2008

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.

2008 Annual Average Daily Traffic Volume Estimates By Section of Route City of Petersburg

		City	of Petersb	urq												
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail		Factor		Factor	, , , , , , ,	
Bus	From:		CL Petersbur								_					_
1 460 Washington St	City of Petersbu	urg 0.40	13000	F	98%	0%	1%	1%	1%	0%	F	NA			14000	F
Bus	To: From:		Summit St													
1 (460) Washington St	City of Petersbo	urg 0.18	13000	F	98%	0%	1%	1%	1%	0%	F	NA			14000	F
Bus	To- From:		Elm St													
1 (460) Washington St	City of Petersbo	urg 0.57	14000	F	96%	1%	1%	1%	1%	0%	F	0.085	F		16000	F
\bigcirc	To		1 Par; Wythe													
Bus	From:	US 1 Par, Wasi									_		_			_
1 (460) Wythe St	City of Petersbu	•	7700	F	96%	1%	1%	1%	1%	0%	С	0.082	F		8300	F
*	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	16000	F	96%	1%	1%	1%	1%	0%	F	0.083	F		18000	F
Bus	To- From:		Perry St													
1 460 Wythe St	City of Petersbo	urg 0.15	9300	F	96%	1%	1%	1%	1%	0%	F	NA			10000	F
	Combined Traffic Estimates for 2 Parallel	•	19000	F	96%	1%	1%	1%	1%	0%	F	NA			20000	F
	To		36 Market S	2+												
Bus	From:															
1 (460) (36) Wythe St	City of Petersbu	urg 0.20	10000	F	96%	1%	1%	1%	1%	0%	F	NA			11000	F
ALT Bus	To: From:	ALT U	S 301 Sycam	ore St												
1 301 460 36 Wythe St	City of Petersb	urg 0.20	12000	F	96%	1%	1%	1%	1%	0%	F	NA			13000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	27000	F	96%	1%	2%	1%	1%	0%	F	NA			29000	F
	To:		S 460 Jeffers	on St												
ALT	From:		JS 460 Wyth													
1 (301) Jefferson St	City of Petersbu	urg 0.09	3900	F	96%	1%	1%	1%	1%	0%	F	0.082	F	0.687	4300	F
ALT	To: From:	Bus US 46	60 Par, Washi	ington S	St											
1 301 Jefferson St	City of Petersbo	urg 0.26	800	F	96%	1%	1%	1%	1%	0%	F	0.096	F	0.674	870	F
\bigcirc	To:		Henry St													
ALT (1) (301) 3rd St	City of Petersbu	ura 0.05	330	F	96%	1%	1%	1%	1%	0%	F	0.115	F	0.573	360	F
1 301 3rd St	Oity of 1 cicross	- 9			3070	170		1 70	170	070	•	0.115	•	0.575	300	'
ALT	From:		301 Par, Bank													
1 301 3rd St	City of Petersbo	•	400	F	96%	1%	1%	1%	1%	0%	F	0.11	F	0.634	440	F
<u> </u>	To:		1 Bollingbroo													
ALT (301) (301) (36) Bollingbro	ook St City of Petersbi		1; 3RD STR 4700	F F	98%	0%	1%	0%	0%	0%	_	0.122	F	0.85	5100	F
1 (301)(301) (36) Bollingbro	ok St City of Feterson	•				076	1 /0	0 /6	076	076	-	0.122	-	0.05	3100	-
~~~	To: From:	US 1 Par; US									_		_			
1)(301)2nd St	City of Petersbu	0	13000	F	99%	0%	0%	0%	0%	0%	F	0.111	F	0.694	13000	F
~ ~	10:		Colonial Heig													
Bus	From:		the St Batters						45:		_		_			_
(1) (460) Washington St	City of Petersbu	•	8600	F	97%	1%	1%	1%	1%	0%	F	0.089	F		9300	F
~ ~	Combined Traffic Estimates for 2 Parallel			F	96%	1%	1%	1%	1%	0%	F	0.083	F		18000	F
	To	123	8-9025 West S	St												

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### 2008 Annual Average Daily Traffic Volume Estimates By Section of Route City of Petersburg

				burq				Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Bus	From:	123	8-9025 Wes	t St			1	0.7.0.0								
(1) (460) Washington St	City of Petersburg	0.40	9200	F	97%	1%	1%	1%	1%	0%	F	0.089	F		10000	F
B	Combined Traffic Estimates for 2 Parallel Roa	dways on this Route:	17000	F	97%	1%	1%	1%	1%	0%	F	NA			18000	F
	To:	123	-9029 Soutl	h St												
Bus Washington St	City of Deterology			F	070/	40/	40/	40/	40/	00/	0	0.007	F		10000	F
Washington St	City of Petersburg	0.27	9500		97%	1%	1%	1%	1%	0%	С	0.087	Г		10000	•
	Combined Traffic Estimates for 2 Parallel Roa			F	96%	1%	1%	1%	1%	0%	F	NA			20000	F
Bus	To: From:	(	Guarantee S	t												
(1) (460) Washington St	City of Petersburg	0.24	9600	F	97%	1%	1%	1%	1%	0%	F	0.088	F		10000	F
(P)	Combined Traffic Estimates for 2 Parallel Roa	dways on this Route:	19000	F	96%	1%	1%	1%	1%	0%	F	NA			20000	F
	To:	BUS US 46														
C Market 01	From:	SR 36; Bus U				40/	40/	00/	00/	00/	_	0.000	_		0000	_
1 36 Market St	City of Petersburg	0.38	<b>3300</b> 36 Grove A	F	97%	1%	1%	0%	0%	0%	С	0.089	F		3600	F
	From:		36; Market													
(1) (36) Old St	City of Petersburg	0.13	3500	F	97%	1%	1%	0%	0%	0%	F	0.094	F		3800	F
	To:	9	Sycamore S	t			-									
~~ <u></u>	From:		Old St													
( ₁ ) ( ₃₆ ) Sycamore St	City of Petersburg	0.04	3400	F	97%	1%	1%	0%	0%	0%	F	0.094	F		3700	F
<del>*</del>	To:		ollingbrook Sycamore S													
Bollingbrook St	City of Petersburg	0.10	3500	F	97%	1%	1%	0%	0%	0%	F	0.088	F	0.772	3800	F
Bollingbrook St	To:		, US 301 21		01 70	170		070	070	070	•	0.000	•	0.772	0000	•
	From:		CL Petersbi				1									
(36) Fleet St	City of Petersburg	0.12	<b>7900</b>	F	99%	0%	0%	0%	0%	0%	С	0.088	F		8500	F
(30)	To:		Grove Ave				i			-,-	-		-		-	-
	From:		Fleet St													
(36) Grove Ave	City of Petersburg	0.54	3000	F	97%	0%	1%	1%	0%	0%	С	0.101	F	0.609	3300	F
<u> </u>	To:	US	l Par, Mark	et St												
(36) (1) Market St	City of Petersburg	0.38	3300	F	97%	1%	1%	0%	0%	0%	С	0.089	F		3600	F
36 A Market St	City of Fetersburg					1 70	1 70	070	070	070	C	0.003	'		3000	'
Marilani Oi	Ton: From:	US 1 Par; BUS		_		00/		00/	00/	00/		0.00	_	0.700	0400	
(36) Market St	City of Petersburg	0.11	5700	F	99%	0%	1%	0%	0%	0%	F	0.09	F	0.769	6100	F
Bus	To: From:	US 1, Bt	ıs US 460 V	Wythe St												
(36) (1) (460) Wythe St	City of Petersburg	0.20	10000	F	96%	1%	1%	1%	1%	0%	F	NA			11000	F
	To	AITI	C 201 Crissi	ma omo Ct												
ALT Bus	From:		S 301 Sycar													
36 (1) (301) (460) Wythe St		0.20	12000	F	96%	1%	1%	1%	1%	0%	F	NA			13000	F
<b>~ ~ ~ ~</b>	Combined Traffic Estimates for 2 Parallel Roa	dways on this Route:	27000	F	96%	1%	2%	1%	1%	0%	F	NA			29000	F
Bus	To- From:	]	Bus US 460	)												
36 (460) Wythe St	City of Petersburg	0.20	16000	F	97%	1%	1%	1%	1%	0%	С	0.087	F		17000	F
30 (400) 17 110 31	Combined Traffic Estimates for 2 Parallel Roa			F	95%	1%	1%	1%	2%	0%	F	0.079	F		34000	F
	Companied France Education for Z F arallel Mod	arrayo on ano modic.	5.500	•	00/0	1/0	1 /0	1 /0	2/0	0 /0		0.070			0-7000	

### 2008 Annual Average Daily Traffic Volume Estimates By Section of Route City of Petersburg

			or reters					Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Bus	From:		I-85, I-95				27 000	. 0171010	TTTGII	ZIIGII		1 40101		1 40101		
(36) (460) Wythe St	City of Petersburg	0.30	11000	F	97%	1%	1%	1%	1%	0%	F	0.079	F		12000	F
	Combined Traffic Estimates for 2 Parallel Roadwa	avs on this Route:		F	95%	1%	1%	1%	2%	0%	F	NA			26000	F
	To:		outh Crater I	Rd												
