### 2011

# 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.

			Petersburg				Tru	ıck			K		Dir		
Route	Jurisdiction	Length A	AADT QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Bus	From:	WCL	Petersburg												
1)(460)Washington St	City of Petersburg	0.40 <b>1</b>	13000 F	98%	0%	1%	1%	1%	0%	F	0.095	F		13000	F
Bus	To: From:	Su	ımmit St												
1 (460) Washington St	City of Petersburg	0.18 <b>1</b>	13000 F	98%	0%	1%	1%	1%	0%	F	0.096	F		14000	F
<del></del>	To: From:	I	Elm St												
Bus 1 \ \( \frac{460}{460} \) Washington St	City of Petersburg	0.57 <b>1</b>	14000 F	97%	1%	1%	1%	1%	0%	F	0.093	F		15000	F
<u>, , , , , , , , , , , , , , , , , , , </u>	To:	US 1 P	Par; Wythe St												
Bus	From:	US 1 Par, Washin													
1)(460)Wythe St	City of Petersburg		7400 F	97%	1%	1%	1%	1%	0%	С	0.091	F		7800	F
~ <b>~</b>	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route: 1	16000 F	97%	1%	1%	1%	1%	0%	F	0.09	F		17000	F
Bus	To- From:	P	Perry St												
1) (460) Wythe St	City of Petersburg	0.15	8800 F	97%	1%	1%	1%	1%	0%	F	0.099	F		9300	F
1)(400)	Combined Traffic Estimates for 2 Parallel Roadway		18000 F	97%	1%	1%	1%	1%	0%	F	NA			19000	F
	To														
Bus	From:		6 Market St												
1 (460) (36) Wythe St	City of Petersburg	0.20	9300 F	97%	1%	1%	1%	1%	0%	F	0.091	F		9900	F
ALT Bus	To: From:	ALT US 3	301 Sycamore S	St											
1 (301) (460) (36) Wythe S	City of Petersburg	0.20 <b>1</b>	13000 F	97%	1%	1%	1%	1%	0%	F	0.088	F		13000	F
	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route: 2	28000 F	97%	1%	1%	1%	1%	0%	F	NA			29000	F
	To:		160 Jefferson S	t											
ALT	From:		460 Wythe St	070/	40/		407	407	001	_	0.400	_		0000	_
1 301 Jefferson St	City of Petersburg	0.09	3100 F	97%	1%	1%	1%	1%	0%	F	0.129	F		3300	F
ALT	To: From:	Bus US 460 I	Par, Washingto	n St											
1) (301) Jefferson St	City of Petersburg	0.26	1000 F	97%	1%	1%	1%	1%	0%	F	0.119	F		1100	F
ALT	To: From:	Н	Ienry St												
1) (301) 3rd St	City of Petersburg	0.05	340 F	97%	1%	1%	1%	1%	0%	F	0.104	F		360	F
	Too	US 301	Par, Bank St												
ALT 3rd St	City of Petersburg		430 F	97%	1%	1%	1%	1%	0%	_	0.107	F		450	F
1) (301) 3rd St	To:		Bollingbrook St		1 /0		1 /0	1 /0	076		0.107	-		430	-
ALT	From:		3RD STREET												
1)(301)(301)(36) Bollingbi	rook St City of Petersburg	0.08	4500 F	98%	0%	1%	0%	0%	0%	F	0.104	F		4800	F
	To	US 1 Par; US 30	1 Par; Bollingt	rook St											
1 301 2nd St	City of Petersburg	0.35 1	12000 F	99%	0%	0%	0%	0%	0%	F	0.091	F		13000	F
	To:	SCL Col	lonial Heights												
Bus	From:	US 1 Wythe	St Battersea L	ane											
1 (460) Washington St	City of Petersburg	0.31	8500 F	97%	1%	1%	1%	1%	0%	F	0.096	F		9000	F
	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route: 1	16000 F	97%	1%	1%	1%	1%	0%	F	0.09	F		17000	F
	To:		025 West St												

### 2011 Annual Average Daily Traffic Volume Estimates By Section of Route City of Petersburg

								Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK I	Factor	AAWDT	QW
Bus	From:		3-9025 Wes		070/	40/	40/	40/	40/	00/	_	0.004	_		0.400	١
Washington St	City of Petersburg	0.40	8900	F	97%	1%	1%	1%	1%	0%	F	0.091	F		9400	F
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	16000	F	97%	1%	1%	1%	1%	0%	F	NA			17000	F
Bus	To: From:	123	3-9029 Sout	h St												
(1) (460) Washington St	City of Petersburg	0.27	9600	F	97%	1%	1%	1%	1%	0%	С	0.091	F		10000	F
(g) (1)	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	18000	F	97%	1%	1%	1%	1%	0%	F	NA			19000	F
	To		Guarantee S	St			<u> </u>									
Bus Washington St	City of Deterology		9700	F	97%	40/	40/	40/	40/	00/	F	0.000	F		10000	_
Washington St	City of Petersburg	0.24				1%	1%	1%	1%	0%	•	0.092	г		10000	-
	Combined Traffic Estimates for 2 Parallel Roadway	's on this Route: BUS US 46		F 86 Marka	97%	1%	1%	1%	1%	0%	F	NA			20000	F
	From:	SR 36; Bus U	,													
(36) Market St	City of Petersburg	0.38	3100	F	98%	1%	1%	0%	0%	0%	С	0.093	F		3300	F
	To:		36 Grove													
~~ ( ) = 1.1.2.	From:		36; Marke								_		_			_
၂ ) ( <sub>36</sub> ) Old St	City of Petersburg	0.13	4300	F	98%	1%	1%	0%	0%	0%	F	0.091	F		4500	F
	From:		Sycamore S Old St	it												
36 Sycamore St	City of Petersburg	0.04	3800	F	98%	1%	1%	0%	0%	0%	F	0.095	F		4000	F
1 (1)	To:	В	ollingbrook	St												
~ <u> </u>	From		Sycamore S													
月 (36) Bollingbrook St	City of Petersburg	0.10	4100	F	98%	1%	1%	0%	0%	0%	F	0.090	F		4300	F
<del>**</del>	To:	US	1, US 301 2	nd St												
	From:		CL Petersb	-												
(36) Fleet St	City of Petersburg	0.12	8600	F	99%	0%	0%	0%	0%	0%	С	0.095	F		8800	F
<u> </u>	To: From:		Grove Ave	;												
36 Grove Ave	City of Petersburg	0.54	3300	F	99%	0%	1%	0%	0%	0%	С	0.098	F		3600	F
36) 310/07/10	To:		1 Par, Mark		0070	070	$\overrightarrow{1}$	070	070	070	Ü	0.000	•		0000	•
	From:		US 1													
(36) (1) Market St	City of Petersburg	0.38	3100	F	98%	1%	1%	0%	0%	0%	С	0.093	F		3300	F
	To	US 1 Par; BUS	US 460 Pa	r, Washii	ngton St											
(36) Market St	City of Petersburg	0.11	3100	F	99%	0%	0%	0%	0%	0%	F	0.094	F		3200	F
$\smile$	Tou	IIS 1 R	us US 460	Wythe St												
Bus	From:	· · · · · · · · · · · · · · · · · · ·									_		_			_
36) (1) (460) Wythe St	City of Petersburg	0.20	9300	F	97%	1%	1%	1%	1%	0%	F	0.091	F		9900	F
ALT Bus	To: From:	ALT U	S 301 Syca	more St												
36) (1) (301) (460) Wythe St	City of Petersburg	0.20	13000	F	97%	1%	1%	1%	1%	0%	F	0.088	F		13000	F
30) (1) (301) (400) (7)	Combined Traffic Estimates for 2 Parallel Roadway			F	97%	1%	1%	1%	1%	0%	F	NA			29000	F
	To-		Bus US 460			.,,										
Bus	From:															
36) (460) Wythe St	City of Petersburg	0.20	15000	F	97%	1%	1%	1%	1%	0%	С	0.089	F		15000	F
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:		F	96%	1%	1%	1%	2%	0%	F	NA			32000	F
	To		I-85, I-95													

