2015

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.

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

						_		Tru	ck			K		Dir		
Route	Jurisdiction	Length /	AADT (QA 4T	Tire E	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
Bus	From:		_ Petersburg													
1) (460) Washington St	City of Petersburg	0.40 1	13000	G 98	8%	0%	1%	1%	0%	0%	F	0.093		0.537	13000	C
Bus	To: From:	Sı	ummit St													
1 (460) Washington St	City of Petersburg	0.18 1	13000	G 98	8%	0%	1%	1%	0%	0%	F	0.091		0.518	13000	(
1 460 Trasimigram St	5.t, 6.1 stellassing			<u>u</u> 00		0 70		. , 0	0,0	0,0	•	0.00		0.0.0	.0000	
Bus	From:		Elm St													
Washington St	City of Petersburg				7%	1%	1%	1%	1%	0%	F	0.08		0.548	18000	(
<u> </u>	To:		Par; Wythe S													
Bus (1460) Wythe St	City of Petersburg	US 1 Par, Washin				1%	1%	1%	1%	0%	С	0.090			8800	
460) Wyllie St	Combined Traffic Estimates for 2 Parallel Roadways of					1%	1%	1%	1%	0%	E	0.085	F	0.578	20000	(
	Combined Traine Estimates for 21 drailer Hoadways of			G 37	1 /0	1 /0	1 /6	1 /0	1 /0	0 /6	'	0.005	•	0.570	20000	
Bus	To: From:	P	Perry St													
Wythe St	City of Petersburg	0.15 1	11000	G 97	7%	1%	1%	1%	1%	0%	F	0.093			12000	
	Combined Traffic Estimates for 2 Parallel Roadways of	on this Route: 2	22000	G 97	7%	1%	1%	1%	1%	0%	F	0.087	F	0.508	23000	
	To:	SR 3	6 Market St				—									
Bus (460) (36) Wythe St	City of Petersburg			G 97	7%	1%	1%	1%	1%	0%	_	0.095			12000	
36 Wythe St	Combined Traffic Estimates for Parallel Roadways of			G 97	1 70	1 70	1 70	170	1 70	0%	Г	0.095 NA			NA	
	Combined Trainic Estimates for Parallel Roadways of		NA									INA			INA	
ALT Bus	To: From:	ALT US 3	301 Sycamor	re St												
301 460 36 Wyth	ne St City of Petersburg	0.20 1	16000	G 97	7%	1%	1%	1%	1%	0%	F	0.088			17000	
	Combined Traffic Estimates for Parallel Roadways of	on this Route:	NA									NA			NA	
	Τα		460 Jefferson													
ALT 301 Jefferson St	City of Petersburg		460 Wythe 3		7%	1%	1%	1%	1%	0%	_	0.081		0.748	4500	
301 Jellerson St	Combined Traffic Estimates for Parallel Roadways of			G 97	1 70	1 70	170	170	1 70	0%	Г	0.001	F	0.746		
	Combined Traffic Estimates for Parallel Roadways of		NA									0.129	г	0.624	NA	
ALT	To: From:	Bus US 460	Par, Washing	gton St												
301 Jefferson St	City of Petersburg	0.26	930	G 97	7%	1%	1%	1%	1%	0%	F	0.101		0.512	1000	
	Combined Traffic Estimates for Parallel Roadways of	on this Route:	NA									0.119	F	0.701	NA	
	To	- F	Henry St													
ALT	From:			• 0=	70/	10/		10/	40/	00/	_	0.004		0.504	400	
301 3rd St	City of Petersburg	0.05		G 97	7%	1%	1%	1%	1%	0%	F	0.094	_	0.521	420	
	Combined Traffic Estimates for Parallel Roadways of	on this Route:	NA									0.104	F	0.632	NA	
ALT	To: From:	US 301	l Par, Bank S	St												
301 3rd St	City of Petersburg	0.05	430	G 97	7%	1%	1%	1%	1%	0%	F	0.122		0.555	460	
	Combined Traffic Estimates for Parallel Roadways of		NA									0.107	F	0.569	NA	
	Τα		Bollingbrook	St												
ALT	From:		3RD STREI													
ɪ	ngbrook St City of Petersburg			G 97	7%	0%	1%	1%	0%	0%	F	0.107		0.707	4600	
	Combined Traffic Estimates for Parallel Roadways of		NA									0.104	F	0.82	NA	
	To:	US 1 Par; US 30	01 Par; Bollir	ngbrook St	St	_										

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

-				•			Tru	ck			K		Dir		
Route	Jurisdiction	n Length	AADT Q	A 4Tire	Bus		3+Axle	_		QC	Factor	QK	Factor	AAWDT	QW
	From:	US 1 Par; US	301 Par; Bolling	gbrook St											-
1 (301)2nd St	City of Petersh	ourg 0.35	12000 G	99%	0%	0%	0%	0%	0%	F	0.085		0.622	13000	G
	To:	SCL	Colonial Heights	S											
Bus	From:		the St Battersea												
(1) (460) Washington St	City of Petersk	J	10000 G		1%	1%	1%	1%	0%	F	0.096			11000	G
~ ~	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	19000 G	97%	1%	1%	1%	1%	0%	F	0.085	F	0.579	20000	G
Bus	To: From:	123	3-9025 West St												
1 (460) Washington St	City of Petersk	ourg 0.40	9600 G	97%	1%	1%	1%	1%	0%	F	0.090			10000	G
(3) (400)	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	18000 G	97%	1%	1%	1%	1%	0%	F	NA			19000	G
	To:	<u> </u>	-9029 South St												
Bus (460) Washington St	City of Petersk		10000 G	97%	1%	1%	1%	1%	0%	С	0.087			11000	G
460 Washington St	Combined Traffic Estimates for 2 Parallel F	•			1%	1%	1%	1%	0%	F	NA			23000	G
	Combined Trainic Estimates for 2 Faraner F			37 /0	1 /0	1 /0	1 /0	1 /0	0 /6	•	INA			23000	G
Bus	To: From:	(Guarantee St												
(1) (460) Washington St	City of Petersk	ourg 0.24	12000 G	97%	1%	1%	1%	1%	0%	F	0.094			13000	G
	Combined Traffic Estimates for 2 Parallel F				1%	1%	1%	1%	0%	F	NA			25000	G
	To:		0 Par; SR 36 Ma												
(36) Market St	City of Peterst		3100 G		0%	1%	1%	1%	0%	С	0.089		0.540	3300	G
(1) (36) Market of	Combined Traffic Estimates for Parallel F	-	NA C	1 07 70	0 70	1 70	1 70	1 /0	0 70	Ü	NA		0.040	NA	u
	To:		36 Grove Ave								1471			14/1	
~~ <u>~</u>	From:		36; Market St												
$\left(\begin{array}{c}1\end{array}\right)\left(\begin{array}{c}36\end{array}\right)$ Old St	City of Petersk	ourg 0.13	4100 G	97%	0%	1%	1%	1%	0%	F	0.09		0.559	4300	G
\Leftrightarrow \circ	Combined Traffic Estimates for Parallel F		NA								NA			NA	
	To: From:		Sycamore St Old St												
(1) (36) Sycamore St	L City of Peterst	ourg 0.04	4400 G	97%	0%	1%	1%	1%	0%	F	0.109		0.567	4700	G
(1) (30) systems or	Combined Traffic Estimates for Parallel F	•	NA				.,.	.,.	- , -	•	NA			NA	-
	To:		ollingbrook St												
~~	From:		Sycamore St												
Bollingbrook St	City of Petersk	•	3700 G	97%	0%	1%	1%	1%	0%	F	0.098		0.641	4000	G
~ ~	Combined Traffic Estimates for Parallel F	-	NA								NA			NA	
	10.		, US 301 2nd St												
(36) Fleet St	From L City of Petersk		CL Petersburg 11000 G	99%	0%	0%	0%	0%	0%	С	0.097		0.503	12000	G
(36) Fleet St	To:	<u> </u>	Grove Ave	y 99%	0%	0%	0%	0%	0%	C	0.097		0.503	12000	G
	From:		Fleet St												
(36) Grove Ave	City of Petersk	ourg 0.54	4800 G	98%	0%	1%	1%	0%	0%	С	0.105		0.612	5100	G
$\overline{}$	To:	US	Par, Market St												
Market St	From L City of Petersk	ourg 0.38	US 1 3100 G	97%	0%	1%	10/	10/	00/	С	0.089		0.540	3300	G
(36) (1) Market St	City of Peterst Combined Traffic Estimates for Parallel F	•	3100 G	3 170	U%	1 70	1%	1%	0%	C	0.089 NA		0.540	3300 NA	G
	Toffibilied Trailic Estimates for Parallel P	US 1 Par; BUS		chington St							INA			INA	
		US I Pai; BUS	os 400 rai, wa	smiigtoli St											

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

Devite	Lord a disable o		4457		4	D		Tru	ıck		00	K	014	Dir	AAMADT	
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	C
Married Ct	From:	US 1 Par; Bus			_	00/		00/	00/	00/	_	0.007		0.505	0500	
Market St	City of Petersk		3300	G	99%	0%	0%	0%	0%	0%	F	0.087		0.585	3500	
Bus	To: From:	US 1, B	us US 460 V	Wythe St												
(6) (1) (460) Wythe St	City of Petersh	J	11000	G	97%	1%	1%	1%	1%	0%	F	0.095			12000	
	Combined Traffic Estimates for Parallel F	Roadways on this Route:	NA									NA			NA	
ALT Bus	To: From:	ALT U	JS 301 Sycar	more St												
36) (1) (301) (460) Wyth	e St City of Petersk	ourg 0.20	16000	G	97%	1%	1%	1%	1%	0%	F	0.088			17000	
	Combined Traffic Estimates for Parallel F	Roadways on this Route:	NA									NA			NA	
Due	To: From:		Bus US 460)												
Bus 460 Wythe St	City of Petersb	ourg 0.20	18000	G	98%	1%	1%	0%	1%	0%	С	0.085			20000	
,00) (400)	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	38000	G	96%	1%	1%	1%	1%	0%	F	0.081	F	0.505	40000	
	Too	•	I-85, I-95													
Bus 460 Wythe St	City of Petersk	ourg 0.30	12000	G	98%	1%	1%	0%	1%	0%	F	0.076			13000	
36) 460 (Wythe St	Combined Traffic Estimates for 2 Parallel F	•		G	96%	1%	1%	1%	1%	0%	F	0.070	F	0.641	30000	
	To:	•	outh Crater I		0070	. , ,		. , 0	. , 0	0,0	•	0.000	•	0.0		
	From:	·	Bus US 460			00/		201	201	201	_	0.075			45000	
Wythe St	City of Petersk Combined Traffic Estimates for 2 Parallel F	•	13000	G G	97% 97%	0% 0%	0% 0%	0% 0%	2% 2%	0% 0%	F	0.075 0.088	F	0.613	15000 30000	
	To:	SR 36 Par, V				076	0%	076	270	0%	Г	0.000	Г	0.013	30000	
	From:	SR 36 Par	r; Wythe St;	Amelia S	St											
36) Washington St	City of Petersh	ourg 0.87	30000	G	97%	0%	0%	0%	2%	0%	F	0.089		0.595	33000	
	To: From:		uddledock F													
Washington St	City of Petersk	•	21000	G	97%	0%	0%	0%	2%	0%	F	0.093		0.603	23000	
	10		George Cou													
36) 1 Old St	City of Petersk		R 36; Market 4100	St G	97%	0%	1%	1%	1%	0%	F	0.09		0.559	4300	
36 1 Old St	Combined Traffic Estimates for Parallel F	•		•	01 70	0 70	1 70	1,70	1 /0	070	•	NA		0.000	NA	
	To:		Sycamore S	t												
C	From:	0.04	Old St		070/	00/	10/	10/	10/	00/	_	0.100		0.507	4700	
36) (1) Sycamore St	City of Petersh Combined Traffic Estimates for Parallel F	0	4400 NA	G	97%	0%	1%	1%	1%	0%	Г	0.109 NA		0.567	4700 NA	
	To:	·	ollingbrook	St								INA			INA	
¬ ~~	From:		Sycamore S	t												
Bollingbrook St	City of Petersk	•	3700	G	97%	0%	1%	1%	1%	0%	F	0.098		0.641	4000	
~	Combined Traffic Estimates for Parallel F		NA 1, US 301 21	- 1 C4								NA			NA	
ALT	From:		S 1 Par, 2nd													
36 (301) (1) (301) Bollin		-	4300	G	97%	0%	1%	1%	0%	0%	F	0.107		0.707	4600	
	Combined Traffic Estimates for Parallel F	Roadways on this Route:	NA									0.104	F	0.82	NA	
	To:	US 1, A	ALT US 301	1 3rd St		-										

