2018

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	

- Frontage Road (F precedes frontage route number)
- (600) Secondary Route

Special Routes

Bus	Bus - Business Route
29	Bypas - Bypass Route
\bigcirc	Truck - Truck Route
ALT	ALT - Alternate Route
(220)	Wye - Wye Route connector
(220)	,,

Virginia State Route

- P Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.
- The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

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

-								Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QW
Bus	From:	WC	CL Petersbu	rg												
1 (460) Washington St	City of Petersburg	0.40	12000	G	98%	0%	1%	1%	0%	0%	F	0.089	F	0.549	12000	G
	To:		Summit St													
Bus 1 \(\begin{align*} \text{460} \text{ Washington St} \end{align*}	City of Petersburg	0.18	12000	G	98%	0%	1%	1%	0%	0%	F	0.090	F	0.539	12000	G
460) Washington St	Oity of Feteraburg	0.10		<u> </u>	30 70	0 70	1 /0	1 /0	0 70	0 70	•	0.000		0.555	12000	ч
Bus	To: From:		Elm St													
1 460 Washington St	City of Petersburg	0.57	13000	G	96%	0%	1%	2%	1%	0%	F	0.088	F	0.524	14000	G
	Tox		Par; Wythe													
Bus Wythe St	City of Petersburg	US 1 Par, Wash 1.08	nington St; I 7400	Batterse:	a Lane 96%	0%	1%	2%	1%	0%	С	0.084	_		7900	G
1 460 Wyllie St	Combined Traffic Estimates for 2 Parallel Roadways on					1%	1%	2%	1%	0%	F	0.089	F	0.540		G
	Combined Trainic Estimates for 2 Parallel Roadways on	triis Houte.	15000	G	96%	170	176	2%	170	0%	Г	0.089	Г	0.540	16000	G
Bus	To: From:		Perry St													
1 460 Wythe St	City of Petersburg	0.15	10000	G	96%	0%	1%	2%	1%	0%	F	0.091	F		11000	G
\bigcirc	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	19000	G	96%	1%	1%	2%	1%	0%	F	0.089	F	0.523	21000	G
	Tox	SR	36 Market	St			\lnot \vdash									
Bus (36) Wythe St	City of Petersburg	0.20	10000	G	96%	0%	1%	2%	1%	0%	F	0.09	F		11000	G
1 (460) (36) Wythe St	Combined Traffic Estimates for Parallel Roadways on			G	96%	0%	170	2%	170	0%	Г		Г			G
	Combined Tranic Estimates for Parallel Roadways on		NA									NA			NA	
ALT Bus	To: From:	ALT US	301 Sycan	nore St												
1 (301)(460) (36) Wyth	ne St City of Petersburg	0.20	15000	G	96%	0%	1%	2%	1%	0%	F	0.086	F		15000	G
	Combined Traffic Estimates for Parallel Roadways on	this Route:	NA									NA			NA	
	To:		460 Jeffers													
ALT 1 301 Jefferson St	City of Petersburg	0.09	JS 460 Wyth 3400	he St G	96%	0%	1%	2%	1%	0%	_	0.085	F	0.704	3600	G
1 301 Jellerson St	Combined Traffic Estimates for Parallel Roadways on			G	96%	0%	170	2%	170	0%	Г	0.085 NA	Г	0.704	NA	G
	Combined Tranic Estimates for Parallel Roadways on		NA									INA			INA	
ALT	To: From:	Bus US 460	0 Par, Wash	nington	St											
1 301 Jefferson St	City of Petersburg	0.26	760	G	98%	1%	0%	0%	0%	0%	С	0.089	F	0.569	800	G
	Combined Traffic Estimates for Parallel Roadways on	this Route:	NA									NA			NA	
	Tα		Henry St													
ALT Out Of	City of Detections				96%	0%	10/	00/	10/	00/	_	0.110	_	0.05	070	_
1 301 3rd St	City of Petersburg	0.05	350	G	96%	0%	1%	2%	1%	0%	Г	0.118	Г	0.65	370	G
	Combined Traffic Estimates for Parallel Roadways on	this Route:	NA									NA			NA	
ALT	To: From:	US 30	01 Par, Ban	k St												
1 301 3rd St	City of Petersburg	0.05	450	G	96%	0%	1%	2%	1%	0%	F	0.092	F	0.670	480	G
	Combined Traffic Estimates for Parallel Roadways on	this Route:	NA									NA			NA	
	Tα	US 301	l Bollingbro													
ALT	From:		1; 3RD STF		00-1	0-1		061	061	000	_	04:-	_	0.700	4655	_
(1) (301) (301) (36) Bollin	ngbrook St City of Petersburg	0.08	4300	G	98%	0%	1%	0%	0%	0%	F	0.117	F	0.722	4600	G
	Combined Traffic Estimates for Parallel Roadways on		NA		1.0							NA			NA	
	100	US 1 Par; US 3	301 Par; Bo	llingbro	ok St											

