2013

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.

1 Trail 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
- 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	

(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

Virginia State Route

- 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.

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

		Oity (JI FEIEISL	July				Tru	ok			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle	_		QC	Factor	QK	Factor	AAWDT	QW
Bus	From:	Wo	CL Petersbur	ro			ZAXIE	JTANE	THAII	ZIIali		i actor		1 actor		
1 (460) Washington St	City of Petersbur		12000	G	98%	0%	1%	0%	1%	0%	F	0.095	F	0.52	13000	G
	Toc		Summit St													
Bus	From:															_
1 (460) Washington St	City of Petersbur	rg 0.18	13000	G	98%	0%	1%	0%	1%	0%	F	0.096	F	0.555	13000	G
Bus	To: From:		Elm St													
1 (460) Washington St	City of Petersbur	rg 0.57	13000	G	96%	1%	2%	1%	1%	0%	С	0.093	F	0.548	14000	G
	To:	•	Par; Wythe	e St												
Bus	From:	US 1 Par, Wash														_
1) (460) Wythe St	City of Petersbur	•	6800	G	97%	1%	1%	1%	1%	0%	С	0.091	F		7200	G
~	Combined Traffic Estimates for 2 Parallel Ro	adways on this Route:	15000	G	97%	1%	1%	1%	1%	0%	F	0.09	F	0.539	15000	G
Bus	To: From:		Perry St													
1 460 Wythe St	City of Petersbur	rg 0.15	8100	G	97%	1%	1%	1%	1%	0%	F	0.099	F		8600	G
1)(400)	Combined Traffic Estimates for 2 Parallel Ro	padways on this Route:	17000	G	97%	1%	1%	1%	1%	0%	F	NA			18000	G
	Toc		36 Market													
Bus	From:										_					_
1 (460) (36) Wythe St	City of Petersbur	•	8600	G	97%	1%	1%	1%	1%	0%	F	0.091	F		9100	G
—	Combined Traffic Estimates for Parallel Ro	adways on this Route:	NA									NA			NA	
ALT Bus	To: From:	ALT US	S 301 Sycan	nore St												
1 (301)(460) (36) Wyth	ne St City of Petersbur	rg 0.20	12000	G	97%	1%	1%	1%	1%	0%	F	0.088	F		12000	G
	Combined Traffic Estimates for Parallel Ro	adways on this Route:	NA									NA			NA	
	To:		460 Jeffers													
ALT Laffamous Ot	From:		JS 460 Wyth		070/	40/	40/	40/	40/	00/	_	0.400	_	0.004	0400	0
1 301 Jefferson St	City of Petersbur	•	2900	G	97%	1%	1%	1%	1%	0%	г	0.129	F	0.624	3100	G
	Combined Traffic Estimates for Parallel Ro	adways on this Houte:	NA									0.129	F	0.624	NA	
ALT	Te: From:	Bus US 46	0 Par, Wash	nington	St											
1 301 Jefferson St	City of Petersbur	rg 0.26	920	G	97%	1%	1%	1%	1%	0%	F	0.119	F	0.701	980	G
	Combined Traffic Estimates for Parallel Ro	adways on this Route:	NA									0.119	F	0.701	NA	
	Tα		Henry St													
ALT Ord St	City of Petersbu	rg 0.05	320	G	97%	1%	1%	1%	1%	0%	F	0.104	F	0.632	330	G
1 (301) 3rd St		•		G	97%	1%	1%	1%	1%	0%	Г		F			G
	Combined Traffic Estimates for Parallel Ro	adways on this Houte:	NA									0.104	г	0.632	NA	
ALT	To: From:	US 3	01 Par, Ban	k St												
1 301 3rd St	City of Petersbur	rg 0.05	400	G	97%	1%	1%	1%	1%	0%	F	0.107	F	0.569	420	G
	Combined Traffic Estimates for Parallel Ro	adways on this Route:	NA									0.107	F	0.569	NA	
	То:		l Bollingbro													
ALT Pallis	Prom:		1; 3RD STR		000/	0%	10/	00/	00/	00/	г	0.104	_	0.00	4400	C
(1) (301) (301) (36) Bollin	ngbrook St City of Petersbur Combined Traffic Estimates for Parallel Ro		4200 NA	G	98%	υ%	1%	0%	0%	0%	Г	0.104	Г	0.82	4400	G
	Combined Traffic Estimates for Parallel Ro	US 1 Par; US		llinch:	olr St							0.104	г	0.82	NA	
	10.	US I Par; US	oui Par; Bo	uingbro	ok St											