### 2011 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 F	actor	AAWDT	QW
Bus	From:		I-85, I-95													
36 (460) Wythe St	City of Petersburg		11000	F	97%	1%	1%	1%	1%	0%	F	0.096	F		11000	F
	Combined Traffic Estimates for 2 Parallel Ro			F	96%	1%	1%	1%	2%	0%	F	0.093	F		25000	F
	To:		uth Crater l													
	From		Sus US 460			201		00/	00/	00/	_	0.004	_		10000	_
(36) Wythe St	City of Petersburg	•	9400	F	97%	0%	0%	0%	2%	0%	F	0.084	F		10000	F
$\smile$	Combined Traffic Estimates for 2 Parallel Ro	•		F	97%	0%	0%	0%	2%	0%	F	0.095	F		22000	F
	To:	SR 36 Par, V														
N/achinatan Ct	City of Determination		Wythe St;	Amelia <b>F</b>		00/	00/	00/	00/	00/	_	0.005	F		00000	_
36 Washington St	City of Petersburg	0.87	21000	г	97%	0%	0%	0%	2%	0%	F	0.095	Г		23000	F
	To: From:	P	ıddledock F	Rd												
(36) Washington St	City of Petersburg	0.58	16000	F	97%	0%	0%	0%	2%	0%	F	0.092	F		17000	F
	To:	Prince O	George Cour	nty Line												
	From:	SR	36; Market	t St												
36 1 Old St	City of Petersburg		4300	F	98%	1%	1%	0%	0%	0%	F	0.091	F		4500	F
36) [ ] Old St	To:		Sycamore S		0070	.,,		0,0	0,0	0,0	•	0.00	•		.000	·
	From:	-	Old St	-												
36 Sycamore St	City of Petersburg	0.04	3800	F	98%	1%	1%	0%	0%	0%	F	0.095	F		4000	F
	To:		ollingbrook	St												
	From:		Sycamore S	t												
(36) (1) Bollingbrook St	City of Petersburg	0.10	4100	F	98%	1%	1%	0%	0%	0%	F	0.090	F		4300	F
	To:		, US 301 21													
ALT ALT	From:		1 Par, 2nd													
(36)(301)(1)(301)Bollingt	prook St City of Petersburg		4500	F	98%	0%	1%	0%	0%	0%	F	0.104	F		4800	F
	To:	US 1, A	ALT US 30	1 3rd St												
	From:		3rd St		2221						_		_			_
36 301 Bollingbrook St	City of Petersburg	,	4300	F	98%	0%	1%	0%	0%	0%	F	0.108	F		4600	F
$\smile \smile$	Combined Traffic Estimates for 2 Parallel Ro	padways on this Route:	6900	F	97%	0%	1%	0%	0%	0%	F	NA			7300	F
	To		5th St				$\neg$ $\vdash$									
36 301 Bollingbrook St	City of Petersburg	0.23	3800	F	98%	0%	1%	0%	0%	0%	С	0.107	F		4100	F
\$ 60.1	Combined Traffic Estimates for 2 Parallel Ro	nadways on this Route:	6600	F	97%	0%	1%	1%	0%	0%	С	NA			7000	F
	To:	adiraje en ime riedier	Crater Rd		0.70	0,0	Ť	.,0	0,0	0,0	•					•
	From:	Ве	ollingbrook	St												
(36) (301) Crater Rd	City of Petersburg	0.14	2800	F	98%	0%	1%	0%	0%	0%	F	0.117	F		3000	F
<b>4</b>	Combined Traffic Estimates for 2 Parallel Ro	adwavs on this Route:	6800	G	97%	0%	1%	1%	1%	0%	F	NA			7200	G
	Tol									-,-						_
Carter Del	From:		01 Par, Bar		000/	40/	40/	00/	00/	00/	F	0.004	F		4400	F
36 301 Crater Rd	City of Petersburg	0.18	3900	F	98%	1%	1%	0%	0%	0%	F	0.094	F		4100	F
	To: From:		US US 460	Crater I												
(36) Washington St	City of Petersburg	0.18	10000	F	97%	0%	0%	0%	2%	0%	F	0.113	F		12000	F
TP <sup>-</sup>	Combined Traffic Estimates for 2 Parallel Ro	adways on this Route:	20000	F	97%	0%	0%	0%	2%	0%	F	NA			22000	F
	T-1	.,	Burch St	-												

### 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	QV
	From:		Burch St				27 (///0	0171/10	TTTUI	Ziiuii		1 40101		1 dotoi		
(36) Washington St	City of Petersbu	urg 0.25	10000	F	97%	0%	0%	0%	2%	0%	F	0.112	F		11000	F
40)	Combined Traffic Estimates for 2 Parallel R	•	20000	F	97%	0%	0%	0%	2%	0%	F	0.095	F		22000	F
	To:	•	Vythe St; Aı		0170	070	Ť	070	270	070	•	0.000	•		22000	•
North	From:	SC	CL Petersbu	ro												
85) (460)	City of Petersburg (Ma		24000	<u>.</u> А	88%	1%	1%	1%	9%	1%	С	0.093	Α		24000	Δ
(65) (400)	Combined Traffic Estimates for 2 Parallel R	,		Α	87%	1%	1%	1%	10%	1%	C	0.047	Α		47000	Δ
	Telegraphic Telegr	<u> </u>			01 70	170		170	1070	170	Ü	0.017	,,		17000	•
North	From:	Squi	rrel Level R	Koad												
85) (460)	City of Petersburg (Ma	aint: 26) 2.57	27000	Α	88%	1%	1%	1%	9%	1%	F	0.091	Α		27000	Α
$\bigcirc \bigcirc$	Combined Traffic Estimates for 2 Parallel R	Roadways on this Route:	52000	Α	87%	1%	1%	1%	10%	1%	F	0.093	Α		52000	Δ
	Ta	Ra	mp To I-95	S												
North	City of Datarahyur (Ma		•		000/	40/	40/	40/	007	40/	_	NIA			04.000	-
85 I-85 N Ramp	City of Petersburg (Ma	,	22000	F	88%	1%	1%	1%	9%	1%	-	NA			21000	
	Combined Traffic Estimates for 2 Parallel R	Roadways on this Route:	46000	F	85%	1%	1%	1%	12%	1%	F	NA			43000	F
North	To: From:	Ramp to W	ashington S	t; Wythe	St											
Ramp	City of Petersburg (Ma	aint: 26) 0.11	19000	F	88%	1%	1%	1%	9%	1%	F	NA			18000	F
03) 1 1000	Combined Traffic Estimates for 2 Parallel R			F	85%	1%	1%	1%	12%	1%	F	NA			37000	F
	To:	•	I-95 North	-	0070	170	Ť	170	1270	170	•				0,000	
Vorth	From:		I-85 North													
Ramp	City of Petersburg (Ma		1300	F			ļ					NA			1300	F
03)	To:	<u> </u>	1 Squirrel L												.000	
la wila	From:		I-85 North													_
(85) $(460)$ Ramp	City of Petersburg (Ma		5800	Α								0.101	Α		6000	A
85 460 Ramp	To:	,	I-95 South									0.101	٠.		0000	•
1 - 4b	From:		h Ramp to I-	Of North	l <sub>a</sub>											_
North 85) Ramp	City of Petersburg (Ma		2800	-93 Non	11							NA			2800	F
85 Kamp	To:	I-95 North Exit 51A			shinoton S	t						IVA			2000	•
North	From:		I-95 North		Simigron 5											
(85) Ramp	City of Petersburg (Ma	aint: 26) 0.22	5900	Α								0.105	Α		6400	P
	To:	Wythe S	St & Washir	ngton St												
North	From:		North Exit													
85 Ramp	City of Petersburg (Ma		3700	Α								0.102	Α		4000	/
<u> </u>	To:	CEUS 4	60-P Washi	ngton St												
North	From:		North Exit	68B												
85 Ramp	City of Petersburg (Ma		2200	Α								0.127	Α		2400	P
$\overline{}$	To:	CEU	IS 460 Wyth	ne St												
South	From:		CL Petersbu	rg												
85) (460)	City of Petersburg (Ma	aint: 26) 1.25	23000	Α	87%	1%	1%	1%	10%	1%	С	0.107	Α		23000	Δ
$\sim$	Combined Traffic Estimates for 2 Parallel R	Roadways on this Route:	48000	Α	87%	1%	1%	1%	10%	1%	С	NA			47000	Α
	To:	Squi	rrel Level R	Road												

			or Petersi					Tru	rck			K		Dir		
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
South	From:	Sani	rrel Level R	Poad			2/\\\\	STANE	IIIali	ZIIali		1 actor		1 actor		
(85) (460)	City of Petersburg (		25000	A	87%	1%	1%	1%	10%	1%	F	0.106	Α		25000	Α
400	Combined Traffic Estimates for 2 Paralle	,	52000	Α	87%	1%	1%	1%	10%	1%	F	0.093	Α		52000	Α
	To:		np From I-9:	5 N												
South	From:				000/	40/	40/	407	4.407	40/	_	0.400			00000	_
85 I-85 S Ramp	City of Petersburg (	,	24000	F	83%	1%	1%	1%	14%	1%	F	0.106	N		22000	F
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	46000	F	85%	1%	1%	1%	12%	1%	F	NA			43000	F
South	Tax From:	Ramp Fr	om Washing	gton Ave	;											
(85) I-85 S Ramp	City of Petersburg (	(Maint: 26) 0.16	20000	F	83%	1%	1%	1%	14%	1%	F	NA			18000	F
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	39000	F	85%	1%	1%	1%	12%	1%	F	NA			37000	F
	To:		I-95 South													
South	From:	I-85-S TO SQ	UIRREL LI	EVEL R	OAD											
(85) Ramp	City of Petersburg (		3600	Α								0.106	Α		3800	Α
$\overline{}$	То:	123-9011; 123-9	9011- 1B TC	) & FR(	OM RT											
North	From:		Rives Rd													
95)	City of Petersburg (		16000	В	84%	1%	1%	1%	14%	0%	F	0.113	Α		14000	В
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	32000	В	86%	1%	1%	1%	11%	0%	F	0.102	Α		29000	В
North	To: From:		Wagner Rd													
95)	City of Petersburg (	(Maint: 74) 2.79	19000	Α	84%	1%	1%	1%	14%	0%	F	0.108	Α		18000	Α
00)	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	41000	Α	87%	1%	1%	1%	11%	0%	F	0.097	Α		40000	Α
	Tax	<u> </u>	S 460 West	St												
North	From:				0.40/	407	40/	407	4.407	00/		0.400			40000	
95	City of Petersburg (	,	19000	N	84%	1%	1%	1%	14%	0%	N	0.108	N		18000	N
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:		N	87%	1%	1%	1%	11%	0%	N	NA			40000	N
North	To: From:		I-85													
95)	City of Petersburg (	(Maint: 26) 0.44	43000	Α	91%	1%	1%	1%	7%	0%	F	0.093	Α		42000	Α
$\bigcirc$	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	85000	Α	91%	1%	1%	1%	7%	0%	F	0.092	Α		83000	Α
	To	US 301, Bus	US 460 Wa	ashingto	n St											
North	City of Petersburg (		49000	A	91%	1%	1%	1%	7%	0%	F	0.091	Α		49000	Α
95	Combined Traffic Estimates for 2 Paralle	,		A	91%	1%	1%	1%	7%	0%	F	NA	^		98000	A
	To:		Colonial He		9170	1 /0	1 /0	1 /0	1 /0	0 /6		INA			90000	^
North	From:		I-95 North													
95) Ramp	City of Petersburg (		840	Α								0.114	Α		820	Α
(33)	To:		-9008 Rives										• •		3 <b>-0</b>	
North	From:		I-95 North				l									
95) Ramp	City of Petersburg (		280	В								0.121	Α		300	В
	To:		9010 Wagne	er Rd												
North	From:		I-95 North													
95 Ramp	City of Petersburg (		690	F								NA			690	F
	To:	123-0	9010 Wagne	r Rd												