		City	of Peters	burg												
Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus		Tru 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW
	From		3rd St								_					
36 301 Bollingbrook St	City of Peters	· ·	4100	G	97%	0%	1%	1%	0%	0%	F -	0.099	_	0.742	4400	G
~	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	8300	G	97%	0%	1%	1%	0%	0%	F	0.09	F	0.613	8800	G
	To From		5th St													
(36) (301) Bollingbrook St	City of Peters	•	3400	G	97%	0%	1%	1%	0%	0%	С	0.096		0.677	3700	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	8000	G	97%	0%	1%	1%	0%	0%	С	0.096	F	0.557	8500	G
	To From	: D.	Crater Rd ollingbrook	C+												
36 301 Crater Rd	City of Peters		2600	G G	97%	0%	1%	1%	0%	0%	F	0.09		0.759	2800	G
36) (301) Grator Fid	Combined Traffic Estimates for 2 Parallel	•	6800	G	97%	0%	1%	1%	0%	0%	F	NA		0.700	7300	G
	Combined Traine Estimates for 2 Taraner	-			01 /0	0 70		1 /0	0 /0	0 70	•	1471			7000	u
Cratar Pd	City of Peters		301 Par, Bar 4400	nk St G	99%	0%	1%	0%	0%	0%	F	0.094		0.563	4700	G
36 301 Crater Rd	•	•		G	33 /o	0 /0	1 /0	0 /6	0 /0	0 /6	'		F		NA	G
	Combined Traffic Estimates for Parallel	noadways on this noute.	NA									0.094	Г	0.555	NA	
	To From		US US 460													
36 Washington St	City of Peters	· ·	14000	G	97%	0%	0%	0%	2%	0%	F	0.107			15000	G
<u> </u>	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	27000	G	97%	0%	0%	0%	2%	0%	F	NA			30000	G
	To From		Burch St													
36 Washington St	City of Peters	sburg 0.25	14000	G	97%	0%	0%	0%	2%	0%	F	0.105			16000	G
P	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	28000	G	97%	0%	0%	0%	2%	0%	F	0.088	F	0.613	30000	G
	То	SR 36 V	Wythe St; A	melia St												
North	From	S	CL Petersbu	ırg												
85) (460)	City of Petersburg	(Maint: 26) 1.01	26000	Α	88%	1%	1%	1%	9%	1%	С	0.093			26000	Α
$\circ \circ$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	51000	Α	88%	1%	1%	1%	10%	1%	С	0.094	Α	0.564	50000	Α
1	To	Squ	irrel Level I	Road			\neg \vdash									
North (100)	City of Petersburg	(Maint: 26) 2.57	29000	Α	88%	1%	1%	1%	9%	1%	E	0.089			29000	Α
85 (460)	Combined Traffic Estimates for 2 Parallel	'		A	88%	1%	1%	1%	10%	1%	F	0.003	Α	0.527	55000	A
	Combined Trainc Estimates for 2 Faraner	-			00 /6	1 /0	1 /0	1 /0	10 /6	1 /0	'	0.031	^	0.527	33000	^
North	To From	R	amp To I-95	5 S												
85) I-85 N Ramp	City of Petersburg	(Maint: 26) 0.46	23000	G	88%	1%	1%	1%	9%	1%	F	0.091			23000	G
\smile	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	47000	G	86%	1%	1%	1%	11%	1%	F	0.079	F	0.586	45000	G
	To	Ramp to W	ashington S	St. Wyth	e St											
North Daniel	From					40/	40/	40/	00/	40/	_	0.007			00000	_
85 Ramp	City of Petersburg	'	20000	G	88%	1%	1%	1%	9%	1%	-	0.087	_		20000	G
=	Combined Traffic Estimates for 2 Parallel	Hoadways on this Houte:		G	86%	1%	1%	1%	11%	1%	۲	0.079	۲	0.564	35000	G
	10		I-95 North													
North Domn	From	(Maint: 00)	I-85 North									0.000			1000	_
Ramp	City of Petersburg		1300	G								0.096			1300	G
-	10	123-901	1 Squirrel I													
North Pown	From	(Mainty 96) 0.10	I-85 North		000/	00/	10/	10/	100/	00/	0	0.450			6600	۸
85 460 Ramp	City of Petersburg	(Maint: 26) 0.10	6200	Α	88%	0%	1%	1%	10%	0%	С	0.156			6600	Α
* - * -	10	1	I-95 South													

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

Route	Jurisdictio	on Leng	th AADT	QA	4Tire	Bus		Tr			QC	K	QK	Dir	AAWDT	QV
North	From:	L85 N	orth Ramp to	L-05 No	rth		2Axle	e 3+Axle	1 Trail	2Trail		Factor		Factor		
Ramp	City of Petersburg			G	itti							0.119			2800	G
65)	To:	I-95 North Exit		-	ashington	St										-
lorth	From:		I-95 North													
Ramp	City of Petersburg	(Maint: 26) 0.22	5700	Α								0.106			6100	Α
<u> </u>	To:		ne St & Wash		t											
lorth	From:		85 North Exi									0.400			0000	
Ramp	City of Petersburg			Α								0.123			2800	F
	10.		S 460-P Wash		st											
orth	From:		85 North Exi													
Ramp	City of Petersburg	<u> </u>		Α								0.103			3400	F
<u> </u>	10:	C	EUS 460 Wy	the St												
outh ~~~	From:		SCL Petersb	-												
85) {460}	City of Petersburg	,		Α	87%	1%	1%	1%	10%	1%	С	0.105			24000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Rout	e: 51000	Α	88%	1%	1%	1%	10%	1%	С	0.094	Α	0.564	50000	ŀ
	To	S	quirrel Level	Road			-									
outh	City of Petersburg				87%	1%	1%	1%	10%	1%	_	0.103			26000	,
35 (460)	•	'		Α										0.507		
	Combined Traffic Estimates for 2 Parallel	Roadways on this Rout	e: 55000	Α	88%	1%	1%	1%	10%	1%	F	0.091	Α	0.527	55000	1
outh	To: From:		Ramp From I-	95 N												
1-85 S Ramp	City of Petersburg	(Maint: 26) 0.33	24000	G	84%	1%	1%	1%	13%	1%	F	0.103			22000	(
33)	Combined Traffic Estimates for 2 Parallel	` '		G	86%	1%	1%	1%	11%	1%	F	0.091	Α	0.527	45000	(
		_				1 70		1 70	1170	1 70	•	0.001	,,	0.027	10000	•
outh	From:	Ramp	From Washii	ngton Av	ve											
35) I-85 S Ramp	City of Petersburg	(Maint: 26) 0.16	16000	Α	84%	1%	1%	1%	13%	1%	F	0.093			15000	A
	Combined Traffic Estimates for 2 Parallel	Roadways on this Rout	e: 36000	G	86%	1%	1%	1%	11%	1%	F	0.079	F	0.564	35000	(
	To:		I-95 South	1												
outh	From:		I-85-S													
Ramp	City of Petersburg	(Maint: 26) 0.13	3000	Α								0.113			3200	A
	To:	123-9	011; Squirrel	Level R	d											
orth	From:		Rives Rd													
95)	City of Petersburg	(Maint: 74) 1.15	18000	Α	85%	1%	1%	1%	13%	0%	F	0.111			16000	/
30)	Combined Traffic Estimates for 2 Parallel	Roadways on this Rout	e: 36000	Α	86%	1%	1%	0%	12%	0%	F	0.104	Α	0.51	33000	
	Tec															
orth	From:		Wagner R	a												
95)	City of Petersburg	(Maint: 74) 2.79	24000	Α	85%	1%	1%	1%	13%	0%	F	0.101			23000	/
	Combined Traffic Estimates for 2 Parallel	Roadways on this Rout	e: 49000	Α	86%	1%	1%	0%	12%	0%	F	0.096	Α	0.515	47000	A
	Tœ	US 460 C	ounty Rd; US	301 Cra	ter Rd											
orth	From:					401		401	4007	001	_	0.407			40000	
95)	City of Petersburg	,		Α	85%	1%	1%	1%	13%	0%	F -	0.107	_		19000	-
\sim	Combined Traffic Estimates for 2 Parallel			Α	86%	1%	1%	0%	12%	0%	F	0.096	Α	0.515	39000	F
	To:	Mainter	nance Jurisdic	tion Cha	inge											

