2007

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	ourq												
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru	ck		QC	K	QK	Dir	AAWDT	OW
	- Carloaiotion	Longan	,,,,,	٠,٠	11110	Duo	2Axle	3+Axle	1Trail	2Trail	۵0	Factor	σ	Factor	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	α
Bus	From:		CL Petersbui													
1 460 Washington St	City of Petersbu	urg 0.40	13000	G	98%	0%	1%	1%	1%	0%	F	0.09	F	0.569	14000	G
<u> </u>	To		Summit St				\neg \vdash									
Bus Ct	City of Determine	0.40	44000		000/	00/	40/	40/	40/	00/	F	0.000	_	0.550	45000	_
1 460 Washington St	City of Petersbu	urg 0.18	14000	G	98%	0%	1%	1%	1%	0%	г	0.093	F	0.556	15000	G
Bus	To: From:		Elm St													
1 (460) Washington St	City of Petersbu	urg 0.57	16000	G	97%	1%	1%	1%	1%	0%	F	0.093	F	0.506	17000	G
(1) (400) 11 den intigrent et	To:		1 Par; Wythe		0.70	.,,	Ť	. , 0	.,,	0,0	-	0.000	•	0.000		
Bus	From:	US 1 Par, Wasl			Lane											
1 (460) Wythe St	City of Petersbu	urg 1.08	8500	G	97%	1%	1%	1%	1%	0%	С	0.082	F		9300	G
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	18000	G	96%	1%	1%	1%	1%	0%	F	NA			20000	G
	To:		Perry St													
Bus	From:															
1 (460) Wythe St	City of Petersbu	0	9700	G	97%	1%	1%	1%	1%	0%	F	0.088	F		11000	G
\bigcirc	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	20000	G	96%	1%	1%	1%	1%	0%	F	NA			22000	G
	Too	SR	36 Market S	St			\neg \vdash									
Bus	City of Data ask				070/	40/	40/	40/	40/	00/	_	0.004	_		44000	0
1 (460) (36) Wythe St	City of Petersbu	urg 0.20	9900	G	97%	1%	1%	1%	1%	0%	F	0.094	F		11000	G
ALT Bus	To. From:	ALT U	S 301 Sycam	ore St												
1 301 460 36 Wythe St	City of Petersbu	urg 0.20	13000	G	97%	1%	1%	1%	1%	0%	F	0.088	F		14000	G
(1) (301) (400) (30) 117 1110 31	Combined Traffic Estimates for 2 Parallel I	J		G	96%	1%	2%	1%	1%	0%	F	NA	•		30000	G
	To:	,	S 460 Jeffers	_	3070	170		170	170	070	•	14/1			00000	Ŭ
ALT	From:		JS 460 Wyth													
1 301 Jefferson St	City of Petersbu	urg 0.09	3100	G	97%	1%	1%	1%	1%	0%	F	0.089	F	0.756	3300	G
	To:	Rue US 46	60 Par, Wash	ington 9	\$ +											
ALT	From:		•													_
1 (301) Jefferson St	City of Petersbu	urg 0.26	650	G	97%	1%	1%	1%	1%	0%	F	0.104	F	0.734	710	G
	To		Henry St													
ALT 2rd St	City of Petersbu	urg 0.05	340	G	97%	1%	1%	1%	1%	0%	F	0.131	F		380	G
1 301 3rd St	City of Petersbu	urg 0.05	340	G	91%	170	1 70	170	170	0%	Г	0.131	Г		300	G
ALT	To: From:	US 3	01 Par, Banl	k St												
1 (301) 3rd St	City of Petersbu	urg 0.05	350	G	97%	1%	1%	1%	1%	0%	F	0.102	F		380	G
(1) (301) 512 51	To:	-	1 Bollingbro		0.70	.,,	Ť	. , 0	.,0	0,0	•	002	•		000	
ALT	From:		1; 3RD STR													
(1) (301) (301) (36) Bollingbro	ook St City of Petersbu	urg 0.08	3700	G	97%	0%	1%	0%	1%	0%	F	0.101	F	0.913	4100	G
	To:	US 1 Par; US	301 Par Rol	linghro	ok St											
1 (301) 2nd St	From: L City of Petersbu		13000	G	99%	0%	0%	0%	0%	0%	F	0.111	F	0.694	13000	G
1 301 2nd St	To:	0	Colonial Hei		3070	0,0	Ť	0,0	0,0	0 / 0	•	3.111	•	3.00 F	10000	•
	From:															
Bus Washington St			the St Batters 9600	sea Lane G	96%	1%	1%	10/	10/	00/	F	0.101	F		11000	C
Washington St	City of Petersbu	•						1%	1%	0%	_		г			G
	Combined Traffic Estimates for 2 Parallel I	-		G	96%	1%	1%	1%	1%	0%	F	NA			20000	G
	To:	123	-9025 West	St												

_							Tru	ıck			K		Dir		
Route	Jurisdiction Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
Bus	From:	23-9025 We	est St												
1 460 Washington St	City of Petersburg 0.40	9500	G	96%	1%	1%	1%	1%	0%	F	0.096	F		10000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route	18000	G	96%	1%	1%	1%	1%	0%	F	NA			20000	G
		3-9029 Sou	ıth St												
Bus Washington Ct	rioii:			000/	40/	40/	40/	40/	00/	0	0.000	F		44000	_
Washington St	City of Petersburg 0.27	10000		96%	1%	1%	1%	1%	0%	С	0.093	г		11000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route	20000	G	96%	1%	1%	1%	1%	0%	F	NA			22000	G
Bus	To: From:	Guarantee	St												
(1) (460) Washington St	City of Petersburg 0.24	10000	G	96%	1%	1%	1%	1%	0%	F	0.094	F		11000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route	20000	G	96%	1%	1%	1%	1%	0%	F	NA			22000	G
		60 Par; SR													
~ ~	From: SR 36; Bus														
() (36) Market St	City of Petersburg 0.38	3500	G	98%	1%	1%	0%	0%	0%	С	0.099	F	0.508	3800	G
<u> </u>		R 36 Grove													
(1) (36) Old St		R 36; Mark 3400	et St G	98%	1%	1%	0%	0%	0%	F	0.087	F	0.747	3800	G
(1) (36) Old St	City of Petersburg 0.13	Sycamore		90%	170	176	076	U70	0%	Г	0.007	Г	0.747	3000	G
	From:	Old St	Si.			_									
(1) (36) Sycamore St	City of Petersburg 0.04	3700	G	98%	1%	1%	0%	0%	0%	F	0.085	F	0.771	4000	G
		Bollingbrook	k St												
~ <u> </u>	From:	Sycamore													
Bollingbrook St	City of Petersburg 0.10	3000	G	98%	1%	1%	0%	0%	0%	F	0.094	F	0.777	3200	G
	To: US	1, US 301	2nd St												
		VCL Peters													
(36) Fleet St	City of Petersburg 0.12	9800	G	99%	0%	1%	0%	0%	0%	С	0.1	F	0.523	10000	G
	To:	Grove Av													
(36) Grove Ave	City of Petersburg 0.54	Fleet St 3000	G	97%	1%	1%	0%	0%	0%	С	0.096	F	0.628	3300	G
(36) Grove Ave		1 Par, Mar		91 /0	1 /0	1/0	0 /6	0 /0	0 /0	C	0.090	-	0.020	3300	G
-	From:	US 1	KCt St												
(36) (1) Market St	City of Petersburg 0.38	3500	G	98%	1%	1%	0%	0%	0%	С	0.099	F	0.508	3800	G
	To US 1 Par; BUS	110 460 D	or Washi	noton St											
(36) Market St	City of Petersburg 0.11	3800	G G	99%	0%	1%	0%	0%	0%	F	0.097	F	0.632	3900	G
(36) Warket St					070	170	070	070	070	•	0.007	•	0.002	0000	Ŭ
Bus	From: US 1, 1	Bus US 460	Wythe S	t											
(36) (1) (460) Wythe St	City of Petersburg 0.20	9900	G	97%	1%	1%	1%	1%	0%	F	0.094	F		11000	G
\bigcirc	To AIT	JS 301 Syc	amore St												
ALT Bus	rion:			070/	407		407	407	00/	_	0.000	_		4.4000	_
36 1 301 460 Wythe St		13000	_	97%	1%	1%	1%	1%	0%	F	0.088	F		14000	G
~ ~ ~	Combined Traffic Estimates for 2 Parallel Roadways on this Route	28000	G	96%	1%	2%	1%	1%	0%	F	NA			30000	G
Rue	To: From:	Bus US 46	60												
