### 2010

# 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.

-		Oit v o	Peterst	July				Tru	ok			V		Dir		
Route	Jurisdiction	Length	AADT	QΑ	4Tire	Bus	00.4-		ck		QC	K	QK	Dir	AAWDT	QW
	r1	***					ZAXIE	3+Axle	1 i raii	21 raii		Factor		Factor		
Bus Washington Ct	City of Detection		L Petersbur		000/	00/	40/	40/	40/	00/	_	NIA			42000	_
1 460 Washington St	City of Petersburg	0.40	13000	G	98%	0%	1%	1%	1%	0%	F	NA			13000	G
Bus	To: From:	S	Summit St													
March in at an Ot	City of Petersburg	0.18	13000	G	98%	0%	1%	1%	1%	0%	F	NA			14000	G
1 460 Washington St						0,0		.,,	.,,	0,0	-					
Bus	From:		Elm St													
1 460 Washington St	City of Petersburg	0.57	14000	G	96%	1%	1%	1%	1%	0%	F	0.085	F		15000	G
	To:	US 1	Par; Wythe	St												
Bus	From:	US 1 Par, Washi														
1)(460)Wythe St	City of Petersburg	1.08	7600	G	96%	1%	1%	1%	1%	0%	С	0.082	F		8300	G
$\bigcirc$	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	16000	G	96%	1%	1%	1%	1%	0%	F	NA			17000	G
	To		Perry St													
Bus Witho St	City of Potorchius	0.15	9200	G	96%	1%	1%	1%	1%	0%	F	NA			10000	G
1 460 Wythe St	City of Petersburg															
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	19000	G	96%	1%	1%	1%	1%	0%	F	NA			20000	G
Bus	To: From:	SR 3	36 Market S	St												
1 (460) (36) Wythe St	City of Petersburg	0.20	9900	G	96%	1%	1%	1%	1%	0%	F	NA			11000	G
1 400 (30) 1174110 01						.,,		.,,	.,,	0,0	-					
ALT Bus	To: From:	ALT US	301 Sycan	nore St												
1 301 460 36 Wythe St	City of Petersburg	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:		460 Jeffers													
ALT	From:		S 460 Wyth													
1)(301)Jefferson St	City of Petersburg	0.09	3900	G	96%	1%	1%	1%	1%	0%	F	0.082	F	0.687	4200	G
	To:	Bus US 460	) Par, Wash	ington S	St											
ALT loffernon St	City of Potoroburg	0.26	790	G	96%	1%	1%	1%	10/	0%	F	0.096	F	0.674	860	G
1 301 Jefferson St	City of Petersburg	0.26	790	G	90%	170	170	170	1%	0%	Г	0.096	Г	0.074	000	G
ALT	To: From:	]	Henry St													
1 301 3rd St	City of Petersburg	0.05	320	G	96%	1%	1%	1%	1%	0%	F	0.115	F	0.573	350	G
(1) (301)																
ALT	From:	US 30	1 Par, Banl	k St												
1)(301)3rd St	City of Petersburg	0.05	400	G	96%	1%	1%	1%	1%	0%	F	0.11	F	0.634	430	G
	To		Bollingbro													
ALT CO 5	From:		; 3RD STR								_		_			_
(1) (301) (36) Bollingbro	ook St City of Petersburg	0.08	4600	G	98%	0%	1%	0%	0%	0%	F	0.122	F	0.85	5000	G
<del>***</del> ****	To: From:	US 1 Par; US 3	01 Par; Bol	llingbro	ok St											
1 301 2nd St	City of Petersburg	0.35	13000	G	99%	0%	0%	0%	0%	0%	F	NA			14000	G
	To:	SCL C	olonial Hei	ights												
Bus	From:	US 1 Wyth	e St Batter	sea Lane	·		Ī									
Washington St	City of Petersburg	0.31	8500	G	97%	1%	1%	1%	1%	0%	F	0.089	F		9200	G
(1) (10)	Combined Traffic Estimates for 2 Parallel Roadways		16000	G	96%	1%	1%	1%	1%	0%	F	NA			17000	G
	To:		9025 West		5576	1 /0	$\cdot \cdot $	. 70	. 70	J /0	•	. 4/ 1				_
	<u> </u>	123=	, JEJ 11 USL	J.												

_						_		Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
Bus	From:	123	3-9025 West	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 South	h St												
Bus 1 (460 Washington St	City of Petersburg	0.27	9400	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 2 Farallel No.				90 /6	1 /0	1 /0	1 /0	1 /0	0 /6		INA			20000	G
Bus	To: From:	(	Guarantee S	t												
1 460 Washington St	City of Petersburg	0.24	9500	G	97%	1%	1%	1%	1%	0%	F	0.088	F		10000	G
	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:	19000	G	96%	1%	1%	1%	1%	0%	F	NA			20000	G
	To:	BUS US 46	0 Par; SR 3													
~	From:	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
<del>~                                    </del>	To: From:		36 Grove A 36; Market													
1 36 Old St	City of Petersburg	0.13	3500	G	97%	1%	1%	0%	0%	0%	F	0.094	F		3800	G
1 36 Old St	Tr.		Sycamore St		31 /0	1 /0	1 70	0 70	070	070	'	0.034	'		3000	J
	From:		Old St													
36 Sycamore St	City of Petersburg	0.04	3400	G	97%	1%	1%	0%	0%	0%	F	0.094	F		3600	G
	To:	Во	ollingbrook	St												
~ <u> </u>	From		Sycamore St													
1 (36) 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>	To:	US 1	, US 301 2r	nd St												
	From:		CL Petersbu													
36) Fleet St	City of Petersburg	0.12	7800	G	99%	0%	0%	0%	0%	0%	С	0.088	F		8400	G
<u> </u>	To:		Grove Ave													
Crown Ave	City of Petersburg	0.54	Fleet St 3000	G	97%	0%	1%	1%	0%	0%	С	0.101	F	0.609	3200	G
36 Grove Ave	City of Fetersburg		l Par, Marke		9170	076	170	1 70	U70	0%	C	0.101	Г	0.609	3200	G
	From:	03.1	US 1	CI DI												
36) (1) Market St	City of Petersburg	0.38	3300	G	97%	1%	1%	0%	0%	0%	С	0.089	F		3600	G
	Tax	He 1 D DHE	IIC 460 D	W/1-:	-4 C4											
36 Market St	City of Petersburg	US 1 Par; BUS 0.11	5700	, washir	igton St 99%	0%	0%	0%	0%	0%	F	0.09	F	0.769	6000	G
36 Market St	City of Fetersburg	0.11	3700	•	9970	076	0 /6	0 /6	0 /6	0 /6	-	0.09	-	0.709	0000	G
Bus	To: From:	US 1, Bu	ıs US 460 V	Vythe St												
36) (1) (460) Wythe St	City of Petersburg	0.20	9900	G	96%	1%	1%	1%	1%	0%	F	NA			11000	G
	To:	AITI	S 301 Sycar													
ALT Bus	From:															
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
	To:	]	Bus US 460	)												
Bus Wytho St	City of Dotorohyma				070/	10/	10/	10/	10/	00/	C	0.007	F		17000	
36 (460) Wythe St	City of Petersburg	0.20	15000	G	97%	1%	1%	1%	1%	0%	С	0.087	Г		17000	G
	Combined Traffic Estimates for 2 Parallel Roa	adways on this Route:		G	95%	1%	1%	1%	2%	0%	F	NA			34000	G
	Tn·		I-85, I-95													

								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, 0.00	017040	TTTGII	211011		1 40101		1 40101		
(36) (460) Wythe St	City of Petersburg	0.30	11000	G	97%	1%	1%	1%	1%	0%	F	0.079	F		12000	G
	Combined Traffic Estimates for 2 Parallel Ro	padways on this Route:	23000	G	95%	1%	1%	1%	2%	0%	F	NA			25000	G
	To:		uth Crater F													
	From:		Bus US 460													
(36) Wythe St	City of Petersburg		9800	G	97%	0%	1%	1%	2%	0%	F	NA			11000	G
$\smile$	Combined Traffic Estimates for 2 Parallel Ro			G	97%	0%	1%	1%	2%	0%	F	NA			22000	G
	To:	SR 36 Par, W														
O Markington O	O'the of Bottom bearing		Wythe St;			00/	40/	407	00/	00/	_	0.004	_		00000	_
(36) Washington St	City of Petersburg	0.87	20000	G	97%	0%	1%	1%	2%	0%	F	0.081	F		22000	G
<u> </u>	To: From:	Pt	ıddledock R	Rd												
(36) Washington St	City of Petersburg	0.58	16000	G	97%	0%	1%	1%	2%	0%	F	0.079	F		17000	G
$\bigcirc$	To:	Prince (	George Cour	nty Line												
	From:	SR	36; Market	St												
(36) (1) Old St	City of Petersburg	0.13	3500	G	97%	1%	1%	0%	0%	0%	F	0.094	F		3800	G
	To:		Sycamore St	t												
	From:		Old St													
(36) (1) Sycamore St	City of Petersburg	0.04	3400	G	97%	1%	1%	0%	0%	0%	F	0.094	F		3600	G
	To:		ollingbrook													
	From		Sycamore St		070/	407		00/	00/	00/	_	0.000	_		0000	_
(36) (1) Bollingbrook St	City of Petersburg	,	3500	G	97%	1%	1%	0%	0%	0%	F	0.088	F	0.772	3800	G
ALT	From:		, US 301 2n 3 1 Par, 2nd													
	brook St City of Petersburg		4600	G G	98%	0%	1%	0%	0%	0%	F	0.122	F	0.85	5000	G
(36) (301) (1) (301) Bolling	To:	,	ALT US 301		30 /0	070	170	0 70	070	070	•	0.122	'	0.00	3000	G
	From:	051,7	3rd St	i Jiu St												
(36) (301) Bollingbrook St	City of Petersburg	0.15	4400	G	98%	0%	1%	0%	0%	0%	F	0.108	F	0.786	4800	G
(40) (301)	Combined Traffic Estimates for 2 Parallel Ro	•	6100	G	98%	0%	1%	0%	1%	0%	F	NA			6700	G
	T				0070			0,0	.,0	0,0	•				0.00	
Pollingbrook St	City of Dotoroburg	0.23	5th St <b>4200</b>		98%	0%	10/	00/	0%	00/	С	0.116	F		4600	
36 301 Bollingbrook St	City of Petersburg	,		G			1%	0%		0%	_	-	Г		4600	G
	Combined Traffic Estimates for 2 Parallel Ro	padways on this Route:		G	98%	0%	1%	0%	1%	0%	С	NA			6800	G
_	From:	P.	Crater Rd ollingbrook	St.												
36 301 Crater Rd	City of Petersburg		3700	G G	98%	0%	1%	0%	0%	0%	F	0.115	F	0.839	4000	G
36 301 Crater Rd	Combined Traffic Estimates for 2 Parallel Ro	•	7700	G	97%	1%	1%	1%	1%	0%	· F	NA	'	0.000	8300	G
	Combined Trainic Estimates for 2 Parallel Ro				9176	170	1 70	1 70	170	0%	Г	INA			0300	G
	To: From:		01 Par, Ban													
(36) (301) Crater Rd	City of Petersburg	0.18	3900	G	97%	1%	1%	0%	0%	0%	F	NA			4200	G
<u> </u>	To:	US 301, B	US US 460	Crater R	ld		<b>—</b> —									
(36) Washington St	City of Petersburg		11000	G	97%	0%	1%	1%	2%	0%	F	0.09	F		11000	G
T	Combined Traffic Estimates for 2 Parallel Ro		20000	G	97%	0%	1%	1%	2%	0%	F	NA			22000	G
	To:	,	Burch St				<del></del>				-					-