8/4/2014 7

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

		Gity	oi reteis	burg												
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus		Tru	_		QC	K	QK	Dir	AAWDT	OW
		<u> </u>				200	2Axle	3+Axle	1Trail	2Trail		Factor	٠.٠	Factor	, , , , , , ,	Δ
~~~	From:	US 1 Par; US														
1)(301)2nd St	City of Peters	sburg 0.35	11000	G	99%	0%	0%	0%	0%	0%	F	0.091	F	0.597	12000	G
$\bigcirc$	To:	SCL	Colonial He	eights												
Bus	From:	US 1 Wy	the St Batte	rsea Lan												
Washington St	City of Peters	sburg 0.31	7800	G	97%	1%	1%	1%	1%	0%	F	0.096	F		8300	G
(F)	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	15000	G	97%	1%	1%	1%	1%	0%	F	0.09	F	0.539	15000	G
	T															
Bus	From:	123	3-9025 West	t St												
Washington St	City of Peters	sburg 0.40	8200	G	97%	1%	1%	1%	1%	0%	F	0.091	F		8700	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	15000	G	97%	1%	1%	1%	1%	0%	F	NA			16000	G
	To	122	3-9029 Soutl	h St												
Bus	From:															
(1) (460) Washington St	City of Peters	sburg 0.27	8800	G	97%	1%	1%	1%	1%	0%	С	0.091	F		9400	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	17000	G	97%	1%	1%	1%	1%	0%	F	NA			18000	G
D	Tron From:		Guarantee S	t												
Bus  1 460 Washington St	City of Peters	sburg 0.24	8900	G	95%	1%	2%	1%	2%	0%	С	0.092	F		9400	G
(1) (460) Washington St	Combined Traffic Estimates for 2 Parallel	· ·		G	96%	1%	1%	1%	1%	0%	F	NA	•		18000	G
	To:	BUS US 46				1 /0	1 /0	1 /0	1 /0	0 /6		INA			10000	G
	From:	SR 36; Bus U														
(1) (36) Market St	City of Peters		2900	G	98%	1%	1%	0%	0%	0%	С	0.093	F	0.518	3100	G
(36)	Combined Traffic Estimates for Parallel	O .	NA	_	0070	. , •	. , 0	0,0	0,0	0,0	•	NA	•	0.0.0	NA	<u> </u>
	To:		36 Grove A	\ vo								14/3			INA	
	From:		36; Market													
$\left(\begin{array}{c} 1 \\ 1 \end{array}\right) \left(\begin{array}{c} 36 \end{array}\right)$ Old St	City of Peters	·	3900	G	98%	1%	1%	0%	0%	0%	F	0.091	F	0.661	4200	G
(p) (p)	Combined Traffic Estimates for Parallel	Roadways on this Route:	NA									NA			NA	
	To:		Sycamore St	t												
	From:		Old St	-												
(1) (36) Sycamore St	City of Peters	sburg 0.04	3500	G	98%	1%	1%	0%	0%	0%	F	0.095	F	0.763	3700	G
	Combined Traffic Estimates for Parallel	Roadways on this Route:	NA									NA			NA	
	To:		ollingbrook	St												
	From:		Sycamore St	t												
$\begin{pmatrix} 1 \end{pmatrix}$ $\begin{pmatrix} 36 \end{pmatrix}$ Bollingbrook St	City of Peters	sburg 0.10	3800	G	98%	1%	1%	0%	0%	0%	F	0.090	F	0.644	4000	G
P P	Combined Traffic Estimates for Parallel	Roadways on this Route:	NA									NA			NA	
	To:	US 1	, US 301 21	nd St												
	From:	W	CL Petersbu	ıro												
(36) Fleet St	City of Peters		7900	G	99%	0%	0%	0%	0%	0%	С	0.095	F	0.505	8100	G
30) 1 1001 01	To:	J. J	Grove Ave		0070	J /0		3 /0	0 /0	J /0	5	0.000	•	0.500	5100	<b>~</b>
	From:		Fleet St													
(36) Grove Ave	City of Peters	sburg 0.54	3100	G	99%	0%	1%	0%	0%	0%	С	0.098	F	0.636	3300	G
	To:		l Par, Marke													
	From:		US 1													
(36) 1 Market St	City of Peters	sburg 0.38	2900	G	98%	1%	1%	0%	0%	0%	С	0.093	F	0.518	3100	G
	Combined Traffic Estimates for Parallel	Roadways on this Route:	NA									NA			NA	
	To:		US 460 Par	, Washin	gton St											
		,														

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

Devite	la colo altrata		4407		4.7.	D		Tru	ıck		00	K	01/	Dir	AAMADT	
Route	Jurisdiction	- 9-	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	C
Market St	From: City of Peters	US 1 Par; Bus burg 0.11	US 460 Par,	, Washir <b>G</b>	ngton St 99%	0%	1%	00/	0%	0%	_	0.094	_	0.645	2900	
Market St	City of Feters					076	1 70	0%	076	0%	Г	0.094	Г	0.043	2900	
Bus	Troi: From:	<u> </u>	Bus US 460 V	Wythe S												
(36) $(1)$ $(460)$ Wythe St	City of Peters	0	8600	G	97%	1%	1%	1%	1%	0%	F	0.091	F		9100	
	Combined Traffic Estimates for Parallel	Roadways on this Route:	NA NA									NA			NA	
ALT Bus	To: From:	ALT U	JS 301 Sycar	more St												
6) (1) (301) (460) Wyth	e St City of Peters	burg 0.20	12000	G	97%	1%	1%	1%	1%	0%	F	0.088	F		12000	
	Combined Traffic Estimates for Parallel	Roadways on this Route:	NA									NA			NA	
Dire	To: From:		Bus US 460	0			$\neg$ $\vdash$									
Bus (460 Wythe St	City of Peters	burg 0.20	13000	G	97%	1%	1%	1%	1%	0%	С	0.089	F		14000	
,00 (400)	Combined Traffic Estimates for 2 Parallel I	-	28000	G	93%	1%	1%	2%	2%	0%	С	NA			30000	
	To	•	I-85, I-95													
Bus (460) Wythe St	City of Peters	burg 0.30	9700	G	97%	1%	1%	1%	1%	0%	_	0.096	F		10000	
460 (Wythe St	Combined Traffic Estimates for 2 Parallel	0		G	96%	1%	1%	1%	2%	0%	F	0.093	, F	0.650	23000	
	Tax		outh Crater 1		30 /8	1 /0		1 /0	270	0 78		0.000	'	0.000	20000	
	From:		Bus US 460													
Wythe St	City of Peters	•	8000	G	92%	1%	2%	1%	3%	0%	С	0.084	F		8800	
	Combined Traffic Estimates for 2 Parallel		Washington	G St: Ama	92%	1%	2%	2%	3%	0%	С	0.095	F	0.629	19000	
	From:		r; Wythe St;	,												
36) Washington St	City of Peters	burg 0.87	18000	G	97%	0%	0%	0%	2%	0%	F	0.095	F	0.608	20000	
	To From:	I	Puddledock F	Rd			$\Box$ $\vdash$									
36) Washington St	City of Peters		14000	G	97%	0%	0%	0%	2%	0%	F	0.092	F	0.605	15000	
	Tα:	Prince	George Cou	ınty Line	;											
	From:		R 36; Market		000/	40/	10/	00/	00/	00/	_	0.004	_	0.004	4000	
Old St	City of Peters Combined Traffic Estimates for Parallel	J	3900	G	98%	1%	1%	0%	0%	0%	F	0.091 NA	F	0.661	4200 NA	
	Tallet Trailic Estimates for Parallet	noadways on this noute.	Svcamore S	St								INA			INA	
	From:		Old St													
Sycamore St	City of Peters	· ·	3500	G	98%	1%	1%	0%	0%	0%	F	0.095	F	0.763	3700	
	Combined Traffic Estimates for Parallel			<u> </u>								NA			NA	
	From:		Sollingbrook Sycamore S													
6 Bollingbrook St	City of Peters		3800	G	98%	1%	1%	0%	0%	0%	F	0.090	F	0.644	4000	
	Combined Traffic Estimates for Parallel	Roadways on this Route:	NA									NA			NA	
	Tα		1, US 301 2													
ALT 36) (301) (1) (301) Bollin	gbrook St City of Peters		S 1 Par, 2nd <b>4200</b>	I St G	98%	0%	1%	0%	0%	0%	F	0 104	F	0.82	4400	
36 (301) (1) (301) Bollin	Combined Traffic Estimates for Parallel	•		J	JJ /0	0 /0	1 /0	0 /0	0 /0	0 /0	'	0.104	F	0.82	NA	
	Tα		ALT US 301	1 3rd St								J. 10-7	•	0.52	14/1	

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

		City	of Peters	burg												
Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus		Tru	-		QC	_ K	QK	Dir	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
Dallin abusals Ct	City of Dates	0.15	3rd St		050/	0%	10/	00/	00/	00/	_	0.100	F	0.000	4000	_
36 301 Bollingbrook St	City of Peters	O .	4000	G	95%		1%	2%	2%	0%	C F	0.108	г	0.826	4200	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	6300	G	95%	0%	1%	1%	2%	0%	F	NA			6700	G
	To:		5th St													
36 (301) Bollingbrook St	City of Peters	0	3500	G	98%	0%	1%	0%	0%	0%	С	0.107	F	0.811	3800	G
$\bigcirc$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	6100	G	97%	0%	1%	1%	0%	0%	С	NA			6500	G
	From:	P.	Crater Rd ollingbrook	St												
(36) (301) Crater Rd	City of Peters		2600	G	93%	0%	1%	4%	2%	0%	С	0.117	F	0.843	2700	G
36 301 Crater Rd	Combined Traffic Estimates for 2 Parallel	O .	6500	G	95%	0%	1%	2%	1%	0%	F	NA	•	0.010	6900	G
	Combined Traine Estimates for 2 Taraner				0070	0 70	- 170	270	1 /0	070	•	1471			0000	ď
Crater Dd	City of Peters		3600 3600	nk St <b>G</b>	98%	1%	1%	0%	0%	0%	F	0.094	F	0.555	3800	G
36 301 Crater Rd	•	•		G	90%	170	170	0%	0%	0%	Г		F			G
	Combined Traffic Estimates for Parallel		NA									0.094	г	0.555	NA	
	To:		US US 460													
$\binom{36}{9}$ Washington St	City of Peters	O .	9000	G	97%	0%	0%	0%	2%	0%	F	0.113	F		9900	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	17000	G	95%	1%	1%	1%	2%	0%	F	NA			19000	G
	To: From:		Burch St													
(36) Washington St	City of Peters	sburg 0.25	8800	G	92%	1%	2%	2%	3%	0%	С	0.112	F		9700	G
P	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	17000	G	92%	1%	2%	2%	3%	0%	С	0.095	F	0.629	19000	G
	To	SR 36 V	Vythe St; A	melia St												
North	From:		CL Petersbu	rg												
(85) (460)	City of Petersburg	(Maint: 26) 1.01	24000	Α	88%	1%	1%	1%	9%	1%	С	0.094	Α		24000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	48000	Α	87%	1%	1%	1%	10%	1%	С	0.096	Α	0.53	47000	Α
	To	Squi	rrel Level F	Road												
North	City of Petersburg		27000		88%	1%	1%	1%	9%	1%	_	0.092	Α		27000	Α
85 (460)	Combined Traffic Estimates for 2 Parallel	'		A	87%	1%	1%	1%	10%	1%	F	0.092	A	0.557		A
	Combined Trainic Estimates for 2 Parallel	noadways on this houte.	52000	Α	0/%	170	1%	170	10%	170	Г	0.094	А	0.557	52000	А
North	To:	Ra	ımp To I-95	S												
(85) I-85 N Ramp	City of Petersburg	(Maint: 26) 0.46	22000	G	88%	1%	1%	1%	9%	1%	F	0.091	F		22000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	46000	G	85%	1%	1%	1%	11%	1%	F	0.079	F	0.586	44000	G
	To	Ramp to W	achington S	t. Wythe	St											
North	From:	•				4-1		461	061	461	_	0.00=	_		10000	_
85 Ramp	City of Petersburg	'	19000	G	88%	1%	1%	1%	9%	1%	F	0.087	F		19000	G
~	Combined Traffic Estimates for 2 Parallel			G	85%	1%	1%	1%	11%	1%	F	0.079	F	0.564	37000	G
	To		I-95 North													
North	From:		I-85 North					_		_			_			_
85 Ramp	City of Petersburg		1300	G								0.096	F		1300	G
	To:	123-901	1 Squirrel I	evel Rd												
North	From:		I-85 North								_					
(85) (460) Ramp	City of Petersburg		5900	Α	88%	0%	1%	1%	10%	0%	С	0.105	Α		6100	Α
$\sim$	To:		I-95 South													

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

					4.77			Tri	uck			K	014	Dir	A A)4/DT	
Houte	Jurisdictio					Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	QW
~~~	City of Potorshura				th							0.110	_		2800	G
85 Hamp	To:	,		-	ashington	St						0.119	'		2000	G
North	From:				asimigton	Di.										
85) Ramp	City of Petersburg	(Maint: 26) 0.22	5600	Α								0.11	Α		6100	Α
<u> </u>	To:				t											
	City of Petersburg											0 113	Α		3800	Α
85) ramp	To:	<u>` </u>			t							0.110	,,		0000	,,
Jorth	From:															
	City of Petersburg		2100	A								0.125	Α		2300	Α
North																
outh	From:	S	CL Petersbu	ırg												
85) (460)	City of Petersburg	(Maint: 26) 1.25	23000	Α	87%	1%	1%	1%	10%	1%	С	0.109	Α		23000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	48000	Α	87%	1%	1%	1%	10%	1%	С	NA			47000	Α
	To	Squ	irrel Level F	Road			_									
~~~	City of Petershura	•			87%	1%	1%	1%	10%	1%	F	0.107	Δ		24000	A
85 (460)		,									F			0.557		,
	Combined Traine Estimates for 2 Faraner				07 /6	1 /0	1 /0	1 /0	10 /0	1 /0		0.034	^	0.557	32000	,
	To: From:	Ra	mp From I-9	5 N												