(36) (80) Wythe St	City of Petersburg 0.20	16000	G	97%	1%	1%	0%	1%	0%	С	0.093	F		17000	G
30 (400) 17,110 80	Combined Traffic Estimates for 2 Parallel Roadways on this Route			95%	1%	2%	1%	2%	0%	F	NA	•		34000	G
	To T	I-85, I-95		3370	1 /0		1 /0	2/0	0 /0	'	14/-1			J-1000	J
		1 00, 1-70													

								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													
36) (460) Wythe St	City of Petersburg	0.30	9800	G	97%	1%	1%	0%	1%	0%	F	0.08	F		11000	G
	Combined Traffic Estimates for 2 Parallel Roadway	ys on this Route:	22000	G	95%	1%	2%	1%	2%	0%	F	NA			24000	G
	To:		uth Crater l													
	From:		us US 460								_		_			_
(36) Wythe St	City of Petersburg	0.43	11000	G	98%	0%	0%	0%	1%	0%	F	0.078	F		12000	G
\smile	Combined Traffic Estimates for 2 Parallel Roadway			G	98%	0%	0%	0%	1%	0%	F	0.083	F	0.595	25000	G
	To:	SR 36 Par, W	-													
Machineton St	City of Deteroburg	SR 36 Par;				0%	0%	00/	40/	00/	F	0.006	F	0.524	26000	0
36 Washington St	City of Petersburg	0.87	24000	G	98%	0%	0%	0%	1%	0%	Г	0.086	Г	0.531	26000	G
	To: From:	Pι	ıddledock F	Rd												
(₃₆) Washington St	City of Petersburg	0.58	16000	G	98%	0%	0%	0%	1%	0%	F	0.082	F	0.542	17000	G
\bigcirc	То:	Prince C	George Cour	nty Line												
	From:	SR	36; Market	St												
(36) (1) Old St	City of Petersburg	0.13	3400	G	98%	1%	1%	0%	0%	0%	F	0.087	F	0.747	3800	G
(4) (1)	To:	S	Sycamore S	t												
	From:		Old St													
(36) (1) Sycamore St	City of Petersburg	0.04	3700	G	98%	1%	1%	0%	0%	0%	F	0.085	F	0.771	4000	G
	To:	Во	ollingbrook	St												
~~~	From:		Sycamore S													
(36) (1) Bollingbrook St	City of Petersburg	0.10	3000	G	98%	1%	1%	0%	0%	0%	F	0.094	F	0.777	3200	G
$\sim$	To:		, US 301 21													
ALT N. III	From:		1 Par, 2nd		070/	00/		00/	407	00/	_	0.404	_	0.040	4400	_
(36)(301)(1)(301)Bolling	brook St City of Petersburg	0.08	3700	G	97%	0%	1%	0%	1%	0%	F	0.101	F	0.913	4100	G
<u> </u>	From:	US 1, A	ALT US 30: 3rd St	l 3rd St												
36 301 Bollingbrook St	City of Petersburg	0.15	3600	G	97%	0%	1%	0%	1%	0%	F	0.1	F		3900	G
36 301 Bollingbrook St											-		•			
	Combined Traffic Estimates for 2 Parallel Roadway	ys on this Route:	5500	G	97%	1%	1%	0%	1%	0%	F	0.096	F		6000	G
	To: From:		5th St													
36 301 Bollingbrook St	City of Petersburg	0.23	3400	G	97%	0%	1%	0%	1%	0%	С	0.098	F	0.845	3700	G
	Combined Traffic Estimates for 2 Parallel Roadway	ys on this Route:	5700	G	97%	1%	1%	0%	1%	0%	С	0.099	F		6200	G
	To:		Crater Rd													
$\frown$	From:		ollingbrook													
(36) (301) Crater Rd	City of Petersburg	0.14	3100	G	97%	0%	1%	0%	1%	0%	F	0.094	F		3400	G
	Combined Traffic Estimates for 2 Parallel Roadway	ys on this Route:	6700	G	97%	1%	1%	0%	1%	0%	F	NA			7300	G
	To:	US 3	01 Par, Bar	nk St												
(36) (301) Crater Rd	City of Petersburg	0.18	4100	G	96%	1%	1%	0%	0%	0%	F	0.097	F	0.556	4400	G
(301) 5.2.6. 1.6	2, 2 doloburg					.,,		0,0	0,0	0,0	•	0.007	•	3.000		_
O Marking C	From:		US US 460			001		001	407	001	_	0.005	_		40000	
(36) Washington St	City of Petersburg	0.18	12000	G	98%	0%	0%	0%	1%	0%	F	0.095	F		13000	G
$\smile$	Combined Traffic Estimates for 2 Parallel Roadway	ys on this Route:	23000	G	98%	0%	0%	0%	1%	0%	F	NA			25000	G
	To		Burch St													

### Virginia Department of Transportation Traffic Engineering Division

### 2007 Annual Average Daily Traffic Volume Estimates By Section of Route City of Petersburg

			or Peters					Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	- QV
	From:		Burch St					0 17 11 10				. 45151				
(36) Washington St	City of Petersbu	urg 0.25	12000	G	98%	0%	0%	0%	1%	0%	F	0.095	F		13000	G
(P)	Combined Traffic Estimates for 2 Parallel F			G	98%	0%	0%	0%	1%	0%	F	0.083	F	0.595	25000	G
	To:	SR 36 V	Vythe St; Aı	melia St												
North	From:		CL Petersbu		0.40/	40/		407	450/	40/	_	0.000	_		22222	_
85 460	City of Petersburg (M	,	27000	G	81%	1%	1%	1%	15%	1%	F	0.086	F		26000	G
	Combined Traffic Estimates for 2 Parallel F			G	81%	1%	1%	1%	15%	1%	F	NA			50000	G
North	To: From:	Squi	rrel Level R	Road												
(85) (460)	City of Petersburg (M	faint: 26) 2.57	31000	G	81%	1%	1%	1%	15%	1%	F	0.087	F		29000	G
$\circ \circ$	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:		G	81%	1%	1%	1%	15%	1%	F	0.078	F	0.53	54000	G
	10:		I-95													
South	From:		CL Petersbu 27000		81%	1%	40/	40/	400/	40/	_	0.000	F		04000	
85 (460)	City of Petersburg (M Combined Traffic Estimates for 2 Parallel F	· · · · · · · · · · · · · · · · · · ·		G G	81%	1%	1% 1%	1% 1%	16% 15%	1% 1%	F	0.086 NA	г		24000 50000	G G
	Combined Trainic Estimates for 2 Parallel F				01%	170	170	170	15%	170	Г	INA			50000	G
South	From:		rrel Level R	Road												
(85) (460)	City of Petersburg (M	faint: 26) 2.72	28000	G	81%	1%	1%	1%	16%	1%	F	0.088	F		25000	G
$\circ \circ$	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:		G	81%	1%	1%	1%	15%	1%	F	0.078	F	0.53	54000	G
	10:		I-95													
North	City of Petersburg (M	Maint: 74) 1.15	Rives Rd <b>15000</b>		83%	10/	10/	00/	450/	00/	_	0.076	F		12000	
95	City of Petersburg (M Combined Traffic Estimates for 2 Parallel F			G G	83%	1% 1%	1% 1%	0% 1%	15% 15%	0% 0%	Г	0.076 0.075	F	0.558	13000 27000	G
	Combined Trainic Estimates for 2 Parallel P				03%	170	170	170	15%	076	Г	0.075	г	0.556	27000	
North	From:		Wagner Rd													
95)	City of Petersburg (M	,	21000	G	83%	1%	1%	0%	15%	0%	F	0.079	F		18000	G
$\smile$	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	40000	G	83%	1%	1%	1%	15%	0%	F	0.079	F	0.505	35000	G
North	To: From:	US	S 460 West	St												
95)	City of Petersburg (M	Maint: 74) 0.50	21000	N	83%	1%	1%	0%	15%	0%	Ν	0.079	Ν		18000	Ν
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	40000	N	83%	1%	1%	1%	15%	0%	Ν	NA			35000	Ν
	To:	<u> </u>	I-85													
North	City of Petersburg (M	Maint: 26) 0.44	43000	G	89%	1%	1%	1%	8%	0%	_	0.08	F		43000	G
95	Combined Traffic Estimates for 2 Parallel F	,		G	89%	1%	1%	1%	8%	0%	F	0.077	F	0.532	82000	