### 2011 Annual Average Daily Traffic Volume Estimates By Section of Route City of Petersburg

							u ole					Die	
Route	Jurisdiction .	ŭ	AADT QA	4Tire E	Zi ic	Tri xle 3+Axle			QC F	K Factor	QK F	Dir AAWDT Factor	Γ QW
North	From:		rth Collector Rd										
(95) Ramp	City of Petersburg (Maint: 7	74) 0.11	720 F			_				NA		720	F
	To:	US 40	60 County Dr			<u> </u>							
North	From:	I-95	Collector Rd										
95 Ramp	City of Petersburg (Maint: 7	74) 0.14	500 F			,				NA		500	F
	To:	BU	S US 460 P			<u> </u>							
North	From:	I-95	Collector Rd							-			
95 Ramp	City of Petersburg (Maint: 7		1900 F			1				NA		1900	F
	То:		US 301			<u> </u>							
North	From:	I-	-95 North										
95) Ramp	City of Petersburg (Maint: 7		NA			ī				NA		NA	
	To:	Power	to US 460 East			<b></b>							
North	From:	•				ı							
(95) Ramp	City of Petersburg (Maint: 7	74) 0.15	2800 F							NA		2800	F
N. d	To: From:	Ramp Fr	om US 460 West			<del> </del>							
North 95 Ramp	City of Petersburg (Maint: 7		10000 A			•			,	0.137	Α	12000	Δ
95 Kamp	City of Fetersburg (Maint. 7					-			,	0.137	^	12000	^
North	To: From:	Ramp to	o US 301 North			<b>—</b>							
95) Ramp	City of Petersburg (Maint: 7	74) 0.22	NA							NA		NA	
	To:	Pomp t	o US 301 South			L							
North	From:	-				i							
95 Ramp	City of Petersburg (Maint: 7	74) 0.06	9700 F							NA		9700	F
North	To: From:	Ramp	From US 301			<del> </del>							
North 95 Ramp	City of Petersburg (Maint: 7	74) 0.14	15000 A			•			,	0.113	Α	16000	Α
95) 1 (411)	and a recording (mainter					1			`	0.110	,,	10000	,,
North	From:		e & Washington St	reets									
(95) Ramp	City of Petersburg (Maint: 7	74) 0.01	NA							NA		NA	
$\overline{}$	To:	I-	-95 North										
North	From:	I-95 No.	rth Collector Rd										
(95) Ramp	City of Petersburg (Maint: 2	26) 0.47	3600 F							NA		3600	F
$\overline{}$	То:	I-85 North Exit 68B T	To Wythe St & Wa	shington St									
North	From:	I-	-95 North										
95 Ramp	City of Petersburg (Maint: 2	26) 0.43	5400 F							NA		5400	F
	To:		-85 South										
North	From:	I-95-N TO RT 3	30100- BANK STF	REET									
95 Ramp	City of Petersburg (Maint: 7		NA			1				NA		NA	
<u> </u>	To:		ROM RT 95 NOR	TH		<u> </u>							
South	From	SCI	L Petersburg										
95)	City of Petersburg (Maint: 7		14000 A	89% 1	1% 19	% 1%	9%	0%	F	0.123	Α	12000	Α
33	Combined Traffic Estimates for 2 Parallel Roadw	ways on this Route:	27000 A	86% 1	1% 19	% 1%	11%	0%	F	NA		24000	Α

8/29/2012 12

			Oity	or Peters	Duig										·		
Route	Jurisdicti	on	Length	AADT	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QW
0 1	Fron	n:		D: D1				2AXIE	3+Axle	11rall	21 raii		Factor		Factor		
South 95	City of Petersburg	(Maint: 74)	1.22	Rives Rd <b>16000</b>	В	89%	1%	1%	1%	9%	0%	F	0.111	Α		15000	В
95)	Combined Traffic Estimates for 2 Paral				В	86%	1%	1%	1%	11%	0%	F	0.111	Α		29000	В
	Combined Hamic Estimates for 2 Farai	lei Koauways (	ii iiis Roule.			00 /6	1 /0	1 /0	1 /0	11/0	0 /6		0.102	^		29000	ь
South	Fron	n·		Wagner Rd													
95)	City of Petersburg	(Maint: 74)	2.29	22000	Α	89%	1%	1%	1%	9%	0%	F	0.1	Α		22000	Α
	Combined Traffic Estimates for 2 Paral	lel Roadways o	on this Route:	41000	Α	87%	1%	1%	1%	11%	0%	F	0.097	Α		40000	Α
Courth	T. From	n.	US 460 Cour	nty Rd; US 3	301 Crate	er Rd											
South 95	City of Petersburg	(Maint: 74)	0.53	22000	N	89%	1%	1%	1%	9%	0%	Ν	0.1	N		22000	N
95)	Combined Traffic Estimates for 2 Paral	,			N	87%	1%	1%	1%	11%	0%	N	NA	.,		40000	N
	Tame Estimates for 21 drain		ir triis reduce.		- 11	01 70	170	170	170	1170	070	11	IVA			40000	11
South	From	n:		I-85													
95)	City of Petersburg	(Maint: 26)	0.66	42000	Α	91%	1%	1%	1%	7%	0%	F	0.094	Α		40000	Α
$\circ$	Combined Traffic Estimates for 2 Paral	lel Roadways o	on this Route:	85000	Α	91%	1%	1%	1%	7%	0%	F	0.092	Α		83000	Α
Courth	T. Fror	n:	US 301, Bu	s US 460 W	ashingto	n St											
South 95	City of Petersburg	(Maint: 26)	0.48	49000	Α	91%	1%	1%	1%	7%	0%	F	0.092	Α		49000	Α
95)	Combined Traffic Estimates for 2 Paral	,			A	91%	1%	1%	1%	7%	0%	F	NA			98000	Α
	Tario Estriació foi 2 i arai	io:		Colonial He		0170	170		170	1 70	070	•				00000	, ,
South	Froi	n:		I-95 South				l									
95) Ramp	City of Petersburg	(Maint: 74)	0.16	3500	F			•					NA			3500	F
	Т	io:	123	-9008 Rives	Rd												
South	Fron	n:		I-95 South													
95 Ramp	City of Petersburg	(Maint: 74)	0.25	2400	F								NA			2400	F
	Т	o:	123-	9010 Wagne	er Rd												
South	Fron	n:		I-95 South													
95 Ramp	City of Petersburg	(Maint: 74)	0.31	5100	Α								0.095	Α		5500	Α
	Т	io:	123-	9010 Wagne	er Rd												
South	From	n:	I-95-S050X	TO GRAH	AM RO	AD											
95 Ramp	City of Petersburg	(Maint: 74)	0.09	NA									NA			NA	
	Т	o:	123-9012 FR	OM RTOUT	TE 95 SC	UTH											
South	From	n:		I-95 South													
95) (460) Ramp	City of Petersburg	(Maint: 74)	0.06	9300	Α								0.094	Α		10000	Α
South	T. Frot	n:	Ran	np to Grahan	n Rd												
95) (460) Ramp from I-85	N to I-95 S City of Petersburg	(Maint: 74)	0.07	NA									NA			NA	
400). 13.117 113.117 00					201											. •, •	
South Bus	Froi	n:		np from US	301												
95) (460) (460) Ramp fron	m I-85 N to I-95 S City of Petersburg	(Maint: 74)	0.18	NA									NA			NA	
Courth Divi	T. Deve	n:	Rar	np from US	301			$\Box$ $\vdash$									
South Bus Ramp from	m I-85 N to I-95 S City of Petersburg	(Maint: 74)	0.27	11000	Α								0.115	Α		12000	Α
95 (460) (460) Ramp fron	Total Telefolding	(IVICIIII. 14)		JS 460 Ram									0.113	^		12000	^
		1	,	JU TOU Kalli	ľ												

