2014

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

Virginia State 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 (Tru	ck			K		Dir		
Route	Jurisdiction	n Ler	ngth	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QW
Bus	From:		WC	CL Petersbu	ırg				017100		Liian		1 40101		1 doto:		
1 (460) Washington St	City of Petersb	ourg 0.	.40	13000	F	98%	0%	1%	1%	1%	0%	F	0.093	F	0.537	13000	F
${}$	To: From:			Summit St													
Bus (460) Washington St	City of Petersb	oura 0.	.18	13000	F	98%	0%	1%	1%	1%	0%	F	0.091	F	0.518	13000	F
1) (460) 1 de l'inigre i et	T			Elm St	•	0070	0,0		. , 0	. , 0	0,0	•	0.00	•	0.0.0	.0000	•
Bus	From:																
1 460 Washington St	City of Petersb	ourg 0.		15000 Par; Wyth	F . St	97%	1%	1%	1%	1%	0%	F	0.08	F	0.548	16000	F
Bus	From:	US 1 Par		nington St;		a Lane											
1 460 Wythe St	City of Petersb	ourg 1.	.08	7000	F	97%	1%	1%	1%	1%	0%	С	0.090	F		7500	F
\bigcirc	Combined Traffic Estimates for 2 Parallel F	Roadways on this Ro	oute:	16000	F	97%	1%	1%	1%	1%	0%	F	0.085	F	0.578	17000	F
Due	To: From:			Perry St													
Bus 1 (460) Wythe St	City of Petersb	oura 0.	.15	9800	F	97%	1%	1%	1%	1%	0%	F	0.093	F		10000	F
1) (400) (1) (110)	Combined Traffic Estimates for 2 Parallel F				F	97%	1%	1%	1%	1%	0%	F	NA			20000	F
	та	<u> </u>		36 Market	St												
Bus	From:					070/	10/	10/	10/	10/	00/	F	0.005	_		10000	F
1 (460) (36) Wythe St	City of Petersb Combined Traffic Estimates for Parallel F	-	.20	9600 NA	F	97%	1%	1%	1%	1%	0%	Г	0.095 NA	F		10000 NA	Г
	Combined Trailic Estimates for Parallel F												INA			INA	
ALT Bus	To: From:		ALT US	301 Sycar	nore St												
(1)(301)(460)(36) Wythe	•	•	.20	14000	F	97%	1%	1%	1%	1%	0%	F	0.088	F		15000	F
\diamond \diamond \diamond \diamond	Combined Traffic Estimates for Parallel F			NA									NA			NA	
ALT	From:			S 460 Jeffer JS 460 Wyt													
1 301 Jefferson St	City of Petersb	ourg 0.	.09	3600	F	97%	1%	1%	1%	1%	0%	F	0.081	F	0.748	3800	F
	Combined Traffic Estimates for Parallel F	Roadways on this Ro	oute:	NA									NA			NA	
	Τα	Bus	US 46	0 Par, Wasl	hington	St		<u> </u>									
ALT 1 301 Jefferson St	City of Petersb	oura 0	.26	800	F	97%	1%	1%	1%	1%	0%	F	0.101	F	0.512	850	F
(1) (301) delicison et	Combined Traffic Estimates for Parallel F	-		NA	•	01 /0	1 /0	1 /0	1 70	1 /0	0 / 0	•	NA	•	0.012	NA	•
	Tor	- Industry of the Fig.															
ALT	From:			Henry St		07-1	461		40'	461	061	_	0.65.	_	0.50	000	_
1 301 3rd St	City of Petersb	-	.05	340	F	97%	1%	1%	1%	1%	0%	F	0.094	F	0.521	360	F
	Combined Traffic Estimates for Parallel F	Roadways on this Ro	oute:	NA									NA			NA	
ALT	To: From:		US 3	01 Par, Ban	ık St			}									
1 (301) 3rd St	City of Petersb	ourg 0.	.05	370	F	97%	1%	1%	1%	1%	0%	F	0.122	F	0.555	390	F
\smile	Combined Traffic Estimates for Parallel F			NA									NA			NA	
	To: From:			Bollingbro 1; 3RD STI													
ALT (301)(301)(36) Bolling	gbrook St		.08	3700	F F	97%	0%	 1%	1%	0%	0%	F	0.107	F	0.707	3900	F
(1) (301) (30) (30)	Combined Traffic Estimates for Parallel F	=		NA	-	/0	- / •	. , •		- / 0	- / 0	-	NA	-	• •	NA	-
	To:	•		301 Par; Bo	ollingbro	ok St											

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

							Tru	ıck			K		Dir		
Route	Jurisdiction	<u> </u>		A 4Tire	e Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Cond Ct	From:		301 Par; Bolling		0%	00/	00/	00/	00/	_	0.005	_	0.600	10000	F
1 (301) 2nd St	City of Peters		12000 F Colonial Height	F 99%	0%	0%	0%	0%	0%	г	0.085	г	0.622	12000	Г
Due	From:		the St Battersea												
Bus (460) Washington St	L City of Peters			F 97%	1%	1%	1%	1%	0%	F	0.096	F		9400	F
(1) (400)	Combined Traffic Estimates for 2 Parallel I	O .	16000 F	F 97%	1%	1%	1%	1%	0%	F	0.085	F	0.578	17000	F
	To	<u> </u>	3-9025 West St												
Bus (460) Washington St	City of Peters			F 97%	1%	1%	1%	1%	0%	F	0.090	F		8800	F
1 460 Washington St	Combined Traffic Estimates for 2 Parallel I	O .				1%	1%	1%	0%	F	NA	'		16000	F
	To T	<u> </u>	-9029 South St	07 70	170		170	1 70	070		147.			10000	
Bus	From:									_					
Washington St	City of Peters	O .		F 97%		1%	1%	1%	0%	С	0.087	F		9500	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	19000 F	F 97%	1%	1%	1%	1%	0%	F	NA			20000	F
Bus	To: From:		Guarantee St												
(1) (460) Washington St	City of Peters	burg 0.24	10000 F	F 97%	1%	1%	1%	1%	0%	F	0.094	F		11000	F
$\Leftrightarrow \hookrightarrow$	Combined Traffic Estimates for 2 Parallel			F 97%	1%	1%	1%	1%	0%	F	NA			21000	F
	To: From:		0 Par; SR 36 Ma S 460 Par Wash												
(36) Market St	City of Peters			F 97%	0%	1%	1%	1%	0%	С	0.089	F	0.540	2800	F
(1) (0)	Combined Traffic Estimates for Parallel	-	NA								NA			NA	
	To:		36 Grove Ave												
Old St	From: City of Peters		36; Market St	F 97%	0%	1%	1%	1%	0%	_	0.09	F	0.559	3700	F
1 36 Old St	Combined Traffic Estimates for Parallel	•	NA I	91/0	0 /0	1 /0	1 /0	1 /0	0 /6	'	NA	'	0.559	NA	'
	Tax		Sycamore St								13/3			INA	
~ ~	From:		Old St												
$\left(\begin{array}{c}1\\1\end{array}\right)\left(\begin{array}{c}36\end{array}\right)$ Sycamore St	City of Peters	•		F 97%	0%	1%	1%	1%	0%	F	0.109	F	0.567	4000	F
~ ~	Combined Traffic Estimates for Parallel		NA			i					NA			NA	
	From:		Sycamore St												
Bollingbrook St	City of Peters			F 97%	0%	1%	1%	1%	0%	F	0.098	F	0.641	3400	F
	Combined Traffic Estimates for Parallel	Roadways on this Route:	NA								NA			NA	
	Τα	US 1	, US 301 2nd St	t											
	From:		CL Petersburg							_					
(36) Fleet St	City of Peters	burg 0.12		F 99%	0%	0%	0%	0%	0%	С	0.097	F	0.503	10000	F
	From:		Grove Ave Fleet St												
(36) Grove Ave	City of Peters	burg 0.54		F 98%	0%	1%	1%	0%	0%	С	0.105	F	0.612	4300	F
$\overline{}$	To:	US	l Par, Market St												
(36) (1) Market St	From: City of Peters	bura 0.38	US 1 2700 F	F 97%	0%	1%	1%	1%	0%	С	0.089	F	0.540	2800	F
36) 1 Warker St	Combined Traffic Estimates for Parallel		NA R	9/70	0 /0	1 /0	1 /0	1 /0	U /o	U	0.069 NA	'	0.540	2800 NA	'
	Tollied Hame Estimates for Faraller	US 1 Par; BUS		shington St		1					INA			INA	
		25 11 a., BC5	iui, 110												

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

Devite	Lorder Perkland	1	4457		4.75	D		Tru	ıck		-00	K	01/	Dir	A A \A / D.T.	. ,
Route	Jurisdiction	Lengtn	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	(
	From:	US 1 Par; Bus U			_	00/	101	201	201	00/	_	0.007	_	0.505	2222	
6 Market St	City of Petersbu	urg 0.11	2800	F	99%	0%	1%	0%	0%	0%	F	0.087	F	0.585	3000	
Bus	Ta: From:	US 1, Bu	us US 460 W	Vythe St												
36) (1) (460) Wythe St	City of Petersbu	urg 0.20	9600	F	97%	1%	1%	1%	1%	0%	F	0.095	F		10000	
	Combined Traffic Estimates for Parallel Re	oadways on this Route:	NA									NA			NA	
ALT Bus	Ta: From:	ALT U	S 301 Sycan	nore St												
36) (1) (301) (460) Wyth	e St City of Petersbu	urg 0.20	14000	F	97%	1%	1%	1%	1%	0%	F	0.088	F		15000	
	Combined Traffic Estimates for Parallel Ro		NA									NA			NA	
	Tai		Bus US 460													
Bus 460 Wythe St	City of Petersbu		16000	F	98%	1%	1%	0%	1%	0%	С	0.085	E		17000	
460 Wythe St	Combined Traffic Estimates for 2 Parallel Re	•		F	96%	1%	1%	1%	1%	0%	F	0.081	F	0.505	34000	
	Tarana Estimates for 21 drainer for			•	0070	1 /0		1 /0	1 /0	070	•	0.001	•	0.000	04000	
Bus	From:		I-85, I-95													
Wythe St	City of Petersbu	•	11000	F	98%	1%	1%	0%	1%	0%	F	0.076	F		11000	
	Combined Traffic Estimates for 2 Parallel Ro		24000 outh Crater R	F	96%	1%	1%	1%	1%	0%	F	0.088	F	0.641	25000	
	From:		Bus US 460 (d											
Wythe St	City of Petersbu	•	10000	F	97%	0%	0%	1%	2%	0%	F	0.075	F		11000	
	Combined Traffic Estimates for 2 Parallel Re			F	97%	0%	0%	1%	2%	0%	F	0.088	F	0.613	24000	
	To: From:	SR 36 Par, V	Vashington S ; Wythe St;													
36) Washington St	L City of Petersbu		23000	F	97%	0%	0%	1%	2%	0%	F	0.089	F	0.595	25000	
9	To		uddledock R													
(Bashington St	From:∟ City of Petersbu		17000	.a F	97%	0%	0%	1%	2%	0%	F	0.093	F	0.603	18000	
0)	To:	•	George Coun	nty Line					_,~				-			
	From:	SR	36; Market	St												
36) (1) Old St	City of Petersbu	urg 0.13	3500	F	97%	0%	1%	1%	1%	0%	F	0.09	F	0.559	3700	
	Combined Traffic Estimates for Parallel Re		NA									NA			NA	
	To: From:		Sycamore St Old St				_									
Sycamore St	City of Petersbu	ura 0.04	3800	F	97%	0%	1%	1%	1%	0%	F	0.109	F	0.567	4000	
	Combined Traffic Estimates for Parallel Ro	oadways on this Route:	NA									NA			NA	
	To:	Во	ollingbrook S													
Dallingbrook Ct	City of Potoroby		Sycamore St		070/	0%	10/	10/	10/	00/	_	0.000	F	0.641	2400	
Bollingbrook St	City of Petersbu Combined Traffic Estimates for Parallel Re	•	3200 NA	F	97%	0%	1%	1%	1%	0%	Г	0.098 NA	Г	0.641	3400 NA	
	Combined Trainic Estimates for Faraner No		NA I, US 301 2n	nd St								IVA			INA	
ALT	From:	US	S 1 Par, 2nd													
(301) (301) Bollin		-	3700	F	97%	0%	1%	1%	0%	0%	F	0.107	F	0.707	3900	
	Combined Traffic Estimates for Parallel Re		NA									NA			NA	
	To:	US 1, A	ALT US 301	3rd St												