	Combined Traine Estimates for 2 Faralier					1 /0	1 /0	1 /0	0 /0	0 /6	-	0.077	-	0.552	02000	
North	From:	US 301, Bus	US 460 W	ashingto	n St											
95	City of Petersburg (M	faint: 26) 0.64	54000	G	89%	1%	1%	1%	8%	0%	F	0.078	F		55000	(
$\smile$	Combined Traffic Estimates for 2 Parallel F			G	89%	1%	1%	1%	8%	0%	F	0.079	F	0.512	103000	) (
	To:		Colonial He													
South	From		CL Petersbu		000/	40/	40′	40/	450/	00/	_	0.070	_		44000	_
95	City of Petersburg (M	*	13000	G	83%	1%	1%	1%	15%	0%	F	0.078	F		11000	9
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	25000	G	83%	1%	1%	1%	15%	0%	F	NA			22000	G

		Oity	of Peters	build				Tru	ck		-	K		Dir		
Route	Jurisdictio	n Length	AADT	QΑ	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
South	From:		Rives Rd				ZAXIE	STAXIE	IIIali	ZIIali		racioi		racioi		
95)	City of Petersburg (	(Maint: 74) 1.22	16000	G	83%	1%	1%	1%	15%	0%	F	0.081	F		14000	G
95)	Combined Traffic Estimates for 2 Paralle			G	83%	1%	1%	1%	15%	0%		0.075	F	0.558	27000	G
	Combined Trainic Estimates for 21 arang	or Moduways or tris Modie.			0370	1 /0	1 70	1 /0	13 /0	070	'	0.073	'	0.550	27000	
outh	To: From:		Wagner Rd													
95)	City of Petersburg (	(Maint: 74) 2.29	20000	G	83%	1%	1%	1%	15%	0%	F	0.08	F		17000	G
$\smile$	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	40000	G	83%	1%	1%	1%	15%	0%	F	0.079	F	0.505	35000	G
	Tax	US 460 Cour	ity Rd; US 3	01 Crate	er Rd											
outh	City of Petersburg (		20000	N	83%	1%	1%	1%	15%	0%	N	0.08	N		17000	Ν
95	j	` ,											IN			
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:		N	83%	1%	1%	1%	15%	0%	N	NA			35000	٨
outh	To: From:		I-85													
95)	City of Petersburg (	(Maint: 26) 0.66	40000	G	89%	1%	1%	1%	8%	0%	F	0.075	F		40000	C
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	82000	G	89%	1%	1%	1%	8%	0%	F	0.077	F	0.532	82000	C
	Ta	US 301, Bus	US 460 W	ashingto	n St											
outh 95)	From:					40/	40/	40/	007	00/	_	0.00	F		40000	_
95)	City of Petersburg (	•	49000	G	89%	1%	1%	1%	8%	0%	F	0.08	•	0.540	48000	
	Combined Traffic Estimates for 2 Paralle	Ţ	Colonial He	G	89%	1%	1%	1%	8%	0%	F	0.079	F	0.512	103000	(
							ļ ļ									
Courthouse Dd	City of Peters		460 County <b>7200</b>	Rd G	050/	0%	1%	40/	3%	00/	F	0.404	F	0.500	7000	(
06 Courthouse Rd	City of Peters		CL Petersbu		95%	0%	1%	1%	3%	0%	г	0.104	г	0.508	7900	(
	T						1									
Lliekon (Llill Dd	City of Determ		460 County <b>7000</b>		99%	0%	0%	0%	0%	00/	С	0.111	_	0.000	7700	,
09 Hickory Hill Rd	City of Peters	burg 0.88	7000	G	99%	0%	0%	0%	0%	0%	C	0.111	Г	0.803	7700	(
	To: From:		CL Petersbu													
09 Hickory Hill Rd	City of Peters		7000	N	99%	0%	0%	0%	0%	0%	N	0.111	N	0.803	7700	1
<u> </u>	Tar	Dead End; Fort Lee 1	Military Res	ervation	, Mahone A	Av										
	From:		CL Petersbu													
Boydton Plank Rd	City of Peters	burg 0.16	2900	G	96%	0%	1%	1%	1%	0%	F	0.101	F	0.63	3100	(
	To: From:		Dupuy Rd													
Boydton Plank Rd	City of Peters	burg 1.24	2700	G	96%	0%	1%	1%	1%	0%	С	0.104	F	0.642	3000	(
<u> </u>	Too	Rt	604 Halifax	Rd												
Halifax Rd	City of Peters		5300	G	96%	0%	1%	1%	1%	0%	F	0.087	F	0.532	5800	(
142)	To:		CSX RR													
	From:	So	CL Petersbu	rg												
Crater Rd	City of Peters		7900	G	99%	0%	0%	0%	0%	0%	F	0.101	F	0.596	8600	(
<u> </u>	Tax	•	Divos D.1													
Crater Rd	From: City of Peters	burg 0.90	Rives Rd 9200	G	98%	0%	1%	0%	0%	0%	С	0.102	F	0.546	10000	(
301 States Nu	City of Felers	0.90			30 /0	0 /0	1 /0	0 /0	070	0 /0	C	0.102	'	0.540	10000	
~~~	From:		Wagner Rd		000/	001		00/	00/	00/		0 00 <i>i</i>		0.500	00000	
Crater Rd	City of Peters	burg 0.43	20000	G	98%	0%	1%	0%	0%	0%	F	0.094	F	0.500	22000	(
~	To:		Flank Rd													

			of Petersi					Tru	ck			K		Dir		—
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q\
	From:		Flank Rd													
Crater Rd	City of Petersburg	0.87	22000	G	98%	0%	1%	0%	0%	0%	F	0.086	F	0.523	24000	(
~ <u> </u>	To: From:	ALT U	S 301 Sycan	nore St												
301 Crater Rd	City of Petersburg	0.26	15000	G	98%	0%	1%	0%	0%	0%	С	0.089	F	0.537	16000	
~ <u> </u>	To:		South Blvd				<u> </u>									
301 Crater Rd	City of Petersburg	0.73	21000	G	98%	0%	1%	0%	0%	0%	F	0.084	F	0.52	22000	
~ <u></u>	To	I-9	5, Bus US 4	-60												
Bus 301 (460 Crater Rd	City of Petersburg (Maint: 26)	0.09	11000	N	96%	1%	1%	0%	0%	0%	N	0.084	N	0.525	12000	
301 (460 Crater Rd	To:		S 460 Par. V			170		070	070	070	.,	0.004		0.020	12000	
Bus	From:	,	ce Jurisdicti													_
301 (460 Crater Rd	City of Petersburg	0.98	11000	G	96%	1%	1%	0%	0%	0%	С	0.084	F	0.525	12000	
Pup	To: From:	SR 36, B	us US 460 V	Wythe S												
Bus 301 (460 Crater Rd	City of Petersburg	0.10	7400	G	96%	1%	1%	0%	0%	0%	F	0.083	F	0.538	8100	
301)(480)	To:					.,,		-,-	-,-	-,-	-		•			
301 (36) Crater Rd	City of Petersburg	SR 36 Par, Bus 0.18	4100 Par,	, wasnin	96%	1%	1%	0%	0%	0%	F	0.097	F	0.556	4400	
36 Crater Rd	ony or recording				3070	170		070	070	070	•	0.007	•	0.000	4400	
RO1 (36) Crater Rd	City of Petersburg	0.14	301 Par, Ban 3100	ık St G	97%	0%	1%	0%	1%	0%	F	0.094	F		3400	
36 Crater Rd	Combined Traffic Estimates for 2 Parallel Roadway			G	97%	1%	1%	0%	1%	0%	F	0.094 NA	г		7300	
	To:		ollingbrook S		9176	170	176	0%	170	0%	Г	INA			7300	
	From:		Crater Rd													
301 (36) Bollingbrook St	City of Petersburg	0.23	3400	G	97%	0%	1%	0%	1%	0%	С	0.098	F	0.845	3700	
~ •	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	5700	G	97%	1%	1%	0%	1%	0%	С	0.099	F		6200	
	To: From:		5th St													_
301 (36) Bollingbrook St	City of Petersburg	0.15	3600	G	97%	0%	1%	0%	1%	0%	F	0.1	F		3900	
~ P	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:		G	97%	1%	1%	0%	1%	0%	F	0.096	F		6000	
ALT	To:	IIC 1	3rd St ALT US 301	21.04												
ALT 301 (36) Bollingbr	rook St City of Petersburg	0.08	3700	G	97%	0%	1%	0%	1%	0%	F	0.101	F	0.913	4100	
301 (1) (301) (36) Bollingbr	To:		S 1 Par, 2nd		01 70	070		070	170	070	•	0.101	•	0.010	4100	
	From:		N RT 1	~ .												