		City	or Peters	burq				т	l .			I/		D:-		
Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus		Tru			QC	K -	QK	Dir	AAWDT	QW
							2Axle	3+Axle	11 rail	21 rail		Factor		Factor		
	From:		Burch St		070/	00/	40/	407	00/	00/	_	0.004	_		40000	_
36 Washington St	City of Peters	-	11000	G	97%	0%	1%	1%	2%	0%	F	0.091	F		12000	G
~	Combined Traffic Estimates for 2 Paralle			G	97%	0%	1%	1%	2%	0%	F	NA			22000	G
	10:	<u> </u>	Wythe St; A													
North	From:		SCL Petersbu													
85) {460}	City of Petersburg	(Maint: 26) 1.01	25000	Α	88%	1%	1%	1%	9%	1%	С	0.094	Α		24000	Α
$\circ \circ$	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route	: 48000	Α	88%	1%	1%	1%	10%	1%	С	0.048	Α		47000	Α
	To	Sqi	uirrel Level I	Road												
North	City of Determination				000/	40/	40/	40/	007	40/	_	0.004	۸		20000	^
85 460	City of Petersburg	` '	28000	Α	88%	1%	1%	1%	9%	1%	F _	0.091	A		28000	A
•	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route		Α	88%	1%	1%	1%	10%	1%	F	0.094	Α	0.571	53000	Α
	10:		I-95				ļ									
lorth	From		o Squirrel L	evel Roa	d											
85) Ramp	City of Petersburg	<u>`</u>	NA									NA			NA	
$\smile$	To:	123-9011; 123	-9011- 1A F	ROM &	TORT											
lorth	From:		I-85 North													
85) (460) Ramp	City of Petersburg	(Maint: 26) 0.10	5900	Α								0.104	Α		6100	Α
	To:		I-95 South													
lorth	From:	I-85-N TO WYTH	E & WASH	NGTON	STREET	S										
Ramp	City of Petersburg	(Maint: 26) 0.06	NA									NA			NA	
	To	I-95-N051A TO WY	THE & WA	SHING	TON STRI	EE										
lorth	From:		I-95 North													
85 Ramp	City of Petersburg	(Maint: 26) 0.22	5700	Α								0.104	Α		6300	Α
$\smile$	To		St & Washi													
North	From:		5 North Exit									0.400			4000	
85 Ramp	City of Petersburg		3600	A								0.103	Α		4000	Α
<u> </u>	10.	CEUS	460-P Wash	ington St												
North	From:		5 North Exit													
85 Ramp	City of Petersburg	<u>`</u>	2100	Α								0.123	Α		2300	Α
<u> </u>	To:	CE	US 460 Wyt	he St												
outh	From	5	SCL Petersbu	ırg												
85) 460	City of Petersburg	(Maint: 26) 1.25	24000	Α	87%	1%	1%	1%	10%	1%	С	0.107	Α		23000	Α
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route	48000	Α	88%	1%	1%	1%	10%	1%	С	NA			47000	Α
	To:	Sar	uirrel Level I	2 oad												
outh	From															
85) { 460 }	City of Petersburg		26000	Α	87%	1%	1%	1%	10%	1%	F	0.106	Α		26000	Α
$\smile \smile$	Combined Traffic Estimates for 2 Parallel	el Roadways on this Route		Α	88%	1%	1%	1%	10%	1%	F	0.094	Α	0.571	53000	Α
	To:		I-95													
South	Prom:		mp From I-9		070/	407		407	4007	401		0.400			00000	
85 I-85 S Ramp	City of Petersburg	•	26000	N	87%	1%	1%	1%	10%	1%	N	0.106	N		26000	N
~	Combined Traffic Estimates for 2 Parallel			N								NA			NA	
	To:	Ramp F	From Washin	gton Ave	)											

Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QW
South	From:	Ramp F	rom Washing	gton Ave	e		2Axle	3+Axle	1 I rail	21 rail		Factor		Factor		
85 I-85 S Ramp	City of Petersburg (I		NA									NA			NA	
	Combined Traffic Estimates for Paralle	Roadways on this Route:	NA									NA			NA	
	To:		I-95 South													
South	From:	I-85-S TO SO			ROAD											
85 Ramp	City of Petersburg	-	3800	Α								0.105	Α		4100	Α
	Tar.	123-9011; 123		) & FR(	OM RT											
North	From: L City of Petersburg (I	Maint: 74) 1.15	Rives Rd 16000	Α	85%	1%	1%	0%	13%	00/	_	0.116	۸		14000	^
95	City of Petersburg (i Combined Traffic Estimates for 2 Parallel	,			87%	1%	1%	0% 1%	11%	0% 0%		0.116 0.105	A A	0.513	29000	A A
		i Roadways on this Route.		Α	0170	170	1 70	170	1170	0%	Г	0.105	A	0.515	29000	А
North	From:		Wagner Rd													
95)	City of Petersburg (I	,	20000	Α	85%	1%	1%	0%	13%	0%	F	0.107	Α		19000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	43000	Α	87%	1%	1%	1%	11%	0%	F	0.096	Α	0.531	41000	Α
North	To- From:	U	S 460 West	St												
95)	City of Petersburg (I	Maint: 74) 0.50	20000	N	85%	1%	1%	0%	13%	0%	Ν	0.107	Ν		19000	Ν
00)	Combined Traffic Estimates for 2 Parallel	,	43000	N	87%	1%	1%	1%	11%	0%	Ν	NA			41000	Ν
	To:	·	I-85													
North	From: L	Moint 26) 0.44			91%	40/	10/	40/	70/	00/	_	0.002	۸		42000	٨
95	City of Petersburg (I Combined Traffic Estimates for 2 Parallel		44000	A A		1% 1%	1% 1%	1% 1%	7% 7%	0% 0%	г г	0.093 0.092	A A	0.561	43000 85000	A A
		<u> </u>			91%	170	1 70	170	170	0%	Г	0.092	A	0.361	63000	А
North	From:	US 301, Bu		ashingto	n St											
95)	City of Petersburg (I	,	51000	Α	91%	1%	1%	1%	7%	0%	F	0.092	Α		50000	Α
$\smile$	Combined Traffic Estimates for 2 Parallel			Α	91%	1%	1%	1%	7%	0%	F	NA			100000	Α
	10:	SCL	Colonial He													
North	From:	Maint 74) 0.47	I-95 North									0.404	^		050	^
95 Ramp	City of Petersburg (ا تن ا	-	<b>870</b> 3-9008 Rives	A								0.101	Α		850	Α
NI= ath	From:	12,														
North (95) Ramp	City of Petersburg (I	Maint: 74) 0.35	I-95 North <b>300</b>	Α								0.248	Α		320	Α
95) ((a))	To:		-9010 Wagne									0.240	,,		020	,,
North	From:		TO WAGN													
(95) Ramp	City of Petersburg (I		NA	<u> </u>								NA			NA	
	To:		-9010 FR R	Γ 95												
North	From:	I-95-N05	0X TO RT 4	60 EAS	Т											
95 Ramp	City of Petersburg (I		NA									NA			NA	
$\overline{}$	To:	US 460 F	ROM RT 95	NORT	Ή											
North	From:	I-95-N050X		BUS &	£ 301											
95 Ramp	City of Petersburg (I	-	NA									NA			NA	
$\overline{}$	To:	CEUS 460-P I	ROM ROU	TE 95 N	ORTH											

