### 2012

# 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.

|                                   |   | Oity                    | OI PELEIS                  | burg        |       |      |               | T      | -l-     |         |    | IZ.    |    | D:-    |        |    |
|-----------------------------------|---|-------------------------|----------------------------|-------------|-------|------|---------------|--------|---------|---------|----|--------|----|--------|--------|----|
| Route                             | Jurisdiction                              | Length                  | AADT                       | QA          | 4Tire | Bus  |               | Tru    |         |         | QC | K      | QK | Dir    | AAWDT  | QW |
| -                                 |   |                         |                            |             |       |      | 2Axle         | 3+Axle | 11 raıl | 21 rail |    | Factor |    | Factor |        |    |
| Bus                               | Prom.                                     |                         | CL Petersbu                |             | 000/  | 00/  | 40/           | 40/    | 407     | 00/     | _  | 0.005  | F  | 0.50   | 40000  | 0  |
| 1 460 Washington St               | City of Petersbu                          | urg 0.40                | 13000                      | G           | 98%   | 0%   | 1%            | 1%     | 1%      | 0%      | F  | 0.095  | F  | 0.52   | 13000  | G  |
| Bus                               | To:<br>From:                              |                         | Summit St                  |             |       |      |               |        |         |         |    |        |    |        |        |    |
| 1 460 Washington St               | City of Petersb                           | urg 0.18                | 13000                      | G           | 98%   | 0%   | 1%            | 1%     | 1%      | 0%      | F  | 0.096  | F  | 0.555  | 13000  | G  |
| 1)(400)                           | Tec                                       |                         |                            |             |       |      | <del></del> i |        |         |         |    |        |    |        |        |    |
| Bus                               | From:                                     |                         | Elm St                     |             |       |      |               |        |         |         |    |        |    |        |        |    |
| 1 460 Washington St               | City of Petersb                           | 0                       | 14000                      | G           | 97%   | 1%   | 1%            | 1%     | 1%      | 0%      | F  | 0.093  | F  | 0.548  | 15000  | G  |
|                                   | To:                                       |                         | 1 Par; Wyth                |             |       |      |               |        |         |         |    |        |    |        |        |    |
| Bus                               | City of Data volv                         | US 1 Par, Was           |                            |             |       | 40/  | 40/           | 40/    | 40/     | 00/     | _  | 0.004  | _  |        | 7400   | _  |
| 1 460 Wythe St                    | City of Petersbi                          | 0                       | 7000                       | G           | 97%   | 1%   | 1%            | 1%     | 1%      | 0%      | С  | 0.091  | -  | 0.500  | 7400   | G  |
|                                   | Combined Traffic Estimates for 2 Parallel | Roadways on this Route: | 15000                      | G           | 97%   | 1%   | 1%            | 1%     | 1%      | 0%      | F  | 0.09   | F  | 0.539  | 16000  | G  |
| Bus                               | To:<br>From:                              |                         | Perry St                   |             |       |      |               |        |         |         |    |        |    |        |        |    |
| 1 460 Wythe St                    | City of Petersbo                          | urg 0.15                | 8400                       | G           | 97%   | 1%   | 1%            | 1%     | 1%      | 0%      | F  | 0.099  | F  |        | 8900   | G  |
| 400) 17, 110 01                   | Combined Traffic Estimates for 2 Parallel | •                       |                            | G           | 97%   | 1%   | 1%            | 1%     | 1%      | 0%      | F  | NA     | -  |        | 19000  | G  |
|                                   |   |                         |                            |             | 01 70 | 170  |               | 170    | 170     | 070     | •  |        |    |        | 10000  | Ü  |
| Bus                               | From:                                     | SR                      | 36 Market                  | St          |       |      |               |        |         |         |    |        |    |        |        |    |
| 1 (460 (36) Wythe St              | City of Petersbu                          | urg 0.20                | 8900                       | G           | 97%   | 1%   | 1%            | 1%     | 1%      | 0%      | F  | 0.091  | F  |        | 9400   | G  |
| $\bigcirc\bigcirc\bigcirc$        | Combined Traffic Estimates for Parallel   | Roadways on this Route: | NA                         |             |       |      |               |        |         |         |    | NA     |    |        | NA     |    |
|                                   | To:                                       | ALTI                    | S 301 Sycar                | more St     |       |      |               |        |         |         |    |        |    |        |        |    |
| ALT Bus                           | From: L                                   |                         |                            |             |       |      |               |        |         |         | _  |        | _  |        |        | _  |
| (1)(301)(460)(36) Wythe St        | •   | •                       | 12000                      | G           | 97%   | 1%   | 1%            | 1%     | 1%      | 0%      | F  | 0.088  | F  |        | 13000  | G  |
| ~ ~ ~ ~                           | Combined Traffic Estimates for Parallel   |                         | NA                         | ~           |       |      |               |        |         |         |    | NA     |    |        | NA     |    |
|                                   | To:                                       |                         | S 460 Jeffer<br>JS 460 Wyt |             |       |      |               |        |         |         |    |        |    |        |        |    |
| ALT<br>1 301 Jefferson St         | L<br>City of Petersb                      |                         | 3000 wyt                   | G           | 97%   | 1%   | 1%            | 1%     | 1%      | 0%      | F  | 0.129  | F  | 0.624  | 3200   | G  |
| 1 301 Series Sur St               | Combined Traffic Estimates for Parallel   | · ·                     | NA                         | •           | 31 70 | 1 /0 | 1 70          | 1 /0   | 1 /0    | 070     | '  | 0.129  | F  | 0.624  | NA     | G  |
|                                   | Combined Trainic Estimates for Parallel   |                         |                            |             |       |      |               |        |         |         |    | 0.129  | Г  | 0.024  | INA    |    |
| ALT                               | To:<br>From:                              | Bus US 46               | 60 Par, Wasi               | hington     | St    |      |               |        |         |         |    |        |    |        |        |    |
| 1 301 Jefferson St                | City of Petersbo                          | urg 0.26                | 960                        | G           | 97%   | 1%   | 1%            | 1%     | 1%      | 0%      | F  | 0.119  | F  | 0.701  | 1000   | G  |
|                                   | Combined Traffic Estimates for Parallel   | Roadways on this Route: | NA                         |             |       |      |               |        |         |         |    | 0.119  | F  | 0.701  | NA     |    |
|                                   | To  |                         | Henry St                   |             |       |      |               |        |         |         |    |        |    |        |        |    |
| ALT                               | From:                                     |                         |                            |             |       |      |               |        |         |         |    |        |    |        |        |    |
| 1 301 3rd St                      | City of Petersbo                          | •                       | 330                        | G           | 97%   | 1%   | 1%            | 1%     | 1%      | 0%      | F  | 0.104  | F  | 0.632  | 350    | G  |
| $\Leftrightarrow \Leftrightarrow$ | Combined Traffic Estimates for Parallel   | Roadways on this Route: | NA                         |             |       |      |               |        |         |         |    | 0.104  | F  | 0.632  | NA     |    |
|                                   | To:                                       | US 3                    | 301 Par, Bar               | ık St       |       |      | <u> </u>      |        |         |         |    |        |    |        |        |    |
| ALT 2rd St                        | City of Datasah                           |                         | 410                        |             | 070/  | 10/  | 10/           | 10/    | 10/     | 00/     | F  | 0.107  | _  | 0.560  | 420    | C  |
| 1 301 3rd St                      | City of Petersbi                          | •                       |                            | G           | 97%   | 1%   | 1%            | 1%     | 1%      | 0%      | г  |        |    | 0.569  | 430    | G  |
|                                   | Combined Traffic Estimates for Parallel   |                         | NA<br>1 Bollingbro         | ook C4      |       |      | <del></del> 1 |        |         |         |    | 0.107  | F  | 0.569  | NA     |    |
| ALT                               | From                                      |                         | 1 Bollingbro               |             |       |      |               |        |         |         |    |        |    |        |        |    |
| (1) (301) (36) Bollingbro         | ook St City of Petersbi                   |                         | 4300                       | G           | 98%   | 0%   | 1%            | 0%     | 0%      | 0%      | F  | 0.104  | F  | 0.82   | 4600   | G  |
| (1) (301) (30) 2011119211         | Combined Traffic Estimates for Parallel   | •                       | NA                         | _           |       |      |               | - / -  |         |         | -  | 0.104  | F  | 0.82   | NA     | -  |
|                                   | To:                                       | US 1 Par; US            |                            | ollingbro   | ok St |      | 1             |        |         |         |    | 0.107  | •  | 0.02   | 1 1/71 |    |
|                                   | <u> </u>                                  | 25.11a, 05              | corrui, De                 | Jiiii goi C | On Di |      |               |        |         |         |    |        |    |        |        |    |

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### 2012 Annual Average Daily Traffic Volume Estimates By Section of Route City of Petersburg

|  |  |                        |                             |          |     |     | Tru    | ck  |     |    | K      |    | Dir    |       |    |
|--|--|------------------------|-----------------------------|----------|-----|-----|--------|-----|-----|----|--------|----|--------|-------|----|
| Route  | Jurisdiction                                   | Length A               | AADT QA                     | 4Tire    | Bus |     | 3+Axle |     |     | QC | Factor | QK | Factor | AAWDT | QW |
| ~~~  | From:  | ,                      | 01 Par; Bollingbro          |          |     |     |        |     |     |    |        |    |        |       |    |
| 1 301 2nd St                                     | City of Petersburg                             |                        | 12000 G                     | 99%      | 0%  | 0%  | 0%     | 0%  | 0%  | F  | 0.091  | F  | 0.597  | 13000 | G  |
| <del></del>                                      | To:  | SCL Co                 | olonial Heights             |          |     |     |        |     |     |    |        |    |        |       |    |
| Bus  | From:  |                        | e St Battersea Lar          |          |     |     |        |     |     |    |        |    |        |       |    |
| (1) (460) Washington St                          | City of Petersburg                             |                        | 8100 G                      | 97%      | 1%  | 1%  | 1%     | 1%  | 0%  | F  | 0.096  | F  |        | 8600  | G  |
|  | Combined Traffic Estimates for 2 Parallel Road | dways on this Route: ' | 15000 G                     | 97%      | 1%  | 1%  | 1%     | 1%  | 0%  | F  | 0.09   | F  | 0.539  | 16000 | G  |
| Bus  | To:<br>From:                                   | 123-9                  | 0025 West St                |          |     |     |        |     |     |    |        |    |        |       |    |
| Washington St                                    | City of Petersburg                             | 0.40                   | 8500 G                      | 97%      | 1%  | 1%  | 1%     | 1%  | 0%  | F  | 0.091  | F  |        | 9000  | G  |
| (1) (400) · · do · · · · · · · · · · · · · · · · | Combined Traffic Estimates for 2 Parallel Roa  |                        | 15000 G                     | 97%      | 1%  | 1%  | 1%     | 1%  | 0%  | F  | NA     | •  |        | 16000 | G  |
|  | To:  |                        | 029 South St                | 0.70     | .,, |     | .,,    | .,, | 0,0 | •  |        |    |        | .0000 |    |
| Bus  | From:  |                        |                             |          |     |     |        |     |     |    |        |    |        |       |    |
| (1) (460) Washington St                          | City of Petersburg                             | _                      | 9200 G                      | 97%      | 1%  | 1%  | 1%     | 1%  | 0%  | С  | 0.091  | F  |        | 9700  | G  |
| <del>-</del>                                     | Combined Traffic Estimates for 2 Parallel Road | dways on this Route: ' | 18000 G                     | 97%      | 1%  | 1%  | 1%     | 1%  | 0%  | F  | NA     |    |        | 19000 | G  |
| Bus  | To:<br>From:                                   | Gu                     | arantee St                  |          |     |     |        |     |     |    |        |    |        |       |    |
| 1 460 Washington St                              | City of Petersburg                             | 0.24                   | 9200 G                      | 97%      | 1%  | 1%  | 1%     | 1%  | 0%  | F  | 0.092  | F  |        | 9800  | G  |
| 3 (400)  | Combined Traffic Estimates for 2 Parallel Road | dwavs on this Route:   | 18000 G                     | 97%      | 1%  | 1%  | 1%     | 1%  | 0%  | F  | NA     |    |        | 19000 | G  |
|  | To:  |                        | Par; SR 36 Marke            |          |     |     |        |     |     |    |        |    |        |       |    |
| ~ <u> </u>                                       | From:  | ·                      | 460 Par Washing             |          |     |     |        |     |     |    |        |    |        |       |    |
| ( 1 ) (36) Market St                             | City of Petersburg                             |                        | 3000 G                      | 98%      | 1%  | 1%  | 0%     | 0%  | 0%  | С  | 0.093  | F  | 0.518  | 3200  | G  |
| $\odot$  | Combined Traffic Estimates for Parallel Roa    |                        | NA                          |          |     |     |        |     |     |    | NA     |    |        | NA    |    |
|  | From:  |                        | 6 Grove Ave<br>6; Market St |          |     |     |        |     |     |    |        |    |        |       |    |
| (1) (36) Old St                                  | City of Petersburg                             |                        | 4100 G                      | 98%      | 1%  | 1%  | 0%     | 0%  | 0%  | F  | 0.091  | F  | 0.661  | 4300  | G  |
|  | Combined Traffic Estimates for Parallel Road   |                        | NA                          |          | .,. |     |        |     | -,- | •  | NA     | •  |        | NA    | _  |
|  | To:  | ,                      | camore St                   |          |     |     |        |     |     |    |        |    |        |       |    |
| ~ ~  | From:  |                        | Old St                      |          |     |     |        |     |     |    |        |    |        |       |    |
| (1) (36) Sycamore St                             | City of Petersburg                             |                        | 3600 G                      | 98%      | 1%  | 1%  | 0%     | 0%  | 0%  | F  | 0.095  | F  | 0.763  | 3800  | G  |
| $\odot$  | Combined Traffic Estimates for Parallel Road   |                        | NA                          |          |     |     |        |     |     |    | NA     |    |        | NA    |    |
|  | To:  |                        | ingbrook St                 |          |     |     |        |     |     |    |        |    |        |       |    |
| 1 36 Bollingbrook St                             | City of Petersburg                             |                        | 3900 G                      | 98%      | 1%  | 1%  | 0%     | 0%  | 0%  | F  | 0.090  | F  | 0.644  | 4100  | G  |
| Bollingbrook St                                  | Combined Traffic Estimates for Parallel Road   |                        | NA S                        | 5070     | 170 | 170 | 070    | 070 | 070 | •  | NA     | •  | 0.011  | NA    | J  |
|  | To:  |                        | US 301 2nd St               |          |     |     |        |     |     |    | INA    |    |        | INA   |    |
|  | From:  |                        | _ Petersburg                |          |     | -   |        |     |     |    |        |    |        |       |    |
| (36) Fleet St                                    | City of Petersburg                             |                        | 8200 G                      | 99%      | 0%  | 0%  | 0%     | 0%  | 0%  | С  | 0.095  | F  | 0.505  | 8400  | G  |
| (36) 1 1351 51                                   | To:  |                        | rove Ave                    | 0070     | 070 |     | 070    | 070 | 070 | Ŭ  | 0.000  | •  | 0.000  | 0.00  | Ū  |
|  | From:  | ]                      | Fleet St                    |          |     |     |        |     |     |    |        |    |        |       |    |
| (36) Grove Ave                                   | City of Petersburg                             |                        | 3200 G                      | 99%      | 0%  | 1%  | 0%     | 0%  | 0%  | С  | 0.098  | F  | 0.636  | 3400  | G  |
| $\overline{}$                                    | To:  | US 1 F                 | Par, Market St              |          |     |     |        |     |     |    |        |    |        |       |    |
| Morket Ct  | City of Data and City                          | 0.00                   | US 1                        | 000/     | 40/ | 10/ | 00/    | 00/ | 00/ | _  | 0.000  | F  | 0.510  | 2200  | _  |
| 36 Market St                                     | City of Petersburg                             |                        | 3000 G                      | 98%      | 1%  | 1%  | 0%     | 0%  | 0%  | С  | 0.093  | г  | 0.518  | 3200  | G  |
| -  | Combined Traffic Estimates for Parallel Road   |                        | NA<br>C 460 Don Washin      | noton Ct |     |     |        |     |     |    | NA     |    |        | NA    |    |
|  | 10:  | US 1 Par; BUS US       | 5 400 Par, Washii           | igion St |     | L   |        |     |     |    |        |    |        |       |    |

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### 2012 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 | Factor        | AAWDT  | r QV |
|  | From:                                     | US 1 Par; Bus U          | US 460 Par, W                     | /ashingto | on St |      |                 |        |      |     |    |        |    |               |        |      |
| 36) Market St                            | City of Petersb                           | urg 0.11                 | 3000                              | G         | 99%   | 0%   | 1%              | 0%     | 0%   | 0%  | F  | 0.094  | F  | 0.645         | 3000   | G    |
| <u> </u>                                 | To  | US 1, Bu                 | us US 460 Wy                      | the St    |       |      | $\neg$ $\vdash$ |        |      |     |    |        |    |               |        |      |
| 36) 1 (460) Wythe St                     | City of Petersb                           | urg 0.20                 | 8900                              | G         | 97%   | 1%   | 1%              | 1%     | 1%   | 0%  | F  | 0.091  | F  |               | 9400   | G    |
| 36) 1 460 Wythe St                       | Combined Traffic Estimates for Parallel   | 0                        | NA                                | 0         | 31 /0 | 1 70 | 1 /0            | 1 /0   | 1 /0 | 070 | '  | NA     | '  |               | NA     | J    |
|  | Combined Trainic Estimates for Faraner    | ,                        |                                   | ~         |       |      |                 |        |      |     |    | INA    |    |               | INA    |      |
| ALT Bus                                  | From:                                     |                          | S 301 Sycamo                      |           |       |      |                 |        |      |     |    |        |    |               |        |      |
| 36) (1) (301) (460) Wythe St             | City of Petersb                           |                          | 12000                             | G         | 97%   | 1%   | 1%              | 1%     | 1%   | 0%  | F  | 0.088  | F  |               | 13000  | G    |
|  | Combined Traffic Estimates for Parallel   | Roadways on this Route:  | NA                                |           |       |      |                 |        |      |     |    | NA     |    |               | NA     |      |
| Bus                                      | Too<br>From:                              |                          | Bus US 460                        |           |       |      |                 |        |      |     |    |        |    |               |        |      |
| 36) (460) Wythe St                       | City of Petersb                           | urg 0.20                 | 14000                             | G         | 97%   | 1%   | 1%              | 1%     | 1%   | 0%  | С  | 0.089  | F  |               | 15000  | G    |
| 400) 1171110 01                          | Combined Traffic Estimates for 2 Parallel | O .                      |                                   | _         | 96%   | 1%   | 1%              | 1%     | 2%   | 0%  | F  | NA     | •  |               | 31000  | Ċ    |
|  | To.                                       | Trodundyo on the reduct. | I-85, I-95                        |           | 0070  | 170  |                 | 1 70   | 270  | 070 | •  |        |    |               | 01000  |      |
| Bus                                      | From:                                     |                          |                                   |           |       |      |                 |        |      |     |    |        |    |               |        |      |
| 36) (460) Wythe St                       | City of Petersb                           | •                        | 10000                             | _         | 97%   | 1%   | 1%              | 1%     | 1%   | 0%  | F  | 0.096  | F  |               | 11000  | G    |
|  | Combined Traffic Estimates for 2 Parallel | •                        |                                   |           | 96%   | 1%   | 1%              | 1%     | 2%   | 0%  | F  | 0.093  | F  | 0.650         | 24000  | C    |
|  | 10:<br>From:                              |                          | outh Crater Rd<br>Bus US 460 Cr   |           |       |      |                 |        |      |     |    |        |    |               |        |      |
| 36) Wythe St                             | City of Petersb                           |                          | 8600                              |           | 97%   | 0%   | 0%              | 0%     | 2%   | 0%  | F  | 0.084  | F  |               | 9500   | (    |
| 30) 7                                    | Combined Traffic Estimates for 2 Parallel | J                        |                                   |           | 97%   | 0%   | 0%              | 0%     | 2%   | 0%  | F  | 0.095  | F  | 0.629         | 20000  | (    |
|  | To:                                       | SR 36 Par, W             | Vashington St;                    | Amelia    | St    |      |                 |        |      |     |    |        |    |               |        |      |
|  | From:                                     |                          | ; Wythe St; Ar                    |           |       |      |                 |        |      |     | _  |        |    |               |        |      |
| 36) Washington St                        | City of Petersb                           | urg 0.87                 | 19000                             | G         | 97%   | 0%   | 0%              | 0%     | 2%   | 0%  | F  | 0.095  | F  | 0.608         | 21000  | C    |
|  | To:<br>From:                              | Pt                       | uddledock Rd                      |           |       |      |                 |        |      |     |    |        |    |               |        |      |
| <sub>36</sub> ) Washington St            | City of Petersb                           |                          | 15000                             | _         | 97%   | 0%   | 0%              | 0%     | 2%   | 0%  | F  | 0.092  | F  | 0.605         | 16000  | G    |
| <u> </u>                                 | To:                                       | Prince C                 | George County                     | Line      |       |      |                 |        |      |     |    |        |    |               |        |      |
|  | From:                                     |                          | 36; Market St                     |           |       |      |                 |        |      |     |    |        |    |               |        |      |
| 3 <sub>6</sub> ) { <sub>1</sub> } Old St | City of Petersb                           | •                        | 4100                              | G         | 98%   | 1%   | 1%              | 0%     | 0%   | 0%  | F  | 0.091  | F  | 0.661         | 4300   | G    |
| <b>~</b>                                 | Combined Traffic Estimates for Parallel   |                          | NA                                |           |       |      |                 |        |      |     |    | NA     |    |               | NA     |      |
|  | 10:<br>From:                              |                          | Sycamore St<br>Old St             |           |       |      |                 |        |      |     |    |        |    |               |        |      |
| 36) (1) Sycamore St                      | City of Petersb                           | urg 0.04                 | 3600                              | G         | 98%   | 1%   | 1%              | 0%     | 0%   | 0%  | F  | 0.095  | F  | 0.763         | 3800   |      |
| (a) (b) (c)                              | Combined Traffic Estimates for Parallel   | O .                      | NA                                | _         |       |      |                 | -,-    |      |     |    | NA     |    |               | NA     |      |
|  | To:                                       | •                        | ollingbrook St                    |           |       |      |                 |        |      |     |    |        |    |               |        |      |
|  | From:                                     |                          | Sycamore St                       |           |       |      |                 |        |      |     |    |        |    |               |        |      |
| 弱り ( p ) Bollingbrook St                 | City of Petersb                           | •                        | 3900                              | G         | 98%   | 1%   | 1%              | 0%     | 0%   | 0%  | F  | 0.090  | F  | 0.644         | 4100   | C    |
| ~ ~                                      | Combined Traffic Estimates for Parallel   |                          | NA<br>TIG 201 2 1                 | G.        |       |      |                 |        |      |     |    | NA     |    |               | NA     |      |
| ALT                                      | To:<br>From:                              |                          | , US 301 2nd 3<br>5 1 Par, 2nd St |           |       |      | _               |        |      |     |    |        |    |               |        |      |
| 36 301 1 301 Bollingbro                  | ook St City of Petersb                    |                          | 4300                              |           | 98%   | 0%   | 1%              | 0%     | 0%   | 0%  | F  | 0.104  | F  | 0.82          | 4600   | G    |
| 40/ (301) (1) (301) 3011119D1            | Combined Traffic Estimates for Parallel   | •                        | NA                                | -         |       |      | .,,             | - / -  |      |     | -  | 0.104  | F  | 0.82          | NA     |      |
|  |   | US 1, A                  |                                   |           |       |      |                 |        |      |     |    | 0.707  | •  | 5. <b>5</b> _ | . */ ` |      |

