2009

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

where available

Special Locality Report 123

City of Petersburg

Information in this report is included in Report

26

(Dinwiddie County)

Prepared By

Virginia Department of Transportation Traffic Engineering Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Traffic Engineering Division Traffic Monitoring Section

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

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

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

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

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

Publication Notes

Parallel Roads

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

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

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

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

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

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

Glossary of Terms:

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

Length: Length of the traffic segment in miles.

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

QA: Quality of AADT:

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

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

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

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

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

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

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

QC: Quality of Classification Data:

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

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

QK: Quality of the K Factor estimate:

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

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

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

QW: Quality of AAWDT:

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

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

Route Shield Legend

Route Systems

North 81	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
29	US Route	
7	Virginia State Rou	te
(F241)	Frontage Road (F	precedes frontage route number)
(600)	Secondary Route	

Special Routes

Bus	Bus - Business Route
29	Bypas - Bypass Route
	Truck - Truck Route
ALT	ALT - Alternate Route
(220)	Wye - Wye Route connector

- P Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.
- The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

		City	of Petersb	urq												
Route	Jurisdiction	l ength	AADT	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	. OM
							2Axle	3+Axle	1Trail	2Trail		Factor		Factor	, , , , , , ,	
Bus	From:		CL Petersbur								_					_
1 460 Washington St	City of Petersb	ourg 0.40	13000	G	98%	0%	1%	1%	1%	0%	F	NA			14000	G
Bus	Ta: From:		Summit St													
1 (460) Washington St	City of Petersb	ourg 0.18	13000	G	98%	0%	1%	1%	1%	0%	F	NA			14000	G
Bus	To: From:		Elm St													
1 (460) Washington St	City of Petersb	ourg 0.57	14000	G	96%	1%	1%	1%	1%	0%	F	0.085	F		16000	G
\hookrightarrow	To:		1 Par; Wythe													
Bus	From:	US 1 Par, Wasi				40/		40/	407	00/	_	0.000	_		2000	_
1 460 Wythe St	City of Petersb	•	7600	G	96%	1%	1%	1%	1%	0%	С	0.082	F		8300	G
~ ~	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	16000	G	96%	1%	1%	1%	1%	0%	F	NA			18000	G
Bus	To- From:		Perry St													
1 460 Wythe St	City of Petersb	ourg 0.15	9200	G	96%	1%	1%	1%	1%	0%	F	NA			10000	G
,	Combined Traffic Estimates for 2 Parallel	•	19000	G	96%	1%	1%	1%	1%	0%	F	NA			20000	G
	To	<u> </u>	36 Market S	14												
Bus	From:															
1 (460) (36) Wythe St	City of Petersb	ourg 0.20	9900	G	96%	1%	1%	1%	1%	0%	F	NA			11000	G
ALT Bus	Too From:	ALT U	S 301 Sycam	ore St												
1 301 460 36 Wythe St	City of Petersb	ourg 0.20	12000	G	96%	1%	1%	1%	1%	0%	F	NA			13000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	27000	G	95%	1%	1%	1%	2%	0%	F	NA			29000	G
	То:	Bus U	S 460 Jeffers	on St												
ALT	From:		JS 460 Wyth													
1)(301)Jefferson St	City of Petersb	ourg 0.09	3900	G	96%	1%	1%	1%	1%	0%	F	0.082	F	0.687	4300	G
ALT	To: From:	Bus US 46	60 Par, Wash	ington S	St											
1 301 Jefferson St	City of Petersb	ourg 0.26	790	G	96%	1%	1%	1%	1%	0%	F	0.096	F	0.674	860	G
\bigcirc	To:		Henry St													
ALT (1) (301) 3rd St	City of Petersb	ourg 0.05	330	G	96%	1%	1%	1%	1%	0%	F	0.115	F	0.573	350	G
1 301 3rd St	To T				3070	170	170	170	170	070	•	0.110	'	0.575	330	J
ALT	From:		301 Par, Bank	St												
1)(301)3rd St	City of Petersb	•	400	G	96%	1%	1%	1%	1%	0%	F	0.11	F	0.634	430	G
<u> </u>	To:		1 Bollingbro													
ALT Dalling share	el. Ct		1; 3RD STR		000/	00/	40/	00/	007	00/	_	0.400	F	0.05	E400	_
1 301 301 36 Bollingbro	ok St City of Petersb	-	4600	G	98%	0%	1%	0%	0%	0%	F	0.122	F	0.85	5100	G
~~~	To: From:	US 1 Par; US														
1)(301)2nd St	City of Petersb	U	13000	G	99%	0%	0%	0%	0%	0%	F	NA			13000	G
<del></del>	To:	SCL	Colonial Hei	ghts												
Bus	From:		the St Batters											_		
(1) (460) Washington St	City of Petersb	•	8500	G	97%	1%	1%	1%	1%	0%	F	0.089	F		9300	G
·- ·	Combined Traffic Estimates for 2 Parallel			G	96%	1%	1%	1%	1%	0%	F	NA			18000	G
	To:	123	8-9025 West	St												

# 2009 Annual Average Daily Traffic Volume Estimates By Section of Route City of Petersburg

			or Peters					Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Bus	From:	123	3-9025 Wes	t St												
(1) (460) Washington St	City of Petersburg	0.40	9100	G	97%	1%	1%	1%	1%	0%	F	0.089	F		9900	G
	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	17000	G	97%	1%	1%	1%	1%	0%	F	NA			18000	G
	To:	123	-9029 Soutl	h St			<u> </u>									
Bus 1 (460) Washington St	City of Petersburg	0.27	9500	G	97%	1%	1%	1%	1%	0%	С	0.087	F		10000	G
1 460 Washington St	Combined Traffic Estimates for 2 Parallel Roa			G	96%	1%	1%	1%	1%	0%	F	NA	'		20000	G
	Combined Trainic Estimates for 21 drainer Noa				30 /6	1 70	1 70	1 70	1 /0	076	'	INA			20000	J
Bus	From:		Guarantee S													
(460) Washington St	City of Petersburg	0.24	9500	G	97%	1%	1%	1%	1%	0%	F	0.088	F		10000	G
<u> </u>	Combined Traffic Estimates for 2 Parallel Roa			G	96%	1%	1%	1%	1%	0%	F	NA			20000	G
	To: From:	BUS US 46 SR 36; Bus U														
1 (36) Market St	City of Petersburg	0.38	3300	G	97%	1%	1%	0%	0%	0%	С	0.089	F		3600	G
1) (36)	To:		36 Grove A		0.70	.,,		0,0	0,0	0,0	Ū	0.000	•		0000	Ū
~~ ~	From:		36; Market													
( _] ) ( ₃₆ ) Old St	City of Petersburg	0.13	3500	G	97%	1%	1%	0%	0%	0%	F	0.094	F		3800	G
<del>~ ~</del>	To: From:		Sycamore S Old St	t												
Sycamore St	City of Petersburg	0.04	3400	G	97%	1%	1%	0%	0%	0%	F	0.094	F		3700	G
36 Sycamore St	Tn:		ollingbrook		0.70	.,0		0,0	0,0	0,0	•	0.00	•		0.00	Ū
~~ <u> </u>	From:		Sycamore S													
Bollingbrook St	City of Petersburg	0.10	3500	G	97%	1%	1%	0%	0%	0%	F	0.088	F	0.772	3800	G
<del>*</del> *	Tn·	US 1	, US 301 21	nd St												
	From:		CL Petersbu													
36) Fleet St	City of Petersburg	0.12	7900	G	99%	0%	0%	0%	0%	0%	С	0.088	F		8400	G
<u> </u>	From:		Grove Ave Fleet St				-									
(36) Grove Ave	City of Petersburg	0.54	3000	G	97%	0%	1%	1%	0%	0%	С	0.101	F	0.609	3200	G
30)	To:	US	Par, Mark	et St												
	From:		US 1													