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

								Tru	ıck			K		Dir		
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QW
\sim	From:		3rd St													
36 (301) Bollingbrook St	City of Peters	O .	3500	F	97%	0%	1%	1%	0%	0%	F	0.099	F	0.742	3700	F
~	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	7100	F	97%	0%	1%	1%	0%	0%	F	0.09	F	0.613	7600	F
	Tro:		5th St													
36 (301) Bollingbrook St	City of Peters	0	2900	F	97%	0%	1%	1%	0%	0%	С	0.096	F	0.677	3100	F
$\checkmark \checkmark$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:		F	97%	0%	1%	1%	0%	0%	С	0.096	F	0.557	7300	F
	From:	В	Crater Rd ollingbrook													
36 301 Crater Rd	City of Peters		2200	F	97%	0%	1%	1%	0%	0%	F	0.09	F	0.759	2400	F
P (1)	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	6200	G	97%	0%	1%	1%	0%	0%	F	NA			6700	G
	To:	IIS	301 Par, Ba	nk St												
(36) (301) Crater Rd	City of Peters		3800	F	99%	0%	1%	0%	0%	0%	F	0.094	F	0.563	4100	F
(ap) (001)	Combined Traffic Estimates for Parallel	Roadways on this Route:	NA									NA			NA	
	To:	US 301 F	BUS US 460) Crater I	Rd.											
(36) Washington St	City of Peters		11000	F	97%	0%	0%	1%	2%	0%	F	0.107	F		12000	F
GD C	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	21000	F	97%	0%	0%	1%	2%	0%	F	NA			23000	F
	To	<u>, </u>	Burch St				<u> </u>									
(36) Washington St	City of Peters	sburg 0.25	11000	F	97%	0%	0%	1%	2%	0%	F	0.105	F		12000	F
90	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	22000	F	97%	0%	0%	1%	2%	0%	F	0.088	F	0.613	24000	F
	To:		Wythe St; A	melia St												
North	From:	S	CL Petersbu	ırg												
(85) (460)	City of Petersburg	(Maint: 26) 1.01	25000	Α	88%	1%	1%	1%	9%	1%	С	0.094	Α		25000	Α
$\bigcirc\bigcirc$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	48000	В	87%	1%	1%	1%	10%	1%	С	0.095	Α	0.529	47000	В
NI II	Too	Squ	irrel Level I	Road												
North	City of Petersburg	(Maint: 26) 2.57	28000	Α	88%	1%	1%	1%	9%	1%	F	0.091	Α		28000	Α
85 (460)	Combined Traffic Estimates for 2 Parallel	` '		A	87%	1%	1%	1%	10%	1%	F	0.093	Α	0.534	52000	A
	Combined Traine Estimates for 2 Taraffer	<u> </u>			07 78	1 /0	1 70	1 /0	10 /0	1 /0	'	0.000	^	0.554	32000	
North	From:		amp To I-9:													
85) I-85 N Ramp	City of Petersburg	` '	22000	G	88%	1%	1%	1%	9%	1%	F	NA			22000	G
\smile	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	46000	G	86%	1%	1%	1%	11%	1%	F	NA			44000	G
North	To: From:	Ramp to W	/ashington S	St; Wyth	e St											
Ramp	City of Petersburg	(Maint: 26) 0.11	19000	G	88%	1%	1%	1%	9%	1%	F	NA			19000	G
00)	Combined Traffic Estimates for 2 Parallel			G	86%	1%	1%	1%	11%	1%	F	NA			35000	G
	To:		I-95 North	1												
North	From:		I-85 North													
85 Ramp	City of Petersburg	(Maint: 26) 0.11	1300	G			-					NA			1300	G
$\overline{}$	To:	123-901	11 Squirrel l	Level Rd												
North	From:		I-85 North	Į												
(85) (460) Ramp	City of Petersburg	(Maint: 26) 0.10	6100	Α	88%	0%	1%	1%	10%	0%	С	0.154	Α		6400	Α
\sim	To:		I-95 South	1												

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

		City of Pe	etersburg												
Jurisdictic	n L	ength AA	DT QA	4Tire	Bus					QC	K	QK	Dir Factor	AAWDT	QV
From:	T.	-85 North Ram	n to I-95 No	orth		ZAXIC	, OTAXIC	, illan	ZITAII		1 actor		1 40101		
City of Petersburg				i tii							NA			2800	G
To:				/ashington	St										<u> </u>
From:	175110141			uomigion											
City of Petersburg	(Maint: 26)	0.22 57	00 A								0.109	Α		6100	Α
To:	,	Wythe St & V	Vashington S	St											
From:		I-85 North	Exit 68C												
City of Petersburg	(Maint: 26)	0.17 33	00 A								0.116	Α		3600	Α
To:		CEUS 460-P V	Vashington 3	St											
From:		I-85 North	Exit 68B												
City of Petersburg	(Maint: 26)	0.07 24	00 A								0.119	Α		2600	Α
To:	,	CEUS 460	Wythe St												
From:		SCL Pet	ershuro												
City of Petersburg	(Maint: 26)			87%	1%	1%	1%	10%	1%	С	0.108	Α		23000	В
•	,														В
Combined Traine Estimates for 21 drailer	- Toadways on this i			07 70	1 /0	1 70	1 /0	10 /0	1 /0	O	14/3			47000	
To:		Squirrel Le	evel Road												
City of Petersburg	(Maint: 26)	2.23 250	00 A	87%	1%	1%	1%	10%	1%	F	0.104	Α		25000	Α
•	,	Route: 530	00 Δ		1%	1%	1%	10%	1%	F	0.093	Α	0.534	52000	Α
				0.70	. , ,		. , ,	.070	. , ,	•	0.000		0.00	02000	
From:		Ramp Fro	m I-95 N												
City of Petersburg	(Maint: 26)	0.33 240	00 G	84%	1%	1%	1%	13%	1%	F	0.104	Ν		22000	G
Combined Traffic Estimates for 2 Parallel	Roadways on this F	Route: 460	00 G	86%	1%	1%	1%	11%	1%	F	NA			44000	G
Τα															
From:		Kamp From W	asnington A	ve											
,	'		00 A	84%	1%	1%	1%	13%	1%	F	0.1	Α		16000	Α
Combined Traffic Estimates for 2 Parallel	Roadways on this F	Route: 360	00 G	86%	1%	1%	1%	11%	1%	F	NA			35000	G
To:		I-95 S	outh												
From:		I-85	5-S												
City of Petersburg	(Maint: 26)	0.13 30	00 A								0.113	Α		3200	Α
To:		123-9011; Squ	irrel Level F	Rd											
From:		Rive	Rd.												
City of Petersburg	(Maint: 74)			85%	1%	1%	0%	13%	0%	F	0.118	Α		15000	Α
•	,									F		Δ	0.563		Α
Combined Traine Estimates for 21 drailer	Tioadways on this i			00 70	1 /0	1 70	0 70	10 /0	0 70	'	0.100	^	0.500	30000	
Tα	ł	Wagn	er Rd												
From:															
City of Petersburg	(Maint: 74)	2.79 230	00 A	85%	1%	1%	0%	13%	0%	F	0.105	Α		22000	Α
City of Petersburg of Combined Traffic Estimates for 2 Parallel	` '									F F			0.538		
City of Petersburg of Combined Traffic Estimates for 2 Parallel	Roadways on this F	Route: 460	00 A	85%	1% 1%	1% 1%	0% 0%	13% 13%	0% 0%	F F	0.105 0.096	A A	0.538	22000 44000	
,	Roadways on this F		00 A	85%						F F			0.538		
,	Roadways on this F	Route: 460	00 A US 301 Cra	85%						F F			0.538		A A
Combined Traffic Estimates for 2 Parallel	Roadways on this F US 4 (Maint: 74)	Route: 460 60 County Rd; 0.03 200	00 A US 301 Cra	85% ater Rd	1%	1%	0%	13%	0%	F F F	0.096	A	0.538	44000	A
	City of Petersburg City of Petersburg City of Petersburg City of Petersburg To: City of Petersburg To: City of Petersburg City of Petersburg Combined Traffic Estimates for 2 Parallel City of Petersburg Combined Traffic Estimates for 2 Parallel City of Petersburg Combined Traffic Estimates for 2 Parallel City of Petersburg Combined Traffic Estimates for 2 Parallel City of Petersburg Combined Traffic Estimates for 2 Parallel City of Petersburg Combined Traffic Estimates for 2 Parallel City of Petersburg Combined Traffic Estimates for 2 Parallel To: City of Petersburg City of Petersburg City of Petersburg City of Petersburg To: City of Petersburg City of Petersburg To: City of Petersburg To: City of Petersburg	City of Petersburg (Maint: 26) To	SCL Petersburg (Maint: 26) 0.33 240	City of Petersburg (Maint: 26) 0.06 2800 G	Surface Surf	Durisdiction Length AADT QA 4Tire Bus	Durisdiction	Length AADT QA 4Tire Bus Care Care	Length AADT QA 4Tire Bus Truck T	Durisdiction	Length AADT QA 4Tire Bus AADT QA 4Tire Bus AADT QA 4Tire Bus AADT QA 4Tire QC QAVIe 3+AXIe 1Trail 2Trail QC QAVIe 4Tire QC QAVIe 3+AXIe 1Trail QC QAVIe QAVIE	Length AADT QA 4Tire Bus Carrier Bus Carrier Car	Length AADT QA 4Tire Bus CALL STANL ST	Second Petersburg City of	Length AADT SAM STITUCK SAM STITUCK SAM STITUCK STITUCK SAM SAM STITUCK SAM SAM STITUCK SAM STITUCK SAM SAM SAM STITUCK SAM SAM

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

Devite	1		1 1	440=	٠.	4.7.	D		Tru	ıck		00	K	OK	Dir	A A)A/DT	
Route	Jurisdictio	on 	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QI
lorth	City of Petersburg	(Maint: 26)	0.44	I-85 44000	Α	92%	1%	1%	1%	6%	0%	F	0.094	Α		43000	A
95)	Combined Traffic Estimates for 2 Parallel				A	91%	1%	1%	1%	6%	0%	F	0.094	A	0.507	85000	,
	To T	. Troudways on	US 301, Bu				1 70		170	070	070	•	0.002	,,	0.007	00000	
orth	From	(Mainte OC)					10/	10/	10/	C 0/	00/	_	0.000	^		F1000	
95	City of Petersburg Combined Traffic Estimates for 2 Parallel		0.64	51000	A	92%	1%	1%	1% 1%	6% 6%	0% 0%	F	0.093 NA	Α		51000 101000	
	Combined Trainic Estimates for 2 Parallel	: Hoadways on		Colonial He		91%	1%	1%	170	0%	0%	Г	INA			101000	
rth	From	1:	562	I-95 North													_
Ramp	City of Petersburg	(Maint: 74)	0.17	890	Α								0.109	Α		870	
<u>) </u>	То	3:	123	-9008 Rives	s Rd												
orth	From	n:		I-95 North													
Famp	City of Petersburg	(Maint: 74)	0.35	270	Α								0.132	Α		290	
	10		123-	9010 Wagne													_
orth 55 Ramp	City of Petersburg	(Maint: 74)	0.23	I-95 North 690	G								NA			690	
15) ridinp	To	: (1714)		9010 Wagne									1471			000	
rth	From	1:	I-95 N	North Collec	tor Rd												_
Ramp	City of Petersburg	(Maint: 74)	0.11	720	G								NA			720	
<i></i>	То	0:	US	460 County	y Dr												
orth	From	1:		5 Collector													
Ramp	City of Petersburg	(Maint: /4)	0.14	500 US US 460	G								NA			500	
	From																_
orth 5) Ramp	City of Petersburg	(Maint: 74)	0.16	5 Collector 1900	G								NA			1900	
, , , , , , , , , , , , , , , , , , ,	To): 		US 301	-												
orth	From	n:		I-95 North	l												_
5) I-95 North CD Rd at U	IS 460; US 301 City of Petersburg	(Maint: 74)	0.04	NA				<u>.</u>					NA			NA	
orth	To From	11	Ram	p to US 460) East												
1-95 North CD Rd at U	IS 460; US 301 City of Petersburg	(Maint: 74)	0.15	2800	G								NA			2800	
<i></i>	To	<u>, </u>	Ramn	From US 46	50 West												
orth	From City of Potoroburg	(Moint: 74)	0.26	11000	A								0.142	Α		12000	
1-95 North CD Rd at U	IS 460; US 301 City of Petersburg	(Mairit. 74)											0.142	А		12000	
orth	To From	1:	*	to US 301	North												
1-95 North CD Rd at U	IS 460; US 301 City of Petersburg	(Maint: 74)	0.22	NA									NA			NA	
orth		1:	Ramp	to US 301	South												_
(95) I-95 North CD Rd at U	IS 460; US 301 City of Petersburg	(Maint: 74)	0.06	9700	G								NA			9700	
<i></i>		<u>x</u>	Ran	np From US	301												
orth 95) I-95 North CD Rd at U	IS 460; US 301 City of Petersburg	(Maint: 74)	0.14	14000	Α								0.121	Α		16000	
	oity of reterabuly	(IVIGITIL: / +)	Ramp to Wy										0.121	^		10000	