### 2012 Annual Average Daily Traffic Volume Estimates By Section of Route City of Petersburg

| Jurisdictio  | n Longth   |  |  |  |  |   | Tru  | rk     |   |        | K                  |       | Dir      |                    |                    |
|--|--|--|--|--|--|---|--|--------|---|--------|--------------------|-------|----------|--------------------|--------------------|
|  | ii Lengui  | AADT   | QA   | 4Tire  | Bus  |   | 3+Axle   |        |   | QC     | Factor             | QK    | Factor   | AAWDT              | QW                 |
| From:  |  | 3rd St   |  |  |  | 27 (XIC   | 0171710  | TTTUI  | ZITUII  |        | 1 40101            |       | 1 40101  |                    |                    |
| City of Peters   | burg 0.15  | 4200   | G  | 98%  | 0%   | 1%  | 0%   | 0%     | 0%  | F      | 0.108              | F     | 0.826    | 4400               | G                  |
| Combined Traffic Estimates for 2 Paralle               | el Roadways on this Route:   | 6600   | G  | 97%  | 0%   | 1%  | 0%   | 0%     | 0%  | F      | NA                 |       |          | 7000               | G                  |
| To-l   | ·  | 5th St   |  |  |  |   |  |        |   |        |                    |       |          |                    |                    |
| City of Peters   | burg 0.23  | 3700   | G  | 98%  | 0%   | 1%  | 0%   | 0%     | 0%  | С      | 0.107              | F     | 0.811    | 3900               | G                  |
| Combined Traffic Estimates for 2 Paralle               | el Roadways on this Route:   | 6300   | G  | 97%  | 0%   | 1%  | 1%   | 0%     | 0%  | С      | NA                 |       |          | 6700               | G                  |
| To:  |  | Crater Rd  | ~  |  |  |   |  |        |   |        |                    |       |          |                    |                    |
| City of Potors   |  |  |  | 000/   | 00/  | 10/   | 00/  | 00/    | 00/   | _      | 0 117              | _     | 0.042    | 2000               | G                  |
| •  | 9  |  |  |  |  |   |  |        |   |        | -                  | Г     | 0.043    |                    | G                  |
| ombined Trainic Estimates for 2 Paralle                | ·  |  |  | 97%  | 0%   | 170   | 170  | 170    | 0%  | Г      | INA                |       |          | 7100               | G                  |
| City of Determ   |  |  |  | 000/   | 40/  | 10/   | 00/  | 00/    | 00/   |        | 0.004              |       | 0.555    | 2000               | G                  |
| · ·  | J  |  | G  | 98%  | 1%   | 1%  | 0%   | 0%     | 0%  | г      |                    | •     |          |                    | G                  |
| Combined Trainic Estimates for Paralle                 |  |  |  |  |  |   |  |        |   |        | 0.094              | Г     | 0.555    | INA                |                    |
| To-<br>From:   |  |  |  |  | 00/  |   | 00/  | 00/    | 00/   | _      | 0.440              | _     |          | 44000              | _                  |
| •  | •  |  | _  |  |  |   |  |        |   | •      |                    | F     |          |                    | G                  |
| ombined Traffic Estimates for 2 Paralle                | el Roadways on this Route:   | 18000  | G  | 97%  | 0%   | 0%  | 0%   | 2%     | 0%  | F      | NA                 |       |          | 20000              | G                  |
| From:  |  | Burch St   |  |  |  |   |  |        |   |        |                    |       |          |                    |                    |
| •  | 9  |  |  |  |  |   |  |        |   | F<br>- | -                  |       |          |                    | G                  |
| combined Traffic Estimates for 2 Paralle               |  |  | _  | 97%  | 0%   | - 0%  | 0%   | 2%     | 0%  | F      | 0.095              | F     | 0.629    | 20000              | G                  |
| Faces  |  |  |  |  |  |   |  |        |   |        |                    |       |          |                    |                    |
| City of Potorshura                                     |  |  |  | 000/   | 10/  | 10/   | 10/  | Ω0/:   | 10/   | C      | 0.005              | ۸     |          | 24000              | Α                  |
| ,  | '  |  |  |  |  |   |  |        |   |        |                    |       |          |                    | A                  |
| Official Families for 2 Families                       | <u> </u>   |  |  | 0070   | 170  | 170   | 1 70   | 10%    | 170   | C      | 0.003              | А     |          | 46000              | А                  |
| Tro-<br>From:  | Squ  | irrel Level I  | Road   |  |  |   |  |        |   |        |                    |       |          |                    |                    |
| City of Petersburg (                                   | (Maint: 26) 2.57   | 27000  | Α  | 88%  | 1%   | 1%  | 1%   | 9%     | 1%  | F      | 0.093              | Α     |          | 27000              | Α                  |
| combined Traffic Estimates for 2 Paralle               | el Roadways on this Route:   | 51000  | Α  | 88%  | 1%   | 1%  | 1%   | 10%    | 1%  | F      | 0.093              | Α     | 0.532    | 51000              | Α                  |
| To:<br>From:   | R  | amp To I-95  | 5 S  |  |  |   |  |        |   |        |                    |       |          |                    |                    |
| City of Petersburg                                     | (Maint: 26) 0.46   | 22000  | G  | 88%  | 1%   | 1%  | 1%   | 9%     | 1%  | F      | NA                 |       |          | 21000              | G                  |
| , , ,  | ` ,  |  | _  |  |  |   |  |        |   | F      |                    |       |          |                    | G                  |
| To-  |  |  |  |  | .,,  |   | . , 0  | ,0     | . , 0   | •      |                    |       |          | .0000              |                    |
| From:  |  |  | •  |  |  |   |  |        |   |        |                    |       |          |                    |                    |
| •  | •  |  |  |  |  | 1%  |  |        | 1%  | F      |                    |       |          | 18000              | G                  |
| ombined Traffic Estimates for 2 Paralle                | el Roadways on this Route:   |  |  | 85%  | 1%   | 1%  | 1%   | 11%    | 1%  | F      | NA                 |       |          | 37000              | G                  |
| То:  | <u> </u>   |  |  |  |  | <u></u>   |  |        |   |        |                    |       |          |                    |                    |
| From:  | (Mainta 00) 0.44   | I-85 North   |  |  |  |   |  |        |   |        | NIA                |       |          | 4000               | _                  |
|  | (Maint: 26) 0.11   | 1300   | G  |  |  |   |  |        |   |        | NA                 |       |          | 1300               | G                  |
| City of Petersburg (                                   | 100.00   | 11 Car-:1 T  | 0 T 1 T 1  |  |  |   |  |        |   |        |                    |       |          |                    |                    |
| City of Petersburg (                                   | 123-90   | 11 Squirrel I  |  |  |  | 1   |  |        |   |        |                    |       |          |                    |                    |
| City of Petersburg (  To:  Prom:  City of Petersburg ( |  | I 1 Squirrel I<br>I-85 North<br><b>5800</b>  |  |  |  |   |  |        |   |        | 0.101              | Α     |          | 6000               | F                  |
|  | City of Peters Combined Traffic Estimates for 2 Paralle  City of Peters Combined Traffic Estimates for 2 Paralle  City of Peters Combined Traffic Estimates for Paralle  City of Peters Combined Traffic Estimates for 2 Paralle  City of Peters Combined Traffic Estimates for 2 Paralle  City of Peters Combined Traffic Estimates for 2 Paralle  City of Petersburg  Combined Traffic Estimates for 2 Paralle  City of Petersburg  Combined Traffic Estimates for 2 Paralle  City of Petersburg  Combined Traffic Estimates for 2 Paralle  City of Petersburg  City of Petersburg | City of Petersburg 0.23 Combined Traffic Estimates for 2 Parallel Roadways on this Route:    Total | Combined Traffic Estimates for 2 Parallel Roadways on this Route:  City of Petersburg  City of Petersburg  Combined Traffic Estimates for 2 Parallel Roadways on this Route:  City of Petersburg  Combined Traffic Estimates for 2 Parallel Roadways on this Route:  Combined Traffic Estimates for 2 Parallel Roadways on this Route:  Combined Traffic Estimates for Parallel Roadways on this Route:  Combined Traffic Estimates for Parallel Roadways on this Route:  Combined Traffic Estimates for 2 Parallel Roadways on this Route:  Combined Traffic Estimates for 2 Parallel Roadways on this Route:  Combined Traffic Estimates for 2 Parallel Roadways on this Route:  City of Petersburg  City of Petersburg (Maint: 26)  City of Petersburg (Maint: 26)  City of Petersburg (Maint: 26)  Combined Traffic Estimates for 2 Parallel Roadways on this Route:  City of Petersburg (Maint: 26)  Combined Traffic Estimates for 2 Parallel Roadways on this Route:  City of Petersburg (Maint: 26)  Combined Traffic Estimates for 2 Parallel Roadways on this Route:  City of Petersburg (Maint: 26)  Combined Traffic Estimates for 2 Parallel Roadways on this Route:  City of Petersburg (Maint: 26)  Combined Traffic Estimates for 2 Parallel Roadways on this Route:  City of Petersburg (Maint: 26)  Combined Traffic Estimates for 2 Parallel Roadways on this Route:  City of Petersburg (Maint: 26)  Combined Traffic Estimates for 2 Parallel Roadways on this Route:  City of Petersburg (Maint: 26)  Combined Traffic Estimates for 2 Parallel Roadways on this Route:  City of Petersburg (Maint: 26)  Combined Traffic Estimates for 2 Parallel Roadways on this Route:  City of Petersburg (Maint: 26)  Combined Traffic Estimates for 2 Parallel Roadways on this Route:  City of Petersburg (Maint: 26)  Combined Traffic Estimates for 2 Parallel Roadways on this Route:  City of Petersburg (Maint: 26)  Combined Traffic Estimates for 2 Parallel Roadways on this Route:  City of Petersburg (Maint: 26)  Combined Traffic Estimates for 2 Parallel Roadways on this Route:  City of Petersbu | Combined Traffic Estimates for 2 Parallel Roadways on this Route:  Combined Traffic Estimates for 2 Parallel Roadways on this Route:  City of Petersburg  City of Petersburg (Maint: 26)  Combined Traffic Estimates for 2 Parallel Roadways on this Route:  City of Petersburg (Maint: 26)  City of P | City of Petersburg   0.23   3700   G   98%   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   6300   G   97%     Crater Rd     Bollingbrook St   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   6600   G   97%   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   6600   G   97%   Combined Traffic Estimates for Parallel Roadways on this Route:   NA   South Park Bank St   City of Petersburg   0.18   3700   G   98%   Combined Traffic Estimates for Parallel Roadways on this Route:   NA   South Park Bank St   City of Petersburg   0.18   9600   G   97%   Gombined Traffic Estimates for 2 Parallel Roadways on this Route:   18000   G   97%   Gombined Traffic Estimates for 2 Parallel Roadways on this Route:   18000   G   97%   Gombined Traffic Estimates for 2 Parallel Roadways on this Route:   18000   G   97%   Gombined Traffic Estimates for 2 Parallel Roadways on this Route:   18000   G   97%   Gombined Traffic Estimates for 2 Parallel Roadways on this Route:   18000   G   97%   Gombined Traffic Estimates for 2 Parallel Roadways on this Route:   18000   G   97%   Gombined Traffic Estimates for 2 Parallel Roadways on this Route:   18000   G   88%   Gombined Traffic Estimates for 2 Parallel Roadways on this Route:   18000   G   88%   Gombined Traffic Estimates for 2 Parallel Roadways on this Route:   18000   G   88%   Gombined Traffic Estimates for 2 Parallel Roadways on this Route:   18000   G   88%   Gombined Traffic Estimates for 2 Parallel Roadways on this Route:   18000   G   88%   Gombined Traffic Estimates for 2 Parallel Roadways on this Route:   18000   G   88%   Gombined Traffic Estimates for 2 Parallel Roadways on this Route:   18000   G   88%   Gombined Traffic Estimates for 2 Parallel Roadways on this Route:   18000   G   88%   Gombined Traffic Estimates for 2 Parallel Roadways on this Route:   18000   G   88%   Gombined Traffic Estimates for 2 Parallel Roadways on this Route:   18000   G   88%   Gombined Traffic Estimates for 2 Parallel Roadways on this R | Combined Traffic Estimates for 2 Parallel Roadways on this Route:   Stin St | City of Petersburg   City of | Sth St | City of Petersburg   0.23   3700   G   98%   0%   1%   0%   0%   0%   0%   0%   0 | Sth St | City of Petersburg | Subst | Still St | City of Petersburg | City of Petersburg |

|                  |  | <u>'</u>               | Jity of Peters                 | sburg     |            |      |        |          |        |        |    |        |    |        |       |     |
|------------------|--|------------------------|--------------------------------|-----------|------------|------|--------|----------|--------|--------|----|--------|----|--------|-------|-----|
| Route            | Jurisdictio                              | n Len                  | gth <b>AADT</b>                | QA        | 4Tire      | Bus  |        | Tr       |        |        | QC | K      | QK | Dir    | AAWDT | QW  |
|                  |  |                        |                                |           |            |      | 2Axl   | e 3+Axle | 1Trail | 2Trail |    | Factor |    | Factor |       |     |
| North            | From:                                    |                        | North Ramp to                  |           | h          |      |        |          |        |        |    |        |    |        |       | _   |
| (85) Ramp        | City of Petersburg (                     |                        |                                | G         |            |      |        |          |        |        |    | NA     |    |        | 2800  | G   |
| N. d             | To:                                      | I-95 North Ex          | t 51A to Wythe                 |           | shington S | St   |        |          |        |        |    |        |    |        |       |     |
| North Ramp       | City of Petersburg (                     | Maint: 26) 0,2         | I-95 North                     | <b>A</b>  |            |      |        |          |        |        |    | 0.113  | Α  |        | 6200  | Α   |
| 85 Ramp          | City of Fetersburg (                     | ,                      | the St & Wash                  |           |            |      |        |          |        |        |    | 0.113  | А  |        | 0200  | ^   |
| North            | From:                                    | VV                     | I-85 North Exi                 |           |            |      |        |          |        |        |    |        |    |        |       |     |
| (85) Ramp        | City of Petersburg (                     | (Maint: 26) 0.1        |                                | Α         |            |      |        |          |        |        |    | 0.114  | Α  |        | 3900  | Α   |
| 00)              | To:                                      | ,                      | US 460-P Wash                  |           |            |      |        |          |        |        |    |        |    |        |       |     |
| North            | From:                                    |                        | I-85 North Exi                 | Ť         |            |      |        |          |        |        |    |        |    |        |       |     |
| (85) Ramp        | City of Petersburg (                     | (Maint: 26) 0.0        |                                | <b>A</b>  |            |      |        |          |        |        |    | 0.129  | Α  |        | 2300  | Α   |
| 85) Kamp         | To:                                      | (Maint. 20) 0.0        | CEUS 460 Wy                    |           |            |      |        |          |        |        |    | 0.123  |    |        | 2500  |     |
| 0 1              | Learn                                    |                        |                                |           |            |      |        |          |        |        |    |        |    |        |       |     |
| South            | City of Petersburg (                     | Maint: 26) 1.2         | SCL Petersb<br>25 <b>23000</b> |           | 87%        | 1%   | <br>1% | 10/      | 100/   | 10/    | 0  | 0.107  | ۸  |        | 22000 | ۸   |
| 85 460           | •  | · ,                    |                                | A         |            |      |        |          | 10%    | 1%     | С  | 0.107  | Α  |        | 23000 | A   |
|                  | Combined Traffic Estimates for 2 Paralle | el Roadways on this Ro | ute: 4/000                     | Α         | 88%        | 1%   | 1%     | 1%       | 10%    | 1%     | С  | NA     |    |        | 46000 | Α   |
| South            | To-<br>From:                             |                        | Squirrel Level                 | Road      |            |      |        |          |        |        |    |        |    |        |       |     |
| 85) (460)        | City of Petersburg (                     | (Maint: 26) 2.2        | 23 <b>24000</b>                | Α         | 87%        | 1%   | 1%     | 1%       | 10%    | 1%     | F  | 0.106  | Α  |        | 24000 | Α   |
| (05) (400)       | Combined Traffic Estimates for 2 Paralle | ,                      |                                | A         | 88%        | 1%   | 1%     |          | 10%    | 1%     | F  | 0.093  | Α  | 0.532  | 51000 | Α   |
|                  | Combined Traine Estimates for 21 arane   | i Noadways on this No  |                                |           | 00 /0      | 1 70 | 1 /0   | 1 70     | 10 /0  | 1 /0   | '  | 0.033  | ^  | 0.552  | 31000 |     |
| South            | To:<br>From:                             |                        | Ramp From I-                   | 95 N      |            |      |        |          |        |        |    |        |    |        |       |     |
| (85) I-85 S Ramp | City of Petersburg (                     | (Maint: 26) 0.3        | 3 <b>24000</b>                 | G         | 83%        | 1%   | 1%     | 1%       | 14%    | 1%     | F  | 0.106  | Ν  |        | 22000 | G   |
|                  | Combined Traffic Estimates for 2 Paralle | el Roadways on this Ro | ute: <b>46000</b>              | G         | 85%        | 1%   | 1%     | 1%       | 11%    | 1%     | F  | NA     |    |        | 43000 | G   |
|                  | To:                                      |                        | np From Washi                  |           |            |      |        |          |        |        |    |        |    |        |       |     |
| South            | From:                                    |                        | ip From wasni                  | ngton Ave |            |      |        |          |        |        |    |        |    |        |       |     |
| (85) I-85 S Ramp | City of Petersburg (                     | (Maint: 26) 0.1        | 6 <b>20000</b>                 | G         | 83%        | 1%   | 1%     | 1%       | 14%    | 1%     | F  | NA     |    |        | 19000 | G   |
| $\smile$         | Combined Traffic Estimates for 2 Paralle | el Roadways on this Ro | ute: <b>39000</b>              | G         | 85%        | 1%   | 1%     | 1%       | 11%    | 1%     | F  | NA     |    |        | 37000 | G   |
|                  | To                                       |                        | I-95 South                     | 1         |            |      |        |          |        |        |    |        |    |        |       |     |
| South            | From:                                    | I-85-S T               | O SQUIRREL I                   | LEVEL R   | OAD        |      |        |          |        |        |    |        |    |        |       |     |
| (85) Ramp        | City of Petersburg (                     | (Maint: 26) 0.1        | 3 <b>3000</b>                  | Α         |            |      |        |          |        |        |    | 0.108  | Α  |        | 3200  | Α   |
| $\bigcirc$       | To:                                      | 123-9011;              | 123-9011- 1В Т                 | O & FRO   | OM RT      |      |        |          |        |        |    |        |    |        |       |     |
| North            | From:                                    |                        | Rives Rd                       |           |            |      |        |          |        |        |    |        |    |        |       |     |
| 95)              | City of Petersburg (                     | (Maint: 74) 1.         |                                | Α         | 85%        | 1%   | 1%     | 0%       | 13%    | 0%     | F  | 0.111  | Α  |        | 14000 | Α   |
| (33)             | Combined Traffic Estimates for 2 Paralle | ,                      | ute: 32000                     | Α         | 87%        | 1%   | 1%     | 1%       | 11%    | 0%     | F  | 0.102  | Α  | 0.658  | 29000 | Α   |
|                  | T  | Troddinayo on tino reo |                                |           | 01 70      | 170  |        | 1 70     | 1170   | 070    | •  | 0.102  | ,, | 0.000  | 20000 | , . |
| North            | Io:<br>From:                             |                        | Wagner R                       | 1         |            |      |        |          |        |        |    |        |    |        |       |     |
| 95)              | City of Petersburg (                     | (Maint: 74) 2.7        | '9 <b>22000</b>                | Α         | 85%        | 1%   | 1%     | 0%       | 13%    | 0%     | F  | 0.101  | Α  |        | 21000 | Α   |
| $\smile$         | Combined Traffic Estimates for 2 Paralle | el Roadways on this Ro | ute: <b>45000</b>              | Α         | 87%        | 1%   | 1%     | 1%       | 11%    | 0%     | F  | 0.094  | Α  | 0.569  | 43000 | Α   |
|                  | To-                                      | •                      | County Rd; US                  | 301 Crota | er Rd      |      |        |          |        |        |    |        |    |        |       |     |
| North            | From:                                    |                        |                                |           |            |      |        |          |        |        | _  |        |    |        |       |     |
| 95)              | City of Petersburg (                     | ,                      |                                | Α         | 85%        | 1%   | 1%     | 0%       | 13%    | 0%     | F  | 0.105  | Α  |        | 18000 | Α   |
| $\smile$         | Combined Traffic Estimates for 2 Paralle | el Roadways on this Ro | ute: <b>38000</b>              | Α         | 87%        | 1%   | 1%     | 1%       | 11%    | 0%     | F  | 0.098  | Α  | 0.535  | 36000 | Α   |
|                  | To:                                      | Main                   | enance Jurisdic                | tion Chan | ge         |      |        |          |        |        |    |        |    |        |       |     |