						Tru	ıck			K	Dir		
Route	Jurisdiction	Length AADT C	A 4Tire	Bus		3+Axle			QC	Factor	QK Fact	AAWDT or	QW
South	From:	US 460 Ramp											
95) Ramp	City of Petersburg (Maint: 74)		F							NA		3500	F
<u> </u>	To:	I-95 South											
South	From:	I-95-S TO WASHINTON & W	YTHE STS										
South (95) Ramp	City of Petersburg (Maint: 74)	0.12 <b>NA</b>								NA		NA	
South	To: From:	I-95-S052B TO WASHINGTO	N STREET										
95) Ramp	City of Petersburg (Maint: 74)	0.19 <b>NA</b>								NA		NA	
$\overline{}$	To	CEUS 460 FROM RT 95 S	OUTH										
	From:	US 460 County Rd											
(106)Courthouse Rd	City of Petersburg	0.10 <b>7400</b>	F 95%	2%	1%	1%	1%	0%	F	0.096	F	7800	F
$\overline{}$	To:	ECL Petersburg											
	From:	US 460 County Rd											
(109) Hickory Hill Rd	City of Petersburg	0.88 <b>8400</b>	F 98%	0%	0%	1%	0%	0%	С	0.128	F	8900	F
	To	ECL Petersburg			$\neg$								
(109) Hickory Hill Rd	City of Petersburg		<b>V</b> 98%	0%	0%	1%	0%	0%	Ν	0.128	N	8900	Ν
	To: De	ad End; Fort Lee Military Reserva	tion, Mahone	Av									
	From:	WCL Petersburg											
(142)Boydton Plank Rd	City of Petersburg		F 97%	0%	0%	1%	1%	0%	F	0.107	F	3500	F
	To	Dupuy Rd											
142 Boydton Plank Rd	City of Petersburg		F 97%	0%	0%	1%	1%	0%	С	0.103	F	3600	F
142									_		•		-
Lialifan Dal	City of Determinant	Rt 604 Halifax Rd	<b>-</b> 070/	00/	-00/	40/	40/	00/	F	0.000	_	C400	F
142 Halifax Rd	City of Petersburg	0.06 <b>5700</b> CSX RR	F 97%	0%	0%	1%	1%	0%	г	0.096	F	6100	г
	Tanan I												
(301) Crater Rd	City of Petersburg	SCL Petersburg 0.21 <b>8700</b>	F 99%	0%	0%	00/	0%	0%	F	0.098	F	0200	F
301 Crater Ru	City of Petersburg	0.21 <b>8700</b>	F 99%	0%	0%	0%	0%	0%	Г	0.096	Г	9200	Г
~~~	To: From:	Rives Rd											
(301) Crater Rd	City of Petersburg	0.90 <b>9900</b>	F 99%	0%	0%	0%	0%	0%	С	0.097	F	11000	F
<u> </u>	To: From:	Wagner Rd											
(301) Crater Rd	City of Petersburg	0.43 <b>23000</b>	F 99%	0%	0%	0%	0%	0%	F	0.09	F	24000	F
$\hookrightarrow$	To:	Flank Rd			$\neg$ $\vdash$								
(301) Crater Rd	City of Petersburg		F 99%	0%	0%	0%	0%	0%	F	0.087	F	24000	F
(601)	To	ALT US 301 Sycamore											
(301) Crater Rd	City of Petersburg		F 99%	0%	0%	0%	0%	0%	С	0.087	F	17000	F
301) 31001110	- F		3370	0 / 0		0 /0	0 /0	0 /0	5	0.007	•	17000	'
Creter Dd	From	South Blvd	<b>F</b> 000/	007		007	001	00/		0.007	_	00000	
Crater Rd	City of Petersburg	0.73 <b>21000</b>	F 99%	0%	0%	0%	0%	0%	F	0.087	F	23000	F
Bus	To: From:	I-95, Bus US 460											
(301) (460) Crater Rd	City of Petersburg (Maint: 26)	0.09 <b>11000</b> I	<b>v</b> 98%	1%	1%	0%	0%	0%	Ν	0.087	N	11000	Ν
											-		

			of Petersi					Tru	ıck			K		Dir		
Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q V
Bus	From:	Maintenan	ce Jurisdicti	on Chan	ge											
301 460 Crater Rd	City of Peters	burg 0.98	11000	F	98%	1%	1%	0%	0%	0%	С	0.087	F		11000	F
	To: From:	SR 36, B	us US 460 V	Wythe St			_									
Bus 301 460 Crater Rd	City of Peters	sburg 0.10	7500	F	98%	1%	1%	0%	0%	0%	F	0.09	F		7900	F
~~	To: From:	SR 36 Par, Bus														
36 Crater Rd	City of Peters	sburg 0.18	3900	F	98%	1%	1%	0%	0%	0%	F	0.094	F		4100	F
~ <u>~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ </u>	To: From:	<u> </u>	301 Par, Ban													
301 (36) Crater Rd	City of Peters	9	2800	F	98%	0%	1%	0%	0%	0%	F	0.117	F		3000	F
~ 0	Combined Traffic Estimates for 2 Paralle		6800	G	97%	0%	1%	1%	1%	0%	F	NA			7200	(
	To:	Во	ollingbrook : Crater Rd	St												
801 (36) Bollingbrook St	City of Peters	sburg 0.23	3800	F	98%	0%	1%	0%	0%	0%	С	0.107	F		4100	F
36 Bollingbrook St	Combined Traffic Estimates for 2 Paralle	0		F	97%	0%	1%	1%	0%	0%	С	NA	•		7000	F
	Combined Traine Estimates for 21 draine	r roadways on this route.			31 /0	070	1 70	1 70	070	070	O	INA			7000	'
Pollingbrook St	City of Peters	bura 0.15	5th St 4300	F	98%	0%	10/	00/	0%	00/	F	0.108	F		4600	
Bollingbrook St	•	· ·		F			1%	0%		0%	F		Г		4600	
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	<b>6900</b> 3rd St	F	97%	0%	1%	0%	0%	0%	г	NA			7300	ı
ALT	From:	US 1. A	ALT US 301	3rd St												
~ ~ ~ ~	orook St City of Peters		4500	F	98%	0%	1%	0%	0%	0%	F	0.104	F		4800	
	To:	US	S 1 Par, 2nd	St												
~~~	From		N RT 1								_		_			_
301) (1) 2nd St	City of Peters		12000	F	99%	0%	0%	0%	0%	0%	F	0.091	F		13000	ı
~ ~	10:	SCL	Colonial He	eights												
<b>~~</b> _	From:		US 301													
Ramp	City of Petersburg	<u>`</u>	6900	F								0.077	F		6900	ı
	10:	•	5 Collector													
lorth	From:	US 301; 123-9012			O RT 95								_			
Ramp	City of Petersburg		1800	F								0.081	F		1800	F
<del>-</del>	10:	I-95-S050X FR			ORTH											
outh Bus	From:		301 Crater													
301 (460) Ramp US 301 S to	I-95 S at Exit ??? City of Petersburg		680	F	97%	1%	1%	1%	1%	0%	F	0.114	F		720	
<del>~</del> <del>~</del>	10:	I	-95, US 460	)												
~	From:		301 Crater										_			
βρ1 36 Bank St	City of Peters	•	2800	F	97%	0%	1%	1%	1%	0%	С	0.100	F		2900	-
~ ~	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	6600	F	97%	0%	1%	1%	0%	0%	С	NA			7000	l
	To: From:		5th St													
301) (36) Bank St	City of Peters	burg 0.15	2500	F	97%	0%	1%	1%	1%	0%	F	0.096	F		2700	I
<b>₹</b>	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	6900	F	97%	0%	1%	0%	0%	0%	F	NA			7300	-
	Combined Traine Edimated for ET drain	or reducting or or and reduce.		-	0.70	0,0	1 /0	0 / 0	070	0 / 0	•	1 1/ 1			, 000	

Route	Jurisdiction	Longth	AADT	QA	4Tire	Bus		Tru	ıck		QC	K	QK	Dir	AAWDT	01//
	Julistiction	Length	AADI	QA	41116	Dus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QN	Factor	AAWDI	QVV
ALT	From:		3rd St								_		_			_
(301) (1) (301) (36) Bank St	City of Petersburg	0.09	2500	F	97%	0%	1%	1%	1%	0%	F _	0.093	F		2600	F _
C	ombined Traffic Estimates for 2 Parallel Roadways		<b>7000</b> S 301 Par, 1	F 25.4 St	97%	0%	1%	0%	0%	0%	F	NA			7400	F
ALT (301) Sycamore St	City of Petersburg	0.30	301 Crater <b>7800</b>	F F	99%	0%	0%	0%	0%	0%	F	0.095	F		8300	F
301 Sycamore St	City of Fetersburg				9976	076	0 /6	0 /6	076	0 /6		0.093	Г		0300	-
ALT	To. From:		South Blvd													
301 Sycamore St	City of Petersburg	0.95	6300	F	99%	0%	0%	0%	0%	0%	С	0.094	F		6600	F
	To		North Blvd													
ALT (301) Sycamore St	City of Petersburg	0.42	9400	F	99%	0%	0%	0%	0%	0%	F	0.090	F		10000	F
301 Oyearrore et	Oity of 1 dicrabulg			•	3370	070		070	070	070	·	0.000	'		10000	'
ALT	To- From:	(	Graham Rd													
(301) Sycamore St	City of Petersburg	0.56	10000	F	99%	0%	0%	0%	0%	0%	F	0.091	F		11000	F
ALT.	To:	US	US 1	St												
ALT Bus (36) Wythe St	City of Petersburg	0.20	13000	F	97%	1%	1%	1%	1%	0%	F	0.088	F		13000	F
(00.)( .)( .00)	ombined Traffic Estimates for 2 Parallel Roadways		28000	F	97%	1%	1%	1%	1%	0%	F	NA	•		29000	F
9	To:		3 460 Jeffer		01 70	170		170	170	070	•	14/1			20000	•
ALT	From:		S 460 Wyt													
(301) (1) Jefferson St	City of Petersburg	0.09	3100	F	97%	1%	1%	1%	1%	0%	F	0.129	F		3300	F
ALT	To- From:	Bus US 46	0 Par, Wasl	hington S	St											
ALT (301) (1) Jefferson St	City of Petersburg	0.26	1000	F	97%	1%	1%	1%	1%	0%	F	0.119	F		1100	F
(301) (1) solitorodii et	The state of the s				01.70	170		170	170	070	•	0.110	•		1100	•
ALT	From:		Henry St													
(301) (1) 3rd St	City of Petersburg	0.05	340	F	97%	1%	1%	1%	1%	0%	F	0.104	F		360	F
ALT	To: From:	US 3/	01 Par, Ban	ık St												
(301) (1) 3rd St	City of Petersburg	0.05	430	F	97%	1%	1%	1%	1%	0%	F	0.107	F		450	F
(301) (1) sid st	To:		Bollingbro		0170	170		170	170	070	•	0.101	•		100	•
ALT	From:		LT US 301													
(301)(301)(1)(36) Bollingbrook	St City of Petersburg	0.08	4500	F	98%	0%	1%	0%	0%	0%	F	0.104	F		4800	F
	To		US 301													
ALT	From:	US	S 1 Wythe S	St												
(301) Sycamore St	City of Petersburg	0.09	7200	F	98%	0%	1%	0%	0%	0%	F	0.158	F		7600	F
<u></u>	То:		460 Washir													
ALT Bus Bus	From:		s US 460 P			407	<u></u>				_		_			_
(301) (460) (36) Washington		0.09	15000	F	97%	1%	1%	1%	1%	0%	F -	0.083	F		16000	F
C	ombined Traffic Estimates for 2 Parallel Roadways	on this Route:	28000	F	97%	1%	1%	1%	1%	0%	F	NA			29000	F
ALT	To: From:	Bus US	460 Washir	ngton St												
(301) Adams St	City of Petersburg	0.06	10000	F	98%	0%	1%	0%	0%	0%	F	0.087	F		11000	F
(A)	To:		Franklin St													