85) I-85 S Ramp	,	,		G	83%	1%	1%	1%	13%	1%	F	0.094	F		22000	G
$\smile$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	46000	G	85%	1%	1%	1%	11%	1%	F	0.079	F	0.586	44000	G
outh	Tec From:	Ramp F	rom Washin	gton Av	re e											
95 I-85 S Ramp	City of Petersburg	(Maint: 26) 0.16	20000	G	83%	1%	1%	1%	13%	1%	F	0.090	F		18000	G
65) . 66 6		,									F		F	0.564		(
	To:	:				.,,		.,.		.,.	-					
outh	From:	:	I-85-S													
	City of Petersburg	(Maint: 26) 0.13	2900	Α								0.114	Α		3100	Α
<i></i>	To:	123-901	1; Squirrel l	Level R	d											
orth	From:		Rives Rd													
95)	,	'		Α	85%	1%	1%	0%	13%	0%	F	0.118	Α		14000	P
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	32000	Α	85%	1%	1%	0%	12%	0%	F	0.107	Α	0.582	29000	F
- 41-	To:		Wagner Rd													
	City of Petersburg	(Maint: 74) 2 79	22000	Δ	85%	1%	1%	0%	13%	0%	F	0.106	Α		21000	Δ
93)		,									F			0.516		Α
	Tomorios Trans Estimates for 2 1 drainer					. 70	- /3	3 /0	/0	J /0	•	0.007	, ,	0.010	.5000	,
	From:															
95)	,	,									F					Α
$\smile$	Combined Traffic Estimates for 2 Parallel					1%	1%	0%	12%	0%	F	0.101	Α	0.574	36000	Α
	To:	Maintenar	nce Jurisdicti	ion Cha	nge											

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

Б.,		1 . 1 . 1					4	_		Tru	ck		00	K	01/	Dir	4 4 14 / D.T.	٥١
Route		Jurisdictio	on 	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QI
Vorth		City of Petersburg	(Maint: 26)	0.44	I-85 <b>44000</b>	Α	92%	1%	1%	1%	6%	0%	_	0.095	Α		43000	А
95	Combined Traffic	Estimates for 2 Parallel				A	91%	1%	1%	1%	6%	0%	F	0.093	A	0.556	83000	F
	Combined Trainic	Estimates for 2 Faraller	noauways on					1 70	1 70	1 70	0%	0%	Г	0.094	A	0.556	63000	,
orth		From:		US 301, Bu	s US 460 W	ashingto	n St											
95)		City of Petersburg		0.64	50000	Α	92%	1%	1%	1%	6%	0%	F	0.094	Α		49000	
	Combined Traffic	Estimates for 2 Parallel	Roadways on			Α	91%	1%	1%	1%	6%	0%	F	NA			99000	
		To:	c .	SCL	Colonial He	eights												
orth		From:			I-95 North													
Ramp		City of Petersburg	(Maint: 74)	0.17	850	A								0.108	Α		830	
		10.		123	-9008 Rives													
orth		City of Petersburg	(Maint, 74)	0.35	I-95 North <b>260</b>	Α								0.141	Α		290	
Ramp		City of Fetersburg	(Mairit. 74)		9010 Wagn									0.141	А		290	
-11-		From		123-	I-95 North				1									
orth 5) Ramp		City of Petersburg	(Maint: 74)	0.23	690	G								0.097	F		690	
,5) Hamp		To:	:		9010 Wagn									0.007	•		000	
orth		From:		I-95 N	Jorth Collec	tor Rd												
Ramp		City of Petersburg	(Maint: 74)	0.11	720	G								0.204	F		720	
		To:	:	US	460 County	y Dr												
orth		From:		I-9	5 Collector	Rd												
Ramp		City of Petersburg	(Maint: 74)	0.14	500	G								0.1	F		500	
<i></i>		To:		Е	US US 460	P												
orth		From:	r.		5 Collector													
Ramp		City of Petersburg	(Maint: 74)	0.16	1900	G								0.131	F		1900	
		To:	•		US 301													
orth	1 -+ 110 400 110 004	From:	(1.4 - 1 7.4)	0.04	I-95 North									NIA			N.1.A	
1-95 North CD Ro	d at US 460; US 301	City of Petersburg	(Maint: 74)	0.04	NA									NA			NA	
orth		To: From:		Ram	p to US 460	) East												
	d at US 460; US 301	City of Petersburg	(Maint: 74)	0.15	2800	G								0.1	F		2800	
<i></i>		To	4	Ramp	From US 46	0 West			$\lnot$ $\vdash$									
orth	d at US 460; US 301	City of Petersburg	(Maint: 74)		10000	A								0.144	Α		12000	
1-95 North CD Ro	1 at 03 400, 03 301	City of Fetersburg	(Mairit. 74)	0.26										0.144	А		12000	
orth		From:		Ramp	to US 301	North												
) I-95 North CD Ro	d at US 460; US 301	City of Petersburg	(Maint: 74)	0.22	NA									NA			NA	
<u> </u>				Ramı	to US 301	South												
orth 95) I-95 North CD Ro	d at US 460; US 301	City of Petersburg	(Maint: 74)	0.06	9700	G			•					0.134	F		9700	
100 NOILLI OD NO	a at 50 700, 55 501	Oity of Feleraburg	(ivialit. 14)											0.104	•		3700	
orth		From:		Ran	np From US	301												
95) I-95 North CD Ro	d at US 460; US 301	City of Petersburg	(Maint: 74)	0.14	14000	Α								0.121	Α		15000	
		To:		Ramp to Wy	he & Wash	ington S	treets											

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

Route	Jurisdiction		AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
North (95) I-95 North CD Rd at US 460; US 301	City of Petersburg (M	Ramp to Wyt Maint: 74) 0.01	he & Washii  NA  I-95 North	ngton St	reets							NA			NA	
North 95 Ramp	City of Petersburg (M		orth Collecte 3600 To Wythe S	G	shington S	St						0.094	F		3600	G
North 95 Ramp	City of Petersburg (M	Maint: 26) 0.43	I-95 North <b>5400</b> I-85 South	G								0.112	F		5400	G
North 95 Ramp	City of Petersburg (M		I-95 North NA 301 Par, Ban	k St								NA			NA	
South 95 Combined Traffic	City of Petersburg (M Estimates for 2 Parallel Re	Maint: 74) 0.34	L Petersbur 14000 27000	g A A	86% 85%	1% 1%	1% 1%	0% 0%	12% 12%	0% 0%	F F	0.123 NA	Α		12000 24000	A A
South 95 Combined Traffic	City of Petersburg (M Estimates for 2 Parallel Re	,	16000 32000	A A	86% 85%	1% 1%	1% 1%	0% 0%	12% 12%	0% 0%	F F	0.112 0.107	A A	0.582	15000 29000	A A
South 95 Combined Traffic	City of Petersburg (M	,	Wagner Rd 23000 45000	A A	86% 85%	1% 1%	1% 1%	0% 0%	12% 12%	0% 0%	F F	0.098 0.097	A A	0.516	22000 43000	A A
South 95 Combined Traffic	City of Petersburg (M	,	County Rd; U 19000			1% 1%	1% 1%	0% 0%	12% 12%	0% 0%	F F	0.104 0.101	A A	0.574	18000 36000	A A
South 95 Combined Traffic	City of Petersburg (M	,	29000	JS 301 ·	Crater Rd							0.094 NA	A		29000 47000	A A
South 95 Combined Traffic	City of Petersburg (M	,	I-85 <b>42000</b> <b>86000</b>	A A	91% 91%	1% 1%	1% 1%	1% 1%	7% 6%	0% 0%	F F	0.096 0.094	A A	0.556	41000 83000	A A
South 95	City of Petersburg (M	US 301, Bus Maint: 26) 0.48 Roadways on this Route:	50000 100000	A A	91% 91%	1% 1%	1% 1%	1% 1%	7% 6%	0% 0%	F F	0.094 NA	A		49000 99000	A A
South 95 Ramp	From: City of Petersburg (N	Maint: 74) 0.16	I-95 South 3500 -9008 Rives	G								0.113	F		3500	G

8/4/2014 13

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

									Tru	ıck			K		Dir		
Route	Jurisdiction	L	ength	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QV
South	From:			-95 South										_			_
95) Ramp	City of Petersburg (Ma	aint: 74)	0.25	2400	G								0.109	F		2400	G
<u> </u>	10:			010 Wagner	Rd												
South	From:			-95 South													
95 Ramp	City of Petersburg (Ma	aint: /4)	0.31	5200	A								0.100	Α		5700	Α
~	10.			010 Wagner													
outh	From:	74		uth Collecto		000/	00/		201	00/	00/	_	0.000	_		0000	_
95) Ramp	City of Petersburg (Ma	aint: 74)	0.09	6300	G	99%	0%	0%	0%	0%	0%	С	0.088	F		6300	C
	10.			012 Graham	Rd												
outh	City of Determine (Ma	-i-t- 74\		I-95 South	_								0.000	^		10000	,
95) (460) Ramp	City of Petersburg (Ma	aint: 74)	0.06	9500	Α								0.098	Α		10000	F
outh	To: From:		Ramp	to Graham l	Rd												
95) (460) Ramp from I-85 N to I-95 S	City of Petersburg (Ma	aint: 74)	0.07	11000	G	91%	0%	1%	1%	7%	0%	С	0.112	F		11000	(
	Tor	·	Dome	p from US 30	Λ1												
outh Bus	From:		•		01												
95) (460) (460) Ramp from I-85 N to I-95 S	City of Petersburg (Ma	aint: 74)	0.18	NA									NA			NA	
outh Bus	To: From:		Ramp	p from US 30	01												
buth Bus 95) (460) (460) Ramp from I-85 N to I-95 S	City of Petersburg (Ma	aint: 74)	0.27	12000	Α								0.117	Α		13000	A
95) (460) (460) (460)	5.ty 5 5.5.55a.g (	<u> </u>											0			.0000	•
outh	From:		US	S 460 Ramp													
95) Ramp	City of Petersburg (Ma	aint: 74)	0.22	3500	G								0.082	F		3500	C
<u> </u>	To:		I	-95 South													
outh	From:			-95 South													
95) Ramp	City of Petersburg (Ma	aint: 74)	0.12	NA									NA			NA	
<u></u>	To: From:	I-9	5-S052B	to Washingt	ton Stre	eet		$\neg$ $\vdash$									
outh 95) Ramp	City of Petersburg (Ma	aint: 74)	0.19	NA									NA			NA	
95) Hamp	To:			ROM RT 95	5 SOU	гн							INA			INA	
	From:	02.		60 County R													
Courthouse Rd	City of Petersbu	ıra	0.10	6800	G	95%	2%	1%	1%	1%	0%	F	0.096	F	0.507	7200	
106) Sourthouse Fla	To:	ing .		L Petersburg		33 /6	<i>L</i> /0		1 /0	1 /0	0 70	•	0.000	•	0.507	7200	
	From:																
109)Hickory Hill Rd	City of Petersbu	ıra	0.88	60 County R	G	98%	0%	0%	1%	0%	0%	С	0.128	F	0.869	8200	
109 THEKOTY THII TIE	Oity of 1 etersou	ing .				30 /6	0 76	0 /6	1 /0	0 /6	0 /6	O	0.120	•	0.003	0200	•
Distance Line Dat	From:			L Petersburg		0001	001		401	001	001		0.400	۸.	0.000	0000	
09 Hickory Hill Rd	City of Petersbu		0.03	7700	N	98%	0%	0%	1%	0%	0%	N	0.128	N	0.869	8200	١
	10.	Dead End; Fo		•		ivianone i	AV										
Develop Dienie Del	From:			L Petersburg		0701	001		401	407	001	_	0.407	_	0.000	0000	_
Boydton Plank Rd	City of Petersbu	ırg	0.16	3100	G	97%	0%	0%	1%	1%	0%	F	0.107	F	0.688	3300	G
<u>~</u>	To: From:		I	Dupuy Rd				$\Box$ $\vdash$									
142 Boydton Plank Rd	City of Petersbu	ırg	1.24	3100	G	97%	0%	0%	1%	1%	0%	С	0.103	F	0.669	3300	G
<u> </u>	To:		Rt 60	04 Halifax R	Rd												

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

								Tru	ck			K		Dir		
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	Rt	604 Halifax	Rd												
142 Halifax Rd	City of Petersk	ourg 0.06	5200	G	97%	0%	0%	1%	1%	0%	F	0.096	F	0.516	5600	G
$\smile$	Τα		CSX RR													
	From:	S	CL Petersbur	rg												
301 Crater Rd	City of Petersk	ourg 0.21	8000	G	98%	0%	1%	0%	0%	0%	С	0.098	F	0.651	8500	G
<u> </u>	Tæ		Rives Rd													
301 Crater Rd	City of Petersh	ourg 0.90	9100	G	99%	0%	0%	0%	0%	0%	С	0.097	F	0.612	9700	G
	та.		Wagner Rd													
301 Crater Rd	From: L City of Petersk	ourg 0.43	21000	G	99%	0%	0%	0%	0%	0%	F	0.09	F	0.508	22000	G
301)										- , -	•		-			
301 Crater Rd	City of Petersk	ourg 0.87	Flank Rd 21000	G	99%	0%	0%	0%	0%	0%	F	0.087	F	0.503	22000	G
301 Crater Hu	Only of Federal	ourg 0.67	21000	G	33 /6	0 /0	0 /6	0 /6	0 /6	0 /6	'	0.007	'	0.505	22000	C
~~~~	To: From:		S 301 Sycar												.=	_
(301) Crater Rd	City of Petersk	ourg 0.26	15000	G	99%	0%	0%	0%	0%	0%	С	0.087	F	0.528	15000	G
	To: From:		South Blvd													
301 Crater Rd	City of Petersh	ourg 0.73	20000	G	99%	0%	0%	0%	0%	0%	F	0.087	F	0.518	21000	G
<u> </u>	To	I-9	5, Bus US 4	-60												
Bus 301 460 Crater Rd	City of Petersburg (I		9700	N	98%	1%	1%	0%	0%	0%	N	0.087	N	0.507	10000	Ν
301 460 Crater Rd	To:	,	JS 460 Par, V			1 /0		0 /6	0 /6	0 /6	IN	0.007	IN	0.507	10000	- 11
Bus	From:		ce Jurisdicti													
301 460 Crater Rd	City of Petersk	ourg 0.98	9700	G	98%	1%	1%	0%	0%	0%	С	0.087	F	0.507	10000	G
	Combined Traffic Estimates for Parallel F	Roadways on this Route:	NA									0.087	F	0.507	NA	
	To:	SR 36 F	Bus US 460 V	Wythe S	t t											
Bus	From: L	•				40/	40/	00/	00/	00/	_	0.00	_	0.550	7000	_