| Route                            |                        | Jurisdictio           | on                | Length      | AADT                     | ΟΛ     | 4Tire | Bus  |               | Tru      | ıck    |          | QC | K      | QK     | Dir    | AAWDT | Ο\//   |
|----------------------------------|------------------------|-----------------------|-------------------|-------------|--------------------------|--------|-------|------|---------------|----------|--------|----------|----|--------|--------|--------|-------|--------|
|                                  |                        | Julisuicii            | -                 | Lengui      |                          | ٧٢     | 41116 | Dus  | 2Axle         | 3+Axle   | 1Trail | 2Trail   | QU | Factor | QI     | Factor | AAWDI | QVV    |
| North                            |                        | City of Petersburg    | (Mainty 26)       | 0.44        | I-85<br><b>43000</b>     | Α      | 91%   | 1%   | 1%            | 40/      | 6%     | 00/      | F  | 0.093  | ۸      |        | 42000 | ۸      |
| 95                               | Combined Traffic E     |                       | ,                 |             |                          | A      | 91%   | 1%   | 1%            | 1%<br>1% | 7%     | 0%<br>0% | F  | 0.093  | A<br>A | 0.512  | 83000 | A<br>A |
|                                  | Combined Hame L        | Sumates for 2 Faran   | . Noauways        |             |                          |        |       | 1 /0 | 1 /0          | 1 /0     | 1 /0   | 0 /0     |    | 0.091  | ^      | 0.512  | 03000 | ^      |
| North                            |                        | From                  | n.                | US 301, Bus |                          |        |       |      |               |          |        |          |    |        |        |        |       |        |
| 95                               |                        | City of Petersburg    |                   | 0.64        | 49000                    | Α      | 91%   | 1%   | 1%            | 1%       | 6%     | 0%       | F  | 0.093  | Α      |        | 49000 | A      |
| •                                | Combined Traffic E     | stimates for 2 Parall | lel Roadways      |             | 99000<br>Colonial He     | A      | 91%   | 1%   | 1%            | 1%       | 7%     | 0%       | F  | NA     |        |        | 98000 | Α      |
| North                            |                        | From                  | n:                | BCL         | I-95 North               |        |       |      |               |          |        |          |    |        |        |        |       |        |
| (95) Ramp                        |                        | City of Petersburg    | (Maint: 74)       | 0.17        | 850                      | Α      |       |      |               |          |        |          |    | 0.106  | Α      |        | 830   | Α      |
|                                  |                        | To                    | n'                | 123         | 3-9008 Rives             | s Rd   |       |      |               |          |        |          |    |        |        |        |       |        |
| North                            |                        | From                  | n:                |             | I-95 North               |        |       |      |               |          |        |          |    |        |        |        |       |        |
| (95) Ramp                        |                        | City of Petersburg    | (Maint: 74)       | 0.35        | 280                      | Α      |       |      |               |          |        |          |    | 0.167  | Α      |        | 300   | Α      |
|                                  |                        | To                    | D:                | 123-        | 9010 Wagne               |        |       |      |               |          |        |          |    |        |        |        |       |        |
| North Pomp                       |                        | City of Petersburg    | (Maint: 74)       | 0.23        | I-95 North<br><b>690</b> | G      |       |      |               |          |        |          |    | NA     |        |        | 690   | G      |
| 95 Ramp                          |                        | City of Petersburg    | (IVIAII II. 74)   |             | 9010 Wagne               |        |       |      | 1             |          |        |          |    | INA    |        |        | 690   | G      |
| North                            |                        | From                  | n:                |             | North Collec             |        |       |      |               |          |        |          |    |        |        |        |       |        |
| 95) Ramp                         |                        | City of Petersburg    | (Maint: 74)       | 0.11        | 720                      | G      |       |      |               |          |        |          |    | NA     |        |        | 720   | G      |
|                                  |                        | To                    | ٦.                | US          | 460 County               | y Dr   |       |      |               |          |        |          |    |        |        |        |       |        |
| North                            |                        | From                  | n:                |             | 5 Collector              |        |       |      |               |          |        |          |    |        |        |        |       |        |
| 95 Ramp                          |                        | City of Petersburg    | (Maint: 74)       | 0.14        | 500                      | G      |       |      | <del></del> 1 |          |        |          |    | NA     |        |        | 500   | G      |
|                                  |                        | From                  | 2.                |             | US US 460                |        |       |      |               |          |        |          |    |        |        |        |       |        |
| North<br>95 Ramp                 |                        | City of Petersburg    | "[<br>(Maint: 74) | 0.16        | 95 Collector<br>1900     | G      |       |      |               |          |        |          |    | NA     |        |        | 1900  | G      |
| 95) 1101115                      |                        | To                    | :                 | 0.10        | US 301                   |        |       |      |               |          |        |          |    |        |        |        | 1000  | Ū      |
| North                            |                        | From                  | n.                |             | I-95 North               |        |       |      |               |          |        |          |    |        |        |        |       |        |
| 95 I-95 North CD Rd a            | t US 460; US 301       | City of Petersburg    | (Maint: 74)       | 0.04        | NA                       |        |       |      |               |          |        |          |    | NA     |        |        | NA    |        |
| Nowth                            |                        | To<br>From            | 2.                | Ram         | p to US 460              | ) East |       |      |               |          |        |          |    |        |        |        |       |        |
| North<br>(95) I-95 North CD Rd a | t US 460; US 301       | City of Petersburg    | (Maint: 74)       | 0.15        | 2800                     | G      |       |      | ~             |          |        |          |    | NA     |        |        | 2800  | G      |
|                                  |                        | то                    | /                 |             | From US 46               |        |       |      |               |          |        |          |    |        |        |        |       |        |
| North                            | + I I C 460, I I C 204 | City of Determine     | (Moint, 74)       | •           |                          |        |       |      |               |          |        |          |    | 0.145  | ^      |        | 11000 | ۸      |
| 95 I-95 North CD Rd a            | 11 03 400, 03 301      | City of Petersburg    | (Maint: 74)       | 0.26        | 10000                    | Α      |       |      |               |          |        |          |    | 0.145  | Α      |        | 11000 | Α      |
| North                            |                        | From                  | n:                | Ramp        | to US 301                | North  |       |      |               |          |        |          |    |        |        |        |       |        |
| 95) I-95 North CD Rd a           | t US 460; US 301       | City of Petersburg    | (Maint: 74)       | 0.22        | NA                       |        |       |      |               |          |        |          |    | NA     |        |        | NA    |        |
| North                            |                        | To<br>From            | n:                | Ramp        | to US 301                | South  |       |      |               |          |        |          |    |        |        |        |       |        |
| 95) I-95 North CD Rd a           | t US 460; US 301       | City of Petersburg    | (Maint: 74)       | 0.06        | 9700                     | G      |       |      |               |          |        |          |    | NA     |        |        | 9700  | G      |
|                                  |                        |                       | 2                 | Ran         | np From US               | 301    |       |      | <del>_</del>  |          |        |          |    |        |        |        |       |        |
| North<br>(95) I-95 North CD Rd a | t LIS 460: LIS 301     | City of Petersburg    | (Maint: 74)       | 0.14        | 14000                    | Α      |       |      |               |          |        |          |    | 0.121  | Α      |        | 15000 | Α      |
| 95) 1 33 NOILLI OD KU a          | a 00 400, 00 301       | To                    | (WIGHTE. 14)      | Ramp to Wyt |                          |        | reets |      |               |          |        |          |    | 0.121  | ^      |        | 15000 | А      |
|                                  |                        |                       | -                 |             |                          |        |       |      |               |          |        |          |    |        |        |        |       |        |

### 2012 Annual Average Daily Traffic Volume Estimates By Section of Route City of Petersburg

| Route                     |                | Jurisdictio                  | on                 | Length      | AADT                 | QA      | 4Tire       | Bus  |       | Tru    |         |         | QC | K      | QK | Dir    | AAWDT | QW |
|---------------------------|----------------|------------------------------|--------------------|-------------|----------------------|---------|-------------|------|-------|--------|---------|---------|----|--------|----|--------|-------|----|
| North                     |                | From:                        | R                  | amn to Wyt  | he & Washi           | ngton S | treets      |      | 2Axle | 3+Axle | 11 rail | 21 rail |    | Factor |    | Factor |       |    |
| 95) I-95 North CD Rd at U | JS 460; US 301 | City of Petersburg           |                    | 0.01        | NA                   | ngton b | acets       |      |       |        |         |         |    | NA     |    |        | NA    |    |
| <u></u>                   | · .            | To:                          |                    |             | I-95 North           |         |             |      |       |        |         |         |    |        |    |        |       |    |
| lorth                     |                | From:                        |                    | I-95 N      | orth Collect         | tor Rd  |             |      |       |        |         |         |    |        |    |        |       |    |
| 95) Ramp                  |                | City of Petersburg           | (Maint: 26)        | 0.47        | 3600                 | G       |             |      |       |        |         |         |    | NA     |    |        | 3600  | G  |
| <u> </u>                  |                | To:                          | I-85 Nor           | th Exit 68B | To Wythe             | St & Wa | ashington S | St   |       |        |         |         |    |        |    |        |       |    |
| lorth                     |                | From:                        |                    |             | I-95 North           |         |             |      |       |        |         |         |    |        |    |        |       |    |
| 95) Ramp                  |                | City of Petersburg           | (Maint: 26)        | 0.43        | 5400                 | G       |             |      |       |        |         |         |    | NA     |    |        | 5400  | G  |
| <u> </u>                  |                | 10:                          |                    |             | I-85 South           |         |             |      |       |        |         |         |    |        |    |        |       |    |
| lorth D                   |                | From:                        |                    |             | 30100- BA            | NK ST   | REET        |      |       |        |         |         |    | NIA    |    |        | NIA   |    |
| 95 Ramp                   |                | City of Petersburg           | <u> </u>           | 0.19        | NA<br>FROM RT        | os Non  | TII         |      |       |        |         |         |    | NA     |    |        | NA    |    |
| -                         |                | Eromy                        | <u> </u>           |             |                      |         | П           |      |       |        |         |         |    |        |    |        |       |    |
| outh<br>95)               |                | City of Petersburg           | (Maint: 74)        | 0.34        | CL Petersbu<br>14000 | rg<br>A | 89%         | 1%   | 1%    | 1%     | 9%      | 0%      | F  | 0.120  | Α  |        | 12000 | Δ  |
| 95)                       | Combined Tra   | ffic Estimates for 2 Paralle | •                  |             |                      | A       | 87%         | 1%   | 1%    | 1%     | 11%     | 0%      | F  | NA     | ^  |        | 24000 | Α  |
|                           | Combined 11a   | To:                          | er Roadways on thi | is itoute.  |                      |         | 07 70       | 1 /0 | 1 70  | 1 70   | 1170    | 076     | '  | INA    |    |        | 24000 |    |
| outh                      |                | From                         | 1                  |             | Rives Rd             |         |             |      |       |        |         |         |    |        |    |        |       |    |
| 95)                       |                | City of Petersburg           | ,                  | 1.22        | 16000                | Α       | 89%         | 1%   | 1%    | 1%     | 9%      | 0%      | F  | 0.109  | Α  |        | 15000 | A  |
|                           | Combined Tra   | ffic Estimates for 2 Paralle | el Roadways on thi | is Route:   | 32000                | Α       | 87%         | 1%   | 1%    | 1%     | 11%     | 0%      | F  | 0.102  | Α  | 0.658  | 29000 | Δ  |
| South                     |                | To:<br>From:                 |                    |             | Wagner Rd            |         |             |      |       |        |         |         |    |        |    |        |       |    |
| 95)                       |                | City of Petersburg           | (Maint: 74)        | 1.50        | 23000                | Α       | 89%         | 1%   | 1%    | 1%     | 9%      | 0%      | F  | 0.097  | Α  |        | 22000 | Α  |
| 30)                       | Combined Tra   | ffic Estimates for 2 Paralle | •                  |             |                      | Α       | 87%         | 1%   | 1%    | 1%     | 11%     | 0%      | F  | 0.094  | Α  | 0.569  | 43000 | Α  |
|                           |                | To:                          | U                  | S 460 Cour  | ty Rd; US 3          |         |             |      |       |        |         |         |    |        |    |        |       |    |
| South                     |                | From:                        |                    |             | County Rd;           |         |             | 40/  | 40/   | 40/    | 00/     | 00/     | _  | 0.400  | •  |        | 40000 |    |
| 95                        | 0 1: 17        | City of Petersburg           |                    | 0.91        | 19000                | A       | 89%         | 1%   | 1%    | 1%     | 9%      | 0%      | -  | 0.102  | A  | 0.505  | 18000 | Α  |
|                           | Combined Fra   | ffic Estimates for 2 Paralle |                    |             |                      | Α       | 87%         | 1%   | 1%    | 1%     | 11%     | 0%      | F  | 0.098  | Α  | 0.535  | 36000 | Α  |
| outh                      |                | From:                        | North              | of US 460   | County Rd;           | US 301  | Crater Rd   |      |       |        |         |         |    |        |    |        |       |    |
| 95)                       |                | City of Petersburg           | (Maint: 26)        | 0.41        | 29000                | Α       |             |      |       |        |         |         |    | 0.092  | Α  |        | 28000 | Α  |
| $\smile$                  | Combined Tra   | ffic Estimates for 2 Paralle | el Roadways on thi | is Route:   | 48000                | Α       |             |      |       |        |         |         |    | NA     |    |        | 46000 | Α  |
|                           |                | To:                          |                    |             | I-85                 |         |             |      |       |        |         |         |    |        |    |        |       |    |
| South 95)                 |                | City of Petersburg           | (Maint: 26)        | 0.66        | 42000                | Α       | 91%         | 1%   | 1%    | 1%     | 7%      | 0%      | F  | 0.094  | Α  |        | 41000 | А  |
| 90)                       | Combined Tra   | ffic Estimates for 2 Paralle | •                  |             |                      | A       | 91%         | 1%   | 1%    | 1%     | 7%      | 0%      | F  | 0.091  | Α  | 0.512  | 83000 | Α  |
|                           | Combined Tra   | To:                          |                    |             |                      |         |             | 170  | 170   | 170    | 1 70    | 070     | •  | 0.001  | ,, | 0.012  | 00000 | ,  |
| outh                      |                | From:                        |                    |             | S US 460 W           |         |             |      |       |        |         |         |    |        |    |        |       |    |
| 95)                       |                | City of Petersburg           | ` ,                | 0.48        | 50000                | Α       | 91%         | 1%   | 1%    | 1%     | 7%      | 0%      | F  | 0.093  | Α  |        | 49000 | Δ  |
| ~                         | Combined Tra   | ffic Estimates for 2 Paralle | el Roadways on thi |             |                      | Α       | 91%         | 1%   | 1%    | 1%     | 7%      | 0%      | F  | NA     |    |        | 98000 | Α  |
|                           |                | 10:                          | <u> </u>           | SCL         | Colonial He          | aghts   |             |      |       |        |         |         |    |        |    |        |       |    |
| South                     |                | From:                        | (Mainte 74)        | 0.40        | I-95 South           |         |             |      |       |        |         |         |    | NIA    |    |        | 2500  | _  |
| 95 Ramp                   |                | City of Petersburg           | (IVIaint: 74)      | 0.16        | 3500                 | G       |             |      |       |        |         |         |    | NA     |    |        | 3500  | G  |
|                           |                | 10:                          |                    | 123         | -9008 Rives          | Ka      |             |      |       |        |         |         |    |        |    |        |       |    |