	From:		Bus US 460													
(36) Wythe St	City of Petersburg	0.43	9800	F	97%	0%	0%	1%	1%	0%	F	NA			10000	F
$\smile$	Combined Traffic Estimates for 2 Parallel Roadwa			F	97%	0%	0%	1%	1%	0%	F	NA			22000	F
	To: From:	SR 36 Par, V	Vashington S r; Wythe St;													
36) Washington St	City of Petersburg	0.87	20000	F	97%	0%	0%	1%	1%	0%	F	0.081	F		22000	F
36) Washington ot	Only of 1 cicrobary				31 70	070	070	1 70	1 /0	070	'	0.001	'		22000	'
	From:		uddledock R					404			_		_		.=	_
36 Washington St	City of Petersburg	0.58	16000	F	97%	0%	0%	1%	1%	0%	F	0.079	F		17000	F
<u> </u>	107		George Cour													
	From:		R 36; Market								_		_			_
36) { 1 } Old St	City of Petersburg	0.13	3500	F	97%	1%	1%	0%	0%	0%	F	0.094	F		3800	F
<u> </u>	To: From:		Sycamore St Old St	<u> </u>												
36) 1 Sycamore St	City of Petersburg	0.04	3400	F	97%	1%	1%	0%	0%	0%	F	0.094	F		3700	F
36 Sycamore St	To:		ollingbrook		31 70	1 /0		070	070	070	·	0.054	'		3700	•
	From:		Sycamore St													
36 Bollingbrook St	City of Petersburg	0.10	3500	F	97%	1%	1%	0%	0%	0%	F	0.088	F	0.772	3800	F
P P	To:		1, US 301 2r													
	From		S 1 Par, 2nd								_		_			_
(36) $(301)$ $(1)$ $(301)$ Bolling	brook St City of Petersburg	0.08	4700	F	98%	0%	1%	0%	0%	0%	F	0.122	F	0.85	5100	F
<u> </u>	From:	US 1,	ALT US 301 3rd St	3rd St												
36 301 Bollingbrook St	City of Petersburg	0.15	4400	F	98%	0%	1%	0%	0%	0%	F	0.108	F	0.786	4800	F
36 301 Bollingbrook St	Combined Traffic Estimates for 2 Parallel Roadwa			F	98%	0%	1%	0%	1%	0%	F	NA	'	0.700	6700	F
	Combined Trainic Estimates for 21 arailer Noadwa	ays on this reduce.		•	30 /0	070	1 70	070	1 70	070	'	INA			0700	•
Dall'a shara la Ot	Ton:	0.00	5th St		000/	00/		00/	00/	00/	_	0.440	_		4000	_
36 301 Bollingbrook St	City of Petersburg	0.23	4200	F	98%	0%	1%	0%	0%	0%	С	0.116	F		4600	F
	Combined Traffic Estimates for 2 Parallel Roadwa	ays on this Route:		F	98%	0%	1%	0%	1%	0%	С	0.108	F		6900	F
	From:	R	Crater Rd ollingbrook	St												
36 301 Crater Rd	City of Petersburg	0.14	3700	F	98%	0%	1%	0%	0%	0%	F	0.115	F	0.839	4000	F
301 S.C. 1.C.	Combined Traffic Estimates for 2 Parallel Roadwa	-		G	97%	1%	1%	1%	1%	0%	F	NA	•	0.500	8400	G
	Tame Estimates for 21 arailer roadwa				31 /0	1 70	170	1 70	1 /0	070	'	INA			0400	O
Oton Dd	City of Detarrate		301 Par, Bar		070/	40/		00/	00/	00/		NIA			4000	
36 301 Crater Rd	City of Petersburg	0.18	3900	F	97%	1%	1%	0%	0%	0%	F	NA			4200	F
	To: From:		BUS US 460													
(36) Washington St	City of Petersburg	0.18	10000	F	97%	0%	0%	1%	1%	0%	F	0.09	F		11000	F
	Combined Traffic Estimates for 2 Parallel Roadwa	ays on this Route:	20000	F	97%	0%	0%	1%	1%	0%	F	NA			22000	F
	To		Burch St													

## 2008 Annual Average Daily Traffic Volume Estimates By Section of Route City of Petersburg

		Oity	of Peters	burq				Tru	ıck			K		Dir		—
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
	From:		Burch St				ZAXIE	3+Axie	IIIali	ZIIdii		racio		Factor		
36 Washington St	City of Petersbu	urg 0.25	11000	F	97%	0%	0%	1%	1%	0%	F	0.091	F		12000	-
36 Washington St	Combined Traffic Estimates for 2 Parallel F	· ·		F	97%	0%	0%	1%	1%	0%		NA	'		22000	· F
	Combined Trainic Estimates for 2 Parallel P		Vythe St; Aı		9176	076	0%	170	170	0%	Г	INA			22000	ſ
1 4	Brony															_
North (1997)	City of Petersburg (M		CL Petersbu 26000	rg G	82%	1%	1%	1%	15%	1%	_	NA			24000	(
85 (460)	, , , ,	,									F					(
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	52000	G	82%	1%	1%	1%	15%	1%	г	NA			47000	,
orth	To: From:	Squi	rrel Level F	Road												_
85) (460)	City of Petersburg (M	Maint: 26) 2.57	31000	F	82%	1%	1%	1%	15%	1%	F	NA			29000	
00) (400)	Combined Traffic Estimates for 2 Parallel F	,	61000	F	82%	1%	1%	1%	15%	1%	F	NA			56000	
	To:	readinaye on ano recator	I-95	-	0270	.,,	Ť	.,0	.070	.,,	•				00000	
orth	From	I-95 N Exit	50D & L-84	S N Evit	69											_
Ramp	City of Petersburg (M		NA	) IN LAIL	02							NA			NA	
05)	To:	-	St & Washir	ngton St												
outh	From:		CL Petersbu													_
~~~	City of Petersburg (M		26000	F	81%	1%	1%	1%	15%	1%	F	NA			23000	
85 (460)	Combined Traffic Estimates for 2 Parallel F	,		G	82%	1%	1%	1%	15%	1%	F	NA			47000	
	Combined Trainic Estimates for 2 Parallel P				02%	170	176	170	1370	170	Г	INA			47000	
outh	To: From:	Squi	rrel Level F	Road												_
85) (460)	City of Petersburg (M	Maint: 26) 2.72	30000	F	81%	1%	1%	1%	15%	1%	F	NA			27000	
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	61000	F	82%	1%	1%	1%	15%	1%	F	NA			56000	
	To:		I-95													
lorth	From:		Rives Rd													
95)	City of Petersburg (M	Maint: 74) 1.15	15000	G	83%	1%	1%	0%	14%	0%	F	NA			13000	(
33)	Combined Traffic Estimates for 2 Parallel F	,	30000	G	84%	1%	1%	1%	14%	0%	F	NA			26000	
	7							.,.		-,-	-					
lorth	From:		Wagner Rd													
95)	City of Petersburg (M	Maint: 74) 2.79	20000	G	83%	1%	1%	0%	14%	0%	F	NA			17000	(
\smile	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	39000	G	84%	1%	1%	1%	14%	0%	F	NA			33000	(
	To	U	S 460 West	St												
lorth	O'the of Determinant (MA				000/	40/	40/	00/	4.407	00/		N.1.0			47000	
95	City of Petersburg (M	,	20000	N	83%	1%	1%	0%	14%	0%	N	NA			17000	
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	39000	N	84%	1%	1%	1%	14%	0%	N	NA			33000	
orth	To- From:		I-85													
95)	City of Petersburg (M	Maint: 26) 0.44	42000	G	90%	1%	1%	1%	8%	0%	F	NA			42000	
90)	Combined Traffic Estimates for 2 Parallel F	,		G	90%	1%	1%	1%	8%	0%	F	NA			80000	
	Combined Traine Estimates for 2 Faraller	•				1 /0	1 /0	1 /0	0 /0	U /0	'	11/7			00000	
orth	To: From:	US 301, Bus	US 460 W	ashingto	ı St											_
95)	City of Petersburg (M	Maint: 26) 0.64	53000	G	90%	1%	1%	1%	8%	0%	F	NA			53000	
	Combined Traffic Estimates for 2 Parallel F		100000	G	90%	1%	1%	1%	8%	0%	F	NA			100000	(
	To:		Colonial He	_			<u> </u>									

2008 Annual Average Daily Traffic Volume Estimates By Section of Route City of Petersburg

Route	Jurisdictio	n	Length	AADT	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QW
North	From:			I-95 North				2AXIE	3+Axle	11 raii	21 raii		Factor		Factor		
95) Ramp	City of Petersburg	(Maint: 74)	0.17	NA									NA			NA	
	To:		123-	-9008 Rives	Rd												
North	From:			I-95 North													
95 Ramp	City of Petersburg ((Maint: 74)	0.35	NA 9010 Wagner	. D.4								NA			NA	
North	From:			p From US													
(95) Ramp	City of Petersburg ((Maint: 74)	0.14	NA	501								NA			NA	
33)	To:		mp to Wyti	he & Washir	ngton St	reets											
