-01423(B)/											
(1421)	0.27	NA		From: Cul-de-Sac/							NA	NA			
				To: Cul-de-Sac/											
(1422)	0.04	NA		From: 26-01421(B)/							NA	NA			
				To: Cul-de-Sac/											
(1423)	0.22	NA		From: Dead End/							NA	NA			
				To: Dead End/											

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						2Axle	3+Axle	1Trail	2Trail						
Dinwiddie County															
(1424)	0.05	NA				From: Cul-de-Sac/					NA		NA		
						To: 26-01423(B)/									
(1425)	0.05	NA				From: Dead End/					NA		NA		
						To: 26-01423(B)/									
(1501)	0.17	150	R			From: 26-1504					NA		NA		1999
						To: 26-1502									
(1501)	0.29	390	R			From: 26-1502					NA		NA		1999
						To: US 460									
(1502)	0.08	80	R			From: 26-1501					NA		NA		1999
						To: 26-1503									
(1503)	0.12	70	R			From: 26-1502					NA		NA		1999
						To: Dead End									
(1504)	0.10	70	R			From: 26-1505					NA		NA		1999
						To: 26-1501									
(1504)	0.14	30	R			From: 26-1501					NA		NA		1999
						To: Dead End									
(1505)	0.10	60	R			From: 26-1504					NA		NA		1999
						To: Dead End									
(1509)	0.23	NA				From: 26-1510					NA		NA		
						To: Dead End									
(1510)	0.57	1100	R			From: 26-601					NA		NA		1999
						To: 26-1512									
(1510)	0.46	390	R			From: 26-1512					NA		NA		1999
						To: 26-1511									
(1510)	0.06	40	R			From: 26-1511					NA		NA		1999
						To: Dead End									
(1511)	0.04	40	R			From: 26-1510					NA		NA		1999
						To: Cul-de-Sac									
(1512)	0.10	110	R			From: 26-1510					NA		NA		1999
						To: 26-1513									
(1513)	0.13	80	R			From: 26-1509					NA		NA		1986
						To: 26-1512									
(1513)	0.15	160	R			From: 26-1512					NA		NA		1999
						To: 26-1514									
(1513)	0.13	70	R			From: 26-1514					NA		NA		1999
						To: Cul-de-Sac									
(1514)	0.05	40	R			From: Cul-de-Sac					NA		NA		1999
						To: 26-1513									
(1515)	0.13	540	R			From: 26-601					NA		NA		1999
						To: 26-1516									

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						2Axle	3+Axle	1Trail	2Trail						
Dinwiddie County															
(1515)	0.04	20	R			From: 26-1516					NA	NA			1999
						To: Dead End									
(1516)	0.12	80	R			From: Dead End					NA	NA			1999
						To: 26-1517									
(1516)	0.22	450	R			From: 26-1517					NA	NA			1999
						To: 26-1515									
(1517)	0.07	160	R			From: 26-1518					NA	NA			1999
						To: 26-1516									
(1518)	0.07	70	R			From: Dead End					NA	NA			1999
						To: 26-1517									
(1518)	0.10	80	R			From: 26-1517					NA	NA			1999
						To: Dead End									
(1530)	0.07	49	R			From: Dead End					NA	NA			1993
						To: 26-1531									
(1530)	0.09	50	R			From: 26-1531					NA	NA			1993
						To: 26-751									
(1531)	0.23	80	R			From: 26-1530					NA	NA			1993
						To: 26-751									
(9116)	0.14	380	R			From: 26-751					NA	NA			1999
						To: Cul-de-Sac									
Town of McKenney															
(9117)	0.04	49	R			From: MCKENNY HIGH SCH					NA	NA			1999
						To: 26-614									
Dinwiddie County															
(9118)	0.07	330	R			From: DINWIDDIE ELEM SCH					NA	NA			1993
						To: 0.07 MN US 1									
(9118)	0.05	40	R			From: 0.07 MN US 1					NA	NA			1999
						To: 0.13 MN US 1									
(9118)	0.09	130	R			From: 0.13 MN US 1					NA	NA			1999