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

Jurisdictio	n	Length	$\Lambda \Lambda DT$	\sim							\sim	K		Dir		
		Longin	AADI	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
From:	(Maintr OC)	0.44	I-85	•	000/	10/	10/	10/	C0/	00/	_	0.004			46000	
													۸	0.507		G G
C Estimates for 2 Faraner	Hoadways on ti					1 /0	1 /0	1 /0	0 /0	0 /6	'	0.091	^	0.307	89000	G
From:																
, ,	` ,										F					Α
c Estimates for 2 Parallel	Roadways on th				91%	1%	1%	1%	6%	0%	F	0.091	Α	0.503	106000	G
Enome		SCL														
City of Petersburg	(Maint: 74)	0.17										0.259			1000	Α
To:	(Want. 74)											0.200			1000	,,
From:																
City of Petersburg	(Maint: 74)	0.35	290	Α								0.139			300	Α
To:		123-9	9010 Wagn	er Rd												
From:																
City of Petersburg	(Maint: 74)											0.097			690	G
To:																
City of Determination	(Mainte 74)											0.000			600	_
City of Petersburg	(Mairit. 74)						_					0.228			600	G
From:																
City of Petersburg	(Maint: 74)											0.1			500	G
To:	,															
From:		I-9	5 Collector	Rd												
City of Petersburg	(Maint: 74)	0.16	1900	G								0.131			1900	G
To:			US 301													
From:			I-95 North													
City of Petersburg	(Maint: 74)	0.04	3300	G								0.091			3300	G
To: From:		Ram	p to US 460) East												
City of Petersburg	(Maint: 74)	0.15	2800	G								0.1			2800	G
To		Ramp l	From US 46	60 West												
City of Petershura	(Maint: 74)	*										0 130			12000	Α
Oity of Fetersburg	(IVIaIIII. 74)											0.133			12000	^
From:				North												
City of Petersburg	(Maint: 74)	0.22	NA									NA			NA	
To: From:		Ramp	to US 301	South												
City of Petersburg	(Maint: 74)	0.06	9700	G								0.134			9700	G
To:	, , ,		n From US													
City of Petersburg	441.70	0.14	14000	A								0.118	_		15000	Α
	City of Petersburg City of Petersburg To City of Petersburg	City of Petersburg (Maint: 26) From City of Petersburg (Maint: 74) From City of Petersburg (Maint: 74) From City of Petersburg (Maint: 74) Tor From City of Petersburg (Maint: 74) From City of Petersburg (Maint: 74) Tor From City of Petersburg (Maint: 74) From City of Petersburg (Maint: 74) Tor From City of Petersburg (Maint: 74) From City of Petersburg (Maint: 74) Tor From City of Petersburg (Maint: 74) Tor From City of Petersburg (Maint: 74) Tor From City of Petersburg (Maint: 74)	City of Petersburg (Maint: 26) 0.64	City of Petersburg (Maint: 26) 0.44 47000 92000 10 10 10 10 10 10 10	City of Petersburg (Maint: 26) 0.44 47000 Gric Estimates for 2 Parallel Roadways on this Route: 92000 Gric Estimates for 2 Parallel Roadways on this Route: 92000 Gric Estimates for 2 Parallel Roadways on this Route: 108000 A	City of Petersburg (Maint: 26) 0.44 47000 G 92% 1% 1% 1% 1% 1% ic Estimates for 2 Parallel Roadways on this Route: 92000 G 91% 1% 1% 1% 1% 1% 1% 1% 1% 1% 1% 1% 1% 1	City of Petersburg (Maint: 26)	City of Petersburg (Maint: 26) 0.44 47000 G 92% 1% 1% 1% 1% 6% 0% ic Estimates for 2 Parallel Roadways on this Route: 92000 G 91% 1% 1% 1% 6% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0%	City of Petersburg (Maint: 26) 0.44 47000 G 92% 1% 1% 1% 6% 0% F ic Estimates for 2 Parallel Roadways on this Route: 92000 G 91% 1% 19 1% 6% 0% F	City of Petersburg (Maint: 26) 0.44 47000 G 92% 1% 1% 1% 6% 0% F 0.094	City of Petersburg (Maint: 26) 0.44 47000 G 92% 1% 1% 1% 6% 0% F 0.094 ic Estimates for 2 Parallel Roadways on this Route: 92000 G 91% 1% 1% 1% 6% 0% F 0.091 A 1% 1% 1% 6% 0% F 0.091 A 1% 1% 1% 1% 6% 0% F 0.091 A 1% 1% 1% 1% 6% 0% F 0.091 A 1% 1% 1% 1% 6% 0% F 0.091 A 1% 1% 1% 1% 6% 0% F 0.091 A 1% 1% 1% 1% 6% 0% F 0.091 A 1% 1% 1% 1% 6% 0% F 0.091 A 1% 1% 1% 1% 6% 0% F 0.091 A 1% 1% 1% 1% 6% 0% F 0.091 A 1% 1% 1% 1% 6% 0% F 0.091 A 1% 1% 1% 1% 6% 0% F 0.091 A 1% 1% 1% 1% 6% 0% F 0.091 A 1% 1% 1% 1% 6% 0% F 0.091 A 1% 1% 1% 1% 6% 0% F 0.091 A 1% 1% 1% 1% 6% 0% F 0.091 A 1% 1% 1% 1% 6% 0% F 0.091 A 1% 1% 1% 1% 6% 0% F 0.091 A 1% 1% 1% 1% 6% 0% F 0.091 A 1% 1% 1% 1% 6% 0% F 0.091 A 1% 1% 1% 1% 6% 0% F 0.091 A 1% 1% 1% 1% 6% 0% F 0.091 A 1% 1% 1% 1% 6% 0% F 0.091 A 1% 1% 1% 1% 6% 0% F 0.091 A 1% 1% 1% 1% 6% 0% F 0.091 A 1% 1% 1% 1% 6% 0% F 0.091 A 1% 1% 1% 1% 6% 0% F 0.091 A 1% 1% 1% 1% 6% 0% F 0.091 A 1% 1% 1% 1% 1% 6% 0% F 0.091 A 1% 1% 1% 1% 1% 6% 0% F 0.091 A 1% 1% 1% 1% 1% 6% 0% F 0.091 A 1% 1% 1% 1% 1% 6% 0% F 0.091 A 1% 1% 1% 1% 1% 6% 0% F 0.091 A 1% 1% 1% 1% 1% 1% 1% 6% 0% F 0.091 A 1% 1% 1% 1% 1% 1% 6% 0% F 0.091 A 1% 1% 1% 1% 1% 6% 0% F 0.091 A 1% 1% 1% 1% 1% 1% 1% 6% 0% F 0.091 A 1% 1% 1% 1% 1% 1% 1% 6% 0% F 0.091 A 1% 1% 1% 1% 1% 1% 1% 1% 1% 1% 1% 1% 1%	City of Petersburg (Maint: 26) 0.44 47000 C 92% 1% 1% 1% 6% 0% F 0.094 0.507	City of Petersburg (Maint: 26)			

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

								Trı	ıck			K		Dir		
Route	Jurisdiction	on Length	AADT	QA	4Tire	Bus		3+Axle	. •		QC	Factor	QK	Factor	AAWDT	QW
lorth	From		the & Washir	ngton St	reets											
95 I-95 North CD Rd at US	460; US 301 City of Petersburg	(Maint: 74) 0.01	NA I-95 North									NA			NA	
- 46	From	1.052	North Collecte	D.4												
lorth 95) Ramp	City of Petersburg		3600	G								0.094			3600	G
93) **	To	I-85 North Exit 68			shington S	St										
lorth	From	1:	I-95 North													
95) Ramp	City of Petersburg	(Maint: 26) 0.43	5400	G								0.112			5400	G
<u> </u>	То	x	I-85 South													
orth Pomp	City of Petersburg	(Maint: 74) 0.19	I-95 North 970	G								0.116			970	G
Ramp	City of Fetersburg		301 Par, Banl									0.110			970	C
outh	From		CL Petersbur													
95)	City of Petersburg		16000	A	86%	1%	1%	0%	11%	0%	F	0.118			14000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	31000	Α	86%	1%	1%	0%	12%	0%	F	NA			27000	Α
	To From	y Y	Rives Rd													
outh 95	City of Petersburg	(Maint: 74) 1.22	19000	Α	86%	1%	1%	0%	11%	0%	F	0.109			17000	Α
93)	Combined Traffic Estimates for 2 Parallel	,		Α	86%	1%	1%	0%	12%	0%	F	0.104	Α	0.51	33000	А
	Te		Wagner Rd													
outh 95	City of Petersburg	(Maint: 74) 1.50	25000	Α	86%	1%	1%	0%	11%	0%	F	0.097			24000	Α
95)	Combined Traffic Estimates for 2 Parallel	,		Ā	86%	1%	1%	0%	12%	0%	F	0.096	Α	0.515	47000	Α
	To		nty Rd; US 30			.,,		0,0	,	0,0		0.000		0.0.0		
outh	From	South of US 460				40/	10/	00/	440/	00/	_	0.007			00000	
95)	City of Petersburg	,	21000	A	86%	1%	1%	0% 0%	11%	0%	F	0.097 0.096	Α	0.515	20000	A
	Combined Traffic Estimates for 2 Parallel			Α	86%	1%	1%	0%	12%	0%	Г	0.096	А	0.515	39000	A
outh	From	North of US 460			Crater Rd											
95)	City of Petersburg	'	31000	Α								0.097			30000	A
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	52000	Α								0.096	Α	0.515	50000	Α
outh	Te From	y Y	I-85													
95)	City of Petersburg	,	45000	Α	91%	1%	1%	1%	7%	0%	F	0.091			43000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	92000	G	91%	1%	1%	1%	6%	0%	F	0.091	Α	0.507	89000	G
outh		US 301, Bu	ıs US 460 Wa	ashingto	n St											
95)	City of Petersburg	(Maint: 26) 0.48	54000	G	91%	1%	1%	1%	7%	0%	F	0.092			53000	G
	Combined Traffic Estimates for 2 Parallel			G	91%	1%	1%	1%	6%	0%	F	0.091	Α	0.503	106000	G
		CCI.	Colonial Hei	ichte												
	To	*I SCI	Coloniai Hei	igins												
outh 95) Ramp	From City of Petersburg	n:	I-95 South	G								0.113			3500	G