South	From:		SC	CL Petersbur	g												
95)	City of Petersburg	•	0.34	13000	G	84%	1%	1%	1%	14%	0%	F	NA			11000	G
	Combined Traffic Estimates for 2 Paralle	el Roadways on this	Route:	24000	G	84%	1%	1%	1%	14%	0%	F	NA			20000	G
South	To: From:			Rives Rd													
95)	City of Petersburg ((Maint: 74)	1.22	15000	G	84%	1%	1%	1%	14%	0%	F	NA			13000	G
	Combined Traffic Estimates for 2 Parallel	el Roadways on this	Route:	30000	G	84%	1%	1%	1%	14%	0%	F	NA			26000	G
South	To: From:			Wagner Rd													
95)	City of Petersburg ((Maint: 74)	2.29	19000	G	84%	1%	1%	1%	14%	0%	F	NA			16000	G
	Combined Traffic Estimates for 2 Parallel	el Roadways on this	Route:	39000	G	84%	1%	1%	1%	14%	0%	F	NA			33000	G
Courth	To:	US	460 Coun	ty Rd; US 30	01 Crate	r Rd		_									
South 95	City of Petersburg ((Maint: 74)	0.53	19000	N	84%	1%	1%	1%	14%	0%	N	NA			16000	N
(33)	Combined Traffic Estimates for 2 Paralle			39000	N	84%	1%	1%	1%	14%	0%	N	NA			33000	N
	To:			I-85													
South 95	City of Petersburg ((Maint: 26)	0.66	39000	G	89%	1%	1%	1%	8%	0%	F	NA			38000	G
95)	Combined Traffic Estimates for 2 Paralle	` '			G	90%	1%	1%	1%	8%	0%	F	NA			80000	G
	Tax	•		US 460 Wa								-					
South	City of Petersburg (0.48	47000	G	89%	1%	1%	1%	8%	0%	_	NA			47000	G
95	City of Petersburg (Combined Traffic Estimates for 2 Paralle	,			G	90%	1%	1%	1%	8%	0%	F	NA			100000	G
	To:	or roadways on this		Colonial Hei		0070	170		170	070	070		147.			100000	
South	From:			I-95 South													
95 Ramp	City of Petersburg	(Maint: 74)	0.31	NA									NA			NA	
<u> </u>	To:		123-9	9010 Wagner	r Rd												
South Bus Page from LO	From:	(NA=:=+: 74)		np from US 3									NIA.			40000	_
95 460 460 Ramp from I-88	5 N to I-95 S City of Petersburg ((Iviaint: 74)	0.27	12000 JS 460 Ramp	F								NA			12000	F
	From:			460 County 1				<u> </u>									
(106) Courthouse Rd	City of Peters	burg	0.10	7500	F	95%	1%	1%	1%	2%	0%	F	0.089	F		8200	F
	To:		EC	CL Petersbur	g												

2008 Annual Average Daily Traffic Volume Estimates By Section of Route City of Petersburg

_								Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۱
	From:	US	460 County	Rd												
109) Hickory Hill Rd	City of Petersburg	0.88	6600	F	98%	0%	0%	1%	0%	0%	С	0.124	F		7200	F
<u> </u>	To: From:	E	CL Petersbu	ırg			<u> </u>									
109) Hickory Hill Rd	City of Petersburg	0.03	6600	N	98%	0%	0%	1%	0%	0%	Ν	0.124	Ν		7200	1
<u> </u>	To: Dear	d End; Fort Lee 1	Military Res	ervation	, Mahone	Αv										
	From:	W	CL Petersbu	ırg												
Boydton Plank Rd	City of Petersburg	0.16	3400	F	98%	0%	0%	0%	1%	0%	F	0.096	F		3700	I
<u>~</u>	Ta: From:		Dupuy Rd													
Boydton Plank Rd	City of Petersburg	1.24	3100	F	98%	0%	0%	0%	1%	0%	С	0.083	F		3400	F
<i></i>	T _{ot} From:	Rt	604 Halifax	Rd			<u> </u>									
42)Halifax Rd	City of Petersburg	0.06	5800	F	98%	0%	0%	0%	1%	0%	F	0.079	F	0.524	6400	ı
	To:		CSX RR													
~~	From:		CL Petersbu													
Crater Rd	City of Petersburg	0.21	8700	F	99%	0%	0%	0%	0%	0%	F	0.096	F		9400	I
~	Ta: From:		Rives Rd													
Crater Rd	City of Petersburg	0.90	9800	F	99%	0%	0%	0%	0%	0%	С	0.091	F		11000	I
~	To: From:		Wagner Rd													
Crater Rd	City of Petersburg	0.43	21000	F	99%	0%	0%	0%	0%	0%	F	NA			23000	ı
~	To:		Flank Rd													
Crater Rd	City of Petersburg	0.87	23000	F	99%	0%	0%	0%	0%	0%	F	0.084	F		25000	-
	Tax	ALT U	S 301 Sycar	more St												
Crater Rd	City of Petersburg	0.26	16000	F	98%	0%	1%	0%	0%	0%	С	0.088	F		17000	F
	Tou		South Blvd													
Crater Rd	City of Petersburg	0.73	22000	F	98%	0%	1%	0%	0%	0%	F	0.084	F		24000	F
<u> </u>	To	1.0	5, Bus US 4	160												
Bus	From:															
G01 460 Crater Rd	City of Petersburg (Maint: 26)	0.09 I-95; Bus U	11000	N	97%	1%	1%	0%	0%	0%	N	0.087	N		12000	1
Bus	From:		ce Jurisdicti													
301 (460 Crater Rd	City of Petersburg	0.98	11000	F	97%	1%	1%	0%	0%	0%	С	0.087	F		12000	F
	Tac Tac	SR 36 B	us US 460	Wythe S	t											
Bus	C'ty of Determinant	<u></u>				40/	40/	00/	007	00/	_	0.007	_		0000	
601 460 Crater Rd	City of Petersburg	0.10	7900	F	97%	1%	1%	0%	0%	0%	F	0.087	F		8600	F
~	To: From:	SR 36 Par, Bus														
36 Crater Rd	City of Petersburg	0.18	3900	F	97%	1%	1%	0%	0%	0%	F	NA			4200	F
~~~	To- From:		301 Par, Bar													
36 Crater Rd	City of Petersburg	0.14	3700	F	98%	0%	1%	0%	0%	0%	F	0.115	F	0.839	4000	F
~ ~	Combined Traffic Estimates for 2 Parallel Roadways of	on this Route:	7700	G	97%	1%	1%	1%	1%	0%	F	NA			8400	C

## 2008 Annual Average Daily Traffic Volume Estimates By Section of Route City of Petersburg

								Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:		Crater Rd													
301 36 Bollingbrook St	City of Petersbu	ırg 0.23	4200	F	98%	0%	1%	0%	0%	0%	С	0.116	F		4600	F
~ ·	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	6400	F	98%	0%	1%	0%	1%	0%	С	0.108	F		6900	F
	To		5th St													
301 36 Bollingbrook St	City of Petersbu	urg 0.15	4400	F	98%	0%	1%	0%	0%	0%	F	0.108	F	0.786	4800	F
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	6200	F	98%	0%	1%	0%	1%	0%	F	NA			6700	F
	To:		3rd St													
ALT	Prom:		LT US 301 4700	3rd St	98%	0%	10/	00/	00/	00/	F	0.400	F	0.05	F100	F
$301$ $\left(1\right)\left(301\right)\left(36\right)$ Bollingbro	ook St City of Petersbu	0	47 00 3 1 Par, 2nd		96%	0%	1%	0%	0%	0%	Г	0.122	Г	0.85	5100	Г
	From	US	N RT 1	δι												
301 1 2nd St	City of Petersbu	ırg 0.35	13000	F	99%	0%	0%	0%	0%	0%	F	0.111	F	0.694	13000	F
	To:	SCL	Colonial He	ights												
	From:	US	301 Crater	St												
3ρ1 (36) Bank St	City of Petersbu	urg 0.24	2100	F	96%	1%	1%	1%	1%	0%	С	0.102	F		2300	F
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	6400	F	98%	0%	1%	0%	1%	0%	С	0.108	F		6900	F
	To		5th St													
3β1 (3β6) Bank St	City of Petersbu	ırg 0.15	1700	F	96%	1%	1%	1%	1%	0%	F	0.105	F		1900	F
PPP	Combined Traffic Estimates for 2 Parallel R	Roadways on this Route:	6200	F	98%	0%	1%	0%	1%	0%	F	NA			6700	F
	To		3rd St													
ALT David Ct	From:				000/	40/	40/	40/	40/	00/	_	0.400	_		4000	_
301 (1) (301) (36) Bank St	City of Petersbu	· ·	1700	F F	96%	1%	1%	1%	1%	0%	F	0.100	F		1800	F
	Combined Traffic Estimates for 2 Parallel F		<b>6300</b> JS 301 Par, 2		98%	0%	1%	0%	1%	0%	г	NA			6900	F
	From															
ALT 301 Sycamore St	City of Petersbu		301 Crater :	F F	99%	0%	0%	0%	0%	0%	F	NA			8300	F
301 Sycamore St	Only of 1 clorabu			•	3370	070	<u> </u>	070	070	070	•	INA			0000	
ALT	To- From:		South Blvd													
Sycamore St	City of Petersbu	urg 0.95	5000	F	99%	0%	0%	0%	0%	0%	С	0.084	F		5500	F