						To: 0.22 MN US 1									
(9118)	0.09	120	R			From: 0.22 MN US 1					NA	NA			1999
						To: US 1									
Town of McKenney															
(9119)	0.02	30	R			From: 26-1001					NA	NA			1999
						To: 0.03 MN 26-1001									
(9119)	0.10	40	R			From: 0.03 MN 26-1001					NA	NA			1999
						To: Cul-de-Sac									
Dinwiddie County															
(9535)	0.23	480	R			From: US 1					NA	NA			1999
						To: 0.24 MN US 1									
(9535)	0.20	480	R			From: 0.24 MN US 1					NA	NA			1999
						To: 0.43 MN US 1									
(9535)	0.13	270	R			From: 0.43 MN US 1					NA	NA			1999
						To: US 1									

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						2Axle	3+Axle	1Trail	2Trail						
Dinwiddie County															
9920	0.10	180	R			From: Cul-de-Sac To: 26-751					NA		NA		1986
9921	0.11	480	R			From: US 460 To: US 460; 26-684					NA		NA		1999
9922	0.11	6	R			From: US 1 To: EASTSIDE ELEM SCH					NA		NA		1993
9923	0.05	240	R			From: DINWIDDIE HIGH SCH To: 0.06 MN 26-627					NA		NA		1993
9923	0.13	570	R			From: 0.18 MN 26-627 To: 0.33 MN 26-627					NA		NA		1999
9923	0.15	230	R			From: 0.33 MN 26-627 To: 26-627					NA		NA		1999
608 74	0.31	1000	N	96%	0%	2%	1%	1%	0%	N	100	N	1100	N	2001
608 74	1.00	1300	G	98%	0%	1%	0%	1%	0%	C	140	G	1300	G	2001
City of Petersburg															
4 123	Wells Rd	0.41	2600	G	91%	1%	4%	1%	4%	0%	C	NA	2700	G	2001
9002 123	Halifax Rd	0.18	7500	G	95%	1%	2%	1%	1%	0%	F	NA	7800	G	2001
9002 123	Halifax St	0.58	6000	G	95%	1%	2%	1%	1%	0%	F	NA	6300	G	2001
9002 123	Halifax St	0.19	6000	G	95%	1%	2%	1%	1%	0%	F	NA	6300	G	2001
9002 123	Halifax St	0.37	9400	G	95%	1%	2%	1%	1%	0%	F	NA	9800	G	2001
9002 123	Halifax St	0.25	10000	G	95%	1%	2%	1%	1%	0%	F	NA	10000	G	2001
9002 123	Halifax St	0.04	10000	G	95%	1%	2%	1%	1%	0%	F	NA	11000	G	2001
9002 123	Halifax St	0.28	5900	G	95%	1%	2%	1%	1%	0%	C	NA	6100	G	2001
9002 123	Union St	0.12	4100	G							NA		4300	G	2001
9002 123	Union St	0.17	2200	G	95%	0%	3%	1%	1%	0%	C	NA	2300	G	2001
9004 123	Defense Rd	0.47	2800	G	97%	1%	1%	0%	1%	0%	C	NA	2900	G	2001
9004 123	Defense Dr	1.77	6600	G	98%	1%	1%	0%	0%	0%	F	NA	6900	G	2001
9004 123	South Boulevard	0.92	8200	G	98%	1%	1%	0%	0%	0%	C	NA	8500	G	2001

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						2Axle	3+Axle	1Trail	2Trail						
City of Petersburg															
9004 123 South Boulevard	0.18	4900	G	98%	1%	1%	0%	0%	0%	F	NA	5100	G	2001	
				From:	S. Sycamore St										
				To:	Crater Rd										
9004 123 South Boulevard	0.72	2500	G	98%	1%	1%	0%	0%	0%	F	NA	2600	G	2001	
				From:	Anderson St										
				To:	Halifax Rd										
9006 123 Flank Rd	0.96	1600	G	97%	1%	1%	1%	1%	0%	C	NA	1700	G	2001	
				From:	Johnson Rd										
				To:	Birdsong Rd										
9006 123 Flank Rd	0.75	2800	G	97%	1%	1%	1%	1%	0%	F	NA	2900	G	2001	
				From:	Fort Hayes Dr										
				To:	Flank Rd N										
9006 123 Flank Rd (1-Way)	0.13	1900	G	96%	1%	1%	1%	1%	0%	C	NA	2000	G	2001	
				From:	US 301 S Crater Rd										
				To:	US 301 S Crater Rd										
9008 123 Rives Rd	0.55	6400	G	97%	0%	1%	1%	1%	0%	C	NA	6700	G	2001	
				From:	I-95										
				To:	ECL Petersburg										
9009 123 Dupuy Rd	1.24	530	G	98%	1%	1%	0%	0%	0%	F	NA	560	G	2001	
				From:	SR 142 Boydton Plank Rd										
				To:	Grigg St										