36) ( p ) Market St	City of Petersburg	0.38	3300	G	97%	1%	1%	0%	0%	0%	С	0.089	F		3600	G
<u>~</u> ~	To- From:	US 1 Par; BUS		_												
(36) Market St	City of Petersburg	0.11	5700	G	99%	0%	0%	0%	0%	0%	F	0.09	F	0.769	6100	G
Pue	To: From:	US 1, Bu	ıs US 460 V	Wythe St												
36) (1) (460) Wythe St	City of Petersburg	0.20	9900	G	96%	1%	1%	1%	1%	0%	F	NA			11000	G
36) (1) (460) (1) (11)	5.ly 5. 1 5.61-65 a.lg					.,,		. , 0	.,0	0,0	•					Ū
ALT Bus	for From:		S 301 Sycar													
36) (1) (301) (460) Wythe St		0.20	12000	G	96%	1%	1%	1%	1%	0%	F	NA			13000	G
~ ~ ~ ~	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	27000	G	95%	1%	1%	1%	2%	0%	F	NA			29000	G
Bus	To: From:	]	Bus US 460	)												
36) (460) Wythe St	City of Petersburg	0.20	16000	G	97%	1%	1%	1%	1%	0%	С	0.087	F		17000	G
30) (400) 7 30	Combined Traffic Estimates for 2 Parallel Roa			G	95%	1%	1%	1%	2%	0%	F	NA	•		34000	G
	23	and the state.	5.500		00/0	. 70	1 /0	. 70	_ /0	J / U		. 4/ 1			0.000	9

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# 2009 Annual Average Daily Traffic Volume Estimates By Section of Route City of Petersburg

			or Feters	<i>D</i> G. G				Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Bus	From:		I-85, I-95				2////	JTANE	IIIali	ZIIali		i actor		i actor		
(36) (460) Wythe St	City of Petersburg	0.30	11000	G	97%	1%	1%	1%	1%	0%	F	0.079	F		12000	G
(36) (460) 11 7 11 10 31	Combined Traffic Estimates for 2 Parallel Roadways			G	95%	1%	1%	1%	2%	0%	F	NA	•		26000	G
	To:		outh Crater I		9370	1 /0	1 70	1 /0	2/0	070	•	INA			20000	G
	From:		Bus US 460		d											
(36) Wythe St	City of Petersburg	0.43	9900	G	97%	0%	1%	1%	1%	0%	F	NA			11000	G
	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	21000	G	97%	0%	1%	1%	1%	0%	F	NA			22000	G
	То:	SR 36 Par, V		St; Amel	ia St											
	From:	SR 36 Par	; Wythe St;													
(36) Washington St	City of Petersburg	0.87	20000	G	97%	0%	1%	1%	1%	0%	F	0.081	F		22000	G
$\smile$	Too	P	uddledock F	Rd												
(36) Washington St	City of Petersburg	0.58	16000	G	97%	0%	1%	1%	1%	0%	F	0.079	F		18000	G
30)	To:		George Cour													_
	From:		R 36; Market													
36 1 Old St	City of Petersburg	0.13	3500	G G	97%	1%	1%	0%	0%	0%	F	0.094	F		3800	G
36 1 Old St	To:		Sycamore St		31 /0	1 /0	1 70	076	070	070	•	0.034	'		3000	O
	From:	,	Old St	ı												
(36) (1) Sycamore St	City of Petersburg	0.04	3400	G	97%	1%	1%	0%	0%	0%	F	0.094	F		3700	G
	To:	В	ollingbrook	St												
	From:		Sycamore St	t												
(36) (7) Bollingbrook St	City of Petersburg	0.10	3500	G	97%	1%	1%	0%	0%	0%	F	0.088	F	0.772	3800	G
	To:		1, US 301 21													
ALT ALT	From:		S 1 Par, 2nd													
(36) $(301)$ $(1)$ $(301)$ Bolling	brook St City of Petersburg	0.08	4600	G	98%	0%	1%	0%	0%	0%	F	0.122	F	0.85	5100	G
	To:	US 1, A	ALT US 301	1 3rd St												
Dalling where all Ct	City of Determination	0.45	3rd St	_	000/	00/	40/	00/	00/	00/	F	0.400	F	0.700	4000	_
36 301 Bollingbrook St	City of Petersburg	0.15	4400	G	98%	0%	1%	0%	0%	0%	•	0.108	г	0.786	4800	G
<b>~</b>	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	6100	G	98%	0%	1%	0%	1%	0%	F	NA			6700	G
	To: From:		5th St													
(36) (301) Bollingbrook St	City of Petersburg	0.23	4200	G	98%	0%	1%	0%	0%	0%	С	0.116	F		4600	G
	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	6300	G	98%	0%	1%	0%	1%	0%	С	NA			6900	G
	To:		Crater Rd													
$\bigcap$	From:		ollingbrook													
(36) (301) Crater Rd	City of Petersburg	0.14	3700	G	98%	0%	1%	0%	0%	0%	F	0.115	F	0.839	4000	G
$\odot \hookrightarrow$	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	7600	G	97%	1%	1%	1%	1%	0%	F	NA			8200	G
	To:	US	301 Par, Bar	ık St												
(36) (301) Crater Rd	City of Petersburg	0.18	3900	G	97%	1%	1%	0%	0%	0%	F	NA			4200	G
(A)																-
Machineten Ct	City of Doto roby was		44000			00/	10/	40/	40/	00/	_	0.00	г		11000	
(36) Washington St	City of Petersburg	0.18	11000	G	97%	0%	1%	1%	1%	0%	F	0.09	F		11000	G
	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:		G	97%	0%	1%	1%	1%	0%	F	NA			22000	G
	Tn·		Burch St													

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# 2009 Annual Average Daily Traffic Volume Estimates By Section of Route City of Petersburg

			or Peters					Tru	ıck			K		Dir		
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QV
	From:		Burch St													
36 Washington St	City of Petersh	J	11000	G	97%	0%	1%	1%	1%	0%	F	0.091	F		12000	G
	Combined Traffic Estimates for 2 Paralle	,		G	97%	0%	1%	1%	1%	0%	F	NA			22000	(
	10.		Wythe St; A													
lorth	From: L City of Petersburg (I		CL Petersbu 23000	ırg <b>F</b>	88%	1%	1%	1%	9%	1%	С	0.088	F		24000	
85 (460)	Combined Traffic Estimates for 2 Paralle			F	88%	1%	1%	1%	10%	1%	С	0.088	F		46000	
					00%	170	176	170	10%	170	C	0.000	Г		46000	
orth ~~~	From:	•	irrel Level I													
85) (460)	City of Petersburg (		25000	F	88%	1%	1%	1%	9%	1%	F	NA			26000	I
$\sim$	Combined Traffic Estimates for 2 Paralle	Roadways on this Route:		F	88%	1%	1%	1%	10%	1%	F	NA			50000	
	10:		I-95													
orth Pomp	From L City of Petersburg (I	Maint: 26) 0.10	I-85 North <b>5600</b>	В								0.110	Α		5700	
85 (460) Ramp	City of Fetersburg (	Maint. 26) 0.10	I-95 South				1					0.110	А		3700	
orth	From:		I-95 North													_
Ramp	City of Petersburg (l	Maint: 26) 0.22	5600	В								0.107	Α		6000	
	To:		St & Washi	ngton St												
orth	From:		North Exit	68C												
Ramp	City of Petersburg (	,	NA									NA			NA	
			160-P Wash													_
lorth 85) Ramp	City of Petersburg (I		North Exit	68B								NA			NA	
Ramp	The City of 1 eleisburg (	,	JS 460 Wyt	he St								INA			INA	
outh	From:		CL Petersbu				<u> </u>									_
outh (460)	City of Petersburg (I		24000	F	87%	1%	1%	1%	10%	1%	С	0.104	Α		22000	
03) (400)	Combined Traffic Estimates for 2 Paralle		47000	F	88%	1%	1%	1%	10%	1%	С	NA			46000	
	To		irrel Level I	Road												
outh	From: L	•			070/	40/	40/	40/	400/	40/	_	NIA			04000	
85 (460)	City of Petersburg (I	,	27000	F	87%	1%	1%	1%	10%	1%	F	NA			24000	
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	1-95	F	88%	1%	1%	1%	10%	1%	г	NA			50000	
orth	From:		Rives Rd				1									_
lorth 95)	City of Petersburg (I	Maint: 74) 1.15	15000	Α	85%	1%	1%	0%	13%	0%	F	0.118	Α		14000	
95)	Combined Traffic Estimates for 2 Paralle			Α	85%	1%	1%	0%	13%	0%	F	0.107	Α	0.571	29000	
	To		Wagner Rd													
orth	From:	34 1 4 74)			0501	401		001	4001	001	_	0.400			10000	
95	City of Petersburg (	,	19000	В	85%	1%	1%	0%	13%	0%	F	0.109	A		18000	
~	Combined Traffic Estimates for 2 Paralle	<u> </u>		В	85%	1%	1%	0%	13%	0%	F	0.096	Α	0.564	40000	
orth	To: From:	U	S 460 West	St												
95)	City of Petersburg (	Maint: 74) 0.50	19000	N	85%	1%	1%	0%	13%	0%	Ν	0.109	Ν		18000	1
	Combined Traffic Estimates for 2 Paralle		43000	N	85%	1%	1%	0%	13%	0%	Ν	NA			40000	1
	To:	·	I-85													

# 2009 Annual Average Daily Traffic Volume Estimates By Section of Route City of Petersburg

						4	_		Tru	ck			K	014	Dir	A A) A (D.T.	
Route	Jurisdiction -	n -	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
lorth	From:	(Mainte OC)	0.44	I-85		040/	40/	40/	40/	70/	00/	_	0.004	^		42000	_
95)	City of Petersburg (	,	0.44	44000	В	91%	1%	1%	1%	7%	0%	F _	0.094	A		43000	В
	Combined Traffic Estimates for 2 Paralle	•			В	91%	1%	1%	1%	7%	0%	F	0.091	Α	0.518	84000	Е
orth	To: From:		US 301, Bus	US 460 W	ashingto	n St											