301 460 Crater Rd	City of Petersk	~	6900	G	98%	1%	1%	0%	0%	0%	F	0.09	F	0.559	7300	G
	Combined Traffic Estimates for Parallel F	Roadways on this Route:	NA									0.09	F	0.559	NA	
~~~	To: From:	SR 36 Par, Bus	US 460 Par,	, Washii	ngton St											
$\binom{301}{36}$ Crater Rd	City of Petersk		3600	G	98%	1%	1%	0%	0%	0%	F	0.094	F	0.555	3800	G
$\hookrightarrow$ $\circ$	Combined Traffic Estimates for Parallel F	Roadways on this Route:	NA									0.094	F	0.555	NA	
	To	US	301 Par, Ban	ık St												
(301) (36) Crater Rd	City of Petersh		2600	G	93%	0%	1%	4%	2%	0%	С	0.117	F	0.843	2700	G
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	6500	G	95%	0%	1%	2%	1%	0%	F	NA			6900	G
	То:		ollingbrook S	St												
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	From:		Crater Rd													
301 (36) Bollingbrook St	City of Petersk	•	3500	G	98%	0%	1%	0%	0%	0%	С	0.107	F	0.811	3800	G
~ ·	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	6100	G	97%	0%	1%	1%	0%	0%	С	NA			6500	G
	To:		5th St													
301 (36) Bollingbrook St	City of Petersk	ourg 0.15	4000	G	95%	0%	1%	2%	2%	0%	С	0.108	F	0.826	4200	G
	Combined Traffic Estimates for 2 Parallel F	•	6300	G	95%	0%	1%	1%	2%	0%	F	NA			6700	G
	To:	,	3rd St												_	

8/4/2014 15

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

				-						т	1 .			1/		D:-		
Route		Jurisdictio	n l	_ength	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	Q
ALT		From:		US 1, A	ALT US 30	1 3rd St				•								
(36) Bolling	gbrook St	City of Peters	burg	0.08	4200	G	98%	0%	1%	0%	0%	0%	F	0.104	F	0.82	4400	(
	Combined Traffic	Estimates for Parallel	Roadways on this	Route:	NA									0.104	F	0.82	NA	
		To:	,		S 1 Par, 2nd	1 St												
		From:			N RT 1													
301 1 2nd St		City of Peters	burg	0.35	11000	G	99%	0%	0%	0%	0%	0%	F	0.091	F	0.597	12000	
\$1)(1)		To:	-	SCL	Colonial H	eights												
		From:			US 301													
Pomp		City of Petersburg ((Maint: 74)	0.19	6900	G								0.077	F		6900	
01 Ramp		City of Fetersburg ((IVIAITIL. 74)											0.077	Г		0900	
		10:			5 Collector													
rth _		From:			GRAHAN		RO RT 95								_			
Ramp		City of Petersburg (0.10	1800	G								0.081	F		1800	
		To:	I-95-S	050X FR	OM ROUT	ΓE 301 N	IORTH											
uth Bus		From:		US	301 Crater	r Rd												
01 (460 Ramp US 301 S to	o I-95 S at Exit ???	City of Petersburg ((Maint: 74)	0.20	620	G	97%	1%	1%	1%	1%	0%	F	0.114	F		660	
1)(400)		To:	,	1	I-95, US 46													
		F																
~ C P + 0:		C': (D			301 Crate		070/	00/		40/	40/	00/	_	0.400	_	0.004	0700	
36) Bank St		City of Peters	J	0.24	2500	G	97%	0%	1%	1%	1%	0%	С	0.100	F	0.631	2700	
	Combined Traffic Es	stimates for 2 Parallel	Roadways on this	Route:	6100	G	97%	0%	1%	1%	0%	0%	С	NA			6500	
		To:			5th St													
36 Bank St		City of Peters	hura	0.15	2300	G	97%	0%	1%	1%	1%	0%	F	0.096	F		2500	
Bank St	Combined Troffic Fo	stimates for 2 Parallel	-			G	95%	0%	1%	1%	2%	0%	F	NA	•		6700	
	Combined Trailic Es	sumates for 2 Parallel	Hoadways on this	noute.	6300	G	95%	0%	170	170	2%	0%	Г	INA			6700	
ALT		To: From:			3rd St													
$\sim \sim \sim \sim$	St.	City of Peters	hura	0.09	2300	G	97%	0%	1%	1%	1%	0%	F	0.093	F		2400	
31) (1) (301) (36) Bank		•	•										•		1			
	Combined Traffic Es	stimates for 2 Parallel	Roadways on this			G	97%	0%	1%	0%	0%	0%	F	NA			6800	
		To:		ALT U	JS 301 Par,	2nd St												
T_		From:		US	301 Crater	r Rd												
Sycamore St		City of Peters	burg	0.30	7200	G	99%	0%	0%	0%	0%	0%	F	0.095	F	0.576	7600	
		To			C 4 D1													
LT_		From:			South Blvd	1												
Sycamore St		City of Peters	burg	0.95	5800	G	99%	0%	0%	0%	0%	0%	С	0.094	F	0.597	6100	
		To:			N. d. D:													
LT_		From:			North Blvd	1												
Sycamore St		City of Peters	burg	0.42	8600	G	99%	0%	0%	0%	0%	0%	F	0.090	F	0.642	9200	
		To			C I D	1												
Ţ		From:			Graham Ro													
Sycamore St		City of Peters	burg	0.56	9500	G	99%	0%	0%	0%	0%	0%	F	0.091	F	0.572	10000	
		To:		U	S 1 Wythe	St												
LT Bus		From:			US 1				·									
01 1 460 36 Wythe	e St	City of Peters	burg	0.20	12000	G	97%	1%	1%	1%	1%	0%	F	0.088	F		12000	
	Combined Traffic	Estimates for Parallel	Roadways on this	Route:	NA									NA			NA	
		To:			S 460 Jeffe	reon St												
			1	Dus U	2 400 Jelle	12011 21												

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

								Tru	ıck			K		Dir		
Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QW
ALT	From:	Bus I	US 460 Wytl	he St												
301 1 Jefferson St	City of Peters	sburg 0.09	2900	G	97%	1%	1%	1%	1%	0%	F	0.129	F	0.624	3100	G
	Combined Traffic Estimates for Parallel	Roadways on this Route:	NA									0.129	F	0.624	NA	
ALT	To: From:	Bus US 46	60 Par, Wash	hington	St											
301 1 Jefferson St	City of Peters	sburg 0.26	920	G	97%	1%	1%	1%	1%	0%	F	0.119	F	0.701	980	G
301) (1) 30	Combined Traffic Estimates for Parallel	-	NA	_	0.70	. , 0	. , 0	. , ,	. , 0	0,0	•	0.119	F	0.701	NA	•
	To:	I including on the Houte.	Henry St									0.110	•	0.701	1471	
ALT	From:	<u> </u>			070/	40/	40/	40/	10/	00/	_	0.404	_	0.000	200	_
301) (1) 3rd St	City of Peters	-	320	G	97%	1%	1%	1%	1%	0%	F	0.104	F	0.632	330	G
~	Combined Traffic Estimates for Parallel	Roadways on this Route:	NA									0.104	F	0.632	NA	
ALT	To:	US 3	301 Par, Ban	ık St												
301 1 3rd St	City of Peters	sburg 0.05	400	G	97%	1%	1%	1%	1%	0%	F	0.107	F	0.569	420	G
~ <i>\</i>	Combined Traffic Estimates for Parallel	Roadways on this Route:	NA									0.107	F	0.569	NA	
	To:		1 Bollingbro													
ALT CON CON CON PO	ollingbrook St City of Peters		ALT US 301 4200	3rd St	98%	0%	1%	0%	0%	0%	_	0.104	_	0.82	4400	G
301 (301 (1) (36 Bo				G	90%	070	1 70	0%	076	0%	Г					G
	Combined Traffic Estimates for Parallel	Roadways on this Route:	NA US 301									0.104	F	0.82	NA	
	F															
ALT 301 Sycamore St	City of Peters		S 1 Wythe S 6600	G	98%	0%	1%	0%	0%	0%	F	0.158	F	0.617	7000	G
301 Sydamore of	Combined Traffic Estimates for Parallel	O .	NA	~	3070	0 70	1 /0	0 /0	0 70	0 /0	•	NA	•	0.017	NA	ď
	To:		460 Washin	ngton St	:							INA			INA	
ALT Bus Bus	From:		us US 460 Pa													
301 \(460 \) (460 \) (36 \) W	ashington St City of Peters	0	14000	G	97%	1%	1%	1%	1%	0%	F	0.083	F		15000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	26000	G	97%	1%	1%	1%	1%	0%	F	NA			27000	G
ALT	To: From:	Bus US	460 Washin	ngton St												
301 Adams St	City of Peters	sburg 0.06	9200	G	98%	0%	1%	0%	0%	0%	F	0.087	F	0.59	9700	G
081)	Combined Traffic Estimates for Parallel	Roadways on this Route:	NA									NA			NA	
	To:	, ,	Franklin St													
ALT	From:												_			_
301 Adams St	City of Peters		8100	G	98%	0%	1%	0%	0%	0%	С	0.088	F	0.583	8600	G
	Combined Traffic Estimates for Parallel	Roadways on this Route:	NA									NA			NA	
	10.		Henry St													
(in)	City of Petersburg		CL Petersbur	rg	0.	00 05	for dire	ctional +	affic vo	dumo co	timata	es for this		ment		
460 85	Combined Traffic Estimates for 2 Parallel	•	49000	Λ					10%				·	0.53	47000	Α
	Combined Trainic Estimates for 2 Parallel			Α	87%	1%	1%	1%	10%	1%	C	0.096	А	0.53	47000	А
~~	To: From:		irrel Level R	load		05	4 a al:	-4: l +::		l	41					
460 85	City of Petersburg			_								es for this			F0000	
~	Combined Traffic Estimates for 2 Parallel	Hoadways on this Route:		Α	87%	1%	1%	1%	10%	1%	F	0.094	Α	0.557	52000	Α
	To:		I-85 S													

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

Route	Jurisdiction	Length AAD1	ΓQA	4Tire	Rus		Trı 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW
~~~ Pomp	From:	I-85 S			00 L 0E fo	n dira	ational t	eoffic ve	luma aa	tim at	oo for this		mant		
460 85 Ramp	City of Petersburg (Maint: 26)	0.10 I-95 SE		5	ee I-85 fo	or dire	ctional t	anic vo	nume es	sumau	es for this	seg	ment.		
	From:	1-95 SE I-85	3			+									
460 (95) Ramp	City of Petersburg (Maint: 74)	0.06		S	ee I-95 fo	or dire	ctional t	raffic vo	olume es	stimate	es for this	seg	ment.		
$\sim$	Toc	Graham 1	Rd												
$\widetilde{460}$ $(95)$ Ramp from I-85 N to	I-95 S City of Petersburg (Maint: 74)	0.07		S	ee I-95 fo	or dire	ctional t	raffic vo	olume es	stimate	es for this	seg	ment.		
	Τα	I-95 SB Collect	tor Ramp												
Bus	From:	Ramp from US	301 South												
(60) $(95)$ $(460)$ Ramp from I-8	5 N to I-95 S City of Petersburg (Maint: 74)	0.18		S	ee I-95 fo	or dire	ctional t	raffic vo	olume es	stimate	es for this	seg	ment.		
<del>~ ~ ~</del>	To:	Ramp from US													
(60) $(95)$ $(460)$ Ramp from I-8	5 N to I-95 S City of Petersburg (Maint: 74)	Ramp from U	JS 301	9	ee I-95 fo	r dire	ctional t	raffic vo	duma as	timat	ac for this	coa	mont		
.60 95 460 Ramp from I-8	To:	US 460	)		66 1-33 10		Clional	anic ve	nume es	sumau	55 101 11113	seg	ment.		
	From:	I-95	,												
County Dr	City of Petersburg	0.60 19000	) G	92%	0%	1%	1%	6%	0%	С	0.104	Ν	0.548	20000	G
<del></del>	To	SR 109 Hickor	v H:11 D.4												
GO County Dr	City of Petersburg	2.16 <b>9500</b>	_	89%	1%	1%	1%	8%	0%	С	0.104	Α	0.548	9900	A
.60 Soamy 21	City of 1 diological			00 70	1 70		1 70	070	070	Ŭ	0.101	,,	0.010	0000	•
County Dr	From:	SR 106 Courth		000/	10/	10/	10/	00/	00/		0.000	F	0.545	1 1000	_
County Dr	City of Petersburg	0.34 13000		89%	1%	1%	1%	8%	0%	F	0.083	F	0.545	14000	G
		ECL Peters													
Bus Washington Or	From:	WCL Peters		000/	00/	40/	00/	40/	00/	_	0.005	_	0.50	40000	_
Washington St	City of Petersburg	0.40 <b>1200</b> 0	) G	98%	0%	1%	0%	1%	0%	F	0.095	F	0.52	13000	G
Bus	To- From:	Summit	St												
160 1 Washington St	City of Petersburg	0.18 <b>1300</b> 0	o G	98%	0%	1%	0%	1%	0%	F	0.096	F	0.555	13000	G
	Too	Elm St													
Bus	From:														
160 (1) Washington St	City of Petersburg	0.57 <b>1300</b> 0		96%	1%	2%	1%	1%	0%	С	0.093	F	0.548	14000	G
	From:	US 1 Par; W: US 1 Par, Washington S		00 I 0m0		_									
Bus 160 ( 1 ) Wythe St	City of Petersburg	1.08 <b>6800</b>		97%	1%	1%	1%	1%	0%	С	0.091	F		7200	G
	Combined Traffic Estimates for 2 Parallel Roadways			97%	1%	1%	1%	1%	0%		0.091	F	0.539	15000	
	Combined Trainic Estimates for 2 Parallel Hoadways			97%	170	1 70	1 70	170	0%	Г	0.09	Г	0.559	13000	
Bus	To: From:	Perry S	St			┵									
Wythe St	City of Petersburg	0.15 <b>8100</b>	G	97%	1%	1%	1%	1%	0%	F	0.099	F		8600	C
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 17000	) G	97%	1%	1%	1%	1%	0%	F	NA			18000	C
	To:	SR 36 Mark													
Bus	From:														
460) (1) (36) Wythe St	City of Petersburg	0.20 <b>8600</b>	G	97%	1%	1%	1%	1%	0%	F	0.091	F		9100	G
~ ~ ~	Combined Traffic Estimates for Parallel Roadways										NA			NA	
	To:	ALT US 301 Sy	camore St	t											