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

Route	Jurisdiction	Length AAI	DT QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QV
South 95 Ramp	City of Petersburg (Maint: 74)	0.25 24 (00 G								0.109			2400	G
		123-9010 V													
South 95 Ramp	City of Petersburg (Maint: 74)	I-95 S 0.31 54 (0.099			6000	Α
95 Ramp	To:	123-9010 V									0.099			0000	-
outh	From	I-95 South C													_
95) Ramp	City of Petersburg (Maint: 74)	0.09 53 0		99%	0%	0%	0%	0%	0%	С	0.093			5300	(
33)	To:	123-9012 G													
outh	From:	I-95 S	outh												
95) (460) Ramp	City of Petersburg (Maint: 74)	0.06 950	00 A								0.096			10000	/
$\lor \lor$	To:	Ramp to G	raham Rd												
outh 95) (460 Ramp from I-85 N to I-95 S	City of Petersburg (Maint: 74)	0.07 110		91%	0%	1%	1%	7%	0%	С	0.112			11000	(
95 (460) Ramp from I-85 N to I-95 S	Oity of Fetersburg (Maint: 74)			3176	0 70	1 /0	1 /0	1 /0	0 /6	O	0.112			11000	
outh Bus	To: From:	Ramp fron	n US 301												_
95) (460) (460) Ramp from I-85 N to I-95 S	City of Petersburg (Maint: 74)	0.18 N	A								NA			NA	
<u> </u>	To: From:	Ramp fron	n US 301												
95 460 460 Ramp from I-85 N to I-95 S	City of Petersburg (Maint: 74)	0.27 120	00 A								0.112			13000	
outh	To: From:	US 460	Ramp			_									
95) Ramp	City of Petersburg (Maint: 74)	0.22 350	00 G								0.082			3500	(
\mathcal{L}	To:	I-95 S	outh												
outh	From:	I-95 S	outh												
Ramp	City of Petersburg (Maint: 74)	0.12 N	A								NA			NA	
outh	To: From:	I-95-S052B to W	ashington St	reet		_									
outh 95) Ramp	City of Petersburg (Maint: 74)	0.19 N /	Δ								NA			NA	
95)	To:	CEUS 460 FROM		JTH							107				
	From:	US 460 Co	ounty Rd												
06)Courthouse Rd	City of Petersburg	0.10 790		95%	1%	1%	1%	2%	0%	F	0.091		0.544	8400	(
33)	To:	ECL Pet	ersburg												
	From:	US 460 Co	ounty Rd												
109 Hickory Hill Rd	City of Petersburg	0.88 100	00 G	99%	1%	0%	0%	0%	0%	С	0.123		0.845	11000	
<u> </u>	To:	ECL Pete	ershuro												
09) Hickory Hill Rd	City of Petersburg	0.03 100		99%	1%	0%	0%	0%	0%	Ν	0.123		0.845	11000	1
<u> </u>		ad End; Fort Lee Military													
	From:	WCL Pet	tersburg												
Boydton Plank Rd	City of Petersburg	0.16 320		97%	0%	0%	1%	1%	0%	F	0.101		0.64	3400	(
\mathcal{L}	Too	Dupu	v Rd												
142)Boydton Plank Rd	City of Petersburg	1.24 34 (97%	0%	0%	1%	1%	0%	С	0.098		0.609	3600	(
142),	To To	Rt 604 Ha		0.,0	0,0		. , 5	. , 3	0,0	•	0.000		3.000		`

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

			of Petersb			_		Trı	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QV
	From:		604 Halifax R													_
Halifax Rd	City of Petersburg	0.06	5700	G	97%	0%	0%	1%	1%	0%	F	0.087		0.549	6000	G
	From	94	CSX RR				<u> </u>									
301 Crater Rd	City of Petersburg		L Petersburg	G	99%	0%	0%	0%	0%	0%	F	0.086		0.611	11000	G
301)	To		Rives Rd						• , •	* / *	-					
301 Crater Rd	From: City of Petersburg	0.90	12000	G	99%	0%	0%	0%	0%	0%	С	0.09		0.612	12000	C
901)	τω		Wagner Rd													
301 Crater Rd	City of Petersburg		24000	G	99%	0%	0%	0%	0%	0%	F	0.085		0.504	26000	G
<u> </u>	To		Flank Rd													
301 Crater Rd	City of Petersburg	0.87	25000	G	99%	0%	0%	0%	0%	0%	F	0.085		0.511	26000	G
	To	ALT U	S 301 Sycamo	ore St												
301 Crater Rd	City of Petersburg		17000	G	99%	0%	1%	0%	0%	0%	С	0.083		0.515	18000	C
~	To		South Blvd													
301 Crater Rd	City of Petersburg	0.73	24000	G	99%	0%	1%	0%	0%	0%	F	0.083		0.52	26000	C
<i></i>	To: From:	I-9.	5, Bus US 46	0			<u> </u>									
Bus 301 (460 Crater Rd	City of Petersburg (Mair	nt: 26) 0.09	12000	N	99%	0%	1%	0%	0%	0%	N	0.081		0.524	13000	١
301)(400) ***********************************	Τα		S 460 Par, W						• , •							-
Bus	From:		ce Jurisdiction								_					_
301 460 Crater Rd	City of Petersburg		12000	G	99%	0%	1%	0%	0%	0%	С	0.081	_	0.524	13000	C
	Combined Traffic Estimates for Parallel Road		NA									0.087	F	0.507	NA	
Bus	To: From:	•	us US 460 W	ythe S	t											
301 (460) Crater Rd	City of Petersburg		8400	G	99%	0%	1%	0%	0%	0%	F	0.087		0.541	9000	C
	Combined Traffic Estimates for Parallel Road	dways on this Route:	NA									0.09	F	0.559	NA	
~~~	To: From:	SR 36 Par, Bus	US 460 Par, '	Washir	ngton St											
301 (36) Crater Rd	City of Petersburg		4400	G	99%	0%	1%	0%	0%	0%	F	0.094		0.563	4700	G
<b>~</b> •	Combined Traffic Estimates for Parallel Road	dways on this Route:	NA									0.094	F	0.555	NA	
~~~	To: From:		01 Par, Bank													
301 (36) Crater Rd	City of Petersburg		2600	G	97%	0%	1%	1%	0%	0%	F	0.09		0.759	2800	C
~ ~	Combined Traffic Estimates for 2 Parallel Road		6800 ollingbrook St	G	97%	0%	1%	1%	0%	0%	F	NA			7300	C
	From:	DO	Crater Rd	l												
301 (36) Bollingbrook St	City of Petersburg	0.23	3400	G	97%	0%	1%	1%	0%	0%	С	0.096		0.677	3700	(
~ •	Combined Traffic Estimates for 2 Parallel Road	dways on this Route:	8000	G	97%	0%	1%	1%	0%	0%	С	0.096	F	0.557	8500	C
	To: From:		5th St				<u> </u>									
301 (36) Bollingbrook St	City of Petersburg		4100	G	97%	0%	1%	1%	0%	0%	F	0.099		0.742	4400	G
	Combined Traffic Estimates for 2 Parallel Road	dways on this Route:	8300	G	97%	0%	1%	1%	0%	0%	F	0.09	F	0.613	8800	G
	Tα		3rd St													