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

			ty of t otolo	, , , , , , , , , , , , , , , , , , ,					1-			17		D:		
Route	Jurisdict	ion Leng	th AADT	QA	4Tire	Bus		Tri 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
orth	Fr		Vythe & Wash	nington S	Streets											
$\overline{95}$ I-95 North CD Rd at US 46	60; US 301 City of Petersburg	g (Maint: 74) 0.0°										NA			NA	
<u> </u>		To:	I-95 North	1												
lorth _	Fr		North Collec													
95) Ramp	City of Petersburg			G		~						NA			3600	G
		I-85 North Exit (ashington	St										
North	City of Determination	om:	I-95 North									NA			E400	G
95 Ramp	City of Petersburg	g (Maint: 26) 0.43	I-85 South	G								INA			5400	Ċ
	E-	om:														
lorth 95) Ramp	City of Petersburg	g (Maint: 74) 0.19	I-95 North	F								0.116	F		970	F
95) 114111	Only of Federabang	·	S 301 Par, Ba									0.110	•		070	•
outh	Fr	om:	SCL Petersbu				j									
95)	City of Petersburg	g (Maint: 74) 0.34		A	86%	1%	1%	0%	12%	0%	F	0.127	Α		13000	А
33)	Combined Traffic Estimates for 2 Paralle	• '	e: 29000	Α	85%	1%	1%	0%	13%	0%	F	NA			25000	Α
		To	Rives Rd													
outh	Fr	om:														
95)	City of Petersburg	,		Α	86%	1%	1%	0%	12%	0%	F	0.114	Α		16000	A
<u> </u>	Combined Traffic Estimates for 2 Paralle	el Roadways on this Rout	e: 34000	Α	85%	1%	1%	0%	13%	0%	F	0.108	Α	0.563	30000	Α
outh	Fr	To: om:	Wagner Ro	1												
95)	City of Petersburg	g (Maint: 74) 1.50	23000	Α	86%	1%	1%	0%	12%	0%	F	0.101	Α		22000	Α
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Rout	e: 46000	Α	85%	1%	1%	0%	13%	0%	F	0.096	Α	0.538	44000	Α
			ounty Rd; US													
outh	Fr	South of US 40					40/	00/	100/	00/	_	0.400			10000	
95)	City of Petersburg	,		A	86%	1%	1%	0%	12%	0%	-	0.109	A	0.574	19000	A
-	Combined Traffic Estimates for 2 Paralle	el Roadways on this Rout	e: 40000	Α	85%	1%	1%	0%	13%	0%	F	0.101	Α	0.574	37000	Α
outh	Fr	North of US 4	O County Rd;	US 301	Crater Rd	l										
95)	City of Petersburg	g (Maint: 26) 0.4	30000	Α								0.094	Α		29000	Α
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Rout	e: 49000	Α								NA			48000	Α
		To	I-85													
outh	City of Petersburg	g (Maint: 26) 0.66			91%	1%	1%	1%	7%	09/	_	0.093	Α		41000	^
95	City of Petersburg Combined Traffic Estimates for 2 Paralle	,		A A	91%	1%	1%	1%	7% 6%	0% 0%	r	0.093	A	0.507	41000 85000	A A
•	Combined Trainic Estimates for 2 Farant					1 /0	1 /0	1 /0	0 /6	0 /6	'	0.032	^	0.507	03000	
outh	Fr	US 301,	Bus US 460 W	/ashingt	on St											
95)	City of Petersburg	g (Maint: 26) 0.48	51000	Α	91%	1%	1%	1%	7%	0%	F	0.091	Α		50000	Α
	Combined Traffic Estimates for 2 Paralle				91%	1%	1%	1%	6%	0%	F	NA			101000	Α
		To: Se	CL Colonial H	eights												
outh	Fa	om:	I-95 South													
95 Ramp	City of Petersburg	·		G								NA			3500	G
\sim		To:	23-9008 Rive	s Rd												

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

Davida	l contra alta atta ca	l anath 1		4T:u=	Dua		Tru	ck			K		Dir		
Route	Jurisdiction		AADT QA	41116	bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	
outh 95) Ramp	City of Petersburg (Maint: 74)		95 South 2400 G								NA			2400	G
33)	To:		0 Wagner Rd												
outh	From:		95 South												
95) Ramp	City of Petersburg (Maint: 74)		5200 A			_					0.103	Α		5700	,
	From		10 Wagner Rd			<u> </u>									_
outh 95) Ramp	City of Petersburg (Maint: 74)		th Collector Rd 6300 G	99%	0%	0%	0%	0%	0%	С	0.088	F		6300	(
	To:		2 Graham Rd												
uth	From:		95 South												
(460) Ramp	City of Petersburg (Maint: 74)	0.06	9500 A								0.097	Α		10000	
outh	To: From:	Ramp to	o Graham Rd												
95) (460) Ramp from I-85 N to I-95 S	City of Petersburg (Maint: 74)	0.07 1	11000 G	91%	0%	1%	1%	7%	0%	С	0.112	F		11000	
	To: From:	Ramp f	from US 301												
Duth Bus 95 460 460 Ramp from I-85 N to I-95 S	City of Petersburg (Maint: 74)	0.18	NA								NA			NA	
uth Bus	To: From:	Ramp f	from US 301												_
5 460 460 Ramp from I-85 N to I-95 S	City of Petersburg (Maint: 74)		12000 A								0.115	Α		13000	
outh	From:		460 Ramp												
Ramp	City of Petersburg (Maint: 74)		3500 G 95 South			_					NA			3500	
outh	From:		95 South			+									_
Ramp	City of Petersburg (Maint: 74)		NA								NA			NA	
	To From:	I-95-S052B to	Washington Str	eet		\neg \vdash									
outh 95) Ramp	City of Petersburg (Maint: 74)	0.19	NA								NA			NA	
9	To:		OM RT 95 SOU	TH											
	From:		0 County Rd												_
O6 Courthouse Rd	City of Petersburg		6700 F	95%	1%	1%	1%	2%	0%	F	0.091	F	0.544	7200	
	Econo		Petersburg												_
09)Hickory Hill Rd	City of Petersburg		0 County Rd 8800 F	99%	1%	0%	0%	0%	0%	С	0.123	F	0.845	9400	
09)	To		Petersburg						• , •						
09)Hickory Hill Rd	City of Petersburg		8800 N	99%	1%	0%	0%	0%	0%	N	0.123	N	0.845	9400	
		Dead End; Fort Lee Mili	itary Reservation	n, Mahone	Av										
	From:		. Petersburg												_
42 Boydton Plank Rd	City of Petersburg	0.16	2800 F	97%	0%	0%	1%	1%	0%	F	0.101	F	0.64	2900	
42)Boydton Plank Rd	To: From:		upuy Rd		0%										
	City of Petersburg	1.24	2900 F	97%		0%	1%	1%	0%	С	0.098	F	0.609	3100	

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

			of Petersb		4			Tru	ıck		-00	K	01/	Dir	A A14/DT	014
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
LI-Et D-l	From:		604 Halifax F		070/	00/	00/	40/	40/	00/	_	0.007		0.540	5000	
42 Halifax Rd	City of Petersburg	0.06	4800 CSX RR	F	97%	0%	0%	1%	1%	0%	F	0.087	F	0.549	5200	F
	From:	\$(CSA KK													
301 Crater Rd	City of Petersburg	0.21	8700	F	99%	0%	0%	0%	0%	0%	F	0.086	F	0.611	9300	F
301)	Toe		Rives Rd													
Crater Rd	City of Petersburg	0.90	10000	F	99%	0%	0%	0%	0%	0%	С	0.09	F	0.612	11000	ı
~ <u></u>	To		Wagner Rd													
Go1 Crater Rd	City of Petersburg	0.43	21000	F	99%	0%	0%	0%	0%	0%	F	0.085	F	0.504	22000	F
~	To		Flank Rd				<u> </u>									
301 Crater Rd	City of Petersburg	0.87	21000	F	99%	0%	0%	0%	0%	0%	F	0.085	F	0.511	23000	F
~	To: From:	ALT U	S 301 Sycam	ore St			<u> </u>									
301 Crater Rd	City of Petersburg	0.26	14000	F	99%	0%	1%	0%	0%	0%	С	0.083	F	0.515	15000	F
~	To: From:		South Blvd													
Crater Rd	City of Petersburg	0.73	21000	F	99%	0%	1%	0%	0%	0%	F	0.083	F	0.52	22000	ı
Bus	Toe From:	I-9.	5, Bus US 46	50												
301 460 Crater Rd	City of Petersburg (Maint: 2	26) 0.09	10000	N	99%	0%	1%	0%	0%	0%	Ν	0.081	N	0.524	11000	1
501)(100)	To:		S 460 Par, W													
Bus	From:		ce Jurisdictio			00/	101	201	00/	00/	_	0.004	_	0.504	11000	
301 460 Crater Rd	City of Petersburg Combined Traffic Estimates for Parallel Roadwa	0.98	10000	F	99%	0%	1%	0%	0%	0%	С	0.081	F	0.524	11000	F
	Combined Trainic Estimates for Parallel Roadwa	<u> </u>	NA									NA			NA	
Bus	To: From:	SR 36, B	us US 460 W	ythe S												
301 (460) Crater Rd	City of Petersburg	0.10	7200	F	99%	0%	1%	0%	0%	0%	F	0.087	F	0.541	7700	F
~ ~	Combined Traffic Estimates for Parallel Roadwa	ays on this Route:	NA									NA			NA	
~	To: From:	SR 36 Par, Bus														
301 (36) Crater Rd	City of Petersburg	0.18	3800	F	99%	0%	1%	0%	0%	0%	F	0.094	F	0.563	4100	F
~ ~	Combined Traffic Estimates for Parallel Roadwa	ays on this Route:	NA									NA			NA	
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	Tree From:		01 Par, Bank													
301 (36) Crater Rd	City of Petersburg	0.14	2200	F	97%	0%	1%	1%	0%	0%	F	0.09	F	0.759	2400	F
~ ~	Combined Traffic Estimates for 2 Parallel Roadwa		6200	G	97%	0%	1%	1%	0%	0%	F	NA			6700	(
	From:	Во	ollingbrook S Crater Rd	τ			-									
Bollingbrook St	City of Petersburg	0.23	2900	F	97%	0%	1%	1%	0%	0%	С	0.096	F	0.677	3100	F
	Combined Traffic Estimates for 2 Parallel Roadwa	ays on this Route:	6800	F	97%	0%	1%	1%	0%	0%	С	0.096	F	0.557	7300	F
	To		5th St				<u> </u>									
301 (36) Bollingbrook St	City of Petersburg	0.15	3500	F	97%	0%	1%	1%	0%	0%	F	0.099	F	0.742	3700	F
~ P	Combined Traffic Estimates for 2 Parallel Roadwa	ays on this Route:	7100	F	97%	0%	1%	1%	0%	0%	F	0.09	F	0.613	7600	F
	То		3rd St													