Route	Jurisdictio	n Leng	th <b>AADT</b>	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QV
ALT	From:		Franklin St													
Adams St	City of Peters	sburg 0.16		F	98%	0%	1%	0%	0%	0%	С	0.088	F		9300	F
• • •	10.		Henry St													
~~	From:	(Marian 00)	SCL Petersbi	urg		0105	. (				C			1		
460 85	City of Petersburg			_								es for this	J	ient.	.=	
	Combined Traffic Estimates for 2 Paralle			Α	87%	1%	1%	1%	10%	1%	С	0.047	А		47000	Α
~~~	To:		quirrel Level	Road												
160 (85)	City of Petersburg	` '										es for this	_	ent.		
~ ~	Combined Traffic Estimates for 2 Paralle	al Roadways on this Rout	e: <b>52000</b>	Α	87%	1%	1%	1%	10%	1%	F	0.093	Α		52000	Δ
~ ~	To:		I-85 S													
160 (85) Ramp	City of Petersburg	(Maint: 26) 0.10				See I-85	for dire	ectional t	raffic vo	olume es	timate	es for this	segm	ent.		
~	To:		I-95 SB													
Ramp	City of Petersburg	L(Maint: 74) 0.06	I-85			Soo I-05	for dire	actional t	raffic ve	oluma as	timate	es for this	coam	ont		
160 95 Ramp	City of Fetersburg	(IVIAITIL: 74) 0.00				366 I-30		octional ti	iaiiic ve	Juli le es	umaic	23 101 11113	segn	iciit.		
~~~	To: From:	(1111 = 1)	Graham Ro	1												
460 95 Ramp from I-85 N	to I-95 S City of Petersburg			D		See I-95	for dire	ectional ti	raffic vo	olume es	timate	es for this	segm	ient.		
Bus	From:		5 SB Collector np from US 30													
460 (95) (460) Ramp from	I-85 N to I-95 S City of Petersburg	-	•	)IDOUUI		See I-95	for dire	ectional t	raffic vo	olume es	timate	es for this	seam	ent.		
100 (93) (400)	To:	,	np from US 30	)1North									3			
Bus Bus	From:		Ramp from US	301												
460 (95) (460) Ramp from	I-85 N to I-95 S City of Petersburg	(Maint: 74) 0.27				See I-95	for dire	ectional t	raffic vo	olume es	timate	es for this	segm	ent.		
~ ~ ~	To:		US 460 I-95													
County Dr	City of Peters	Lusburg 0.60		G	92%	0%	1%	1%	6%	0%	С	0.099	N		19000	G
460 County Di	City of 1 eters				3Z /0	070	1 /0	1 /0	070	076	C	0.033	11		13000	
~	From:		109 Hickory I		000/	00/		40/	00/	00/	_	0.000	^		0000	^
County Dr	City of Peters	sburg 2.16	9100	Α	90%	0%	1%	1%	8%	0%	С	0.099	Α		9600	Α
~	To:		106 Courthou													
County Dr	City of Peters	burg 0.34		F	90%	0%	1%	1%	8%	0%	F	0.083	F		13000	F
~	To:		ECL Petersbi	urg												
Bus	From:		WCL Petersb													
460 \ 1 \ Washington St	City of Peters	sburg 0.40	13000	F	98%	0%	1%	1%	1%	0%	F	0.095	F		13000	F
~~ ~	To.		Summit St	t			$\Box$ $\vdash$									
Bus 460 1 Washington St	City of Peters	sburg 0.18	13000	F	98%	0%	1%	1%	1%	0%	F	0.096	F		14000	F
1 Washington St	Oily of 1 ciord	Daily 0.10			3070	070		170	170	070	•	0.000	•		14000	•
Bus	To: From:		Elm St													
~~	City of Peters	burg 0.57	14000	F	97%	1%	1%	1%	1%	0%	F	0.093	F		15000	F
460 () 1 ( Washington St	To-	Ţ	JS 1 Par; Wytl													
Bus	From:	US 1 Par, V				40/	40/	40/	407	00/	_	0.004	_		7000	_
Bus 460 1 Wythe St	City of Peters Combined Traffic Estimates for 2 Paralle	sburg 1.08	7400	F F	97% 97%	1% 1%	1% 1%	1% 1%	1% 1%	0% 0%	C F	0.091 0.09	F F		7800 17000	F

Route Jurisdiction Length AADT QA 4Tire Bus QC	K	QK _	ir AAWDT	- 014
Route Jurisdiction Length AADT QA 4Tire Bus 2Axle 3+Axle 1Trail 2Trail F	Factor	Fac	ctor	QVV
Bus Perry St				
(40)(1)	0.099	F	9300	F
Combined Traffic Estimates for 2 Parallel Roadways on this Route: <b>18000 F</b> 97% 1% 1% 1% 0% F	NA		19000	F
Bus SR 36 Market St				
~~ ~ ~ ~	0.091	F	9900	F
Bus ALT ALT US 301 Sycamore St				
	0.088	F	13000	F
	NA		29000	F
To US 1 Jefferson St				
Bus (36) Wythe St City of Petersburg 0.20 <b>15000 F</b> 97% 1% 1% 1% 0% C 0	0.089	F	15000	F
	NA	·	32000	F
<u> </u>	INA		32000	Г
Bus I-85, I-95				
(36) Wythe St City of Petersburg 0.30 <b>11000 F</b> 97% 1% 1% 1% 1% 0% F 0	0.096	F	11000	F
	0.093	F	25000	F
To: SR 36; US 301 Crater Rd				
Bus SR 36; US 301 Wythe St	0.007	_	44000	_
(400)(301)	0.087	F	11000	F
Bus To: Maintenance Jurisdiction Change  1-95; BUS US 460 Par, Winfield Rd				
	0.087	N	11000	N
To: US 301 Crater Rd				
Bus US 301				
(460) (301) Ramp US 301 S to I-95 S at Exit ??? City of Petersburg (Maint: 74) 0.20 See US 301 for directional traffic volume estimates	es for this	is segmen	t.	
To: I-95 CD Road				
Bus Ramp from US 301South  City of Potentium (Mainty 74)  O 40  O 50 105 for directional treffic values activates 6	fan Haia a			
460 95 460 Ramp from I-85 N to I-95 S City of Petersburg (Maint: 74) 0.18 See I-95 for directional traffic volume estimates for	for this s	segment.		
Bus Ramp from US 301North				
(460) (95) (460) Ramp from I-85 N to I-95 S City of Petersburg (Maint: 74) 0.27 See I-95 for directional traffic volume estimates for	for this s	segment.		
To: Bus US 460				
Bus CEUS 460 Exit 6A				
	NA		7800	F
To CEUS 460 Exit 6C				
Bus				
(400)	NA		4400	F
To: I-95 South				
Bus CEUS 460-P002B CEUS 460-E006B FROM				
(400)	0.112	F	8600	F
To: I-95-N FROM RT 460 BUS00- WASHINGTON &				
Bus CEUS 460 Exit 6A				
(400)	NA		3300	F
Te: I-85 South				