9009 123 Dupuy St	0.58	2500	G	98%	1%	1%	0%	0%	0%	F	NA	2600	G	2001	
				From:	Youngs Rd										
				To:	S. South St										
9009 123 Farmer St	0.86	2100	G	98%	1%	1%	0%	0%	0%	C	NA	2200	G	2001	
				From:	Halifax St										
				To:	S Crater Rd										
9010 123 Wagner Rd	0.73	12000	G	96%	1%	2%	0%	1%	0%	C	NA	13000	G	2001	
				From:	I-95										
				To:	I-95										
9010 123 Wagner Rd	1.60	9800	G	95%	1%	2%	2%	1%	0%	C	NA	10000	G	2001	
				From:	County Dr										
				To:	SCL Petersburg										
9011 123 Squirrel Level Rd	0.82	840	G	96%	0%	2%	1%	1%	0%	C	NA	880	G	2001	
				From:	Wells Rd										
				To:	Ramp To I-85										
9011 123 Squirrel Level	0.20	6800	G	96%	2%	1%	0%	1%	0%	F	NA	7100	G	2001	
				From:	Boydton Plank Rd										
				To:	Dupuy Rd										
9012 123 Lee Ave	0.56	4100	G	96%	2%	1%	1%	0%	0%	C	NA	4300	G	2001	
				From:	West St										
				To:	Halifax St										
9012 123 Porterville St	0.15	2300	G	96%	1%	2%	1%	0%	0%	F	NA	2400	G	2001	
				From:	Harding St										
				To:	Harrison St										
9012 123 New St	0.18	1700	G	96%	1%	2%	1%	0%	0%	C	NA	1700	G	2001	
				From:	New St										
				To:	Corling St										
9012 123 Harrison St	0.03	1600	G	96%	1%	2%	1%	0%	0%	F	NA	1700	G	2001	
				From:	New St										
				To:	Corling St										

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						2Axle	3+Axle	1Trail	2Trail						
City of Petersburg															
(9012/123) Corling St	0.09	620	G	96%	1%	2%	1%	0%	0%	F	NA	650	G	2001	
				From: Harrison St											
(9012/123) Graham Rd	0.83	7800	G	97%	0%	1%	1%	1%	0%	F	NA	8100	G	2001	
				To: S. Sycamore St											
(9012/123) Graham Rd	0.14	10000	G	97%	0%	1%	1%	1%	0%	C	960	G	11000	G	2001
				From: Ramp From I-95											
				To: Crater Rd											
(9013/123) Halifax Rd	1.76	3000	G	92%	1%	3%	1%	3%	0%	C	NA	3200	G	2001	
				From: SCL Petersburg											
(9013/123) Halifax Rd	0.91	760	G	96%	1%	1%	1%	1%	0%	C	NA	800	G	2001	
				To: Wells Rd											
				To: Boydton Plank Rd											
(9015/123) Johnson Rd	0.01	3000	G	99%	0%	1%	0%	0%	0%	F	NA	3100	G	2001	
				From: SCL Petersburg											
(9015/123) Johnson Rd	0.54	1300	G	99%	0%	1%	0%	0%	0%	C	NA	1300	G	2001	
				To: Flank Rd											
(9015/123) Johnson Rd	1.39	6900	G	99%	0%	1%	0%	0%	0%	F	NA	7200	G	2001	
				From: Birdsong Rd											
(9015/123) Johnson Rd	0.46	4400	G	99%	0%	1%	0%	0%	0%	F	NA	4600	G	2001	
				To: South Blvd											
(9015/123) Johnson Rd	0.37	3600	G	96%	2%	2%	0%	0%	0%	C	NA	3800	G	2001	
				From: North Blvd											
(9015/123) High Pearl St	0.20	3700	G	99%	0%	1%	0%	0%	0%	F	NA	3800	G	2001	
				From: St Luke St											
(9015/123) High Pearl St	0.08	3600	G	93%	2%	4%	0%	1%	0%	F	NA	3700	G	2001	
				From: Virginia Ave											
(9015/123) Harding St	0.22	2300	G	93%	2%	4%	0%	1%	0%	C	NA	2400	G	2001	
				To: ST Matthew St											
				From: ST Matthews St											
(9015/123) Harding St	0.27	790	G	93%	2%	4%	0%	1%	0%	F	NA	830	G	2001	
				To: Porterville St											
				From: Portersville St											
				To: Halifax St											
(9017/123) Birdsong Rd	0.62	550	G	97%	0%	2%	0%	1%	0%	C	NA	570	G	2001	
				From: SCL Petersburg											
				To: Johnson Rd											
(9021/123) N Sycamore St	0.18	3900	G	92%	0%	0%	6%	2%	0%	C	NA	4100	G	2001	