95)	City of Petersburg (	(Maint: 26)	0.64	NA									NA			NA	
	Combined Traffic Estimates for Paralle	el Roadways on th	nis Route:	NA									NA			NA	
	To:		SCL	Colonial He	ights												
orth	From:			I-95 North													
Ramp	City of Petersburg (	(Maint: 74)	0.17	840	Α								NA			830	
<i></i>	To		123	-9008 Rives	Rd												
orth	From:			I-95 North													
5) Ramp	City of Petersburg (	(Maint: 74)	0.35	290	Α								0.198	В		320	
<i>)</i>	To:		123-	9010 Wagne	r Rd												
rth	From:		Ramp l	From US 46	0 West												
Ramp	City of Petersburg (	(Maint: 74)	0.26	10000	Α								0.139	Α		11000	
<i></i>	To:			to US 301 l													
rth Ramp	City of Petersburg (	(Maint: 74)	0.14	14000	301 <b>B</b>								0.119	Α		15000	
Ramp	City of Fetersburg (	,	Ramp to Wyt			raate		_					0.119	А		13000	
d	- Erony.	r	•			iccis											_
uth	City of Petersburg (	(Maint: 74)	0.34	CL Petersbur 14000	rg A	85%	1%	1%	0%	13%	0%	F	0.117	Α		13000	
5	Combined Traffic Estimates for 2 Paralle	,			Ā	85%	1%	1%	0%	13%	0%	'	NA	^		25000	
	Combined Trainic Estimates for 2 Farane	H Noauways on ti	iis Route.			05 /6	1 /0	1 /0	0 /6	13 /0	076		INA			23000	
uth	To: From:			Rives Rd													_
5	City of Petersburg (	(Maint: 74)	1.22	16000	Α	85%	1%	1%	0%	13%	0%	F	0.113	Α		15000	
	Combined Traffic Estimates for 2 Paralle	el Roadways on th	nis Route:	31000	Α	85%	1%	1%	0%	13%	0%	F	0.107	Α	0.571	29000	
	Toc			Wagner Rd				<u> </u>									
uth	City of Detector (	(Mainte 74)	0.00		_	0.50/	40/	40/	00/	400/	00/	_	0.007	^		22222	
5	City of Petersburg (	,	2.29	23000	В	85%	1%	1%	0%	13%	0%	-	0.097	A	0.504	22000	
	Combined Traffic Estimates for 2 Paralle	el Roadways on tr	nis Route:	43000	В	85%	1%	1%	0%	13%	0%	F	0.096	Α	0.564	40000	
uth	To: From:	Ţ	US 460 Cour	ty Rd; US 3	01 Crate	r Rd											_
5	City of Petersburg (	(Maint: 74)	0.53	23000	N	85%	1%	1%	0%	13%	0%	Ν	0.097	Ν		22000	
	Combined Traffic Estimates for 2 Paralle	el Roadways on th	nis Route:	43000	N	85%	1%	1%	0%	13%	0%	Ν	NA			40000	
	To:			I-85													
uth ⊐	From:	(14 : 1 00)	0.00		_	000/	407	40/	407	70/	00/	_	0.005			44000	
5)	City of Petersburg (	` '	0.66	43000	В	90%	1%	1%	1%	7%	0%	F -	0.095	A	0.510	41000	
-	Combined Traffic Estimates for 2 Paralle	•			В	91%	1%	1%	1%	7%	0%	F	0.091	Α	0.518	84000	
outh	To: From:		US 301, Bus	US 460 W	ashingto	n St											
95)	City of Petersburg (	(Maint: 26)	0.48	NA									NA			NA	
	Combined Traffic Estimates for Paralle	,		NA									NA			NA	
	To:			Colonial He	ights												

# 2009 Annual Average Daily Traffic Volume Estimates By Section of Route City of Petersburg

Route	Jurisdiction	n Len	gth <b>AADT</b>	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QV
South	From:		I-95 South	h			27 000	OTTORIC	TTTGII	ZITUII		1 40101		1 dotor		
95) Ramp	City of Petersburg (I			В								0.100	Α		5400	В
$\smile$	To:		123-9010 Wagn	ner Rd												
outh	From:		I-95 South	h												
95) (460) Ramp	City of Petersburg (I	Maint: 74) 0.0	06 <b>8900</b>	В			<del></del>					0.101	Α		9700	E
	To:		Ramp to Graha	ım Rd												
outh Bus	From:		Ramp from US													
95) (460) (460) Ramp from I-85 N to I-95 S	City of Petersburg (I	Maint: 74) 0.2	27 <b>11000</b>	Α								0.118	Α		12000	
	To:		US 460 Ran	np												
	From:		US 460 Count	ty Rd												
06) Courthouse Rd	City of Petersk	burg 0.1	10 <b>7500</b>	G	95%	1%	1%	1%	2%	0%	F	0.089	F		8100	(
33)	To:		ECL Petersb	ourg												
	From:		US 460 Count	tv Rd												
09) Hickory Hill Rd	City of Petersh	burg 0.8		G	98%	0%	0%	1%	0%	0%	С	0.124	F		7100	(
109) Thorony Thin Tea	Only of 1 cloton				3070	070		170	070	070	•	0.12-	•		7 100	
	From:		ECL Petersb	_												
09) Hickory Hill Rd	City of Petersh			N	98%	0%	0%	1%	0%	0%	N	0.124	Ν		7100	
	To:	Dead End; Fort	Lee Military Re	eservation	n, Mahone A	Av										
	From:		WCL Petersb	burg												
42)Boydton Plank Rd	City of Petersk	burg 0.1	16 <b>3400</b>	G	98%	0%	0%	0%	1%	0%	F	0.096	F		3700	(
	To:			,												
42 Boydton Plank Rd	City of Petersh	burg 1.2	Dupuy Rd 24 <b>3100</b>	G	98%	0%	0%	0%	1%	0%	С	0.083	F		3400	(
42 Boydion Flank Ru	City of Feleral	July 1.2	.4 3100	G	90 /0	076	0 /6	0 /6	1 /0	0 /6	C	0.003			3400	,
	To: From:		Rt 604 Halifa	x Rd												
Halifax Rd	City of Petersh	burg 0.0	o6 <b>5800</b>	G	98%	0%	0%	0%	1%	0%	F	0.079	F	0.524	6300	(
	To:		CSX RR													
	From:		SCL Petersb	ourg												
Gall Crater Rd	City of Petersk	burg 0.2		G	99%	0%	0%	0%	0%	0%	F	0.096	F		9400	(
01)	- F															
~	From:		Rives Rd													
Crater Rd	City of Petersh	burg 0.9	90 <b>9800</b>	G	99%	0%	0%	0%	0%	0%	С	0.091	F		11000	(
<del>~</del>	To:		Wagner Ro	d												
Crater Rd	City of Petersk	burg 0.4	43 <b>21000</b>	G	99%	0%	0%	0%	0%	0%	F	NA			23000	(
	To:		FL 1 D 1	1												
GO1 Crater Rd	City of Petersh	burg 0.8	Flank Rd	G	000/	0%	0%	00/	00/	00/	F	0.004	F		24000	
01 Crater Rd	City of Peterst	Jurg U.a	37 <b>22000</b>	G	99%	0%	0%	0%	0%	0%	Г	0.084	Г		24000	(
	To: From:		LT US 301 Syca													
O1 Crater Rd	City of Petersh	burg 0.2	26 <b>16000</b>	G	98%	0%	1%	0%	0%	0%	С	0.088	F		17000	(
~ <i>J</i>	To:		South Blve	d												
Crater Rd	City of Petersh	burg 0.7		G G	98%	0%	1%	0%	0%	0%	F	0.084	F	·	24000	(
307 Grater Nu	City of Felerst	July 0.7	J 22000		3070	U-70	1 70	U70	U70	U70	Г	0.004	ı-		<b>24000</b>	(
	F			1.00												
Rus	From:		I-95, Bus US	460												
Bus 301 (460) Crater Rd	City of Petersburg (I	Maint: 26) 0.0		460 <b>N</b>	97%	1%	1%	0%	0%	0%	N	0.087	N		12000	1

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# 2009 Annual Average Daily Traffic Volume Estimates By Section of Route City of Petersburg

		Only	of Petersk	buig				Tru	ok			K		Dir		
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus	2Avlo	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QV
Bus	From:	Maintenano	ce Jurisdictio	on Chang	ne .		ZAXIE	STAXIE	IIIaii	ZIIali		racio		racioi		
301 (460) Crater Rd	City of Petersb		11000	G	97%	1%	1%	0%	0%	0%	С	0.087	F		12000	G
301)(400) 914161 114	то-Г	0	us US 460 V		0.70	.,,		0,0	0,0	0,0	Ū	0.00.	-		000	•
Bus	From:	,				407							_			
301 460 Crater Rd	City of Petersb	ourg 0.10	7800	G	97%	1%	1%	0%	0%	0%	F	0.087	F		8500	G
	To: From:	SR 36 Par, Bus														
301 (36) Crater Rd	City of Petersb	ourg 0.18	3900	G	97%	1%	1%	0%	0%	0%	F	NA			4200	G
<b>~</b>	To: From:		01 Par, Ban													
301 (36) Crater Rd	City of Petersb	ourg 0.14	3700	G	98%	0%	1%	0%	0%	0%	F	0.115	F	0.839	4000	G
~ •	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	7600	G	97%	1%	1%	1%	1%	0%	F	NA			8200	G
	To:	Во	ollingbrook S	St												
801 (36) Bollingbrook St	City of Petersb	oura 0.23	Crater Rd 4200	G	98%	0%	1%	0%	0%	0%	С	0.116	F		4600	G
Bollingbrook St	-	-											•			
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	6300	G	98%	0%	1%	0%	1%	0%	С	NA			6900	G
~~ ( )	To: From:		5th St								_		_			
36) Bollingbrook St	City of Petersb	0	4400	G	98%	0%	1%	0%	0%	0%	F	0.108	F	0.786	4800	C
~ 0	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	6100	G	98%	0%	1%	0%	1%	0%	F	NA			6700	(
ALT	Io: From:	TIC 1 A	3rd St LT US 301	2 ml C+												
$\sim \sim \sim \sim$	L ook St		4600	<b>G</b>	98%	0%	1%	0%	0%	0%	F	0.122	F	0.85	5100	(
301 (1) (301) (36) Bollingbr	To:		1 Par, 2nd		0070	070		070	070	070	•	0.122	•	0.00	0100	`
	From:		N RT 1													
301 1 2nd St	City of Petersb	ourg 0.35	13000	G	99%	0%	0%	0%	0%	0%	F	NA			13000	C