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### 2012 Annual Average Daily Traffic Volume Estimates By Section of Route City of Petersburg

|   |                                | City                 |                    |              |         |     |           | Tru                                   | ıck  |             |    | K      |    | Dir                                   |       |    |
|---|--------------------------------|----------------------|--------------------|--------------|---------|-----|-----------|---------------------------------------|------|-------------|----|--------|----|---------------------------------------|-------|----|
| Route   | Jurisdiction                   | Length               | AADT C             | <b>QA</b> 4T | Tire    | BUS |           | 3+Axle                                |      |             | QC | Factor | QK | Factor                                | AAWDT | QW |
| South   | From:                          |                      | I-95 South         |              |         |     |           |                                       |      |             |    |        |    |                                       |       |    |
| 95) Ramp  | City of Petersburg (Maint: 74  | ) 0.25               |                    | G            |         |     |           |                                       |      |             |    | NA     |    |                                       | 2400  | G  |
| <u> </u>  | To:                            | 123-9                | 0010 Wagner Ro     | i            |         |     |           |                                       |      |             |    |        |    |                                       |       |    |
| South   | From:                          |                      | I-95 South         |              |         |     |           |                                       |      |             |    |        |    |                                       |       |    |
| (95) Ramp                                       | City of Petersburg (Maint: 74  |                      |                    | A            |         |     |           |                                       |      |             |    | 0.099  | Α  |                                       | 5600  | Α  |
| <u> </u>  | To:                            | 123-9                | 0010 Wagner Ro     | i            |         |     |           |                                       |      |             |    |        |    |                                       |       |    |
| South   | From:                          |                      | TO GRAHAM          |              |         |     |           |                                       |      |             |    |        |    |                                       |       |    |
| 95 Ramp   | City of Petersburg (Maint: 74  |                      |                    |              |         | 0%  | 0%        | 0%                                    | 0%   | 0%          | С  | 0.088  | F  |                                       | 6300  | F  |
| <u> </u>  | To:                            | 123-9012 FRO         | M RTOUTE 9         | 5 SOUTE      | H       |     |           |                                       |      |             |    |        |    |                                       |       |    |
| South   | From:                          |                      | I-95 South         |              |         |     |           |                                       |      |             |    |        |    |                                       |       |    |
| 95) (460) Ramp                                  | City of Petersburg (Maint: 74  | 0.06                 | 9300               | A            |         |     |           |                                       |      |             |    | 0.099  | Α  |                                       | 10000 | Α  |
| Couldb  | To:<br>From:                   | Ram                  | p to Graham Rd     | l            |         |     | $\Box$    |                                       |      |             |    |        |    |                                       |       |    |
| South $(95)$ $(460)$ Ramp from I-85 N to I-95 S | City of Petersburg (Maint: 74  | ) 0.07               | 11000              | <b>F</b> 91  | 1%      | 0%  | 1%        | 1%                                    | 7%   | 0%          | С  | 0.112  | F  |                                       | 11000 | F  |
| 95) 460 Ramp from I-85 N to I-95 S              | only of Folorosung (Walth: 74  |                      |                    |              | 1 70    | 070 | -170      | 170                                   | 1 70 | 070         | Ü  | 0.112  | •  |                                       | 11000 | •  |
| South Bus                                       | To-<br>From:                   | Ram                  | p from US 301      |              |         |     |           |                                       |      |             |    |        |    |                                       |       |    |
| (95) (460) (460) Ramp from I-85 N to I-95 S     | City of Petersburg (Maint: 74  | 0.18                 | NA                 |              |         |     |           |                                       |      |             |    | NA     |    |                                       | NA    |    |
|   | To:                            | Ram                  | p from US 301      |              |         |     |           |                                       |      |             |    |        |    |                                       |       |    |
| South Bus                                       | From:                          |                      |                    |              |         |     |           |                                       |      |             |    | 0.404  |    |                                       | 40000 |    |
| 95 460 460 Ramp from I-85 N to I-95 S           | City of Petersburg (Maint: 74  | ) 0.27               | 11000              | A            |         |     |           |                                       |      |             |    | 0.121  | Α  |                                       | 12000 | Α  |
| South   | To:<br>From:                   | U                    | S 460 Ramp         |              |         |     | ┛         |                                       |      |             |    |        |    |                                       |       |    |
| (95) Ramp                                       | City of Petersburg (Maint: 74  | ) 0.22               | 3500               | G            |         |     |           |                                       |      |             |    | NA     |    |                                       | 3500  | G  |
|   | To:                            |                      | I-95 South         |              |         |     |           |                                       |      |             |    |        |    |                                       |       |    |
| South   | From:                          | I-95-S TO WAS        | HINTON & W         | YTHE S       | STS     |     | i         |                                       |      |             |    |        |    |                                       |       |    |
| (95) Ramp                                       | City of Petersburg (Maint: 74  |                      | NA                 |              |         |     |           |                                       |      |             |    | NA     |    |                                       | NA    |    |
| $\smile$  | To:                            | I-95-S052B TO        | WASHINGTO          | N STREI      | ET      |     |           |                                       |      |             |    |        |    |                                       |       |    |
| South   | City of Determinate (Mainte 74 |                      |                    |              |         |     |           |                                       |      |             |    | NIA    |    |                                       | NIA   |    |
| 95) Ramp  | City of Petersburg (Maint: 74  |                      | NA<br>FROM RT 95 S | OUTH         |         |     | _         |                                       |      |             |    | NA     |    |                                       | NA    |    |
|   | - 1                            |                      |                    |              |         |     |           |                                       |      |             |    |        |    |                                       |       |    |
| Courthouse Dd                                   | City of Deterohung             |                      | 460 County Rd      |              | F0/     | 20/ | 10/       | 40/                                   | 40/  | 00/         | _  | 0.006  | _  | 0.507                                 | 7500  | 0  |
| Courthouse Rd                                   | City of Petersburg             | 0.10                 | 7100 CL Petersburg | <b>G</b> 95  | 5%      | 2%  | 1%        | 1%                                    | 1%   | 0%          | F  | 0.096  | F  | 0.507                                 | 7500  | G  |
|   |                                |                      |                    |              |         |     | _         |                                       |      |             |    |        |    |                                       |       |    |
| Ulialiam d IIII Dd                              | City of Determinant            |                      | 460 County Rd      | • 00         | 00/     | 00/ | -00/      | 40/                                   | 00/  | 00/         | 0  | 0.400  | F  | 0.000                                 | 0500  | _  |
| 109 Hickory Hill Rd                             | City of Petersburg             | 0.88                 | 8000               | <b>G</b> 98  | 8%      | 0%  | 0%        | 1%                                    | 0%   | 0%          | С  | 0.128  | г  | 0.869                                 | 8500  | G  |
|   | To-<br>From:                   |                      | L Petersburg       |              |         |     | ╝         |                                       |      |             |    |        |    |                                       |       |    |
| 109 Hickory Hill Rd                             | City of Petersburg             | 0.03                 |                    |              |         | 0%  | 0%        | 1%                                    | 0%   | 0%          | Ν  | 0.128  | Ν  | 0.869                                 | 8500  | Ν  |
| <u> </u>  | To:                            | Dead End; Fort Lee M | Ailitary Reserva   | tion, Mal    | hone Av |     |           |                                       |      |             |    |        |    |                                       |       |    |
|   | From:                          |                      | CL Petersburg      |              |         |     |           | · · · · · · · · · · · · · · · · · · · |      | · · · · · · |    | ·      |    | · · · · · · · · · · · · · · · · · · · |       |    |
| 142 Boydton Plank Rd                            | City of Petersburg             | 0.16                 | 3200               | <b>G</b> 97  | 7%      | 0%  | 0%        | 1%                                    | 1%   | 0%          | F  | 0.107  | F  | 0.688                                 | 3400  | G  |
| <u> </u>  | To-<br>From:                   |                      | Dupuy Rd           |              |         |     | $\supset$ |                                       |      |             |    |        |    |                                       |       |    |
| 142 Boydton Plank Rd                            | City of Petersburg             | 1.24                 |                    | <b>G</b> 97  | 7%      | 0%  | 0%        | 1%                                    | 1%   | 0%          | С  | 0.103  | F  | 0.669                                 | 3400  | G  |
|   | To                             | Rt 6                 | 504 Halifax Rd     |              |         |     |           |                                       |      |             |    |        |    |                                       |       |    |

### 2012 Annual Average Daily Traffic Volume Estimates By Section of Route City of Petersburg

|                           |  |                     |               |          | _    |       | Tru    | ıck    |        |    | K      |    | Dir    |       |    |
|---------------------------|--|---------------------|---------------|----------|------|-------|--------|--------|--------|----|--------|----|--------|-------|----|
| Route                     | Jurisdiction                                       | Length AA           | ADT QA        | 4Tire    | Bus  | 2Axle | 3+Axle | 1Trail | 2Trail | QC | Factor | QK | Factor | AAWDT | QV |
|                           | From:  |                     | Halifax Rd    |          |      |       |        |        |        |    |        |    |        |       |    |
| 142 Halifax Rd            | City of Petersburg                                 |                     | 400 G         | 97%      | 0%   | 0%    | 1%     | 1%     | 0%     | F  | 0.096  | F  | 0.516  | 5800  | G  |
| <u> </u>                  | To:  |                     | X RR          |          |      |       |        |        |        |    |        |    |        |       |    |
| ~~~                       | From:  |                     | Petersburg    |          |      |       |        |        |        | _  |        | _  |        |       | _  |
| 301 Crater Rd             | City of Petersburg                                 | 0.21 83             | 300 G         | 99%      | 0%   | 0%    | 0%     | 0%     | 0%     | F  | 0.098  | F  | 0.651  | 8800  | G  |
| ~~                        | To:<br>From:                                       |                     | ves Rd        |          |      |       |        |        |        |    |        |    |        |       |    |
| 301 Crater Rd             | City of Petersburg                                 | 0.90 <b>95</b>      | 500 G         | 99%      | 0%   | 0%    | 0%     | 0%     | 0%     | С  | 0.097  | F  | 0.612  | 10000 | G  |
| ~                         | To:<br>From:                                       |                     | gner Rd       |          |      |       |        |        |        |    |        |    |        |       |    |
| 301 Crater Rd             | City of Petersburg                                 | 0.43 22             | 2000 G        | 99%      | 0%   | 0%    | 0%     | 0%     | 0%     | F  | 0.09   | F  | 0.508  | 23000 | G  |
| ~~                        | Ta:<br>From:                                       | Flar                | ınk Rd        |          |      |       |        |        |        |    |        |    |        |       |    |
| 301 Crater Rd             | City of Petersburg                                 | 0.87 <b>21</b>      | 1000 G        | 99%      | 0%   | 0%    | 0%     | 0%     | 0%     | F  | 0.087  | F  | 0.503  | 23000 | G  |
| <del>~</del>              | To:<br>From:                                       | ALT US 30           | 1 Sycamore St |          |      |       |        |        |        |    |        |    |        |       |    |
| 301 Crater Rd             | City of Petersburg                                 | 0.26 <b>15</b>      | 5000 G        | 99%      | 0%   | 0%    | 0%     | 0%     | 0%     | С  | 0.087  | F  | 0.528  | 16000 | G  |
| <del></del>               | To   | Sout                | th Blvd       |          |      |       |        |        |        |    |        |    |        |       |    |
| 301 Crater Rd             | City of Petersburg                                 | 0.73 <b>20</b>      | 0000 G        | 99%      | 0%   | 0%    | 0%     | 0%     | 0%     | F  | 0.087  | F  | 0.518  | 22000 | G  |
| <u> </u>                  | Tax  | I-95. Bu            | us US 460     |          |      |       |        |        |        |    |        |    |        |       |    |
| Bus<br>301 (460 Crater Rd | City of Petersburg (Maint: 26)                     | •                   | 0000 N        | 98%      | 1%   | 1%    | 0%     | 0%     | 0%     | N  | 0.087  | N  | 0.507  | 11000 | ١  |
| 301 460 Crater Rd         | To:  | I-95; Bus US 460    |               |          | 1 /0 | 1/0   | 0 /6   | 0 /0   | 0 /6   | IN | 0.007  | IN | 0.507  | 11000 | 11 |
| Bus                       | From:  | Maintenance Jun     |               |          |      |       |        |        |        |    |        |    |        |       |    |
| 301 (460 Crater Rd        | City of Petersburg                                 | 0.98 <b>10</b>      | 0000 G        | 98%      | 1%   | 1%    | 0%     | 0%     | 0%     | С  | 0.087  | F  | 0.507  | 11000 | C  |
| ~ <i>\</i>                | Combined Traffic Estimates for Parallel Roadways   | on this Route: N    | NA            |          |      |       |        |        |        |    | 0.087  | F  | 0.507  | NA    |    |
| D                         | To:<br>From:                                       | SR 36, Bus U.       | JS 460 Wythe  | St       |      | _     |        |        |        |    |        |    |        |       |    |
| 301 (460 ) Crater Rd      | City of Petersburg                                 | 0.10 <b>71</b>      | 100 G         | 98%      | 1%   | 1%    | 0%     | 0%     | 0%     | F  | 0.09   | F  | 0.559  | 7600  | G  |
| 301) (400) 514161 114     | Combined Traffic Estimates for Parallel Roadways   |                     | NA            | 00,0     | .,,  | .,0   | 0,70   | 0,0    | 0,0    | •  | 0.09   | F  | 0.559  | NA    |    |
|                           | Tol.   | SR 36 Par, Bus US 4 |               | noton St |      |       |        |        |        |    | 0.00   | •  | 0.000  |       |    |
| 301 (36) Crater Rd        | City of Petersburg                                 |                     | 700 G         | 98%      | 1%   | 1%    | 0%     | 0%     | 0%     | F  | 0.094  | F  | 0.555  | 3900  | G  |
| 301) (30) Grader Ha       | Combined Traffic Estimates for Parallel Roadways   |                     | NA            | 00,0     | .,,  | .,0   | 0,70   | 0,0    | 0,0    | •  | 0.094  | F  | 0.555  | NA    |    |
|                           | To:  |                     | Par, Bank St  |          |      |       |        |        |        |    | 0.00   | •  | 0.000  |       |    |
| 301 36 Crater Rd          | City of Petersburg                                 |                     | 700 G         | 98%      | 0%   | 1%    | 0%     | 0%     | 0%     | F  | 0.117  | F  | 0.843  | 2800  | G  |
| 301) (36) 0.000 1.00      | Combined Traffic Estimates for 2 Parallel Roadways |                     | 600 G         | 97%      | 0%   | 1%    | 1%     | 1%     | 0%     | F  | NA     | •  | 0.0.0  | 7100  | Ċ  |
|                           | To:  |                     | gbrook St     |          |      |       |        |        |        |    |        |    |        |       |    |
| ~~~                       | From:  |                     | nter Rd       |          |      |       |        |        |        |    |        | _  |        |       |    |
| 301 (36) Bollingbrook St  | City of Petersburg                                 |                     | 700 G         | 98%      | 0%   | 1%    | 0%     | 0%     | 0%     | С  | 0.107  | F  | 0.811  | 3900  | (  |
| <b>~</b>                  | Combined Traffic Estimates for 2 Parallel Roadways | on this Route: 63   | 300 G         | 97%      | 0%   | 1%    | 1%     | 0%     | 0%     | С  | NA     |    |        | 6700  | C  |
| ~~~                       | To:<br>From:                                       |                     | th St         |          |      |       |        |        |        |    |        |    |        |       |    |
| 301 (36) Bollingbrook St  | City of Petersburg                                 |                     | 200 G         | 98%      | 0%   | 1%    | 0%     | 0%     | 0%     | F  | 0.108  | F  | 0.826  | 4400  | G  |
| ~ •                       | Combined Traffic Estimates for 2 Parallel Roadways |                     | 600 G         | 97%      | 0%   | 1%    | 0%     | 0%     | 0%     | F  | NA     |    |        | 7000  | G  |
|                           | To:  | 3r                  | rd St         |          |      |       |        |        |        |    |        |    |        |       |    |

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| _  |   |                                       |              |        |          | _   |           | Tru    | ck     |        |    | K      |        | Dir    |       |    |
|--|---|---------------------------------------|--------------|--------|----------|-----|-----------|--------|--------|--------|----|--------|--------|--------|-------|----|
| Route  | Jurisdictio                               | n Length                              | AADT         | QA     | 4Tire    | Bus | 2Axle     | 3+Axle | 1Trail | 2Trail | QC | Factor | QK     | Factor | AAWDT | QV |
| ALT Dellington   | From:                                     | · · · · · · · · · · · · · · · · · · · |              |        | 000/     | 00/ | 40/       | 00/    | 00/    | 00/    | _  | 0.404  | _      | 0.00   | 4000  | _  |
| 301 (1) (301) (36) Bollingbro  | -   | · ·                                   |              | G      | 98%      | 0%  | 1%        | 0%     | 0%     | 0%     | F  |        | F<br>_ |        |       | G  |
|  | Combined Traffic Estimates for Paralle    |                                       |              | C.     |          |     | _         |        |        |        |    | 0.104  | F      | 0.82   | NA    |    |
|  | From                                      | US                                    |              | St     |          |     |           |        |        |        |    |        |        |        |       |    |
| 204) (4) 2nd St  | City of Peters                            | burg 0.35                             |              | G      | 99%      | 0%  | 0%        | 0%     | 0%     | 0%     | F  | 0.091  | F      | 0.597  | 13000 | G  |
| 301) (1) 2.10 81   | To:                                       |                                       |              |        | 0070     | 070 |           | 070    | 070    | 070    | •  | 0.001  | •      | 0.007  | 10000 |    |
|  | licom:                                    | 562                                   |              |        |          |     |           |        |        |        |    |        |        |        |       |    |
| Pamp   | City of Potorshura                        | (Maint: 74) 0.10                      |              | G      |          |     |           |        |        |        |    | 0.077  | _      |        | 6000  |    |
| 301 Kamp   | City of Petersburg (                      |                                       |              |        |          |     |           |        |        |        |    | 0.077  | Г      |        | 6900  |    |
|  | From:                                     |                                       |              |        | 00 PT 05 |     | _         |        |        |        |    |        |        |        |       |    |
| ~~   | City of Petershura                        |                                       |              |        | KO RT 95 |     |           |        |        |        |    | O 081  | F      |        | 1800  | (  |
| Route   Jurisdiction   Length AADT   QA   4Thr   Bus   2Aula   34Abb   1Trail   2Trail   QC   Factor   AVVD   AVVD   QC   Factor   AVVD   QC   Factor   AVVD   QC   Factor   AVVD   QC   Factor   QC   |   | 1000                                  | •            |        |          |     |           |        |        |        |    |        |        |        |       |    |
|  | -   |                                       |              |        | OKIII    |     |           |        |        |        |    |        |        |        |       |    |
| Route Jurisdiction Longth AADT QA 4 Titre Bus 2Apide 3AAX6 17788 2Trail QC Feator QK Feator AAVW DA 301 (301 3g) Bollingbrook St City of Petersburg O.08 4300 Q 98% 0% 1% 0% 0% 0% 0% 0% 0% F 0.104 F 0.82 4800 Q 1.014 P 0.82 Apide 3AAX6 (1778) AAVW DA 301 St D 1-95 St |   | 000                                   | _            |        |          |     |           |        |        |        |    |        |        |        |       |    |
| 301 460 Ramp US 301 S to 1-99  | b S at Exit ??? City of Petersburg (      |                                       |              |        | 97%      | 1%  | 1%        | 1%     | 1%     | 0%     | F  | 0.114  | F      |        | 690   | (  |
| Rough   AMOT   Cangin   AMOT   Cangin   |   |                                       |              |        |          |     |           |        |        |        |    |        |        |        |       |    |
| Route Jurisdiction Length AADT GA 4Tire Bus 2Ade 3A-Able 1Trail 2Trail C Factor GK Fac |   |                                       |              |        |          |     |           |        |        |        |    |        |        |        |       |    |
| 301 (36) Bank St   | •   | o .                                   |              | G      | 97%      | 0%  | 1%        | 1%     | 1%     | 0%     |    | 0.100  | F      | 0.631  | 2800  | (  |
| $\rightleftharpoons$   | Combined Traffic Estimates for 2 Parallel | el Roadways on this Route:            | 6300         | G      | 97%      | 0%  | 1%        | 1%     | 0%     | 0%     | С  | NA     |        |        | 6700  | (  |
|  | To:                                       |                                       | 5th St       |        |          |     | <u> </u>  |        |        |        |    |        |        |        |       |    |
| 301 (36) Bank St   | City of Peters                            | burg 0.15                             | 2400         | G      | 97%      | 0%  | 1%        | 1%     | 1%     | 0%     | F  | 0.096  | F      |        | 2600  | C  |
| \$1.)  | Combined Traffic Estimates for 2 Parallel | el Roadways on this Route:            | 6600         | G      | 97%      | 0%  | 1%        | 0%     | 0%     | 0%     | F  | NA     |        |        | 7000  | (  |
|  | Tai                                       | ,                                     |              |        |          |     |           |        |        |        |    |        |        |        |       |    |
| ~~ ~~ ~  | From:                                     |                                       |              |        |          |     |           |        |        |        |    |        |        |        |       |    |
| 301 \  | ,   | 0                                     |              | G      | 97%      | 0%  | 1%        | 1%     | 1%     | 0%     | F  | 0.093  | F      |        | 2500  | G  |
|  | Combined Traffic Estimates for 2 Parallel | el Roadways on this Route:            | 6700         | G      | 97%      | 0%  | <u>1%</u> | 0%     | 0%     | 0%     | F  | NA     |        |        | 7100  | C  |
|  | To:                                       | ALT U                                 | JS 301 Par,  | 2nd St |          |     |           |        |        |        |    |        |        |        |       |    |
| ALT  | From                                      | US                                    | 301 Crater   | Rd     |          |     |           |        |        |        |    |        |        |        |       |    |
| 301 Sycamore St  | City of Peters                            | burg 0.30                             | 7500         | G      | 99%      | 0%  | 0%        | 0%     | 0%     | 0%     | F  | 0.095  | F      | 0.576  | 7900  | (  |
| ~ <i>_</i>   | To:                                       |                                       | South Blvd   |        |          |     |           |        |        |        |    |        |        |        |       |    |
| ALT _  | From:                                     |                                       |              |        |          |     |           |        |        |        | _  |        | _      |        |       |    |
| 301 Sycamore St  | City of Peters                            | burg 0.95                             | 6000         | G      | 99%      | 0%  | 0%        | 0%     | 0%     | 0%     | С  | 0.094  | F      | 0.597  | 6300  | (  |
| N.T.   | To.<br>From:                              |                                       | North Blvd   |        |          |     |           |        |        |        |    |        |        |        |       |    |
| ~~   | City of Potoro                            | burg 0.42                             | 0000         | 6      | 000/     | 00/ | 00/       | 00/    | 00/    | 00/    | _  | 0.000  | _      | 0.642  | 0500  | (  |
| 301 Sycamore St  | City of Felers                            | 55urg 0.42                            | 9000         | G      | 99%      | 0%  | 0%        | 0%     | U70    | 0%     | Г  | 0.090  | Г      | 0.042  | 9300  |    |
| Combined Traffic Estimates for 2 Parallel Roadways on this Roade Roads   |   |                                       |              |        |          |     |           |        |        |        |    |        |        |        |       |    |
| Contained Traffic Estimates for Parallel Roadways on this Route:   Section   |   | 10000                                 | G            |        |          |     |           |        |        |        |    |        |        |        |       |    |
| 301)   | To:                                       |                                       |              |        |          |     |           |        |        |        |    |        |        |        |       | _  |
| ALT Bus  | From:                                     |                                       | _            |        |          |     |           |        |        |        |    |        |        |        |       |    |
| 301 1 460 36 Wythe St  | City of Peters                            | burg 0.20                             | 12000        | G      | 97%      | 1%  | 1%        | 1%     | 1%     | 0%     | F  | 0.088  | F      |        | 13000 | G  |
|  | Combined Traffic Estimates for Paralle    | el Roadways on this Route:            | NA           |        |          |     |           |        |        |        |    | NA     |        |        | NA    |    |
|  | i   |                                       | S 460 Jeffer |        |          |     |           |        |        |        |    |        |        |        |       |    |