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

								Tru	ıck			K		Dir		
Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
Bus	From:	CEUS 460 TO R			BOUND											
460 Ramp	City of Petersburg		3500	F								0.094	F		3500	F
<del></del>	To:	CEUS 460-P002A TO	O RTS 85 &	95 SOL	JTHBOUN	ND										
Bus	From:		0 TO RT 95		H											
460 Ramp	City of Petersburg		12000	F								0.097	F		12000	F
<del></del>	To:	CEUS 460-P00	2B CEUS 4	-60- 6B	FROM											
Bus	From:		the St Batter													
460 } ( դ ) Washington St	City of Peters	· ·	8500	F	97%	1%	1%	1%	1%	0%	F	0.096	F		9000	F
<del>``</del>	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	16000	F	97%	1%	1%	1%	1%	0%	F	0.09	F		17000	F
Bus	To: From:	123	3-9025 West	St												
Washington St	City of Peters	sburg 0.40	8900	F	97%	1%	1%	1%	1%	0%	F	0.091	F		9400	F
+80)(1)	Combined Traffic Estimates for 2 Parallel	•		F	97%	1%	1%	1%	1%	0%	F	NA	•		17000	F
	To Take Traine Lourington for E. Farance	-			01.70	170		170	170	070	•				17000	•
Bus	From:	123	-9029 South	ı St												
460 { 1 } Washington St	City of Peters	•	9600	F	97%	1%	1%	1%	1%	0%	С	0.091	F		10000	F
	Combined Traffic Estimates for 2 Parallel	el Roadways on this Route:	18000	F	97%	1%	1%	1%	1%	0%	F	NA			19000	F
200-	To: From:	(	Guarantee St	i			$\Box$									
Bus 460 1 Washington St	City of Peters	burg 0.24	9700	F	97%	1%	1%	1%	1%	0%	F	0.092	F		10000	F
460 Washington St	Combined Traffic Estimates for 2 Parallel	-		F	97%	1%	1%	1%	1%	0%	F	NA	•		20000	F
	To:		orth Market		31 /0	1 /0	170	1 /0	1 70	070	'	INA			20000	'
Bus	From:		ır; SR 36 Ma													
460 (36) Washington St	City of Peters	burg 0.19	11000	F	97%	1%	1%	1%	1%	0%	С	0.087	F		12000	F
	Combined Traffic Estimates for 2 Parallel	el Roadways on this Route:	20000	F	97%	1%	1%	1%	1%	0%	F	NA			22000	F
	To	ALT US	301 Par, Syc	amore S	St		<b>—</b>									
Bus ALT Washington St	City of Datas	h	45000	F	070/	40/	40/	40/	40/	00/	_	0.000	F		16000	_
460 301 36 Washington St	City of Peters	•	15000	_	97%	1%	1%	1%	1%	0%	F	0.083	Г		16000	
	Combined Traffic Estimates for 2 Parallel	·		F	97%	1%	1%	1%	1%	0%	г	NA			29000	F
Bus ALT	To: From:	ALT US	301 Par, A	dams St												
460 301 36 Washington St	City of Peters	sburg 0.10	15000	F	97%	1%	1%	1%	1%	0%	F	0.086	F		16000	F
	Combined Traffic Estimates for 2 Parallel	el Roadways on this Route:	27000	F	97%	1%	1%	1%	1%	0%	F	NA			29000	F
	To:	LIS	1 Jefferson	St												
Bus	From:				050/	40/	40/	40/	007	00/	_	0.000	_		47000	_
460 (36) Washington St	City of Peters	9	16000	F	95%	1%	1%	1%	2%	0%	-	0.088	F		17000	F
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	30000	F	96%	1%	1%	1%	2%	0%	F	NA			32000	F
Bus	To: From:		I-95													
460 (36) Washington St	City of Peters	sburg 0.24	13000	F	95%	1%	1%	1%	2%	0%	С	0.105	F		14000	F
-\$0,000	Combined Traffic Estimates for 2 Parallel	•		F	96%	1%	1%	1%	2%	0%	F	0.093	F		25000	F
	To		301 Crater													
Bus	From:							·						·		
460 (301) Crater Rd	City of Peters		7500	F	98%	1%	1%	0%	0%	0%	F	0.09	F		7900	F
~~	To:	SR 36, B	US US 460	Wythe S	St											

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW
Bus	From:	SR 36, B	US US 460	Wythe S	t											
460 301 Crater Rd	City of Petersburg	0.98	11000	F	98%	1%	1%	0%	0%	0%	С	0.087	F		11000	F
	To:	Maintenar	ce Jurisdicti	on Chan	ge											
Bus	From:	US	301 Crater	Rd												
(460) Winfield Rd	City of Petersburg	0.43	1400	F	96%	2%	1%	1%	0%	0%	С	0.096	F		1500	F
( <del>p</del> )	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	2100	F	96%	1%	1%	1%	1%	0%	F	NA			2200	F
	To: From:	State M	aintenance E	Boundary												
Bus 460 Winfield Rd	City of Petersburg (Maint: 26)	0.09	1400	F	96%	2%	1%	1%	0%	0%	С	0.096	F		1500	F
<b>P</b>	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	2100	F	96%	1%	1%	1%	1%	0%	F	NA			2200	F
	To:		460 County	Rd												
Bus	From:	CEUS 460-P TO I	RTS 85 & 9:	5 SOUT	HBOUND											
(460) Ramp	City of Petersburg (Maint: 26)	0.26	4400	F			<u>_</u>					0.094	F		4400	F
	To	CEUS 460-E006A T	O RTS 85 &	. 95 SOU	THBOUN	ND										
Bus	From:		CEUS 460													
460 Ramp	City of Petersburg (Maint: 74)	0.08	NA				_					NA			NA	
<u> </u>	To:	CEUS 460-E0	)6B CEUS 4	460- 6B	FROM											

						T				K		Dir			
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Axl			QC	Factor	QK	Factor	AAWDT	QW	Year
City of Petersburg		From				Dead End				1					
F329 Lake Shore Dr	0.17	10	R			Detta Ena				NA			NA		03/17/200
$\bigcirc$		To				74-1102 Lakesho	ore Dr								
N Names de Dr	0.00	From	٦			Dead End							NIA		00/47/00
(F330) N Normandy Dr	2.93	3700 To	R			FR-331 Service	· Rd			NA T			NA		03/17/200
		From				Dead End	rtu			1					
(F331) Service Rd	0.78	1400	R			Deua Ena				NA			NA		03/17/20
$\bigcup$		To				Dead End									
$\overline{}$		From			SCL I	Petersburg; 26-675	Vaughan R	d							
3 Vaughn Rd	0.64	990 To	F			123-9013 Halifa	v DA			0.085	F		1000	F	2011
		From													
4 Wells Rd	0.41	4500	F	88%	0%	Halifax Rd	9%	0%	С	0.083	F		4800	F	2011
4) ************************************		То				Squirrel Level									
		From				CSX RR									
9002) Halifax Rd	0.18	6300	F	98%	1%	1% 0%	0%	0%	F	0.088	F		6700	F	2011
<u> </u>		From				Patterson S									
9002 Halifax St	0.58	4900	F	98%	1%	1% 0%	0%	0%	F	0.085	F		5200	F	2011
<u> </u>		From				Baylors Lan									
9002 Halifax St	0.19	5600	F	98%	1%	1% 0%	0%	0%	F	0.09	F		5900	F	2011
	0.07	From	_	000/	40/	Virginia Av		00/	_	0.004			0700		0044
9002 Halifax St	0.37	8200	F	98%	1%	1% 0%	0%	0%	F	0.084	F		8700	F	2011
Lighter Ct	0.20	From	F	000/	10/	Lee Ave	00/	00/	F		F		0000	F	2011
9002) Halifax St	0.29	8100		98%	1%	1% 0%	0%	0%	Г	0.09	г		8600	г	2011
9002) Halifax St	0.28	8700 From	F	98%	1%	Liberty St 1% 0%	0%	0%	С	0.087	F		9200	F	2011
(9002) Halifax St	0.20	0.00 To		3070				070		0.007	•		0200	•	2011
(9002) Union St	0.12	3300 From	F	98%	1%	<u>JS 1, US 460 W W</u> 1% 0%	ytne St 0%	0%	С	0.092	F		3500	F	2011
9002) 5111611 51	0.12	То	·	0070		1, US 460 W Was		070			•		0000	·	2011
(9002) Union St	0.17	1500	F	97%	1%	1% 1%	0%	0%	С	0.106	F		1600	F	2011
0002)		To				W Tabb St									
		From				Boydton Plank									
(9004) Defense Rd	0.47	2100	F	98%	0%	1% 0%	1%	0%	С	0.101	F		2200	F	2011
<u> </u>		To From				Squirrel Level	Rd								
(9004) Defense Dr	1.77	3300	F	99%	0%	0% 0%	0%	0%	F	0.108	F		3500	F	2011
<u> </u>		To From				Johnson Rd									
9004 South Boulevard	0.92	7700	F	99%	0%	0% 0%	0%	0%	С	0.095	F		8200	F	2011
On the Book or and	0.40	From	<u> </u>	000/	00/	S. Sycamore		00/	_	0.005			5000		0044
9004 South Boulevard	0.18	5500	F	99%	0%	0% 0%	0%	0%	F	0.085	F		5800	F	2011
Cauth Daulayard	0.70	From	ᄂ	000/	00/	Crater Rd	00/	00/					2400		2011
9004 South Boulevard	0.72	2000 To	F	99%	0%	0% 0% Anderson S	0%	0%	F	0.098	F		2100	F	2011
		From				Halifax Rd									
9006) Flank Rd	0.96	1900	F	99%	0%	1% 0%	0%	0%	С	0.102	F		2000	F	2011
$\bigcup$		To .				Johnson Rd				<b>—</b>					
(9006) Flank Rd	0.47	3400 From	F	99%	0%	1% 0%	0%	0%	F	0.102	F		3600	F	2011
$\bigcup$		To				Birdsong Ro	i								
9006) Flank Rd	0.75	2800 From	F	99%	0%	1% 0%	0%	0%	F	0.093	F		3000	F	2011
$\bigcirc$		To r.				Fort Hayes D	)r								
(9006) Flank Rd	0.91	3100	F	99%	0%	0% 0%	0%	0%	С	0.093	F		3300	F	2011
$\bigcirc$		To				Flank Rd N									