~~ <u>~</u>	To	]	North Blvd				$\neg$ $\vdash$									
ALT 301 Sycamore St	City of Petersbu	urg 0.42	7400	F	99%	0%	0%	0%	0%	0%	_	0.075	F		8000	F
301 Sycamore St	City of Fetersbu	9			9970	076	<u> </u>	0 /6	076	0 /6		0.073			8000	
ALT	To: From:	(	Graham Rd													
Sycamore St	City of Petersbu	urg 0.56	9600	F	99%	0%	0%	0%	0%	0%	F	0.078	F		10000	F
~	To:	U	S 1 Wythe S	St												
ALT Bus	City of Detection	Ira 0.00	US 1 12000		060/	10/	10/	10/	10/	00/	_	NIA			12000	_
301 1 460 (36) Wythe St		•		F	96%	1%	1%	1%	1%	0%	F	NA			13000	F
	Combined Traffic Estimates for 2 Parallel F		27000 S 460 Jeffen	F Son St	96%	1%	2%	1%	1%	0%	F	NA			29000	F
ALT	From:		JS 460 Jener JS 460 Wytl				-									
301 1 Jefferson St	City of Petersbu		3900	F	96%	1%	1%	1%	1%	0%	F	0.082	F	0.687	4300	F
	To:	<u> </u>	0 Par, Wash	nington S	St											

## 2008 Annual Average Daily Traffic Volume Estimates By Section of Route City of Petersburg

		Oity	OI PELEIS	buig				Tru	ck			K		Dir		
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
ALT	From:	Bus US 4	60 Par, Was	shington S	St											
301 1 Jefferson St	City of Peters	burg 0.26	800	F	96%	1%	1%	1%	1%	0%	F	0.096	F	0.674	870	F
ALT.	To:		Henry St													
ALT 301 1 3rd St	City of Peters	burg 0.05	330	F	96%	1%	1%	1%	1%	0%	F	0.115	F	0.573	360	F
301) (1)	To:		301 Par, Bar	nk St												
ALT 301 1 3rd St	City of Peters		400	F	96%	1%	1%	1%	1%	0%	_	0.11	_	0.634	440	F
301 1 3rd St	To:		1 Bollingbr		30 70	1 /0	170	1 70	1 /0	0 70	'	0.11	'	0.004	440	•
ALT	From:		ALT US 30													
(301)(301)(1)(36) Bollin	gbrook St City of Peters	burg 0.08	4700	F	98%	0%	1%	0%	0%	0%	F	0.122	F	0.85	5100	F
~ ~ ~ ~	To		US 301													
ALT Company St	From:		S 1 Wythe		000/	00/		00/	00/	00/	F	NIA			7000	_
Sycamore St	City of Peters		<b>6800</b> 460 Washi	F noton St	99%	0%	0%	0%	0%	0%	F	NA			7300	F
ALT Bus Bus	From:		us US 460 F													
$\widetilde{391}$ $\widetilde{(460)}$ $\widetilde{(36)}$ Wash	nington St City of Peters	burg 0.09	15000	F	95%	1%	2%	1%	1%	0%	F	0.079	F		16000	F
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	27000	F	96%	1%	2%	1%	1%	0%	F	NA			29000	F
ALT	To: From:	Bus US	460 Washi	ngton St												
ALT 301 Adams St	City of Peters	burg 0.06	7600	F	99%	0%	0%	0%	0%	0%	F	NA			8300	F
ALT	To: From:		Franklin St													
AΔ1 3β1 Adams St	City of Peters	burg 0.16	7400	F	99%	0%	0%	0%	0%	0%	С	0.088	F	0.625	8000	F
<b>3.</b> )	To:		Henry St													
~~~	From:		CL Petersbu	ırg												
460 (85)	City of Petersburg ((Maint: 26) 1.01				See I-8	5 for dir	ectional t	raffic vo	olume es	timate	s for this	segn	nent.		
\hookrightarrow \circ	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	52000	G	82%	1%	1%	1%	15%	1%	F	NA			47000	G
~~~	To: From:		irrel Level I	Road												
(460) (85)	City of Petersburg (	,				See I-8	5 for dir	ectional t	raffic vo	olume es	timate	s for this	segn	nent.		
$\hookrightarrow$ $\circ$	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:		F	82%	1%	1%	1%	15%	1%	F	NA			56000	F
Bus	10: From:	Ran	I-85 S np from US	301												
460 (95) (460) Ramp from	I-85 N to I-95 S City of Petersburg (		пр пош св	301		See I-9	5 for dir	ectional t	raffic vo	olume es	timate	s for this	seam	nent.		
400 (00 (400)	To:	,	US 460													
~~~_	From:		I-95								_		_			_
County Dr	City of Peters	burg 0.60	19000	F	92%	0%	1%	1%	6%	0%	С	0.096	F		20000	F
·	To: From:		9 Hickory F													
County Dr	City of Peters	burg 2.16	9500	Α	88%	1%	1%	1%	9%	0%	С	0.099	Α	0.535	10000	Α
~~	To: From:		06 Courthou													
(460) County Dr	City of Peters		13000	F	88%	1%	1%	1%	9%	0%	F	0.087	F		14000	F
~	To:	E	CL Petersbu	ırg												

2008 Annual Average Daily Traffic Volume Estimates By Section of Route City of Petersburg

		City	of Petersk	July								17				
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus		Tru			QC	_ K	QK	Dir –	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
Bus	City of Determine		CL Petersbu	-	000/	00/	40/	40/	40/	00/	_	NIA			4.4000	_
460 1 Washington St	City of Petersb	ourg 0.40	13000	F	98%	0%	1%	1%	1%	0%	F	NA			14000	F
Bus	To: From:		Summit St													
460 1 Washington St	City of Petersb	ourg 0.18	13000	F	98%	0%	1%	1%	1%	0%	F	NA			14000	F
\hookrightarrow	To: From:		Elm St				\neg \vdash									
Bus 460 1 Washington St	City of Petersb	ourg 0.57	14000	F	96%	1%	1%	1%	1%	0%	F	0.085	F		16000	F
460) (1) 11 dollar grow ex	To:		1 Par; Wytho		0070	.,,	Ť	.,0	.,,	0,0	•	0.000	•		.0000	•
Bus	From:	US 1 Par, Was	shington St; I	Batterse	a Lane											
460 1 Wythe St	City of Petersb	ourg 1.08	7700	F	96%	1%	1%	1%	1%	0%	С	0.082	F		8300	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	16000	F	96%	1%	1%	1%	1%	0%	F	0.083	F		18000	F
_	To		Perry St				\neg									
Bus 460 1 Wythe St	City of Petersb	oura 0.15	9300	F	96%	1%	1%	1%	1%	0%	F	NA			10000	F
460 1 Wythe St	Combined Traffic Estimates for 2 Parallel	J		F	96%	1%	1%	1%	1%	0%	F	NA			20000	F
	Combined Trainic Estimates for 2 Faraner				90 /0	1 /0	1 /0	1 /0	1 /0	076	-	INA			20000	
Bus	To: From:	SI	R 36 Market	St												
460 1 36 Wythe St	City of Petersb		10000	F	96%	1%	1%	1%	1%	0%	F	NA			11000	F
Bus ALT	Tao From:	ALT U	JS 301 Sycan	nore St												
460 1 301 36 Wythe St	City of Petersb	ourg 0.20	12000	F	96%	1%	1%	1%	1%	0%	F	NA			13000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	27000	F	96%	1%	2%	1%	1%	0%	F	NA			29000	F
_	To:	US	S 1 Jefferson	St			\neg \vdash									
Bus 460 (36) Wythe St	City of Petersb	oura 0.20	16000	F	97%	1%	1%	1%	1%	0%	С	0.087	F		17000	F
460 (36) Wythe St	•	J		F		1%	1%	1%	2%		F	0.067	F			F
	Combined Traffic Estimates for 2 Parallel	roadways on this Route.		Г	95%	170	1%	170	2%	0%	Г	0.079	Г		34000	Г
Bus	To: From:		I-85, I-95													
460 (36) Wythe St	City of Petersb	ourg 0.30	11000	F	97%	1%	1%	1%	1%	0%	F	0.079	F		12000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	24000	F	95%	1%	1%	1%	2%	0%	F	NA			26000	F
	То:	SR 36	; US 301 Cra	ter Rd												
Bus	From:		; US 301 Wy													_
460 (301) Crater Rd	City of Petersb	•	11000	F	97%	1%	1%	0%	0%	0%	С	0.087	F		12000	F
Bus	ro: From:		nce Jurisdiction JS 460 Par, V													
~~~~	City of Petersburg (		11000	N N	97%	1%	1%	0%	0%	0%	N	0.087	N		12000	N
460 301 Crater Rd	To:		301 Crater 1		31 70	1 /0	170	070	070	070	14	0.007	11		12000	14
Bus	From:		from US 301													
460 (95) (460) Ramp from I-85	N to I-95 S City of Petersburg (N	Maint: 74) 0.27			;	See I-9	5 for dir	ectional t	raffic vo	olume es	timate	s for this	segm	ent.		