|  |   |                            | of Petersi          |           |       |     |                 | Tru    | ıck  |          |        | K           |        | Dir    |       |    |
|--|---|----------------------------|---------------------|-----------|-------|-----|-----------------|--------|------|----------|--------|-------------|--------|--------|-------|----|
| Route  | Jurisdiction                                | Length                     | AADT                | QA        | 4Tire | Bus |                 | 3+Axle |      |          | QC     | Factor      | QK     | Factor | AAWDT | QW |
| ALT  | From:                                       | Bus U                      | JS 460 Wytł         | ne St     |       |     |                 |        |      |          |        |             |        |        |       |    |
| 301 1 Jefferson St   | City of Petersbur                           | irg 0.09                   | 3000                | G         | 97%   | 1%  | 1%              | 1%     | 1%   | 0%       | F      | 0.129       | F      | 0.624  | 3200  | G  |
| $\bigcirc$   | Combined Traffic Estimates for Parallel R   | Roadways on this Route:    | NA                  |           |       |     |                 |        |      |          |        | 0.129       | F      | 0.624  | NA    |    |
| ALT  | To:<br>From:                                | Bus US 46                  | 60 Par, Wash        | nington S | St    |     | $\Box$ $\vdash$ |        |      |          |        |             |        |        |       |    |
| 301 1 Jefferson St   | City of Petersbu                            | ırg 0.26                   | 960                 | G         | 97%   | 1%  | 1%              | 1%     | 1%   | 0%       | F      | 0.119       | F      | 0.701  | 1000  | G  |
| (301) (1) semereen er  | Combined Traffic Estimates for Parallel R   | •                          | NA                  | •         | 0170  | 170 | 170             | 170    | 170  | 070      | •      | 0.119       | F      | 0.701  | NA    | Ū  |
|  | To-   | toddwdyd dif tillo ffodio. | Henry St            |           |       |     |                 |        |      |          |        | 0.110       |        | 0.701  | 1471  |    |
| ALT  | From:                                       |                            |                     |           |       |     |                 |        |      |          |        |             |        |        |       |    |
| (301) (1) 3rd St   | City of Petersbu                            | O .                        | 330                 | G         | 97%   | 1%  | 1%              | 1%     | 1%   | 0%       | F      | 0.104       | F      | 0.632  | 350   | G  |
|  | Combined Traffic Estimates for Parallel R   | Roadways on this Route:    | NA                  |           |       |     |                 |        |      |          |        | 0.104       | F      | 0.632  | NA    |    |
| ALT  | To:<br>From:                                | US 3                       | 01 Par, Ban         | k St      |       |     |                 |        |      |          |        |             |        |        |       |    |
| 301 1 3rd St   | City of Petersbu                            | ırg 0.05                   | 410                 | G         | 97%   | 1%  | 1%              | 1%     | 1%   | 0%       | F      | 0.107       | F      | 0.569  | 430   | G  |
|  | Combined Traffic Estimates for Parallel R   | Roadways on this Route:    | NA                  |           |       |     |                 |        |      |          |        | 0.107       | F      | 0.569  | NA    |    |
|  | To:   | US 30                      | 1 Bollingbro        |           |       |     |                 |        |      |          |        |             |        |        |       |    |
| ALT CONTRACTOR OF THE PROPERTY | From:                                       |                            | LT US 301           |           |       |     |                 |        |      |          | _      |             | _      |        |       | _  |
| (301)(301)(1)(36) Bollingbro   |   | •                          | 4300                | G         | 98%   | 0%  | 1%              | 0%     | 0%   | 0%       | F      | 0.104       | F<br>- | 0.82   | 4600  | G  |
| ~ ~ ~ 0  | Combined Traffic Estimates for Parallel R   | Roadways on this Route:    | <b>NA</b><br>US 301 |           |       |     |                 |        |      |          |        | 0.104       | F      | 0.82   | NA    |    |
|  |   |                            |                     |           |       |     |                 |        |      |          |        |             |        |        |       |    |
| ALT (301) Sycamore St  | City of Petersbu                            |                            | S 1 Wythe S<br>6800 | G         | 98%   | 0%  | 1%              | 0%     | 0%   | 0%       | _      | 0.158       | _      | 0.617  | 7200  | G  |
| 301 Sycamore St  | Combined Traffic Estimates for Parallel R   | •                          | NA                  | G         | 90 /0 | 076 | 1 /0            | 0 /6   | 0 /6 | 076      |        | 0.136<br>NA | -      | 0.017  | NA    | G  |
|  | Combined Trainic Estimates for Faraller K   |                            | 460 Washin          | oton St   |       |     |                 |        |      |          |        | INA         |        |        | INA   |    |
| ALT Bus Bus  | From:                                       |                            | is US 460 Pa        |           |       |     |                 |        |      |          |        |             |        |        |       |    |
| (301)(460)(460) (36) Washing   | ton St City of Petersbui                    | irg 0.09                   | 14000               | G         | 97%   | 1%  | 1%              | 1%     | 1%   | 0%       | F      | 0.083       | F      |        | 15000 | G  |
|  | Combined Traffic Estimates for 2 Parallel R | Roadways on this Route:    | 26000               | G         | 97%   | 1%  | 1%              | 1%     | 1%   | 0%       | F      | NA          |        |        | 28000 | G  |
| ALT  | To:   | Bus US                     | 460 Washin          | gton St   |       |     | $\neg$ $\vdash$ |        |      |          |        |             |        |        |       |    |
| ALT<br>(301) Adams St  | City of Petersbu                            | ıra 0.06                   | 9500                | G         | 98%   | 0%  | 1%              | 0%     | 0%   | 0%       | F      | 0.087       | F      | 0.59   | 10000 | G  |
| 391), (dame of   | Combined Traffic Estimates for Parallel R   | •                          | NA                  | Ū         | 3070  | 070 | 170             | 070    | 070  | 070      | •      | NA          | •      | 0.00   | NA    | Ŭ  |
|  | To:   |                            |                     |           |       |     |                 |        |      |          |        | INA         |        |        | INA   |    |
| ALT  | From:                                       |                            | Franklin St         |           |       |     |                 |        |      |          |        |             |        |        |       |    |
| (301) Adams St   | City of Petersbu                            | ırg 0.16                   | 8400                | G         | 98%   | 0%  | 1%              | 0%     | 0%   | 0%       | С      | 0.088       | F      | 0.583  | 8900  | G  |
|  | Combined Traffic Estimates for Parallel R   | Roadways on this Route:    | NA                  |           |       |     |                 |        |      |          |        | NA          |        |        | NA    |    |
|  | To:   |                            | Henry St            |           |       |     |                 |        |      |          |        |             |        |        |       |    |
| ~~~ <u>~</u>   | From:                                       |                            | CL Petersbur        | rg        |       |     |                 |        |      |          |        |             |        |        |       |    |
| (460) (85)   | City of Petersburg (Ma                      |                            |                     |           |       |     |                 |        |      |          |        | s for this  | •      | nent.  |       |    |
| ~ 0  | Combined Traffic Estimates for 2 Parallel R | Roadways on this Route:    | 47000               | Α         | 88%   | 1%  | 1%              | 1%     | 10%  | 1%       | С      | 0.003       | Α      |        | 46000 | Α  |
| ~~~  | To-<br>From:                                | -                          | rrel Level R        | oad       |       |     |                 |        |      |          |        |             |        |        |       |    |
| (460) (85)   | City of Petersburg (Ma                      | ,                          |                     |           |       |     |                 |        |      | olume es | timate | s for this  | •      |        |       |    |
| $\sim$ $\sim$  | Combined Traffic Estimates for 2 Parallel R | Roadways on this Route:    |                     | Α         | 88%   | 1%  | 1%              | 1%     | 10%  | 1%       | F      | 0.093       | Α      | 0.532  | 51000 | Α  |
|  | То:   |                            | I-85 S              |           |       |     |                 |        |      |          |        |             |        |        |       |    |

### 2012 Annual Average Daily Traffic Volume Estimates By Section of Route City of Petersburg

| Route                          | Jurisdiction   | n Length                | AADT                     | QA       | 4Tire  | Bus      |                 | Tru<br>3+Axle |            |            | QC      | K<br>Factor | QK   | Dir<br>Factor | AAWDT      | QW     |
|--------------------------------|--|-------------------------|--------------------------|----------|--------|----------|-----------------|---------------|------------|------------|---------|-------------|------|---------------|------------|--------|
| ~~~                            | From:  |                         | I-85 S                   |          |        |          |                 |               |            |            |         |             |      |               |            |        |
| 460 (85) Ramp                  | City of Petersburg (                                   | (Maint: 26) 0.10        |                          |          |        | See I-85 | for dire        | ctional t     | traffic v  | olume es   | timate  | es for this | segn | nent.         |            |        |
| $\sim$ $\sim$                  | To:  |                         | I-95 SB                  |          |        |          |                 |               |            |            |         |             |      |               |            |        |
| ~~~                            | From:  | (1.1.2)                 | I-85                     |          |        |          | <u>,</u>        |               |            |            |         |             |      | _             |            |        |
| 460 95 Ramp                    | City of Petersburg (                                   | (Maint: 74) 0.06        |                          |          |        | See I-95 | for dire        | ctional 1     | traffic vo | olume es   | stimate | es for this | segn | nent.         |            |        |
| ~ ~                            | To:<br>From:   |                         | Graham Rd                |          |        |          | $\Box$          |               |            |            |         |             |      |               |            |        |
| 460 (95) Ramp from I-85 N to I | -95 S City of Petersburg (                             | (Maint: 74) 0.07        |                          |          |        | See I-95 | for dire        | ctional t     | traffic v  | olume es   | timate  | es for this | segn | nent.         |            |        |
| ~ 0                            | To:  |                         | B Collector              |          |        |          |                 |               |            |            |         |             |      |               |            |        |
| Bus                            | From:  |                         | from US 30               | 1South   |        |          | <u>,</u>        |               |            |            |         |             |      | _             |            |        |
| (60) (95) (460) Ramp from I-85 | 5 N to I-95 S City of Petersburg (                     | ,                       |                          |          |        | See I-95 | for dire        | ctional t     | traffic vo | olume es   | stimate | es for this | segn | nent.         |            |        |
| Bus                            | From:  |                         | from US 30<br>np from US |          |        |          |                 |               |            |            |         |             |      |               |            |        |
| $\sim$                         | L<br>5 N to I-95 S City of Petersburg (                |                         | ір пош оз                | 301      |        | See I-95 | for dire        | ctional t     | traffic v  | olume es   | timate  | es for this | sean | nent          |            |        |
| 160 (95) 460 (Ramp from I-85   | To:  | Want. 14) 0.21          | US 460                   |          |        | 000100   |                 | otionari      | irairio v  | orarrio oc | minace  | 20 101 1110 | ocgi | ion.          |            |        |
|                                | From:  |                         | I-95                     |          |        |          |                 |               |            |            |         |             |      |               |            |        |
| 460 County Dr                  | City of Petersh  | burg 0.60               | 18000                    | G        | 90%    | 0%       | 1%              | 1%            | 8%         | 0%         | F       | 0.105       | Ν    | 0.531         | 19000      | G      |
|                                | To   | CD 16                   | 9 Hickory F              | EII D.A  |        |          |                 |               |            |            |         |             |      |               |            |        |
| County Dr                      | From:<br>City of Petersl                               |                         | 9000                     | A        | 90%    | 0%       | 1%              | 1%            | 8%         | 0%         | С       | 0.105       | Α    | 0.531         | 9400       | Α      |
| 60 Codiny Di                   | Only of 1 cicroi                                       |                         |                          |          | 3070   | 070      | 1 /0            | 1 70          | 070        | 070        | O       | 0.100       |      | 0.001         | 3400       |        |
| ~~_                            | To:<br>From:   |                         | 6 Courthou               |          |        |          | ┵               |               |            |            |         |             |      |               |            |        |
| County Dr                      | City of Petersl  |                         | 13000                    | G        | 90%    | 0%       | 1%              | 1%            | 8%         | 0%         | F       | 0.083       | F    | 0.545         | 13000      | G      |
| <del>~</del>                   | To:  | E0                      | CL Petersbu              | ırg      |        |          |                 |               |            |            |         |             |      |               |            |        |
| Bus                            | From:  |                         | CL Petersbu              |          |        |          |                 |               |            |            |         |             |      |               |            |        |
| 160 \ \ 1 \ Washington St      | City of Petersh  | burg 0.40               | 13000                    | G        | 98%    | 0%       | 1%              | 1%            | 1%         | 0%         | F       | 0.095       | F    | 0.52          | 13000      | G      |
| ~ ~                            | To   |                         | Summit St                |          |        |          | $\neg$ —        |               |            |            |         |             |      |               |            |        |
| Bus Washington St              | City of Petersl  | h.ura 0.10              |                          |          | 000/   | 0%       | 10/             | 10/           | 40/        | 00/        | _       | 0.006       | _    | 0 <i>EEE</i>  | 12000      |        |
| 460 1 Washington St            | City of Petersi  | burg 0.18               | 13000                    | G        | 98%    | 0%       | 1%              | 1%            | 1%         | 0%         | Г       | 0.096       | Г    | 0.555         | 13000      | G      |
| Bus                            | To:<br>From:   |                         | Elm St                   |          |        |          |                 |               |            |            |         |             |      |               |            |        |
| 460 1 Washington St            | City of Petersl  | burg 0.57               | 14000                    | G        | 97%    | 1%       | 1%              | 1%            | 1%         | 0%         | F       | 0.093       | F    | 0.548         | 15000      | G      |
| 100                            | To:  |                         | 1 Par; Wyth              |          |        | .,,      | Ť               |               |            |            |         |             |      |               |            |        |
| Bus                            | From:  | US 1 Par, Was           | hington St;              | Batterse | a Lane |          |                 |               |            |            |         |             |      |               |            |        |
| 160 1 Wythe St                 | City of Peters   | burg 1.08               | 7000                     | G        | 97%    | 1%       | 1%              | 1%            | 1%         | 0%         | С       | 0.091       | F    |               | 7400       | G      |
| $\rightarrow$                  | Combined Traffic Estimates for 2 Paralle               | Roadways on this Route: | 15000                    | G        | 97%    | 1%       | 1%              | 1%            | 1%         | 0%         | F       | 0.09        | F    | 0.539         | 16000      | G      |
|                                | To:  |                         | Perry St                 |          |        |          |                 |               |            |            |         |             |      |               |            |        |
| Bus                            | From:  |                         |                          |          |        | 40:      |                 |               |            |            | _       |             | _    |               |            | -      |
| 160 (1) Wythe St               | City of Petersh  |                         | 8400                     | G        | 97%    | 1%       | 1%              | 1%            | 1%         | 0%         | F       | 0.099       | F    |               | 8900       | G      |
| ~ ~                            | Combined Traffic Estimates for 2 Paralle               | Roadways on this Route: | 18000                    | G        | 97%    | 1%       | 1%              | 1%            | 1%         | 0%         | F       | NA          |      |               | 19000      | G      |
|                                | To-<br>From:   | SF                      | 36 Market                | St       |        |          | $\neg$ $\vdash$ |               |            |            |         |             |      |               |            |        |
| D                              |  |                         | _                        | _        |        |          |                 |               |            |            |         |             |      |               |            |        |
| $\sim$                         | City of Dataval  | burg 0.00               | 9000                     | C        | 070/   | 10/      | 10/             | 10/           | 10/        | 00/        | _       | 0.004       | _    |               | 0400       | $\sim$ |
| Bus 460 1 36 Wythe St          | City of Peterst Combined Traffic Estimates for Paralle | •                       | 8900<br>NA               | G        | 97%    | 1%       | 1%              | 1%            | 1%         | 0%         | F       | 0.091<br>NA | F    |               | 9400<br>NA | G      |

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### 2012 Annual Average Daily Traffic Volume Estimates By Section of Route City of Petersburg

| Route                               |                 | Jurisdict                | ion               | Length   | ΔΔΩΤ        | ΩΔ       | 4Tiro   | Rue     |           | Tru         | ick       |          | OC         | K           | QK     | Dir    | AAWDT | - OW |
|-------------------------------------|-----------------|--------------------------|-------------------|--|-------------|----------|---------|---------|-----------|-------------|-----------|----------|------------|-------------|--------|--------|-------|------|
|                                     |                 | Fro                      | m:                |  |             |          | 71110   | Duo     | 2Axle     | 3+Axle      | 1Trail    | 2Trail   | <b>Q</b> 0 | Factor      | QIV.   | Factor | 70000 | Q 11 |
| Bus ALT (36) Wythe St               |                 | City of Peter            | rsburg            | 0.20   | 12000       | G        | 97%     | 1%      | 1%        | 1%          | 1%        | 0%       | F          | 0.088       | F      |        | 13000 | G    |
| 400 (1) (00)                        | Combined Tra    | ffic Estimates for Para  | -                 | n this Route:  | NA          |          |         |         |           |             |           |          |            | NA          |        |        | NA    |      |
| <u> </u>                            |                 | Teo.                     | io:               |  |             | n St     |         |         |           |             |           |          |            |             |        |        |       |      |
| Bus (460) (36) Wythe St             |                 | City of Peter            | rsbura            | 0.20   | 14000       | G        | 97%     | 1%      | 1%        | 1%          | 1%        | 0%       | С          | 0.089       | F      |        | 15000 | G    |
| (460) (36) 1171110 01               | Combined Traffi | ,                        | U                 |  |             |          |         |         |           |             |           |          | F          |             | •      |        | 31000 | G    |
|                                     |                 |                          |                   |  |             |          |         | .,,     |           | .,,         |           | 0,0      | •          |             |        |        |       |      |
| Bus<br>460 (36) Wythe St            |                 | City of Peter            | rebura            | 0.30   |             | G        | 07%     | 10/_    | 10/       | 10/         | 10/_      | 0%       | F          | 0.006       | F      |        | 11000 | G    |
|                                     | Combined Traffi | •                        | -                 |  |             |          |         |         |           |             |           |          | F          |             | ,<br>F | 0.650  | 24000 | G    |
|                                     | Combined Ham    | C LStilliates for 21 ara | iiei ittoauways o |  |             |          | 30 /6   | 1 /0    | 170       | 1 70        | 2/0       | 070      | '          | 0.033       | •      | 0.000  | 24000 | G    |
| Bus                                 |                 | Fro                      | m:                |  | ,           |          |         |         |           |             |           |          |            |             |        |        |       |      |
| 460 301 Crater Rd                   |                 | City of Peter            | rsburg            | 0.98   | 10000       | G        | 98%     | 1%      | 1%        | 0%          | 0%        | 0%       | С          | 0.087       | F      | 0.507  | 11000 | G    |
|                                     | Combined Tra    | ffic Estimates for Para  | llel Roadways o   |  |             |          |         |         |           |             |           |          |            | 0.087       | F      | 0.507  | NA    |      |
|                                     |                 | 1                        | To:               |  |             |          |         |         |           |             |           |          |            |             |        |        |       |      |
| Bus                                 |                 | Pro                      | m:                |  |             |          |         | 40/     | 40/       | 00/         | 007       | 00/      |            | 0.007       |        | 0.507  | 44000 |      |
| 460 301 Crater Rd                   |                 | City of Petersburg       | (Maint: 26)       |  |             |          | 98%     | 1%      | 1%        | 0%          | 0%        | 0%       | N          | 0.087       | N      | 0.507  | 11000 | N    |
| Bus                                 |                 | Fro                      | m·                | US   |             | Kü       |         |         |           |             |           |          |            |             |        |        |       |      |
| 460 301 Ramp US 301 S to I-95       | 5 S at Exit ??? | City of Petersburg       | (Maint: 74)       | 0.20   | 05 301      |          | Se      | e US 3  | 301 for o | directional | l traffic | volume e | estima     | ites for th | is sec | ıment. |       |      |
| 400 (301)                           |                 | 1                        | To:               | I  | -95 CD Roa  | ıd       |         |         |           |             |           |          |            |             |        | ,      |       |      |
| Bus                                 |                 | Fro                      | m·                | Ramp   | from US 30  | 1South   |         |         |           |             |           |          |            |             |        |        |       |      |
| (460) $(95)$ $(460)$ Ramp from I-85 | N to I-95 S     | City of Petersburg       | g (Maint: 74)     | 0.18   |             |          | ;       | See I-9 | 5 for dir | ectional t  | raffic vo | olume es | timate     | s for this  | segm   | ent.   |       |      |
| Bus                                 |                 | Fro                      | To:<br>m:         | Ramp   | from US 30  | 1North   |         |         |           |             |           |          |            |             |        |        |       |      |
| 460 (95) (460 Ramp from I-85        | N to I-95 S     | City of Petersburg       | (Maint: 74)       | 0.27   |             |          | :       | See I-9 | 5 for dir | ectional t  | raffic vo | olume es | timate     | s for this  | segm   | ent.   |       |      |
| 100 (00)                            |                 | 1                        | Го:               |  | Bus US 460  | )        |         |         |           |             |           |          |            |             |        |        |       |      |
| Bus                                 |                 | Fro                      | m:                | CE   | US 460 Exit | t 6A     |         |         |           |             |           |          |            |             |        |        |       |      |
| 460 Ramp                            |                 | City of Petersburg       | (Maint: 26)       | 0.24   | 7800        | G        |         |         | <u> </u>  |             |           |          |            | NA          |        |        | 7800  | G    |
| <u> </u>                            |                 |                          |                   | CE   | US 460 Exit | t 6C     |         |         |           |             |           |          |            |             |        |        |       |      |
| Bus<br>460 Ramp                     |                 | City of Petersburg       | (Maint: 26)       |  |             |          |         |         |           |             |           |          |            | ΝΔ          |        |        | 4400  | G    |
| 460 (Kamp                           |                 | Only of 1 clorabulg      | To:               | 0.21   | I-95 South  |          |         |         |           |             |           |          |            | INA         |        |        | 4400  | O    |
| Bus                                 |                 | Fro                      | m: (              | CEUS 460-P002  | B CEUS 46   | 60-E006B | FROM    |         |           |             |           |          |            |             |        |        |       |      |
| (460) Ramp                          |                 | City of Petersburg       |                   |  |             |          | TROM    |         |           |             |           |          |            | 0.112       | F      |        | 8600  | G    |
| 400)******                          |                 | 1                        | ·                 |  |             |          | NGTON & | ķ       |           |             |           |          |            |             |        |        |       |      |
| Bus                                 |                 | Fro                      | m:                | CE   | US 460 Exit | t 6A     |         |         |           |             |           |          |            |             |        |        |       |      |
| (460)Ramp                           |                 | City of Petersburg       | (Maint: 26)       | Length   AADT   QA   4Tire   Bus   2Axle   3+Axle   1Trail   2Trail   QC   Factor   ALT US 301 Sycamore St |             |          |         | 3300    | G         |             |           |          |            |             |        |        |       |      |
|                                     |                 | 7                        | To:               |  | I-85 South  |          |         |         |           |             |           |          |            |             |        |        |       |      |
| Bus                                 |                 | Fro                      | m·                | EUS 460 TO R   | TS 85 & 95  | SOUTH    | BOUND   |         |           |             |           |          |            |             |        |        |       |      |
| (460)Ramp                           |                 | City of Petersburg       | (Maint: 26)       | 0.17   | 3500        | G        |         |         |           |             |           |          |            | 0.094       | F      |        | 3500  | G    |
| <u> </u>                            |                 | 1                        | To: CEU           | S 460-P002A T  | O RTS 85 &  | 95 SOU   | THBOUN  | ID      |           |             |           |          |            |             |        |        |       |      |