				From: W Washington St											
(9021/123) N Sycamore St	0.11	6800	G	92%	0%	0%	6%	2%	0%	F	NA	7100	G	2001	
				From: W Tabb St											
(9021/123) Sycamore St	0.04	3100	G								NA	3300	G	2001	
				From: E Bank St											
				To: Bollingbrook St											
(9023/123) North Blvd	0.57	2800	G	94%	2%	1%	1%	2%	0%	C	NA	2900	G	2001	
				From: Johnson Rd											
				To: S Sycamore St											
(9025/123) Virginia Ave	0.05	220	G	93%	2%	3%	2%	1%	0%	F	NA	230	G	2001	
				From: Gates Lane											
(9025/123) Virginia Ave	0.06	380	G	93%	2%	3%	2%	1%	0%	F	NA	390	G	2001	
				To: Jefferson Lane											
(9025/123) Virginia Ave	0.11	520	G	93%	2%	3%	2%	1%	0%	C	NA	540	G	2001	
				From: Diamond Street											
(9025/123) Virginia Ave	0.32	2200	G	94%	2%	2%	1%	2%	0%	C	NA	2300	G	2001	
				To: Harding Street											
				To: Halifax Street											

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						2Axle	3+Axle	1Trail	2Trail						
City of Petersburg															
9025 123 Young Ave	0.20	2300	G	From: Halifax Street 94%	1%	2%	2%	1%	0%	C	NA	2400	G	2001	
9025 123 Young Ave	0.11	3200	G	To: Arlington Street 93%	1%	1%	4%	1%	0%	C	NA	3300	G	2001	
9025 123 S West St	0.28	3700	G	From: West Street Young Avenue 95%	1%	1%	1%	2%	0%	C	NA	3900	G	2001	
9025 123 S West St	0.23	4700	G	To: Augusta Avenue 94%	1%	2%	2%	1%	0%	F	NA	4900	G	2001	
9025 123 S West St	0.14	4200	G	From: Farmer St 94%	1%	2%	2%	1%	0%	F	NA	4400	G	2001	
9025 123 S West St	0.07	2900	G	To: W Wythe St 94%	1%	2%	2%	1%	0%	F	NA	3000	G	2001	
9027 123 S West St	0.63	1200	G	From: Halifax St 96%	1%	2%	0%	1%	0%	C	NA	1200	G	2001	
9029 123 S. South St	0.36	2800	G	To: Young Ave 93%	1%	1%	2%	4%	0%	C	NA	2900	G	2001	
9029 123 S. South St	0.09	8800	G	From: US 1 Wythe St 98%	0%	1%	0%	0%	0%	F	NA	9200	G	2001	
9029 123 N. South St	0.20	8200	G	To: Washington St 98%	0%	1%	0%	0%	0%	F	NA	8500	G	2001	
9029 123 High St	0.02	1900	G	From: High St 98%	0%	1%	0%	0%	0%	F	NA	2000	G	2001	
9029 123 Canal St	0.20	8000	G	To: N South St 98%	0%	1%	0%	0%	0%	C	NA	8300	G	2001	
9031 123 Byrne St	0.40	750	G	From: Canal St 94%	3%	3%	0%	0%	0%	C	NA	790	G	2001	
9031 123 S. Market St	0.03	2800	G	To: High St 94%	3%	3%	0%	0%	0%	F	NA	3000	G	2001	
9031 123 S. Market St	0.09	4400	G	From: Brown St 94%	3%	3%	0%	0%	0%	F	NA	4600	G	2001	
9033 123 Apollo St	0.14	2500	G	To: Wythe St 97%	1%	1%	0%	1%	0%	F	NA	2600	G	2001	
9033 123 Jefferson St	0.58	3100	G	From: Sycamore St 97%	1%	1%	0%	1%	0%	C	NA	3200	G	2001	
9033 123 Henry St	0.04	1300	G	To: Jefferson St 97%	1%	1%	0%	1%	0%	F	NA	1300	G	2001	
9038 123 Puddledock Rd	0.40	4600	G	From: 3rd Street 87%	0%	4%	5%	4%	0%	C	NA	4800	G	2001	
9046 123 High St	0.58	1800	G	To: E Washington St 97%	0%	2%	1%	0%	0%	C	NA	3700	G	2001	
9046 123 W Bank St	0.14	2800	G	From: ECL Petersburg 97%	0%	2%	1%	0%	0%	C	NA	3700	G	2001	
9046 123 E Bank St	0.11	3600	G	To: Canal St 97%	0%	2%	1%	0%	0%	C	NA	3700	G	2001	
9046 123 E Bank St	0.11	3600	G	From: N Market St 97%	0%	2%	1%	0%	0%	C	NA	3700	G	2001	
9046 123 E Bank St	0.11	3600	G	To: N Manket St 97%	0%	2%	1%	0%	0%	C	NA	3700	G	2001	
9046 123 E Bank St	0.11	3600	G	From: N Sycamore St 97%	0%	2%	1%	0%	0%	C	NA	3700	G	2001	
9046 123 E Bank St	0.11	3600	G	To: 2Nd St 97%	0%	2%	1%	0%	0%	C	NA	3700	G	2001	