	To:		Bus US 460													
Bus	From:	US 1 Wy	the St Batter	sea Lan	e											
460 Washington St	City of Petersb		8600	F	97%	1%	1%	1%	1%	0%	F	0.089	F		9300	F
P P	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	16000	F	96%	1%	1%	1%	1%	0%	F	0.083	F		18000	F
	To:	•	3-9025 West	St												

## 2008 Annual Average Daily Traffic Volume Estimates By Section of Route City of Petersburg

		Oity	of Peters	build				Tru	ok			V		Dir		
Route	Jurisdiction	Length	AADT	QΑ	4Tire	Bus					QC	K	QK		AAWDT	QW
Due	From:	127	3-9025 West	· C4			ZAXIE	3+Axle	TITAL	ZTrali		Factor		Factor		
Bus  460 1 Washington St	City of Petersburg	0.40	9200	F	97%	1%	1%	1%	1%	0%	F	0.089	F		10000	F
Washington St	Combined Traffic Estimates for 2 Parallel Roadw			F	97%	1%	1%	1%	1%	0%	E	NA	•		18000	F
	Combined Traine Estimates for 21 araile Roadw	<u> </u>			31 /0	1 70	1 70	1 /0	1 /0	070	'	INA			10000	'
Bus	From:		3-9029 Soutl													
(460)( 1 ) Washington St	City of Petersburg	0.27	9500	F	97%	1%	1%	1%	1%	0%	С	0.087	F		10000	F
	Combined Traffic Estimates for 2 Parallel Roadw	ays on this Route:	19000	F	96%	1%	1%	1%	1%	0%	F	NA			20000	F
Bus	To: From:	(	Guarantee S	t												
(460) (1) Washington St	City of Petersburg	0.24	9600	F	97%	1%	1%	1%	1%	0%	F	0.088	F		10000	F
(480)	Combined Traffic Estimates for 2 Parallel Roadw			F	96%	1%	1%	1%	1%	0%	F	NA			20000	F
	To:	,	orth Market	St				.,,	.,.		-					-
Bus	From:		ar; SR 36 M													
(460) (36) Washington St	City of Petersburg	0.19	12000	G	95%	1%	2%	1%	1%	0%	С	NA			14000	G
~ 0	Combined Traffic Estimates for 2 Parallel Roadw	ays on this Route:	22000	G	96%	1%	2%	1%	1%	0%	F	NA			25000	G
Bus ALT	To: From:	ALT US	301 Par, Syc	camore S	t											
(460) (301) (36) Washington St	City of Petersburg	0.09	15000	F	95%	1%	2%	1%	1%	0%	F	0.079	F		16000	F
480 (601) (60	Combined Traffic Estimates for 2 Parallel Roadw	ays on this Route:	27000	F	96%	1%	2%	1%	1%	0%	F	NA			29000	F
	To	ALTIS	S 301 Par, A	dame St			—									
Bus ALT	From:		•		050/	407		407	407	00/	_	0.004	_		40000	_
460 301 36 Washington St	City of Petersburg	0.10	14000	F	95%	1%	2%	1%	1%	0%	-	0.081	F		16000	-
	Combined Traffic Estimates for 2 Parallel Roadw	<u> </u>		F	96%	1%	2%	1%	1%	0%	F	NA			29000	F
Bus	To: From:	US	1 Jefferson	St												
(460) (36) Washington St	City of Petersburg	0.24	16000	F	93%	1%	1%	2%	3%	0%	F	0.079	F		17000	F
	Combined Traffic Estimates for 2 Parallel Roadw	ays on this Route:	31000	F	95%	1%	1%	1%	2%	0%	F	0.079	F		34000	F
	To:		I-95				$\neg$ $\vdash$									
Bus  (36) Washington St	City of Petersburg	0.24	13000	F	93%	1%	1%	2%	3%	0%	С	0.088	F		14000	F
(460) (36) Washington St	Combined Traffic Estimates for 2 Parallel Roadw			F	95%	1%	1%	2 /⁄ 1%	2%	0%	F	NA	•		26000	F
	Combined Trainic Estimates for 2 Parallel Roadw				95 /6	1 /0	1 /0	1 /0	2/0	0 /6	-	INA			20000	-
Bus	To: From:	US	301 Crater	Rd												
(460)(301) Crater Rd	City of Petersburg	0.10	7900	F	97%	1%	1%	0%	0%	0%	F	0.087	F		8600	F
<del>*</del> *	To:	SR 36, B	US US 460	Wythe S	t		$\neg$ $\vdash$									
Bus (460) (301) Crater Rd	City of Petersburg	0.98	11000	F	97%	1%	1%	0%	0%	0%	С	0.087	F		12000	F
460 301 Crater Rd	To:		ce Jurisdicti			1 /0	170	J /0	0 /0	0 /0	0	0.007	•		12000	'
Bus	From:		301 Crater													
(4g0) Winfield Rd	City of Petersburg	0.43	1500	F	97%	1%	1%	0%	1%	0%	С	0.096	F	0.969	1600	F
·-	Combined Traffic Estimates for 2 Parallel Roadw	ays on this Route:	1500	F								NA			NA	
Pue	To. From:	State Ma	aintenance E	Boundary	,											
Bus (460) Winfield Rd	City of Petersburg (Maint: 20	6) 0.09	1500	F	97%	1%	1%	0%	1%	0%	С	0.096	F	0.969	1600	F
480) ************************************	Combined Traffic Estimates for 2 Parallel Roadw	,		F	J1 /0	1 /0	1 /0	0 /0	1 /0	0 /0	J	NA	•	0.000	NA	'
	To:	,	460 County									1 1/7			INA	
		05	. Jo County	- ***												

							Petersbi									
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Petersburg		From	1			Г	Dead End				1					
(F329) Lake Shore Dr	0.17	10	R				cau Enu				NA			NA		03/17/2008
		To				74-1102	2 Lakeshore	Dr								
^		From				D	ead End									
(F330) N Normandy Dr	2.93	3700	R								NA			NA		03/17/2008
		То					1 Service F	Rd								
(F331) Service Rd	0.78	From	R			D	Dead End				 NA			NA		02/47/2000
(F331) Service Rd	0.76	1400 To				D	Pead End							INA		03/17/2008
		From					ersburg; 26	-675			1					
3 Vaughn Rd	0.64	1000	F			BCETC	ersourg, 20	075			0.087	F	0.689	1100	F	2008
		To				123-90	13 Halifax	Rd								
_		From				Н	alifax Rd									
4 Wells Rd	0.41	3900	F	87%	0%	1%	3%	8%	0%	С	0.087	F	0.559	4300	F	2008
		To				Squir	rel Level R	d								
O		From					CSX RR									
(9002) Halifax Rd	0.18	6400	F	99%	1%	1%	0%	0%	0%	F	0.08	F	0.526	7000	F	2008
<u> </u>		To From					tterson St									
(9002) Halifax St	0.58	5600	F	99%	1%	1%	0%	0%	0%	F	0.084	F		6100	F	2008
<u> </u>		To From					ylors Lane				$\Box$					
(9002) Halifax St	0.19	5900	F	99%	1%	1%	0%	0%	0%	F	0.08	F		6400	F	2008
<u> </u>		To From				Vii	rginia Ave									
(9002) Halifax St	0.37	8300	F	99%	1%	1%	0%	0%	0%	F	0.077	F		9100	F	2008
		To From				I	Lee Ave				$\Box$					
(9002) Halifax St	0.29	8000	F	99%	1%	1%	0%	0%	0%	F	0.078	F		8700	F	2008
$\overline{}$		To From				L	iberty St				$\neg$ —					
(9002) Halifax St	0.28	8500	F	99%	1%	1%	0%	0%	0%	С	0.078	F		9300	F	2008
		To From				US 1, US	460 W Wy	the St			$\neg$ —					
(9002) Union St	0.12	4000	G	96%	1%	2%	0%	0%	0%	С	NA			4300	G	2008
$\bigcirc$		To			US	S 1. US 46	0 W Washi	ngton St								
(9002) Union St	0.17	1400 From	F	93%	1%	4%	1%	1%	0%	С	0.116	F	0.523	1500	F	2008
		To				W	Tabb St									
_		From				Boyd	ton Plank R	.d								
9004) Defense Rd	0.47	2200	F	98%	0%	0%	1%	1%	0%	С	0.096	F	0.649	2400	F	2008
		To From				Squir	rel Level R	d			$\Box$					
(9004) Defense Dr	1.77	3700	F	99%	1%	0%	0%	0%	0%	F	0.076	F	0.639	4000	F	2008
$\overline{}$		To From				Jo	hnson Rd									
9004) South Boulevard	0.92	8200	F	99%	1%	0%	0%	0%	0%	С	0.091	F		9000	F	2008
$\bigcirc$		To				S. S	ycamore St				$\neg$ —					