| _                               |   |                            |                     |           |       | _    |       | Tru    | ck     |        |    | K      |    | Dir    |       |    |
|---------------------------------|---|----------------------------|---------------------|-----------|-------|------|-------|--------|--------|--------|----|--------|----|--------|-------|----|
| Route                           | Jurisdictio   | n Length                   | AADT                | QA        | 4Tire | Bus  | 2Axle | 3+Axle | 1Trail | 2Trail | QC | Factor | QK | Factor | AAWDT | Q\ |
| Bus                             | From:   |                            | ) TO RT 9:          | 5 NORTI   | I     |      |       |        |        |        |    |        |    |        |       |    |
| Ramp                            | City of Petersburg                                    |                            | 12000               | G         |       |      |       |        |        |        |    | 0.097  | F  |        | 12000 | G  |
| <del>~</del>                    | To:   | CEUS 460-P00               | 2B CEUS             | 460- 6B I | FROM  |      |       |        |        |        |    |        |    |        |       |    |
| Bus                             | From:   |                            | the St Batte        |           |       |      |       |        |        |        |    |        |    |        |       |    |
| 4β0 { β } Washington St         | City of Peters  | •                          | 8100                | G         | 97%   | 1%   | 1%    | 1%     | 1%     | 0%     | F  | 0.096  | F  |        | 8600  | (  |
| ~ ~                             | Combined Traffic Estimates for 2 Parallel             | el Roadways on this Route: | 15000               | G         | 97%   | 1%   | 1%    | 1%     | 1%     | 0%     | F  | 0.09   | F  | 0.539  | 16000 | (  |
| Bus                             | To:<br>From:  | 123                        | -9025 Wes           | t St      |       |      |       |        |        |        |    |        |    |        |       |    |
| Washington St                   | City of Peters  | burg 0.40                  | 8500                | G         | 97%   | 1%   | 1%    | 1%     | 1%     | 0%     | F  | 0.091  | F  |        | 9000  | (  |
| (1)                             | Combined Traffic Estimates for 2 Parallel             | el Roadways on this Route: | 15000               | G         | 97%   | 1%   | 1%    | 1%     | 1%     | 0%     | F  | NA     |    |        | 16000 | (  |
|                                 | Ta  | 123                        | -9029 Sout          | h St      |       |      |       |        |        |        |    |        |    |        |       |    |
| Sus Washington Ct               | From:   |                            |                     |           | 070/  | 40/  | 40/   | 40/    | 40/    | 00/    | _  | 0.004  | _  |        | 0700  | (  |
| Washington St                   | City of Peters  | •                          | 9200                | G         | 97%   | 1%   | 1%    | 1%     | 1%     | 0%     | С  | 0.091  | F  |        | 9700  |    |
|                                 | Combined Traffic Estimates for 2 Paralle              | el Roadways on this Route: | 18000               | G         | 97%   | 1%   | 1%    | 1%     | 1%     | 0%     | г  | NA     |    |        | 19000 | (  |
| sus                             | To:<br>From:  | (                          | Guarantee S         | St        |       |      |       |        |        |        |    |        |    |        |       |    |
| Washington St                   | City of Peters  | burg 0.24                  | 9200                | G         | 97%   | 1%   | 1%    | 1%     | 1%     | 0%     | F  | 0.092  | F  |        | 9800  |    |
|                                 | Combined Traffic Estimates for 2 Parallel             | el Roadways on this Route: | 18000               | G         | 97%   | 1%   | 1%    | 1%     | 1%     | 0%     | F  | NA     |    |        | 19000 |    |
|                                 | To:   |                            | orth Market         |           |       |      |       |        |        |        |    |        |    |        |       |    |
| Bus<br>60 (36) Washington St    | City of Peters  |                            | r; SR 36 M<br>11000 | G G       | 97%   | 1%   | 1%    | 1%     | 1%     | 0%     | С  | 0.087  | F  |        | 11000 |    |
| Washington St                   | Combined Traffic Estimates for 2 Paralle              | •                          |                     | G         | 97%   | 1%   | 1%    | 1%     | 1%     | 0%     | F  | NA     | '  |        | 21000 |    |
|                                 | Combined Traine Estimates for 21 arange               | •                          |                     |           |       | 1 70 | 1 /0  | 1 /0   | 1 /0   | 070    | '  | INA    |    |        | 21000 |    |
| us ALT                          | To:<br>From:  | ALT US                     | 301 Par, Sy         | camore S  | t     |      |       |        |        |        |    |        |    |        |       |    |
| 160 (301) (36) Washington St    | City of Peters  | burg 0.09                  | 14000               | G         | 97%   | 1%   | 1%    | 1%     | 1%     | 0%     | F  | 0.083  | F  |        | 15000 | (  |
|                                 | Combined Traffic Estimates for 2 Parallel             | el Roadways on this Route: | 26000               | G         | 97%   | 1%   | 1%    | 1%     | 1%     | 0%     | F  | NA     |    |        | 28000 | (  |
| Sus ALT                         | Ta:<br>From:  | ALT US                     | 301 Par, A          | Adams St  |       |      |       |        |        |        |    |        |    |        |       |    |
| Bus ALT (36) Washington St      | City of Peters  | burg 0.10                  | 14000               | G         | 97%   | 1%   | 1%    | 1%     | 1%     | 0%     | F  | 0.086  | F  |        | 15000 | (  |
| .go (301) (36) 11 acgtc ct      | Combined Traffic Estimates for 2 Parallel             | o .                        |                     | G         | 97%   | 1%   | 1%    | 1%     | 1%     | 0%     | F  | NA     |    |        | 28000 | (  |
|                                 | To:   | <u> </u>                   | 1 Jefferson         |           | 0.70  | .,,  |       | .,0    | .,,    | 0,0    | •  |        |    |        | 20000 |    |
| Bus                             | From:   |                            |                     |           |       |      |       |        |        |        |    |        |    |        |       |    |
| (36) Washington St              | City of Peters  | o .                        | 15000               | G         | 95%   | 1%   | 1%    | 1%     | 2%     | 0%     | F  | 0.088  | F  |        | 16000 | (  |
| ~ 0                             | Combined Traffic Estimates for 2 Parallel             | el Roadways on this Route: | 29000               | G         | 96%   | 1%   | 1%    | 1%     | 2%     | 0%     | F  | NA     |    |        | 31000 |    |
| us                              | To:<br>From:  |                            | I-95                |           |       |      |       |        |        |        |    |        |    |        |       |    |
| (36) (36) Washington St         | City of Peters  | burg 0.24                  | 12000               | G         | 95%   | 1%   | 1%    | 1%     | 2%     | 0%     | С  | 0.105  | F  |        | 13000 |    |
| \$5,00                          | Combined Traffic Estimates for 2 Paralle              | •                          |                     | G         | 96%   | 1%   | 1%    | 1%     | 2%     | 0%     | F  | 0.093  | F  | 0.650  | 24000 |    |
|                                 | To:   | •                          | 301 Crater          |           |       |      |       |        |        |        |    |        |    |        |       |    |
| us Control                      | From:   |                            |                     |           | 0001  | 401  | 40.   | 051    | 061    | 001    | _  |        | _  | 0.555  | 7000  |    |
| . <sub>60</sub> )(301)Crater Rd | City of Peters Combined Traffic Estimates for Paralle | •                          | 7100                | G         | 98%   | 1%   | 1%    | 0%     | 0%     | 0%     | F  | 0.09   | F  | 0.559  | 7600  | (  |
|                                 | L'ambinad Liattia Catimataa far Daralla               | N Poodwave on this Pouto.  | NA                  |           |       |      |       |        |        |        |    | 0.09   | F  | 0.559  | NA    |    |

| Route                 | Jurisdiction Lei  | aath    | AADT         | Ο Δ      | 4Tiro  | Duo |           | Tru    | ck     |        | QC | K      | QK | Dir    | AAWDT | OW  |
|-----------------------|---|---------|--------------|----------|--------|-----|-----------|--------|--------|--------|----|--------|----|--------|-------|-----|
| Route                 | Julisalction  | ngth    | AADI         | QA       | 4Tire  | Bus | 2Axle     | 3+Axle | 1Trail | 2Trail | QC | Factor | QK | Factor | AAWDI | QVV |
| Bus                   | From: SR  | 36, BU  | IS US 460 Y  | Wythe S  | t      |     |           |        |        |        |    |        |    |        |       |     |
| 460 301 Crater Rd     | City of Petersburg 0.   | .98     | 10000        | G        | 98%    | 1%  | 1%        | 0%     | 0%     | 0%     | С  | 0.087  | F  | 0.507  | 11000 | G   |
|                       | Combined Traffic Estimates for Parallel Roadways on this Ro   | oute:   | NA           |          |        |     | <u>-</u>  |        |        |        |    | 0.087  | F  | 0.507  | NA    |     |
|                       | To: Main  | ntenanc | e Jurisdicti | on Chan  | ge     |     |           |        |        |        |    |        |    |        |       |     |
| Bus                   | From:   | US :    | 301 Crater   | Rd       |        |     |           |        |        |        |    |        |    |        |       |     |
| (460) Winfield Rd     | City of Petersburg 0.   | .43     | 1300         | G        | 96%    | 2%  | 1%        | 1%     | 0%     | 0%     | С  | 0.096  | F  | 0.966  | 1400  | G   |
| ( <del>)</del>        | Combined Traffic Estimates for 2 Parallel Roadways on this Ro | oute:   | 2000         | G        | 96%    | 1%  | 1%        | 1%     | 1%     | 0%     | F  | NA     |    |        | 2100  | G   |
|                       | St. St.   | ate Mai | intenance B  | oundary  |        |     |           |        |        |        |    |        |    |        |       |     |
| Bus                   | Prom'   |         |              |          |        |     |           |        |        |        | _  |        | _  |        |       | _   |
| (460) Winfield Rd     | City of Petersburg (Maint: 26) 0.                             | .09     | 1300         | G        | 96%    | 2%  | 1%        | 1%     | 0%     | 0%     | С  | 0.096  | F  | 0.966  | 1400  | G   |
| <u></u>               | Combined Traffic Estimates for 2 Parallel Roadways on this Ro | oute:   | 2000         | G        | 96%    | 1%  | <u>1%</u> | 1%     | 1%     | 0%     | F  | NA     |    |        | 2100  | G   |
|                       | To:   | US 4    | 160 County   | Rd       |        |     |           |        |        |        |    |        |    |        |       |     |
| Bus                   | From: CEUS 460-F  | TO R    | TS 85 & 95   | SOUTI    | BOUND  |     |           |        |        |        |    |        |    |        |       |     |
| 4 <sub>6</sub> 0 Ramp | City of Petersburg (Maint: 26) 0.                             | .26     | 4400         | G        |        |     |           |        |        |        |    | 0.094  | F  |        | 4400  | G   |
| <u> </u>              | To: CEUS 460-E00  | 6A TO   | RTS 85 &     | 95 SOU   | THBOUN | ID  |           |        |        |        |    |        |    |        |       |     |
| Bus                   | From:   | (       | CEUS 460     |          |        |     |           |        |        |        |    |        |    |        |       |     |
| 460 Ramp              | City of Petersburg (Maint: 74) 0.                             | .08     | NA           |          |        |     |           |        |        |        |    | NA     |    |        | NA    |     |
| <u> </u>              | To: CEUS 46   | 50-E006 | 6B CEUS 4    | 60- 6B I | ROM    |     |           |        |        |        |    |        |    |        |       |     |

| Route                 | Length | AADT               | QA       | 4Tire | Bus  |                 | Tru            |                |        | QC | K      | QK | Dir    | AAWDT | QW | Year       |
|-----------------------|--------|--------------------|----------|-------|------|-----------------|----------------|----------------|--------|----|--------|----|--------|-------|----|------------|
| City of Petersburg    |        |                    | i .      |       |      |                 | 3+Axle         | TITAL          | ZTrall |    | Factor |    | Factor |       |    |            |
| (F329) Lake Shore Dr  | 0.17   | From<br>10         | LR       |       |      | De              | ead End        |                |        |    | <br>NA |    |        | NA    |    | 03/17/2008 |
|                       |        | To                 |          |       |      | 74-1102         | Lakeshore      | Dr             |        |    |        |    |        |       |    |            |
| $\sim$                |        | From               |          |       |      | De              | ead End        |                |        |    |        |    |        |       |    |            |
| (F330) N Normandy Dr  | 2.93   | 3700 <sub>To</sub> | R        |       |      | ED 221          | G : D          | \ 1            |        |    | NA     |    |        | NA    |    | 03/17/2008 |
|                       |        | From               | <u> </u> |       |      |                 | Service R      | Ka             |        |    |        |    |        |       |    |            |
| (F331) Service Rd     | 0.78   | 1400               | R        |       |      | Dt              | ead End        |                |        |    | NA     |    |        | NA    |    | 03/17/2008 |
| ()                    |        | To                 |          |       |      | De              | ead End        |                |        |    |        |    |        |       |    |            |
|                       |        | From               |          |       | SCL  | Petersburg      | ; 26-675 V     | aughan R       | d      |    |        |    |        |       |    |            |
| (3) Vaughn Rd         | 0.64   | 940                | G        |       |      | 122.001         | 0 XX 110 X     | D.1            |        |    | 0.085  | F  | 0.676  | 1000  | G  | 2012       |
|                       |        | From               |          |       |      |                 | 3 Halifax 1    | Rd             |        |    |        |    |        |       |    |            |
| Wells Rd              | 0.41   | 4300               | G        | 88%   | 0%   | <u>На</u> 1%    | lifax Rd<br>2% | 9%             | 0%     | С  | 0.083  | F  | 0.508  | 4500  | G  | 2012       |
| 4 Wells Rd            | 0.41   | <b>4300</b> To     | Ŭ        | 0070  | 070  |                 | el Level R     |                | 070    |    | 0.003  | '  | 0.500  | 4300  | O  | 2012       |
|                       |        | From               |          |       |      | C               | SX RR          |                |        |    |        |    |        |       |    |            |
| (9002) Halifax Rd     | 0.18   | 6000               | G        | 98%   | 1%   | 1%              | 0%             | 0%             | 0%     | F  | 0.088  | F  | 0.543  | 6400  | G  | 2012       |
|                       |        | To<br>From         |          |       |      | Pat             | terson St      |                |        |    |        |    |        |       |    |            |
| 9002) Halifax St      | 0.58   | 4600               | G        | 98%   | 1%   | 1%              | 0%             | 0%             | 0%     | F  | 0.085  | F  | 0.558  | 4900  | G  | 2012       |
| <u> </u>              |        | To<br>From         |          |       |      | Bay             | lors Lane      |                |        |    |        |    |        |       |    |            |
| (9002) Halifax St     | 0.19   | 5300               | G        | 98%   | 1%   | 1%              | 0%             | 0%             | 0%     | F  | 0.09   | F  | 0.537  | 5600  | G  | 2012       |
| <u> </u>              |        | To<br>From         |          |       |      |                 | ginia Ave      |                |        |    |        |    |        |       |    |            |
| (9002) Halifax St     | 0.37   | 7800               | G        | 98%   | 1%   | 1%              | 0%             | 0%             | 0%     | F  | 0.084  | F  | 0.592  | 8300  | G  | 2012       |
| O                     |        | To From            |          |       |      |                 | ee Ave         |                |        |    |        |    |        |       |    |            |
| (9002) Halifax St     | 0.29   | 7800               | G        | 98%   | 1%   | 1%              | 0%             | 0%             | 0%     | F  | 0.09   | F  | 0.535  | 8300  | G  | 2012       |
| Lieliten Ct           | 0.00   | From               | Ĺ        | 000/  | 40/  |                 | berty St       | 00/            | 00/    |    | 0.007  | _  | 0.505  | 0000  |    | 2040       |
| 9002 Halifax St       | 0.28   | 8300               | G        | 98%   | 1%   | 1%              | 0%             | 0%             | 0%     | С  | 0.087  | F  | 0.535  | 8800  | G  | 2012       |
| Linion St             | 0.12   | 3100               | <u> </u> | 000/  | 1%   | US 1, US 4      |                |                | 0%     | С  | 0.092  | F  | 0.902  | 2200  | G  | 2012       |
| (9002) Union St       | 0.12   | 3100               | G        | 98%   |      | 1%              | 0%             | 0%             | 0%     | C  | 0.092  | Г  | 0.902  | 3300  | G  | 2012       |
| (9002) Union St       | 0.17   | 1400               | G        | 97%   | 1%   | 1, US 460<br>1% | W Washi        | ngton St<br>0% | 0%     | С  | 0.106  | F  | 0.592  | 1500  | G  | 2012       |
| (9002) Union St       | 0.17   | To                 | Ť        | 31 /0 | 1 70 |                 | Tabb St        | 070            | 070    |    | -0.100 | •  | 0.002  | 1300  | O  | 2012       |
|                       |        | From               |          |       |      |                 | on Plank R     | .d             |        |    |        |    |        |       |    |            |
| 9004) Defense Rd      | 0.47   | 2000               | G        | 98%   | 0%   | 1%              | 0%             | 1%             | 0%     | С  | 0.101  | F  | 0.611  | 2100  | G  | 2012       |
|                       |        | To<br>From         |          |       |      | Squirr          | el Level R     | d              |        |    |        |    |        |       |    |            |
| 9004) Defense Dr      | 1.77   | 3100               | G        | 99%   | 0%   | 0%              | 0%             | 0%             | 0%     | F  | 0.108  | F  | 0.565  | 3300  | G  | 2012       |
| <u> </u>              |        | To<br>From         |          |       |      | Joh             | nson Rd        |                |        |    |        |    |        |       |    |            |
| 9004) South Boulevard | 0.92   | 7300               | G        | 99%   | 0%   | 0%              | 0%             | 0%             | 0%     | С  | 0.095  | F  | 0.525  | 7800  | G  | 2012       |
| <u> </u>              |        | To<br>From         |          |       |      |                 | camore St      |                |        |    | $\Box$ |    |        |       |    |            |
| 9004 South Boulevard  | 0.18   | 5200               | G        | 99%   | 0%   | 0%              | 0%             | 0%             | 0%     | F  | 0.085  | F  | 0.518  | 5500  | G  | 2012       |
|                       |        | To<br>From         |          |       |      |                 | ater Rd        |                |        |    |        |    |        |       |    |            |
| 9004 South Boulevard  | 0.72   | 1900 <sub>To</sub> | G        | 99%   | 0%   | 0%              | 0%             | 0%             | 0%     | F  | 0.098  | F  | 0.72   | 2000  | G  | 2012       |
|                       |        | From               |          |       |      |                 | lerson St      |                |        |    |        |    |        |       |    |            |
| 9006) Flank Rd        | 0.96   | 1800               | G        | 99%   | 0%   | на<br>1%        | lifax Rd<br>0% | 0%             | 0%     | С  | 0.102  | F  | 0.59   | 1900  | G  | 2012       |
| 3000)                 |        | To                 | _        |       |      |                 | nson Rd        | - / 0          | - / 0  |    |        |    |        | . 300 |    |            |
| 9006) Flank Rd        | 0.47   | 3200 From          | G        | 99%   | 0%   | 1%              | 0%             | 0%             | 0%     | F  | 0.102  | F  | 0.683  | 3400  | G  | 2012       |
|                       |        | To                 |          |       | -    |                 | dsong Rd       | -              | -      |    |        |    |        |       |    |            |
| 9006) Flank Rd        | 0.75   | 2700 From          | G        | 99%   | 0%   | 1%              | 0%             | 0%             | 0%     | F  | 0.093  | F  | 0.51   | 2800  | G  | 2012       |
|                       |        | To                 |          |       |      |                 | Hayes Dr       |                |        |    |        |    |        |       |    |            |
| (9006) Flank Rd       | 0.91   | 3000 From          | G        | 99%   | 0%   | 0%              | 0%             | 0%             | 0%     | С  | 0.093  | F  | 0.548  | 3100  | G  | 2012       |
| $\bigcirc$            |        | To                 |          |       |      | Fla             | nk Rd N        |                |        |    |        |    |        |       |    |            |