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						2Axle	3+Axle	1Trail	2Trail						
City of Petersburg															
9046 123 Bank St	0.25	3000	G	From: US 301 N Crater Rd	93%	1%	3%	1%	2%	0%	C	NA	3100	G	2001
9046 123 Bank St	0.21	3100	G	To: East St	93%	1%	3%	1%	2%	0%	F	NA	3300	G	2001
9048 123 W Tabb St	0.09	1500	G	From: SR 36 E Washington St	90%	0%	0%	7%	2%	1%	F	NA	1600	G	2001
9048 123 W Tabb St	0.06	4900	G	To: N Market St	90%	0%	0%	7%	2%	1%	F	NA	5100	G	2001
9048 123 E Tabb St	0.12	1000	G	From: Union St	90%	0%	0%	7%	2%	1%	C	NA	1100	G	2001
9053 123 Baylors Ln	0.65	1900	G	To: N Sycamore St	96%	2%	1%	0%	0%	0%	C	NA	2000	G	2001
9055 123 Madison St	0.05	2400	G	From: N Adams St								NA	2500	G	2001
9055 123 Madison St	0.18	1500	G	To: Defense Rd								NA	1500	G	2001
9055 123 Madison St	0.07	1000	G	From: Halifax St								NA	1100	G	2001
9057 123 Fifth St	0.05	520	G	To: E Washington St								NA	540	G	2001
9057 123 Fifth St	0.08	560	G	From: Franklin St	76%	2%	5%	7%	10%	1%	C	NA	580	G	2001
9059 123 Flank Rd N	0.20	NA		To: E Bank St								NA	NA		
9065 123 S Adams St	0.10	4400	G	From: Bollingbrook St								NA	4600	G	2001
Accomack St	6.32	320	G	To: River St								NA	330	G	2001
Cameron St	6.32	410	G	From: Flank Rd One-Way								NA	430	G	2001
Culpeper Ave	6.32	430	G	To: US 301 S Crater Rd								NA	440	G	2001
Custer St	6.32	500	G	From: E Wythe St								NA	520	G	2001
Darby Dr	6.32	150	G	To: E Washington St								NA	160	G	2001
E Washington St	0.00	13000	G	From: 6Th St								NA	13000	G	2001
Gordon Dr	6.32	340	G	To: 7Th St								NA	350	G	2001
Homestead Dr	6.32	1000	G	From: Old Church St								NA	1100	G	2001
				To: Center St											
				From: Prince George Ave											
				To: Brunswick St											
				From: Halifax Rd											
				To: Hawk St											
				From: Busby St											
				To: Halcun Dr											
				From: N Crater Rd											
				To: I-95											
				From: Dering Rd											
				To: Hoke Dr											
				From: Valley Dr											
				To: Midland Rd											

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						2Axle	3+Axle	1Trail	2Trail						
City of Petersburg															
Jefferson St	6.32	3200	G			From: Filmore St					NA		3300	G	2001
						To: ST Andrews St									
Kirkham Street	6.32	490	G			From: Bolling Street					NA		510	G	2001
						To: Chestnut Street									
North Park Dr	6.32	1300	G			From: Nivram St					NA		1300	G	2001
						To: Retang Rd									
Oakmont Dr	6.32	130	G			From: Homestead Dr					NA		130	G	2001
						To: Midland Rd									
Old Church St	6.32	330	G			From: Bollingbrook St					NA		340	G	2001
						To: Miller St									
Patterson Ave	6.32	1100	G			From: Floyd St					NA		1100	G	2001
						To: Carver St									
Pleasants Ln	6.32	1300	G			From: Valor Dr					NA		1300	G	2001
						To: Dupuy Rd									
Richmond Ave	6.32	790	G			From: Ash St					NA		830	G	2001
						To: Nash St									
Rollingwood Rd	6.32	60	G			From: Valley St					NA		70	G	2001
						To: Homestead Dr									
South Park Dr	6.32	1700	G			From: Forest Hill Rd					NA		1700	G	2001
						To: West Park Dr									
St Matthew St	6.32	3200	G			From: High Pearl St					NA		3400	G	2001
						To: Harding St									
Talley Ave	6.32	800	G			From: Custer St					NA		830	G	2001
						To: Edmonds Ct									