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

Route		Jurisdictio	on I	onath	AADT	QA	4Tire	Ruc		Tru	ıck		QC	K	QK	Dir	AAWDT	OW
		Junsuictio	,,,				41116	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QIN	Factor	AAWDI	QVV
$\frac{\text{Bus}}{460}$ $\frac{\text{ALT}}{1}$ $\frac{\text{ALT}}{301}$ $\frac{\text{ALT}}{36}$ Wythe	e St	City of Peters	sbura	0.20	S 301 Sycar 12000	nore St	97%	1%	1%	1%	1%	0%	F	0.088	F		12000	G
(400) (1) (301) (30) (1)		Estimates for Parallel	-		NA	-	. , ,	.,.			.,.	- , -	·	NA	-		NA	-
		To			1 Jefferson	St												
Bus 460 (36) Wythe St		City of Peters	shura	0.20	13000	G	97%	1%	1%	1%	1%	0%	С	0.089	F		14000	G
(460) (36) Wythe St	Combined Traffic Ed	city of Peters stimates for 2 Parallel	•			G	97%	1%	1%	1% 2%	1% 2%	0% 0%	С	0.089 NA	Г		30000	G
	Combined Trailic Es	Simales for 2 Faraller	Hoadways on this i			<u> </u>	33 /0	1 /0	1 /0	2/0	2/0	0 /6	C	INA			30000	G
Bus		From			I-85, I-95													
(460) (36) Wythe St		City of Peters	0	0.30	9700	G	97%	1%	1%	1%	1%	0%	F	0.096	F		10000	G
$\sim$ $\circ$	Combined Traffic Es	stimates for 2 Parallel	Roadways on this I			G	96%	1%	1%	1%	2%	0%	F	0.093	F	0.650	23000	G
Bus		To From			US 301 Cra US 301 W													
460 (301 ) Crater Rd		City of Peters	sburg	0.98	9700	G	98%	1%	1%	0%	0%	0%	С	0.087	F	0.507	10000	G
400 (001)	Combined Traffic	Estimates for Parallel	Roadways on this I	Route:	NA									0.087	F	0.507	NA	
		To			ce Jurisdicti	on Chan	ge											
Bus		From			S 460 Par,													
460 301 Crater Rd		City of Petersburg	(Maint: 26)	0.09	9700	N	98%	1%	1%	0%	0%	0%	N	0.087	N	0.507	10000	N
Bus		From		US	301 Crater US 301	Rd												
460 301 Ramp US 301 S to	o I-95 S at Exit ???	City of Petersburg	(Maint: 74)	0.20	05 501		See	US 30	1 for di	rectional	traffic v	volume e	estima	ates for th	nis se	gment.		
400 (001)		То		I-9	95 CD Roa	d												
Bus		From			from US 30	1 South												
460 95 460 Ramp from	I-85 N to I-95 S	City of Petersburg	(Maint: 74)	0.18			Se	e I-95	for dire	ctional tr	affic vo	lume es	timate	es for this	s segr	ment.		
Bus		From		Ramp f	from US 30	1 North												
(460) (95) (460) Ramp from	I-85 N to I-95 S	City of Petersburg	(Maint: 74)	0.27			Se	e I-95	for dire	ctional tr	affic vo	lume es	timate	es for this	segr	ment.		
$\frac{\bigcirc}{\bigcirc}$		То		I	Bus US 460													
Bus		From	:	CEU	JS 460 Exit	6A												
(460)Ramp		City of Petersburg	(Maint: 26)	0.24	5900	G								NA			5900	G
Bus		To From		CEU	JS 460 Exit	6C												
(460) Ramp		City of Petersburg	(Maint: 26)	0.27	4400	G								0.101	F		4400	G
400)		To	:		I-95 South													-
Bus		From	CEUS 4	160-P002F	B CEUS 46	0-E006B	FROM											
(460)Ramp		City of Petersburg		0.11	8600	G								0.112	F		8600	G
		То	I-95-N FRO	OM RT 40	60 BUS00-	WASHI	NGTON &	ķ										
Bus		From	:	CEU	JS 460 Exit	6A												
(460)Ramp		City of Petersburg	(Maint: 26)	0.08	3300	G								NA			3300	G
<u> </u>		То			I-85 South													
Bus		From			ΓS 85 & 95		BOUND											
(460)Ramp		City of Petersburg		0.17	3500	G								0.094	F		3500	G
<u> </u>		To	CEUS 460-P	2002A TC	) RTS 85 &	95 SOL	THBOUN	ND										

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

Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus		Tru	-		QC	K	QK	Dir	AAWDT	· Q
Bus	From:	CEUS 46	0 TO RT 95	NORT	н		2Axie	3+Axle	1 I rail	21rail		Factor		Factor		
Ramp	City of Petersburg (		12000	G								0.097	F		12000	(
	To:	CEUS 460-P00	2B CEUS 4	60- 6B	FROM											
JS	From:	US 1 Wy	the St Batter	rsea Lar	ne											
30 \ \ 1 \ Washington St	City of Peters	•	7800	G	97%	1%	1%	1%	1%	0%	F	0.096	F		8300	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	15000	G	97%	1%	1%	1%	1%	0%	F	0.09	F	0.539	15000	
is	To: From:	123	3-9025 West	t St			⊒⊢									
Washington St	City of Peters	burg 0.40	8200	G	97%	1%	1%	1%	1%	0%	F	0.091	F		8700	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	15000	G	97%	1%	1%	1%	1%	0%	F	NA			16000	
		123	-9029 South	ı St			$ \vdash$									
Washington St	City of Peters	burg 0.27	8800	G	97%	1%	1%	1%	1%	0%	С	0.091	F		9400	
Washington St	Combined Traffic Estimates for 2 Parallel			G	97%	1%	1%	1%	1%	0%	F	NA	•		18000	
	To:	<u> </u>	Guarantee St			. , ,		. , 0	. , 0	0,0						
S Washington Ct	From:				050/	10/		10/	00/	00/	_	0.000	F		0.400	
Washington St	City of Peters	•	8900	G	95%	1%	2%	1%	2%	0%	-	0.092	Г		9400	
	Combined Traffic Estimates for 2 Parallel	· · · · · · · · · · · · · · · · · · ·	orth Market	G St	96%	1%	1%	1%	1%	0%	Г	NA			18000	
IS	From:	US 1 Pa	r; SR 36 Ma													
(36) Washington St	City of Peters	burg 0.19	10000	G	97%	1%	1%	1%	1%	0%	С	0.087	F		11000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	19000	G	97%	1%	1%	1%	1%	0%	F	NA			20000	
us ALT	To: From:	ALT US	301 Par, Syc	camore	St		⊒⊢									
(30) (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	Roadways on this Route:	26000	G	97%	1%	1%	1%	1%	0%	F	NA			27000	
	To	ALT US	301 Par, A	dams St	t		<u> </u>									
s ALT 0 (301) (36) Washington	St City of Peters		14000	G	97%	1%	1%	1%	1%	0%	F	0.086	F		14000	
36 Washington	Combined Traffic Estimates for 2 Parallel	0		G	97%	1%	1%	1%	1%	0%	F	NA	•		27000	
	Tol				01 /0	1 /0		170	1 70	0 70	•	1471			27000	
IS O	From:		1 Jefferson													
Washington St	City of Peters	•	15000	G	90%	1%	2%	4%	4%	0%	С	0.088	F		16000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	28000	G	93%	1%	1%	2%	2%	0%	С	NA			30000	
IS .	To: From:		I-95													
(36) Washington St	City of Peters	burg 0.24	12000	G	95%	1%	1%	1%	2%	0%	С	0.105	F		13000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	22000	G	96%	1%	1%	1%	2%	0%	F	0.093	F	0.650	23000	
	T _O : From:	US	301 Crater	Rd												
0 301 Crater Rd	City of Peters	burg 0.10	6900	G	98%	1%	1%	0%	0%	0%	F	0.09	F	0.559	7300	
30 (301) 5.4.6.714	Combined Traffic Estimates for Parallel	-	NA	-	00/0	. 70	. 70	J /0	J /0	J /U	•	0.09	F	0.559	NA	
	To:		US US 460	Wythe	St							0.00	•	3.000	14/1	

8/4/2014 20

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

Route	Jurisdiction	Longth	AADT	QA	4Tire	Bus		Tru	ıck		QC	K	QK	Dir	AAWDT	OW
noute	Junsaiction	Length	AADT	QA	41116	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QK	Factor	AAWDI	QVV
Bus	From:	SR 36, B	US US 460	Wythe S	St											
460 (301 Crater Rd	City of Petersburg	0.98	9700	G	98%	1%	1%	0%	0%	0%	С	0.087	F	0.507	10000	G
	Combined Traffic Estimates for Parallel Roadways on	this Route:	NA									0.087	F	0.507	NA	
	To:	Maintenan	ce Jurisdicti	on Char	ige											
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
	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	1900	G	96%	1%	1%	1%	1%	0%	F	NA			2000	G
Dire	To: From:	State Ma	intenance I	oundary	7		<u> </u>									
Bus 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
(1)	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	1900	G	96%	1%	1%	1%	1%	0%	F	NA			2000	G
	Tα	US	460 County	Rd												
Bus	From: CEU	JS 460-P TO I	RTS 85 & 9:	SOUT	HBOUND	)										
(460) Ramp	City of Petersburg (Maint: 26)	0.26	4400	G								0.094	F		4400	G
<u> </u>	To: CEUS	460-E006A T	O RTS 85 &	95 SOI	JTHBOUI	ND										
Bus	From:		CEUS 460													
460 Ramp	City of Petersburg (Maint: 74)	0.08	NA									NA			NA	
<u>_</u>	Tσ:	CEUS 460-E00	6B CEUS 4	60- 6B	FROM											