	То:	SCL	Colonial He	eights												
	From:	US	301 Crater	St												
3 ₀₁ ( ₃₆ ) Bank St	City of Petersb	ourg 0.24	2100	G	96%	1%	1%	1%	1%	0%	С	0.102	F		2300	C
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	6300	G	98%	0%	1%	0%	1%	0%	С	NA			6900	(
	To:		5th St													
SQ1 36 Bank St	City of Petersb	ourg 0.15	1700	G	96%	1%	1%	1%	1%	0%	F	0.105	F		1900	(
\$1) \(\P\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	Combined Traffic Estimates for 2 Parallel	•	6100	G	98%	0%	1%	0%	1%	0%	F	NA			6700	C
	To:		3rd St													
ALT COLUMN	From:															
(301) $(1)$ $(301)$ $(36)$ Bank St	City of Petersb	· ·	1600	G	96%	1%	1%	1%	1%	0%	F	0.100	F		1800	(
$\Rightarrow \Rightarrow \Rightarrow \Diamond$	Combined Traffic Estimates for 2 Parallel		6300	G	98%	0%	1%	0%	1%	0%	F	NA			6800	(
	To:	ALT U	JS 301 Par, 2	2nd St												
<u>\LT</u>	From:		301 Crater l													
Sycamore St	City of Petersb	ourg 0.30	7600	G	99%	0%	0%	0%	0%	0%	F	NA			8200	(
~~ u.t.	To: From:		South Blvd													
ALT Sycamore St	City of Petersb		5000	G	99%	0%	0%	0%	0%	0%	С	0.084	F		5500	(
Sycamore St	City of Peterst.				JJ 70	U70	U-70	U 70	070	070	C	0.004	1		5500	(
ALT	To: From:		North Blvd		-											
Sycamore St	City of Petersb	ourg 0.42	7300	G	99%	0%	0%	0%	0%	0%	F	0.075	F		8000	(
	•															

# 2009 Annual Average Daily Traffic Volume Estimates By Section of Route City of Petersburg

		Oity	of Petersb	uių				Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
ALT	From:		Graham Rd				ZAXIE	STAXIE	IIIali	ZIIali		racio		racioi		
301 Sycamore St	City of Petersbi		9600	G	99%	0%	0%	0%	0%	0%	F	0.078	F		10000	G
301) 0,00111010 01	To:	- 3	S 1 Wythe St		0070	070		070	070	070	•	0.070	•		10000	Ŭ
ALT Bus	From:		US 1													
301 (1) (460) (36) Wythe St	City of Petersbu	ourg 0.20	12000	G	96%	1%	1%	1%	1%	0%	F	NA			13000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	27000	G	95%	1%	1%	1%	2%	0%	F	NA			29000	G
	To:		S 460 Jefferso													
ALT CONTRACTOR OF	From:		JS 460 Wythe		000/	40/	40/	40/	40/	00/	_	0.000	_	0.007	4000	_
301 (1) Jefferson St	City of Petersbu	ourg 0.09	3900	G	96%	1%	1%	1%	1%	0%	F	0.082	F	0.687	4300	G
ALT .	To: From:	Bus US 46	50 Par, Washi	ington S	St											
301 1 Jefferson St	City of Petersbo	ourg 0.26	790	G	96%	1%	1%	1%	1%	0%	F	0.096	F	0.674	860	G
	To:		Henry St													
ALT	From:	2.25		_	000/	407	40/	407	407	00/	_	0.445	_	0.570	050	_
301) (1) 3rd St	City of Petersbi	ourg 0.05	330	G	96%	1%	1%	1%	1%	0%	F	0.115	F	0.573	350	G
ALT	To: From:	US 3	301 Par, Bank	St												
301 (1) 3rd St	City of Petersbu	ourg 0.05	400	G	96%	1%	1%	1%	1%	0%	F	0.11	F	0.634	430	G
(1)	To:	•	1 Bollingbroo			.,,		.,,	.,,	-,-	-	• • • • • • • • • • • • • • • • • • • •	-			_
LT	From:	US 1, A	ALT US 301 3													
(301)(301)(1)(36) Bollingbroom	ok St City of Petersbu	ourg 0.08	4600	G	98%	0%	1%	0%	0%	0%	F	0.122	F	0.85	5100	G
	To:		US 301													
ALT	From:	U	S 1 Wythe St	t												
Sycamore St	City of Petersbu	ourg 0.09	6700	G	99%	0%	0%	0%	0%	0%	F	NA			7300	G
<u>*</u>	To:		460 Washing	-												
ALT Bus Bus	From:		ıs US 460 Par			407	<u></u>				_		_			_
361 (460) (460) (36) Washingto	•	•	14000	G	93%	1%	1%	2%	3%	0%	F	0.079	F		16000	G
~ ~ ~ ~	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	27000	G	95%	1%	1%	1%	2%	0%	F	NA			29000	G
ALT	To- From:	Bus US	460 Washing	gton St												
Adams St	City of Petersbu	ourg 0.06	7600	G	99%	0%	0%	0%	0%	0%	F	NA			8200	G
991)	- T									-,-	-					_
ALT_	From:		Franklin St													
Adams St	City of Petersbu	ourg 0.16	7300	G	99%	0%	0%	0%	0%	0%	С	NA			8000	G
<u> </u>	To		Henry St													
	From:		CL Petersburg	g												
160 (85)	City of Petersburg (N	Maint: 26) 1.01			;	See I-85	for dir	ectional t	raffic vo	olume est	timate	s for this	segm	nent.		
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	47000	F	88%	1%	1%	1%	10%	1%	С	0.088	F		46000	F
	To:	Sani	rrel Level Ro	oad			_									
160 (85)	City of Petersburg (N				:	See I-85	for dir	ectional t	raffic vo	olume est	timate	s for this	seam	nent.		
	Combined Traffic Estimates for 2 Parallel	•	52000	F	88%	1%	1%	1%	10%		F	NA	20911		50000	F
		Troduvayo ori tilio rroute.		•	0070	1 /0	1 /0	1 /0	10 /0	1 /0	•	14/7			55500	'
~~ = R	From:	4-1-1 00) 0.40	I-85 S			0 1 0	- (				·	- f th.'		1		
160 85 Ramp	City of Petersburg (M	Maint: 26) 0.10	1.05 CD			See I-85	tor dir	ectional t	rattic vo	oiume est	timate	s for this	segm	nent.		
<del></del>	10:		I-95 SB													

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Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus		3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	Q۷
460 (95) Ramp	City of Petersburg	(Maint: 74) 0.06	I-85			Soo I 05	for dir	octional	troffic v	olumo oc	timata	s for this	coam	ont		
460 95 Ramp	City of Fetersburg	(Maint. 74) 0.00	Graham Rd			See 1-95	ioi ali	ectional	lianic vo	Julie es	umate	5 101 11115	segn	en.		
Bus	From:	Rai	mp from US													
460 95 460 Ramp from I-85	N to I-95 S City of Petersburg					See I-95	for dir	ectional	traffic vo	olume es	timate	s for this	seam	ent.		
100 (33) (400)	To	,	US 460										J			
~~	From:		I-95													
Gounty Dr	City of Peters	burg 0.60	18000	G	92%	0%	1%	1%	6%	0%	С	0.096	F		20000	(
~	To: From:		09 Hickory H													
County Dr	City of Peters	burg 2.16	9300	Α	89%	1%	1%	1%	8%	0%	С	0.099	Α	0.501	9800	F
~~	From:		06 Courthou													
County Dr	City of Peters		13000	G	89%	1%	1%	1%	8%	0%	F	0.087	F		14000	(
	10.		CL Petersbu													
Bus Washington St	From:	***	/CL Petersbu		000/	00/	10/	40/	40/	00/	_	NΙΔ			14000	_
460 1 Washington St	City of Peters	sburg 0.40	13000	G	98%	0%	1%	1%	1%	0%	г	NA			14000	(
Bus	To: From:		Summit St													
160 1 Washington St	City of Peters	sburg 0.18	13000	G	98%	0%	1%	1%	1%	0%	F	NA			14000	(
Bus	To: From:		Elm St													
160 1 Washington St	City of Peters		14000	G	96%	1%	1%	1%	1%	0%	F	0.085	F		16000	(
~ ~	To:		1 Par; Wyth													
Bus	From:	US 1 Par, Wa				40/	40/	407	407	00/	_	0.000	_		0000	,
460 1 Wythe St	City of Peters	•	7600	G	96%	1%	1%	1%	1%	0%	C	0.082	F		8300	(
	Combined Traffic Estimates for 2 Parallel	el Roadways on this Route:	16000	G	96%	1%	1%	1%	1%	0%	F	NA			18000	(
Bus	To: From:		Perry St													
460 1 Wythe St	City of Peters	burg 0.15	9200	G	96%	1%	1%	1%	1%	0%	F	NA			10000	
	Combined Traffic Estimates for 2 Parallel	el Roadways on this Route:	19000	G	96%	1%	1%	1%	1%	0%	F	NA			20000	(
D	To:	S	R 36 Market	St			$\Box$									
Bus 460 (1) (36) Wythe St	City of Peters	burg 0.20	9900	G	96%	1%	1%	1%	1%	0%	F	NA			11000	(
100 (1) (36) 11,4110 01	To:				0070	.,,		. , 0	.,,	0,0	-					
Bus ALT	From:		JS 301 Sycar													
$\{460\}$ $\{1\}$ $\{301\}$ $\{36\}$ Wythe St			12000	G	96%	1%	1%	1%	1%	0%	F	NA			13000	(
~~~	Combined Traffic Estimates for 2 Parallel	el Roadways on this Route:	27000	G	95%	1%	1%	1%	2%	0%	F	NA			29000	(
Bus	To: From:	U:	S 1 Jefferson	St												
160 (36) Wythe St	City of Peters	sburg 0.20	16000	G	97%	1%	1%	1%	1%	0%	С	0.087	F		17000	(
30) 30)	Combined Traffic Estimates for 2 Parallel	•		G	95%	1%	1%	1%	2%	0%	F	NA	-		34000	(
	To:		I-85, I-95			.,,		. , ,								
Bus	From:		-													
460 (36) Wythe St	City of Peters	J	11000	G	97%	1%	1%	1%	1%	0%	F	0.079	F		12000	(
~ ~	Combined Traffic Estimates for 2 Parallel			G	95%	1%	1%	1%	2%	0%	F	NA			26000	C
	To:	SR 36	; US 301 Cra	ater Rd												