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

<b>5</b> .							_		Tru	ıck			K	011	Dir		
Route		Jurisdiction	n Lengtr	1 AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
ALT		From:		ALT US 30													
301 ) { 1 } (301 ) (36 ) Bol	lingbrook St	City of Petersl	•	3700	F	97%	0%	1%	1%	0%	0%	F	0.107	F	0.707	3900	ı
~ ~ ~ •	Combined Traffic	Estimates for Parallel E	Roadways on this Route										NA			NA	
		To:	Ţ	JS 1 Par, 2nd	d St												
and Ct		City of Petersl	bura 0.35	N RT 1	F	99%	0%	0%	0%	00/	00/	_	0.085	F	0.622	12000	
01 1 2nd St		City of Petersi		12000		99%	0%	0%	0%	0%	0%	г	0.085	г	0.622	12000	
•		10.	SCI	L Colonial H	leights												
~		From:		US 301													
01 Ramp		City of Petersburg (		6900	G								NA			6900	
		To:	<u>I-</u>	95 Collector	r Rd												
rth		From:	US 301; 123-901		M RD & l	RO RT 95											
Ramp		City of Petersburg (	Maint: 74) 0.10	1800	G								NA			1800	
		To:	I-95-S050X F	ROM ROU	TE 301 N	ORTH											
uth Bus		From:	U	S 301 Crate	r Rd												
01)(460) Ramp US 301 S	S to I-95 S at Exit ???	City of Petersburg (	Maint: 74) 0.20	640	G	98%	1%	1%	0%	1%	0%	F	NA			680	
		To:		I-95, US 46	50												
		From:	Ţ	JS 301 Crate	er St												
36 Bank St		City of Petersl		3900	F	97%	0%	1%	2%	1%	0%	С	0.099	F	0.547	4100	
	Combined Traffic F	•	Roadways on this Route		F	97%	0%	1%	1%	0%	0%	С	0.096	F	0.557	7300	
		Г							.,.			_		•			
nonte Ot		From:	0.45	5th St		070/	00/	10/	00/	40/	00/	F	0.000	_		0000	
36 Bank St	0 11 17 11 1	City of Petersl		3600	F	97%	0%	1%	2%	1%	0%		0.083	F		3800	
	Combined Traffic E	stimates for 2 Parallel I	Roadways on this Route	: 7100	F	97%	0%	1%	1%	0%	0%	F	0.09	F	0.613	7600	
AI T		To: From:		3rd St													
ALT (as Bar	nk St	City of Petersl	burg 0.09	3400	F	97%	0%	1%	2%	1%	0%	F	0.095	F		3700	
31) (1) (301) (36) Bai		-	Roadways on this Route		F	97%	0%	1%	1%	0%	0%	F	NA	'		7600	
	Combined Trailic	sumates for 2 Faraller r		US 301 Par.	-	9770	076	170	1 70	0%	0%	Г	INA			7600	
LT O		From:		S 301 Crate		000/	00/	101	00/	00/	00/	_	0.004	F	0.54	7000	
Sycamore St		City of Peters	burg 0.30	7300	F	99%	0%	1%	0%	0%	0%	F	0.081	F	0.51	7800	
<u>~</u>		To: From:		South Blvd	d												
_T _{D1} Sycamore St		City of Petersl	burg 0.95	5600	F	99%	0%	1%	0%	0%	0%	С	0.086	F	0.568	6000	
Jayoumore of		Oity of 1 cicroi	burg 0.00	3000		33 76	0 70	1 /0	0 70	0 70	0 70	O	0.000	'	0.500	0000	
_T		To: From:		North Blv	d												
Sycamore St		City of Petersl	burg 0.42	9400	F	99%	0%	1%	0%	0%	0%	F	0.083	F	0.585	10000	
· ( ·		Tor		G 1 D													
Ţ		From:		Graham Ro	d												
Sycamore St		City of Peters	burg 0.56	9600	F	99%	0%	1%	0%	0%	0%	F	0.087	F	0.536	10000	
ر		To:		US 1 Wythe	St												
LT Bus		From:		US 1										_			
01	the St	City of Petersl	-	14000	F	97%	1%	1%	1%	1%	0%	F	0.088	F		15000	
	Combined Traffic	Estimates for Parallel F	Roadways on this Route	: NA									NA			NA	
		To:	Bus	US 460 Jeffe	erson St												

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

			011 010100	<u></u>				Tru	ol.			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
ALT	From:		JS 460 Wythe													
(301) (1) Jefferson St	City of Petersh	-	3600	F	97%	1%	1%	1%	1%	0%	F	0.081	F	0.748	3800	F
$\hookrightarrow$ $\hookrightarrow$	Combined Traffic Estimates for Parallel F	Roadways on this Route:	NA									NA			NA	
ALT	To: From:	Bus US 46	0 Par, Washi	ington S	St		$\Box$									
301 1 Jefferson St	City of Petersk	ourg 0.26	800	F	97%	1%	1%	1%	1%	0%	F	0.101	F	0.512	850	F
001)(1)	Combined Traffic Estimates for Parallel F	•	NA									NA			NA	
	To:		Henry St													
ALT 301 1 3rd St	City of Petersb	ourg 0.05	340	F	97%	1%	1%	1%	1%	0%	_	0.094	_	0.521	360	_
301 1 3rd St		-		г	9770	I 70	170	1 70	1 70	0%	Г		Г	0.521		Г
	Combined Traffic Estimates for Parallel F	Roadways on this Route:	NA									NA			NA	
ALT	To: From:	US 3	01 Par, Bank	St												
(301) (1) 3rd St	City of Petersk	ourg 0.05	370	F	97%	1%	1%	1%	1%	0%	F	0.122	F	0.555	390	F
	Combined Traffic Estimates for Parallel F	Roadways on this Route:	NA									NA			NA	
	To:		1 Bollingbroo													
ALT CONTRACTOR OF THE PROPERTY	From:		LT US 301 3		070/	00/	10/	40/	00/	00/	_	0.407	_	0.707	0000	_
(301)(301)(1)(36) Boll	lingbrook St City of Petersh	•	3700	F	97%	0%	1%	1%	0%	0%	F	0.107	F	0.707	3900	F
~ ~ ~ °	Combined Traffic Estimates for Parallel F	Roadways on this Route:	NA									NA			NA	
	10:		US 301													
ALT	From:		S 1 Wythe St		000/	20/	101	00/	00/	00/	_	0.004	_	0.505	7000	_
Sycamore St	City of Petersh	-	7300	F	98%	0%	1%	0%	0%	0%	F	0.084	F	0.595	7800	F
	Combined Traffic Estimates for Parallel F	<u> </u>	NA									NA			NA	
ALT Bus Bus	From:		460 Washing us US 460 Par													
	shington St City of Petersb		16000	F	97%	1%	1%	1%	1%	0%	F	0.089	F		17000	F
391)(490)(400) (30)	Combined Traffic Estimates for 2 Parallel F	O .		F	97%	1%	1%	1%	1%	0%	F	NA			31000	F
	To.			· · · · · · · · · · · · · · · · · · ·	0.70	. , ,		. , ,	. , 0	0 / 0	•				0.000	•
ALT	From:		460 Washing	-												
(301) Adams St	City of Petersh	-	9100	F	98%	0%	1%	0%	0%	0%	F	0.091	F	0.535	9700	F
	Combined Traffic Estimates for Parallel F	Roadways on this Route:	NA									NA			NA	
ALT	To: From:		Franklin St													
ALT (301) Adams St	City of Petersb	oura 0.16	8000	F	98%	0%	1%	0%	0%	0%	С	0.087	F	0.562	8600	F
301)/1041113 01	Combined Traffic Estimates for Parallel F	•	NA	•	<b>30</b> /0	0 70	1 70	070	0 70	0 70	Ü	NA	•	0.002	NA	
	To:	toadways on this rioute.	Henry St									INA			INA	
	From	0.0														
(100) (55)	City of Petersburg (I		L Petersburg	5	Q,	ا مد	for dire	ctional tr	affic vo	luma es	timet	ae for this	2 2 2 2	ment		
460 85	Combined Traffic Estimates for 2 Parallel F	,	40000	ь							С	0.095	·		47000	В
	Combined Trainic Estimates for 2 Parallel F	•		В	87%	1%	1%	1%	10%	1%	C	0.095	А	0.529	47000	D
~~~	To: From:		rrel Level Ro	ad												
(460) (85)	City of Petersburg (I							ctional tr			timate		•			
~ ~	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:		Α	87%	1%	1%	1%	10%	1%	F	0.093	Α	0.534	52000	Α
1	To:		I-85 S													

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

Route	Jurisdiction	Length AADT	ΓQA	4Tire	Rus		Trι 3+Αxle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW
~~~ C	From:	I-85 S		0	1 05 (-				. I						
460 85 Ramp	City of Petersburg (Maint: 26)	0.10		5	ee I-85 fo	or aire	ctional ti	rattic vo	nume es	stimati	es for this	s seg	ment.		
<u> </u>	From:	I-95 SE I-85	3												
460 (95) Ramp	City of Petersburg (Maint: 74)	0.06		S	ee I-95 fo	or dire	ctional ti	raffic vo	olume es	stimate	es for this	seg	ment.		
	To	Graham I	Rd												
460 (95) Ramp from I-85 N to I-	95 S City of Petersburg (Maint: 74)	0.07	Ru	S	ee I-95 fo	or dire	ctional ti	raffic vo	olume es	stimate	es for this	seg	ment.		
1	To:	I-95 SB Collect	tor Ramp												
Bus	From:	Ramp from US	301 South												
460) (95) (460) Ramp from I-85 I	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				_									
Bus 160 (95) (460 Ramp from I-85 I	N to I-95 S City of Petersburg (Maint: 74)	Ramp from U 0.27	JS 301	9	ee I-95 fo	r diro	otional t	raffic ve	dumo oc	stimat	oc for this		mont		
460 $95$ $460$ Ramp from I-85 I	Tax	US 460	)	3	ee 1-35 ic	n une	Cilonai ii	anic vo	nume es	ouman	25 101 11118	sey	ment.		
	From:	I-95	,												
County Dr	City of Petersburg	0.60 18000	) F	89%	1%	1%	1%	8%	0%	F	0.091	F	0.661	19000	F
	To	SR 109 Hickory	IEII D.A												
Gounty Dr	City of Petersburg	2.16 <b>9600</b>		89%	1%	1%	1%	8%	0%	С	0.105	Α	0.521	10000	Α
60 County 21	City of 1 etclobulg			00 70	1 70	170	170	070	0 /0	O	0.100	,,	0.021	10000	,,
2	To:	SR 106 Courth		000/	40/	10/	40/	00/	00/		0.000		0.500	40000	_
County Dr	City of Petersburg	0.34 <b>13000</b> ECL Peters		89%	1%	1%	1%	8%	0%	F	0.082	F	0.528	13000	F
						_									
Bus	From:	WCL Peters		000/	00/	40/	40/	40/	00/	_	0.000	_	0.507	40000	_
Washington St	City of Petersburg	0.40 13000	) F	98%	0%	1%	1%	1%	0%	F	0.093	F	0.537	13000	F
Bus	To: From:	Summit	St												
460 1 Washington St	City of Petersburg	0.18 <b>1300</b> 0	) F	98%	0%	1%	1%	1%	0%	F	0.091	F	0.518	13000	F
400) (1)	To:					_									
Bus	From:	Elm St													
160 (1) Washington St	City of Petersburg	0.57 <b>15000</b>		97%	1%	1%	1%	1%	0%	F	0.08	F	0.548	16000	F
~ ~	To:	US 1 Par; Wy		•		_									
Bus 160 ( 1 ) Wythe St	City of Petersburg	US 1 Par, Washington S 1.08 <b>7000</b>		ea Lane 97%	1%	1%	1%	1%	0%	С	0.090	_		7500	_
) ( . ) .	City of Petersburg  nbined Traffic Estimates for 2 Parallel Roadways or									-	0.090	F	0.570		-
Cor	mbined Trainic Estimates for 2 Parallel Roadways of	Tims Route. 16000	) F	97%	1%	1%	1%	1%	0%	Г	0.065	Г	0.578	17000	Г
Bus	To: From:	Perry S	t												
160 1 Wythe St	City of Petersburg	0.15 <b>9800</b>	F	97%	1%	1%	1%	1%	0%	F	0.093	F		10000	F
Cor	nbined Traffic Estimates for 2 Parallel Roadways or	n this Route: 19000	) F	97%	1%	1%	1%	1%	0%	F	NA			20000	F
	То	SR 36 Mark													
Bus	From:			070/	401	46′	401	401	001	_	0.005	_		40000	_
460 (1) (36) Wythe St	City of Petersburg	0.20 <b>9600</b>	F	97%	1%	1%	1%	1%	0%	F	0.095	F		10000	F
~ ~ °	ombined Traffic Estimates for Parallel Roadways or					_					NA			NA	
	Tα	ALT US 301 Syc	camore S	İ											