			CILVOIP	etersbu	ııu											
Route	Jurisdiction	n Le	ngth AA	ADT	<b>QA</b> 4	Tire Bu	S	Tr e 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
North	From:	I-95	-N050X TO	ORT 301	SOUTH		2///	C JIANIC	TITAL	ZIIGII		1 actor		1 40101		
95) Ramp	City of Petersburg (			NA								NA			NA	
	To:	,	US	S 301												
North	From:		I-95	North												
95 Ramp	City of Petersburg (	Maint: 74) 0	.04 <b>N</b>	NA			<u>.</u>					NA			NA	
North	To: From:		Ramp to U	US 460 Ea	ast											
95) Ramp	City of Petersburg (	(Maint: 74) 0	.15 <b>N</b>	NA								NA			NA	
Novelle	To: From:	]	Ramp From	US 460 V	West											
North (95) Ramp	City of Petersburg (	(Maint: 74) 0	.26 10	0000	Α		_					0.136	Α		12000	Α
$\overline{}$	To		Ramp to U	IS 301 No	orth											
North (95) Ramp	City of Petersburg (	Maint: 74) 0	•	NA								NA			NA	
93)	To.	, , ,	Ramp to U	IC 201 C	41-											
North	From:		•		util			_								
95 Ramp	City of Petersburg (	Maint: 74) 0		NA								NA			NA	
North	From:		•	om US 30	)1											
95 Ramp	City of Petersburg (	(Maint: 74) 0	.14 <b>15</b>	5000	Α							0.114	Α		16000	Α
North	To: From:	Ramp	to Wythe &	Washing	ton Streets	S	-									
95 Ramp	City of Petersburg (	(Maint: 74) 0	.01 <b>N</b>	NA								NA			NA	
$\overline{}$	To:		I-95	North												
North	From:	I-95-N050X T	O WYTHE	& WASH	INGTON	STREE										
(95) Ramp	City of Petersburg (			NA								NA			NA	
	То:	I-85-N068B T				STREE										
North	From:		-95-N TO R		UTH											
(95) Ramp	City of Petersburg (		-	NA								NA			NA	
	10:		-S Gap FRC													
North	From:		TO RT 3010		K STREE	T						NIA			NIA	
95 Ramp	City of Petersburg (		.19 <b>N</b> 301-P FRO	NA DT 05	NODTH							NA			NA	
		103			NORTH											
South	From: City of Petersburg (	Maint: 74)		etersburg 5000	Λ Ω	9% 1%	 6 1%	1%	9%	00/	F	0.113	Α		13000	٨
95	City of Petersburg ( Combined Traffic Estimates for 2 Paralle	•				9% 19 7% 19				0% 0%	F		А			Α .
	Combined Trainic Estimates for 2 Paralle	n Koauways on this K		es Rd	<b>A</b> 8	170 19	o 1%	1%	11%	U%		NA			25000	Α
South	From:				_											
95)	City of Petersburg (	,		000		9% 1%			9%	0%	F	0.111	Α		15000	Α
$\sim$	Combined Traffic Estimates for 2 Paralle	el Roadways on this R			<b>A</b> 8	7% 1%	ú 1% ———	1%	11%	0%	F	0.105	Α	0.513	29000	Α
			Wam	ner Rd			⊢									
South	To From:		vv agi													
	Tal From L City of Petersburg (		.29 <b>23</b>	3000	<b>A</b> 8	9% 1%	и и 1%	1%	9%	0%	F	0.097	Α		23000	Α
South 95	City of Petersburg ( Combined Traffic Estimates for 2 Paralle		.29 <b>23</b>			9% 1% 7% 1%			9% 11%	0% 0%	F F	0.097 0.096	A A	0.531	23000 41000	A A

				or Peters					Tru	ck			K		Dir		
Route	Jurisdiction	on	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
South	From	:	US 460 Cour	nty Rd; US	301 Crate	er Rd											
95)	City of Petersburg	(Maint: 74)	0.53	23000	N	89%	1%	1%	1%	9%	0%	Ν	0.097	Ν		23000	Ν
	Combined Traffic Estimates for 2 Paralle	el Roadways	on this Route:	43000	N	87%	1%	1%	1%	11%	0%	Ν	NA			41000	Ν
South	To From			I-85				$\Box$ $\vdash$									
95)	City of Petersburg	(Maint: 26)	0.66	43000	Α	90%	1%	1%	1%	7%	0%	F	0.094	Α		42000	Α
(93)	Combined Traffic Estimates for 2 Paralle	` ,			Α	91%	1%	1%	1%	7%	0%	F	0.092	Α	0.561	85000	Α
	To		US 301, Bu		/achinoto												
South	City of Deterobuse	(Mainty 26)					40/	40/	40/	70/	00/	F	0.000	۸		F0000	۸
95	City of Petersburg	. ,	0.48	50000	A	90%	1%	1%	1%	7%	0%	•	0.092	Α		50000	A
	Combined Traffic Estimates for 2 Parall	ei Roadways		Colonial H		91%	1%	1%	1%	7%	0%	F	NA			100000	Α
South	From	:		S TO RIVE	-												
95 Ramp	City of Petersburg	(Maint: 74)	0.16	NA	is KD								NA			NA	
93)	То	:		123-9008- A	A TO RT	95											
South	From		I-95-S	TO WAGN	ER RD		-				-						
95) Ramp	City of Petersburg	(Maint: 74)	0.25	NA									NA			NA	
$\overline{}$	То		123-9	010 FROM	RT 95												
South	From	:		I-95 South													
95 Ramp	City of Petersburg	(Maint: 74)	0.31	5000	Α								0.098	Α		5600	Α
	10			9010 Wagn													
South	From	(NA=:=+: 74)	I-95-S050X 0.09	TO GRAE  NA	IAM RO	AD							NA			NIA	
95 Ramp	City of Petersburg	(Maint: 74)	123-9012 FR		TE 95 SC	ITH		1					INA			NA	
041-	From	! :	123-7012 I K	I-95 South		70111		<u> </u>									
South (95) (460) Ramp	City of Petersburg	(Maint: 74)	0.06	9300	Α								0.096	Α		10000	Α
93 (400)	To			np to Grahai	D.d												
South	From				II Ku												
95 460 Ramp from I-85 N to	o I-95 S City of Petersburg	(Maint: 74)	0.07	NA									NA			NA	
South Bus	To From		Rai	np from US	301												
95) (460) (460) Ramp from I-	85 N to I-95 S City of Petersburg	(Maint: 74)	0.18	NA									NA			NA	
	To.		Rar	np from US	301			<u> </u>									
South Bus (95) 460 Ramp from I-	85 N to I-95 S City of Petersburg	(Maint: 74)	0.27	11000	Α								0.118	Α		13000	Α
95 460 460 Ramp from I-	65 N to 1-95 5 City of Fetersburg	(IVIaIIII. 74)											0.116	A		13000	А
South	To From			JS 460 Ram	np												
95) Ramp from I-85 N to I-95	S City of Petersburg	(Maint: 74)	0.22	NA									NA			NA	
<u> </u>	To	: 		I-95 S													
South	From	04: ( 7.0)	I-95-S TO WAS		& WYTI	IE STS											
95 Ramp	City of Petersburg	(Maint: 74)	0.12	NA									NA			NA	
South	To From		I-95-S052B TC	WASHING	GTON S	ΓREET											
95) Ramp	City of Petersburg	(Maint: 74)	0.19	NA									NA			NA	
$\smile$	To	:	CEUS 460	FROM RT	95 SOU	ГН											