2009 Annual Average Daily Traffic Volume Estimates By Section of Route City of Petersburg

								Tru	ıck			K	Dir		
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK Facto	r AAWDT	Q
Bus	From:		5; US 301 Wy												
60 301 Crater Rd	City of Peters		11000	G	97%	1%	1%	0%	0%	0%	С	0.087	F	12000	(
Due .	To:		nce Jurisdicti US 460 Par, V												
Bus 60 301 Crater Rd	City of Petersburg (11000	N	97%	1%	1%	0%	0%	0%	N	0.087	N	12000	
60) (301) Grater Na	Tre-	· '	S 301 Crater		01 70	170	$\overrightarrow{1}$	070	070	070	.,	0.007	.,	12000	
us	From:		from US 301												
60 (95) (460) Ramp from I-85	N to I-95 S City of Petersburg	(Maint: 74) 0.27			(See I-9	5 for dire	ectional t	raffic vo	lume es	timate	s for this	segment.		
	To:		Bus US 460												
us	From:	US 1 W	ythe St Batter	sea Lane											
Washington St	City of Peters	burg 0.31	8500	G	97%	1%	1%	1%	1%	0%	F	0.089	F	9300	
	Combined Traffic Estimates for 2 Parallel	el Roadways on this Route	16000	G	96%	1%	1%	1%	1%	0%	F	NA		18000	
JS	To: From:	12	3-9025 West	St											
~ ~~	City of Peters	burg 0.40	9100	G	97%	1%	1%	1%	1%	0%	F	0.089	F	9900	
Washington St	Combined Traffic Estimates for 2 Paralle	· ·	17000	G	97%	1%	1%	1%	1%	0%	F	NA		18000	
	To:	·	3-9029 South		0.70	.,,		. , ,	.,,	0,70	•			.0000	
JS Washington Ct	From:				070/	40/	40/	40/	40/	00/	_	0.007	F	40000	
Washington St	City of Peters	0	9500	G	97%	1%	1%	1%	1%	0%	С	0.087	F	10000	
	Combined Traffic Estimates for 2 Parallel	el Roadways on this Route		G	96%	1%	1%	1%	1%	0%	F	NA		20000	
IS ~~~	To: From:		Guarantee St												
SO \	City of Peters	burg 0.24	9500	G	97%	1%	1%	1%	1%	0%	F	0.088	F	10000	
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route	19000	G	96%	1%	1%	1%	1%	0%	F	NA		20000	
	To:		orth Market												
us (36) (36) Washington St	City of Peters		ar; SR 36 Ma 12000	G G	93%	1%	1%	2%	3%	0%	_	NA		13000	
Washington St	Combined Traffic Estimates for 2 Paralle	· ·		G	95%	1%	1%	1%	2%	0%	F	NA		24000	
	Combined Trainic Estimates for 2 Parallel	•				170	170	170	2%	0%	Г	INA		24000	
IS ALT	From:		301 Par, Syc												
(301)(36) Washington St	City of Peters	J	14000	G	93%	1%	1%	2%	3%	0%	F	0.079	F	16000	
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route	27000	G	95%	1%	1%	1%	2%	0%	F	NA		29000	
is ALT	To: From:	ALT U	S 301 Par, A	dams St											
$\sim\sim\sim$	City of Peters	bura 0.10	14000	G	93%	1%	1%	2%	3%	0%	F	0.081	F	15000	
301 (36) Washington St	Combined Traffic Estimates for 2 Paralle	· ·		G	95%	1%	1%	1%	2%	0%	F	NA	•	29000	
	Combined Tranic Estimates for 21 drain	·			3370	1 /0	170	170	270	070	•	INA		23000	
s	From:	U	S 1 Jefferson	St											
(36) Washington St	City of Peters	· ·	15000	G	93%	1%	1%	2%	3%	0%	F	0.079	F	17000	
~ \	Combined Traffic Estimates for 2 Parallel	el Roadways on this Route	31000	G	95%	1%	1%	1%	2%	0%	F	NA		34000	
10	To: From:		I-95												
us (36) (36) Washington St	City of Peters	sburg 0.24	13000	G	93%	1%	1%	2%	3%	0%	С	0.088	F	14000	
60 36 Washington St	Combined Traffic Estimates for 2 Paralle	•		G	95%	1%	1%	1%	2%	0%	F	NA	•	26000	
	T.		S 301 Crater		JJ /0	1 /0	1 /0	1 /0	2/0	0 /0	1	14/7		20000	

Route	Jurisdiction Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
Bus (460) (301) Crater Rd	City of Petersburg 0.10	S 301 Crate 7800	r Rd G	97%	1%	1%	0%	0%	0%	F	0.087	F		8500	G
Bus	From: SR 36, 1	BUS US 460) Wythe S	St											
(460)(301) Crater Rd	City of Petersburg 0.98	11000		97%	1%	1%	0%	0%	0%	С	0.087	F		12000	G
<u>~</u> ~		nce Jurisdic		ige											
Bus (460) Winfield Rd	City of Petersburg 0.43	S 301 Crate 1500	r Rd G	97%	1%	1%	0%	1%	0%	С	0.096	F	0.969	1600	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route	1500	G								NA			NA	
Bus	To: From: State M	laintenance	Boundar	/											
(460) Winfield Rd	City of Petersburg (Maint: 26) 0.09	1500	G	97%	1%	1%	0%	1%	0%	С	0.096	F	0.969	1600	G
(-8-)	Combined Traffic Estimates for 2 Parallel Roadways on this Route	1500	G								NA			NA	
	To: U	5 460 Count	y Rd												

						City Oi	Petersb	uig								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Petersburg		From	:			D	ead End				-					
(F329) Lake Shore Dr	0.17	10	R			D	cau Enu				NA			NA		03/17/2008
		To				74-1102	Lakeshore	e Dr								
<u> </u>		From	<u> </u>			D	ead End									
(F330) N Normandy Dr	2.93	3700 _{To}	R			ED 22	1 Compies I	2.4			NA NA			NA		03/17/2008
		From] .i				1 Service I	Ka			<u> </u>					
(F331) Service Rd	0.78	1400	R			D	ead End				NA			NA		03/17/2008
(F331) GOI VIOU 114	0.70	То	·`			D	ead End							1471		00/11/200
		From	:			SCL Pete	ersburg; 26	-675								
3 Vaughn Rd	0.64	1000	G								0.087	F	0.689	1100	G	2009
\bigcirc		To				123-90	13 Halifax	Rd								
\bigcirc		From					ılifax Rd									
(4) Wells Rd	0.41	3900	G	87%	0%	1%	3%	8%	0%	С	0.087	F	0.559	4300	G	2009
		10	1				el Level R	d								
Holifoy Pd	0.10	From	G	99%	1%	C	SX RR	0%	0%	F	0.08	F	0.526	7000	C	2000
(9002) Halifax Rd	0.18	6400		9970	170		0%	0%	0%	Г	0.06	Г	0.526	7000	G	2009
C Holifov Ct	0.50	5600	<u> </u>	000/	40/		terson St	00/	00/		0.084			6400		2000
(9002) Halifax St	0.58	2000	G	99%	1%	1%	0%	0%	0%	F	0.084	F		6100	G	2009
	0.40	From	<u> </u>	000/	40/		lors Lane	00/	00/					0.400		
(9002) Halifax St	0.19	5900	G	99%	1%	1%	0%	0%	0%	F	0.08	F		6400	G	2009
		From		2221	401		ginia Ave				<u> </u>					
(9002) Halifax St	0.37	8300	G	99%	1%	1%	0%	0%	0%	F	0.077	F		9000	G	2009
<u> </u>		From					ee Ave									
(9002) Halifax St	0.29	7900	G	99%	1%	1%	0%	0%	0%	F	0.078	F		8600	G	2009
<u> </u>		From					berty St									
(9002) Halifax St	0.28	8500	G	99%	1%	1%	0%	0%	0%	С	0.078	F		9200	G	2009
<u> </u>		From			1	US 1, US	460 W Wy	the St								
(9002) Union St	0.12	3800	G								NA			4200	G	2009
<u> </u>		To From			US	1, US 460) W Washi	ington St								
(9002) Union St	0.17	1400	G	93%	1%	4%	1%	1%	0%	С	0.116	F	0.523	1500	G	2009
$\overline{}$		To	:			W	Tabb St									
O-1		From					on Plank R								_	
(9004) Defense Rd	0.47	2200	G	98%	0%	0%	1%	1%	0%	С	0.096	F	0.649	2400	G	2009
<u> </u>		From					el Level R									
(9004) Defense Dr	1.77	3700	G	99%	1%	0%	0%	0%	0%	F	0.076	F	0.639	4000	G	2009
<u> </u>		To From				Joh	nnson Rd									
(9004) South Boulevard	0.92	8200	G	99%	1%	0%	0%	0%	0%	С	0.091	F		8900	G	2009
		To From	:			S. Sy	camore St									
9004) South Boulevard	0.18	5600	G	99%	1%	0%	0%	0%	0%	F	0.095	F	0.501	6100	G	2009
<u> </u>		To From	:			C	rater Rd									
9004) South Boulevard	0.72	2100	G	99%	1%	0%	0%	0%	0%	F	0.087	F	0.571	2200	G	2009
		То				An	derson St									
		From				На	ılifax Rd									
(9006) Flank Rd	0.96	1900	G	96%	0%	0%	3%	0%	0%	С	0.099	F	0.609	2100	G	2009
0		To From					nnson Rd				\supset					
9006) Flank Rd	0.47	3100	G	96%	0%	0%	3%	0%	0%	F	0.086	F	0.573	3400	G	2009
<u> </u>		To From				Bir	dsong Rd									
9006) Flank Rd	0.75	2500	G	96%	0%	0%	3%	0%	0%	F	0.086	F	0.503	2800	G	2009
		From				Fort	Hayes Dr				\supset					
9006) Flank Rd	0.91	3100	G	98%	0%	1%	0%	1%	0%	С	0.082	F	0.581	3400	G	2009
$\overline{}$		To	:[Fla	ınk Rd N									
(9006) Flank Rd (1-Way)	0.13	2400	G	98%	1%	1%	0%	0%	0%	С	0.082	F		2600	G	2009
\cup		То	:	_		US 301	S Crater	Rd								