9004) South Boulevard	0.18	5600	F	99%	1%	0%	0%	0%	0%	F	0.095	F	0.501	6100	F	2008
		Ta				C	rater Rd									
(9004) South Boulevard	0.72	2100 From	F	99%	1%	0%	0%	0%	0%	F	0.087	F	0.571	2200	F	2008
		To				An	nderson St									
_		From				Н	alifax Rd									
(9006) Flank Rd	0.96	1900	F	96%	0%	0%	3%	0%	0%	С	0.099	F	0.609	2100	F	2008
$\overline{}$		To From				Jo	hnson Rd				$\neg$ —					
(9006) Flank Rd	0.47	3200	F	96%	0%	0%	3%	0%	0%	F	0.086	F	0.573	3400	F	2008
$\overline{}$		To From				Bir	rdsong Rd				$\neg$ —					
(9006) Flank Rd	0.75	2600 From	F	96%	0%	0%	3%	0%	0%	F	0.086	F	0.503	2800	F	2008
$\overline{}$		Ta				For	t Hayes Dr				<b>—</b> —					
9006) Flank Rd	0.91	3100 From	F	98%	0%	1%	0%	1%	0%	С	0.082	F	0.581	3400	F	2008
		To					ank Rd N									
(9006) Flank Rd (1-Way)	0.13	2400 From	F	98%	1%	1%	0%	0%	0%	С	0.082	F		2600	F	2008
` ''		To					1 S Crater I				$\neg$					

_																
Route	Length	AADT	QA	4Tire	Bus		Tr 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Petersburg																
O 51 51		From					1 S Crater					_			_	
9008 Rives Rd	0.55	6700	F	98%	0%	1%	0%	1%	0%	С	0.09	F		7300	F	2008
		To From	1.				I- 95									
9008) Rives Rd	0.27	5400	F	98%	0%	0%	0%	1%	0%	С	0.1	F		5900	F	2008
$\bigcup$		To	r.			ECL	Petersbur	g S								
		From	h:			SR 142 Bo	oydton Pla	nk Rd								
9009) Dupuy Rd	1.24	440	F	98%	1%	1%	0%	0%	0%	F	0.105	F	0.531	470	F	2008
		Tr.	.—				7: 0:									
9009 Dupuy St	0.58	2000 From	F	98%	1%	1%	Grigg St 0%	0%	0%	F	0.084	F	0.506	2100	F	2008
Dupuy St	0.50	2000		30 70	1 70	1 /0	0 70	070	070	'	0.004	•	0.500	2100	'	2000
$\overline{}$		From	1:				oungs Rd									
9009) Farmer St	0.86	3600	F	98%	1%	1%	0%	0%	0%	С	0.085	F		3900	F	2008
$\overline{}$		To From	-			S.	South St				$\neg$ —					
Farmer St	0.47	2800	F	98%	1%	1%	0%	0%	0%	F	0.114	F	0.656	3100	F	2008
		To	):			Н	alifax St									
		From	1:				Crater Rd									
(2010) Wagner Rd	0.73	15000	F	98%	0%	0%	0%	1%	0%	С	0.088	F		17000	F	2008
9010) Wagner Rd	0.75	To	,-	5570	0 /0	370	I-95	1 /0	0 /0		7.500	•		17000	•	2000
		From	1:				I -95				1					
9010) Wagner Rd	1.60	11000	F	94%	0%	1%	1%	4%	0%	С	0.090	F		12000	F	2008
		To	»-				ounty Dr		- , -							
		From									i					
Squirrel Level Rd	0.82	870	F	99%	0%	0%	Petersburg 0%	0%	0%	С	0.135	F	0.555	950	F	2008
Squirrel Level Rd	0.02	0/0		99 /0	0 /6	0 76	0 /6	0 /6	076	C	0.133		0.555	950		2000
		To From	11			W	Vells Rd									
Squirrel Level Rd	0.25	4900	F	90%	0%	1%	3%	7%	0%	С	0.089	F		5300	F	2008
		To				Ran	np To I- 85									
Squirrel Level	0.20	7500 From	F	98%	1%	1%	0%	0%	0%	F	0.08	F		8200	F	2008
9011) 040	0.20								0,0	•		•		0200	•	
<u> </u>		From	:				on Plank F									
Young Rd	0.55	4000	F	98%	1%	1%	0%	0%	0%	F	0.082	F	0.569	4400	F	2008
<u> </u>		To From	-			V	alor Dr				$\neg$ —					
9011) Young Rd	0.59	2600	F	98%	1%	1%	0%	0%	0%	С	0.085	F	0.534	2900	F	2008
		To	):			123-90	09 Dupuy	Rd								
		From	ī				1 /				i					
Dee Ave						7	Mast Ct									
1012) Lee Ave	0.56	2000		07%	20/		West St	0%	00/		0.097	_	0.557	3000	_	2000
	0.56	2800	F	97%	2%	1%	West St 0%	0%	0%	С	0.087	F	0.557	3000	F	2008
		2800	F	97%	2%	1%				С	0.087	F	0.557	3000	F	2008
Porterville St	0.56	To	F	97%	2% 1%	1%	0%	0%	0%	C	0.087	F	0.557 0.518	3000 1400	F	
Porterville St		1300 To	F			1% H: 0%	0% alifax St 0%				<u> </u>				F	
	0.15	1300 To From	F	99%	1%	1% H: 0%	0% alifax St 0% arding St	0%	0%	F	0.080	F	0.518	1400	F	2008
9012) Porterville St		1300 To	F			1% Hi 0% Ha	0% alifax St 0% arding St 0%				<u> </u>				F F	2008
	0.15	1300 To From 1200	F	99%	1%	1% Ha 0% Ha 0%	0% alifax St 0% arding St 0% arrison St	0%	0%	F	0.080	F	0.518	1400	F	2008
9012) New St	0.15	1300 To From 1200 To T	F	99%	1%	1% Ha 0% Ha 0%	0% alifax St 0% arding St 0%	0%	0%	F	0.080	F	0.518	1400	F	2008
9012) New St	0.15	1300 To From To From To	F	99%	1%	1% Ha 0% Ha 0% Ha 0%	0% alifax St 0% arding St 0% arrison St New St	0%	0%	F C	0.080	F	0.518	1400	F	2008
9012) New St	0.15	1300 To From 1200 To From 940	F	99%	1%	1% Ha 0% Ha 0% Ha 0% Co	0% alifax St 0% arding St 0% arrison St New St 0%	0%	0%	F C	0.080	F	0.518	1400	F	2008
9012) New St 9012) Harrison St	0.15	1300 1300 From 1200 To From 940	F	99%	1%	1% Ha 0% Ha 0% Ha 0% Co	0% alifax St 0% arding St 0% arrison St New St 0% orling St	0%	0%	F C	0.080	F	0.518	1400	F	2008
9012) New St 9012) Harrison St	0.15 0.18 0.03	1300 To From 940 To From 940	F	99%	1%	1% H: 0% H: 0% Ha 0% Co Ha 0%	0% alifax St 0% arding St 0% urrison St New St 0% orling St urrison St	0%	0%	F C	0.080	F F	0.518	1400 1300 1000	F F	2008
New St  Harrison St  Corling St	0.15 0.18 0.03 0.09	1300 Ta From 1200 To From 940 To From 510	F	99%	1% 1% 1%	1% H: 0% Ha 0% Ha 0% Co Ha 0% S. Sy	0% alifax St 0% arding St 0% urrison St New St 0% orling St urrison St 0% ycamore S	0%	0%	F C F	0.080 0.086 0.088 0.088	F F F	0.518	1400 1300 1000 550	F F F	2008 2008 2008 2008
New St  Harrison St  Corling St	0.15 0.18 0.03	1300 To From 940 To From 940	F	99%	1%	1% H: 0% Hi: 0% Ha 0% Co Ha 0% S. Sy	0% alifax St 0% arding St 0% urrison St New St 0% orling St urrison St 0% oycamore St 0%	0%	0%	F C	0.080	F F	0.518	1400 1300 1000	F F	2008 2008 2008 2008 2008 2008
9012) New St 9012) Harrison St 9012) Corling St 9012) Graham Rd	0.15 0.18 0.03 0.09 0.83	1300 1300 1200 1200 1200 10 From 940 From 510 6800	F	99% 99% 99% 99%	1% 1% 1% 1% 0%	1% H: 0% Hi 0% Ha 0% Co Ha 0% S. Sy 0% Ramp	0% alifax St 0% arding St 0% arrison St New St 0% orling St urrison St 0% oycamore St 0% operation St 0%	0% 0% 0% 0%	0% 0% 0% 0%	F F F	0.080 0.086 0.088 0.08	F F F	0.518	1400 1300 1000 550 7400	F F F	2008 2008 2008 2008 2008
New St  Oo12 Harrison St  Oo12 Corling St  Oo12 Graham Rd	0.15 0.18 0.03 0.09	1300 1300 1200 1200 10 From 940 From 510 6800 11000	F	99%	1% 1% 1%	1% H: 0% Hi 0% Ha 0% Co Ha 0% S. S; 0% Ramp 0%	0% alifax St 0% arding St 0% urrison St New St 0% orling St urrison St 0% orling St urrison St 0% oycamore St 0% open I-9 0%	0%	0%	F C F	0.080 0.086 0.088 0.088	F F F	0.518	1400 1300 1000 550	F F F	2008 2008 2008 2008 2008