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

Route		Jurisdictio	n .	l enath	AADT	QA	4Tire	Bus		Tru	ck		QC	K	QK	Dir	AAWDT	- OW
		From	: I		JS 301 Sycar				2Axle	3+Axle	1Trail	2Trail	<u> </u>	Factor	<b>Q</b> , (	Factor	70005	
Bus ALT (36) Wyth	e St	City of Peters	sburg	0.20	14000	F	97%	1%	1%	1%	1%	0%	F	0.088	F		15000	F
		Estimates for Parallel	•	is Route:	NA									NA			NA	
D		To From		US	S 1 Jefferson	n St												
Bus 460 (36) Wythe St		City of Peters	sbura	0.20	16000	F	98%	1%	1%	0%	1%	0%	С	0.085	F		17000	F
400) (30) 11, 111 31	Combined Traffic E	stimates for 2 Parallel	J			F	96%	1%	1%	1%	1%	0%	F	0.081	F	0.505	34000	F
		Te			I-85, I-95													
Bus 460 36 Wythe St		City of Peters	ebura	0.30	11000	F	98%	1%	1%	0%	1%	0%	F	0.076	F		11000	E
(460) (36) Wythe St	Combined Traffic F	stimates for 2 Parallel	0			F	96%	1%	1%	1%	1%	0%	F	0.076	F	0.641	25000	, F
	Combined Traine L	To	×		; US 301 Cra	•	0070	1 70	170	1 70	1 70	0 70	•	0.000	•	0.041	20000	•
Bus		From	1:		; US 301 W		222					221	_		_			_
460 301 Crater Rd	Occaliand Tarkin	City of Peters	0	0.98	10000	F	99%	0%	1%	0%	0%	0%	С	0.081	F	0.524	11000	F
	Combined Traffic	Estimates for Parallel	Roadways on thi		NA nce Jurisdicti	on Chon	~~							NA			NA	
Bus		From	12		JS 460 Par,													
460 (301) Crater Rd		City of Petersburg		0.09	10000	N	99%	0%	1%	0%	0%	0%	Ν	0.081	Ν	0.524	11000	Ν
		To		US	301 Crater	Rd												
Bus	- LOE O - LE - LOO	From	(14-1-1-74)	0.00	US 301		0	110.00	المالية المالية									
460 301 Ramp US 301 S	10 1-95 S at Exit ???	City of Petersburg	(Maint: 74)	0.20	-95 CD Roa	1	See	05 30	11 for air	ectional	traffic v	volume e	estima	ites for th	ııs se	gment.		
Bus		From	11		from US 30													
460 95 460 Ramp from	I-85 N to I-95 S	City of Petersburg	(Maint: 74)	0.18	110111 013 00	100411	S	ee I-95	for direc	ctional tr	affic vo	lume es	timate	es for this	segr	ment.		
		Te	2	Ramp	from US 30	1 North												
Bus Pomp from	LOE NI to LOE C	City of Dotoroburg	(Mainte 74)		110111 00 00	IIIII	C	00 I OE	for direc	ational tr	offic vo	luma aa	tim ata	o for this		mant		
460 95 460 Ramp from	1-85 IN 10 1-95 S	City of Petersburg	(Maint: 74)	0.27	Bus US 460	`	50	ee 1-95	for direc	ctional tr	anic vo	iume es	umate	es for this	segr	nent.		
В.		From																
Bus (460)Ramp		City of Petersburg	(Maint: 26)	0.24	US 460 Exit <b>5900</b>	G								NA			5900	G
460) 1101119		Oity of 1 cicrobarg	(Marit: 20)											1471			0000	u
Bus		From			US 460 Exit													
(460)Ramp		City of Petersburg	(Maint: 26)	0.27	4400	G								NA			4400	G
<u> </u>		To	X.		I-95 South													
Bus		From			B CEUS 46		FROM							NIA			0000	_
460 Ramp		City of Petersburg		0.11	<b>8600</b> 460 BUS00-	G	NCTON	0-						NA			8600	G
D		Erone	1-95-N I				NUTUN	α										
Bus (460) Ramp		City of Petersburg	(Maint: 26)	0.08	US 460 Exit <b>3300</b>	G G								NA			3300	G
460)		To	(Maille 20)	0.00	I-85 South									14/-1			0000	u
Bus		From	CELIC	S 460 TO P	TS 85 & 95		ROLIND		$\dashv$									
460 Ramp		City of Petersburg		0.17	3500	<b>G</b>	POOLIND							NA			3500	G
		,	\			-												

#### 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	Ή		2Axie	3+Axle	1 I rail	21rail		Factor		Factor		
Ramp	City of Petersburg (		12000	G								NA			12000	(
•••	To:	CEUS 460-P00	2B CEUS 4	60- 6B	FROM											
us	From:		the St Batte	rsea La	ne											
60 Washington St	City of Peters	-	8800	F	97%	1%	1%	1%	1%	0%	F	0.096	F		9400	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	16000	F	97%	1%	1%	1%	1%	0%	F	0.085	F	0.578	17000	
JS	To: From:	123	3-9025 West	t St			$\Box$ $\vdash$									
Washington St	City of Peters	burg 0.40	8200	F	97%	1%	1%	1%	1%	0%	F	0.090	F		8800	
80 (1)	Combined Traffic Estimates for 2 Parallel	=	15000	F	97%	1%	1%	1%	1%	0%	F	NA			16000	
	Tax	123	-9029 Soutl	ı St			$\neg$ $\vdash$									
S 0 1 Washington St	City of Peters	burg 0.27	8900	F	97%	1%	1%	1%	1%	0%	С	0.087	F		9500	
o) ( )asımışısın sı	Combined Traffic Estimates for 2 Parallel	•		F	97%	1%	1%	1%	1%	0%	F	NA	•		20000	
	To	·	Guarantee S	•	0.70	. , ,		. , 0	. , 0	0,70						
IS Washington O	From:				070/	40/	40/	40/	40/	00/	_	0.004	F		44000	
Washington St	City of Peters	•	10000	F	97%	1%	1%	1%	1%	0%	-	0.094	F		11000	
	Combined Traffic Estimates for 2 Parallel	<u> </u>	orth Market	F S+	97%	1%	1%	1%	1%	0%	F	NA			21000	
JS	From:		ar; SR 36 M		į.											
(36) Washington St	City of Peters	burg 0.19	11000	F	97%	1%	1%	1%	1%	0%	С	0.093	F		12000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	21000	F	97%	1%	1%	1%	1%	0%	F	NA			22000	
us ALT	To: From:	ALT US	301 Par, Syc	camore	St											
(30) $(36)$ Washington	St City of Peters	burg 0.09	16000	F	97%	1%	1%	1%	1%	0%	F	0.089	F		17000	
80)(001)(00)	Combined Traffic Estimates for 2 Parallel	•	29000	F	97%	1%	1%	1%	1%	0%	F	NA			31000	
	Tax	ALT US	301 Par, A	dams S	t		$\neg$ $\vdash$									
us ALT (36) Washington	St City of Peters	burg 0.10	15000	F	97%	1%	1%	1%	1%	0%	F	0.079	F		16000	
36 Washington	Combined Traffic Estimates for 2 Parallel	0		F	97%	1%	1%	1%	1%	0%	F	NA	•		30000	
	Tol	•			0.70	1 /0		1 70	1 /0	0 70	·				00000	
us	From:		1 Jefferson										_			
$\binom{36}{36}$ Washington St	City of Peters	•	16000	F	95%	1%	1%	1%	2%	0%	F	0.079	F		18000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	32000	F	96%	1%	1%	1%	1%	0%	F	0.081	F	0.505	34000	
JS	To: From:		I-95													
(36) Washington St	City of Peters	burg 0.24	13000	F	95%	1%	1%	1%	2%	0%	С	0.101	F		14000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	24000	F	96%	1%	1%	1%	1%	0%	F	0.088	F	0.641	25000	
	To:	US	301 Crater	Rd			$\neg$ $\vdash$									
us 30 (301) Crater Rd	City of Peters		7200	F	99%	0%	1%	0%	0%	0%	F	0.087	F	0.541	7700	
60 301 Crater Rd	Combined Traffic Estimates for Parallel	•	NA	r	JJ /0	0 /0	1 /0	U /0	0 /0	0 /0	'	NA	'	0.041	NA	
	To:		US US 460	Wytha	St							14/7			INA	

### 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	QC	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	10000	F	99%	0%	1%	0%	0%	0%	С	0.081	F	0.524	11000	F
	Combined Traffic Estimates for Parallel Roadways on the	nis Route:	NA									NA			NA	
	To:	Maintenan	ce Jurisdicti	on Char	ige											
Bus	From:	US	301 Crater	Rd												
(460) Winfield Rd	City of Petersburg	0.43	1300	F	96%	1%	1%	0%	1%	0%	С	0.094	F	0.959	1400	F
(P)	Combined Traffic Estimates for 2 Parallel Roadways on the	nis Route:	2000	G	97%	1%	1%	0%	1%	0%	F	NA			2100	G
Bus	To: From:	State M	aintenance E	oundary	7											
(460) Winfield Rd	City of Petersburg (Maint: 26)	0.09	1300	F	96%	1%	1%	0%	1%	0%	С	0.094	F	0.959	1400	F
	Combined Traffic Estimates for 2 Parallel Roadways on the	nis Route:	2000	G	97%	1%	1%	0%	1%	0%	F	NA			2100	G
	Tα	US	460 County	Rd												
Bus	From: CEU	S 460-P TO I	RTS 85 & 95	SOUT	HBOUND	)										
(460)Ramp	City of Petersburg (Maint: 26)	0.26	4400	G								NA			4400	G
<u> </u>	To: CEUS 4	60-E006A T	O RTS 85 &	95 SOI	JTHBOU!	ND										
Bus	From:		CEUS 460													
4 ₆₀ Ramp	City of Petersburg (Maint: 74)	0.08	NA									NA			NA	
<u> </u>	To: C	EUS 460-E00	OGB CEUS 4	60- 6B	FROM											