						City Oi	reterso	uig								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
ity of Petersburg											. 4010.					
Clark Dd (4 Warr)	0.40	From	ᄂ	000/	40/		nk Rd N	00/	00/		0.405	_		0700	_	0044
Flank Rd (1-Way)	0.13	2500 To	F	99%	1%	1%	0%	0%	0%	С	0.105	F		2700	F	2011
			<u> </u>				S Crater l				<u> </u>					
9008) Rives Rd	0.49	From <b>6900</b>	F	98%	0%		S Crater 1		0%	С	0.098	F		7200	F	2011
Rives Rd	0.48	6900		98%	0%	1%	0%	1%	0%	C	0.098	Г		7300	Г	2011
		To From					I- 95									
9008) Rives Rd	0.34	6200	F	97%	0%	1%	0%	1%	0%	С	0.098	F		6600	F	2011
<u> </u>		To				ECL	Petersburg	5			J					
		From				123-90	08 Rives I	Rd								
9008) Ramp	0.17	840	A								0.138	Α		860	Α	2011
		To				I-9	5 South									
_		From				123-90	08 Rives I	Rd								
9008) Ramp	0.16	3200	F								NA			3200	F	2011
<u> </u>		To				I-9	5 North									
		From				SR 142 Bo	ydton Pla	nk Rd								
Dupuy Rd	1.24	400	F	97%	2%	1%	0%	0%	0%	F	0.099	F		430	F	2011
$\cup$		To					rigg St									
9009) Dupuy St	0.58	1500 From	F	97%	2%	1%	0%	0%	0%	F	0.101	F		1600	F	2011
	0.50			2.70	_,0			2,0	2,0	•		•		. 550	•	_5.1
	0.00	From	ᄂ	070/	007		oungs Rd	001	001		0.000			2522		0044
Farmer St	0.86	3300	F	97%	2%	1%	0%	0%	0%	С	0.086	F		3500	F	2011
<u> </u>		To. From				S.S	South St									
Farmer St	0.47	2800	F	97%	2%	1%	0%	0%	0%	F	0.088	F		2900	F	2011
<u> </u>		To				На	alifax St									
		From				SC	Crater Rd									
9010) Wagner Rd	0.73	16000	F	98%	0%	0%	0%	1%	0%	С	0.087	F		17000	F	2011
		To					I-95									
<u> </u>		From					I -95					_			_	
9010 Wagner Rd	1.60	11000	F	95%	0%	1%	0%	3%	0%	С	0.092	F		12000	F	2011
		10	<u> </u>			Co	ounty Dr									
East		From				123-90	10 TO RT	95								
9010) Ramp	0.30	930	F								0.105	F		930	F	2011
		То			I-	95-S FRO	M WAGN	ER RD								
West		From				123-90	10 TO RT	95								
9010) Ramp	0.25	260	F								0.133	F		260	F	2011
$\overline{}$		To				I-95-S FR	WAGNE	R RD								
Nest		From				123-90	10 TO RT	95								
9010) Ramp	0.34	3300	F								0.107	F		3300	F	2011
<u> </u>		To			I-	95-N FRO	M WAGN	ER RD								
		From				SCL	Petersburg	ŗ								
9011) Squirrel Level Rd	0.82	900	F	99%	0%	0%	0%	0%	0%	С	0.11	F		950	F	2011
$\smile$		To				w	ells Rd				<b>—</b>					
9011) Squirrel Level Rd	0.25	4800 From	F	90%	0%	1%	2%	8%	0%	С	0.087	F		5100	F	2011
Cautieral Laval	0.20	From	F	000/	10/		p To I- 85	00/	00/	_	0.005			0700	F	2011
9011) Squirrel Level	0.20	8200		98%	1%	1%	0%	0%	0%	F	0.085	F		8700	Г	2011
		To From					on Plank R									
9011) Young Rd	0.55	4100	F	98%	1%	1%	0%	0%	0%	F	0.089	F		4400	F	2011
$\smile$		To r				V	alor Dr									
9011) Young Rd	0.59	2600	F	98%	1%	1%	0%	0%	0%	С	0.101	F		2700	F	2011
<u> </u>		To					09 Dupuy 1									
<del></del>		From			123-901	1 I-85-N0			RT 8					-		
9011) Ramp	0.15	4400	A		, , , , ,	2 22 1.00					0.094	Α		4700	Α	2011
		To			I-85-N F	ROM SQU	JIRREL L	EVEL RO	OAD			. •				_,.,
		From				123-9011 S					i					
9011) Ramp	0.22	700	F			123-7011 8	quiitei Le	vci Nu			NA			700	F	2011
9011) Ramp	0.22	To	•			1.9	35 South							, 00	•	2011
		10	I			1-8	o ooutii									

						City of	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	c			1	West St				1					
(9012) Lee Ave	0.56	2400	F	96%	3%	1%	0%	0%	0%	С	0.099	F		2500	F	2011
9012) Porterville St	0.15	1500	F	98%	1%	<u>н</u>	alifax St 0%	0%	0%	F	0.081	F		1600	F	2011
9012 Porterville St	0.10	1000	·	3070	170			070	070			•		1000	•	2011
9012 New St	0.18	1400 From	F	98%	1%	0%	0% arrison St	0%	0%	С	0.086	F		1500	F	2011
		From					New St									
9012 Harrison St	0.03	1300 <sub>Te</sub>	F	98%	1%	0% C	0% orling St	0%	0%	F	0.092	F		1400	F	2011
<u> </u>		From					arrison St									
(9012) Corling St	0.09	580	F	98%	1%	0%	0%	0%	0%	F	0.087	F		620	F	2011
<u> </u>		To From					ycamore St									
<sub>9012</sub> ) Graham Rd	0.83	4400	F	99%	0%	0%	0%	0%	0%	F	0.087	F		4700	F	2011
		To Fron				Ram	From I-95									
9012 Graham Rd	0.14	10000	F	99%	0%	0%	0%	0%	0%	С	0.083	F		11000	F	2011
<u> </u>		To	:			С	rater Rd									
<u> </u>		Fron					Petersburg									
<sub>9013</sub> Halifax Rd	1.79	3700	F	90%	0%	1%	2%	7%	0%	С	0.088	F		4000	F	2011
		To From				V	Vells Rd									
9013) Halifax Rd	0.98	420	F	96%	0%	0%	1%	3%	0%	С	0.136	F		440	F	2011
<u> </u>		To	:			Boydt	on Plank Ro	11								
$\sim$		Fron	I.				Petersburg									
9015 Johnson Rd	0.01	2600	F	96%	3%	1%	0%	0%	0%	F	0.115	F		2700	F	2011
		To From				F	lank Rd									
9015 Johnson Rd	0.54	1000	F	99%	0%	0%	0%	0%	0%	С	0.093	F		1100	F	2011
$\overline{}$		To From	-			Bir	dsong Rd				<b>—</b>					
9015) Johnson Rd	1.39	4900	F	96%	3%	1%	0%	0%	0%	С	0.11	F		5200	F	2011
$\bigcup$		Т-				So	uth Blvd									
9015) Johnson Rd	0.46	6500 From	F	96%	3%	1%	0%	0%	0%	F	0.08	F		6900	F	2011
		Tr				No	orth Blvd									
9015) Johnson Rd	0.37	5000 From	F	96%	3%	1%	0%	0%	0%	F	0.092	F		5300	F	2011
3010)		To														
9015 High Pearl St	0.20	4300 From	F	96%	3%	1%	Luke St 0%	0%	0%	F	0.082	F		4600	F	2011
9015) Tilgit i cali ot	0.20			3070	070			070	070		0.002	•		4000	•	2011
Lligh Doorl Ct	0.00	Fron	F	000/	40/		ginia Ave	00/	00/	F		г		2400	F	2011
9015 High Pearl St	0.08	2900 To	<u> </u>	98%	1%	0%	0% Matthew St	0%	0%	Г	0.088	F		3100	Г	2011
		Fron	:				Matthews St									
9015 Harding St	0.22	1600	F	98%	1%	0%	0%	0%	0%	С	0.086	F		1700	F	2011
<u> </u>		To	:				terville St									
9015 Harding St	0.27	810	F	98%	1%	Port 0%	ersville St 0%	0%	0%	F	0.094	F		850	F	2011
(9015) Harding St	0.27	OIU To	Ė	90 /6	1 /0		alifax St	0 /0	0 /6	-	0.094	-		030	Г	2011
		Fron														
9017) Birdsong Rd	0.62	560	F	97%	1%	2%	Petersburg 0%	0%	0%	С	0.126	F		590	F	2011
(9017) Birdsong Rd	0.02	Ti-	Ė	01 70	170		nnson Rd	070	070		0.120	•		000	•	2011
		Fron	:				ashington S									
9021) N Sycamore St	0.18	3100	F	98%	1%	2%	0%	0%	0%	F	0.097	F		3300	F	2011
<u> </u>		To Fron					Tabb St									
(9021) N Sycamore St	0.15	2800	F	98%	1%	2%	0%	0%	0%	С	0.094	F		3000	F	2011
$\overline{}$		To	:			3US 01-P	Bollingbro	ok St								
		Fron	:				nnson Rd									
(9023) North Blvd	0.57	2500	F	99%	1%	0%	0%	0%	0%	С	0.089	F		2600	F	2011
$\overline{}$		To	:			S Sy	camore St									