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

									Tru	ıck			K		Dir		
Route		Jurisdictio	n Length	n AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q'
ALT		From:		ALT US 30	1 3rd St												
301 $\left(1\right)\left(301\right)\left(36\right)$ Bollin	ngbrook St	City of Peters	burg 0.08	4300	G	97%	0%	1%	1%	0%	0%	F	0.107		0.707	4600	(
	Combined Traffic	Estimates for Parallel	Roadways on this Route	: NA									0.104	F	0.82	NA	
		To:	Ţ	JS 1 Par, 2nd	d St												
~~~~		From:		N RT 1		200/	00/		00/	00/	00/	_	0.005		0.000	10000	
201 1 2nd St		City of Peters		12000	G	99%	0%	0%	0%	0%	0%	F	0.085		0.622	13000	•
~ ~		10:	SCI	L Colonial H	eights												
<b>~</b> √_		From:		US 301													
01 Ramp		City of Petersburg (		6900	G								0.077			6900	
		To:	I-	95 Collector	Rd												
orth		From:	US 301; 123-901		1 RD & 1	RO RT 95											
Ramp		City of Petersburg (	(Maint: 74) 0.10	1800	G								0.081			1800	
<u>ر</u>		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	to I-95 S at Exit ???	City of Petersburg (	(Maint: 74) 0.20	750	G	98%	1%	1%	0%	1%	0%	F	0.114			790	
		To:		I-95, US 46	50												
		From:	Ţ	JS 301 Crate	r St												
36 Bank St		City of Peters		4500	G	97%	0%	1%	2%	1%	0%	С	0.099		0.547	4800	
	Combined Traffic E	stimates for 2 Parallel	Roadways on this Route	: 8000	G	97%	0%	1%	1%	0%	0%	С	0.096	F	0.557	8500	
		Too	<b>,</b>		-												
)1 (36) Bank St		City of Dotoro	h	5th St	G	97%	00/	10/	20/	10/	00/	F	0.000			4500	
91 36 Bank St	On white and Torottic F	City of Peters	•	4200			0%	1%	2%	1%	0%	F	0.083	_	0.040	4500	
	Combined Traffic E	stimates for 2 Parallel	Roadways on this Route	: 8300	G	97%	0%	1%	1%	0%	0%	F	0.09	F	0.613	8800	
ALT		To: From:		3rd St													
(301) $(301)$ $(36)$ Bank	St	City of Peters	burg 0.09	4000	G	97%	0%	1%	2%	1%	0%	F	0.095			4300	
31) (1) (301) (30)		-	Roadways on this Route		G	97%	0%	1%	1%	0%	0%	F	NA			8900	
	Combined Traine L	To:		US 301 Par.		07.70	0 70		1 70	0 70	0 70	•	147 (			0000	
<b>T</b>		From:															
LT 01 Sycamore St		City of Peters		S 301 Crate: <b>8500</b>	G	99%	0%	1%	0%	0%	0%	F	0.081		0.51	9100	
01 Oycamore or		Oity of 1 ctors	bulg 0.50	0500	<u> </u>	33 76	0 70	1 /0	0 70	0 70	0 70	'	0.001		0.51	3100	
LT		From:		South Blvo	1												
O1 Sycamore St		City of Peters	burg 0.95	6500	G	99%	0%	1%	0%	0%	0%	С	0.086		0.568	7000	
٠ (ب		To		Manda Dia	1												
LŢ		From:		North Blv													
Sycamore St		City of Peters	burg 0.42	11000	G	99%	0%	1%	0%	0%	0%	F	0.083		0.585	12000	
		To:		Graham Ro	d												
LT Sycamore St		City of Datase	burg 0.50			000/	00/	10/	00/	00/	00/	F	0.007		0.506	10000	
Sycamore St		City of Peters	•	11000	G	99%	0%	1%	0%	0%	0%	г	0.087		0.536	12000	
LT Bus		From:		US 1 Wythe US 1	M												
01 $1$ $460$ $36$ Wyth	ie St	City of Peters	burg 0.20	16000	G	97%	1%	1%	1%	1%	0%	F	0.088			17000	
01)(1)(400)(30)(70"		•	Roadways on this Route		-	0.70	. 70	. 70	. 70	. 70	0 /0	•	NA			NA	
$\sim$ $\sim$ $\sim$	('Amhinad Irattia	Letimates for Darallal		· PIA									KIV				

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

								Tru	ck			K		Dir		
Route	Jurisdiction	on Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QW
ALT	From	Bus I	JS 460 Wythe	e St			2, 0.10	0171010	TTTGII	Liian		1 40101		1 40101		
301 1 Jefferson St	City of Peters		4200	G	97%	1%	1%	1%	1%	0%	F	0.081		0.748	4500	G
	Combined Traffic Estimates for Parallel	Roadways on this Route:	NA									0.129	F	0.624	NA	
	To		60 Par, Washi	ington 9	St.											
ALT CONTRACTOR OF	From:	•				40/	40/	40/	40/	00/	_	0.404		0.540	4000	_
301 1 Jefferson St	City of Peters	0	930	G	97%	1%	1%	1%	1%	0%	F	0.101	_	0.512	1000	G
	Combined Traffic Estimates for Parallel	Roadways on this Route:	NA									0.119	F	0.701	NA	
ALT	Tor From:		Henry St													
301 1 3rd St	City of Peters	sburg 0.05	400	G	97%	1%	1%	1%	1%	0%	F	0.094		0.521	420	G
	Combined Traffic Estimates for Parallel	Roadways on this Route:	NA									0.104	F	0.632	NA	
	To	US 3	01 Par, Bank	St			_									
ALT 301 \( \int 1 \) 3rd St	City of Peters	sburg 0.05	430	G	97%	1%	1%	1%	1%	0%	F	0.122		0.555	460	G
301 1 3rd St	Combined Traffic Estimates for Parallel	_	NA	u	01 /0	1 70	1 70	1 70	1 /0	0 70		0.107	F	0.569	NA	ď
	To		1 Bollingbroo	ok St								0.107	•	0.503	INA	
ALT	From:		ALT US 301 3													
301 (301) (1) (36) Bollin	ngbrook St City of Peters	sburg 0.08	4300	G	97%	0%	1%	1%	0%	0%	F	0.107		0.707	4600	G
	Combined Traffic Estimates for Parallel	Roadways on this Route:	NA									0.104	F	0.82	NA	
	To		US 301													
ALT	From:		S 1 Wythe St													
3 ₀₁ Sycamore St	City of Peters	•	8500	G	98%	0%	1%	0%	0%	0%	F	0.084		0.595	9100	G
	Combined Traffic Estimates for Parallel		NA									NA			NA	
ALT. D. D.	To:		460 Washing													
ALT Bus Bus	hington St City of Peters		us US 460 Par <b>18000</b>	G	97%	1%	1%	1%	1%	0%	F	0.089			20000	G
301 (460) (460) (36) Was	Combined Traffic Estimates for 2 Parallel	_		G	97%	1%	1%	1%	1%	0%	' 	NA			37000	G
	Combined Trainic Estimates for 2 Faraner				31 /6	1 /0	1 /0	1 /0	1 /0	0 /6	'	INA			37000	G
ALT	To: From:	Bus US	460 Washing	gton St												
301 Adams St	City of Peters	sburg 0.06	11000	G	98%	0%	1%	0%	0%	0%	F	0.091		0.535	11000	G
<del>-</del> \$	Combined Traffic Estimates for Parallel	Roadways on this Route:	NA									NA			NA	
A1 -	To		Franklin St				$\neg$									
ALT 301 Adams St	City of Peters	•	9400	G	98%	0%	1%	0%	0%	0%	С	0.087		0.562	10000	G
301 Adams St	Combined Traffic Estimates for Parallel	_		G	<b>3</b> 0 /6	U /o	1 /0	0 /6	0 /0	0 /6	C	NA		0.302	NA	G
	Combined Trainic Estimates for Paramet	Hoadways on this Houte.	NA Henry St				$\neg$					INA			INA	
	From		CL Petersburg													
460 (85)	City of Petersburg		L retersourg	5	Se	ee I-85	for dired	ctional tr	affic vo	lume es	timate	es for this	s sea	ment.		
400 (00)	Combined Traffic Estimates for 2 Parallel	,	51000	Α	88%	1%	1%	1%	10%	1%		0.094	·		50000	Α
					0070	. 70		. 70	. 5 / 6	. 70	9	0.00∓	, ,	0.50∓	55000	, ,
	To:	. Squi	rrel Level Ro	ad												
	City of Dotoroburg	(Maint: 26) 2.57			C.	00 1 05	for dire	ational +-	offic wa	luma aa	timat	oc for thi		mont		
460 85	City of Petersburg  Combined Traffic Estimates for 2 Parallel		FF000	Α	Se 88%	ee I-85 1%	for dired	ctional tra	affic vo	lume es 1%	timate F	es for this	s seg A	ment. 0.527	55000	Α

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

Route	Jurisdiction	Length AAD	T QA	4Tire	Rus		Trι 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QV
	From:	I-85 :	S	0	1.05.6				. I						
460 85 Ramp	City of Petersburg (Maint: 26)	0.10	<b>D</b>	5	ee 1-85 to	or aire	ectional ti	rattic vo	nume es	stimat	es for this	s segi	ment.		
	From	I-95 S I-85				-									
460 (95) Ramp	City of Petersburg (Maint: 74)	0.06		S	ee I-95 fo	or dire	ctional to	raffic vo	olume es	timat	es for this	sea	ment		
460 (95) Hamp	Only of Following (Marin: 71)				00 1 00 10		otional ti	ano vo	,,,,,,,,	, tilliat	50 101 1111	, oog.			
~ C   105 N   105 C	From	Graham	Rd		1051	ᆣ									
(60) (95) Ramp from I-85 N to I-95 S	City of Petersburg (Maint: 74)	0.07		S	ee I-95 to	or dire	ectional ti	rattic vo	olume es	stimat	es for this	s seg	ment.		
Pup	From:	I-95 SB Collect Ramp from US													
(60) $(95)$ $(460)$ Ramp from I-85 N to	I-95 S City of Petersburg (Maint: 74)	0.18	30130uiii	S	ee I-95 fo	or dire	ctional t	raffic vo	olume es	timat	es for this	Sea	ment		
60 95 460 Ramp from I-85 N to	To:	Ramp from US	201 North		CC 1 33 IC		otional ti	and vo	nume es	otiiiiat	23 101 1111	s segi	mont.		
Bus	From:	Ramp from													
(60) $(95)$ $(460)$ Ramp from I-85 N to	I-95 S City of Petersburg (Maint: 74)	0.27		S	ee I-95 fo	or dire	ctional tr	raffic vo	olume es	stimat	es for this	segi	ment.		
	To:	US 46	50												
~~	From:	I-95													
County Dr	City of Petersburg	0.60 <b>1800</b>	0 G	89%	0%	1%	1%	8%	0%	F	0.105		0.521	19000	(
~	To	SR 109 Hicko	rv Hill Rd			$\neg$ $\blacksquare$									
County Dr	City of Petersburg	2.16 970		89%	0%	1%	1%	8%	0%	С	0.105		0.521	10000	F
	To					_									
County Dr	City of Petersburg	SR 106 Court 0.34 <b>120</b> 0		89%	0%	1%	1%	8%	0%	F	0.082		0.528	13000	C
County Dr	City of Petersburg	U.34 1200 ECL Peter		69%	0%	170	170	0%	0%	Г	0.062		0.528	13000	
						_									
Bus	From:	WCL Pete				<u> </u>				_					