						City of Peter	sburg								
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Ax		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Petersburg		From	4			Dead End	1								
(F329) Lake Shore Dr	0.17	10	R			Dead End				NA			NA		03/17/2008
		Tr	1			74-1102 Lakesh	ore Dr								
$\bigcirc$		Fron				Dead End	1								
(F330) N Normandy Dr	2.93	3700 _T	R			ED 221 G :	D.I.			NA			NA		03/17/2008
		From				FR-331 Service				_					
(F331) Service Rd	0.78	1400	R			Dead End	1			 NA			NA		03/17/200
(1001)		To				Dead End	l								
		Fron			SCL I	Petersburg; 26-67.	5 Vaughan F	Rd							
(3) Vaughn Rd	0.64	810	F							0.093	F	0.685	860	F	2014
		10	1			123-9013 Halif									
Wells Rd	0.41	4800	L	89%	0%	Halifax Ro		0%	С	0.082	F	0.533	5100	F	2014
4 Wells Rd	0.41	<b>4000</b>	Ė	00 /0	0 70	Squirrel Leve		0 70		7	•	0.000	0100	•	2014
		Fron				CSX RR				Ī					
(9002) Halifax Rd	0.18	5200	F	99%	0%	1% 0%	0%	0%	F	0.085	F	0.538	5500	F	2014
$\overline{}$		T _e				Patterson S	St								
(9002) Halifax St	0.58	4000	F	99%	0%	1% 0%	0%	0%	F	0.088	F	0.531	4200	F	2014
		To From				Baylors La	ne								
(9002) Halifax St	0.19	4700	F	99%	0%	1% 0%	0%	0%	F	0.088	F	0.513	5000	F	2014
$\frac{\circ}{\circ}$		Fron				Virginia A	ve								
(9002) Halifax St	0.37	7000	F	99%	0%	1% 0%	0%	0%	F	0.086	F	0.591	7500	F	2014
<u> </u>		From				Lee Ave									
(9002) Halifax St	0.29	7000	F	99%	0%	1% 0%	0%	0%	F	0.086	F	0.526	7500	F	2014
Ctaliface Ot	0.00	Fron	<u> </u>	000/	00/	Liberty S		00/		0.000		0.550	0000		0014
9002 Halifax St	0.28	7700	F	99%	0%	1% 0%		0%	С	0.080	F	0.552	8200	F	2014
(9002) Union St	0.12	4000	F	98%	1%	US 1, US 460 W 1 1% 0%		0%	С	0.086	F	0.875	4300	F	2014
(9002) Union St	0.12	<b>4000</b>		30 70				0 70		0.000		0.073	4000	'	2014
(9002) Union St	0.17	1600	1	97%	1%	1, US 460 W Wa		0%	С	0.121	F	0.578	1700	F	2014
(9002) Union St	0.17	To	Ċ	01 70	1 70	W Tabb S		070			•	0.070	1700		2011
		Fron	1			Boydton Plan									
9004) Defense Rd	0.47	2000	F	97%	0%	1% 1%	1%	0%	С	0.097	F	0.643	2100	F	2014
		T. Fron				Squirrel Leve	l Rd			$\Box$ $\vdash$					
(9004) Defense Dr	1.77	3300	F	98%	1%	1% 0%	0%	0%	F	0.098	F	0.537	3500	F	2014
<u> </u>		T _e Fron				Johnson R									
(9004) South Boulevard	0.92	7800	F	98%	1%	1% 0%	0%	0%	С	0.084	F	0.523	8300	F	2014
0		Fron				S. Sycamore									
(9004) South Boulevard	0.18	5200	F	98%	1%	1% 0%	0%	0%	F	0.089	F	0.565	5500	F	2014
0	0 = 0	From	_	0001	401	Crater Ro		001	_			0.55:	0000		0011
9004 South Boulevard	0.72	<b>2200</b>	F	98%	1%	1% 0% Anderson		0%	F	0.096	F	0.574	2300	F	2014
		From	1							+					
9006) Flank Rd	0.96	1900	F	99%	0%	Halifax R		0%	С	0.109	F	0.53	2000	F	2014
		To	-			Johnson R		• •							-
(9006) Flank Rd	0.47	3000 From	F	99%	0%	0% 0%		0%	F	0.094	F	0.505	3200	F	2014
		Te	-			Birdsong R				$\neg$ —					
(9006) Flank Rd	0.75	2500 From	F	99%	0%	0% 0%		0%	F	0.09	F	0.566	2600	F	2014
$\overline{}$		To From	_			Fort Hayes				$\neg$ $\vdash$					
(9006) Flank Rd	0.91	2800 From	F	100%	0%	0% 0%		0%	С	0.093	F	0.657	3000	F	2014
$\overline{}$		To		-		Flank Rd l	N	-							

City of Petershure	Route   Length   AADT   QA   4Tire   Bus   2Axle   3+Axle   1Trail   21   21   21   21   21   22   24   24	O% C	0.112 0.112	F	Factor			Year
Flank Rd (1-Way   0.13   2400   F 99%   0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0%	Flank Rd (1-Way )   0.13   2400   F   99%   0%   0%   0%   0%   0%   0%   0	0% C	0.112	F		2600	F	2014
Flank Rd (1-Way)   0.13   2400   F 99%   0%   0%   0%   0%   0%   0%   0%	Flank Rd (1-Way )   0.13   2400   F   99%   0%   0%   0%   0%   0%   0%   0	0% C	0.1	F	0.543	2600	F	2014
Rives Rd	Rives Rd   0.48   6900   F   98%   0%   1%   0%   0%   0%   0%   0%   0	0% C	0.1	F	0.543		'	2011/4
Rives Rd	Rives Rd		_		0.543			2014
Rives Rd 0.48 6900 F 98% 0% 1% 0% 0% 0% C 0.1 F 0.543 7400 F 201 10000 Rives Rd 0.34 6700 F 98% 0% 1% 0% 2% 0% C 0.095 F 0.555 7200 F 201 10000 Rives Rd 0.34 6700 F 97% 0% 11/2 5000 Rives Rd 0.17 830 A 0.17 830 B Rives Rd 0.18 8 1 123 5000 Rives Rd 0.18 9 A 0.10 9	Rives Rd   0.48   6900   F   98%   0%   1%   0%   0%   0%   0%   0%   0		_		0.543			
	Ramp		_		0.040	7400	F	2014
Rives Rd	Rives Rd	0% C	0.095			7400	ı	2014
Second   Famer   St	Bamp   Content   Content	0% C	0.095					
125-9008 Reves Rd	Ramp			F	0.555	7200	F	2014
A	Ramp   0.17   830   A							
1-95 South   1-9	To							
123-9008   Ramp	Prom   123-9008 Rives Rd   123-9010 TO RT 95   123-9010 TO RT 95		0.139	Α		850	Α	2014
Second   Control   Contr	Ramp   0.16   3200   G     I-95 North     I-95 North   I-95 North     I-95 North     I-95 North     I-95 North     I-95 North     I-95 North     I-95 North     I-95 North     I-95 North     I-95 North     I-95 North     I-95 North     I-95 North     I-95 North     I-95 North     I-95 North     I-95 North   I-95 North     I-95 North     I-95 North     I-95 North     I-95 North     I-95 North     I-95 North     I-95 North     I-95 North     I-95 North     I-95 North     I-95 North     I-95 North     I-95 North     I-95 North     I-95 North     I-95 North     I-95 North     I-95 North     I-95 North     I-95 North     I-95 North     I-95 North     I-95 North     I-95 North     I-95 North     I-95 North     I-95 North     I-95 North     I-95 North     I-95 North     I-95 North     I-95 North     I-95 North     I-95 North     I-95 North     I-95 North     I-95 North     I-95 North     I-95 North     I-95 North     I-95 North     I-95 North     I-95 North     I-95 North     I-95 North     I-95 North     I-95 North     I-95 North     I-95 North     I-95 North     I-95 North     I-95 North     I-95 North     I-95 North     I-95 North     I-95 North     I-95 North     I-95 North     I-95 North     I-95 North     I-95 North     I-95 North     I-95 North     I-95 North     I-95 North     I-95 North     I-95 North     I-95 North     I-95 North     I-95 North     I-95 North     I-95 North     I-95 North     I-95 North     I-95 North     I-95 North     I-95 North     I-95 North     I-95 North     I-95 North     I-95 North     I-95 North     I-95 North     I-95 North     I-95 North     I-95 North     I-95 North     I-95 North     I-95 North     I-95 North     I-95 North     I-95 North     I-95 North     I-95 North     I-95 North     I-95 North     I-95 North     I-95 North     I-95 North     I-95 North     I-95 North     I-95 North     I-95 North     I-95 North     I-95 North     I-95 North							
1-95 North   1-9	To						-	-
1-95 North	To		NA			3200	G	2014
Dupuy Rd   1.24   360   F   96%   1%   2%   0%   0%   0%   F   0.119   F   0.522   380   F   201	Dupuy Rd  1.24 360 F 96% 1% 2% 0% 0% 0% 0% 09 09 Dupuy St  1.24 360 F 96% 1% 2% 0% 0% 0% 0% 09 09 Farmer St  1.24 360 F 96% 1% 2% 0% 0% 0% 0% 09 09 Farmer St  1.24 360 F 96% 1% 2% 0% 0% 0% 0% 09 09 09 09 09 09 09 09 09 09 09 09 09							
Dupuy Rd   1.24   360   F   96%   1%   2%   0%   0%   0%   F   0.119   F   0.522   380   F   201	Dupuy Rd  1.24 360 F 96% 1% 2% 0% 0% 0% 09 09 09 09 09 09 09 09 09 09 09 09 09							
Duply St   0.58   1800   F   96%   1%   2%   0%   0%   0%   F   0.096   F   0.524   1900   F   201	Dupuy St   0.58   1800   F   96%   1%   2%   0%   0%   0%   0%   0%   0%   0	0% F	0.119	F	0.522	380	F	2014
Duply St   0.58   1800   F   96%   1%   2%   0%   0%   0%   F   0.096   F   0.524   1900   F   201	Dupuy St  0.58  1800  F  96%  1%  2%  0%  0%  0%  0%  199  Farmer St  0.86  3500  F  96%  1%  2%  0%  0%  0%  0%  0%  0%  0%  0%  0							
Youngs Rd   1	Youngs Rd   Youngs Rd   Same St	00/ F	0.000		0.504	1000		0014
Samp   Farmer St   0.86   3500   F   96%   1%   2%   0%   0%   0%   C   0.102   F   0.509   3700   F   201	Farmer St 0.86 3500 F 96% 1% 2% 0% 0% 0% 09	0% F	0.096	г	0.524	1900	Г	2014
S. South St	Soluth St   Solu							
S. South St	S. South St   South	0% C	0.102	F	0.509	3700	F	2014
Second   Farmer St   0.47   2800   F   96%   1%   2%   0%   0%   0%   F   0.091   F   0.51   3000   F   201	Farmer St  0.47  2800  F  96%  1%  2%  0%  0%  0%  1  Halifax St  From  S Crater Rd  0.73  16000  F  99%  0%  1%  0%  1%  0%  1%  0%  1%  0%  1%  0%  1%  0%  1%  0%  1%  0%  1%  0%  1%  0%  1%  0%  1%  0%  1%  0%  1%  0%  1%  0%  1%  0%  1%  1		¬Щ					
Halifax St	Nagner Rd   Nagn	0% F	0.091	F	0.51	3000	F	2014
S Crater Rd	Name	070 1	0.001	•	0.01	0000	•	2014
Wagner Rd   0.73   16000   F   99%   0%   1%   0%   1%   0%   C   0.085   F   0.539   17000   F   2010	Wagner Rd   0.73   16000   F   99%   0%   1%   0%   1%   0							
Second   S	To   I-95     I-95	200/		_	0.500	47000	_	0044
	Wagner Rd  1.60  11000  F  96%  0%  0%  0%  3%  County Dr  st  0  Ramp  0.30  930  G  1-95-S FROM WAGNER RD	0% C	0.085	F	0.539	17000	F	2014
Magner Rd   1.60   11000   F   96%   0%   0%   0%   3%   0%   C   0.089   F   0.542   12000   F   2010   County Dr	Wagner Rd							
County Dr   Free	To County Dr  st 123-9010 TO RT 95  Ramp 0.30 930 G  To I-95-S FROM WAGNER RD	0% C	n n89	F	0 542	12000	F	2014
Part	St   123-9010 TO RT 95	0 /8 0	0.003	•	0.542	12000	ı	2014
NA   930   G   201	Ramp 0.30 <b>930 G</b> To I-95-S FROM WAGNER RD							
No.   1.95-S FROM WAGNER RD   123-9010 TO RT 95   1.95-S FR WAGNER RD   1.95-S FROM WA	To: I-95-S FROM WAGNER RD		٠			000	•	0011
Name			NA			930	G	2014
NA   260   G   201	st From: 123-9010 TO RT 95							
Squirrel Level Rd   0.25   5700   F   91%   0%   1%   1%   0%   0%   0%   F   0.83   F   0.503   8500   F   201								
NA   3300   G   201	0.25 <b>260 G</b>		NA			260	G	2014
9010 Ramp  0.34 3300 G  1.95-N FROM WAGNER RD    SCL Petersburg	To: I-95-S FR WAGNER RD							
9010 Ramp  0.34 3300 G  1.95-N FROM WAGNER RD    SCL Petersburg	rst 123-9010 TO RT 95							
SCL Petersburg   SCL			NA			3300	G	2014
SCL Petersburg   SCL								
9011) Squirrel Level Rd  0.82  910  F  99%  0%  1%  0%  0%  0%  C  0.106  F  0.582  970  F  201  Wells Rd  9011) Squirrel Level Rd  0.25  5700  F  91%  0%  1%  0%  0%  0%  0%  C  0.079  F  0.503  6100  F  201  Ramp To I- 85  9011) Squirrel Level  0.20  8000  F  98%  1%  1%  0%  0%  0%  0%  0%  F  0.083  F  0.503  8500  F  201  9011) Young Rd  0.55  3800  F  98%  1%  1%  0%  0%  0%  0%  0%  F  0.086  F  0.513  4000  F  201  9011) Young Rd  0.59  2400  G  98%  1%  1%  0%  0%  0%  0%  0%  0%  C  0.079  F  0.503  6100  F  201  8000  F  0.503  8500  F  201  9011) Young Rd  0.55  3800  F  98%  1%  1%  0%  0%  0%  0%  0%  C  NA  2600  G  201  123-9009 Dupuy Rd	<u> </u>							
9011) Squirrel Level Rd  0.25 5700 F 91% 0% 1% 2% 6% 0% C 0.079 F 0.503 6100 F 201  Ramp To I- 85  9011) Squirrel Level  0.20 8000 F 98% 1% 1% 0% 0% 0% F 0.083 F 0.503 8500 F 201  Boydton Plank Rd  9011) Young Rd  0.55 3800 F 98% 1% 1% 0% 0% 0% F 0.086 F 0.513 4000 F 201  To Valor Dr  9011) Young Rd  0.59 2400 G 98% 1% 1% 0% 0% 0% 0% C NA 2600 G 201  123-9009 Dupuy Rd	Self-tensourg	0% C	0.106	F	0.582	970	F	2014
9011 Squirrel Level Rd 0.25 5700 F 91% 0% 1% 2% 6% 0% C 0.079 F 0.503 6100 F 201    Squirrel Level		2,0		•	0.002	0,0	•	_014
Squirrel Level   0.20   8000   F   98%   1%   1%   0%   0%   0%   F   0.083   F   0.503   8500   F   201			_					
9011 Squirrel Level 0.20 8000 F 98% 1% 1% 0% 0% 0% F 0.083 F 0.503 8500 F 201    Squirrel Level	n) Squirrel Level Rd 0.25 <b>5700 F</b> 91% 0% 1% 2% 6% 0	0% C	0.079	F	0.503	6100	F	2014
9011 Squirrel Level 0.20 8000 F 98% 1% 1% 0% 0% 0% F 0.083 F 0.503 8500 F 201    Squirrel Level	To From Ramp To I- 85		$\neg$ $\vdash$					
Solution   Plank Rd	0 1 11 1 000 <b>5</b> 0000 <b>5</b> 0000 100 100 000	0% F	0.083	F	0.503	8500	F	2014
9011 Young Rd 0.55 <b>3800 F</b> 98% 1% 1% 0% 0% 0% F 0.086 F 0.513 4000 F 201    Young Rd 0.59 <b>2400 G</b> 98% 1% 1% 0% 0% 0% C NA 2600 G 201   Young Rd 0.59 <b>2400 G</b> 98% 1% 1% 1% 0% 0% 0% C NA 2600 G 201								
Valor Dr   Voung Rd   0.59   <b>2400</b>   <b>G</b>   98%   1%   1%   0%   0%   0%   C   NA   2600   G   201   C   C   C   C   C   C   C   C   C	\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	0º/ F	0.006		0.510	4000	Е	2014
9011) Young Rd 0.59 <b>2400 G</b> 98% 1% 1% 0% 0% 0% C NA 2600 G 201    Tot	1) roung nu 0.55 <b>3000 F</b> 98% 1% 1% 0% 0% 0	υ% F	0.086	г	0.513	4000	Г	2014
To: 123-9009 Dupuy Rd  From: 123-9011 Squirrel Level Rd			$\Box$					
To: 123-9009 Dupuy Rd  From: 123-9011 Squirrel Level Rd	11) Young Rd 0.59 <b>2400 G</b> 98% 1% 1% 0% 0% 0	0% C	NA			2600	G	2014
123-9011 Squinct Eever Ku								
<u> </u>	From: 123,9011 Squirrel Level Rd							
	\		0.102	Α		4800	Α	2014
9011 Tellip 0.15 4566 A 251				, ,		.000		_01-7
			_					
125-9011 Squitter Level Ku	123-9011 Squittet Ecvet Ru		<u> </u>			700	_	004.4
			N I A			700	G	2014
To I-85 South	I-85 South		NA					