					Oity Oi	Petersbu	шŅ								
Length	AADT	QA	4Tire	Bus					QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
	From	1			C-	4 T									
0.22	510	F	97%	2%	2%	0%	0%	0%	С	0.104	F		540	F	2011
0.32	2100	F	97%	2%	2%	0%	0%	0%	F	0.093	F		2300	F	2011
0.20	2100 From	F	97%	1%	Hali 1%	0%	1%	0%	С	0.089	F		2200	F	2011
0.11	3100 From	F	97%	1%	Arlin 1%	gton Street 0%	1%	0%	F	0.090	F		3300	F	2011
0.28	3600 From	F	97%	1%	West Stree 1%	t Young Av	1%	0%	F	0.090	F		3800	F	2011
0.23	3800 From	F	97%	1%	Augu 1%	sta Avenue 0%	1%	0%	F	0.093	F		4000	F	2011
0.14	3100 From	F	97%	1%	Fa 1%	ormer St	1%	0%	F	0.094	F		3200	F	2011
0.07	2400 From	F	97%	1%	1%	Wythe St 0%	1%	0%	F	0.089	F		2600	F	2011
	To						t								
0.63	1900 <sub>To</sub>	F	98%	1%	1%	0%	0%	0%	С	0.096	F		2000	F	2011
	From	 :								+					
0.36	2100 <sub>To</sub>	F	98%	1%	1%	0%	0%	0%	С	0.094	F		2200	F	2011
0.09	3400 From	F	99%	0%	0%	0%	0%	0%	F	0.092	F		3600	F	2011
0.20	6100 From	F	99%	0%	0%	0%	0%	0%	F	0.09	F		6500	F	2011
0.02	890	F	99%	0%	0%	0%	0%	0%	F	0.088	F		940	F	2011
	From														
0.20	6400 <sub>To</sub>	F	99%	0%	0%	0%	0%	0%	С	0.088	F		6700	F	2011
	From				1	New St									
0.40	650	F	99%	1%	0%	0%	0%	0%	С	0.091	F		680	F	2011
0.12	From <b>2600</b>	F	99%	1%			0%	0%	F	0.093	F		2800	F	2011
	То				W	ythe St									
	From										_			_	
0.14	100 To	. F	99%	1%			0%	0%	F	0.180	F		110	F	2011
	From														
0.58	1900 To	F	99%	1%		_	0%	0%	С	0.093	F		2000	F	2011
0.04	920 To	F	99%	1%	0%	0%	0%	0%	F	0.099	F		970	F	2011
	From									i					
0.40	<b>7100</b>	F	93%	1%	2%	2%	2%	0%	С	0.095	F		7500	F	2011
0.58	From	F	98%	1%	1%	Canal St 0%	0%	0%	С	0.097	F		1100	F	2011
	To				N N N N	Market St Manket St									
0.14	1900 To	F	98%	1%		0% camore St	0%	0%	F	0.094	F		2000	F	2011
	0.22 0.32 0.20 0.11 0.28 0.23 0.14 0.07 0.63 0.36 0.09 0.20 0.02 0.40 0.12 0.14 0.58 0.04	0.32 2100  0.20 2100  0.21 3100  0.28 3600  0.23 3800  0.23 3800  0.14 3100  0.07 2400  0.07 2400  0.09 3400  0.20 6100  0.20 6100  0.20 6400  0.20 6400  0.20 6400  0.20 6400  0.20 650  From  0.12 2600  0.14 100  0.58 1900  0.68 1900  0.68 1900  0.68 1900  0.70 From  0.70 Fr	0.22 510 F  0.32 2100 F  0.20 2100 F  0.21 3100 F  0.28 3600 F  0.23 3800 F  0.44 3100 F  0.63 1900 F  0.63 1900 F  0.70 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7	0.22 510 F 97%  The Front	0.22 510 F 97% 2%  0.32 2100 F 97% 2%  0.20 2100 F 97% 1%  0.11 3100 F 97% 1%  0.28 3600 F 97% 1%  0.23 3800 F 97% 1%  0.14 3100 F 97% 1%  0.07 2400 F 97% 1%  0.07 2400 F 98% 1%  10 0.09 3400 F 98% 1%  10 0.09 3400 F 99% 0%  10 0.20 6100 F 99% 0%  10 0.20 6400 F 99% 1%  10 0.20 F 99% 1%  10	Length   AADT   QA   4Tire   Bus   2Axle	Length   AADT   QA   4Tire   Bus   2Axle 3+Axle	Length   AADT   QA   4Tire   Bus   2Axle   3+Axle   1Trail		Cartes   C	Carrier   Carr	Carrier   Carr	Cattle   Lance   Lance   Cattle   Lance   Lance   Cattle   Lance   Lance   Cattle   Lance   Lance   Cattle   Lance   Lance   Lance   Cattle   Lance   Lance	Carry   Carr	Campain   AADT   AA   ATtire   Bus   Substitution   Substitution

						City of	Petersb	urg								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Petersburg		From	.1			N. C.	G.				1					
9046 E Bank St	0.11	2700 Ta	F	98%	1%	1%	ycamore St 0% 2nd St	1%	0%	С	0.101	F		2800	F	2011
		From	ı:				N Crater l	Rd								
Bank St	0.25	2700 <sub>т.</sub>	F	96%	1%	2%	0% East St	1%	0%	С	0.109	F		2800	F	2011
Bank St	0.21	3700 From	F	96%	1%	2%	0%	1%	0%	F	0.1	F		3900	F	2011
<u> </u>		10				SR 36 E	Washingto	n St								
W Tabb St	0.09	1200	F	97%	1%	2%	Market St 0%	0%	0%	F	0.113	F		1200	F	2011
<u> </u>		To From				U	Inion St									
W Tabb St	0.06	1600	F	97%	1%	2%	0%	0%	0%	F	0.114	F		1700	F	2011
	0.40	From	<u></u>	070/	40/		ycamore St		00/		0.440			4000		0044
E Tabb St	0.12	960	F	97%	1%	2%	0% Adams St	0%	0%	С	0.112	F		1000	F	2011
		From	:				fense Rd									
Baylors Ln	0.65	1600 To	F	98%	1%	1%	0%	0%	0%	С	0.099	F		1700	F	2011
							alifax St				<u> </u>					
Madison St	0.05	1700	F	96%	1%	E Wa	shington S 1%	1%	0%	F	0.107	F		1800	F	2011
Madison St	0.03	To	•	JU /6	1 /0		anklin St	1 /0	U /0	1	0.107	1		1000	1	201
055) Madison St	0.18	1500	F	96%	1%	2%	1%	1%	0%	С	0.110	F		1600	F	2011
055) Madison St	0.07	930 From	F	96%	1%	Е 2%	Bank St 1%	1%	0%	F	0.104	F		980	F	2011
<u> </u>		To				Bolli	ngbrook St	t								
$\widehat{}$		From				Е	Bank St									
957 Fifth St	0.05	310	F								0.162	F		330	F	201
Fifth St	0.08	540	G	87%	2%	Bolli 2%	ngbrook St 3%	5%	0%	С	NA			580	G	2011
<u></u>		To					River St									
		From	:			Flank l	Rd One-Wa	ay								
Flank Rd N	0.20	3900 <sub>To</sub>	F	99%	0%	0%	0% I S Crater I	0%	0%	С	0.085	F		4100	F	2011
		From	1					Ku								
O65) S Adams St	0.10	4900	F			E '	Wythe St				0.092	F		5100	F	2011
003) 5 / 134/110 51	0.10	<b>4300</b>				E Wa	shington S	t				•		3.00	•	_51
		From	:				6Th St									
Accomack St		380	F								0.111	F		410	F	2011
		To	:			,	7Th St									
		From				Old	Church St									
Cameron St		350	F								0.096	F		370	F	2011
		To	:			C	enter St									
		From				Prince	George Av	ve								
Culpeper Ave		410	F								0.120	F		440	F	2011
		To					nswick St									
Country Ct		From	<u> </u>			На	alifax Rd				0.004	_		470	_	004
Custer St		440	F			T	Iowk C4				0.091	F		470	F	2011
			.i				Iawk St									
Darby Dr		220				В	usby St				0.123	F		230	F	2011
		To	:			На	alcun Dr									
		From	:			De	ering Rd									
Gordon Dr		290	F								0.113	F		300	F	2011
		To	:			Н	loke Dr									

						City of Fetersburg							
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Petersburg			_										
		From				Valley Dr							
Homestead Dr		690	F					0.095	F		730	F	2011
		To				Midland Rd							
. "		From				Filmore St			_		0700	_	0044
Jefferson St		2500 <sub>To</sub>	F			CT A 1 C		0.085	F		2700	F	2011
						ST Andrews St							
North Park Dr		From <b>860</b>	F			Nivram St		0.088	F		910	F	2011
NOITH FAIR DI		To				Retang Rd		0.000	Г		910	Г	2011
		From											
Oakmont Dr		100	F			Homestead Dr		0.117	F		110	F	2011
Oakmont Di		To				Midland Rd		0.117	'		110	'	2011
		From				Bollingbrook St							
Old Church St		610	F			Bollingorook St		0.124	F		650	F	2011
Old Olldioli Ot		To				Miller St		<u> </u>	•		000	•	2011
		From				Floyd St							
Patterson Ave		810	F			1 loya St		0.161	F		860	F	2011
		To				Carver St							
		From				Valor Dr							
Pleasants Ln		970	F					0.118	F		1000	F	2011
		To				Dupuy Rd							
		From				Ash St							
Richmond Ave		740	F					0.093	F		780	F	2011
		To				Nash St							
		From				Valley St							
Rollingwood Rd		70	F					0.175	F		80	F	2011
		To				Homestead Dr							
		From				Forest Hill Rd							
South Park Dr		2000	F					0.098	F		2100	F	2011
		To				West Park Dr							
		From				Bolling Street							
St Luke St		450	F					0.104	F		480	F	2011
		To	<u> </u>			Chestnut Street	 						
		From				High Pearl St							
St Matthew St		2900	F					0.093	F		3100	F	2011
		To				Harding St							
		From				Custer St			_				
Talley Ave		620	F					0.222	F		660	F	2011
		To				Edmonds Ct							