1 Washington St	City of Petersburg	0.40 <b>1300</b>	0 G	98%	0%	1%	1%	0%	0%	F	0.093		0.537	13000	(
200	To: From:	Summi	t St												
Bus 160 ( 1 ) Washington St	City of Petersburg	0.18 1300	0 G	98%	0%	1%	1%	0%	0%	F	0.091		0.518	13000	
160 Washington St	Oity of 1 etersburg	0.10	, G	30 /6	0 76	1 /0	1 /0	0 /6	0 /6	•	0.031		0.510	13000	
Bus	To: From:	Elm S	St			┷									
160 1 Washington St	City of Petersburg	0.57 <b>1700</b>	0 G	97%	1%	1%	1%	1%	0%	F	0.08		0.548	18000	(
	To:	US 1 Par; W	Vythe St												
Bus	From:	US 1 Par, Washington	St; Batters	ea Lane											
60 1 Wythe St	City of Petersburg	1.08 <b>820</b>	0 G	97%	1%	1%	1%	1%	0%	С	0.090			8800	(
Combir	ned Traffic Estimates for 2 Parallel Roadways of	n this Route: 1900	0 G	97%	1%	1%	1%	1%	0%	F	0.085	F	0.578	20000	(
	To:	Perry	St												
Bus	From	•		0==:	46'		4	4.57	0-1	_	0.655			10000	
160 (1) Wythe St	City of Petersburg	0.15 <b>1100</b>	-	97%	1%	1%	1%	1%	0%	F	0.093			12000	C
Combir	ned Traffic Estimates for 2 Parallel Roadways o	n this Route: 2200	0 G	97%	1%	1%	1%	1%	0%	F	0.087	F	0.508	23000	(
	To:	SR 36 Ma	rket St			$\neg$ $\vdash$									
Bus 160 ( 1 ) (36) Wythe St	City of Petersburg	0.20 1100		97%	1%	1%	1%	1%	0%	_	0.095			12000	,
	•		-	3170	1 /0	1 70	1 70	1 70	U-70	Г					G
Com	oined Traffic Estimates for Parallel Roadways of	n this Route: NA									NA			NA	

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

			Oity (	OI FELEIS	burg					. دا د			17		D!:-		
Route	Jurisdic	tion	Length	AADT	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QW
	T.	rom:	A T (T) 7 Y	0.201.0	C:			2Axle	3+Axle	1 I rail	21 rail		Factor		Factor		
Bus ALT (36) Wythe	e St City of Pete	arehura	0.20	S 301 Sycar 16000	G G	97%	1%	1%	1%	1%	0%	F	0.088			17000	G
(460) (1) (301) (36) Wythe	Combined Traffic Estimates for Paralle				G	31 /6	1 /0	1 /0	1 /0	1 /0	0 /6	•	NA			NA	u
	Combined Trainic Estimates for Param	er Roadways on this	s Houle.	NA									INA			INA	
Bus	Fi	To: rom:	US	1 Jefferson	St												
(460) (36) Wythe St	City of Pete	ersburg	0.20	18000	G	98%	1%	1%	0%	1%	0%	С	0.085			20000	G
	Combined Traffic Estimates for 2 Paralle	el Roadways on this	Route:	38000	G	96%	1%	1%	1%	1%	0%	F	0.081	F	0.505	40000	G
		To		I-85, I-95													
Bus	Fi	rom:										_					_
(460) $(36)$ Wythe St	City of Pete	•	0.30	12000	G	98%	1%	1%	0%	1%	0%	F	0.076			13000	G
<b>~ ~</b>	Combined Traffic Estimates for 2 Parallel	el Roadways on this			G	96%	1%	1%	1%	1%	0%	F	0.088	F	0.641	30000	G
Due	Fi	To: rom:		US 301 Cra US 301 W													
Bus 460 301 Crater Rd	City of Pete	ershura	0.98	12000	G	99%	0%	1%	0%	0%	0%	С	0.081		0.524	13000	G
460)(301) Grater rid	Combined Traffic Estimates for Paralle	ŭ		NA	u	0070	0 70	1 70	070	0 /0	0 70	Ü	0.087	F	0.507	NA	ď
	Combined Traine Estimates for Faram			ce Jurisdicti	ion Chan	ge							0.007	'	0.507	INA	
Bus	Fi			JS 460 Par,													
(460)(301) Crater Rd	City of Petersburg		0.09	12000	N	99%	0%	1%	0%	0%	0%	Ν	0.081		0.524	13000	Ν
		To:	US	301 Crater	Rd												
Bus	Fi	rom:		US 301													
(460)(301) Ramp US 301 S to	o I-95 S at Exit ??? City of Petersburg	g (Maint: 74)	0.20			See	US 30	1 for di	rectional	traffic v	volume e	estima	ates for th	nis se	gment.		
Bur	Fi	To:		95 CD Roa													
Bus (460) (95) (460) Ramp from	I-85 N to I-95 S City of Petersburg	g (Maint: 74)	0.18	from US 30	1 South	54	ا مو	for dire	ctional tr	affic vo	luma as	timata	es for this	2001	ment		
(460) (95) (460) Ramp from	Oity of Feterabuly	g (Mant. 74)					CC 1 33	ioi diic	Clional li	ariic vo	iunic cs	uman	23 101 11110	, acgi	mont.		
Bus	Fi	To: rom:	Ramp f	from US 30	1North												
(460) (95) (460) Ramp from	I-85 N to I-95 S City of Petersburg	g (Maint: 74)	0.27			Se	ee I-95	for dire	ctional tr	affic vo	lume es	timate	es for this	segi	ment.		
		To:	I	Bus US 460	)												
Bus	Fi	rom:	CEU	US 460 Exit	6A												
(460)Ramp	City of Petersburg	g (Maint: 26)	0.24	5900	G								0.109			5900	G
		To	CEI	US 460 Exit	6C												
Bus	Fi	rom:															_
(460)Ramp	City of Petersburg	g (Maint: 26)	0.27	4400	G								0.101			4400	G
<u></u>		To:		I-95 South													
Bus	Fi			B CEUS 46		3 FROM			· · · · · · · · · · · · · · · · · · ·		· · · · · ·				· · · · · · · · · · · · · · · · · · ·		
(460)Ramp	City of Petersburg	· , ,	0.11	8600	G								0.112			8600	G
<del></del>		I-95-N FF	ROM RT 4	60 BUS00-	WASHI	NGTON 6	&										
Bus	Fi	rom:		US 460 Exit													
(460) Ramp	City of Petersburg	g (Maint: 26)	0.08	3300	G								0.114			3300	G
		To:		I-85 South													
Bus	Fi	CEUS	460 TO RT	ΓS 85 & 95	SOUTH	BOUND											
(460)Ramp	City of Petersburg	g (Maint: 26)	0.17	3500	G	_							0.094			3500	G
<u></u>		To: CEUS 460-	-P002A TC	O RTS 85 &	. 95 SOL	JTHBOUI	ND										

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

Doute	luvia di atia	un Longth	AADT		4Tiro	Due		Tru	ck		00	K	ΟĽ	Dir	AAWDT	- 0
Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	Q
US Domn	From:		0 TO RT 9:		H							0.007			10000	(
Ramp	City of Petersburg	(Maint: 74) 0.20 CEUS 460-P00	12000	<b>G</b>	FPOM							0.097			12000	,
	From:	_	the St Batte													
8us 60 ( 1 ) Washington St	City of Peters		10000	G	97%	1%	1%	1%	1%	0%	F	0.096			11000	
80 (1)	Combined Traffic Estimates for 2 Parallel	· ·	19000	G	97%	1%	1%	1%	1%	0%	F	0.085	F	0.579	20000	
	To:	-	3-9025 Wes	t St												
us 50 1 Washington St	City of Peters		9600	G	97%	1%	1%	1%	1%	0%	_	0.090			10000	
60 € 1 Washington St	Combined Traffic Estimates for 2 Parallel			G	97%	1%	1%	1%	1%	0%	F	NA			19000	
	To	,			37 70	1 /0	1 /0	1 /0	1 /0	0 70	•	14/3			13000	
JS ~~	From:		-9029 Sout													
Washington St	City of Peters	0	10000	G	97%	1%	1%	1%	1%	0%	С	0.087			11000	
~ ~	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	22000	G	97%	1%	1%	1%	1%	0%	F	NA			23000	
us	To: From:		Guarantee S	St												
β0) ( ) Washington St	City of Peters	_	12000	G	97%	1%	1%	1%	1%	0%	F	0.094			13000	
	Combined Traffic Estimates for 2 Parallel			G	97%	1%	1%	1%	1%	0%	F	NA			25000	
	To: From:		orth Market ar; SR 36 M													
(60) $(36)$ Washington St	City of Peters	·	13000	G	97%	1%	1%	1%	1%	0%	С	0.093			14000	
80) (30)	Combined Traffic Estimates for 2 Parallel	0		G	97%	1%	1%	1%	1%	0%	F	NA			26000	
	To:		301 Par, Sy													
JS ALT Washington	St City of Peters					10/	10/	10/	10/	00/	_	0.000			20000	
60 301 $36$ Washington	Combined Traffic Estimates for 2 Parallel	_	18000	G G	97% 97%	1% 1%	1% 1%	1% 1%	1% 1%	0% 0%		0.089 NA			20000 37000	
	Combined Trainic Estimates for 2 Faraner					1 70	1 70	1 70	1 70	0%	г	INA			37000	
JS ALT	To: From:		301 Par, A	Adams St												
(301) $(36)$ Washington			17000	G	97%	1%	1%	1%	1%	0%	F	0.079			18000	
~ ~ ~	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	33000	G	97%	1%	1%	1%	1%	0%	F	NA			35000	
us	T _{CC} From:	US	1 Jefferson	ı St												
(36) Washington St	City of Peters	sburg 0.24	19000	G	95%	1%	1%	1%	2%	0%	F	0.079			20000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	38000	G	96%	1%	1%	1%	1%	0%	F	0.081	F	0.511	40000	
	To		I-95				$\neg$									
us (36) (36) Washington St	City of Peters	sburg 0.24	15000	G	95%	1%	1%	1%	2%	0%	С	0.101			16000	
Washington St	Combined Traffic Estimates for 2 Parallel	•		G	96%	1%	1%	1%	1%	0%	F	0.088	F	0.646	30000	
	Two	-			0070	. 70		. 70	. 70					0.540		
us	From:		301 Crater		0.5 - 1				•	• • •						
β0 301 Crater Rd	City of Peters	· ·	8400	G	99%	0%	1%	0%	0%	0%	F	0.087	_	0.541	9000	
•	Combined Traffic Estimates for Parallel	Roadways on this Route:	NA									0.09	F	0.559	NA	

5/3/2016 20

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

Route	Jurisdiction	Longth	AADT	ΟΛ	4Tiro	Puo		Trι	uck		QC	K	QK	Dir	AAWDT	ΟW
Houle	Junsaiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	QW
Bus	From:	SR 36, B	US US 460	Wythe S	St											
460 301 Crater Rd	City of Petersburg	0.98	12000	G	99%	0%	1%	0%	0%	0%	С	0.081		0.524	13000	G
	Combined Traffic Estimates for Parallel Roadways on	this Route:	NA									0.087	F	0.507	NA	
	To:	Maintenar	ce Jurisdict	ion Chai	nge											
Bus	From:	US	301 Crater	Rd												
(460) Winfield Rd	City of Petersburg	0.43	1500	G	96%	1%	1%	0%	1%	0%	С	0.094		0.959	1600	G
(P)	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	2300	G	97%	1%	1%	0%	1%	0%	F	NA			2400	G
Bus	To Front	State M	aintenance I	Boundar	y											