							Oit, o	Petersb	uig								
Route	L L	ength	AADT	QA	4Tire	Bus		Tr : 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Peter	rsburg																
<u> </u>			From:					1 S Crater					_			_	
(9008) Rives	Rd	0.55	6700	G	98%	0%	1%	0%	1%	0%	С	0.09	F		7200	G	2009
			To: From:					I- 95				_					
9008) Rives	Rd	0.27	5400	G	98%	0%	0%	0%	1%	0%	С	0.1	F		5800	G	2009
			To				ECI	. Petersbur	g								
			From:	1				008 Rives									
9008) Ramp		0.17	800	Α			123-9	006 Kives	Ku			0.138	Α		820	Α	2009
9008) Ramp	•	0.17	To:				Ť	Of Courth				0.130	^		020	^	2003
							1-	95 South									
			From:				SR 142 E	Boydton Pla	ınk Rd								
(9009) Dupuy	y Rd	1.24	430	G	98%	1%	1%	0%	0%	0%	F	0.105	F	0.531	470	G	2009
\bigcirc			To					Grigg St									
9009 Dupuy	/ St	0.58	2000 From:	G	98%	1%	1%	0%	0%	0%	F	0.084	F	0.506	2100	G	2009
(9009) Dupuy	y Ot	0.00	2000		3070	170	170	070	070	070		0.004	•	0.000	2100	Ü	2000
			To:				Y	oungs Rd									
9009) Farme	er St	0.86	3600	G	98%	1%	1%	0%	0%	0%	С	0.085	F		3900	G	2009
\bigcirc			To				c	Couth Ct									
Earn.	or St	0.47	From:	<u> </u>	000/	10/		South St	00/	00/	F	0 11 1	Е	0.656	2400	<u> </u>	2000
9009 Farme	51 Jl	0.47	2800 To:	G	98%	1%	1%	0%	0%	0%	Г	0.114	F	0.656	3100	G	2009
				<u> </u>			F	Ialifax St									
~			From					Crater Rd									
9010) Wagn	er Rd	0.73	15000	G	98%	0%	0%	0%	1%	0%	С	0.088	F		17000	G	2009
			To:					I-95									
			From:					I -95									
9 ₀₁₀) Wagn	er Rd	1.60	11000	G	94%	0%	1%	1%	4%	0%	С	0.090	F		12000	G	2009
			To:				C	ounty Dr									
			From:				SCI	Petersbur	o								
Squirr	el Level Rd	0.82	860	G	99%	0%	0%	0%	0%	0%	С	0.135	F	0.555	940	G	2009
9011) Squirr	CI LOVCI I (U	0.02	000		3370	070	070	070	070	070		0.100	'	0.000	340	O	2003
			To: From:				1	Wells Rd									
9011) Squirr	el Level Rd	0.25	4900	G	90%	0%	1%	3%	7%	0%	С	0.089	F		5300	G	2009
			To:				Dos	ъ. Т. І 04	-			_					
Cautier	rol I ovol	0.20	7500	G	98%	1%	1%	np To I- 85 0%	0%	0%	F	0.08	F		8100	G	2009
9011) Squirr	el Level	0.20	7500	G	90%	1 70	1 70	0%	0%	0%	Г	0.06	Г		0100	G	2009
			To: From:				Boyd	ton Plank l	Rd								
9011) Young	g Rd	0.55	4000	G	98%	1%	1%	0%	0%	0%	F	0.082	F	0.569	4400	G	2009
			Tor	_				7.1 D				_					
\bigcirc \vee	D .	0.50	From:	<u> </u>	000/	407		Valor Dr	201	201	_			0.504	2000		0000
(9011) Young	g Ka	0.59	2600	G	98%	1%	1%	0%	0%	0%	С	0.085	F	0.534	2800	G	2009
			10:				123-90	009 Dupuy	Rd								
			From:			123-901	1 I-85-N	065A FRO	M & TO F	T 8							
(9011) Ramp	1	0.15	4100	F								NA			4400	F	2009
			To:			I-85-N F	ROM SO	UIRREL I	LEVEL RO	DAD							
			From:					West St				i					
9012 Lee A	VA	0.56		G	97%	2%	1%	0%	0%	0%	С	0.087	F	0.557	3000	G	2009
(9012) Lee A	v C	0.00	2700	G	3170	∠70	170	U%	U-76	U70	C	0.007	۲	0.557	3000	G	2009
			To- From-				F	Ialifax St				\supset					
9012) Porter	ville St	0.15	1300	G	99%	1%	0%	0%	0%	0%	F	0.080	F	0.518	1400	G	2009
\subseteq				ı			**	landi Cr				_					
○ NI	24	0.40	From	ᠸ	0001	407		larding St	007	00/	^	0.000	_	0.007	4000		0000
(9012) New S	Dί	0.18	1200	G	99%	1%	0%	0%	0%	0%	С	0.086	F	0.627	1300	G	2009
			To: From:	_				arrison St				-					
<u> </u>	04	0.00		<u> </u>	0007	40/		New St	007	001	_		_		4000	_	0000
₉₀₁₂) Harris	50H 2£	0.03	930	G	99%	1%	0%	0%	0%	0%	F	0.088	F		1000	G	2009
			To:	-				Corling St									
<u> </u>	01	0.00		<u> </u>	0001	401		arrison St	201	607			_			_	000
(9012) Corlin	g St	0.09	500	G	99%	1%	0%	0%	0%	0%	F	0.08	F		550	G	2009
$\overline{}$			To:				S. S	Sycamore S	t								
9012) Graha	am Rd	0.83	6800 From:	G	99%	0%	0%	0%	0%	0%	F	0.083	F	0.548	7400	G	2009
3012) Siaile		5.55	-500		5576	3,0				373	•	0.000	•	5.5 70	7 100	_	_500
			From:					p From I-9									
O -															40000	\sim	2000
(9012) Graha	am Rd	0.14	11000	G	99%	0%	0%	0% Crater Rd	0%	0%	С	0.086	F		12000	G	2009