|                          |        |                     |  |                |          | Oity Oi    | releisbi         | ury    |        |    |             |    |               |       |    |      |
|--------------------------|--------|---------------------|--|----------------|----------|------------|------------------|--------|--------|----|-------------|----|---------------|-------|----|------|
| Route                    | Length | AADT                | QA                                     | 4Tire          | Bus      |            | Tru<br>3+Axle    |        |        | QC | K<br>Factor | QK | Dir<br>Factor | AAWDT | QW | Year |
| City of Petersburg       |        |                     |  |                |          |            |                  |        |        |    | 1           |    |               |       |    |      |
| 9006) Flank Rd ( 1-Way ) | 0.13   | 2400                | G                                      | 99%            | 1%       | Flai<br>1% | nk Rd N<br>0%    | 0%     | 0%     | С  | 0.105       | F  |               | 2600  | G  | 2012 |
| 9006) Flank Rd (1-Way)   | 0.13   | 2400<br>To:         | ٦                                      | 99%            | 170      |            | S Crater I       |        | 0%     |    | 0.105       | г  |               | 2000  | G  | 2012 |
|                          |        | From:               | 1                                      |                |          |            |                  |        |        |    | 1           |    |               |       |    |      |
| (9008) Rives Rd          | 0.48   | 6600                | G                                      | 98%            | 0%       | 1%         | S Crater I       | 1%     | 0%     | С  | 0.098       | F  | 0.51          | 7000  | G  | 2012 |
| 9008) 111703 114         | 0.40   | 0000                |  | 30 70          | 070      |            |                  | 1 70   | 070    |    | 0.000       | •  | 0.51          | 7000  | O  | 2012 |
| O Diver Del              | 0.04   | From                | <u> </u>                               | 070/           | 00/      |            | I- 95            | 40/    | 00/    |    | 0.000       |    | 0.500         | 0000  |    | 2042 |
| 9008 Rives Rd            | 0.34   | 5900 <sub>To:</sub> | G                                      | 97%            | 0%       | 1%         | 0%<br>Petersburg | 1%     | 0%     | С  | 0.098       | F  | 0.530         | 6300  | G  | 2012 |
|                          |        | From:               | l                                      |                |          |            |                  |        |        |    | 1           |    |               |       |    |      |
| 9008) Ramp               | 0.17   | 860                 | G                                      |                |          | 123-900    | 08 Rives F       | Ka     |        |    | 0.138       | Α  |               | 880   | G  | 2012 |
| 9008) Ramp               | 0.17   | To:                 |  |                |          | 1.0        | 5 South          |        |        |    | 0.136       | А  |               | 000   | G  | 2012 |
|                          |        | From:               |  |                |          |            |                  |        |        |    |             |    |               |       |    |      |
| Pomp                     | 0.16   |                     |  |                |          | 123-900    | 08 Rives F       | Rd     |        |    |             |    |               | 2200  | G  | 2012 |
| 9008) Ramp               | 0.16   | 3200 <sub>To</sub>  | G                                      |                |          | 10         | 5 North          |        |        |    | NA<br>—     |    |               | 3200  | G  | 2012 |
|                          |        |                     | L                                      |                |          |            |                  |        |        |    |             |    |               |       |    |      |
| O D                      | 4.04   | From:               | <u> </u>                               | 070/           |          | SR 142 Bo  |                  |        | 00/    |    |             | _  | 0.505         | 440   | 0  | 0046 |
| Dupuy Rd                 | 1.24   | 380                 | G                                      | 97%            | 2%       | 1%         | 0%               | 0%     | 0%     | F  | 0.099       | F  | 0.535         | 410   | G  | 2012 |
|                          |        | To:<br>From:        |  |                |          |            | rigg St          |        |        |    |             |    |               |       |    |      |
| 9009 Dupuy St            | 0.58   | 1400                | G                                      | 97%            | 2%       | 1%         | 0%               | 0%     | 0%     | F  | 0.101       | F  | 0.534         | 1500  | G  | 2012 |
| $\overline{}$            |        | To                  |  |                |          | You        | ungs Rd          |        |        |    |             |    |               |       |    |      |
| 9009) Farmer St          | 0.86   | 3100                | G                                      | 97%            | 2%       | 1%         | 0%               | 0%     | 0%     | С  | 0.086       | F  | 0.532         | 3300  | G  | 2012 |
| $\cup$                   |        | To                  |  |                |          | 9.9        | South St         |        |        |    |             |    |               |       |    |      |
| 9009) Farmer St          | 0.47   | 2600 From:          | G                                      | 97%            | 2%       | 1%         | 0%               | 0%     | 0%     | F  | 0.088       | F  | 0.523         | 2800  | G  | 2012 |
| 9009)                    | 0      | To:                 | Ť                                      | 0.70           |          |            | lifax St         | 0,0    | 0,70   | •  |             | •  | 0.020         |       | •  |      |
|                          |        | From:               |  |                |          |            | rater Rd         |        |        |    |             |    |               |       |    |      |
| 9010) Wagner Rd          | 0.73   | 16000               | G                                      | 98%            | 0%       | 0%         | 0%               | 1%     | 0%     | С  | 0.087       | F  | 0.539         | 17000 | G  | 2012 |
| Wagner Rd                | 0.75   | To                  | г <u> </u>                             | 3070           | 070      |            | I-95             | 1 70   | 070    |    | 0.007       | •  | 0.000         | 17000 | O  | 2012 |
|                          |        | From                |  |                |          |            | I -95            |        |        |    |             |    |               |       |    |      |
| 9010) Wagner Rd          | 1.60   | 10000               | G                                      | 95%            | 0%       | 1%         | 0%               | 3%     | 0%     | С  | 0.092       | F  | 0.531         | 11000 | G  | 2012 |
| $\cup$                   |        | To:                 |  |                |          | Co         | unty Dr          |        |        |    |             |    |               |       |    |      |
| East                     |        | From                |  |                |          | 123-901    | 0 TO RT          | 95     |        |    | 1           |    |               |       |    |      |
| 9010) Ramp               | 0.30   | 930                 | G                                      |                |          |            |                  |        |        |    | 0.105       | F  |               | 930   | G  | 2012 |
|                          |        | To:                 |  |                | I-       | 95-S FRON  | M WAGN           | ER RD  |        |    |             |    |               |       |    |      |
| West                     |        | From:               |  |                |          | 123-901    | 0 TO RT          | 95     |        |    |             |    |               |       |    |      |
| 9010) Ramp               | 0.25   | 260                 | G                                      |                |          |            |                  |        |        |    | 0.133       | F  |               | 260   | G  | 2012 |
|                          |        | To:                 |  |                |          | I-95-S FR  | WAGNEI           | R RD   |        |    |             |    |               |       |    |      |
| West                     |        | From:               |  |                |          | 123-901    | 0 TO RT          | 95     |        |    |             |    |               |       |    |      |
| 9010) Ramp               | 0.34   | 3300                | G                                      |                |          |            |                  |        |        |    | 0.107       | F  |               | 3300  | G  | 2012 |
|                          |        | To                  |  |                | I-       | 95-N FRON  | M WAGN           | ER RD  |        |    |             |    |               |       |    |      |
|                          |        | From:               |  |                |          |            | Petersburg       |        |        |    |             |    |               |       |    |      |
| 9011) Squirrel Level Rd  | 0.82   | 860                 | G                                      | 99%            | 0%       | 0%         | 0%               | 0%     | 0%     | С  | 0.11        | F  | 0.696         | 910   | G  | 2012 |
| 20.0                     |        |                     | _                                      |                | - / 0    |            |                  | - / 0  | - / 0  |    |             | •  |               | 0     | -  | _0.2 |
| Squirrol Lovel Dd        | 0.25   | 4600                | G                                      | 90%            | 0%       |            | ells Rd<br>2%    | 8%     | Ω0/    | С  | 0.087       | F  | 0.545         | 4900  | G  | 2012 |
| 9011) Squirrel Level Rd  | 0.25   | 4000                |  | <b>3</b> 0 7⁄0 | U-70     | 1%         |                  | U70    | 0%     | U  | 0.067       | Г  | 0.545         | 4300  | G  | 2012 |
| <u> </u>                 |        | From:               | ــــــــــــــــــــــــــــــــــــــ |                |          |            | To I- 85         |        |        |    |             | _  |               |       |    |      |
| 9011) Squirrel Level     | 0.20   | 7800                | G                                      | 98%            | 1%       | 1%         | 0%               | 0%     | 0%     | F  | 0.085       | F  | 0.545         | 8300  | G  | 2012 |
|                          |        | To:<br>From:        |  |                |          | Boydto     | n Plank R        | d      |        |    |             |    |               |       |    |      |
| 9011) Young Rd           | 0.55   | 3900                | G                                      | 98%            | 1%       | 1%         | 0%               | 0%     | 0%     | F  | 0.089       | F  | 0.515         | 4200  | G  | 2012 |
| $\cup$                   |        | To                  |  |                |          | V          | alor Dr          |        |        |    |             |    |               |       |    |      |
| 9011) Young Rd           | 0.59   | 2400                | G                                      | 98%            | 1%       | 1%         | 0%               | 0%     | 0%     | С  | 0.101       | F  | 0.565         | 2600  | G  | 2012 |
| 3011)                    | 00     | To:                 |  |                | . , ,    |            | 9 Dupuy I        |        | - / 0  |    | <u> </u>    | •  |               | _555  | -  | _0.2 |
|                          |        | From:               |  |                | 123 001  | 1 I-85-N06 |                  |        | тγ     |    | i           |    |               |       |    |      |
| 9011) Ramp               | 0.15   | 4400                | Α                                      |                | 123-901  | 1 1-63-NUC | ua pkun          | 10 IUI | (10    |    | 0.102       | Α  |               | 4700  | Α  | 2012 |
| 9011) Ramp               | 0.15   | 4400<br>To:         | <u> </u>                               |                | I_85_N E | ROM SQU    | IIBBELL          | EVEL D | DAD    |    | 0.102       | ^  |               | 4700  | ٨  | 2012 |
|                          |        | From:               | !<br>!                                 |                |          |            |                  |        | J. 11J |    | L           |    |               |       |    |      |
| Pomp                     | 0.00   |                     | <u> </u>                               |                | 1        | 123-9011 S | quirrel Lev      | vei Rd |        |    |             |    |               | 700   | C  | 2040 |
| 9011) Ramp               | 0.22   | 700 To:             | G                                      |                |          | 10         | 5 Conth          |        |        |    | NA          |    |               | 700   | G  | 2012 |
|                          |        | 10:                 | 1                                      |                |          | 1-8        | 5 South          |        |        |    |             |    |               |       |    |      |

|  |        |                    |    |       |      | City of    | Petersbu                | ırq  |        |    |             |    |               |       |    |      |
|--|--------|--------------------|----|-------|------|------------|-------------------------|------|--------|----|-------------|----|---------------|-------|----|------|
| Route                                      | Length | AADT               | QA | 4Tire | Bus  |            | Tru<br>3+Axle           |      | 2Trail | QC | K<br>Factor | QK | Dir<br>Factor | AAWDT | QW | Year |
| City of Petersburg                         |        | From               |    |       |      | <u> </u>   | X . C.                  |      |        |    | - I         |    |               |       |    |      |
| 9012 Lee Ave                               | 0.56   | 2300               | G  | 96%   | 3%   | 1%         | West St<br>0%           | 0%   | 0%     | С  | 0.099       | F  | 0.506         | 2400  | G  | 2012 |
| 9012 Porterville St                        | 0.15   | 1500               | G  | 98%   | 1%   | н<br>0%    | alifax St<br>0%         | 0%   | 0%     | F  | 0.081       | F  | 0.585         | 1600  | G  | 2012 |
| 9012) Porterville St                       | 0.15   | 1300               |    | 30 /0 | 1 /0 |            |                         | 0 70 | 0 70   | '  | 0.001       | '  | 0.303         | 1000  | G  | 2012 |
| (9012) New St                              | 0.18   | 1300 From          | G  | 98%   | 1%   | На<br>0%   | arding St<br>0%         | 0%   | 0%     | С  | 0.086       | F  | 0.520         | 1400  | G  | 2012 |
| 9012) 11011 31                             | 0.10   | То                 | Ť  | 0070  | 170  |            | arrison St              | 070  | 070    |    |             | •  | 0.020         | 1 100 | Ŭ  | 2012 |
| $\sim$                                     |        | From               |    |       |      |            | New St                  |      |        |    |             |    |               |       |    |      |
| (9012) Harrison St                         | 0.03   | 1200 <sub>To</sub> | G  | 98%   | 1%   | 0%         | 0%                      | 0%   | 0%     | F  | 0.092       | F  |               | 1300  | G  | 2012 |
|  |        | From               |    |       |      |            | orling St<br>arrison St |      |        |    |             |    |               |       |    |      |
| 9012) Corling St                           | 0.09   | 560                | G  | 98%   | 1%   | 0%         | 0%                      | 0%   | 0%     | F  | 0.087       | F  |               | 590   | G  | 2012 |
|  |        | To                 |    |       |      | \$ \$1     | ycamore St              |      |        |    | <u> </u>    |    |               |       |    |      |
| 9012) Graham Rd                            | 0.83   | 4200 From          | G  | 99%   | 0%   | 0%         | 0%                      | 0%   | 0%     | F  | 0.087       | F  | 0.504         | 4500  | G  | 2012 |
|  |        | To                 |    |       |      | Dome       | From I-95               |      |        |    |             |    |               |       |    |      |
| (9012) Graham Rd                           | 0.14   | 9500 From          | G  | 99%   | 0%   | 0%         | 0%                      | 0%   | 0%     | С  | 0.083       | F  | 0.783         | 10000 | G  | 2012 |
| 3012                                       |        | То                 |    |       |      |            | rater Rd                |      |        |    |             |    |               |       | -  | -    |
|  |        | From               | :  |       |      | SCL        | Petersburg              |      |        |    |             |    |               |       |    |      |
| (9013) Halifax Rd                          | 1.79   | 3600               | G  | 90%   | 0%   | 1%         | 2%                      | 7%   | 0%     | С  | 0.088       | F  | 0.582         | 3800  | G  | 2012 |
| $\bigcirc$                                 |        | To                 |    |       |      | W          | Vells Rd                |      |        |    |             |    |               |       |    |      |
| (9013) Halifax Rd                          | 0.98   | 400 From           | G  | 96%   | 0%   | 0%         | 1%                      | 3%   | 0%     | С  | 0.136       | F  | 0.527         | 420   | G  | 2012 |
|  |        | To                 | :  |       |      | Boydt      | on Plank Ro             | i    |        |    |             |    |               |       |    |      |
|  |        | From               | 12 |       |      | SCL        | Petersburg              |      |        |    |             |    |               |       |    |      |
| (9015) Johnson Rd                          | 0.01   | 2500               | G  | 96%   | 3%   | 1%         | 0%                      | 0%   | 0%     | F  | 0.115       | F  | 0.734         | 2600  | G  | 2012 |
| $\cup$                                     |        | To                 |    |       |      | F          | lank Rd                 |      |        |    |             |    |               |       |    |      |
| (9015) Johnson Rd                          | 0.54   | 950 From           | G  | 99%   | 0%   | 0%         | 0%                      | 0%   | 0%     | С  | 0.093       | F  | 0.541         | 1000  | G  | 2012 |
|  |        | To                 |    |       |      | Rin        | dsong Rd                |      |        |    |             |    |               |       |    |      |
| 9015) Johnson Rd                           | 1.39   | 4700 From          | G  | 96%   | 3%   | 1%         | 0%                      | 0%   | 0%     | С  | 0.11        | F  | 0.603         | 4900  | G  | 2012 |
| 3013                                       |        | To                 |    |       |      |            |                         |      |        |    |             |    |               |       | -  | -    |
| (9015) Johnson Rd                          | 0.46   | 6200               | G  | 96%   | 3%   | 1%         | uth Blvd<br>0%          | 0%   | 0%     | F  | 0.08        | F  | 0.501         | 6600  | G  | 2012 |
| 9013) ************************************ | 00     | T-00               | .— |       |      |            |                         |      |        | •  | <del></del> | •  | 0.00.         | 0000  |    | _0   |
| 9015 Johnson Rd                            | 0.37   | 4800               | G  | 96%   | 3%   | 1%         | orth Blvd<br>0%         | 0%   | 0%     | F  | 0.092       | F  | 0.504         | 5100  | G  | 2012 |
| 9015) 001110011110                         | 0.01   |                    |    | 3070  | 070  |            |                         | 070  | 070    |    | 0.002       | •  | 0.004         | 0100  | Ü  | 2012 |
| 9015) High Pearl St                        | 0.20   | 4100               | G  | 96%   | 3%   | 1%         | Luke St<br>0%           | 0%   | 0%     | F  | 0.082       | F  | 0.521         | 4400  | G  | 2012 |
| 19015 Tilgit i Gail St                     | 0.20   | 4100               |    | 30 76 | 370  |            |                         | 0 70 | 070    | '  | 0.002       | •  | 0.521         | 4400  | G  | 2012 |
| O High Doorl Ct                            | 0.00   | From               |    | 000/  | 40/  |            | ginia Ave               | 00/  | 00/    |    |             |    | 0.007         | 2000  |    | 2042 |
| 9015 High Pearl St                         | 0.08   | 2800 To            | G  | 98%   | 1%   | 0%<br>ST N | 0%<br>Matthew St        | 0%   | 0%     | F  | 0.088       | F  | 0.607         | 2900  | G  | 2012 |
|  |        | From               |    |       |      |            | Matthews St             |      |        |    |             |    |               |       |    |      |
| 9015) Harding St                           | 0.22   | 1500               | G  | 98%   | 1%   | 0%         | 0%                      | 0%   | 0%     | С  | 0.086       | F  | 0.568         | 1600  | G  | 2012 |
|  |        | To                 | :  |       |      |            | terville St             |      |        |    |             |    |               |       |    |      |
| (9015) Harding St                          | 0.27   | 770                | G  | 98%   | 1%   | Port<br>0% | ersville St<br>0%       | 0%   | 0%     | F  | 0.094       | F  |               | 810   | G  | 2012 |
| 9015) Harding St                           | 0.27   | To                 | _  | 90%   | 170  |            | alifax St               | 076  | 0%     | Г  | 0.094       | г  |               | 010   | G  | 2012 |
|  |        | From               | :  |       |      |            | Petersburg              |      |        |    |             |    |               |       |    |      |
| 9017 Birdsong Rd                           | 0.62   | 530                | G  | 97%   | 1%   | 2%         | 0%                      | 0%   | 0%     | С  | 0.126       | F  | 0.554         | 570   | G  | 2012 |
| 9017) = 11 20 11 3                         |        | To                 | Ť  |       |      |            | nnson Rd                |      |        |    |             | •  |               |       | _  |      |
|  |        | From               |    |       |      | W Wa       | ashington S             | t    |        |    |             |    |               |       |    |      |
| (9021) N Sycamore St                       | 0.18   | 3000               | G  | 98%   | 1%   | 2%         | 0%                      | 0%   | 0%     | F  | 0.097       | F  | 0.574         | 3200  | G  | 2012 |
| $\bigcirc$                                 |        | To                 |    |       |      | W          | Tabb St                 |      |        |    |             |    |               |       |    |      |
| (9021) N Sycamore St                       | 0.15   | 2700 From          | G  | 98%   | 1%   | 2%         | 0%                      | 0%   | 0%     | С  | 0.094       | F  | 0.522         | 2800  | G  | 2012 |
| 3,1 3,11                                   |        | То                 |    |       |      |            | Bollingbroo             |      |        |    |             |    |               |       |    |      |
|  |        | From               | :  |       |      | Jol        | nnson Rd                |      |        |    |             |    |               |       |    |      |
| (9023) North Blvd                          | 0.57   | 2400               | G  | 99%   | 1%   | 0%         | 0%                      | 0%   | 0%     | С  | 0.089       | F  | 0.662         | 2500  | G  | 2012 |
| $\smile$                                   |        | To                 | :  |       |      | S Sy       | camore St               |      |        |    |             |    |               |       |    |      |