301 1 2nd St	City of Petersburg	0.35	13000	G	99%	0%	0%	0%	0%	0%	F	0.111	F	0.694	13000	
\sim	To:	SCL	Colonial He	ights												
~ ~	From:		S 301 Crater													
36) Bank St	City of Petersburg	0.24	2300	G	96%	1%	1%	1%	1%	0%	С	0.1	F		2500	
~ ·	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	5700	G	97%	1%	1%	0%	1%	0%	С	0.099	F		6200	
	To: From:		5th St													
301 (36) Bank St	City of Petersburg	0.15	1900	G	96%	1%	1%	1%	1%	0%	F	0.097	F		2100	
→ •	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	5500	G	97%	1%	1%	0%	1%	0%	F	0.096	F		6000	
	To:		3rd St													

			or r ctcrs	<i>5</i> 0. q				Tru	ok			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QV
ALT	From:		3rd St													
301 $\left(1\right)\left(301\right)\left(36\right)$ Bank St	City of Petersburg	0.09	1900	G	96%	1%	1%	1%	1%	0%	F	0.095	F		2000	G
~ ~ ~ ~	Combined Traffic Estimates for 2 Parallel Road		5600	G	97%	1%	1%	0%	1%	0%	F	NA			6100	G
	I.V.		JS 301 Par,													
ALT O	From:		301 Crater		000/	40/		00/	00/	00/	_	0.004	_	0.500	0000	_
Sycamore St	City of Petersburg	0.30	8400	G	98%	1%	1%	0%	0%	0%	F	0.094	F	0.538	9200	G
ALT	To: From:		South Blvd													
Sycamore St	City of Petersburg	0.95	6100	G	98%	1%	1%	0%	0%	0%	С	0.090	F	0.536	6700	G
ALT	To: From:		North Blvd													
Sycamore St	City of Petersburg	0.42	9200	G	98%	1%	1%	0%	0%	0%	F	0.088	F	0.625	10000	G
ALT	To: From:		Graham Rd													
Sycamore St	City of Petersburg	0.56	11000	G	98%	1%	1%	0%	0%	0%	F	0.084	F	0.541	12000	G
~~ <u>~</u>	То:	U	S 1 Wythe S	St												
ALT Bus	From:	0.00	US 1		070/	407		407	407	00/	_	0.000	_		4.4000	_
01) (1) (460) (36) Wythe St	,	0.20	13000	G	97%	1%	1%	1%	1%	0%	F -	0.088	F		14000	(
~ ~ ~ 0	Combined Traffic Estimates for 2 Parallel Road		28000	G	96%	1%	2%	1%	1%	0%	F	NA			30000	C
ALT	From:		S 460 Jeffer JS 460 Wyt													
301 1 Jefferson St	City of Petersburg	0.09	3100 Wyl	G	97%	1%	1%	1%	1%	0%	F	0.089	F	0.756	3300	
(1) (1) (3)	eny en eneressang					.,,		.,0	.,0	0,0	•	0.000	•	0.700	0000	
ALT	From:	Bus US 46	60 Par, Was	hington S	St											
301 1 Jefferson St	City of Petersburg	0.26	650	G	97%	1%	1%	1%	1%	0%	F	0.104	F	0.734	710	G
~~	To-		Henry St				<u> </u>									
ALT 301 1 3rd St	City of Petersburg	0.05	340	G	97%	1%	1%	1%	1%	0%	F	0.131	F		380	C
\rightarrow	Toc	IIS 3	01 Par, Bar	nk St												
ALT ,	From:										_		_			_
301 $\left(1 \right)$ 3rd St	City of Petersburg	0.05	350	G	97%	1%	1%	1%	1%	0%	F	0.102	F		380	G
~ ~	From:		1 Bollingbr ALT US 301													
(301)(301)(1)(36) Bollingbro	ook St City of Petersburg	0.08	3700	G	97%	0%	1%	0%	1%	0%	F	0.101	F	0.913	4100	G
(301) (301) (1) (36) Bollingbro	Tro	0.00	US 301		0170	070		070	170	070	•	0.101	•	0.010	4100	
	From:	11	S 1 Wythe S	04												
ALT 391 Sycamore St	City of Petersburg	0.09	6600	G	98%	0%	1%	0%	1%	0%	F	0.090	F	0.576	7200	G
Sycamore St	City of Felersburg		460 Washii		90 /0	076		0 /6	1 /0	076	-	0.090	-	0.570	7200	
LT Bus Bus	From:		is US 460 P													
301 (460) (460) (36) Washingt	ton St City of Petersburg	0.09	15000	G	95%	1%	2%	1%	1%	0%	F	0.079	F		16000	G
\$	Combined Traffic Estimates for 2 Parallel Road		28000	G	96%	1%	2%	1%	1%	0%	F	NA			30000	C
																`
ALT	From:	Bus US	460 Washii	igton St												
	O'the of Determination	0.00	74.00	_	000/		40/				_	0 000	_	0 0 4 0	7700	
Adams St	City of Petersburg	0.06	7100	G	98%	0%	1%	0%	1%	0%	F	0.090	F	0.642	7700	G

D /			DT 04	4			Tru	ıck			K	014	Dir	A A1A/DT	
Route	Jurisdiction .	Length AAI	DI QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
LT A dames Ct	From:	Frankl		000/	00/	40/	00/	40/	00/	_	0.000	_	0.005	0000	,
Adams St	City of Petersburg	0.16 770		98%	0%	1%	0%	1%	0%	С	0.088	г	0.625	8200	(
	From:	SCL Pet	•												_
160 (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.		
\sim	Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 540	000 G	81%	1%	1%	1%	15%	1%	F	NA			50000	(
~~~	To: From:	Squirrel Le	evel Road												
160 (85)	City of Petersburg (Maint: 26)	2.57									s for this				
~ 0	Combined Traffic Estimates for 2 Parallel Roadways			81%	1%	1%	1%	15%	1%	F	0.078	F	0.53	54000	(
	From	I-85 I-9													
County Dr	City of Petersburg	0.60 970	00 N	88%	1%	1%	2%	9%	0%	Ν	0.098	Ν	0.528	10000	1
<del>~</del>	To. From:	SR 109 Hick	kory Hill Rd			$\Box$									
County Dr	City of Petersburg	2.16 <b>97</b> 0	00 A	88%	1%	1%	2%	9%	0%	С	0.098	Α	0.528	10000	,
~	To: From	SR 106 Cou	urthouse Rd												
County Dr	City of Petersburg	0.34 <b>130</b>		88%	1%	1%	2%	9%	0%	F	0.088	F	0.556	14000	(
~	To:	ECL Pet	tersburg												
Bus Washington Ct	From:	WCL Per		000/	00/	40/	40/	40/	00/	_	0.00	F	0.500	4.4000	,
160 1 Washington St	City of Petersburg	0.40 130		98%	0%	1% ——	1%	1%	0%	Г	0.09	F	0.569	14000	(
Bus	To: From:	Summ	nit St												
160 (1) Washington St	City of Petersburg	0.18 <b>140</b>	000 G	98%	0%	1%	1%	1%	0%	F	0.093	F	0.556	15000	(
Bus	To: From:	Elm	n St												
160 1 Washington St	City of Petersburg	0.57 <b>160</b>	000 G	97%	1%	1%	1%	1%	0%	F	0.093	F	0.506	17000	(
	To:	US 1 Par;													
Bus	City of Data relevant	US 1 Par, Washington			40/	40/	40/	40/	00/	_	0.000	F		0200	,
Wythe St	City of Petersburg  Combined Traffic Estimates for 2 Parallel Roadways	1.08 <b>850</b>		97% 96%	1% 1%	1% 1%	1% 1%	1% 1%	0% 0%	_	0.082 NA	Г		9300 20000	(
	Combined Trainic Estimates for 2 Farallel Roadways			90 /6	1 /0	1 /0	1 /0	1 /0	0 /6	-	INA			20000	•
Bus ~~~	From:	Perry													
160 1 Wythe St	City of Petersburg	0.15 970		97%	1%	1%	1%	1%	0%	F	0.088	F		11000	(
~ ~	Combined Traffic Estimates for 2 Parallel Roadways			96%	1%	1% 	1%	1%	0%	F	NA			22000	(
Bus	To: From:	SR 36 M	larket St												_
(60) $(1)$ $(36)$ Wythe St	City of Petersburg	0.20 990	00 G	97%	1%	1%	1%	1%	0%	F	0.094	F		11000	(
Bus ALT	To- From:	ALT US 301	Sycamore St			$\Box$ $\vdash$									
ALT 460 1 301 36 Wythe S	t City of Petersburg	0.20 130	000 G	97%	1%	1%	1%	1%	0%	F	0.088	F		14000	(
	Combined Traffic Estimates for 2 Parallel Roadways			96%	1%	2%	1%	1%	0%	F	NA			30000	(
	To:	US 1 Jeff													

								Tru	ıck			K		Dir		
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Bus	From:	US	1 Jefferson	n St												
(36) (36) Wythe St	City of Petersb	ourg 0.20	16000	G	97%	1%	1%	0%	1%	0%	С	0.093	F		17000	G
$\sim$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	31000	G	95%	1%	2%	1%	2%	0%	F	NA			34000	G
	To:		I-85, I-95													
$\widehat{(36)}$ (36) Wythe St	City of Petersb	ourg 0.30	9800	G	97%	1%	1%	0%	1%	0%	F	0.08	F		11000	c
160 36 Wythe St	Combined Traffic Estimates for 2 Parallel	0		G	95%	1%	2%	1%	2%	0%	F	NA	•		24000	
	To:		US 301 Cr		3370	1 70		1 /0	270	076	'	INA			24000	
us	From:		US 301 W													
60 301 Crater Rd	City of Petersb	ourg 0.98	11000	G	96%	1%	1%	0%	0%	0%	С	0.084	F	0.525	12000	(
<i></i>	To:	Maintenan														
us 60 \ 301 Crater Rd	City of Petersburg (N	I-95; BUS U Maint: 26) 0.09	IS 460 Par, 11000	Winfield <b>N</b>	96%	1%	1%	0%	0%	0%	N	0.084	N	0.525	12000	1
60 301 Crater Rd	City of Petersburg (I	-	301 Crater		90%	170	170	0%	0%	0%	IN	0.064	IN	0.525	12000	
	From:		the St Batte		_											_
60 1 Washington St	City of Petersb		9600	rsea Lan	96%	1%	1%	1%	1%	0%	F	0.101	F		11000	(