						City of F									
Route	Length	AADT	QA	4Tire	Bus		Truck 3+Axle 1Tra		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Petersburg										1					
9013) Halifax Rd	1.79	3200	°L	89%	0%	SCL P 1%	etersburg 4% 6%	0%	С	0.087	F	0.567	3500	G	2009
(9013) Halifax Rd	1.79	3200		09%	0%			0%	C	0.067	г	0.567	3300	G	2009
☐ Halifay Dd	0.00	Fron		000/	00/		lls Rd	00/		0.104	F	0.517	EEO		2000
9013 Halifax Rd	0.98	510	G	98%	0%	1% Boydtor	0% 1% Plank Rd	0%	С	0.104	Г	0.517	550	G	2009
		Fron	,												
9015 Johnson Rd	0.01	1500	G	99%	0%	0%	etersburg 0% 0%	0%	F	0.124	F	0.63	1700	G	2009
9015 Johnson Rd	0.01	1300		99 /0	0 /0	0 /6	076 076	0 70		0.124	-	0.03	1700	G	2009
<u> </u>		Fron					nk Rd				_				
9015 Johnson Rd	0.54	1000	G	99%	0%	0%	0% 0%	0%	С	0.095	F	0.623	1100	G	2009
<u> </u>		Fron	1:			Birds	ong Rd								
9015 Johnson Rd	1.39	5300	G	99%	0%	0%	0% 0%	0%	F	0.107	F	0.609	5700	G	2009
\bigcirc		Te Fron	-			Sout	h Blvd			— —					
9015) Johnson Rd	0.46	6200	G	99%	0%	0%	0% 0%	0%	F	0.084	F	0.595	6700	G	2009
		Т				Nout	L Dlvd								
9015 Johnson Rd	0.37	4700 From	G	99%	0%	0%	h Blvd 0% 0%	0%	F	0.086	F	0.591	5100	G	2009
Johnson Rd	0.57	4700		3370	070			0 70	'	0.000	'	0.551	3100	O	2000
<u> </u>		From					uke St		_		_			_	
₉₀₁₅ High Pearl St	0.20	4900	G	99%	0%	0%	0% 0%	0%	F	0.083	F	0.516	5300	G	2009
<u> </u>		To Fron	1			Virgi	nia Ave								
9015) High Pearl St	0.08	3400	G	98%	1%	1%	0% 0%	0%	F	0.087	F	0.545	3700	G	2009
		Tr	·			ST Ma	tthew St								
		Fron	1:				tthews St							_	
9015 Harding St	0.22	1700	G	98%	1%	1%	0% 0%	0%	С	0.082	F	0.569	1800	G	2009
		Fron): 1:				rville St								
9015) Harding St	0.27	860	G	98%	1%	1%	svilleSt 0% 0%	0%	F	0.087	F		940	G	2009
9015 Harding St	0.21	To	_	30 70	1 /0		fax St	0 70	'	0.007	'		340	G	2003
		Fron	ı.l							_					
9017) Birdsong Rd	0.62	840	G	98%	1%	1%	etersburg 0% 0%	0%	С	0.098	F	0.885	910	G	2009
9017 Birdsong Rd	0.02	040		30 /6	1 /0		son Rd	0 70		0.030	'	0.005	310	G	2003
		E	.1												
N Sysomers St	0.19	From		060/	10/	W Was	nington St	00/	_	0.000	г		2200		2000
9021 N Sycamore St	0.18	3000	G	96%	1%			0%	F	0.099	F		3200	G	2009
	0.18		G			W Wasi	nington St 0% 0% abb St			0.099	F		3200	G	
	0.18	3000 _{To}		96%	1%	W Wasi	nington St 0% 0%		F	0.099	F		3200 2800	G G	
		3000 From	G			W Wasi 3% W T 3%	nington St 0% 0% abb St								
		3000 From	G			W Wasi 3% W T 3% Bolling	nington St 0% 0% (abb St 0% 0%								
9021) N Sycamore St		3000 From 2500	G			W Wasi 3% W T 3% Bolling	abb St 0% 0% abb St 0% gbrook St	0%				0.653			2009
9021) N Sycamore St	0.15	3000 From 2500 From From From From From Telegraph Telegr	G G G	96%	1%	W Wasi 3% W T 3% Bolling John 0%	abb St 0% 0% abb St 0% cybrook St son Rd	0%	С	0.093	F	0.653	2800	G	2009
9021 N Sycamore St	0.15	3000 2500 To From 2800	G G G	96%	1%	W Wasi 3% W T 3% Bolling John 0% S Syca	abb St 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0%	0%	С	0.093	F	0.653	2800	G	2009
9021) N Sycamore St 9023) North Blvd	0.15	3000 2500 From Prom R Prom To To To	G G G	96%	1%	W Wasi 3% W T 3% Bolling John 0% S Syca	nington St	0%	С	0.093	F	0.653	2800	G	2009
9021) N Sycamore St 9023) North Blvd	0.15	3000 2500 To From 2800 To	G G G	96%	1%	W Wasi 3% W T 3% Bolling John 0% S Syca Gate 1%	nington St	0%	C	0.093	F	0.653	2800 3000	G G	2009
9021) N Sycamore St 9023) North Blvd 9025) Virginia Ave	0.15 0.57	3000 2500 70 Pron 2800 Te Fron 420	G G G G G	96%	1%	W Wasi 3% W T 3% Bolling John 0% S Syca Gate 1% Hardii	nington St 0% 0% abb St 0% 0% gbrook St son Rd 0% 0% more St s Lane 1% 0% g Street	0%	C	0.093 0.088 0.108	F F		2800 3000 460	G G	2009
9021 N Sycamore St 9023 North Blvd	0.15	3000 2500 Te From 2800 Te 420	G G G G G G G G G G G G G G G G G G G	96%	1%	W Wasi 3% W T 3% Bolling John 0% S Syca Gate 1% Hardin	nington St 0% 0% abb St 0% 0% gbrook St son Rd 0% 0% amore St s Lane 1% 0% ag Street 1% 0%	0%	C	0.093	F	0.653	2800 3000	G G	2009
9021) N Sycamore St 9023) North Blvd 9025) Virginia Ave	0.15 0.57 0.22 0.32	3000 2500 To Pron 2800 To Pron 420 To 2200	G G G G	96% 99% 96%	1% 0% 3%	W Wasi 3% W T 3% Bolling John 0% S Syca Gate 1% Hardin 1% Halifa	nington St 0% 0% abb St 0% 0% brook St son Rd 0% 0% 0% more St s Lane 1% 0% 0% x Street	0%	C C	0.093 0.088 0.088 0.108	F F F	0.616	2800 3000 460 2400	G G G	2009 2009 2009 2009
9021) N Sycamore St 9023) North Blvd 9025) Virginia Ave	0.15 0.57	3000 2500 70 Pron 2800 Te Fron 420	G G G G G	96%	1%	W Wasi 3% W T 3% Bolling John 0% S Syca Gate 1% Hardin	nington St 0% 0% abb St 0% 0% gbrook St son Rd 0% 0% amore St s Lane 1% 0% ag Street 1% 0%	0%	C	0.093 0.088 0.108	F F		2800 3000 460	G G	2009 2009 2009 2009
9021) N Sycamore St 9023) North Blvd 9025) Virginia Ave	0.15 0.57 0.22 0.32	3000 2500 To Pron 2800 To Pron 420 To 2200	G G G G	96% 99% 96%	1% 0% 3%	W Wasi 3% W T 3% Bolling John 0% S Syca Gate 1% Hardin 1% Halifa	nington St 0% 0% abb St 0% 0% brook St son Rd 0% 0% 0% more St s Lane 1% 0% 0% x Street	0%	C C	0.093 0.088 0.088 0.108	F F F	0.616	2800 3000 460 2400	G G G	2009 2009 2009 2009
9021) N Sycamore St 9023) North Blvd 9025) Virginia Ave 9025) Virginia Ave	0.15 0.57 0.22 0.32	3000 2500 To Pron 2800 To Pron 420 To 2200	G G G G	96% 99% 96%	1% 0% 3%	W Wasi 3% W T 3% Bolling John 0% S Syca Gate 1% Hardin 1% Halifa	nington St 0% 0% abb St 0% 0% gbrook St son Rd 0% 0% more St s Lane 1% 0% ag Street 1% 0% ax Street 0% 0%	0%	C C	0.093 0.088 0.088 0.108	F F F	0.616	2800 3000 460 2400	G G G	2009 2009 2009 2009
9021) N Sycamore St 9023) North Blvd 9025) Virginia Ave 9025) Virginia Ave	0.15 0.57 0.22 0.32 0.20	3000 To From 2800 To From 420 2200 To From 2200 To From 2300	G G G G G	96% 99% 96% 96%	1% 0% 3% 3% 1%	W Wasi 3% W T 3% Bolling John 0% S Syca Gate 1% Hardin 1% Arlingt 1%	nington St 0% 0% abb St 0% 0% gbrook St son Rd 0% 0% amore St s Lane 1% 0% ag Street 1% 0% ox Street 0% 0% on Street 0% 0%	0%	C C F	0.093 0.088 0.108 0.090 0.087	F F F	0.616 0.528	2800 3000 460 2400 2500	G G G	2009 2009 2009 2009
9021) N Sycamore St 9023) North Blvd 9025) Virginia Ave 9025) Virginia Ave 9025) Young Ave	0.15 0.57 0.22 0.32 0.20 0.11	2500 From 2800 From 420 From 2300 To From 3200 From 3200 From 3200 From 3200 From 3200 From 3200 From 5200	G G G G G	96% 99% 96% 96% 98%	1% 0% 3% 3% 1%	W Wasi 3% W T 3% Bolling John 0% S Syca Gate 1% Hardin 1% Halifa 1% Arlingt 1% West Street	Description Description	0%	C C C F	0.093 0.088 0.108 0.090 0.097	F F F F	0.616 0.528 0.530	2800 3000 460 2400 2500 3500	G G G G G	2009 2009 2009 2009 2009
9021) N Sycamore St 9023) North Blvd 9025) Virginia Ave 9025) Virginia Ave 9025) Young Ave	0.15 0.57 0.22 0.32 0.20	3000 2500 To From 2800 To From 420 2200 2300 To From 2300	G G G G G	96% 99% 96% 96%	1% 0% 3% 3% 1%	W Wasi 3% W T 3% Bolling John 0% S Syca Gate 1% Hardin 1% Arlingt 1% West Street 1%	nington St 0% 0% abb St 0% 0% gbrook St son Rd 0% 0% umore St s Lane 1% 0% ng Street 1% 0% ox Street 0% 0% Ox Street 0% 0% Young Avenue 0% 0%	0%	C C F	0.093 0.088 0.108 0.090 0.087	F F F	0.616 0.528	2800 3000 460 2400 2500	G G G	2009 2009 2009 2009 2009
9021) N Sycamore St 9023) North Blvd 9025) Virginia Ave 9025) Virginia Ave 9025) Young Ave 9025) Young Ave 9025) S West St	0.15 0.57 0.22 0.32 0.20 0.11 0.28	2500 To From 2200 To From 2300 To From 3200 To From 3500	G G G G G G	96% 99% 96% 96% 98%	1% 0% 3% 3% 1% 1%	W Wasi 3% W T 3% Bolling John 0% S Syca Gate 1% Hardin 1% Arlingt 1% West Street 1% August	nington St 0% 0% abb St 0% 0% gbrook St son Rd 0% 0% umore St s Lane 1% 0% ng Street 1% 0% on Street 0% 0% Young Avenue 0% 0% a Avenue	0%	C C F F F	0.093 0.088 0.108 0.090 0.087 0.095	F F F F	0.616 0.528 0.530 0.541	2800 3000 460 2400 2500 3500 3900	G G G G G	2009 2009 2009 2009 2009 2009
9021) N Sycamore St 9023) North Blvd 9025) Virginia Ave 9025) Young Ave 9025) Young Ave	0.15 0.57 0.22 0.32 0.20 0.11	2500 From 2800 To From 2200 From 2300 To From 3200 To From 3500 To Fro	G G G G G	96% 99% 96% 96% 98%	1% 0% 3% 3% 1%	W Wasi 3% W T 3% Bolling John 0% S Syca Gate 1% Hardin 1% Arlingt 1% West Street 1%	nington St 0% 0% abb St 0% 0% gbrook St son Rd 0% 0% umore St s Lane 1% 0% ng Street 1% 0% ox Street 0% 0% Ox Street 0% 0% Young Avenue 0% 0%	0%	C C C F	0.093 0.088 0.108 0.090 0.097	F F F F	0.616 0.528 0.530	2800 3000 460 2400 2500 3500	G G G G G	2009 2009 2009 2009 2009 2009
9021) N Sycamore St 9023) North Blvd 9025) Virginia Ave 9025) Virginia Ave 9025) Young Ave 9025) Young Ave 9025) S West St	0.15 0.57 0.22 0.32 0.20 0.11 0.28	2500 From 2200 3200 3500 From 3700 F	G G G G G G G	96% 99% 96% 96% 98%	1% 0% 3% 3% 1% 1%	W Wasi 3% W T 3% Bolling John 0% S Syca Gate 1% Hardin 1% Arlingi 1% West Street 1% August 1%	nington St 0% 0% abb St 0% 0% gbrook St son Rd 0% 0% umore St s Lane 1% 0% ng Street 1% 0% on Street 0% 0% Young Avenue 0% 0% a Avenue	0%	C C F F F	0.093 0.088 0.108 0.090 0.087 0.095	F F F F	0.616 0.528 0.530 0.541	2800 3000 460 2400 2500 3500 3900	G G G G G	2009 2009 2009 2009 2009 2009
9021) N Sycamore St 9023) North Blvd 9025) Virginia Ave 9025) Virginia Ave 9025) Young Ave 9025) Young Ave 9025) S West St	0.15 0.57 0.22 0.32 0.20 0.11 0.28	2500 To From 2200 To From 2300 To From 3200 To From 3500	G G G G G G G	96% 99% 96% 96% 98%	1% 0% 3% 3% 1% 1%	W Wasi 3% W T 3% Bolling John 0% S Syca Gate 1% Hardin 1% Arlingi 1% West Street 1% August 1%	Description Description	0%	C C F F F	0.093 0.088 0.108 0.090 0.087 0.095	F F F F	0.616 0.528 0.530 0.541	2800 3000 460 2400 2500 3500 3900	G G G G G	2009 2009 2009 2009 2009 2009
9021) N Sycamore St 9023) North Blvd 9025) Virginia Ave 9025) Young Ave 9025) Young Ave 9025) S West St 9025) S West St	0.15 0.57 0.22 0.32 0.20 0.11 0.28 0.23	3000 2500 From 2800 From 420 2200 2300 3500 4700 3600	G G G G G G G G G G G G G G G G G G G	96% 99% 96% 96% 98% 98%	1% 0% 3% 3% 1% 1% 1%	W Wasi 3% W T 3% Bolling John 0% S Syca Gate 1% Hardin 1% Arlingt 1% West Street 1% August 1% Fan 1%	nington St 0% 0% abb St 0% 0% gbrook St son Rd 0% 0% amore St 1% 0% as Lane 1% 0% as Street 0% 0% Young Avenue 0% 0% a Avenue 0% 0% are St 0% 0%	0%	C C F F F F	0.093 0.088 0.108 0.090 0.095 0.085	F F F F F	0.616 0.528 0.530 0.541 0.511	2800 3000 460 2400 2500 3500 3900 5100	G G G G G G	2009 2009 2009 2009 2009 2009
9021) N Sycamore St 9023) North Blvd 9025) Virginia Ave 9025) Young Ave 9025) Young Ave 9025) S West St 9025) S West St	0.15 0.57 0.22 0.32 0.20 0.11 0.28 0.23	3000 2500 From 2800 From 420 2200 From 3200 7 3200 7 4700 7 7 7 7 7 7 7 7 7 7 7 7	G G G G G G G G G G G G G G G G G G G	96% 99% 96% 96% 98% 98%	1% 0% 3% 3% 1% 1% 1%	W Wasi 3% W T 3% Bolling John 0% S Syca Gate 1% Hardin 1% Arlingt 1% West Street 1% August 1% Fan 1%	nington St	0%	C C F F F F	0.093 0.088 0.108 0.090 0.095 0.085	F F F F F	0.616 0.528 0.530 0.541 0.511	2800 3000 460 2400 2500 3500 3900 5100	G G G G G G	2009 2009 2009 2009 2009 2009 2009 2009