5 .						Tru	ıck			K	<b>6</b> 11	Dir		
Route	Jurisdiction	Length AADT Q	A 4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
	From:	US 460 County Rd												
106)Courthouse Rd	City of Petersburg	0.10 <b>7400 G</b>	95%	1%	1%	1%	2%	0%	F	0.089	F		8100	G
	To:	ECL Petersburg												
	From:	US 460 County Rd												
109 Hickory Hill Rd	City of Petersburg	0.88 <b>6500 G</b>	98%	0%	0%	1%	0%	0%	С	0.124	F		7100	(
<u> </u>	To: From:	ECL Petersburg												
109 Hickory Hill Rd	City of Petersburg	0.03 <b>6500 N</b>	98%	0%	0%	1%	0%	0%	Ν	0.124	Ν		7100	1
	To: Dead	End; Fort Lee Military Reservat	ion, Mahone	Av										
	From:	WCL Petersburg												
142 Boydton Plank Rd	City of Petersburg	0.16 <b>3300</b> G	98%	0%	0%	0%	1%	0%	F	0.096	F		3600	(
142)	T				<del></del> -									
Davidtan Dlank Dd	From:	Dupuy Rd	000/	00/		00/	40/	00/		0.000			2400	,
142 Boydton Plank Rd	City of Petersburg	1.24 <b>3100 G</b>	98%	0%	0%	0%	1%	0%	С	0.083	F		3400	(
<u> </u>	To: From:	Rt 604 Halifax Rd												
142 Halifax Rd	City of Petersburg	0.06 <b>5800 G</b>	98%	0%	0%	0%	1%	0%	F	0.079	F	0.524	6300	(
$\smile$	To:	CSX RR												
	From:	SCL Petersburg												
301 Crater Rd	City of Petersburg	0.21 <b>8600 G</b>	99%	0%	0%	0%	0%	0%	F	0.096	F		9400	(
901)	To	n: n.i			<del></del>									
301 Crater Rd	City of Petersburg	0.90 <b>9800 G</b>	99%	0%	0%	0%	0%	0%	С	0.091	F		11000	(
301 Crater Ru	City of Petersburg	0.90 9600 0	99%	0%	0%	0%	U70	U70	C	0.091	Г		11000	
~~~	To: From:	Wagner Rd												
301 Crater Rd	City of Petersburg	0.43 <b>21000 G</b>	99%	0%	0%	0%	0%	0%	F	NA			23000	(
~	To:	Flank Rd												
301 Crater Rd	City of Petersburg	0.87 <b>22000</b> G	99%	0%	0%	0%	0%	0%	F	0.084	F		24000	(
301)														
Control Del	From:	ALT US 301 Sycamore		00/	40/	00/	00/	00/	_	0.000	_		47000	,
301 Crater Rd	City of Petersburg	0.26 <b>16000 G</b>	98%	0%	1%	0%	0%	0%	С	0.088	F		17000	(
	To: From:	South Blvd												
301 Crater Rd	City of Petersburg	0.73 <b>22000 G</b>	98%	0%	1%	0%	0%	0%	F	0.084	F		24000	(
<u> </u>	To	I-95, Bus US 460												
Bus	From:													
301 (460) Crater Rd	City of Petersburg (Maint: 26)	0.09 <b>11000 N</b>		1%	1%	0%	0%	0%	Ν	0.087	Ν		12000	1
<del>-</del>	To: From:	I-95; Bus US 460 Par, Winfi												
Bus Crotor Pd		Maintenance Jurisdiction C		40/	40/	00/	00/	00/	С	0.007	F		12000	,
301 460 Crater Rd	City of Petersburg	0.98 <b>11000 G</b>	97%	1%	1%	0%	0%	0%	C	0.087	Г		12000	(
Bus	To: From:	SR 36, Bus US 460 Wyth	e St											
~~~	City of Petersburg	0.10 <b>7800 G</b>	97%	1%	1%	0%	0%	0%	F	0.087	F		8500	(
301 (460 Crater Rd	·			1 /0	- 70	070	070	070	•	0.007	•		0000	
~~~~		SR 36 Par, Bus US 460 Par, Was												
301 (36) Crater Rd	City of Petersburg	0.18 <b>3900 G</b>	97%	1%	1%	0%	0%	0%	F	NA			4200	C
~ •	To:	US 301 Par, Bank St												

		City	of Petersb	oura												
Route	Jurisdiction	n longth	AADT	QA	4Tire	Bus		Tru	ıck		QC	K	OK	Dir	AAWDT	· 0\\\
Route	Jurisaiction	n Length	AADI	QA	4 i ire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDI	Qvv
	From:	US 3	301 Par, Bank	k St												
301 36 Crater Rd	City of Petersl	burg 0.14	3700	G	98%	0%	1%	0%	0%	0%	F	0.115	F	0.839	4000	G
	Combined Traffic Estimates for 2 Paralle	Roadways on this Route:	7700	G	97%	1%	1%	1%	1%	0%	F	NA			8300	G
	To:		ollingbrook S	t												
	From:		Crater Rd													
(301) (36) Bollingbrook St	City of Petersl	burg 0.23	4200	G	98%	0%	1%	0%	0%	0%	С	0.116	F		4600	G
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	6300	G	98%	0%	1%	0%	1%	0%	С	NA			6800	G
~~~	To From:		5th St								_		_			
301 (36) Bollingbrook St	City of Petersl	0	4400	G	98%	0%	1%	0%	0%	0%	F	0.108	F	0.786	4800	G
$\sim$ $\circ$	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	6100	G	98%	0%	1%	0%	1%	0%	F	NA			6700	G
=	To:		3rd St													
ALT OF III	From:	·	ALT US 301		2001	00/		00/	007	00/	_	0.400	_	0.05	5000	_
(301) $(1)$ $(301)$ $(36)$ Bollingbro	ook St City of Petersl		4600	G	98%	0%	1%	0%	0%	0%	F	0.122	F	0.85	5000	G
<del>* * * *</del>	From:	US	S 1 Par, 2nd S N RT 1	St												
301 1 2nd St	City of Petersl	bura 0.35	13000	G	99%	0%	0%	0%	0%	0%	F	NA			14000	G
301 1 2nd St	To:		Colonial Hei		9970	076	0/8	0 /6	076	0 /6		INA			14000	G
~~_	From:		TO RT 95 N	ORTH												
301 Ramp	City of Petersburg (	,	NA									NA			NA	
<del>~</del>	To:	I-95-N0502	X FROM RO	OUTE 3	01											
North	From:	US 301; 123-9012	GRAHAM I	RD & F	RO RT 95											
301 Ramp	City of Petersburg (	Maint: 74) 0.10	NA									NA			NA	
<u> </u>	To:	I-95-S050X FR	OM ROUTE	E 301 N	ORTH											
South Bus	From:	US	301 Crater F	Rd												
301 (460 Ramp US 301 S to I-9	5 S at Exit ??? City of Petersburg (	Maint: 74) 0.20	NA									NA			NA	
301)(400)	To:	,	-95, US 460													
	From:		301 Crater S	C+			i									
301 (36) Bank St	L City of Petersl		2100	G G	96%	1%	1%	1%	1%	0%	С	0.102	F		2300	G
301 36 Bank St	•	-											ı			
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	6300	G	98%	0%	1%	0%	1%	0%	С	NA			6800	G
~~~	To: From:		5th St													
(3 <sub>β</sub> 1) (3 <sub>β</sub> ) Bank St	City of Petersl	burg 0.15	1700	G	96%	1%	1%	1%	1%	0%	F	0.105	F		1900	G
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	6100	G	98%	0%	1%	0%	1%	0%	F	NA			6700	G
	To		3rd St				—									
ALT _	From:															
{3ρ1}{1}{301}(3β) Bank St	City of Petersl	•	1600	G	96%	1%	1%	1%	1%	0%	F	0.100	F		1800	G
	Combined Traffic Estimates for 2 Paralle	Roadways on this Route:	6300	G	98%	0%	1%	0%	1%	0%	F	NA			6800	G
	To:	ALT U	JS 301 Par, 2	nd St												
ALT	From:	US	301 Crater F	Rd												
301 Sycamore St	City of Petersl		7600	G	99%	0%	0%	0%	0%	0%	F	NA			8200	G
	r			•												-
ALT	From:		South Blvd													
301 Sycamore St	City of Petersl	burg 0.95	5000	G	99%	0%	0%	0%	0%	0%	С	0.084	F		5400	G
		July 0.00	0000	_	3370	070	0 70	0 /0	U /0	0 / 0	0	0.00-	•		0.00	_

		City of Peter	obuiq				Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus	2Axle	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QW
ALT	From:	North Blv	d			27 000	OTTINIC	111an	211011		1 40101		1 40101		
301 Sycamore St	City of Petersburg	0.42 <b>7300</b>	G	99%	0%	0%	0%	0%	0%	F	0.075	F		7900	G
<u> </u>	To:	Graham R	d			<b>—</b> —									
ALT Synomore St	City of Potoroburg	0.56 9500	G	99%	0%	0%	0%	0%	00/	F	0.078	F		10000	G
301 Sycamore St	City of Petersburg	US 1 Wythe		99%	076	0%	0%	076	0%	Г	0.076	Г		10000	G
ALT Bus	From:	US 1	, Dt												
$\{301\}$ $\{1\}$ $\{460\}$ $\{36\}$ Wythe St	City of Petersburg	0.20 <b>12000</b>	G	96%	1%	1%	1%	1%	0%	F	NA			13000	G
Combine	d Traffic Estimates for 2 Parallel Roadways		G	95%	1%	1%	1%	2%	0%	F	NA			29000	G
ALT	To: From:	Bus US 460 Jeff Bus US 460 W													
ALT 301 1 Jefferson St	City of Petersburg	0.09 3900	G	96%	1%	1%	1%	1%	0%	F	0.082	F	0.687	4200	G
(301) (1)	To:				.,,			.,,		•		•			
ALT	From:	Bus US 460 Par, Wa													
(301)(1) Jefferson St	City of Petersburg	0.26 <b>790</b>	G	96%	1%	1%	1%	1%	0%	F	0.096	F	0.674	860	G
ALT	To: From:	Henry St													
(301) (1) 3rd St	City of Petersburg	0.05 <b>320</b>	G	96%	1%	1%	1%	1%	0%	F	0.115	F	0.573	350	G
	To	US 301 Par, B	mlr C4												
ALT	From:	,				401				_		_			
(301) (1) 3rd St	City of Petersburg	0.05 <b>400</b>	G	96%	1%	1%	1%	1%	0%	F	0.11	F	0.634	430	G
ALT	From:	US 301 Bollingt US 1, ALT US 30													
(301)(301)(1)(36) Bollingbrook St	City of Petersburg	0.08 4600	G	98%	0%	1%	0%	0%	0%	F	0.122	F	0.85	5000	G
	To:	US 301													
ALT	From:	US 1 Wythe	St												
301 Sycamore St	City of Petersburg	0.09 <b>6700</b>	G	99%	0%	0%	0%	0%	0%	F	NA			7300	G
	To:	Bus US 460 Wash Bus US 460													
ALT Bus Bus (36) Washington St	City of Petersburg	0.09 <b>14000</b>	G G	93%	1%	1%	2%	3%	0%	F	0.079	F		16000	G
	d Traffic Estimates for 2 Parallel Roadways		G	95%	1%	1%	1%	2%	0%	F	NA	•		29000	G
Combine	To:			3070	170	170	170	270	070	•	100			20000	Ü
ALT	From:	Bus US 460 Wash								_					
(3ρ1) Adams St	City of Petersburg	0.06 <b>7500</b>	G	99%	0%	0%	0%	0%	0%	F	NA			8200	G
ALT	To: From:	Franklin S	it												
Adams St	City of Petersburg	0.16 <b>7300</b>	G	99%	0%	0%	0%	0%	0%	С	NA			8000	G
<u></u>	To:	Henry St													
	From:	SCL Petersh	urg												
(460) (85)	City of Petersburg (Maint: 26)	1.01			See I-8	5 for dire	ectional t	raffic vo	olume es	timate	s for this	segn	nent.		
Combine	d Traffic Estimates for 2 Parallel Roadways	on this Route: 48000	Α	88%	1%	1%	1%	10%	1%	С	0.048	Α		47000	Α
	To:	Squirrel Level	Road			⊐⊢									
(460) (85)	City of Petersburg (Maint: 26)	2.57			See I-8	5 for dire	ectional t	raffic vo	olume es	timate	s for this	segn	nent.		
	d Traffic Estimates for 2 Parallel Roadways	on this Route: 54000	Α	88%	1%	1%	1%	10%	1%	F	0.094	Α	0.571	53000	Α
	To:	I-85 S													

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW
~~ = B	From:	0.40	I-85 S			010	. ( 1'							1		
460 85 Ramp	City of Petersburg (Maint: 26)	0.10	LOCOD			See I-85	for dire	ectional 1	raffic vo	olume es	stimate	s for this	segme	ent.		
	From:		I-95 SB I-85													
460 (95) Ramp	City of Petersburg (Maint: 74)	0.06	1-03			See I-95	for dire	ectional t	raffic vo	olume es	timate	s for this	segme	ent.		
	To:	(	Graham Rd													
460 (95) Ramp from I-85 N to I-9	95 S City of Petersburg (Maint: 74)	0.07	Statum Iva			See I-95	for dire	ectional t	raffic vo	olume es	timate	s for this	seame	ent.		
400) (33)	To:	I-95 SE	3 Collector	Ramp									3			
Bus	From:	•	rom US 30	South												
460 (95) (460) Ramp from I-85	N to I-95 S City of Petersburg (Maint: 74)	0.18				See I-95	for dire	ectional t	raffic vo	olume es	timate	s for this	segme	ent.		
<del>* * * *</del>	To:		om US 30: p from US													
$\frac{\text{Bus}}{460}$ Ramp from I-85	N to I-95 S City of Petersburg (Maint: 74)	0.27	p irom US	301		Soo I-05	for dire	actional t	raffic ve	oluma as	timate	s for this	coama	ant		
460 95 460 Ramp from I-85	To:	0.27	US 460			366 I-30	) IOI UII C	Clional	ianic vo	Julie 63	umate	3 101 1113	Segine	51 IL.		
	From:		I-95													
460 County Dr	City of Petersburg	0.60	18000	G	92%	0%	1%	1%	6%	0%	С	0.096	F		19000	G
~~~ -	To: From:		Hickory H													
County Dr	City of Petersburg	2.16	9300	Α	89%	1%	1%	1%	8%	0%	С	0.101	Α	0.51	9900	Α
460 County Dr	City of Petersburg		6 Courthous 13000	se Rd <b>G</b>	89%	1%	1%	1%	8%	0%	F	0.087	F		14000	G
260 County Di	To:		L Petersbu		0370	1 /0	1 /0	1 /0	070	0 70		0.007	'		14000	J
Bus	From:	WC	L Petersbu	iro												
460 1 Washington St	City of Petersburg		13000	G	98%	0%	1%	1%	1%	0%	F	NA			13000	G
Bus	To: From:		Summit St													
460 1 Washington St	City of Petersburg	0.18	13000	G	98%	0%	1%	1%	1%	0%	F	NA			14000	G
Bus	To- From		Elm St													
460 1 Washington St	City of Petersburg	0.57	14000	G	96%	1%	1%	1%	1%	0%	F	0.085	F		15000	G
460) (1) Washington St	To:		Par; Wyth		0070	170	Ť	170	170	070	•	0.000	•		10000	Ŭ
Bus	From:	US 1 Par, Wash	ington St; 1	Batterse	a Lane											
460 1 Wythe St	City of Petersburg	1.08	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			17000	G
	To: From:		Perry St													
Bus 460 1 Wythe St	City of Petersburg	0.15	9200	G	96%	1%	1%	1%	1%	0%	F	NA			10000	G
.00)( . )	Combined Traffic Estimates for 2 Parallel Roadways			G	96%	1%	1%	1%	1%	0%	F	NA			20000	G
	Combined Trainic Estimates for 2 Parallel Roadways (				<b>30</b> 70	170	1 70	1 70	170	U70	F	INA			20000	G
Bus	To: From:	SR	36 Market	St												
460 1 36 Wythe St	City of Petersburg	0.20	9900	G	96%	1%	1%	1%	1%	0%	F	NA			11000	G
Bus ALT	To: From:	ALT US	301 Sycar	nore St												
460 (1) (301) (36) Wythe St	City of Petersburg	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:		1 Jefferson	_												-