Winfield Rd	City of Petersburg (Maint: 26)	0.09	1500	G	96%	1%	1%	0%	1%	0%	С	0.094		0.959	1600	G
P	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	2300	G	97%	1%	1%	0%	1%	0%	F	NA			2400	G
	Tα	US	460 County	Rd												
Bus	From: CE	US 460-P TO	RTS 85 & 9.	5 SOUT	HBOUND	)										
460 Ramp	City of Petersburg (Maint: 26)	0.26	4400	G								0.094			4400	G
<u></u>	To: CEUS	460-E006A T	O RTS 85 &	2 95 SO	UTHBOU	ND										
Bus	From:		CEUS 460													
4 ₆₀ Ramp	City of Petersburg (Maint: 74)	0.08	2800	G								0.116			2800	G
<u></u>	Tα	CEUS 460-E0	OB CEUS	460- 6B	FROM											

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Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle	-		QC	K Factor	QK F	Dir actor	AAWDT	QW	Year
City of Petersburg		From	4			D	ead End				-					
(F329) Lake Shore Dr	0.17	10	R			D	au Enu				NA			NA		03/17/200
		To				74-1102	Lakeshore	Dr								
		From				De	ead End									
(F330) N Normandy Dr	2.93	3700	R								NA_			NA		03/17/200
		To	1			FR-331	Service I	Rd								
(F331) Service Rd	0.78	1400	<u> </u>			De	ead End				 NA			NA		02/17/200
F331) Service Rd	0.76	1400	R			De	ad End							INA		03/17/200
		From	1		SCLI	Petersburg		/aughan R	2d							
3 Vaughn Rd	0.64	940	G		JCL.	ctersourg	, 20 0/2 ,	uugiuii I	· ·		0.093	(	0.685	1000	G	2015
		To				123-901	3 Halifax	Rd								
		From					lifax Rd									
(4) Wells Rd	0.41	5600	G	89%	0%	1%	2%	7%	0%	С	0.082	(	0.533	5900	G	2015
<u> </u>		To	d				el Level R	d								
(9002) Halifax Rd	0.18	6100	G	99%	0%	C 1%	SX RR 0%	0%	0%	F	0.085		0.538	6500	G	2015
(9002) Halifax Rd	0.10	0100		33 /6	0 70			0 /6	0 70	'	0.003	,	0.550	0300	ч	2015
(9002) Halifax St	0.58	4700 From	G	99%	0%	Pat 1%	terson St 0%	0%	0%	F	0.088		0.531	5000	G	2015
(9002) Halifax St	0.50	4700		33 76	0 70			0 70	0 70	'	- 0.000 	,	0.501	3000	ч	2013
(9002) Halifax St	0.19	5500 From	G	99%	0%	1%	lors Lane 0%	0%	0%	F	0.088		0.513	5900	G	2015
(9002) Halifax St	0.10	Т.		00 /0	0 70			0 70	0 70		0.000	·	0.010	0000	ŭ	2010
(9002) Halifax St	0.37	8200	G	99%	0%	1%	ginia Ave 0%	0%	0%	F	0.086		0.591	8800	G	2015
9002) 114111400 00	0.07	<b>0_0</b>		0070	0 70			070	070	•			0.001	0000	Ğ	2010
(9002) Halifax St	0.29	8200	:L	99%	0%	L	ee Ave 0%	0%	0%	F	0.086		0.526	8700	G	2015
9002) ***********************************		To														
(9002) Halifax St	0.28	9000 From	G	99%	0%	1%	berty St 0%	0%	0%	С	0.080		0.552	9600	G	2015
9002		To				US 1, US 4										
(9002) Union St	0.12	4700	G	97%	1%	1%	1%	0%	0%	F	0.086		0.875	5000	G	2015
3002)		To				1, US 460										
(9002) Union St	0.17	1900	G	97%	1%	1%	1%	0%	0%	С	0.121		0.578	2000	G	2015
(0002)		To	c			W	Tabb St									
		From	:			Boydto	on Plank R	ld								
(9004) Defense Rd	0.47	2300	G	97%	0%	1%	1%	1%	0%	С	0.097	(	0.643	2500	G	2015
<u> </u>		To From				Squirr	el Level R	d								
(9004) Defense Dr	1.77	3800	G	98%	1%	1%	0%	0%	0%	F	0.098	(	0.537	4100	G	2015
		To From				Joh	nson Rd									
9004) South Boulevard	0.92	9100	G	98%	1%	1%	0%	0%	0%	С	0.084	(	0.523	9700	G	2015
<u> </u>		To From					camore St				$\Box$					
9004 South Boulevard	0.18	6100	G	98%	1%	1%	0%	0%	0%	F	0.089	(	0.565	6500	G	2015
<u> </u>		To From					ater Rd									
(9004) South Boulevard	0.72	2500	G	98%	1%	1%	0%	0%	0%	F	0.096	(	0.574	2700	G	2015
		To	<u> </u>				lerson St									
(9006) Flank Rd	0.96	2200	G	99%	0%	На 0%	lifax Rd 0%	0%	0%	С	0.109		0.53	2300	G	2015
(9006) Flank Rd	0.90	<b></b>		JJ 70	U /o			U /0	U /0	U	0.108		0.00	2300	G	2013
(9006) Flank Rd	0.47	3500 From	G	99%	0%	Joh 0%	nson Rd 0%	0%	0%	F	0.094		0.505	3700	G	2015
(9006) Flank Rd	0.47	3300		JJ /0	U /o			U /0	U /0	1.	0.034	,	0.000	3700	G	2010
(9006) Flank Rd	0.75	2900	G	99%	0%	Bird 0%	dsong Rd 0%	0%	0%	F	0.09		0.566	3100	G	2015
(9006) Flank Hd	0.75	2300		JJ /0	U /0			U /0	U /0	- 1	0.08	,	0.000	3100	G	2010
(9006) Flank Rd	0.91	3300 From	G	100%	0%	Fort 0%	Hayes Dr 0%	0%	0%	С	0.093		0.657	3500	G	2015
(9006) 1 101111 110	0.01	3300 To		10070	0 /0		nk Rd N	U /U	0 /0		0.000	,	0.007	5500	u	2010

						, -	CICIOD	,-,							
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle	-		QC	K Factor	QK Dir Factor	AAWDT	QW	Year
City of Petersburg		From				-	1 75 134								
9006) Flank Rd ( 1-Way )	0.13	2800	G	99%	0%	0%	nk Rd N 0%	0%	0%	С	0.112		3000	G	2015
(9006) Flank Rd (1-Way)	0.10	<b>2000</b>	Ť	0070	0 70		S Crater		0 70		<u> </u>		0000	ď	2010
		From					S Crater				i				
9008) Rives Rd	0.48	8100	G	98%	0%	1%	0%	0%	0%	С	0.1	0.543	8600	G	2015
		To					I- 95								
9008) Rives Rd	0.34	7900 From	G	97%	0%	1%	0%	2%	0%	С	0.095	0.555	8400	G	2015
3000		To					Petersburg	g							
		From				123-90	08 Rives I	Rd							
9008) Ramp	0.17	920	Α								0.209		960	Α	2015
		To				I-9	5 South								
		From				123-90	08 Rives I	Rd							
9008) Ramp	0.16	3200	G								0.11		3200	G	2015
<u> </u>		To				I-9	5 North								
O D D I	4.04	From	<u> </u>	000/		SR 142 Bo			201			0.500	440	0	0015
9009 Dupuy Rd	1.24	420	G	96%	1%	2%	0%	0%	0%	F	0.119	0.522	440	G	2015
<u> </u>		From					rigg St								
9009 Dupuy St	0.58	2100	G	96%	1%	2%	0%	0%	0%	F	0.096	0.524	2200	G	2015
<u> </u>		From					ungs Rd				$\Box$				
9009) Farmer St	0.86	4100	G	96%	1%	2%	0%	0%	0%	С	0.102	0.509	4400	G	2015
		To From				S.	South St				$\Box$				
9009) Farmer St	0.47	3200	G	96%	1%	2%	0%	0%	0%	F	0.091	0.51	3500	G	2015
		To				На	ılifax St								
<u> </u>		From				SC	rater Rd								
9010 Wagner Rd	0.73	18000	G	99%	0%	1%	0%	1%	0%	С	0.085	0.539	20000	G	2015
<u> </u>		From					I-95 I -95				_				
9010) Wagner Rd	1.60	13000	G	96%	0%	0%	0%	3%	0%	С	0.089	0.542	14000	G	2015
3010)		To					unty Dr								
East		From				123-901	0 TO RT	95							
9010 Ramp	0.30	930	G								0.105		930	G	2015
$\bigcup$		To			I-9	95-S FRO	M WAGN	ER RD							
West		From				123-901	0 TO RT	95							
9010 Ramp	0.25	260	G								0.133		260	G	2015
$\bigcup$		To				I-95-S FR	WAGNE	R RD							
West		From				123-901	0 TO RT	95							
9010) Ramp	0.34	3300	G								0.107		3300	G	2015
<u> </u>		To	<u>.                                    </u>		I-9	95-N FRO									
Consisted to the Date	0.00	From	ب	000/	001		Petersburg		001		0 100	0.500	1100	_	0015
9011) Squirrel Level Rd	0.82	1100	G	99%	0%	1%	0%	0%	0%	С	0.106	0.582	1100	G	2015
<u> </u>		From					ells Rd								
9011) Squirrel Level Rd	0.25	6600	G	91%	0%	1%	2%	6%	0%	С	0.079	0.503	7100	G	2015
		To From					p To I- 85								
9011) Squirrel Level	0.20	9300	G	98%	1%	1%	0%	0%	0%	F	0.083	0.503	9900	G	2015
		From				Boydto	on Plank R	Rd			$\Box$				
9011) Young Rd	0.55	4400	G	98%	1%	1%	0%	0%	0%	F	0.086	0.513	4700	G	2015
$\overline{}$		To				V	alor Dr				_				
9011) Young Rd	0.59	2800	G	98%	1%	1%	0%	0%	0%	С	0.101	0.565	3000	G	2015
$\bigcup$		To					9 Dupuy	Rd							
		From			1	23-9011 S	quirrel Le	vel Rd							
9011) Ramp	0.15	4500	Α								0.097		4900	Α	2015
$\overline{}$		То				I-8	5 North								
		From			1	23-9011 S	quirrel Le	vel Rd							
9011) Ramp	0.22	700	G								0.099		700	G	2015
$\overline{}$		To	<u> </u>			I-8	5 South								

						City of	Petersb	urg								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Petersburg		From				,	Vest St									
(9012) Lee Ave	0.56	2300	G	95%	3%	2%	0%	0%	0%	С	0.104		0.583	2400	G	2015
9012 Porterville St	0.15	1100 From	G	98%	1%	1%	0%	0%	0%	F	0.088		0.602	1200	G	2015
9012 New St	0.18	1100 From	G	98%	1%	1%	0%	0%	0%	С	0.091		0.558	1200	G	2015
9012) Harrison St	0.03	870	G	98%	1%	1%	New St 0%	0%	0%	F	0.096			930	G	2015
(9012) Corling St	0.09	510	G	98%	1%		orling St rrison St 0%	0%	0%	F	0.114			540	G	2015
(9012) Graham Rd	0.83	4100 From	G	99%	0%	S. S: 0%	ocamore St 0%	0%	0%	F	0.085		0.588	4400	G	2015
9012 Graham Rd	0.14	11000 From	G	99%	0%	0%	From I-95 0% rater Rd	0%	0%	С	0.086		0.761	12000	G	2015
		From									<u> </u>					
9013 Halifax Rd	1.79	4800	G	90%	0%	1%	Petersburg 2% Vells Rd	7%	0%	С	0.084		0.552	5100	G	2015
9013) Halifax Rd	0.98	<b>460</b> From To	G	97%	0%	0%	0% on Plank R	2% d	0%	С	0.122		0.5	490	G	2015
		From				SCL	Petersburg									
9015 Johnson Rd	0.01	2500 _{To}	G	96%	3%	1%	0% lank Rd	0%	0%	F	0.099		0.734	2700	G	2015
9015 Johnson Rd	0.54	1100 From	G	99%	0%	0%	0% dsong Rd	0%	0%	С	0.093		0.522	1100	G	2015
9015 Johnson Rd	1.39	5300 From	G	96%	3%	1%	0% uth Blvd	0%	0%	С	0.106		0.592	5600	G	2015
9015 Johnson Rd	0.46	6900 From	G	96%	3%	1%	0% orth Blvd	0%	0%	F	0.082		0.542	7300	G	2015
9015 Johnson Rd	0.37	5100 From	G	96%	3%	1%	0%	0%	0%	F	0.083		0.537	5400	G	2015