9012) New St 9012) Harrison St 9012) Corling St 9012) Graham Rd	0.15 0.18 0.03 0.09 0.83	1300 1300 1200 1200 1200 10 From 940 From 510 6800	F	99% 99% 99% 99%	1% 1% 1% 1% 0%	1% H: 0% Hi 0% Ha 0% Co Ha 0% S. S; 0% Ramp 0%	0% alifax St 0% arding St 0% arrison St New St 0% orling St urrison St 0% oycamore St 0% operation St 0%	0% 0% 0% 0%	0% 0% 0% 0%	F F F	0.080 0.086 0.088 0.08	F F F	0.518	1400 1300 1000 550 7400	F F F	2008 2008 2008 2008 2008
9012) New St 9012) Harrison St 9012) Corling St 9012) Graham Rd	0.15 0.18 0.03 0.09 0.83	1300 1300 1200 1200 10 From 940 From 510 6800 11000	F F F F F F F F F F F F F F F F F F F	99% 99% 99% 99%	1% 1% 1% 1% 0%	1% H: 0% Ha 0% Ha 0% Co 0% S. S. 0% Ramp 0% Co 0%	0% alifax St 0% arding St 0% urrison St New St 0% orling St urrison St 0% orling St urrison St 0% oycamore St 0% open I-9 0%	0% 0% 0% 0% 5 0%	0% 0% 0% 0%	F F F	0.080 0.086 0.088 0.08	F F F	0.518	1400 1300 1000 550 7400	F F F	2008 2008 2008 2008 2008
New St  Oo12 New St  Oo12 Corling St  Oo12 Graham Rd  Oo12 Graham Rd	0.15 0.18 0.03 0.09 0.83	1300 1300 1200 1200 10 From 940 From 510 From 6800 11000 To	F F F F F F F F F F F F F F F F F F F	99% 99% 99% 99%	1% 1% 1% 1% 0%	1% H: 0% Ha 0% Ha 0% Co 0% S. S. 0% Ramp 0% Co 0%	0% alifax St 0% arding St 0% urrison St New St 0% orling St urrison St 0% orling St urrison St 0% yearnore St 0% p From I-9 0% rater Rd	0% 0% 0% 0% 5 0%	0% 0% 0% 0%	F F F	0.080 0.086 0.088 0.083 0.083	F F F	0.518 0.627 0.548	1400 1300 1000 550 7400	F F F	2008 2008 2008 2008 2008
New St  Oo12 New St  Oo12 Corling St  Oo12 Graham Rd  Oo12 Graham Rd	0.15 0.18 0.03 0.09 0.83 0.14	1300 1300 1200 1200 10 From 940 To From 6800 11000 To	F F F F F F F F F F F F F F F F F F F	99% 99% 99% 99%	1% 1% 1% 1% 0%	1% H: 0% Hi 0% Ha 0% Co Ha 0% S. Sy 0% Ramp 0% C. SCL	0% alifax St 0% arding St 0% urrison St New St 0% orling St urrison St 0% orling St urrison St 0% sycamore Si 0% p From I-9 0% rater Rd Petersburg 4%	0% 0% 0% 0% 5 0%	0% 0% 0% 0%	F F F C	0.080 0.086 0.088 0.08	F F F F	0.518	1400 1300 1000 550 7400 12000	F F F F	2008 2008 2008 2008 2008
9012) New St 9012) Harrison St 9012) Corling St 9012) Graham Rd 9012) Graham Rd	0.15 0.18 0.03 0.09 0.83 0.14	1300 1300 1200 1200 10 From 940 To From 6800 11000 To	F F F F F F F F F F F F F F F F F F F	99% 99% 99% 99%	1% 1% 1% 1% 0%	1% H: 0% Hi 0% Ha 0% Co Ha 0% S. Sy 0% Ramp 0% C. SCL	0% alifax St 0% arding St 0% urrison St New St 0% orling St urrison St 0% orling St urrison St 0% open I-9 0% or arder Rd Petersburg	0% 0% 0% 0% 5 0%	0% 0% 0% 0%	F F F C	0.080 0.086 0.088 0.083 0.083	F F F F	0.518 0.627 0.548	1400 1300 1000 550 7400 12000	F F F F	2008 2008 2008 2008

						City of I	Petersbu	ırg								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Petersburg		Fron	d			COLI	2 . 1				- 1					
(9015) Johnson Rd	0.01	1500	F	99%	0%	0%	Petersburg 0%	0%	0%	F	0.124	F	0.63	1700	F	2008
9013)		Т					ank Rd									
(9015) Johnson Rd	0.54	1000 From	F	99%	0%	0%	0%	0%	0%	С	0.095	F	0.623	1100	F	2008
		To				Bird	lsong Rd				<u> </u>					
(9015) Johnson Rd	1.39	5300 From	F	99%	0%	0%	0%	0%	0%	F	0.107	F	0.609	5800	F	2008
		Те				Sou	th Blvd									
9015) Johnson Rd	0.46	6200 From	F	99%	0%	0%	0%	0%	0%	F	0.084	F	0.595	6700	F	2008
		Tr				Not	th Blvd									
9015) Johnson Rd	0.37	4700 From	F	99%	0%	0%	0%	0%	0%	F	0.086	F	0.591	5200	F	2008
		To				St I	Luke St									
9015) High Pearl St	0.20	4900	F	99%	0%	0%	0%	0%	0%	F	0.083	F	0.516	5400	F	2008
00.09		Те					inia Ave									
9015) High Pearl St	0.08	3400 From	F	98%	1%	1%	0%	0%	0%	F	0.087	F	0.545	3700	F	2008
9013) 1 ng. 1 3 am 31	0.00	To	:	00,0	. , ,		latthew St	0,0	0,0	-		•	0.0.0	0.00	•	2000
$\bigcirc$		Fron	1:				atthews St									
9015 Harding St	0.22	1700	F	98%	1%	1%	0%	0%	0%	С	0.082	F	0.569	1800	F	2008
		Fron	1:				erville St ersvilleSt									
9015) Harding St	0.27	870	F	98%	1%	1%	0%	0%	0%	F	0.087	F		950	F	2008
		Tr	h*			Ha	lifax St									
		Fron	1:			SCL I	Petersburg									
9017) Birdsong Rd	0.62	840	F	98%	1%	1%	0%	0%	0%	С	0.098	F	0.885	910	F	2008
$\bigcirc$		To	):			Joh	nson Rd									
		Fron	n:				shington S									
9021 N Sycamore St	0.18	3000	F	96%	1%	3%	0%	0%	0%	F	0.099	F		3200	F	2008
<u> </u>		Tron Fron	1:				Tabb St									
9021) N Sycamore St	0.15	2600	F	96%	1%	3%	0%	0%	0%	С	0.093	F		2800	F	2008
<u> </u>		Te	:			Bollin	igbrook St									
Aleedle Bleed	0.57	From	·	000/	00/		nson Rd	00/	00/			_	0.050	0000	_	0000
9023 North Blvd	0.57	2800 To	F	99%	0%	0%	0% camore St	0%	0%	С	0.088	F	0.653	3000	F	2008
		From					es Lane				+					
(9025) Virginia Ave	0.22	430	F	96%	3%	1%	1%	0%	0%	С	0.108	F		460	F	2008
9025) 119111107110	0.22			0070	070				0,0					100	•	2000
9025) Virginia Ave	0.32	2200 From	F	96%	3%	1%	ing Street 1%	0%	0%	F	0.090	F	0.616	2400	F	2008
(9025) Virginia Ave	0.02	2200		3070	370			070	070	'	0.000	•	0.010	2400	ı	2000
9025) Young Ave	0.20	2300 From	F	98%	1%	Halif 1%	fax Street 0%	0%	0%	С	0.087	F	0.528	2500	F	2008
9025 Young Ave	0.20	2300		90 /6	1 /0				076		0.007		0.526	2300	Г	2000
9025 Young Ave	0.11	From	F	000/	10/		gton Street		00/	F	0.005	F	0.520	2500	F	2009
9025 Young Ave	0.11	3200		98%	1%	1%	0%	0%	0%	Г	0.095	Г	0.530	3500	Г	2008
C Wast Ot	0.00	From		000/		West Street			00/		0.000	_	0.544	2000	_	2000
9025 S West St	0.28	3600	F	98%	1%	1%	0%	0%	0%	F	0.088	F	0.541	3900	F	2008
O 2111 21		From	<u>:</u>				ta Avenue					_				
9025 S West St	0.23	4700	F	98%	1%	1%	0%	0%	0%	F	0.085	F	0.511	5100	F	2008
<u> </u>		Te Fron	1:				rmer St									
9025 S West St	0.14	3700	F	98%	1%	1%	0%	0%	0%	F	0.085	F	0.534	4000	F	2008
<u> </u>		Fron					Vythe St									
9025) S West St	0.07	2800	F	98%	1%	1%	0%	0%	0%	F	0.087	F	0.531	3100	F	2008
<u> </u>		To	:			W Was	shington S	t			<u> </u>					
<u> </u>		Fron					lifax St					_				
9027 S West St	0.63	2000	F	98%	1%	1%	0%	0%	0%	С	0.082	F	0.558	2200	F	2008
		Tr	1				ing Ave									
	0.00	From		0001	001		ee Ave	00/	00/		0.000	_		0700	_	0000
(9029) S. South St	0.36	2500 To	F	99%	0%	0%	0%	0%	0%	С	0.082	F		2700	F	2008
		To	1			US 1	Wythe St									

						City of Peterson	ii g								