					OI I CICIS					Tru	ck			K		Dir		—
Route		Jurisdictio	on -	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Sus Out the Ot		From:			S 1 Jeffersor		070/	40/	40/	40/	40/	00/	_	0.007	_		47000	
60 36 Wythe St		City of Peters	Ü	0.20	15000	G	97%	1%	1%	1%	1%	0%	C	0.087	F		17000	(
	Combined Traff	ic Estimates for 2 Paralle	el Roadway	s on this Route:	31000	G	95%	1%	1%	1%	2%	0%	F	NA			34000	(
Bus		To: From:			I-85, I-95													
(36) (36) Wythe St		City of Peters	sbura	0.30	11000	G	97%	1%	1%	1%	1%	0%	F	0.079	F		12000	(
36) 17,410 01	Combined Traff	ic Estimates for 2 Paralle	Ü			G	95%	1%	1%	1%	2%	0%	F	NA	•		25000	(
	Combined Train	To:	Noauway		5; US 301 Cr		3370	1 /0	170	1 70	270	076	'	INA			23000	`
us		From:			5; US 301 W													
301 Crater Rd		City of Peters	burg	0.98	11000	G	97%	1%	1%	0%	0%	0%	С	0.087	F		12000	(
		To:	, J	Maintena	nce Jurisdicti	ion Chan	ge											
us		From:		I-95; BUS	US 460 Par,	Winfield	Rd											
60 301 Crater Rd		City of Petersburg	(Maint: 26)	0.09	11000	N	97%	1%	1%	0%	0%	0%	Ν	0.087	Ν		12000	1
		To:		U	S 301 Crater	Rd												
us ~~~		From:			US 301													
60 (301) Ramp US 301 S	to I-95 S at Exit ???	City of Petersburg	(Maint: 74)	0.20			Se	ee US 3	301 for d	lirectiona	I traffic	volume e	estima	tes for th	is seg	ment.		
<i></i>		To:			I-95 CD Roa													
us ,	1051111050	Prom:	(14: 4.74)		from US 30	1South		0 10										
(60) $(95)$ $(460)$ Ramp from	1-85 N to 1-95 S	City of Petersburg	(Maint: 74)	0.18				See I-9	5 for dire	ectional t	raffic vo	olume es	timate	s for this	segm	ent.		
~ ~ ~		To.		Ramp	from US 30	1North			$\Box$									
(60) $(95)$ $(460)$ Ramp from	1-85 N to 1-95 S	City of Petersburg	(Maint: 74)	0.27				Soo I-0	5 for dir	ectional t	raffic vo	oluma ac	timata	e for thie	coam	ont		
60 95 460 Ramp from	110011101-000	To:	(IVIAITIL. 7-7)	0.21	Bus US 460	)		00013	5 101 and	Collonal	iaiic ve	nume es	umato	3 101 1113	Segin	iciti.		
																		_
Bus		City of Petersburg		CEUS 460-E006A T 0.24	NA	z 95 SOL	THBOUN	ND						NA			NA	
Ramp		City of Petersburg	(Mairit. 26)	0.24	NA									INA			INA	
LIC .		To: From:		CEUS 460-	6C Gap TO	RT 85 S	OU											
us 60 Ramp		City of Petersburg	(Maint: 26)	0.27	NA									NA			NA	
00 J. Kamp		To:		95-S FROM WASH		WYTH	E STREE	TS						101				
		Erom	1															_
Domn		City of Petersburg	(Mainte 74)	CEUS 460-P002	NA CEUS 46	00-E006E	FROM							NIA			NΙΛ	
Ramp		City of Petersburg		0.11 I-95-N FROM RT		XX A CX II	NOTON	0						NA			NA	
•		400						x										_
<u>us</u>		From		CEUS 460-P002		SOUTH	BOUND											
60 Ramp		City of Petersburg		0.08	NA									NA			NA	
~~		To:	I-	85-S FROM WASI	HINGTON &	k WYTH	E STREE	TS										
us		From:		CEUS 460 TO R	TS 85 & 95	SOUTH	BOUND											
Ramp		City of Petersburg	(Maint: 26)	0.17	NA				_					NA			NA	
~ <i>_</i>		To:	C	CEUS 460-P002A T	O RTS 85 &	2 95 SOU	THBOUN	ND										
us		From:		CEUS 40	60 TO RT 95	5 NORTI												
Ramp		City of Petersburg	(Maint: 74)		NA									NA			NA	
30		To:	:	CEUS 460-P0		460- 6B I	ROM											
		From			ythe St Batte				<del>- i</del>									_
Sus Washington St		City of Peters	L	0.31 0.31	9tne St Batte 8500	rsea Lan	97%	1%	1%	1%	1%	0%	F	0.089	F		9200	(
Washington St	Ossella de C	•	•										_		Г			
-	Combined I raff	ic Estimates for 2 Paralle	ei Koadway			G	96%	1%	1%	1%	1%	0%	F	NA			17000	(
		To:		12	23-9025 Wes	t St												

-		Oity	or Peters	burq				Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2010	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Bus	From:	123	-9025 Wes	t St			ZAXIE	STAXIE	IIIali	ZIIali		racio		racioi		
(460) (1) Washington St	City of Petersburg	0.40	9100	G	97%	1%	1%	1%	1%	0%	F	0.089	F		9900	G
490 (j) 11 do migron 31	Combined Traffic Estimates for 2 Parallel Roadways on this			G	97%	1%	1%	1%	1%	0%	F	NA	•		18000	G
	To To				01 70	170	- 70	1,0	170	070	·				10000	Ü
Bus	From:		-9029 Sout													
{460}{ 1} Washington St	City of Petersburg	0.27	9400	G	97%	1%	1%	1%	1%	0%	С	0.087	F		10000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this	s Route:	19000	G	96%	1%	1%	1%	1%	0%	F	NA			20000	G
Due	To- From:	(	Guarantee S	t												
Bus (460) (1) Washington St	City of Petersburg	0.24	9500	G	97%	1%	1%	1%	1%	0%	F	0.088	F		10000	G
(480) ( ) Washington St	Combined Traffic Estimates for 2 Parallel Roadways on this			G	96%	1%	1%	1%	1%	0%	F	NA	•		20000	G
	To:		orth Market		3070	170		1 70	1 /0	070	•	INA			20000	O
Bus	From:	US 1 Pa	r; SR 36 M	arket St												
$\left\{460\right\}\left(36\right)$ Washington St	City of Petersburg	0.19	12000	G	93%	1%	1%	2%	3%	0%	F	NA			13000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this	s Route:	22000	G	95%	1%	1%	1%	2%	0%	F	NA			24000	G
- N.T.	To	ALT US 3	301 Par, Sy	camore S	t		<u> </u>									
Bus ALT  460 (301 (36) Washington St	City of Petersburg	0.09	14000	G	93%	1%	1%	2%	3%	0%	F	0.079	F		16000	G
(460)(301) (36) Washington St	Combined Traffic Estimates for 2 Parallel Roadways on this			G	95%	1%	1%	1%	2%	0%	F	NA	'		29000	G
	Combined Traine Estimates for 21 arailer Noadways of this				3370	1 70	1 70	1 /0	270	076	•	INA			23000	G
Bus ALT	From:	ALT US	301 Par, A	dams St												
460 (301) (36) Washington St	City of Petersburg	0.10	14000	G	93%	1%	1%	2%	3%	0%	F	0.081	F		15000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this	s Route:	26000	G	95%	1%	1%	1%	2%	0%	F	NA			29000	G
	To	US	1 Jefferson	ı St			<u> </u>									
Bus (36) Washington St	City of Petersburg	0.24	15000	G	93%	1%	1%	2%	3%	0%	F	0.079	F		17000	G
(460) (36) Washington St	Combined Traffic Estimates for 2 Parallel Roadways on this			G	95%	1%	1%	1%	2%	0%	· F	NA	'		34000	G
	Combined Trainic Estimates for 2 Farallel Roadways of this	s Noute.			95 /6	1 /0	1 /0	1 /0	Z/0	076	-	INA			34000	G
Bus	From:		I-95													
(460) (36) Washington St	City of Petersburg	0.24	13000	G	93%	1%	1%	2%	3%	0%	С	0.088	F		14000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this	s Route:	23000	G	95%	1%	1%	1%	2%	0%	F	NA			25000	G
	To- From	US	301 Crater	Rd												
Bus Crater Pd	City of Petersburg	0.10	7800	G	97%	1%	1%	0%	0%	0%	F	0.087	F		8500	G
460 301 Crater Rd	City of 1 elerabatry					1 70	1 70	070	070	076	'	0.007	'		0300	G
Bus	From:	SR 36, BU	JS US 460	Wythe S	t											
(460)(301) Crater Rd	City of Petersburg	0.98	11000	G	97%	1%	1%	0%	0%	0%	С	0.087	F		12000	G
<del></del>	To:	Maintenan			ge											
Bus Windiald Dd	From:		301 Crater		070/	40/	40/	00/	40/	00/	_	0.000	F	0.000	4000	0
Winfield Rd	City of Petersburg	0.43	1500	G	97%	1%	1%	0%	1%	0%	С	0.096	г	0.969	1600	G
	Combined Traffic Estimates for 2 Parallel Roadways on this			G								NA			NA	
Bus	To: From:	State Ma	intenance I	Boundary												
(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
Ъ	Combined Traffic Estimates for 2 Parallel Roadways on this	s Route:	1500	G								NA			NA	
	To:		460 County	Rd												