8/4/2014 21

Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Petersburg		From				Do	ad End									
(F329) Lake Shore Dr	0.17	10	R			DC	au Enu				NA			NA		03/17/200
		To	:			74-1102	Lakeshore	Dr								
		From	:			De	ad End									
(F330) N Normandy Dr	2.93	3700 To	R				~				NA			NA		03/17/200
		From	1				Service F	Rd								
(F331) Service Rd	0.78	1400	R			De	ad End				NA			NA		03/17/200
(F331) Service Rd	0.70	To	<u> </u>			De	ad End							100		00/11/200
		From			SCL I	Petersburg;	26-675 V	aughan R	ld.							
3 Vaughn Rd	0.64	910	G								0.085	F	0.676	960	G	2013
		To	c			123-901	3 Halifax	Rd								
O		From					lifax Rd								_	
4 Wells Rd	0.41	4100 To	G	88%	0%	1%	2%	9%	0%	С	0.083	F	0.508	4400	G	2013
		From					el Level R SX RR	u			l I					
9002) Halifax Rd	0.18	5800	G	98%	1%	1%	0%	0%	0%	F	0.088	F	0.543	6200	G	2013
(3002)		To					terson St									
(9002) Halifax St	0.58	4500 From	G	98%	1%	1%	0%	0%	0%	F	0.085	F	0.558	4800	G	2013
		Te				Ray	lors Lane									
(9002) Halifax St	0.19	5100 From	G	98%	1%	1%	0%	0%	0%	F	0.09	F	0.537	5400	G	2013
		To	4			Vire	ginia Ave									
(9002) Halifax St	0.37	7500 From	G	98%	1%	1%	0%	0%	0%	F	0.084	F	0.592	8000	G	2013
<u> </u>		To				Le	ee Ave									
(9002) Halifax St	0.29	7500	G	98%	1%	1%	0%	0%	0%	F	0.09	F	0.535	8000	G	2013
$\bigcup$		To				Lit	perty St									
(9002) Halifax St	0.28	8000	G	98%	1%	1%	0%	0%	0%	С	0.087	F	0.535	8500	G	2013
$\bigcirc$		Te From			1	US 1, US 4	60 W Wy	the St								
(9002) Union St	0.12	3000	G	98%	1%	1%	0%	0%	0%	С	0.092	F	0.902	3200	G	2013
		To From			US	1, US 460	W Washi	ington St								
(9002) Union St	0.17	1400	G	97%	1%	1%	1%	0%	0%	С	0.106	F	0.592	1400	G	2013
		To				W	Tabb St									
(9004) Defense Rd	0.47	1900	G	98%	0%	Boydto 1%	on Plank R 0%	1%	0%	С	0.101	F	0.611	2000	G	2013
(9004) Defense Rd	0.47	1900		30 /0	0 /6				0 /6		0.101	'	0.011	2000	G	2013
(9004) Defense Dr	1.77	3000 From	G	99%	0%	Squirre 0%	el Level R 0%	d 0%	0%	F	0.108	F	0.565	3200	G	2013
(9004) Defense Dr	1.77	3000		33 /6	0 76			0 /6	0 76	'	0.100	•	0.505	3200	u	2013
9004) South Boulevard	0.92	7100 From	G	99%	0%	Joh 0%	nson Rd 0%	0%	0%	С	0.095	F	0.525	7500	G	2013
9004) South Boulevard	0.02			00 /0	3 /0				3 /0			•	0.020	, 550	J	2010
9004) South Boulevard	0.18	5000 From	G	99%	0%	0%	camore St 0%	0%	0%	F	0.085	F	0.518	5300	G	2013
9004) 30411 204101414	00	Te			0 / 0			0,0	0,0	•		•	0.0.0	0000	<u> </u>	
9004) South Boulevard	0.72	1800 From	G	99%	0%	0%	ater Rd 0%	0%	0%	F	0.098	F	0.72	1900	G	2013
3004)	_	To					lerson St									
	<u> </u>	From				Ha	lifax Rd									
(9006) Flank Rd	0.96	1700	G	99%	0%	1%	0%	0%	0%	С	0.102	F	0.59	1800	G	2013
$\overline{\bigcirc}$		To From					nson Rd									
(9006) Flank Rd	0.47	3100	G	99%	0%	1%	0%	0%	0%	F	0.102	F	0.683	3300	G	2013
<u> </u>		From					Isong Rd									
(9006) Flank Rd	0.75	2600	G	99%	0%	1%	0%	0%	0%	F	0.093	F	0.51	2700	G	2013
		From					Hayes Dr			_						
9006 Flank Rd	0.91	2900 _{To}	G	99%	0%	0%	0%	0%	0%	С	0.093	F	0.548	3000	G	2013
		To	9			Fla	nk Rd N									