					City of F	etersbi	urg								
Length	AADT	QA	4Tire	Bus			0.1	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
	F				***										
0.56	2000	F	95%	3%	2%	0%	0%	0%	С	0.104	F	0.583	2100	F	2014
0.15	980 From	F	98%	1%		ifax St	0%	0%	F	0.088	F	0.602	1000	F	2014
	To From				Hard	ding St									
0.18	960 Te	F	98%	1%		0% ison St	0%	0%	С	0.091	F	0.558	1000	F	2014
0.03	740	F	98%	1%			0%	0%	F	0.096	F		790	F	2014
	To				Corl	ling St									
0.09	430	F	98%	1%	1%	180n St 0%	0%	0%	F	0.114	F		460	F	2014
0.83	3500 From	F	99%	0%	S. Syca	amore St 0%	0%	0%	F	0.085	F	0.588	3700	F	2014
	To				Ramp F	From I-95	i			_					
0.14	9300	F	99%	0%	0%	0%	0%	0%	С	0.086	F	0.761	9900	F	2014
	From														
1.79	4100	F	90%	0%	1%	2%	7%	0%	С	0.084	F	0.552	4400	F	2014
0.98	400 From	<u> </u>	97%	0%	0%	lls Rd 0%	2%	0%	С	0.122	F	0.5	420	F	2014
	To	1													
0.01	2100	F	96%	3%	1%	etersburg 0%	0%	0%	F	0.099	F	0.734	2300	F	2014
0.54	From	Ę	000/	00/			00/	00/		0.003		0.500	060		2014
0.54	900 To		9976	076			076	076	U	0.093	Г	0.322	960	Г	2014
1.39	4500 From	F	96%	3%	1%	0%	0%	0%	С	0.106	F	0.592	4800	F	2014
0.46	From	F	96%	3%			0%	0%	F	0.082		0.542	6200		2014
	Te														
0.37	4300	F	96%	3%	1%	0%	0%	0%	F	0.083	F	0.537	4600	F	2014
0.20	3900 From	F	96%	3%	St L:	uke St 0%	0%	0%	F	0.088	F	0.526	4200	F	2014
	To				Virgii	nia Ave									
0.08	2800	F	98%	1%	0%	0%	0%	0%	F	0.087	F	0.669	3000	F	2014
	From														
0.22	1400	F	98%	1%	0%	0%	0%	0%	С	0.09	F	0.569	1500	F	2014
	From	1													
0.27	680	F	98%	1%	0%	0%	0%	0%	F	0.115	F		730	F	2014
		1													
0.62			99%	0%			0%	0%	С	0.102	F	0 522	480	F	2014
0.02	<b>Т</b> о	Ė	JJ 76	0 70			0 70	0 70	0	0.102	ı	0.522	400	'	2014
	From				W Wasl	hington S	t								
0.18	3700	F	98%	0%	1%	0%	0%	0%	F	0.092	F	0.521	3900	F	2014
	_														
	3200	F	98%	0%		abb St 0%	0%	0%	С	0.087	F	0.575	3500	F	2014
0.15	3200 From	F	98%	0%	W T 1% 3US 01-P B	0%	0% ok St	0%	С	0.087	F	0.575	3500	F	2014
		F	98%		1% 3US 01-P B	0%		0%	С	0.087	F	0.575	3500 2500	F	2014
	0.56 0.15 0.18 0.03 0.09 0.83 0.14 1.79 0.98 0.01 0.54 1.39 0.46 0.37 0.20 0.08 0.22	0.15 980  0.18 960  1.70  0.03 740  0.09 430  0.14 9300  0.14 9300  1.79 4100  0.98 400  1.79 4100  0.54 900  1.39 4500  0.46 5900  0.46 5900  0.20 3900  0.20 3900  0.22 1400  0.27 680  0.27 680  0.27 680  0.27 680  0.27 680  0.27 680  0.27 680  0.27 680	0.56 2000 F  0.15 980 F  0.18 960 F  0.03 740 F  1.70 From  0.09 430 F  0.14 9300 F  0.14 9300 F  1.79 4100 F  1.79 4100 F  0.98 400 F  1.79 From  0.01 2100 F  1.39 4500 F  0.46 5900 F  0.46 5900 F  0.20 3900 F  0.20 3900 F  0.21 1400 F  0.22 1400 F  0.22 1400 F  0.22 1400 F  0.27 680 F	0.56 2000 F 95%  0.15 980 F 98%  0.18 960 F 98%  1.70 Front  0.03 740 F 98%  1.70 Front  0.09 430 F 98%  0.14 9300 F 99%  1.79 4100 F 90%  1.79 4100 F 90%  1.79 Front  0.01 2100 F 96%  0.54 900 F 96%  0.54 900 F 96%  0.54 900 F 96%  0.62 3900 F 96%  0.70 Front  0.70 Front  0.20 3900 F 96%  0.22 1400 F 98%  0.22 1400 F 98%  0.22 1400 F 98%  0.22 1400 F 98%  0.24 Front  0.25 Front  0.27 680 F 98%  0.28 Front  0.29 Front  0.29 Front  0.29 Front  0.29 Front  0.20 F 98%   0.56	Length   AADT   QA   4Tire   Bus   2Axle   3	Length   AADT   QA   4Tire   Bus     Caxe   3+Axle   3+	Career   C	Length   AADT   QA	Length   AADT   QA   4Tire   Bus     State   Truck   2Trail   2T	Length   AADT   QA   4Tire   Bus     SAIR   3+Axle   1Trail   2Trail   2Trail   2Trail   2Trail   0   C   Expense   C   C   C   C   C   C   C   C   C	Length   AADT   QA   4Tire   Bus   Care   Bus   Care   C	Length   AADT   QA   4Tire   Bus	Length   AADT   QA   4Tire   Bus	Length   AADT   QA   4Tire   Bus   SALE   STAUR   TITUCK   TRAIL   TITUCK   TITUCK   TRAIL   TITUCK   TITUCK	