Route	Jurisdiction	Length AAD	Γ QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail 2Trail	QC K Factor	QK Dir Factor	AAWDT QW
Bus 460 Ramp	City of Petersburg (Maint: 26)	CEUS 460-P TO RTS 85 8 0.26 NA EUS 460-E006A TO RTS 8					NA		NA
Bus 460 Ramp	City of Petersburg (Maint: 74)	CEUS 460-P002A TO RT  0.08 NA  CEUS 460-E006B CEU					NA		NA

							i ciciobi									
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Petersburg		From	:			D	ead End				- i					
(F329) Lake Shore Dr	0.17	10	R								NA			NA		03/17/2008
		To	1			74-1102	2 Lakeshore	Dr								
O 1111 1 5	0.00	From				D	ead End				<u>ا</u>					00/47/000
(F330) N Normandy Dr	2.93	3700 To	R			ED 33	1 Service F	P.A.			NA			NA		03/17/2008
		From	:				ead End	.u								
(F331) Service Rd	0.78	1400	R				eau Enu				NA			NA		03/17/2008
(331)		To	:			D	ead End									
		From	:		SCL	Petersburg	g; 26-675 V	aughan R	d							
3 Vaughn Rd	0.64	1000	G								0.087	F	0.689	1100	G	2010
$\overline{}$		To				123-90	13 Halifax	Rd								
$\sim$		From					alifax Rd									
(4) Wells Rd	0.41	3900	G	87%	0%	1%	3%	8%	0%	С	0.087	F	0.559	4300	G	2010
		10					rel Level R	d								
C Halifau Dal	0.40	From	<u> </u>	000/	40/		CSX RR	00/	00/			_	0.500	0000	_	2040
(9002) Halifax Rd	0.18	6400	G	99%	1%	1%	0%	0%	0%	F	0.08	F	0.526	6900	G	2010
	0.50	From		000/	407		tterson St	201	00/					2000		2010
9002 Halifax St	0.58	5500	G	99%	1%	1%	0%	0%	0%	F	0.084	F		6000	G	2010
<u> </u>		From	<u>:</u>				ylors Lane									
(9002) Halifax St	0.19	5800	G	99%	1%	1%	0%	0%	0%	F	0.08	F		6300	G	2010
<u> </u>		From					rginia Ave									
(9002) Halifax St	0.37	8200	G	99%	1%	1%	0%	0%	0%	F	0.077	F		9000	G	2010
<u> </u>		From					Lee Ave									
(9002) Halifax St	0.29	7900	G	99%	1%	1%	0%	0%	0%	F	0.078	F		8600	G	2010
<u> </u>		To From				L	iberty St									
(9002) Halifax St	0.28	8400	G	99%	1%	1%	0%	0%	0%	С	0.078	F		9200	G	2010
		To From			1	US 1, US	460 W Wy	the St								
(9002) Union St	0.12	3800	G								NA			4200	G	2010
		To From	:		US	1, US 46	0 W Washi	ngton St								
(9002) Union St	0.17	1400	G	93%	1%	4%	1%	1%	0%	С	0.116	F	0.523	1500	G	2010
		To	•			W	Tabb St									
O 5 / 5 !		From					ton Plank R					_				
9004 Defense Rd	0.47	2200	G	98%	0%	0%	1%	1%	0%	С	0.096	F	0.649	2400	G	2010
<u> </u>		From					rel Level R									
(9004) Defense Dr	1.77	3600	G	99%	1%	0%	0%	0%	0%	F	0.076	F	0.639	4000	G	2010
<u> </u>		From					hnson Rd									
(9004) South Boulevard	0.92	8200	G	99%	1%	0%	0%	0%	0%	С	0.091	F		8900	G	2010
<u> </u>		To From				S. S.	ycamore St									
(9004) South Boulevard	0.18	5600	G	99%	1%	0%	0%	0%	0%	F	0.095	F	0.501	6000	G	2010
		To From				C	rater Rd									
9004) South Boulevard	0.72	2000	G	99%	1%	0%	0%	0%	0%	F	0.087	F	0.571	2200	G	2010
$\overline{}$		To	:			An	derson St									
$\bigcirc$		From					alifax Rd									
(9006) Flank Rd	0.96	1900	G	96%	0%	0%	3%	0%	0%	С	0.099	F	0.609	2100	G	2010
<u> </u>		From					hnson Rd									
(9006) Flank Rd	0.47	3100	G	96%	0%	0%	3%	0%	0%	F	0.086	F	0.573	3400	G	2010
<u> </u>		To From				Bir	rdsong Rd									
9006) Flank Rd	0.75	2500	G	96%	0%	0%	3%	0%	0%	F	0.086	F	0.503	2800	G	2010
		To From				Fort	t Hayes Dr									
(9006) Flank Rd	0.91	3100	G	98%	0%	1%	0%	1%	0%	С	0.082	F	0.581	3400	G	2010
$\overline{}$		To Cre	-			Fla	ank Rd N									
(9006) Flank Rd (1-Way)	0.13	2400	G	98%	1%	1%	0%	0%	0%	С	0.082	F		2600	G	2010
$\overline{}$		To				US 30	1 S Crater I	Rd								