60 Washington St	Combined Traffic Estimates for 2 Parallel	J		G	96%	1%	1%	1%	1%	0%	F	NA	•		20000	(
	Combined Traine Estimates for 21 drailer	,			30 /6	1 70	1 70	1 /0	1 /0	076	'	INA			20000	`
us	From:	123	8-9025 Wes	st St												_
60 ( 1 ) Washington St	City of Petersb	ourg 0.40	9500	G	96%	1%	1%	1%	1%	0%	F	0.096	F		10000	(
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	18000	G	96%	1%	1%	1%	1%	0%	F	NA			20000	(
Due	To- From:	123	-9029 Sout	h St												
Bus 160 ( 1 ) Washington St	City of Petersb	oura 0.27	10000	G	96%	1%	1%	1%	1%	0%	С	0.093	F		11000	(
Washington St	Combined Traffic Estimates for 2 Parallel	· ·		G	96%	1%	1%	1%	1%	0%	F	NA	·		22000	(
	To F				0070	170		170	170	070	•				22000	
sus	From:		Guarantee S													
160 } ⟨ 1 ⟩ Washington St	City of Petersb	•	10000	G	96%	1%	1%	1%	1%	0%	F	0.094	F		11000	(
<b>*</b>	Combined Traffic Estimates for 2 Parallel	-		G	96%	1%	1%	1%	1%	0%	F	NA			22000	(
ius	10: From:		orth Market ar; SR 36 M				_									
(36) (36) Washington St	City of Petersb		12000	G	95%	1%	2%	1%	1%	0%	С	0.083	F		13000	(
90) (30) 11 313 131	Combined Traffic Estimates for 2 Parallel	o .		G	96%	1%	2%	1%	1%	0%	F	NA	-		24000	(
	To:		301 Par, Sy			.,,		.,,	.,0	0,0	•					
Bus ALT	From:															
(301) $(36)$ Washington St	City of Petersb	· ·	15000	G	95%	1%	2%	1%	1%	0%	F	0.079	F		16000	(
$\sim$ $\sim$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	28000	G	96%	1%	2%	1%	1%	0%	F	NA			30000	(
us ALT	To: From:	ALT US	301 Par, A	Adams St												
60 301 36 Washington St	City of Petersb	ourg 0.10	15000	G	95%	1%	2%	1%	1%	0%	F	0.084	F		16000	(
90 (30)	Combined Traffic Estimates for 2 Parallel	· ·		G	96%	1%	2%	1%	1%	0%	F	NA	-		30000	(
	To:					.,,										
Bus	From:		1 Jefferson													
160 (36) Washington St	City of Petersb	-	16000	G	94%	1%	2%	1%	2%	0%	F	0.083	F		17000	(
~ ~	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:		G	95%	1%	2%	1%	2%	0%	F	NA			34000	G
	To:		I-95													

### Virginia Department of Transportation Traffic Engineering Division

### 2007 Annual Average Daily Traffic Volume Estimates By Section of Route City of Petersburg

Route	lurio diation I aparth	AADT	ΟΛ	4Tiro	Due		Tru	ıck		QC	K	QK	Dir	AAWDT	014/
Route	Jurisdiction Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QN	Factor	AAWDI	QVV
Bus	From:	I-95													
460 (36) Washington St	City of Petersburg 0.24	13000	G	94%	1%	2%	1%	2%	0%	С	0.088	F		14000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	22000	G	95%	1%	2%	1%	2%	0%	F	NA			24000	G
Bus	Tal From:	301 Crater	r Rd												
(460)(301) Crater Rd	City of Petersburg 0.10	7400	G	96%	1%	1%	0%	0%	0%	F	0.083	F	0.538	8100	G
Bus	To: From: SR 36, E	US US 460	Wythe S	t											
460 301 Crater Rd	City of Petersburg 0.98	11000	G	96%	1%	1%	0%	0%	0%	С	0.084	F	0.525	12000	G
	To: Maintena	nce Jurisdict	ion Char	ge											
Bus		301 Crate	r Rd												
(460) Winfield Rd	City of Petersburg 0.43	1400	G	96%	1%	1%	1%	2%	0%	С	0.087	F	0.971	1500	G
P	Combined Traffic Estimates for 2 Parallel Roadways on this Route:	1400	G								NA			NA	
Bus	From: State M	aintenance l	Boundary	7											
(460) Winfield Rd	City of Petersburg (Maint: 26) 0.09	1400	G	96%	1%	1%	1%	2%	0%	С	0.087	F	0.971	1500	G
(F)	Combined Traffic Estimates for 2 Parallel Roadways on this Route.	1400	G								NA			NA	
	To: US	460 Count	y Rd												

						City of Petersb	·								
Route	Length	AADT	QA	4Tire	Bus	Tri 2Axle 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Petersburg		From:	1			Dead End				-					
(F329)	0.17	NA				Dead End				NA			NA		
		To				74-1102 Lakeshor	e Dr								
		From				Dead End									
(F330)	2.93	NA								NA			NA		
<u> </u>		To:				FR-331									
$\bigcirc$		From:				Dead End									
(F331)	0.78	NA To:	.—							NA			NA		
						Dead End									
3 Vaughn Rd	0.64	1100	G			SCL Petersburg; 26	5-675			0.092	F	0.654	1200	G	2007
3 Vaughn Rd	0.04	To:	Ť			123-9013 Halifax	Rd			0.032	•	0.004	1200	J	2007
		From:				Halifax Rd									
4 Wells Rd	0.41	3900	G	91%	0%	1% 1%	7%	0%	С	0.085	F	0.509	4200	G	2007
4)		To	:			Squirrel Level F									
		From				CSX RR									
9002) Halifax Rd	0.18	6000	G	98%	0%	1% 0%	0%	0%	F	0.087	F	0.531	6600	G	2007
$\overline{}$		To: From:	-			Patterson St				<b>—</b> —					
9002) Halifax St	0.58	4500 From:	G	98%	0%	1% 0%	0%	0%	F	0.089	F	0.553	4900	G	2007
$\bigcup$		To	-			Baylors Lane									
9002) Halifax St	0.19	5200	G	98%	0%	1% 0%	0%	0%	F	0.088	F	0.533	5700	G	2007
<u> </u>		To				Virginia Ave									
9002) Halifax St	0.37	7700	G	98%	0%	1% 0%	0%	0%	F	0.088	F	0.612	8400	G	2007
9002) 1 1411145 51	0.01	Too		0070	070			070				0.012	0.100	Ū	2001
9002) Halifax St	0.29	7600	G	98%	0%	Lee Ave 1% 0%	0%	0%	F	0.087	F	0.532	8300	G	2007
(9002) Halifax St	0.23	7000	<u> </u>	30 /0	070		070	070	'	0.007	•	0.002	0000	J	2007
9002 Halifax St	0.28	From:	G	98%	0%	Liberty St 1% 0%	0%	0%	С	0.086	F	0.551	9200	G	2007
(9002) Halifax St	0.20	0400		90 /6				076		0.000	•	0.551	9200	G	2007
O Union Ct	0.40	From	<u> </u>	000/		JS 1, US 460 W Wy		00/		0.000	_	0.007	4400		2007
9002 Union St	0.12	3800	G	96%	1%	2% 0%	0%	0%	С	0.093	F	0.887	4100	G	2007
		From				1, US 460 W Wash				<u> </u>					
9002 Union St	0.17	1900	G	90%	2%	8% 0%	0%	0%	С	0.108	F	0.502	2100	G	2007
		10:				W Tabb St									
O Defense Del	0.47	From:	<u> </u>	070/	40/	Boydton Plank I		00/			_	0.000	0400	_	2007
9004 Defense Rd	0.47	2000	G	97%	1%	1% 1%	0%	0%	С	0.109	F	0.633	2100	G	2007
<u> </u>		From				Squirrel Level F				<u> </u>					
9004 Defense Dr	1.77	3300	G	ΩΩ0/.	10/			∩0/.	F	0.093	F	0.505	3600	G	2007
<u> </u>				98%	1%	1% 0%	0%	0%	•	0.000				_	
$\sim$		To- From:		90 /6	170	1% 0%  Johnson Rd	0%			0.000					
9004) South Boulevard	0.92	8300	G	98%	1%		0%	0%	C	0.093	F	0.549	9100	G	2007
9004) South Boulevard	0.92		G			Johnson Rd	0%								2007
Courth Boulevand	0.92		G G			Johnson Rd 1% 0%	0%								2007
		5400	:	98%	1%	Johnson Rd  1% 0%  S. Sycamore S  1% 0%	0% t	0%	С	0.093	F	0.549	9100	G	
9004 South Boulevard		8300	:	98%	1%	Johnson Rd 1% 0% S. Sycamore S	0% t	0%	С	0.093	F	0.549	9100	G	
9004 South Boulevard	0.18	5400	G	98%	1%	Johnson Rd 1% 0%  S. Sycamore S 1% 0%  Crater Rd	0% t 0%	0%	C F	0.093	F	0.549	9100 5900	G G	2007
9004 South Boulevard	0.18	5400  Tay From: 2100	G	98%	1%	Johnson Rd 1% 0%  S. Sycamore S 1% 0%  Crater Rd 1% 0%	0% t 0%	0%	C F	0.093	F	0.549	9100 5900	G G	2007
9004) South Boulevard 9004) South Boulevard	0.18	5400 From: To: Prom: To: To: To: To: To: To: To: To: To: To	G	98%	1%	Johnson Rd 1% 0%  S. Sycamore S 1% 0%  Crater Rd 1% 0%  Anderson St	0% t 0%	0%	C F	0.093	F	0.549	9100 5900	G G	2007
9004 South Boulevard 9004 South Boulevard	0.18	5400  To From:  1700	G G	98% 98% 98%	1%	Johnson Rd 1% 0%  S. Sycamore S 1% 0%  Crater Rd 1% 0%  Anderson St  Halifax Rd 1% 0%	0% t 0%	0% 0% 0%	C F	0.093 0.098 0.088	F F	0.549 0.591 0.612	9100 5900 2300	G G G	2007
9004 South Boulevard 9004 South Boulevard 9006 Flank Rd	0.18	5400  To T	G G	98% 98% 98%	1%	Johnson Rd 1% 0% S. Sycamore S 1% 0% Crater Rd 1% 0% Anderson St Halifax Rd	0% t 0%	0% 0% 0%	C F	0.093 0.098 0.088	F F	0.549 0.591 0.612	9100 5900 2300	G G G	2007