City of Petersburg   City of							City of	Petersb	urg								
Citary   Content   Conte	Route	Length	AADT	QA	4Tire	Bus			. •	2Trail	QC		QK		AAWDT	QW	Year
F 97% 2% 15% 15% 0% 0% 0% 0% 0 0 10    F 360    F 2	City of Petersburg																
Harding Street   Hard	<u> </u>			<u> </u>								<u> </u>	_			_	
West St	9025 Virginia Ave	0.22	330	F	97%	2%	1%	0%	0%	0%	С	0.101	F		360	F	2014
Sample   S	<u> </u>		From	<u> </u>													
Young Ave   0.20	Virginia Ave	0.32	2000		9/%	2%			0%	0%	F	0.099	F	0.613	2200	F	2014
Adiagon Suest   Adiagon Sues			From														
See	9025 Young Ave	0.20	1800	F	98%	1%	1%	0%	0%	0%	С	0.081	F	0.55	2000	F	2014
West Street Young Avenue   West Street Young A	^		From					gton Street	t								
S West St	9025 Young Ave	0.11	2600	F	98%	1%	1%	0%	0%	0%	F	0.087	F	0.566	2800	F	2014
August Avenue   August Avenu			From			,	West Stree	t Young A	venue								
S West St	9025 S West St	0.28	2700	F	98%	1%	1%	0%	0%	0%	F	0.108	F	0.629	2900	F	2014
S West St   0.14   3000   F   98%   1%   1%   0%   0%   0%   F   0.118   F   0.537   3200   F   2   2   2   2   2   2   2   2   2																	
S West St	9025 S West St	0.23	3600	F	98%	1%	1%	0%	0%	0%	F	0.110	F	0.609	3800	F	2014
W Wythe St	<u> </u>															_	
S West St   0.07   2100   F   98%   1%   1%   0%   0%   0%   F   0.116   F   0.569   2300   F   2	9025 S West St	0.14	3000	F	98%	1%	1%	0%	0%	0%	F	0.118	F	0.537	3200	F	2014
W Washington St	^																
Second St   St   St   St   St   St   St   St	9025) S West St	0.07		F	98%	1%				0%	F	0.116	F	0.569	2300	F	2014
S West St   0.63   1600   F   98%   1%   0%   1%   0%   0%   C   0.109   F   0.657   1700   F   2   2   2   2   2   2   2   2   2	<u> </u>			1			W Wa	ishington S	st								
Young Ave     Young Ave	<u> </u>																
Second St   1700   F   98%   1%   1%   1%   0%   0%   0%   0 0 0%   0 0 0%   0 0 0%   0 0 0 0	(9027) S West St	0.63	1600	<u>_F</u>	98%	1%			0%	0%	С	0.109	F	0.657	1700	F	2014
South St   0.36   1700   F   98%   1%   1%   1%   0%   0%   C   0.084   F   0.535   1800   F   2000   S   S   S   S   S   S   S   S   S	<u> </u>		To	0			Yo	ung Ave									
Second St   Seco	$\sim$			i:													
Solid St   South St	9029 S. South St	0.36	1700	F	98%	1%	1%	1%	0%	0%	С	0.084	F	0.535	1800	F	2014
Washington St	<u> </u>		From				US 1	_									
9029) N. South St 9029 A. South St 9029 High St 9030 Canal St 9030 Canal St 9030 Canal St 9030 Canal St 9031 Byrne St 9031 Byrne St 9031 Byrne St 9031 S. Market St 9031 Apollo St 9033 Apollo St 9033 Jefferson St 9034 Puddledock Rd 9040 7500 F 98% 98% 1% 19% 0% 0% 0% 0% 0% C 9050 Canal St 9031 Puddledock Rd 9040 F 98% 1% 19% 0% 0% 0% 0% C 98% 0% 0% 0% 0% 0% 0% C 98% 0% 0% 0% 0% 0% 0% C 98% 0% 0% 0% 0% 0% 0% 0% C 98% 0% 0% 0% 0% 0% 0% C 98% 0% 0% 0% 0% 0% 0% 0% C 98% 0% 0% 0% 0% 0% 0% C 98% 0% 0% 0% 0% 0% 0% 0% C 98% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0%	9029 S. South St	0.09	2900	F	99%	0%	0%	0%	0%	0%	F	0.092	F	0.67	3000	F	2014
High St   St   St   St   St   St   St   St	<u> </u>		To From				Wasl	hington St									
N South St	9029 N. South St	0.20	5000	F	99%	0%	0%	0%	0%	0%	F	0.085	F	0.539	5300	F	2014
9039 High St	<u> </u>		To														
Canal St   High St   Hig	High St	0.02		<u> </u>	90%	Nº/-			Nº/-	O°/-	F	NΙΔ			800	G	2014
9029 Canal St	9029 1 11911 31	0.02	040 To		33 /6	0 /6			0 /6	0 76	-	$\exists$			030	ч	2014
October   Octo			From	12													
Second St   Seco	9029 Canal St	0.20	5100	F	99%	0%			0%	0%	С	0.085	F	0.517	5500	F	2014
9031) Byrne St			To				Gro	ove Ave									
9031 Byrne St			From	ı			N	Jew St									
Halifax St   Halifax Rd   Hal	9031) Byrne St	0.40	390	F	98%	1%			0%	0%	С	0.095	F		420	F	2014
9031 S. Market St 0.12 2000 F 98% 1% 1% 0% 0% 0% F 0.095 F 0.564 2200 F 2    Wythe St			To	:													
Wythe St	$\sim$		From														
Sycamore St	( ₉₀₃₁ ) S. Market St	0.12		<u>_F</u>	98%	1%			0%	0%	F	0.095	F	0.564	2200	F	2014
9033 Apollo St 0.14 90 F 98% 1% 1% 0% 0% 0% F 0.136 F 0.667 100 F 2    S Adams St   Graham Rd     Gr	<u> </u>		To				W	ythe St									
S Adams St   Graham Rd   Gra	<u> </u>																
9033 Jefferson St 0.58 1800 F 98% 1% 1% 0% 0% 0% C 0.087 F 0.585 1900 F 2    From   St   Street   St   Street   St   Street   Str	(9033) Apollo St	0.14		_ <u>F</u> _	98%	1%			0%	0%	F	0.136	F	0.667	100	F	2014
9033 Jefferson St 0.58 1800 F 98% 1% 1% 0% 0% 0% C 0.087 F 0.585 1900 F 2    From   St   Street   St   Street   St   Street   Str	<u> </u>																
From   St   St   St   St   St   St   St   S	lefferson St	0.58		F	98%	1%			O%	0%	С	0.087	F	0.585	1900	F	2014
9033 Henry St 0.04 850 F 98% 1% 1% 0% 0% 0% F 0.117 F 0.535 900 F 2    N Adams St	9033	0.00	To	·	0070	1 /0			0 70	0 70		0.007	•	0.000	1000	•	2014
N Adams St   From   E Washington St     St   St   St   St   St   St   S			From	i													
N Adams St   From   E Washington St     St   St   St   St   St   St   S	9033) Henry St	0.04	850	F	98%	1%			0%	0%	F	0.117	F	0.535	900	F	2014
9038) Puddledock Rd 0.40 <b>7500 F</b> 95% 0% 1% 2% 1% 0% C 0.095 F 0.542 8000 F 2    To   ECL Petersburg	$\overline{}$		To				N A	Adams St									
From FCL Petersburg    Canal St	_		From	L			E Wa	shington S	t								
From   ECL Petersburg	9038) Puddledock Rd	0.40	7500	F	95%	0%	1%	2%	1%	0%	С	0.095	F	0.542	8000	F	2014
9046 High St 0.58 <b>1400</b> F 98% 0% 0% 0% 0% 0% C 0.096 F 0.528 1500 F 2	$\bigcirc$		To			•	ECL	Petersburg	7								
9046 High St 0.58 <b>1400 F</b> 98% 0% 0% 0% 0% 0% C 0.096 F 0.528 1500 F 2			From				С	anal St									
To N Market St	9046) High St	0.58	1400	F	98%	0%			0%	0%	С	0.096	F	0.528	1500	F	2014
	$\overline{}$		To														
N Manket St	W Dard Ot	0.44		<u> </u>	000/	00/			00/	001			_	0.000	0000	_	004.4
	9046) vv Bank St	0.14	2800		98%	υ%				υ%	۲	0.092	۲	0.696	3000	F	2014
N Sycamore St			To	1			N Sy	camore St									

						City Oi	retersu	July								
Route	Length	AADT	QA	4Tire	Bus		Trı 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Petersburg		From				N.C	0									
9046) E Bank St	0.11	3600	F	98%	1%		ycamore S 1%	1%	0%	С	0.090	F	0 609	2900	F	2014
9046) E Balik St	0.11	3000 _{To}		90%	I 70	1%	2nd St	170	0%	U	0.090	Г	0.698	3800	Г	2014
		From					N Crater	Rd								
9046) Bank St	0.25	3400	F	96%	1%	1%	1%	1%	0%	С	0.099	F	0.582	3600	F	2014
9040) = 3 31		_										-			-	
O D 1 0:		From	<u> </u>	2221			East St					_	. =			
9046) Bank St	0.21	3900	F	96%	1%	1%	1%	1%	0%	F	0.102	F	0.516	4100	F	2014
		To				SR 36 E	Washingto	on St								
_		From				ΝI	Market St									
9048) W Tabb St	0.09	1000	F	98%	0%	1%	1%	0%	0%	F	0.109	F	0.631	1100	F	2014
<u> </u>		To				Ĭ	Jnion St									
W Tabb St	0.06	1500 From	F	98%	0%	1%	1%	0%	0%	F	0.110	F	0.550	1600	F	2014
9048	0.00	1000		0070	0 70	1 70	170	0 70	070			•	0.000	1000	•	
<u> </u>		To From					ycamore S				_					
E Tabb St	0.12	1100	F	98%	0%	1%	1%	0%	0%	С	0.105	F	0.644	1100	F	2014
<u> </u>		To				N.	Adams St									
		From				De	fense Rd									
Baylors Ln	0.65	1700	F	98%	1%	0%	0%	0%	0%	С	0.094	F	0.571	1800	F	2014
		То				Н	alifax St									
		From					shington S	St			1					
Madison St	0.05	1700		97%	1%	2%	1Shington S	1%	0%	F	0.103	F	0.798	1800	F	2014
Madison St	0.03	1700		31 /0	1 /0	£ /0	0 /0	1 /0	0 /0	<u>'</u>	0.103	1	0.730	1000	ı	2014
_		To From				Fr	anklin St									
Madison St	0.18	1600	F	97%	1%	2%	0%	1%	0%	С	0.107	F	0.825	1700	F	2014
		To				E	Bank St									
Madison St	0.07	720 From	F	97%	1%	2%	0%	1%	0%	F	0.097	F	0.827	760	F	2014
Madison St	0.07	7 2 U	_	31 /0	1 /0				0 /6	- 1	0.097		0.027	700	'	2014
						DOIL	ngbrook S	ot .								
		From				Е	Bank St									
₉₀₅₇ ) Fifth St	0.05	340	F								0.138	F	0.509	360	F	2014
<u> </u>		To				Bolli	ngbrook S	St			<b>—</b>					
Fifth St	0.08	270 From	F	93%	0%	3%	3%	1%	0%	С	0.135	F	0.579	290	F	2014
0057) * ***** ***		To	Ė				River St									
		From						,								
Clark Dal N	0.00		<u> </u>	000/	00/		Rd One-W		00/	_	0.004	_	0.750	0000	_	0014
Flank Rd N	0.20	3600	F	98%	0%	1%	0%	0%	0%	С	0.084	F	0.759	3800	F	2014
		То				US 30	1 S Crater	Rd								
		From				E,	Wythe St									
S Adams St	0.10	4800	F								0.084	F	0.506	5100	F	2014
$\mathcal{L}$		To				E Wa	shington S	St								
		From					6Th St			·						
Accomack St		330	F								0.091	F	0.531	350	F	2014
		То	Ė				7Th St					-				
		From														
Comorcia Ct			ᄂᆕ			Old	Church St	Ī.				_	0.500	050	_	004.4
Cameron St		330	F				~				0.135	F	0.528	350	F	2014
		То	<u> </u>				enter St									
		From				Prince	George A	ve	•							
Culpeper Ave		470	F								0.108	F	0.811	500	F	2014
		To				Bru	nswick St									
		From	1			H:	alifax Rd									
Custer St		450	F			210					0.108	F	0.569	480	F	2014
		To	Ė			T	ławk St					•	2.000		•	_5.7
		From									1					
Davie Di			<u> </u>			В	Susby St					_	0.505	000	_	001
Darby Dr		250	F								0.114	F	0.525	260	F	2014
		То				H	alcun Dr									
		From				D	ering Rd									
Gordon Dr		270	F								0.158	F	0.6	290	F	2014
		To				I	łoke Dr									
			-			-										

					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												
	F				Valley Dr							
Homestead Dr	670	F			M: 11 1 1 1 1		0.097	F	0.625	710	F	2014
					Midland Rd		_					
Jefferson St		F			Filmore St		0.000	F	0.540	2200	F	2014
Jenerson St	2000	To:			ST Andrews St		0.083	Г	0.542	2200	Г	2014
	Fi	ım:			Nivram St		_					
North Park Dr	780	F			Niviani St		0.095	F	0.598	840	F	2014
		Го:			Retang Rd							-
	F	m:			Homestead Dr		i					
Oakmont Dr	70	F					0.175	F	0.556	70	F	2014
		Го:			Midland Rd							
	F	m:			Bollingbrook St							
Old Church St	330	F					0.132	F	0.547	350	F	2014
		Го:			Miller St							
	Fi	m:			Floyd St							
Patterson Ave	940	F					0.144	F	0.588	1000	F	2014
		Го:			Carver St							
	F	<u> </u>			Valor Dr							
Pleasants Ln	980	<u> </u>					0.131	F	0.529	1000	F	2014
		Го:			Dupuy Rd							
D: 1	Fi				Ash St			_	0.540	740	_	004
Richmond Ave	670	F			N. 1 G.		0.097	F	0.518	710	F	2014
					Nash St							
Dollingwood Dd	100	‴ <u>L</u>			Valley St		0.1	F	0.524	110	F	2014
Rollingwood Rd	100	To:			Homestead Dr		0.1	Г	0.524	110	Г	2012
	Fi	om:			Forest Hill Rd							
South Park Dr	1900	F			Forest Hill Ku		0.097	F	0.562	2000	F	2014
oodii i dik bi	1000	Го:			West Park Dr			·	0.002	2000	·	
	Fi	om:			Bolling Street							
St Luke St	520	F			Bonning Street		0.091	F	0.53	550	F	2014
		Го:			Chestnut Street							
	F	m:			High Pearl St							
St Matthew St	2300	F					0.087	F	0.501	2500	F	2014
		Го:			Harding St							
	Fi	m:			Custer St							
Talley Ave	560	F					0.237	F	0.604	600	F	2014
		Гоз			Edmonds Ct							