Rivers Rd							,	1 Cloron									
City of Percentage   City of	Route	Length	AADT	QA	4Tire	Bus					QC		QK		AAWDT	QW	Year
Rives Rd	City of Petersburg																
Second   S	O 5: 5:	0.40		<u> </u>	2001	201							_		7000	_	0040
Rives Rd   0.34   5400	(9008) Rives Rd	0.48	6600		98%	0%	1%	0%	1%	0%	C	0.09	F		7200	G	2010
Section   Sect	O 51 51								401			<u> </u>				_	
Company   Comp	(9008) Rives Rd	0.34	5400 To	G	98%	0%				0%	С	0.1	F		5800	G	2010
Ramp   0.17   820   A			100														
	O Down	0.17					123-90	008 Rives	Rd			0.122	۸		950	۸	2010
Second   Dupuy Rd   1.24   430   G   98%   1%   1%   1%   0%   0%   0%   0%   F   0.105   F   0.531   470   G   2010	(9008) Kamp	0.17		_			T e	05 Couth				0.133	А		650	А	2010
Dupuy Rd									1.0.1			<u> </u>					
Dupuy St   1900   G   98%   1%   1%   0%   0%   0%   F   0.084   F   0.506   2100   G   2010	Dunuy Rd	1 24			98%					0%	F	0.105	F	0.531	470	G	2010
Dupuy St   0.58   1900   G   88%   1%   1%   0%   0%   0%   0%   F   0.084   F   0.506   2100   G   2010	goog Bapay Na	1.27	-100	<u> </u>	3070	170			070	070	'		•	0.001	470	Ü	2010
Volumes Rd   Vol	Duning St	0.50	From		000/	10/			00/	00/		0.094	Е	0.506	2100		2010
Farmer St   0.86   3600   G   88%   1%   1%   0%   0%   0%   0%   0 0 0 0 0 0 0 0	9009) Dupuy 3t	0.56	1900		90 /6	1 /0	1 /0	076	0 76	076		0.004	-	0.500	2100	G	2010
Second   S	<u> </u>	0.00	From	<u> </u>	2001	40/			201				_		2000	_	0010
Farmer St   0.47   2800   G   98%   1%   1%   0%   0%   0%   F   0.114   F   0.656   3100   G   2010	9009 Farmer St	0.86	3600	G	98%	1%	1%	0%	0%	0%	C	0.085	F		3900	G	2010
S Calaber Rd   O.73   15000   G 98%   0% 0% 0% 0% 1% 0% 0% C 0.088   F   17000   G 2010	9009) Farmer St	0.47	2800	_ <u>G</u>	98%	1%			0%	0%	F	0.114	F	0.656	3100	G	2010
Wagner Rd   0.73   15000   G   98%   0%   0%   0%   0%   0%   0%   0%	<u> </u>		10	-			Н	alifax St									
1-95   1-95	( ) W = === D d	0.70		<u> </u>	000/	00/			40/	00/			_		47000	_	0040
1-95   1-95	<sub>9010</sub> Wagner Rd	0.73	15000	G	98%	0%	0%		1%	0%	C	0.088	F		17000	G	2010
Wagner Rd			From	:													
County Dr	9010 Wagner Rd	1.60	11000	G	94%	0%	1%		4%	0%	С	0.090	F		12000	G	2010
Name			To	:			C	ounty Dr									
Name	East		From	:			123-90	10 TO RT	` 95								
Nest   123-9010 TO RT 95		0.30	NA									NA			NA		
NA   NA   NA   NA   NA   NA   NA   NA	$\cup$		To			I-	95-S FRO	M WAGN	NER RD								
	West		From	:			123-90	10 TO RT	95								
Nest   123-9010 TORT 95   NA	9010) Ramp	0.25										NA			NA		
NA   NA   NA   NA   NA   NA   NA   NA	$\bigcup$		To	c			I-95-S FR	WAGNE	RRD								
1-95-N FROM WAGNER RD   1-95				i.			123-90	10 TO RT	` 95								
SCL Petersburg   SCL	<sub>9010</sub> Ramp	0.34										NA_			NA		
9011) Squirrel Level Rd 0.82 860 G 99% 0% 0% 0% 0% 0% 0% 0 00 C 0.135 F 0.555 940 G 2010	<u> </u>		To	:		I-	95-N FRC	OM WAG	NER RD								
Squirrel Level Rd   0.25   4800   G   90%   0%   1%   3%   7%   0%   C   0.089   F   5300   G   2010	<u> </u>																
9011 Squirrel Level Rd 0.25 4800 G 90% 0% 1% 3% 7% 0% C 0.089 F 5300 G 2010    Squirrel Level	9011) Squirrel Level Rd	0.82	860	G	99%	0%	0%	0%	0%	0%	С	0.135	F	0.555	940	G	2010
Squirrel Level   0.20   7500   G   98%   1%   1%   0%   0%   0%   F   0.08   F   8100   G   2010	<u> </u>		To From				V	Vells Rd									
9011 Squirrel Level 0.20 7500 G 98% 1% 1% 0% 0% 0% F 0.08 F 8100 G 2010    Squirrel Level   0.20 7500 G 98% 1% 1% 0% 0% 0% 0% F 0.08 F   8100 G 2010   Squirrel Level   0.55 4000 G 98% 1% 1% 0% 0% 0% 0% F 0.082 F 0.569 4400 G 2010   9011 Young Rd   0.59 2600 G 98% 1% 1% 0% 0% 0% 0% C 0.085 F 0.534 2800 G 2010   123-9011 L-85-N065A FROM & TO RT 8   123-9011 L-85-N FROM SQUIRREL LEVEL ROAD   1-85-N FROM SQUIRREL L	9011) Squirrel Level Rd	0.25	4800	G	90%	0%	1%	3%	7%	0%	С	0.089	F		5300	G	2010
9011 Squirrel Level 0.20 7500 G 98% 1% 1% 0% 0% 0% F 0.08 F 8100 G 2010    Squirrel Level   0.20 7500 G 98% 1% 1% 0% 0% 0% 0% F 0.08 F 0.080 F 0.569 4400 G 2010   Squirrel Level   0.55 4000 G 98% 1% 1% 1% 0% 0% 0% 0% F 0.082 F 0.569 4400 G 2010   9011 Young Rd   0.59 2600 G 98% 1% 1% 1% 0% 0% 0% 0% C 0.085 F 0.534 2800 G 2010   To	$\bigcup$		To				Ran	np To I- 85	5			_					
Solid   Power   Powe	9011) Squirrel Level	0.20	7500	G	98%	1%				0%	F	0.08	F		8100	G	2010
9011 Young Rd 0.55 4000 G 98% 1% 1% 0% 0% 0% F 0.082 F 0.569 4400 G 2010    9011 Young Rd 0.59 2600 G 98% 1% 1% 0% 0% 0% 0 C 0.085 F 0.534 2800 G 2010   123-9011 I-85-N065A FROM & TO RT 8			То				Boyds	ton Plank l	Rd								
Young Rd   O.59   2600   G   98%   1%   1%   0%   0%   0%   C   0.085   F   0.534   2800   G   2010	9011) Young Rd	0.55		G	98%	1%				0%	F	0.082	F	0.569	4400	G	2010
9011) Young Rd  0.59  2600  G  98%  1%  1%  0%  0%  0%  0%  0%  0%  C  0.085  F  0.534  2800  G  2010  123-9001 I-85-N065A FROM & TO RT 8  123-9011 I-85-N065A FROM & TO RT 8  0.097  A  4800  A  2010  From  From  West St  9012) Lee Ave  0.56  2700  G  97%  2%  1%  0%  0%  0%  0%  0%  0%  0%  0%  0	3011)		To														
Tor	Young Rd	0.59			98%	1%			0%	0%	C	0.085	F	0.534	2800	G	2010
9011) Ramp  0.15  4500 A  123-9011 I-85-N065A FROM & TO RT 8  0.097 A  4800 A  2010  1-85-N FROM SQUIRREL LEVEL ROAD  From:    West St	9011) Toding Ita	0.00		_	3070	1 /0				070		0.003	•	0.554	2000	J	2010
9011) Ramp  0.15  4500  A  1-85-N FROM SQUIRREL LEVEL ROAD  1-80-N Point			From			122 001				то		ì					
Time	Ramn	0.15		$\overline{}$		123-901	11 1-05-INU	IOJA PRO	WI & TO F	(10		0.097	Δ		4800	Δ	2010
West St   West	3011) 1101115	5.10				I-85-N F	ROM SO	UIRREL I	LEVEL RO	DAD			, ,		.500	, ,	2010
9012 Lee Ave 0.56 <b>2700 G</b> 97% 2% 1% 0% 0% 0% C 0.087 F 0.557 3000 G 2010    Table   Halifax St   Halifax St     9012   Porterville St   0.15   1300   G 99% 1% 0% 0% 0% 0% 0% F 0.080 F 0.518 1400 G 2010    Harding St   Hardi			From									l					
Halifax St   Halifax St   Halifax St   From   Halifax St   Harding S	Lee Ave	0.56		G	97%	2%			0%	0%	С	0.087	F	0.557	3000	G	2010
9012) Porterville St 0.15 1300 G 99% 1% 0% 0% 0% 0% F 0.080 F 0.518 1400 G 2010  Harding St  9012) New St 0.18 1200 G 99% 1% 0% 0% 0% 0% C 0.086 F 0.627 1300 G 2010	3012) -007.110	0.00	55		J. 70	- /0			<b>0</b> /0	3,0			•	2.007	5550	_	_010
Harding St	Portenvilla St	0.15		<u></u>	ΩΩ0/:	10/			00/	00/	F	0.090	F	0.510	1/100	G	2010
9012) New St 0.18 <b>1200 G</b> 99% 1% 0% 0% 0% 0 C 0.086 F 0.627 1300 G 2010	9012) FUITEI VIIIE ST	0.15	1300		99% 	170			U%	U%		0.080		0.016	1400	G	2010
	<u> </u>				0001	401			001	261				0.65=	4600		0015
The Harrison St	(9012) New St	0.18	1200	G	99%	1%			υ%	υ%	C	0.086	۲	0.627	1300	G	2010

						City of	Petersbui	g								
Route	Length	AADT	QA	4Tire	Bus		Truc 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Petersburg		From					·				-					
9012) Harrison St	0.03	930	G	99%	1%	N	lew St 0%	0%	0%	F	0.088	F		1000	G	2010
9012 Harrison St	0.03	930 To		99 /0	1 /0		orling St	0 /0	0 /6		0.000	-		1000	G	2010
_		From	:				rrison St									
9012 Corling St	0.09	500	G	99%	1%	0%	0%	0%	0%	F	0.08	F		550	G	2010
$\bigcirc$		To From	-			S. Sv	camore St									
9012) Graham Rd	0.83	6800	G	99%	0%	0%	0%	0%	0%	F	0.083	F	0.548	7400	G	2010
		To				Damp	From I-95									
9012) Graham Rd	0.14	11000	G	99%	0%	0%	0%	0%	0%	С	0.086	F		12000	G	2010
3012)		То					ater Rd									
		From	:			SCL	Petersburg									
9013) Halifax Rd	1.79	3200	G	89%	0%	1%	4%	6%	0%	С	0.087	F	0.567	3500	G	2010
3013)		To	.—								_					
9013) Halifax Rd	0.00	500 From		98%	0%	w 1%	ells Rd 0%	1%	0%	С	0.104	F	0.517	EE0.	G	2010
9013) Halifax Rd	0.98	To	_	90 /0	0 /6		on Plank Rd		0 /6		0.104	-	0.517	550	G	2010
		From														
O Johnson Dd	0.01		G	000/	00/		Petersburg	00/	00/	F	0.104	_	0.62	1700	_	2010
Johnson Rd	0.01	1500	<u> </u>	99%	0%	0%	0%	0%	0%	Г	0.124	F	0.63	1700	G	2010
		From					ank Rd					_				
Johnson Rd	0.54	1000	G	99%	0%	0%	0%	0%	0%	С	0.095	F	0.623	1100	G	2010
		From				Biro	dsong Rd									
Johnson Rd	1.39	5200	G	99%	0%	0%	0%	0%	0%	F	0.107	F	0.609	5700	G	2010
		To				Sol	ıth Blvd									
Johnson Rd	0.46	6100 From	G	99%	0%	0%	0%	0%	0%	F	0.084	F	0.595	6700	G	2010
9013)	• • • • • • • • • • • • • • • • • • • •	T-	.—									•				
O Jahrana Dd	0.07	From	<u> </u>	000/	00/		rth Blvd	00/	00/	_	0.000	_	0.504	E400		2040
Johnson Rd	0.37	4700	G	99%	0%	0%	0%	0%	0%	F	0.086	F	0.591	5100	G	2010
<u> </u>		To From					Luke St									
9015 High Pearl St	0.20	4900	G	99%	0%	0%	0%	0%	0%	F	0.083	F	0.516	5300	G	2010
		To From				Virg	ginia Ave									
9015) High Pearl St	0.08	3400	G	98%	1%	1%	0%	0%	0%	F	0.087	F	0.545	3700	G	2010
		To	:			ST M	latthew St									
O 11 11 01	0.00	From	<u> </u>	000/	407		latthews St	00/	201			_	0.500	4000	_	0046
9015 Harding St	0.22	1700	G	98%	1%	1%	0%	0%	0%	С	0.082	F	0.569	1800	G	2010
		From					erville St ersville St									
9015) Harding St	0.27	860	G	98%	1%	1%	0%	0%	0%	F	0.087	F		940	G	2010
9013) - 1411 4111 9 - 1	· · · ·	To					lifax St			-		•				
		From	:			SCI	Petersburg									
9017) Birdsong Rd	0.62	830	G	98%	1%	1%	0%	0%	0%	С	0.098	F	0.885	910	G	2010
9017) 2.1. do o.1.g . t.d	0.02	То	Ť	0070	.,,		nson Rd	0,0	0,0			•	0.000	0.0	•	
		From	:				shington St									
9021) N Sycamore St	0.18	3000	G	96%	1%	3%	0%	0%	0%	F	0.099	F		3200	G	2010
N Sycamore St	0.10	0000		0070	170			070	070	•		•		0200	Ū	2010
NI Commence Of	0.45	From	<u> </u>	000/	40/		Tabb St	00/	00/		0.000	_		2000		2040
9021 N Sycamore St	0.15	2500 To	G	96%	1%	3%	0%	0%	0%	С	0.093	F		2800	G	2010
							Bollingbroo	K St								
Namb Divi	0.57	From	<u> </u>	000/	007		nson Rd	001	001			_	0.050	2022	_	0046
North Blvd	0.57	2800	G	99%	0%	0%	0%	0%	0%	С	0.088	F	0.653	3000	G	2010
_		In	<u> </u>				camore St									
		From	<u> </u>	000:			tes Lane	001			<u></u>	_			_	
9025) Virginia Ave	0.22	420	G	96%	3%	1%	1%	0%	0%	С	0.108	F		460	G	2010
$\overline{}$		To From				Hard	ing Street									
9025) Virginia Ave	0.32	2200	G	96%	3%	1%	1%	0%	0%	F	0.090	F	0.616	2300	G	2010
$\mathcal{O}_{\mathcal{O}}$		To				Uo1:	fax Street									
9025) Young Ave	0.20	2300 From	G	98%	1%	1%	0%	0%	0%	С	0.087	F	0.528	2400	G	2010
Young Ave	0.20	<b>2300</b> To		JU /0	1 /0			U /0	J /0	U	0.007	1	0.020	2400	J	2010
		10	<u> </u>			Ariin	gton Street									