|  |                      |   |       |                   |                |  |  | ırg  |        |     |                                  |             |                                  |                            |             |      |
|--|----------------------|---|-------|-------------------|----------------|--|--|------|--------|-----|----------------------------------|-------------|----------------------------------|----------------------------|-------------|------|
| Route  | Length               | AADT  | QA    | 4Tire             | Bus            |  | Tru<br>3+Axle  |      | 2Trail | QC  | K<br>Factor                      | QK          | Dir<br>Factor                    | AAWDT                      | QW          | Year |
| City of Petersburg                             |                      | From  | 1     |                   |                | C-   | 4 T  |      |        |     |                                  |             |                                  |                            |             |      |
| 9025) Virginia Ave                             | 0.22                 | 490   | G     | 97%               | 2%             | 2%   | 0%   | 0%   | 0%     | С   | 0.104                            | F           |                                  | 520                        | G           | 2012 |
| 9025) Virginia Ave                             | 0.32                 | 2000 From   | G     | 97%               | 2%             | Hard<br>2%   | 1ing Street<br>0%  | 0%   | 0%     | F   | 0.093                            | F           | 0.553                            | 2100                       | G           | 2012 |
| 9025) Young Ave                                | 0.20                 | From <b>2000</b>  | G     | 97%               | 1%             | Hali<br>1%   | ifax Street<br>0%  | 1%   | 0%     | С   | 0.089                            | F           | 0.591                            | 2100                       | G           | 2012 |
| (9025) Young Ave                               | 0.20                 | Z000  | Ċ     | 31 76             | 1 70           |  | gton Street  | 1 70 | 076    |     | 0.009                            | '           | 0.591                            | 2100                       |             | 2012 |
| 9025) Young Ave                                | 0.11                 | 3000 <sub>то</sub>  | G     | 97%               | 1%             | 1%   | 0%   | 1%   | 0%     | F   | 0.090                            | F           | 0.509                            | 3100                       | G           | 2012 |
| 9025) S West St                                | 0.28                 | 3400 From   | G     | 97%               | 1%             | 1%   | et Young Av<br>0%  | 1%   | 0%     | F   | 0.090                            | F           | 0.529                            | 3600                       | G           | 2012 |
| 9025) S West St                                | 0.23                 | 3600  | G     | 97%               | 1%             | Augu<br>1%   | sta Avenue<br>0%   | 1%   | 0%     | F   | 0.093                            | F           | 0.507                            | 3800                       | G           | 2012 |
| 9025) S West St                                | 0.14                 | 75.<br>From<br><b>2900</b>  | G     | 97%               | 1%             | Fa<br>1%   | armer St   | 1%   | 0%     | F   | 0.094                            | F           | 0.542                            | 3100                       | G           | 2012 |
| 9023   |                      | To  |       | 0.70              | .,,            |  | Wythe St   | .,,  |        | •   | ¬                                | •           | 0.0.2                            |                            |             |      |
| 9025 S West St                                 | 0.07                 | 2300 From   | G     | 97%               | 1%             | 1%   | 0%<br>ashington S  | 1%   | 0%     | F   | 0.089                            | F           | 0.513                            | 2400                       | G           | 2012 |
|  |                      | From  |       |                   |                |  | alifax St  |      |        |     |                                  |             |                                  |                            |             |      |
| 9027 S West St                                 | 0.63                 | 1800 <sub>то</sub>  | G     | 98%               | 1%             | 1%   | 0%<br>oung Ave   | 0%   | 0%     | С   | 0.096                            | F           | 0.508                            | 1900                       | G           | 2012 |
|  |                      | From  | :     |                   |                |  | ee Ave   |      |        |     |                                  |             |                                  |                            |             |      |
| 9029 S. South St                               | 0.36                 | 2000  | G     | 98%               | 1%             | 1%   | 0%   | 0%   | 0%     | С   | 0.094                            | F           | 0.6                              | 2100                       | G           | 2012 |
| 9029 S. South St                               | 0.09                 | 3200 From   | G     | 99%               | 0%             | 0%   | 0%   | 0%   | 0%     | F   | 0.092                            | F           | 0.607                            | 3400                       | G           | 2012 |
| 9029 N. South St                               | 0.20                 | 5800  | G     | 99%               | 0%             | Was  | hington St<br>0%   | 0%   | 0%     | F   | 0.09                             | F           | 0.578                            | 6200                       | G           | 2012 |
| <u> </u>                                       |                      | To  |       |                   |                |  | High St<br>South St  |      |        |     |                                  |             |                                  |                            |             |      |
| 9029 High St                                   | 0.02                 | 850   | G     | 99%               | 0%             | 0%   | 0%<br>Canal St   | 0%   | 0%     | F   | 0.088                            | F           | 0.522                            | 900                        | G           | 2012 |
|  |                      | From  | :     |                   |                |  | High St  |      |        |     |                                  |             |                                  |                            |             |      |
| 9029 Canal St                                  | 0.20                 | 6100<br>To  | G     | 99%               | 0%             | 0%<br>Gr   | 0%<br>ove Ave  | 0%   | 0%     | С   | 0.088                            | F           | 0.55                             | 6400                       | G           | 2012 |
|  |                      | From  | -     |                   |                | 1  | New St   |      |        |     |                                  |             |                                  |                            |             |      |
| 9031) Byrne St                                 | 0.40                 | 620   | G     | 99%               | 1%             | 0%   | 0%   | 0%   | 0%     | С   | 0.091                            | F           |                                  | 650                        | G           | 2012 |
| <u> </u>                                       |                      | To  | 1     |                   |                |  | alifax St  |      |        |     |                                  |             |                                  |                            |             |      |
| 9031) S. Market St                             | 0.12                 | <b>2500</b>   | G     | 99%               | 1%             | 0%   | 0%   | 0%   | 0%     | F   | 0.093                            | F           | 0.646                            | 2700                       | G           | 2012 |
|  |                      | From  | :     |                   |                |  |  |      |        |     | i                                |             |                                  |                            |             |      |
| 9033) Apollo St                                | 0.14                 | 100 <sub>To</sub>   | G     | 99%               | 1%             | 0%   | 0%   | 0%   | 0%     | F   | 0.180                            | F           | 0.514                            | 100                        | G           | 2012 |
|  |                      | From  |       |                   |                |  | pollo St   |      |        |     |                                  |             |                                  |                            |             |      |
| 9033) Jefferson St                             | 0.58                 | 1800<br>To  | G     | 99%               | 1%             |  | 0%<br>Wythe St   | 0%   | 0%     | С   | 0.093                            | F           | 0.582                            | 1900                       | G           | 2012 |
| 9033) Henry St                                 | 0.04                 | 870   | G     | 99%               | 1%             | 0%   | 0%   | 0%   | 0%     | F   | 0.099                            | F           | 0.632                            | 930                        | G           | 2012 |
| <u> </u>                                       |                      |   | ]     |                   |                |  |  |      |        |     | <u> </u>                         |             |                                  |                            |             |      |
| 9038 Puddledock Rd                             | 0.40                 | 6700  | G     | 93%               | 1%             | 2%   | 2%   | 2%   | 0%     | С   | 0.095                            | F           | 0.568                            | 7100                       | G           | 2012 |
|  |                      |   | :     |                   |                |  |  |      |        |     |                                  |             |                                  |                            |             |      |
|  | 0.58                 | 980   | G     | 98%               | 1%             | 1%   | Canal St<br>0%   | 0%   | 0%     | С   | 0.097                            | F           | 0.612                            | 1000                       | G           | 2012 |
| 9046) High St                                  |                      | -   |       |                   |                |  | f 1 . a.   |      |        |     |                                  |             |                                  |                            |             |      |
| 9046 High St                                   |                      | To<br>From  | :     |                   |                |  | Market St<br>Manket St   |      |        |     |                                  |             |                                  |                            |             |      |
| 9033 Apollo St 9033 Jefferson St 9033 Henry St | 0.14<br>0.58<br>0.04 | 100 To From 1800 To From 6700 To From From From From From From From Fro | G G G | 99%<br>99%<br>99% | 1%<br>1%<br>1% | Hair O%  WW Syc O% SA O% A O% EV 3r O% NA EWa 2% ECL | alifax Rd  0% /ythe St  camore St  0% Adams St  pollo St  0% Wythe St d Street  0% Adams St  Petersburg Canal St | 0%   | 0%     | F C | 0.180<br>0.093<br>0.099<br>0.099 | F<br>F<br>F | 0.514<br>0.582<br>0.632<br>0.568 | 100<br>1900<br>930<br>7100 | G<br>G<br>G |      |

|                    |        |             |          |       |     | City of | Petersbu        | ırg   |    |    |             |    |               |       |    |      |
|--------------------|--------|-------------|----------|-------|-----|---------|-----------------|-------|----|----|-------------|----|---------------|-------|----|------|
| Route              | Length | AADT        | QA       | 4Tire | Bus |         | Tru<br>3+Axle   |       |    | QC | K<br>Factor | QK | Dir<br>Factor | AAWDT | QW | Year |
| City of Petersburg |        | From        | i.       |       |     | N.C     | C.              |       |    |    | -           |    |               |       |    |      |
| 9046) E Bank St    | 0.11   | <b>2500</b> | G        | 98%   | 1%  | 1%      | 0%<br>2nd St    | 1%    | 0% | С  | 0.101       | F  | 0.842         | 2700  | G  | 2012 |
| $\overline{}$      |        | From        |          |       |     |         | N Crater I      |       |    |    |             |    |               |       |    |      |
| 9046 Bank St       | 0.25   | 2600        | G        | 96%   | 1%  | 2%      | 0%<br>East St   | 1%    | 0% | С  | 0.109       | F  | 0.517         | 2700  | G  | 2012 |
| 9046) Bank St      | 0.21   | 3500 From   | G        | 96%   | 1%  | 2%      | 0%<br>Washingto | 1%    | 0% | F  | 0.1         | F  | 0.513         | 3700  | G  | 2012 |
|                    |        | From        | !<br>!   |       |     |         |                 | II St |    |    | <u>!</u>    |    |               |       |    |      |
| W Tabb St          | 0.09   | 1100        | G        | 97%   | 1%  | 2%      | Market St<br>0% | 0%    | 0% | F  | 0.113       | F  | 0.732         | 1200  | G  | 2012 |
| 9048) W Tabb St    | 0.06   | 1500        | G        | 97%   | 1%  | 2%      | Inion St<br>0%  | 0%    | 0% | F  | 0.114       | F  | 0.535         | 1600  | G  | 2012 |
|                    |        | To          |          |       |     | N Sv    | camore St       |       |    |    |             |    |               |       |    |      |
| 9048) E Tabb St    | 0.12   | 910 From    | G        | 97%   | 1%  | 2%      | 0%              | 0%    | 0% | С  | 0.112       | F  | 0.684         | 970   | G  | 2012 |
|                    |        | From        |          |       |     |         | Adams St        |       |    |    | <u> </u>    |    |               |       |    |      |
| 9053) Baylors Ln   | 0.65   | 1600 To     | G        | 98%   | 1%  | 1%      | fense Rd<br>0%  | 0%    | 0% | С  | 0.099       | F  | 0.57          | 1600  | G  | 2012 |
|                    |        | From        | 1        |       |     |         | alifax St       |       |    |    |             |    |               |       |    |      |
| 9055 Madison St    | 0.05   | 1600        | G        | 96%   | 1%  | 2%      | shington S      | 1%    | 0% | F  | 0.107       | F  | 0.813         | 1700  | G  | 2012 |
| 9055) Madison St   | 0.18   | 1400        | G        | 96%   | 1%  | Fr:     | anklin St<br>1% | 1%    | 0% | С  | 0.110       | F  | 0.898         | 1500  | G  | 2012 |
| 9055) Madison St   | 0.07   | 890 From    | G        | 96%   | 1%  | E<br>2% | Bank St<br>1%   | 1%    | 0% | F  | 0.104       | F  | 0.793         | 940   | G  | 2012 |
|                    |        | To          |          |       |     | Bolli   | ngbrook St      |       |    |    |             |    |               |       |    |      |
| 9057) Fifth St     | 0.05   | 300         | G        |       |     | Е       | Bank St         |       |    |    | 0.162       | F  | 0.537         | 320   | G  | 2012 |
| Fifth St           | 0.00   | <b>300</b>  | _        |       |     | D 11    | 1 1 0           |       |    |    | 0.102       | •  | 0.007         | 320   | J  | 2012 |
| 9057) Fifth St     | 0.08   | 510 From    | G        |       |     |         | ngbrook St      |       |    |    | NA          |    |               | 560   | G  | 2012 |
|                    |        | То          | 1        |       |     |         | River St        |       |    |    |             |    |               |       |    |      |
| 9059) Flank Rd N   | 0.20   | 3700        | G        | 99%   | 0%  | Flank 1 | Rd One-Wa       | 0%    | 0% | С  | 0.085       | F  | 0.764         | 3900  | G  | 2012 |
| 9059 FIAIR RUN     | 0.20   | 3700<br>To  |          | 9976  | U76 |         | 1 S Crater F    |       | 0% | U  | 0.065       | Г  | 0.764         | 3900  | G  | 2012 |
|                    |        | From        |          |       |     | Е       | Wythe St        |       |    |    |             |    |               |       |    |      |
| S Adams St         | 0.10   | 4600 To     | G        |       |     | E We    | shington S      |       |    |    | 0.092       | F  | 0.525         | 4900  | G  | 2012 |
|                    |        | From        |          |       |     |         | 6Th St          | ı     |    |    | <u> </u>    |    |               |       |    |      |
| Accomack St        |        | 370         | G        |       |     | '       | 011131          |       |    |    | 0.111       | F  | 0.578         | 390   | G  | 2012 |
|                    |        | To          | :        |       |     | ,       | 7Th St          |       |    |    |             |    |               |       |    |      |
| Cameron St         |        | 330         | G        |       |     | Old     | Church St       |       |    |    | 0.096       | F  | 0.521         | 350   | G  | 2012 |
|                    |        | To          | :        |       |     | C       | enter St        |       |    |    |             |    |               |       |    |      |
|                    |        | From        |          |       |     | Prince  | George Av       | ve .  |    |    |             |    |               |       |    |      |
| Culpeper Ave       |        | 390<br>To   | G        |       |     | Dans    | nswick St       |       |    |    | 0.120       | F  | 0.808         | 420   | G  | 2012 |
|                    |        | From        | !<br>:I  |       |     |         | alifax Rd       |       |    |    |             |    |               |       |    |      |
| Custer St          |        | 420         | G        |       |     |         |                 |       |    |    | 0.091       | F  | 0.541         | 440   | G  | 2012 |
|                    |        | From        |          |       |     |         | lawk St         |       |    |    |             |    |               |       |    |      |
| Darby Dr           |        | 210         | G        |       |     |         | usby St         |       |    |    | 0.123       | F  | 0.567         | 220   | G  | 2012 |
|                    |        | То          | <u> </u> |       |     |         | alcun Dr        |       |    |    |             |    |               |       |    |      |
| Condan Do          |        | From        | پ        |       |     | De      | ering Rd        |       |    |    | 0.440       | _  | 0.000         | 000   |    | 0040 |
| Gordon Dr          |        | 270 To      | G        |       |     | Ľ       | loke Dr         |       |    |    | 0.113       | F  | 0.622         | 290   | G  | 2012 |
|                    |        |             | <u> </u> |       |     | I.      | IUKU DI         |       |    |    |             |    |               |       |    |      |

|                    |        |                    |          |       |     | City of Fetersburg           |   |    |             |    |               |       |    |      |
|--------------------|--------|--------------------|----------|-------|-----|------------------------------|---|----|-------------|----|---------------|-------|----|------|
| Route              | Length | AADT               | QA       | 4Tire | Bus | Truck<br>2Axle 3+Axle 1Trail |   | QC | K<br>Factor | QK | Dir<br>Factor | AAWDT | QW | Year |
| City of Petersburg |        |                    | =        |       |     |                              |   |    |             |    |               |       |    |      |
|                    |        | From               |          |       |     | Valley Dr                    |   |    |             |    |               |       |    |      |
| Homestead Dr       |        | 660                | G        |       |     | VC 11 1 1 1 1 1              |   |    | 0.095       | F  | 0.585         | 700   | G  | 2012 |
|                    |        |                    | <u> </u> |       |     | Midland Rd                   |   |    |             |    |               |       |    |      |
| 1-11               |        | From               | Ļ        |       |     | Filmore St                   |   |    |             | _  | 0.500         | 0500  | _  | 0040 |
| Jefferson St       |        | 2400 <sub>To</sub> | G        |       |     | ST Andrews St                |   |    | 0.085       | F  | 0.586         | 2500  | G  | 2012 |
|                    |        | From               | l        |       |     |                              |   |    |             |    |               |       |    |      |
| North Park Dr      |        | 820                | G        |       |     | Nivram St                    |   |    | 0.088       | F  | 0.618         | 870   | G  | 2012 |
| Notti i ak Di      |        | To                 | <u> </u> |       |     | Retang Rd                    |   |    | 0.000       | '  | 0.010         | 070   | G  | 2012 |
|                    |        | From               |          |       |     | Homestead Dr                 |   |    |             |    |               |       |    |      |
| Oakmont Dr         |        | 100                | G        |       |     | nomestead Di                 |   |    | 0.117       | F  | 0.615         | 100   | G  | 2012 |
| Oakmont Di         |        | То                 | ř        |       |     | Midland Rd                   |   |    |             | '  | 0.013         | 100   | J  | 2012 |
|                    |        | From               |          |       |     | Bollingbrook St              |   |    | 1           |    |               |       |    |      |
| Old Church St      |        | 580                | G        |       |     | Bollingorook St              |   |    | 0.124       | F  | 0.62          | 620   | G  | 2012 |
| 0.000.000          |        | То                 | Ť        |       |     | Miller St                    |   |    |             | •  | 0.02          | 020   |    |      |
|                    |        | From               |          |       |     | Floyd St                     |   |    |             |    |               |       |    |      |
| Patterson Ave      |        | 770                | G        |       |     | Tioyast                      |   |    | 0.161       | F  | 0.695         | 820   | G  | 2012 |
|                    |        | To                 |          |       |     | Carver St                    |   |    |             |    |               |       |    |      |
|                    |        | From               |          |       |     | Valor Dr                     |   |    |             |    |               |       |    |      |
| Pleasants Ln       |        | 930                | G        |       |     |                              |   |    | 0.118       | F  | 0.523         | 990   | G  | 2012 |
|                    |        | To                 |          |       |     | Dupuy Rd                     |   |    |             |    |               |       |    |      |
|                    |        | From               |          |       |     | Ash St                       |   |    |             |    |               |       |    |      |
| Richmond Ave       |        | 700                | G        |       |     |                              |   |    | 0.093       | F  | 0.516         | 750   | G  | 2012 |
|                    |        | To                 |          |       |     | Nash St                      |   |    |             |    |               |       |    |      |
|                    |        | From               |          |       |     | Valley St                    |   |    |             |    |               |       |    |      |
| Rollingwood Rd     |        | 70                 | G        |       |     |                              |   |    | 0.175       | F  | 0.636         | 70    | G  | 2012 |
|                    |        | To                 |          |       |     | Homestead Dr                 |   |    |             |    |               |       |    |      |
|                    |        | From               |          |       |     | Forest Hill Rd               |   |    |             |    |               |       |    |      |
| South Park Dr      |        | 1900               | G        |       |     |                              |   |    | 0.098       | F  | 0.556         | 2000  | G  | 2012 |
|                    |        | To                 |          |       |     | West Park Dr                 |   |    |             |    |               |       |    |      |
|                    |        | From               |          |       |     | Bolling Street               | • |    |             |    |               |       |    |      |
| St Luke St         |        | 430                | G        |       |     |                              |   |    | 0.104       | F  | 0.62          | 460   | G  | 2012 |
|                    |        | То                 | <u> </u> |       |     | Chestnut Street              |   |    |             |    |               |       |    |      |
|                    |        | From               |          |       |     | High Pearl St                |   |    |             | _  |               |       |    |      |
| St Matthew St      |        | 2700               | G        |       |     |                              |   |    | 0.093       | F  | 0.577         | 2900  | G  | 2012 |
|                    |        | To                 |          |       |     | Harding St                   |   |    |             |    |               |       |    |      |
|                    |        | From               |          |       |     | Custer St                    |   |    |             | _  |               |       |    |      |
| Talley Ave         |        | 590                | G        |       |     |                              |   |    | 0.222       | F  | 0.655         | 630   | G  | 2012 |
|                    |        | To                 |          |       |     | Edmonds Ct                   |   |    |             |    |               |       |    |      |