9004 South Boulevard 9004 South Boulevard 9006 Flank Rd	0.18	5400 From: 2100 1700 1700 1700 1700 1700 1700 1700	G G G	98% 98% 98%	1% 1% 1%	Johnson Rd 1% 0%  S. Sycamore S 1% 0%  Crater Rd 1% 0%  Anderson St  Halifax Rd 1% 0%  Johnson Rd 1% 0%	0% t 0%	0%	C F F	0.093 0.098 0.088 0.094	F F F	0.549 0.591 0.612 0.575	9100 5900 2300 1900	G G G	2007 2007
9004 South Boulevard 9004 South Boulevard 9006 Flank Rd 9006 Flank Rd	0.18 0.72 0.96 0.47	5400 From: 2100 From: 1700 Table From: 3000	G G G	98% 98% 98%	1% 1% 1%	Johnson Rd  1% 0%  S. Sycamore S  1% 0%  Crater Rd  1% 0%  Anderson St  Halifax Rd  1% 0%  Johnson Rd  1% 0%  Birdsong Rd	0% t 0% 0%	0% 0% 0% 0%	C F F	0.093 0.098 0.088 0.094	F F F	0.549 0.591 0.612 0.575	9100 5900 2300 1900	G G G	2007 2007
9004 South Boulevard 9004 South Boulevard 9006 Flank Rd	0.18	5400 From: 2100 1700 1700 1700 1700 1700 1700 1700	G G G G	98% 98% 98% 99%	1% 1% 1% 0%	Johnson Rd 1% 0%  S. Sycamore S 1% 0%  Crater Rd 1% 0%  Anderson St  Halifax Rd 1% 0%  Johnson Rd 1% 0%  Birdsong Rd 1% 0%	0% t 0% 0% 0%	0%	C F C	0.093 0.098 0.088 0.094	F F F	0.549 0.591 0.612 0.575 0.582	9100 5900 2300 1900 3300	G G G	2007 2007 2007 2007
9004 South Boulevard 9004 South Boulevard 9006 Flank Rd 9006 Flank Rd 9006 Flank Rd	0.18 0.72 0.96 0.47 0.75	8300 From: 5400  To: 2100 From: 1700  To: 2700  To: 700  To: 700  To: 700  To: 700  To: 700  To: 700  To: 700	G G G G	98% 98% 98% 99% 99%	1% 1% 1% 0% 0%	Johnson Rd 1% 0%  S. Sycamore S 1% 0%  Crater Rd 1% 0%  Anderson St  Halifax Rd 1% 0%  Johnson Rd 1% 0%  Birdsong Rd 1% 0%  Fort Hayes Dr	0% t 0% 0% 0%	0% 0% 0% 0%	C F F	0.093 0.098 0.088 0.094 0.111	F F F	0.549 0.591 0.612 0.575 0.582 0.602	9100 5900 2300 1900 3300 3000	G G G G	2007 2007 2007 2007 2007
9004 South Boulevard 9004 South Boulevard 9006 Flank Rd 9006 Flank Rd	0.18 0.72 0.96 0.47	5400  To From: 1700  To From: 1700  2700	G G G G	98% 98% 98% 99%	1% 1% 1% 0%	Johnson Rd  1% 0%  S. Sycamore S  1% 0%  Crater Rd  1% 0%  Anderson St  Halifax Rd  1% 0%  Johnson Rd  1% 0%  Birdsong Rd  1% 0%  Fort Hayes Dr  0% 0%	0% t 0% 0% 0%	0% 0% 0% 0%	C F C	0.093 0.098 0.088 0.094	F F F	0.549 0.591 0.612 0.575 0.582	9100 5900 2300 1900 3300	G G G	2007 2007 2007 2007
9004 South Boulevard 9004 South Boulevard 9006 Flank Rd 9006 Flank Rd 9006 Flank Rd	0.18 0.72 0.96 0.47 0.75	8300 From: 5400  To: 2100 From: 1700  To: 2700  To: 700  To: 700  To: 700  To: 700  To: 700  To: 700  To: 700	G G G G	98% 98% 98% 99% 99%	1% 1% 1% 0% 0%	Johnson Rd 1% 0%  S. Sycamore S 1% 0%  Crater Rd 1% 0%  Anderson St  Halifax Rd 1% 0%  Johnson Rd 1% 0%  Birdsong Rd 1% 0%  Fort Hayes Dr	0% t 0% 0% 0%	0% 0% 0% 0%	C F F	0.093 0.098 0.088 0.094 0.111	F F F	0.549 0.591 0.612 0.575 0.582 0.602	9100 5900 2300 1900 3300 3000	G G G G	2007 2007 2007 2007 2007

Route	Length	AADT	QA	4Tire	Bus		Trı 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Petersburg			1													
9008) Rives Rd	0.55	From <b>6400</b>	G	99%	0%	08 30 0%	1 S Crater 0%	0%	0%	С	0.106	F	0.508	7000	G	2007
9008) Rives Ru	0.55	0400		99%	0%	0%		0%	0%	C	0.106	Г	0.506	7000	G	2007
	0.07	From		000/	00/	00/	I- 95	40/	00/		0.400		0.507	5000		0007
Rives Rd	0.27	5400	G	98%	0%	0%	0%	1%	0%	С	0.109	F	0.507	5900	G	2007
			<u> </u>				Petersbur				_					
<u> </u>		From	<u> </u>				oydton Pla					_			_	
Dupuy Rd	1.24	420	G	96%	1%	3%	0%	0%	0%	F	0.105	F	0.510	460	G	2007
		To From				(	Grigg St									
Dupuy St	0.58	2000	G	96%	1%	3%	0%	0%	0%	F	0.083	F	0.55	2200	G	2007
		То				Y	oungs Rd				$\neg$ —					
Farmer St	0.86	3300 From	G	96%	1%	3%	0%	0%	0%	С	0.086	F	0.526	3600	G	2007
,,,,,,		To	.—								_					
Former St	0.47	2800	<u> </u>	96%	1%	3%	South St 0%	0%	0%		0.086	F	0.534	3000	G	2007
Farmer St	0.47	2000 To	G	90%	170			0%	0%	F	0.086	Г	0.534	3000	G	2007
		10					alifax St				_					
~		From	<u> </u>				Crater Rd	407				_			_	
Wagner Rd	0.73	15000	G	98%	0%	1%	0%	1%	0%	С	0.088	F	0.546	16000	G	2007
		From					I-95 I -95				_					
Wagner Rd	1.60	9900	G	94%	1%	1%	1%	4%	0%	С	0.087	F	0.561	11000	G	2007
Wagner Rd	1.00	3300 To		34 70	1 /0		ounty Dr	470	070		0.007	'	0.501	11000	G	2001
		From	. <del>.</del>								+					
Causimaal Laural Dal	0.00		<u> </u>	000/	00/		Petersburg		00/			_	0.050	000	_	200-
On Squirrel Level Rd	0.82	800	G	99%	0%	1%	0%	0%	0%	С	0.109	F	0.656	880	G	2007
		To From				V	Vells Rd									
Onn Squirrel Level Rd	0.25	4700	G	92%	0%	1%	1%	5%	0%	С	0.087	F	0.54	5100	G	2007
		To				Ran	np To I- 85									
Squirrel Level	0.20	6800 From	G	97%	1%	1%	0%	0%	0%	F	0.087	F	0.511	7400	G	2007
011) - 1		_										-			_	
	0.55	From	<u> </u>	070/	407		on Plank F		00/				0.540	4000	_	000
Young Rd	0.55	3900	G	97%	1%	1%	0%	0%	0%	F	0.086	F	0.513	4300	G	2007
<u> </u>		To From				7	alor Dr				$\Box$ —					
Young Rd	0.59	2600	G	97%	1%	1%	0%	0%	0%	С	0.095	F	0.507	2900	G	2007
		To	:			123-90	09 Dupuy	Rd								
		From	:			,	West St									
DO12 Lee Ave	0.56	2500	G	97%	2%	1%	0%	0%	0%	С	0.090	F	0.531	2700	G	2007
		To									_					
Danton illa Ct	0.45	From	_	000/	00/		alifax St	00/	00/	_	0.000		0.500	4200		200
Porterville St	0.15	1200	G	99%	0%	0%	0%	0%	0%	F	0.090	F	0.588	1300	G	2007
<u> </u>		From				Н	arding St				$\exists$					
New St	0.18	1100	G	99%	0%	0%	0%	0%	0%	С	0.090	F	0.641	1200	G	2007
<u> </u>		To	:				urrison St									
		From	<u> </u>				New St					_			_	
Harrison St	0.03	860	G	99%	0%	0%	0%	0%	0%	F	0.091	F		940	G	2007
		To From					orling St				_					
Onling St	0.09	390	G	99%	0%	0%	urrison St 0%	0%	0%	F	0.093	F		420	G	2007
oning St	0.09	390		99 /0	0 /6	076	0 /6	0 /6	076		0.093			420	G	2007
$\widehat{}$		From					ycamore S									
Graham Rd	0.83	5700	G	99%	0%	0%	0%	0%	0%	F	0.08	F	0.549	6200	G	2007
<u> </u>		To	:			Ram	From I-9	5			$\neg$ —					
Graham Rd	0.14	10000	G	99%	0%	0%	0%	0%	0%	С	0.087	F	0.802	11000	G	2007
	- • •	To		- / -			rater Rd								-	,
		From					Petersburg	n .			i					
9013) Halifax Rd	1.79	2500	G	92%	0%	1%	1%	6%	0%	С	0.087	F	0.547	2700	G	2007
Halifax Rd	1.13	2300		JZ /0	0 /0			0 /0	J /0		<u>0.007</u>	1	0.547	2100	J	2007
<u> </u>		To From	<u> </u>				Vells Rd				_⊢					
9013) Halifax Rd	0.98	460	G	98%	0%	1%	0%	1%	0%	С	0.1	F	0.531	510	G	2007
$\smile$		To	:			Boydt	on Plank F	Rd								

						City of P	etersbu'	rq								
Route	Length	AADT	QA	4Tire	Bus		Trud 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Petersburg		From	.1			CCI D	- 41				_					
(9015) Johnson Rd	0.01	2500	G	99%	0%	1%	etersburg 0%	0%	0%	F	0.125	F	0.562	2700	G	2007
9013) ************************************		To					nk Rd					•				
(9015) Johnson Rd	0.54	1100 From	G	99%	0%	1%	0%	0%	0%	С	0.101	F	0.608	1200	G	2007
		То				Rirds	ong Rd									
9015) Johnson Rd	1.39	5100 From	G	99%	0%	1%	0%	0%	0%	F	0.126	F	0.576	5600	G	2007
		To	4			Sout	h Blvd									
(9015) Johnson Rd	0.46	5700 From	G	99%	0%	1%	0%	0%	0%	F	0.083	F	0.549	6200	G	2007
		To				Nort	h Blvd									
9015) Johnson Rd	0.37	4000 From	G	99%	0%	1%	0%	0%	0%	F	0.087	F	0.563	4400	G	2007
		To				St I	uke St									
9015) High Pearl St	0.20	3700	G	99%	0%	1%	0%	0%	0%	F	0.087	F	0.522	4100	G	2007
0.00		То					nia Ave									
9015) High Pearl St	0.08	2600 From	G	97%	1%	2%	0%	0%	0%	F	0.093	F	0.508	2800	G	2007
(9013) 1 mg. 1 Sam St	0.00	To	<u> </u>	0.70	. , ,		atthew St		0,70	-		•	0.000			200.