9015 High Pearl St	0.20	4600 From	G	96%	3%	1%	Luke St 0%	0%	0%	F	0.088		0.526	4900	G	2015
(9015) High Pearl St	0.08	3300 From	G	98%	1%	0%	ginia Ave 0%	0%	0%	F	0.087		0.669	3500	G	2015
		To				ST N	Aatthew St									
9015 Harding St	0.22	1700 To	G	98%	1%	0%	1atthews St 0% terville St	0%	0%	С	0.09		0.569	1800	G	2015
		From					ersville St									
9015 Harding St	0.27	800 To	G	98%	1%	0% H	0% alifax St	0%	0%	F	0.115			850	G	2015
9017) Birdsong Rd	0.62	520	G	99%	0%	1%	Petersburg 0% nnson Rd	0%	0%	С	0.102		0.522	560	G	2015
		From					ashington S	i+								
9021 N Sycamore St	0.18	4300 _{To}	G	98%	0%	1%	0%	0%	0%	F	0.092		0.521	4600	G	2015
9021 N Sycamore St	0.15	3800 From	G	98%	0%	1%	Tabb St 0% Bollingbro	0% ok St	0%	С	0.087		0.575	4000	G	2015
		From					nnson Rd				i					
9023 North Blvd	0.57	<b>2700</b>	G	97%	0%	2%	0% camore St	0%	0%	С	0.081		0.635	2900	G	2015

						City of Petersk	Jurg							
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle		2Trail	QC	K Factor	QK Dir Factor	AAWDT	QW	Year
City of Petersburg						Z/ IXIC OT/ IXIC	, i i i an	ZIIGII		1 dotoi	1 40101			
O		Fron				Gates Lane								
9025 Virginia Ave	0.22	390	G	97%	2%	1% 0%	0%	0%	С	0.101		420	G	2015
Virginia Ava	0.00	Prom		070/	20/	Harding Stree		00/	F		0.610	2500		2015
9025 Virginia Ave	0.32	2400	G	97%	2%	1% 0%	0%	0%	Г	0.099	0.613	2500	G	2015
9025 Young Ave	0.20	2100 From	G	98%	1%	Halifax Street	0%	0%	С	0.081	0.55	2300	G	2015
9025 Young Ave	0.20	2100		30 /6	1 /0			0 /6		0.001	0.55	2300	u	2010
9025) Young Ave	0.11	3000 From	G	98%	1%	Arlington Stree	0%	0%	F	0.087	0.566	3200	G	2015
9025 Young Ave	0.11	3000		30 70				0 /0	'	0.007	0.500	3200	ч	2010
9025) S West St	0.28	3200 From	G	98%	1%	West Street Young A	Avenue 0%	0%	F	0.108	0.629	3400	G	2015
9025 S West St	0.20	3200		30 70	1 /0			0 /0	'	0.100	0.023	3400	ч	2010
9025) S West St	0.23	4200 From	G	98%	1%	Augusta Avenu	ле 0%	0%	F	0.110	0.609	4400	G	2015
9025 S West St	0.23	4200		30 /6	1 /0		0 76	0 /6	'	0.110	0.003	4400	u	2010
9025) S West St	0.14	3500 From	G	98%	1%	Farmer St 1% 0%	0%	0%	F	0.118	0.537	3700	G	2015
S West St	0.14	3300		30 /6	1 /0		0 70	0 76	'	0.110	0.557	3700	u	2010
9025) S West St	0.07	2500 From		98%	1%	1% 0%	0%	0%	F	0.116	0.569	2600	G	2015
9025 S West St	0.07	<b>2300</b>	G	90%	1 70	W Washington		0%		0.116	0.569	2000	G	2010
		Fron	1:			Halifax St	5.							
9027) S West St	0.63	1900	G	98%	1%	0% 1%	0%	0%	С	0.109	0.657	2000	G	2015
		To	):			Young Ave								
		Fron	1:			Lee Ave								
9029 S. South St	0.36	2000	G	98%	1%	1% 1%	0%	0%	С	0.084	0.535	2100	G	2015
$\overline{}$		Fron				US 1 Wythe S	t			<b>—</b>				
9029 S. South St	0.09	3300	G	99%	0%	0% 0%	0%	0%	F	0.092	0.67	3600	G	2015
$\bigcirc$		T _C From	<u> </u>			Washington S	t							
9029 N. South St	0.20	5800	G	99%	0%	0% 0%	0%	0%	F	0.085	0.539	6200	G	2015
$\overline{}$		To	):			High St								
9029 High St	0.02	980	G	99%	0%	N South St 0% 0%	0%	0%	F	0.088	0.522	1000	G	2015
9029		To	»:			Canal St							-	
O 0 10:		Fron	1:	2221		High St		221					_	
₉₀₂₉ Canal St	0.20	6000 _{To}	G	99%	0%	0% 0%	0%	0%	С	0.085	0.517	6400	G	2015
		Fron	1			Grove Ave				<u> </u>				
9031) Byrne St	0.40	460	G	98%	1%	New St 1% 0%	0%	0%	С	0.095		490	G	2015
9031) Byrrie Gt	0.40	<b>400</b>	<u> </u>	0070	1 /0	Halifax St	0 70	0 70				400	u	2010
		Fron	1:			Halifax Rd								
9031 S. Market St	0.12	2400	G	98%	1%	1% 0%	0%	0%	F	0.095	0.564	2500	G	2015
		To	1			Wythe St								
9033) Apollo St	0.14	110	G G	98%	1%	Sycamore St 1% 0%	0%	0%	F	0.136	0.667	120	G	2015
(9033) Apollo St	0.14	To	<u>. G</u>	30 /6	1 /0	S Adams St	0 /6	0 /6	-	0.130	0.007	120	G	2013
		Fron	1:			Graham Rd								
9033 Jefferson St	0.58	2100	G	98%	1%	1% 0%	0%	0%	С	0.087	0.585	2200	G	2015
<u> </u>		Fron	1:			E Wythe St 3rd Street								
9033) Henry St	0.04	990	G	98%	1%	1% 0%	0%	0%	F	0.117	0.535	1100	G	2015
,		To				N Adams St								
		From	1.			E Washington	St					<u> </u>		
9038) Puddledock Rd	0.40	8800	G	95%	0%	1% 2%	1%	0%	С	0.095	0.542	9300	G	2015
$\overline{}$		Tr				ECL Petersbur	g							
		Fron	n:	0000	C - :	Canal St			_		. ==:		_	
9046 High St	0.58	1700 _{то}	G	98%	0%	0% 0%	0%	0%	С	0.096	0.528	1800	G	2015
		Fron	1:			N Market St N Manket St								
9046) W Bank St	0.14	3300	G	98%	0%	0% 0%	0%	0%	F	0.092	0.696	3500	G	2015
$\bigcirc$		To	):			N Sycamore S								

						City of	Petersb	urg								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Petersburg		From	1			NS	ycamore St	,			I					
9046 E Bank St	0.11	4200 _{To}	G	98%	1%	1%	1% 2nd St	1%	0%	С	0.090		0.698	4500	G	2015
		From					1 N Crater	Rd								
9046 Bank St	0.25	4000 _{To}	G	96%	1%	1%	1% East St	1%	0%	С	0.099		0.582	4300	G	2015
9046 Bank St	0.21	4500 From	G	96%	1%	1%	1%	1%	0%	F	0.102		0.516	4800	G	2015
		10	1				Washingto	on St								
W Tabb St	0.09	1200	G	98%	0%	1%	Market St 1%	0%	0%	F	0.109		0.631	1300	G	2015
9048) W Tabb St	0.06	1700	G	98%	0%	1%	Union St 1%	0%	0%	F	0.110		0.550	1800	G	2015
30-40		To	_			NI C	C									
9048) E Tabb St	0.12	1200	G	98%	0%	1%	ycamore St 1%	0%	0%	С	0.105		0.644	1300	G	2015
<u> </u>		To				N	Adams St									
9053) Baylors Ln	0.65	2000	G	98%	1%	0%	efense Rd 0%	0%	0%	С	0.094		0.571	2100	G	2015
$\overline{}$		То	1			Н	lalifax St									
<u> </u>		From		0=-:			ashington S			_			0 ====			
Madison St	0.05	2000	G	97%	1%	2% Fr	0% anklin St	1%	0%	F	0.103		0.798	2100	G	2015
9055 Madison St	0.18	1800 From	G	97%	1%	2%	0%	1%	0%	С	0.107		0.825	2000	G	2015
9055) Madison St	0.07	840 From	G	97%	1%	2%	Bank St 0%	1%	0%	F	0.097		0.827	890	G	2015
<u> </u>		To	1			Boll	ingbrook S	t								
C:(1) O	0.05	From	<u> </u>			Е	Bank St						0.500	400	_	0045
Fifth St	0.05	400	G								0.138		0.509	420	G	2015
Fifth St	0.08	320 From	G	93%	0%	Boll 3%	ingbrook S 3%	1%	0%	С	0.135		0.579	340	G	2015
$\bigcup$		To				I	River St									
		From				Flank	Rd One-W	ay								
9059 Flank Rd N	0.20	4200 To	G	98%	0%	1% US 30	0% 1 S Crater	0% Rd	0%	С	0.084		0.759	4500	G	2015
		From					Wythe St									
S Adams St	0.10	5600	G								0.084		0.506	6000	G	2015
<u> </u>		То	1				ashington S	St								
A   - Ot		From	<u> </u>				6Th St						0.504	440	_	0045
Accomack St		390 To	G				7Th St				0.091		0.531	410	G	2015
		From														
Cameron St		380	G			Old	Church St				0.135		0.528	410	G	2015
oumoron or		То	Ť			C	Center St						0.020		<u>.</u>	_0.0
		From	1				George A	ve								
Culpeper Ave		550	G								0.108		0.811	580	G	2015
		To				Bru	ınswick St									
		From				Н	alifax Rd									
Custer St		520	G								0.108		0.569	560	G	2015
		To	<u> </u>				Hawk St									
Darby Dr		From <b>290</b>	G			F	Busby St				0.114		0.525	310	G	2015
		To				Н	alcun Dr									
		From				D	ering Rd									
Gordon Dr		320	G								0.158		0.6	330	G	2015
		To				I	Hoke Dr									

					City of Fetersburg							
Route	Length AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trai	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
ty of Petersburg												
	From	<u> </u>			Valley Dr							
Homestead Dr	780	G			MCH 1D1		0.097		0.625	830	G	2015
	10				Midland Rd		_					
lefference Ct	From	<u> </u>			Filmore St				0.540	0500	_	001
Jefferson St	2400 _{та}	G			ST Andrews St		0.083		0.542	2500	G	2015
	From						_					
North Park Dr	920	G			Nivram St		0.095		0.598	980	G	201
Notari an Di	720 To				Retang Rd		0.000		0.000	000	ŭ	2010
	From				Homestead Dr		_					
Oakmont Dr	80	G			Homestead Di		0.175		0.556	90	G	201
	To	Ť			Midland Rd						-	
	From				Bollingbrook St		Ì					
Old Church St	390	G			Bonnigorook St		0.132		0.547	410	G	201
	To				Miller St							
	From				Floyd St							
Patterson Ave	1100	G			•		0.144		0.588	1200	G	201
	To				Carver St							
	From	1			Valor Dr							
Pleasants Ln	1200	G					0.131		0.529	1200	G	201
	To				Dupuy Rd							
	From				Ash St							
Richmond Ave	780	G					0.097		0.518	830	G	201
	To	4			Nash St							
	From				Valley St							
Rollingwood Rd	120	G					0.1		0.524	120	G	201
	Tr	1			Homestead Dr							
	From				Forest Hill Rd							
South Park Dr	2200	G					0.097		0.562	2300	G	201
	To	1			West Park Dr							
	From				Bolling Street							
St Luke St	610	G					0.091		0.53	650	G	201
	To	1			Chestnut Street		<u> </u>					
	From			•	High Pearl St	•						
St Matthew St	2700	G					0.087		0.501	2900	G	201
	To	1			Harding St							
	From		· · · · ·		Custer St							
Talley Ave	660	G					0.237		0.604	700	G	201
	To	1			Edmonds Ct							