Flank Rd (1-Way )							Oity Oi	1 Clorob	uig								
Flamik Rd (1-Way) 0.13 2300 G 99% 1% 17% 0% 0% 0% 0% 0% 0.00 F 2500 G 2013  Flamik Rd (1-Way) 0.13 2300 G 99% 1% 17% 0% 0% 0% 0% 0% 0.00 F 2500 G 2013  Flamik Rd (1-Way) 0.13 2300 G 99% 0% 17% 17% 0% 17% 0% 0.00 F 2.013  Flamik Rd (1-Way) 0.13 2300 G 99% 0% 17% 0% 0% 0% 0% 0% 0.00 F 0.510 6700 G 2013  Flamik Rd (1-Way) 0.14 5700 G 97% 0% 17% 0% 17% 0% 0% 0.00 F 0.530 6100 G 2013  Flamik Rd (1-Way) 0.15 2500 G 99% 0% 17% 0% 17% 0% 0% 0% 0% 0% F 0.530 6100 G 2013  Flamik Rd (1-Way) 0.15 2500 G 99% 0% 17% 0% 0% 0% 0% F 0.00 F 0.530 6100 G 2013  Flamik Rd (1-Way) 0.16 3200 G 97% 0% 17% 0% 0% 0% 0% F 0.00 F 0.530 6100 G 2013  Flamik Rd (1-Way) 0.16 3200 G 97% 0% 17% 0% 0% 0% 0% F 0.00 F 0.00 F 0.532 3200 G 2013  Flamik Rd (1-Way) 0.16 3200 G 97% 0% 17% 0% 0% 0% 0% F 0.00 F 0.00 F 0.532 3200 G 2013  Flamik Rd (1-Way) 0.16 3200 G 97% 0% 17% 0% 0% 0% 0% F 0.00 F 0.00 F 0.532 3200 G 2013  Flamik Rd (1-Way) 0.16 3200 G 97% 0% 17% 0% 0% 0% 0% F 0.00 F 0.00 F 0.532 3200 G 2013  Flamik Rd (1-Way) 0.15 2500 G 99% 0% 0% 0% 0% 0% F 0.00 F 0.00 F 0.532 3200 G 2013  Flamik Rd (1-Way) 0.15 2500 G 99% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0%	Route	Length	AADT	QA	4Tire	Bus			-		QC		QK		AAWDT	QW	Year
Flamk Rd (1-Way)   0.13   2300   G   69%   1%   1%   0%   0%   0%   C   0.105   F   2500   G   2013	City of Petersburg		Erom				FI	1 D 1 M				-					
Company   Comp	Good Flank Rd ( 1-Way )	0.13			99%	1%			0%	0%	С	0 105	F		2500	G	2013
Rives Rd	9006) 1 10111111110 ( 1 110)	0.10	To	Ť	0070	1 70				0 70			•		2000	ŭ	2010
Rives Rd			From				US 30	1 S Crater	Rd			i					
Farmer   St	9008 Rives Rd	0.48	6300	G	98%	0%				0%	С	0.098	F	0.51	6700	G	2013
Ramp			To					I- 95									
	9008) Rives Rd	0.34		G	97%	0%	1%		1%	0%	С	0.098	F	0.530	6100	G	2013
Ramp   0.17   890   G   1.25 South   0.138   A   900   G   2013			To				ECL	. Petersburg	3								
			From				123-9	008 Rives l	Rd								
Pamp   0.16   3200   G   123-3000 Rives RJ   0.11   F   3200   G   2013	9008) Ramp	0.17										0.138	Α		900	G	2013
Ramp   0.16   3200   G	<u> </u>		То				I-	95 South									
1.95 North   1.94 North   1.24   370   G   97%   2%   1%   0%   0%   0%   F   0.099   F   0.535   390   G   2013	<u> </u>						123-9	008 Rives l	Rd							_	
Dupuy Rd	(9008) Ramp	0.16	3200	G				0531 1				0.11	F		3200	G	2013
Dupuy Rd			- 10	1													
Output   St   1400   G   97%   2%   1%   0%   0%   0%   F   0.101   F   0.534   1500   G   2013	Dupuy Pd	1 24		<u> </u>	07%					09/		0.000	_	0.525	200	G	2012
Dupuy St   0.58   1400   G   97%   2%   1%   0%   0%   0%   F   0.101   F   0.534   1500   G   2013	9009 Dupuy Na	1.24	370		31 /6	2 /0			0 76	0 76	'	0.033	'	0.555	330	u	2013
Second   Farmer St   0.86   3000   G   97%   2%   1%   0%   0%   0%   0%   0	Duning St	0.50	From	<u> </u>	070/	20/			00/	00/		0 101		0.504	1500	G	2012
Second Farmer St   0.86   3000   G   97%   2%   1%   0%   0%   0%   C   0.086   F   0.532   3200   G   2013	(9009) Dupuy St	ს.ეგ	1400	<u> </u>	9/%	2%			υ%	υ%		0.101	Г	0.534	1500	G	2013
Second   Farmer St   0.47   2500   G   97%   2%   1%   0%   0%   0%   F   0.088   F   0.523   2700   G   2013		0.00	From	لب	0701	001			001	001				0.500	0000		0040
Second   Farmer St   0.47   2500   G   97%   2%   1%   0%   0%   0%   F   0.088   F   0.523   2700   G   2013	(9009) Farmer St	0.86	3000	G	9/%	2%	1%	υ%	υ%	υ%	Ü	0.086	F	0.532	3200	G	2013
Magner Rd	O 5 0:		From		0751	051			000	0.51	_		_	0.500	0=00		06:5
S Crater Rd   G 98%	(9009) Farmer St	0.47	2500	G	97%	2%			0%	0%	F	0.088	F	0.523	2/00	G	2013
Magner Rd   0.73   15000   G   98%   0%   0%   0%   1%   0%   C   0.087   F   0.539   16000   G   2013			- 10	1													
Squirrel Level Rd   1.60   10000   G   95%   0%   1%   0%   3%   0%   C   0.092   F   0.531   11000   G   2013	Wagner Bd	0.73		<u></u>	08%	Nº/-			10/_	0%		0.087	E	0 530	16000	G	2013
Name	9010) Wagner Hu	0.75	13000 To	<u> </u>	30 /6	0 /6	0 /6		1 /0	0 76	U	0.007	'	0.559	10000	u	2013
County Dr			From														
September   Sept	₉₀₁₀ Wagner Rd	1.60	10000	G	95%	0%	1%	0%	3%	0%	С	0.092	F	0.531	11000	G	2013
Second   S	<u> </u>		То														
No.   No.							123-90	10 TO RT	95				_				
West	(9010) Ramp	0.30	930	G		T .	05 C ED C	MANAGN	ED DD			0.105	F		930	G	2013
Mest			- 10	1		1-9											
Second   S		0.25		<u> </u>			123-90	010 TO RT	95			0.133	E		260	G	2013
Name	9010) Hamp	0.23	<b>200</b>				I-95-S FE	WAGNE	R RD			0.133	'		200	G	2013
Squirrel Level Rd   0.34   3300   G   1.95-N FROM WAGNER RD     SCL Petersburg   SCL Pete	Most		From	:													
Squirrel Level Rd   0.82   830   G   99%   0%   0%   0%   0%   0%   0%   0		0.34		G			123-90	010 10 K1	93			0.107	F		3300	G	2013
Squirrel Level Rd   0.82   830   G   99%   0%   0%   0%   0%   0%   0%   0	3010) 3 1		То			I-9	95-N FRO	OM WAGN	ER RD								
9011 Squirrel Level Rd 0.82 830 G 99% 0% 0% 0% 0% 0% 0% C 0.11 F 0.696 880 G 2013    Wells Rd   Wells Rd   Wells Rd   Squirrel Level Rd   O.25 4500 G 90% 0% 1% 2% 8% 0% C 0.087 F 0.545 4700 G 2013    Ramp To I- 85   Squirrel Level   O.20 7500 G 98% 1% 1% 1% 0% 0% 0% F 0.085 F 0.545 8000 G 2013    Post			From	:			SCL	Petersburg	2								
9011 Squirrel Level Rd 0.25 4500 G 90% 0% 1% 2% 8% 0% C 0.087 F 0.545 4700 G 2013    Squirrel Level	(9011) Squirrel Level Rd	0.82	830	G	99%	0%				0%	С	0.11	F	0.696	880	G	2013
9011 Squirrel Level Rd 0.25 4500 G 90% 0% 1% 2% 8% 0% C 0.087 F 0.545 4700 G 2013    Squirrel Level	<u> </u>		To	-			V	Vells Rd									
Squirrel Level   0.20   7500   G   98%   1%   1%   0%   0%   0%   F   0.085   F   0.545   8000   G   2013	9011) Squirrel Level Rd	0.25	4500	G	90%	0%			8%	0%	С	0.087	F	0.545	4700	G	2013
9011 Squirrel Level 0.20 7500 G 98% 1% 1% 0% 0% 0% F 0.085 F 0.545 8000 G 2013    Squirrel Level	$\cup$		To				Ran	nn To I- 85									
Solid   Plank Rd   Solid   Solid   Plank Rd   Solid   Plank Rd   Solid   Plank Rd   Solid   Solid   Plank Rd   Solid   Plank	9011) Squirrel Level	0.20		G	98%	1%				0%	F	0.085	F	0.545	8000	G	2013
9011 Young Rd 0.55 3800 G 96% 1% 2% 0% 0% 0% C 0.089 F 0.515 4000 G 2013    Young Rd   O.59 2400 G 98% 1% 1% 0% 0% 0% C 0.101 F 0.565 2500 G 2013   Young Rd   O.59 2400 G 98% 1% 1% 0% 0% 0% C 0.101 F 0.565 2500 G 2013   Young Rd   O.59 2400 G 98% 1% 1% 0% 0% 0% C 0.101 F 0.565 2500 G 2013   Young Rd   O.59 2400 G 98% 1% 1% 0% 0% 0% C 0.101 F 0.565 2500 G 2013   Young Rd   O.59 2400 G 98% 1% 1% 0% 0% 0% C 0.101 F 0.565 2500 G 2013   Young Rd   O.59 2400 G 98% 1% 1% 0% 0% 0% C 0.101 F 0.565 2500 G 2013   Young Rd   O.59 2400 G 98% 1% 1% 1% 0% 0% 0% 0% C 0.101 F 0.565 2500 G 2013   Young Rd   O.59 2400 G 98% 1% 1% 1% 0% 0% 0% 0% C 0.101 F 0.565 2500 G 2013   Young Rd   O.59 2400 G 98% 1% 1% 1% 0% 0% 0% 0% C 0.101 F 0.565 2500 G 2013   Young Rd   O.59 2400 G 98% 1% 1% 1% 0% 0% 0% 0% C 0.101 F 0.565 2500 G 2013			To				Royd										
Young Rd   0.59   2400   G   98%   1%   1%   0%   0%   0%   C   0.101   F   0.565   2500   G   2013	On 11 Young Rd	0.55		G	96%	1%				0%	С	0.089	F	0.515	4000	G	2013
9011 Young Rd 0.59 2400 G 98% 1% 1% 0% 0% 0% C 0.101 F 0.565 2500 G 2013    From:			To		/ •												
To	Young Rd	0.59	2400 From	G	98%	1%			0%	0%	С	0.101	F	0.565	2500	G	2013
Prom   123-9011 Squirrel Level Rd	3011)					. , ,											
9011 Ramp 0.15 4400 A 2013  To I-85 North  123-9011 Squirrel Level Rd  9011 Ramp 0.22 700 G 0.099 F 700 G 2013			From	:		1											
Tot   1-85 North	9011) Ramp	0.15	4400	Α		1	//11	quarter 120	. c. ru			0.104	Α		4700	Α	2013
(9011) Ramp 0.22 <b>700 G</b> 0.099 F 700 G 2013	<u> </u>						I-	85 North									
(9011) Ramp 0.22 <b>700 G</b> 0.099 F 700 G 2013			From	:		1	23-9011	Squirrel Le	vel Rd								
	(9011) Ramp	0.22	700	G								0.099	F		700	G	2013
	$\overline{}$		То				I-	85 South									

						Oity Oi	CICIOD	uig								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Petersburg																
9012 Lee Ave	0.56	2200	"L	96%	3%	1%	Vest St 0%	0%	0%	С	0.099	F	0.506	2300	G	2013
(9012) Lee Ave	0.50	<b>2200</b>	,—	30 /0	0 70			0 70	0 70		<del></del>	'	0.500	2000	G	2010
9012) Porterville St	0.15	1400	G	98%	1%	на	olifax St 0%	0%	0%	F	0.081	F	0.585	1500	G	2013
9012		T/					rding St									
9012) New St	0.18	1300 From	G	98%	1%	0%	0%	0%	0%	С	0.086	F	0.520	1400	G	2013
		To	00				rrison St									
9012) Harrison St	0.03	1200	·L	98%	1%	0%	Vew St 0%	0%	0%	F	0.092	F		1300	G	2013
9012 Harrison St	0.03	1200 To	<u>.                                    </u>	30 /6	1 /0		orling St	0 /6	0 /6	'	0.032	'		1300	u	2010
		Fron	1:				rrison St									
9012 Corling St	0.09	540	G	98%	1%	0%	0%	0%	0%	F	0.087	F		570	G	2013
<u> </u>		Fron	1:			S. Sy	camore St									
₉₀₁₂ Graham Rd	0.83	4100	G	99%	0%	0%	0%	0%	0%	F	0.087	F	0.504	4300	G	2013
<u> </u>		Fron	1:			Ramp	From I-9:	5								
₉₀₁₂ ) Graham Rd	0.14	9200	G	99%	0%	0%	0%	0%	0%	С	0.083	F	0.783	9700	G	2013
<u> </u>		To	):				ater Rd									
Halifay Pd	1 70	2400	<u></u>	000/	00/		Petersburg		00/	С	0.000	_	0.500	2600	C	2012
9013 Halifax Rd	1.79	3400	G	90%	0%	1%	2%	7%	0%	C	0.088	F	0.582	3600	G	2013
O Halffara Dal	0.00	Fron		000/	00/		ells Rd	00/	00/		0.400		0.507	440		
9013) Halifax Rd	0.98	380 _{To}	G	96%	0%	0%	1% on Plank R	3%	0%	С	0.136	F	0.527	410	G	2013
		Fron	n:													
9015) Johnson Rd	0.01	2400	G	96%	3%	1%	Petersburg 0%	0%	0%	F	0.115	F	0.734	2500	G	2013
9013) 0011110011 110	0.01			0070				070	070			•	0.701	2000	ŭ	2010
9015) Johnson Rd	0.54	920 From	G	99%	0%	0%	ank Rd 0%	0%	0%	С	0.093	F	0.541	970	G	2013
9015)		T/-	,—					• , •				-			-	
9015) Johnson Rd	1.39	4500 From	G	96%	3%	1%	dsong Rd 0%	0%	0%	С	0.11	F	0.603	4800	G	2013
9013)		т.										-				
9015) Johnson Rd	0.46	6000 From	G	96%	3%	1%	uth Blvd 0%	0%	0%	F	0.08	F	0.501	6300	G	2013
9015)		To			- 7.5			• , •				-			-	
9015 Johnson Rd	0.37	4600 From	G	96%	2%	2%	orth Blvd 0%	0%	0%	С	0.092	F	0.504	4900	G	2013
9015) 0011110011110	0.07	 T.							0,0			•	0.00		٥.	_0.0
9015) High Pearl St	0.20	4000 From	G	96%	3%	1%	Luke St 0%	0%	0%	F	0.082	F	0.521	4200	G	2013
9015)	0.20	 T.			0,0				0,0	•		•	0.02	00	٥.	_0.0
9015) High Pearl St	0.08	2700 From	G	98%	1%	0%	ginia Ave 0%	0%	0%	F	0.088	F	0.607	2800	G	2013
9015 High Pearl St	0.00	To		0070	1 70		latthew St		070			•	0.007	2000	ŭ	2010
		Fron	1:			ST M	latthews S	t								
₉₀₁₅ Harding St	0.22	1500	G	98%	1%	0%	0%	0%	0%	С	0.086	F	0.568	1500	G	2013
		Fron	1:				erville St ersville St									
9015) Harding St	0.27	740	G	98%	1%	0%	0%	0%	0%	F	0.094	F		790	G	2013
		To	):			На	alifax St									
_		Fron	ı:			SCL	Petersburg	ŗ								
9017) Birdsong Rd	0.62	520	G	97%	1%	2%	0%	0%	0%	С	0.126	F	0.554	550	G	2013
<u> </u>		To	:			Joh	nson Rd									
N 0 0t	0.10	Fron		000/	00/		shington S		007		0.007	_	0.574	0400		0040
9021 N Sycamore St	0.18	2900	G	92%	0%	0%	6%	2%	0%	С	0.097	F	0.574	3100	G	2013
<u> </u>		Fron					Tabb St									
9021 N Sycamore St	0.15	<b>2600</b>	G	98%	1%	2%	0%	0%	0%	С	0.094	F	0.522	2700	G	2013
<u> </u>			<u> </u>			3US 01-P		ook St								
		Fron	1:				nson Rd					_			_	
9023) North Blvd	0.57	2300	G	99%	1%	0%	0%	0%	0%	С	0.089	F	0.662	2400	G	2013