$\bigcirc$		From	:				tthews St									
9015 Harding St	0.22	1400	G	97%	1%	2%	0%	0%	0%	С	0.091	F	0.631	1600	G	2007
		From	:				rville St rsvilleSt									
9015) Harding St	0.27	800	G	97%	1%	2%	0%	0%	0%	F	0.099	F		880	G	2007
		To	-			Hali	ifax St									
_		From	:			SCL P	etersburg									
9017) Birdsong Rd	0.62	470	G	98%	1%	1%	0%	0%	0%	С	0.117	F	0.530	510	G	2007
$\overline{}$		To	:			John	son Rd									
<u> </u>		From	:				hington St								_	
9021 N Sycamore St	0.18	3900	G	97%	1%	2%	0%	0%	0%	F	0.097	F	0.605	4200	G	2007
<u> </u>		To From					abb St									
9021 N Sycamore St	0.15	2800	G	97%	1%	2%	0%	0%	0%	С	0.102	F	0.557	3100	G	2007
		10	2				gbrook St				1					
9023 North Blvd	0.57	3100	G	98%	1%	John 1%	son Rd 0%	0%	0%	С	0.087	F	0.588	2400	G	2007
(9023) North Blvd	0.57	3100 To		90%	170		amore St	0%	0%		0.067	Г	0.366	3400	G	2007
		From					s Lane				<del>-</del>					
(9025) Virginia Ave	0.22	600	G	95%	4%	2%	0%	0%	0%	С	0.139	F		660	G	2007
3 3 3		То														
(9025) Virginia Ave	0.32	2100	G	95%	4%	2%	ng Street 0%	0%	0%	F	0.09	F	0.53	2300	G	2007
9025) Virginia / (Vo	0.02	o		0070	170			070	070			•	0.00	2000	Ū	2001
9025) Young Ave	0.20	2300 From	G	98%	1%	1%	x Street 0%	0%	0%	С	0.088	F	0.524	2500	G	2007
(9025) Young Ave	0.20	2300		3070	1 /0			070	070		<del></del>	•	0.024	2000	J	2007
9025) Young Ave	0.11	3000 From	G	98%	1%	Arlingt 1%	on Street 0%	0%	0%	F	0.089	F	0.510	3300	G	2007
(9025) Young Ave	0.11	5000	<u> </u>	30 70					070	'	0.000	•	0.510	3300	J	2007
(9025) S West St	0.20	From	G	000/		West Street			09/	F	0.000	F	0.500	3800	G	2007
9025) S West St	0.28	3500		98%	1%	1%	0%	0%	0%	Г	0.088	Г	0.508	3000	G	2007
C W+ C+	0.00	From	┶	000/	40/		a Avenue	00/	00/				0.540	4400		2007
9025 S West St	0.23	4000	G	98%	1%	1%	0%	0%	0%	F	0.096	F	0.548	4400	G	2007
0.14/	0.44	From	┶	000/	40/		ner St	00/	00/			_	0.507	4400		0007
9025 S West St	0.14	3700	G	98%	1%	1%	0%	0%	0%	F	0.093	F	0.507	4100	G	2007
O 0.W . : 0:		From		000			ythe St	00.				_	0 == :			
9025 S West St	0.07	3000 To	G	98%	1%	1%	0%	0%	0%	F	0.1	F	0.534	3200	G	2007
			<u> </u>				hington St									
			: <b>1</b>			Hali	ifax St									
S Mant St	0.60	2400	_	000/	Λ0/			00/	00/	$\sim$	0.000		0.520	2200	_	2007
9027) S West St	0.63	2100	G	98%	0%	1%	0%	0%	0%	С	0.086	F	0.528	2300	G	2007
9027) S West St	0.63	2100	G	98%	0%	1% You	0% ng Ave	0%	0%	С	0.086	F	0.528	2300	G	2007
9027 S West St 9029 S. South St	0.63	2100 Te	G	98%	1%	1% You	0%	0%	0%	C	0.086	F F	0.528	3000	G G	2007

Security St							City of Petersb	urg								
Security St	Route	Length	AADT	QA	4Tire	Bus				QC		QK		AAWDT	QW	Year
S. South St   0.09   4300   C   99%   0%   0%   0%   0%   0%   0%   F   0.085   F   0.584   4700   G   2007	City of Petersburg		From				**********									
Washington N   South St   0.20   7100   G   99%   0%   0%   0%   0%   0%   0%   0	C Courth Ct	0.00		<u> </u>	000/	00/			00/		0.005	_	0.504	4700	_	2007
Marie   St   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000	9029 S. South St	0.09	4300	G	99%	0%	0% 0%	0%	0%	F	0.085	F	0.584	4700	G	2007
High St   0.02   960   G   99%   0%   0%   0%   0%   0%   0%   0			To From				Washington S	t								
No.	9029 N. South St	0.20	7100	G	99%	0%	0% 0%	0%	0%	F	0.094	F	0.547	7800	G	2007
High St   0.02   960   G   99%   0%   0%   0%   0%   0%   0%   0			To				High St									
Canal St															_	
Canal St   0.20   6900   G   99%   0%   0%   0%   0%   0%   0%   0	9029) High St	0.02	960	G	99%	0%		0%	0%	F	0.092	F	0.519	1000	G	2007
Canal St   0.20   6900   G   99%   0%   0%   0%   0%   0%   0%   0	<u> </u>		To													
Second Part	Occasi Ot	0.00		<u> </u>	000/	00/		00/	00/	_	0.000	_	0.540	7000	_	2007
New St	GO29 Cariai Si	0.20	0900		99%	0%		0%	0%	C	0.092	Г	0.549	7600	G	2007
Second Description   Color			10				Grove Ave									
Second   S			From				New St									
South   Sout	₉₀₃₁ ) Byrne St	0.40	740	G	98%	1%	2% 0%	0%	0%	С	0.108	F		810	G	2007
Second   Column   Second   S	<u> </u>			<u> </u>												
Note	O 2 14 1 1 22	0.40		<u> </u>	000/	40/		201	00/			_	0.005	0500	_	0007
Name	9031) S. Market St	0.12		G	98%	1%		0%	0%	F	0.092	F	0.625	2500	G	2007
Apollo St	<u> </u>		To	<u> </u>			Wythe St									
Section   Sect			From				Sycamore St									
Apollo St   Apol	Apollo St	0.14	1600	G	99%	0%	1% 0%	0%	0%	F	0.096	F	0.597	1700	G	2007
Second Part	$\mathcal{O}$		To													
Fig.							•									
Henry St   0.04   620   G   99%   0%   1%   0%   0%   0%   F   0.109   F   0.6   660   G   2007	₉₀₃₃ ) Jefferson St	0.58	2900	G	99%	0%	1% 0%	0%	0%	С	0.094	F	0.571	3200	G	2007
Henry St   0.04   620   G   99%   0%   1%   0%   0%   0%   F   0.109   F   0.6   660   G   2007	<u> </u>															
N Adams St	<u> </u>	0.04		<u> </u>	000/	00/		201	00/			_	0.0	000	_	0007
Puddledock Rd	Henry St	0.04	620	G	99%	0%		0%	0%	F	0.109	F	0.6	660	G	2007
Puddledock Rd	<u> </u>		10				N Adams St									
First	_		From				E Washington S	St								
Camp   Free   Camp   Camp   Free   Camp	9038) Puddledock Rd	0.40	4600	G	91%	1%	2% 4%	3%	0%	С	0.09	F	0.533	5100	G	2007
High St   D.58   950   G   98%   1%   19%   0%   0%   0%   0%   C   0.116   F   0.661   1000   G   2007			To	:			ECL Petersbur	g								
High St   0.58   950   G   98%   1%   1%   0%   0%   0%   C   0.116   F   0.661   1000   G   2007			From	:			Canal St									
N Market St	Onde High St	0.58	950	G	98%	1%		0%	0%	С	0.116	F	0.661	1000	G	2007
N   Manket St   Manket St   Manket St   N   Manket St   Manket S	9040) · ···g·· · ·		To	Ť							$\neg$				_	
N Sycamore St			From	:												
N Sycamore St	9046) W Bank St	0.14	2200	G	98%	1%		0%	0%	F	0.108	F		2400	G	2007
Second   Content   Conte			To	.—			N. G. G.				_					
True     2Nd St     US 301 N Crater Rd   US 301 N	C Deady Ct	0.44		<u> </u>	000/	00/			00/					2000		2007