						City of Per	ersburg								
Route	Length	AADT	QA	4Tire	Bus		Truck Axle 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Petersburg		From				Halifo	C4			-					
9027) S West St	0.63	2000	G	98%	1%	Halifa 1% (0% 0%	0%	С	0.082	F	0.558	2200	G	2009
3021)		To				Young									
		From				Lee A	ve			1					
9029 S. South St	0.36	2400	G	99%	0%	0% (0%	0%	С	0.082	F		2700	G	2009
		To				US 1 Wy	the St			—					
9029 S. South St	0.09	4100	G	99%	0%		0% 0%	0%	F	0.092	F		4500	G	2009
\bigcirc		To	-			Washing	ton St			\neg					
9029) N. South St	0.20	6800	G	99%	0%		0% 0%	0%	F	0.081	F		7400	G	2009
		То				High	St								
() II 0	0.00	From	<u> </u>	2001	00/	N Sout		201			_	0.505	4000	_	0000
9029 High St	0.02	1100	G	99%	0%		0% 0%	0%	F	0.084	F	0.595	1200	G	2009
		From				Canal High									
9029) Canal St	0.20	6500	G	99%	0%		0%	0%	С	0.08	F		7100	G	2009
		To				Grove	Ave								
		From	Ī			New	St								
9031) Byrne St	0.40	640	G	96%	1%		0% 0%	0%	С	0.09	F		700	G	2009
		To				Halifa	x St								
		From	<u> </u>			Halifa					_		.=	_	
9031) S. Market St	0.12	4100 To	G	96%	1%		0% 0%	0%	F	0.089	F		4500	G	2009
						Wyth									
∧	0.44	From	<u> </u>	2001	00/	Sycamo		201			_	0.505	4000	_	0000
9033) Apollo St	0.14	1800	G	99%	0%		0% 0%	0%	F	0.097	F	0.505	1900	G	2009
		From				Jefferso Apollo									
9033) Jefferson St	0.58	2700	G	99%	0%		0%	0%	С	0.091	F	0.633	3000	G	2009
<u> </u>		To				E Wytl									
\sim		From				3rd St									
9033) Henry St	0.04	660	G	99%	0%		0% 0%	0%	F	0.099	F	0.536	720	G	2009
		То				N Adar	ns St								
<u> </u>		From	<u> </u>			E Washin					_			_	
9038) Puddledock Rd	0.40	6200	G	93%	0%		1% 2%	0%	С	0.094	F		6700	G	2009
		10				ECL Pete	ersburg								
() II I O	0.50	From	<u> </u>	2001	00/	Canal		201			_	0.00	4000	_	0000
9046) High St	0.58	1200 _{To}	G	99%	0%		0%	0%	С	0.088	F	0.69	1300	G	2009
		From				N Mark N Manl									
9046) W Bank St	0.14	2100	G	99%	0%		0%	0%	F	0.108	F		2300	G	2009
		To													
9046) E Bank St	0.11	2700 From	G	98%	0%	N Sycam	0% 0%	0%	С	0.108	F		2900	G	2009
9046) E Bank St	0.11	То	Ť	3070	J /0	2Nd		370			•		_000	_	_500
		From				US 301 N (
9046) Bank St	0.25	2500	G	96%	1%	2%	1% 1%	0%	С	0.101	F		2800	G	2009
\smile		To From				East	St								
9046) Bank St	0.21	3200	G	96%	1%	2%	I% 1%	0%	F	0.094	F		3400	G	2009
\cup		To				SR 36 E Was	hington St								
		From				N Mark	et St								-
	0.09	1600	G	98%	1%	1% (0%	0%	F	0.124	F	0.674	1700	G	2009
9048) W Tabb St	0.00					Unior	St			— —					
9048) W Tabb St		To				0.1101		00/							0000
W Table Co	0.06	1600	G	98%	1%	1% (0%	0%	F	0.108	F	0.632	1700	G	2009
O M Table Co		1600 From	G	98%	1%			0%	F	0.108	F 	0.632	1700	G 	2009
9048) W Tabb St	0.06	To From				N Sycam	ore St			\Rightarrow					
		1600 To From 1000	G	98%	1%	N Sycam	ore St 0% 0%	0%	С	0.108	F	0.632	1700	G G	
9048) W Tabb St	0.06	1000 To	G			N Sycam 1% (N Adar	ore St 0% 0% ns St			\Rightarrow					
9048) W Tabb St	0.06	1000 From	G			N Sycan 1% (N Adar Defens	ore St 0% 0% ns St			\Rightarrow					2009

						City of Petersb	uig								
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
ity of Petersburg															
Madiaan Ct	0.05	From		050/	10/	E Washington S		00/	F		_	0.005	1000	_	2000
Madison St	0.05	1700	G	95%	1%	2% 1%	2%	0%		0.098	F	0.925	1800	G	2009
Madiana 0	0.40	From	┶	050/	40/	Franklin St	00/	00/				0.700	4000		0000
Madison St	0.18	1200	G	95%	1%	2% 1%	2%	0%	С	0.085	F	0.766	1300	G	2009
	0.07	From		050/	407	E Bank St	00/	201				0.044	200		0000
Madison St	0.07	880 To	G	95%	1%	2% 1% Bollingbrook S	2%	0%	F	0.096	F	0.811	960	G	2009
		From					l .			_					
Fifth St	0.05	380	G			E Bank St				0.126	F	0.804	420	G	2009
Fifth St	0.00	300	<u> </u>							0.120	•	0.004	720	J	2000
057) Fifth St	0.08	530 From	G	87%	2%	Bollingbrook S 2% 3%	t 5%	0%	С	0.104	F	0.729	580	G	2009
057) FIIII SI	0.06	33 0		07 70	270	River St	3%	0%	C	0.104	Г	0.729	360	G	2008
		From	:				'orı			_					
Flank Rd N	0.20	3900	G	98%	1%	Flank Rd One-W	0%	0%	С	0.09	F		4300	G	2009
059) 1 14111111111	0.20	To		0070	170	US 301 S Crater		070	<u> </u>		•		1000	Ū	
		From	:			E Wythe St				i					
065) S Adams St	0.10	5200	G			L Wydie Bi				0.090	F		5600	G	2009
<u></u>		To	:			E Washington S	St								
		From	:			6Th St									
Accomack St		280	G							0.097	F	0.702	310	G	2009
		To	:			7Th St									
		From	ı:			Old Church St									
Cameron St		380	G							0.184	F	0.512	420	G	2009
		To	c			Center St									
		From	:			Prince George A	ve							_	
Culpeper Ave		410	G							0.108	F	0.695	440	G	2009
						Brunswick St									
Custon Ot		From				Halifax Rd					_	0.50	400	_	2000
Custer St		400 To	G			Hawk St				0.108	F	0.58	430	G	2009
		From								_					
Darby Dr		260	G			Busby St				0.127	F	0.528	280	G	2009
Daiby Di		To	_			Halcun Dr				0.127	•	0.520	200	J	2000
		From	:			Dering Rd				i					
Gordon Dr		340	G			Dering Ru				0.093	F		370	G	2009
		To	:			Hoke Dr									
		From	ı			Valley Dr									
Homestead Dr		690	G			•				0.115	F		750	G	2009
		To	:			Midland Rd									
		From	:			Filmore St									
Jefferson St		3200	G							0.088	F	0.624	3400	G	2009
		To	c .			ST Andrews S	t								
		From	:			Bolling Street									
Kirkham St		440	G							0.087	F	0.532	480	G	2009
		To	1			Chestnut Stree	t								
Month D. J. D.		From	<u> </u>			Nivram St				0.000	_		000	•	000
North Park Dr		850 To	G			Datas - D.1				0.098	F		930	G	2009
			<u> </u>			Retang Rd									
Oakmant Dr		From				Homestead Dr				0 114	E	0.744	120	C	2000
Oakmont Dr		110 Ta	G			Midland Rd				0.114	F	0.741	120	G	2009
		From													
Old Church St		460	G			Bollingbrook S	τ			0.088	F	0.521	500	G	2009
		700	U												2008

						City Of 1	Clarabai	м							
Route	Length	AADT	QA	4Tire	Bus	2Axle 3			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
ty of Petersburg		From:				***				- i					
Patterson Ave			G			Flo	yd St			0.125	F	0.635	1100	G	2009
Patterson Ave		1000 To:				Com	ver St			0.125	Г	0.635	1100	G	200
			l												
51		From:	<u> </u>			Val	or Dr				_	0.004	000	_	000
Pleasants Ln		890 To:	G				D 1			0.143	F	0.684	960	G	2009
							ouy Rd								
		From:				As	sh St				_			_	
Richmond Ave		850	G							0.084	F	0.547	920	G	200
		To:				Na	sh St								
		From:				Val	ley St								
Rollingwood Rd		110	G							0.141	F		120	G	200
		To:				Home	stead Dr								
		From:				Forest	Hill Rd								
South Park Dr		2000	G							0.09	F		2200	G	200
		To:				West	Park Dr								
		From:				High l	Pearl St								
St Matthew St		3100	G		•			•		0.078	F	0.565	3300	G	200
		To:				Hard	ling St								
		From				Cus	ster St								
Talley Ave		690	G							0.265	F	0.581	750	G	200
•		To				Edmo	onds Ct								