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Petersburg															
0.00011-01	0.00	From	·	000/	00/	US 1 Wythe St	00/	00/			_		4500	_	0000
S. South St	0.09	4100	F	99%	0%	0% 0%	0%	0%	F	0.092	F		4500	F	2008
<u> </u>		Fron	-			Washington St				_	_				
N. South St	0.20	6800	F	99%	0%	0% 0%	0%	0%	F	0.081	F		7400	F	2008
		Fron	n:			High St N South St									
9029) High St	0.02	1100	F	99%	0%	0% 0%	0%	0%	F	0.084	F	0.595	1200	F	2008
		To	):			Canal St									
O 0 10	0.00	From	·L	000/	201	High St	00/	00/			_		7000	_	0000
Canal St	0.20	6600	F	99%	0%	0% 0%	0%	0%	С	0.08	F		7200	F	2008
		Fron				Grove Ave									
Byrne St	0.40	650		96%	1%	New St 3% 0%	0%	0%	С	0.09	F		700	F	2008
Byrne St	0.40	030 To	· -	90%	170	Halifax St	0%	0%		0.09	г		700	Г	2000
		Fron	1:			Halifax Rd									
S. Market St	0.12	4100	F	96%	1%	3% 0%	0%	0%	F	0.089	F		4500	F	2008
<u> </u>		To	):			Wythe St									
		Fron	1:			Sycamore St									
Apollo St	0.14	1800	F	99%	0%	0% 0%	0%	0%	F	0.097	F	0.505	1900	F	2008
<u> </u>		To Fron	1:			Jefferson St Apollo St									
Jefferson St	0.58	2800	F	99%	0%	0% 0%	0%	0%	С	0.091	F	0.633	3000	F	2008
9033) 505.55 61	0.00	To	:	0070	0,0	E Wythe St	0,0	0,0			•	0.000	0000	•	
		Fron	1:			3rd Street									
Henry St	0.04	660	F	99%	0%	0% 0%	0%	0%	F	0.099	F	0.536	720	F	2008
		To	):			N Adams St									
<u> </u>		Fron	n:			E Washington St									
Puddledock Rd	0.40	6200	F	93%	0%	1% 4%	2%	0%	С	0.094	F		6800	F	2008
			1			ECL Petersburg									
C I limb Ct	0.50	From		000/	00/	Canal St	00/	00/		0.000	_	0.00	4200	_	2000
High St	0.58	1200 To	F	99%	0%	1% 0% N Market St	0%	0%	С	0.088	F	0.69	1300	F	2008
		Fron	n:			N Manket St									
9046) W Bank St	0.14	2100	F	99%	0%	1% 0%	0%	0%	F	0.108	F		2300	F	2008
<u> </u>		Ti				N Sycamore St				$\neg$					
9046) E Bank St	0.11	2700 From	F	98%	0%	1% 0%	0%	0%	С	0.108	F		2900	F	2008
		To	):			2Nd St									
<u> </u>		Fron				US 301 N Crater F				<u> </u>	_			_	
9046) Bank St	0.25	2600	F	96%	1%	2% 1%	1%	0%	С	0.101	F		2800	F	2008
<u> </u>		To From	1:			East St								-	
9046) Bank St	0.21	3200	F	96%	1%	2% 1%	1%	0%	F	0.094	F		3500	F	2008
		To	):			SR 36 E Washington	n St								
O		Fron				N Market St								_	
W Tabb St	0.09	1600	F	98%	1%	1% 0%	0%	0%	F	0.124	F	0.674	1700	F	2008
<u> </u>		To From	1:			Union St								-	
W Tabb St	0.06	1600	F	98%	1%	1% 0%	0%	0%	F	0.108	F	0.632	1700	F	2008
<u>~</u>		To From	h*			N Sycamore St									
E Tabb St	0.12	1000	F	98%	1%	1% 0%	0%	0%	С	0.116	F	0.586	1100	F	2008
$\smile$		To	00			N Adams St									
		From	).			Defense Rd									
Baylors Ln	0.65	1800	F	99%	1%	0% 0%	0%	0%	С	0.097	F	0.595	1900	F	2008
		To	:			Halifax St									
						E Washington St									
		Fron													
9055) Madison St	0.05	From <b>1700</b>	F	95%	1%	2% 1%	2%	0%	F	0.098	F	0.925	1800	F	2008
	0.05			95%	1%			0%	F	0.098	F	0.925	1800	F	2008
9055) Madison St	0.05 0.18	1700 _{т.}		95% 95%	1%	2% 1%		0%	F C	0.098	F	0.925 0.766	1800	F F	2008

						City of Peters	ourg								
Route	Length	AADT	QA	4Tire	Bus	Tı 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	F	95%	1%	2% 1%	2%	0%	F	0.096	F	0.811	960	F	2008
		To	·			Bollingbrook	St								
O		From				E Bank St									
9057 Fifth St	0.05	380	F							0.126	F	0.804	420	F	2008
C 5''(1 0'	2.00	From		070/	00/	Bollingbrook		201				0.700	<b>500</b>		0000
9057 Fifth St	0.08	540	F	87%	2%	2% 3% River St	5%	0%	С	0.104	F	0.729	580	F	2008
		From	:			Flank Rd One-V	Vav								
9059) Flank Rd N	0.20	3900	F	98%	1%	1% 0%	0%	0%	С	0.09	F		4300	F	2008
		To	:			US 301 S Crater	·Rd								
		From	:			E Wythe St									
9065) S Adams St	0.10	5200	F							0.090	F		5700	F	2008
<u> </u>		To	1			E Washington	St								
A a a a maral Ct		From				6Th St				0.007	_	0.700	240	_	2000
Accomack St		<b>290</b>	F			7Th St				0.097	F	0.702	310	F	2008
		From	:			Old Church S	t			<u> </u>					
Cameron St		390	F			Old Church S	ı			0.184	F	0.512	420	F	2008
		To	:			Center St									
		From	:			Prince George A	Ave								
Culpeper Ave		410	F							0.108	F	0.695	450	F	2008
		To	c			Brunswick S	t								
001		From	<u> </u>			Halifax Rd				0.400	_	0.50	4.40	_	0000
Custer St		400	F			Hawk St				0.108	F	0.58	440	F	2008
		From								_					
Darby Dr		260	F			Busby St				0.127	F	0.528	280	F	2008
•		To	:			Halcun Dr									
		From	:			Dering Rd									
Gordon Dr		350	F							0.093	F		380	F	2008
		To				Hoke Dr									
Hannata d Da		From				Valley Dr				0.445	_		700	_	0000
Homestead Dr		<b>700</b>	F			Midland Rd				0.115	F		760	F	2008
		From	:							+					
Jefferson St		3200	F			Filmore St				0.088	F	0.624	3500	F	2008
		To	:			ST Andrews S	St								
		From	:			Bolling Stree	t								
Kirkham St		450	F							0.087	F	0.532	490	F	2008
		To				Chestnut Stre	et								
		From				Nivram St					_			_	
North Park Dr		860	F			Retang Rd				0.098	F		930	F	2008
		From								1					
Oakmont Dr		110	F			Homestead D	T			0.114	F	0.741	120	F	2008
oai.iiioiii 2.		To	:			Midland Rd				<u> </u>	•	0	0	•	
		From				Bollingbrook	St								
Old Church St		460	F							0.088	F	0.521	500	F	2008
		To				Miller St									
<b>-</b>		From				Floyd St					_				
Patterson Ave		1000 Ta	F			C C:				0.125	F	0.635	1100	F	2008
		From	. <del>.</del>			Carver St				<u> </u>					
Pleasants Ln		890				Valor Dr				0.143	F	0.684	970	F	2008
i icasants LII		09U	<u> </u>			Dupuy Rd				0.143	1.	0.004	310	'	2000
						-r, -w									

						,							
Route	Length	AADT	QA	4Tire	Bus	Truc	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Petersburg													
		From				Ash St							
Richmond Ave		850	F					0.084	F	0.547	930	F	2008
		To				Nash St							
		From				Valley St							
Rollingwood Rd		110	F					0.141	F		120	F	2008
		То				Homestead Dr							
		From				Forest Hill Rd							
South Park Dr		2000	F	•		•	•	0.09	F		2200	F	2008
		To				West Park Dr							
		From				High Pearl St							
St Matthew St		3100	F					0.078	F	0.565	3400	F	2008
		То				Harding St							
		From				Custer St							
Talley Ave		690	F			_		0.265	F	0.581	750	F	2008
<u> </u>		To				Edmonds Ct							