10.46   Bank St   10.25   2700   G   96%   1%   2%   1%   1%   0%   C   0.104   F   0.507   3000   G   2007	9046) E Barik St	0.11	3000		99%	0%		0%	0%	C	0.1	Г		3200	G	2007
Sank St   0.25   2700   G   96%   1%   2%   1%   1%   0%   C   0.104   F   0.507   3000   G   2007			From					Dd								
Series   Free	Bank St	0.25	2700		06%	10/_			0%		0.104	F	0.507	3000	G	2007
9046 Bank St 0.21 2900 G 96% 1% 2% 1% 1% 0% F 0.104 F 0.561 3200 G 2007    SR 36 E Washington St	9046) Dalik St	0.23	2700		90 /6	1 /0	2/0 1/0	1 /0	0 /0	C	0.104		0.307	3000	G	2007
SR 36 E Washington St    SR 36 E Washington St   SR 36 E Washington St	^		To From													
N   Market St   N   Market St   N   Market St   N   Market St   N   N   Market St   N   N   N   N   N   N   N   N   N	9046) Bank St	0.21	2900	G	96%	1%			0%	F	0.104	F	0.561	3200	G	2007
Madison St   0.09   1400   G   98%   1%   1%   0%   0%   0%   F   0.128   F   0.662   1500   G   2007	<u> </u>		То	:			SR 36 E Washington	on St								
9048) W Tabb St 0.09 1400 G 98% 1% 1% 0% 0% 0% F 0.128 F 0.662 1500 G 2007			From	:			N Market St									
Union St	9048) W Tabb St	0.09	1400	G	98%	1%		0%	0%	F	0.128	F	0.662	1500	G	2007
Madison St   0.06   1800   G   98%   1%   1%   0%   0%   0%   F   0.112   F   0.622   1900   G   2007			т-	.—			** * *				_					
N Sycamore St	W Tabb Ct	0.00		<u> </u>	000/	40/		00/	00/		0.440	_	0.000	4000		2007
Construction   Cons	9048) W Tabb St	0.06	1800	G	98%	1%	1% 0%	0%	0%	г	0.112	Г	0.622	1900	G	2007
Constraint   Con	<u> </u>		To From				N Sycamore S	t								
N Adams St	E Tabb St	0.12		G	98%	1%	1% 0%	0%	0%	С	0.124	F	0.535	1300	G	2007
Baylors Ln 0.65 1800 G 98% 1% 1% 0% 0% 0% C 0.113 F 0.597 2000 G 2007    Halifax St	$\mathcal{O}_{\mathbf{m}}$		То	:			N Adams St									
Baylors Ln 0.65 1800 G 98% 1% 1% 0% 0% 0% C 0.113 F 0.597 2000 G 2007    Halifax St			From	1			Defense Rd									
Halifax St  From: E Washington St  0.05 1700 G 96% 1% 1% 1% 1% 0% F 0.091 F 0.914 1900 G 2007  From: Franklin St  0.05 Madison St  0.18 1500 G 96% 1% 1% 1% 1% 0% C 0.096 F 0.910 1600 G 2007	Baylors I n	0.65		G	98%	1%		0%	0%	C	0 113	F	0.597	2000	G	2007
Nadison St   0.05   1700   G   96%   1%   1%   1%   1%   0%   F   0.091   F   0.914   1900   G   2007	9003	0.00			5070	1 /0		0 /0	370		<u> </u>	•	0.001	2000	J	2001
Madison St 0.05 <b>1700 G</b> 96% 1% 1% 1% 1% 0% F 0.091 F 0.914 1900 G 2007    State   Column   Franklin St   Column				<u> </u>				7.			<u> </u>					
Tiag Franklin St Franklin St O.18 1500 G 96% 1% 1% 1% 1% 0% C 0.096 F 0.910 1600 G 2007	<u> </u>	<b>-</b>			000:							_	0.57:		_	~
0.18 <b>1500 G</b> 96% 1% 1% 1% 1% 0% C 0.096 F 0.910 1600 G 2007	9055) Madison St	0.05	1700	G	96%	1%	1% 1%	1%	0%	F	0.091	F	0.914	1900	G	2007
0.18 <b>1500 G</b> 96% 1% 1% 1% 1% 0% C 0.096 F 0.910 1600 G 2007	$\overline{}$		To				Franklin St									
	Madison St	0.18		G	96%	1%		1%	0%	С	0.096	F	0.910	1600	G	2007
			To				E Bank St			-	_		-			

						City of Petersh	ourg								
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Petersburg		From	:I			E Bank St				1					
9055) Madison St	0.07	880	G	96%	1%	1% 1%	1%	0%	F	0.105	F	0.835	960	G	2007
3033)		To				Bollingbrook S									
		From				E Bank St									
9057) Fifth St	0.05	400	G							0.112	F	0.697	440	G	2007
		To From	-			Bollingbrook S	St			$\neg$ —					
9057) Fifth St	0.08	530	G	85%	4%	2% 4%	6%	0%	С	0.133	F	0.653	580	G	2007
<u> </u>		To	c			River St									
<u> </u>		From				Flank Rd One-W								_	
₉₀₅₉ Flank Rd N	0.20	4100 To	G	98%	1%	1% 0%	0%	0%	С	0.095	F	0.673	4400	G	2007
			1			US 301 S Crater	Rd								
S Adomo St	0.10	4400				E Wythe St					_	0.612	4900	<u></u>	2007
S Adams St	0.10	4400 To	G			E Washington	St			0.09	F	0.613	4800	G	2007
		From	:			6Th St	51			$\pm$					
Accomack St		260	G			011151				0.12	F		290	G	2007
		To				7Th St				<u> </u>					
		From				Old Church S	t								
Cameron St		280	G							0.1	F		310	G	2007
		To	:			Center St									
		From	:			Prince George A	ve								
Culpeper Ave		330	G							0.106	F		360	G	2007
		To	:			Brunswick St									
		From				Halifax Rd									
Custer St		410	G							0.092	F		450	G	2007
		To				Hawk St									
Davids Da		From				Busby St					_		000	_	0007
Darby Dr		<b>240</b>	G			Halcun Dr				0.138	F		260	G	2007
		From								_					
Gordon Dr		260	G			Dering Rd				0.099	F		290	G	2007
Coldon Di		To	_			Hoke Dr				0.000	•		250	J	2001
		From	:			Valley Dr				<u> </u>					
Homestead Dr		560	G			vancy Di				0.118	F		610	G	2007
		To	_			Midland Rd									
		From	:			Filmore St									
Jefferson St		3300	G							0.091	F		3600	G	2007
		To	:			ST Andrews S	St								
		From	:			Bolling Street	t								
Kirkham St		400	G							0.106	F	0.5	440	G	2007
		To				Chestnut Stree	et								
		From				Nivram St									
North Park Dr		1000	G							0.111	F		1100	G	2007
		To				Retang Rd									
Online and Dir		From				Homestead D	r				_	0.574	400	_	0007
Oakmont Dr		<b>90</b>	G			Midland Rd				0.141	F	0.571	100	G	2007
		From					74								
Old Church St		260	G			Bollingbrook S	oi.			0.103	F		290	G	2007
Old Offuloff Of		<b>200</b> To				Miller St				0.103	•		250	3	2001
		From								i					
Patterson Ave		900	G			Floyd St				0.163	F		980	G	2007
1 4110100117110		To	_			Carver St				J. 100	•		500	9	_001
		From				Valor Dr				i					
Pleasants Ln		870	G			√ ai0i D1				0.111	F		960	G	2007
		To	Ē			Dupuy Rd					·				
			_												

Route City of Petersburg	Length	AADT	QA	4Tire	Bus	2Axle 3+Axle		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Richmond Ave		710 To	G			Ash St Nash St			0.096	F		770	G	2007
Rollingwood Rd		From <b>100</b>	G			Valley St Homestead Dr			0.167	F		110	G	2007
South Park Dr		From 1300 To	G			Forest Hill Rd West Park Dr			0.094	F		1400	G	2007
St Matthew St		3500 To	G			High Pearl St Harding St			0.099	F		3800	G	2007
Talley Ave		580 To	G			Custer St  Edmonds Ct			0.292	F		640	G	2007