						City of	Petersbt	ırg								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Petersburg		Fron	.1													
9025 Young Ave	0.11	3200	G	98%	1%	1%	ngton Street 0%	0%	0%	F	0.095	F	0.530	3500	G	2010
9025 S West St	0.28	3500 From	G	98%	1%	West Stree 1%	et Young A	0%	0%	F	0.088	F	0.541	3800	G	2010
9025) S West St	0.23	4700 From	G	98%	1%	Augu 1%	osta Avenue 0%	0%	0%	F	0.085	F	0.511	5100	G	2010
(9025) S West St	0.14	3600 From	G	98%	1%	F 1%	armer St 0%	0%	0%	F	0.085	F	0.534	3900	G	2010
9025) S West St	0.07	2800 To	G	98%	1%	1%	Wythe St 0%	0%	0%	F	0.087	F	0.531	3100	G	2010
		Fron	] :				ashington S	t								
9027 S West St	0.63	<b>2000</b>	G	98%	1%	1%	0% oung Ave	0%	0%	С	0.082	F	0.558	2200	G	2010
		Fron	:				ee Ave									
9029 S. South St	0.36	2400	G	99%	0%	0%	0%	0%	0%	С	0.082	F		2600	G	2010
9029) S. South St	0.09	4100	G	99%	0%	US :	1 Wythe St 0%	0%	0%	F	0.092	F		4500	G	2010
(9029) S. South St	0.09	4100 		<b>33</b> 70	U-70			0%	U-70	r	0.092	Г		4300	G	2010
9029 N. South St	0.20	6800 From	G	99%	0%	0%	shington St 0%	0%	0%	F	0.081	F		7300	G	2010
$\bigcup$		From					High St									
9029 High St	0.02	1100	G	99%	0%	0%	South St 0%	0%	0%	F	0.084	F	0.595	1200	G	2010
$\bigcup$		To					Canal St									
(9029) Canal St	0.20	6500	G	99%	0%	0%	High St 0%	0%	0%	С	0.08	F		7100	G	2010
<u> </u>		To				G	rove Ave									
Dismo Ct	0.40	From	_	060/	10/		New St	00/	00/		0.00	г		600		2010
9031 Byrne St	0.40	640	G	96%	1%	3% H	0% alifax St	0%	0%	С	0.09	F		690	G	2010
O 0 11 1 10		From				H	alifax Rd					_			_	
9031) S. Market St	0.12	4100 To	G	96%	1%	3% v	0% Vythe St	0%	0%	F	0.089	F		4400	G	2010
		Fron	:				camore St									
9033) Apollo St	0.14	1800	G	99%	0%	0%	0%	0%	0%	F	0.097	F	0.505	1900	G	2010
		Fron	:				Adams St pollo St									
9033) Jefferson St	0.58	2700	G	99%	0%	0%	0%	0%	0%	С	0.091	F	0.633	3000	G	2010
$\bigcup$		To	:				Wythe St									
9033) Henry St	0.04	660	G	99%	0%	0%	rd Street 0%	0%	0%	F	0.099	F	0.536	710	G	2010
,		To	:			N.	Adams St									
Destalle de els Dal	0.40	Fron		000/	00/		ashington St		00/	_	0.004	_		0700		0040
9038 Puddledock Rd	0.40	<b>6200</b> т	G	93%	0%	1%	4% Petersburg	2%	0%	С	0.094	F		6700	G	2010
		Fron	! :				Canal St				1					
(9046) High St	0.58	1200	G	99%	0%	1%	0%	0%	0%	С	0.088	F	0.69	1300	G	2010
$\bigcup$		To	:				Market St Manket St									
9046 W Bank St	0.14	2100	G	99%	0%	1%	0%	0%	0%	F	0.108	F		2300	G	2010
9046 E Bank St	0.11	2700 From	G	98%	0%	1%	ycamore St 0% 2nd St	0%	0%	С	0.108	F		2900	G	2010
		Fron					l N Crater F	Rd								
9046 Bank St	0.25	2500	G	96%	1%	2%	1%	1%	0%	С	0.101	F		2800	G	2010
Park Ct	0.04	From	Č	060/	40/		East St	10/	00/	_	0.004			2400	-	2042
(9046) Bank St	0.21	3200	G	96%	1%	2%	1% Washingto	1%	0%	F	0.094	F		3400	G	2010

						City of	Petersb	urg								
Route	Length	AADT	QA	4Tire	Bus			uck 1Trail	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Petersburg		From	,ī			N. N.	* 1 · C·									
9048) W Tabb St	0.09	1600	G	98%	1%	1%	1arket St 0%	0%	0%	F	0.124	F	0.674	1700	G	2010
9048) W Tabb St	0.06	1600	G	98%	1%	1%	0%	0%	0%	F	0.108	F	0.632	1700	G	2010
9048) E Tabb St	0.12	1000 To	G	98%	1%	1%	0%	0%	0%	С	0.116	F	0.586	1100	G	2010
		From	<u> </u>				Adams St									
Baylors Ln	0.65	1700	G	99%	1%	0%	6ense Rd 0% difax St	0%	0%	С	0.097	F	0.595	1900	G	2010
		From						1.								
Madison St	0.05	1600	G	95%	1%	2%	shington S 1%	2%	0%	F	0.098	F	0.925	1800	G	2010
Madison St	0.18	1200	G	95%	1%	Fra 2%	nklin St 1%	2%	0%	С	0.085	F	0.766	1300	G	2010
<u> </u>		From					Bank St									
Madison St	0.07	880	G	95%	1%	2%	1%	2%	0%	F	0.096	F	0.811	950	G	2010
		To					ngbrook S	t								
Fifth St	0.05	380	G			E	Bank St				0.126	F	0.804	410	G	2010
<u> </u>		To From				Bolli	ngbrook S	t								
Fifth St	0.08	530	G	87%	2%	2% R	3% iver St	5%	0%	С	0.104	F	0.729	580	G	2010
		From	:			Flank I	Rd One-W	'ay								
059 Flank Rd N	0.20	3900 <sub>To</sub>	G	98%	1%	1% US 301	0% S Crater	0% Rd	0%	С	0.09	F		4300	G	2010
		From	:			ΕV	Vythe St									
S Adams St	0.10	5100	G			E Wa	shington S	St			0.090	F		5600	G	2010
A compale Ct		From				6	Th St				0.007		0.700	240		2010
Accomack St		280 To	G				Th St				0.097	F	0.702	310	G	2010
		From														
Cameron St		380	G			Ola	Church St				0.184	F	0.512	420	G	2010
		To	-			C	enter St					•	0.0.2	0		
		From	:			Prince	George A	ve								
Culpeper Ave		410	G								0.108	F	0.695	440	G	2010
			1				nswick St									
Custer St		400	G			Ha	lifax Rd				0.108	F	0.58	430	G	2010
Custer St		<b>400</b>				Н	awk St				0.108	-	0.56	430	G	2010
		From	:				usby St				l					
Darby Dr		260	G				usby St				0.127	F	0.528	280	G	2010
,		To	:			Ha	lcun Dr									
		From	:			De	ring Rd									
Gordon Dr		340	G								0.093	F		370	G	2010
		To	:			Н	oke Dr									
		From				Va	alley Dr									
Homestead Dr		690 Ta	G			* **	11 15.				0.115	F		750	G	2010
			<u> </u>				dland Rd									
lefferson St		7200	<u> </u>			Fil	more St				0.000	_	0.624	3400	G	2010
Jefferson St		3200 To	G			ST A	ndrews S	t .			0.088	F	0.624	3400	G	2010
		From					vram St				_					
North Park Dr		850	G			INI	vi aili St				0.098	F		920	G	2010
		To	Ť			Re	tang Rd					•			-	_0.0
-			-													

						City of Fetersi	ourg							
Route	Length	AADT	QA	4Tire	Bus	T		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
ty of Petersburg														
		From:				Homestead D	r							
Oakmont Dr		110	G						0.114	F	0.741	120	G	2010
		To:				Midland Rd								
		From:				Bollingbrook	St							
Old Church St		460	G						0.088	F	0.521	500	G	2010
		To:				Miller St								
		From:				Floyd St								
Patterson Ave		1000	G						0.125	F	0.635	1100	G	2010
		To:				Carver St								
		From:				Valor Dr								
Pleasants Ln		880	G						0.143	F	0.684	960	G	2010
		To:				Dupuy Rd								
		From:				Ash St								
Richmond Ave		840	G						0.084	F	0.547	920	G	2010
		To:				Nash St								
		From:				Valley St								
Rollingwood Rd		110	G						0.141	F		120	G	2010
		To:				Homestead D	r							
		From:				Forest Hill R	d							
South Park Dr		2000	G						0.09	F		2200	G	2010
		To-				West Park D	r							
		From:				Bolling Stree	t							
St Luke St		440	G						0.087	F	0.532	480	G	2010
		To:				Chestnut Stre	et							
		From:				High Pearl S	t							
St Matthew St		3100	G						0.078	F	0.565	3300	G	2010
		To				Harding St								
		From:				Custer St								
Talley Ave		690	G						0.265	F	0.581	740	G	2010
-		To:				Edmonds Ct								