						City of Feterso	uig								
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Petersburg						ZAXIC OTAXIC	TTTAII	ZITAII		1 40101		1 actor			
O		Fron				Gates Lane				<u> </u>	_			_	
9025 Virginia Ave	0.22	470	G	97%	2%	2% 0%	0%	0%	С	0.104	F		500	G	2013
<u> </u>		To From				Harding Street									
₉₀₂₅ Virginia Ave	0.32	2000	G	94%	2%	2% 1%	2%	0%	С	0.093	F	0.553	2100	G	2013
$\overline{}$		T _c				Halifax Street				<u> </u>					
9025) Young Ave	0.20	1900	G	97%	1%	1% 0%	1%	0%	С	0.089	F	0.591	2000	G	2013
		To	_			Arlington Stree	t								
9025) Young Ave	0.11	2900 From	G	93%	1%	1% 4%	1%	0%	С	0.090	F	0.509	3000	G	2013
9023)	-														
9025) S West St	0.28	3300 From	1	95%	1%	West Street Young A	2%	0%	С	0.090	F	0.529	3500	G	2013
S West St	0.20	3300		95 /6	1 /0	1/0 1/0	2/0	0 /6	U	0.090	'	0.529	3300	G	2013
<u> </u>		Fron				Augusta Avenu					_			_	
9025) S West St	0.23	3500	G	97%	1%	1% 0%	1%	0%	F	0.093	F	0.507	3700	G	2013
		To From				Farmer St									
9025) S West St	0.14	2800	G	97%	1%	1% 0%	1%	0%	F	0.094	F	0.542	3000	G	2013
$\bigcup$		To				W Wythe St									
9025) S West St	0.07	2200 From	G	97%	1%	1% 0%	1%	0%	F	0.089	F	0.513	2400	G	2013
9023)		To	T T			W Washington			-					-	
		Fron				Halifax St				<u> </u>					
9027) S West St	0.63	1700	G	98%	1%	1% 0%	0%	0%	С	0.096	F	0.508	1800	G	2013
9027) 3 11 331 31	0.00	Т	<u> </u>	0070	170	Young Ave	0 70	070			•	0.000	1000	ŭ	2010
		Fron													
9029) S. South St	0.36	1900	G	98%	1%	Lee Ave 1% 0%	0%	0%	С	0.094	F	0.6	2000	G	2013
9029 S. South St	0.50	1300		30 /6	1 /0	176 076	0 76	0 76		0.034	•	0.0	2000	а	2013
<u> </u>		Fron				US 1 Wythe St				<u> </u>	_				
9029 S. South St	0.09	3100	G	99%	0%	0% 0%	0%	0%	F	0.092	F	0.607	3300	G	2013
		To Fron				Washington St									
9029 N. South St	0.20	5600	G	99%	0%	0% 0%	0%	0%	F	0.09	F	0.578	6000	G	2013
$\bigcirc$		To	c			High St									
O 111 1 21		Fron		2221		N South St					_			_	
9029 High St	0.02	820	G	99%	0%	0% 0%	0%	0%	F	0.088	F	0.522	870	G	2013
<u> </u>		Fron	c			Canal St									
9029 Canal St	0.20	5800	G	99%	0%	High St 0%	0%	0%	С	0.088	F	0.55	6200	G	2013
9029) Odriai Ot	0.20	To		00 70	0 70	Grove Ave	0 70	0 70		0.000	•	0.00	0200	ď	2010
		Fron													
9031) Byrne St	0.40	590	L	99%	1%	New St 0%	0%	0%	С	0.091	F		630	G	2013
9031) Dyffle St	0.40	390 To		33 /o	1 /0	Halifax St	0 /6	0 /6	-	0.091	'		030	G	2013
		Fron	:			Halifax Rd									
9031) S. Market St	0.12	2400	G	99%	1%	0% 0%	0%	0%	F	0.093	F	0.646	2600	G	2013
		To	c			Wythe St									
		Fron	c			Sycamore St									
9033) Apollo St	0.14	100	G	99%	1%	0% 0%	0%	0%	F	0.180	F	0.514	100	G	2013
3000) 1		To	c			S Adams St									
_		Fron	i.			Graham Rd									
9033) Jefferson St	0.58	1800	G	99%	1%	0% 0%	0%	0%	С	0.093	F	0.582	1900	G	2013
$\overline{}$		To Fron	c			E Wythe St									
O Hanny Ct	0.04		<u> </u>	000/	10/	3rd Street	00/	00/	_		_	0.600	000	0	2012
9033 Henry St	0.04	840	G	99%	1%	0% 0%	0%	0%	F	0.099	F	0.632	890	G	2013
_						N Adams St									
O B	<u> </u>	Fron	<u> </u>	0000		E Washington S			_		_	0 = -		_	
9038) Puddledock Rd	0.40	6500	G	93%	1%	2% 2%	2%	0%	С	0.095	F	0.568	6900	G	2013
$\sim$						ECL Petersburg	3								
		Fron				Canal St									
<u> </u>														_	2013
9046) High St	0.58	950	G	98%	1%	1% 0%	0%	0%	С	0.097	F	0.612	1000	G	2013
9046) High St	0.58	To	G	98%	1%	N Market St	0%	0%	С	0.097	F	0.612	1000	G	2013
9046) High St	0.58		G G	98%	1%		0%	0%	C F	0.097	F F	0.612	1900	G G	2013

						City of	Petersb	urg								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Petersburg		From:														
9046) E Bank St	0.11	2400	G	98%	1%	1%	ycamore St 0%	1%	0%	С	0.101	F	0.842	2600	G	2013
(9046) E Bank St	0.11	<b>2400</b> To:		30 /6	1 /0		2nd St	1 /0	0 /6	0	0.101	'	0.042	2000	u	2013
		From					N Crater	Rd								
(9046) Bank St	0.25	2500	G	96%	1%	2%	0%	1%	0%	С	0.109	F	0.517	2600	G	2013
$\overline{}$		To:				]	East St				$\Box$					
₍₉₀₄₆₎ Bank St	0.21	3400	G	96%	1%	2%	0%	1%	0%	F	0.1	F	0.513	3600	G	2013
$\bigcirc$		To				SR 36 E	Washingto	on St								
		From:					Market St									
₉₀₄₈ W Tabb St	0.09	1100	G	97%	1%	2%	0%	0%	0%	F	0.113	F	0.732	1100	G	2013
		To:				U	Inion St									
9048) W Tabb St	0.06	1400	G	97%	1%	2%	0%	0%	0%	F	0.114	F	0.535	1500	G	2013
$\bigcirc$		To:				N S	camore St	1								
9048) E Tabb St	0.12	880	G	97%	1%	2%	0%	0%	0%	С	0.112	F	0.684	930	G	2013
$\bigcup$		To				N A	Adams St									
_		From:				De	fense Rd									
9053) Baylors Ln	0.65	1500	G	98%	1%	1%	0%	0%	0%	С	0.099	F	0.57	1600	G	2013
$\bigcirc$		To				Н	alifax St									
		From:				E Wa	shington S	St								
9055 Madison St	0.05	1600	G	96%	1%	2%	1%	1%	0%	F	0.107	F	0.813	1700	G	2013
<u> </u>		To:				Fr	anklin St				$\Box$					
9055) Madison St	0.18	1400	G	96%	1%	2%	1%	1%	0%	С	0.110	F	0.898	1400	G	2013
$\bigcup$		To				Е	Bank St									
9055) Madison St	0.07	850 From:	G	96%	1%	2%	1%	1%	0%	F	0.104	F	0.793	900	G	2013
		To				Bolli	ngbrook S	t								
		From:				Е	Bank St									
9057) Fifth St	0.05	290	G								0.162	F	0.537	310	G	2013
$\bigcup$		To				Bolli	ngbrook S	t								
9057) Fifth St	0.08	490 From:	G	87%	2%	2%	3%	5%	0%	С	NA			540	G	2013
		To				F	River St									
		From				Flank 1	Rd One-W	ay								
9059) Flank Rd N	0.20	3600	G	99%	0%	0%	0%	0%	0%	С	0.085	F	0.764	3800	G	2013
$\bigcirc$		To				US 301	S Crater	Rd								
_		From:				Е	Wythe St									
9065) S Adams St	0.10	4500	G								0.092	F	0.525	4700	G	2013
$\bigcirc$		To				E Wa	shington S	St								
		From					6Th St									
Accomack St		350	G								0.111	F	0.578	370	G	2013
		To					7Th St									
		From:				Old	Church St									
Cameron St		320	G								0.096	F	0.521	340	G	2013
		To					enter St									
		From:	<u> </u>			Prince	George A	ve			<u> </u>	_			_	
Culpeper Ave		380 To:	G								0.120	F	0.808	400	G	2013
							nswick St									
Overhau Ch		From	<u> </u>			На	alifax Rd					_	0.544	400	0	0010
Custer St		400 To:	G			T	lawk St				0.091	F	0.541	430	G	2013
		From:														
Darby Dr		200	G			В	usby St				0.123	F	0.567	210	G	2013
טמוטאַ טו		<b>∠UU</b> To:				ш	alcun Dr				0.123	۲	0.567	<b>∠1</b> 0	G	2013
		From:									+					
Gordon Dr		260	G			De	ering Rd				0.113	F	0.622	280	G	2013
GOIGOII DI		260 To:				Ľ	loke Dr				0.113	۲	0.022	∠00	G	2013
		10.	I			E	IOKC DI									

					City of Fetersburg							
Route	Length AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
ity of Petersburg												
		om:			Valley Dr			_				
Homestead Dr	630	G To:			VC# 101		0.095	F	0.585	670	G	2013
					Midland Rd							
leffere en Ch		rom:			Filmore St		0.005	_	0.500	0.400	_	0010
Jefferson St	2300	G To:			ST Andrews St		0.085	F	0.586	2400	G	2013
	F	om:					-					
North Park Dr	790	G			Nivram St		0.088	F	0.618	840	G	201
Notiff all Di	750	To:			Retang Rd		0.000	'	0.010	040	u	201
	F	om:			Homestead Dr							
Oakmont Dr	100	G			nomestead Di		0.117	F	0.615	100	G	201
		To:			Midland Rd		<u> </u>	•	0.0.0	.00	<u>.</u>	_0.
	F	om:			Bollingbrook St							
Old Church St	560	G			Bonnigorook St		0.124	F	0.62	600	G	201
		To:			Miller St							
	F	rom:			Floyd St							
Patterson Ave	740	G			,		0.161	F	0.695	790	G	201
		To:			Carver St							
	F	om:			Valor Dr							
Pleasants Ln	890	G					0.118	F	0.523	950	G	201
		To:			Dupuy Rd							
	F	om:			Ash St							
Richmond Ave	680	G					0.093	F	0.516	720	G	201
		To:			Nash St							
	F	om:			Valley St							
Rollingwood Rd	70	G					0.175	F	0.636	70	G	201
		To:			Homestead Dr							
		om:			Forest Hill Rd							
South Park Dr	1900	G					0.098	F	0.556	2000	G	201
		To:			West Park Dr							
		om:			Bolling Street							
St Luke St	420	G					0.104	F	0.62	440	G	201
		To:			Chestnut Street							
		om:			High Pearl St							
St Matthew St	2600	G					0.093	F	0.577	2800	G	201
		To:			Harding St							
		om:			Custer St							
Talley Ave	570	G					0.222	F	0.655	610	G	201
		To:			Edmonds Ct							