5/8/2019 7

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

							Tru	ck			K		Dir		
Route	Jurisdictio	n Length	AADT C	QA 4Tii	e Bus	;	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
C C Cond Ct	From:		301 Par; Bollin		% 0%	00/	00/	00/	00/	_	0.000	_	0.500	10000	_
1 301 2nd St	City of Peters		15000 Colonial Height	G 999	⁄o U%	0%	0%	0%	0%	Г	0.093	Г	0.562	16000	G
Due	From:		the St Battersea												
Bus (460) Washington St	City of Peters			G 979	% 1%	1%	2%	1%	0%	F	0.095	F		8500	G
(3) (400)	Combined Traffic Estimates for 2 Parallel	0		G 969	% 1%	1%	2%	1%	0%	F	0.089	F	0.544	16000	G
	To		3-9025 West St												
Bus (460) Washington St	City of Peters			G 979	% 1%	1%	2%	1%	0%	F	0.093	F		8900	G
460) Washington of	Combined Traffic Estimates for 2 Parallel	0		G 969			2%	1%	0%	F	NA	•		17000	G
	To:		3-9029 South St					.,,							
Bus Washington St	City of Peters			G 979	% 1%	1%	2%	1%	0%	С	0.092	F		9900	G
460 Washington St	Combined Traffic Estimates for 2 Parallel	0		G 969			2% 2%	1%	0%	F	0.092	F	0.527	21000	G
	Combined Traine Estimates for 21 arailer	-		G 30,	70 170	1 /0	2 /6	1 /0	0 /6	'	0.003	'	0.527	21000	u
Bus	From:		Guarantee St							_					
Washington St	City of Peters	J		G 979			2%	1%	0%	F	0.090	F		10000	G
•	Combined Traffic Estimates for 2 Parallel		20000 (60 Par; SR 36 M	G 969	% 1%	1%	2%	1%	0%	F	NA			21000	G
	From:		JS 460 Par Wasi												
(36) Market St	City of Peters	_	2600	G 989	% 0%	0%	0%	0%	0%	С	0.089	F	0.562	2700	G
	Combined Traffic Estimates for Parallel	-	NA								NA			NA	
	To: From:		R 36 Grove Ave												
(36) Old St	City of Peters			G 989	% 0%	0%	0%	0%	0%	F	0.093	F	0.557	2900	G
(1) (1)	Combined Traffic Estimates for Parallel	Roadways on this Route:	NA								NA			NA	
	To:		Sycamore St												
Sycamore St	City of Peters	bura 0.04	Old St 3400	G 989	% 0%	0%	0%	0%	0%	_	0.096	_	0.535	3600	G
36 Sycamore St	Combined Traffic Estimates for Parallel		NA NA	G 30.	/o U /o	0 /6	0 /6	0 /6	0 /6	'	0.090 NA	•	0.555	NA	G
	To:		ollingbrook St								147 (14/1	
~~	From:		Sycamore St												
Bollingbrook St	City of Peters	•		G 989	% 0%	0%	0%	0%	0%	F	0.103	F	0.689	3300	G
	Combined Traffic Estimates for Parallel	-	NA 1, US 301 2nd S	•							NA			NA	
	From:		CL Petersburg) (
(36) Fleet St	City of Peters			G 999	% 0%	1%	0%	0%	0%	С	0.101	F	0.513	7500	G
(30)	To:		Grove Ave	<u>.</u>					• , •						
	From:		Fleet St		,		051	061	001	_	0.40.	_	0.500	0000	_
36 Grove Ave	City of Peters		3100 1 Par, Market S	G 989	% 0%	1%	0%	0%	0%	С	0.104	F	0.562	3300	G
	From:	US	US 1	ι											
(36) (1) Market St	City of Peters	burg 0.38	2600	G 989	% 0%	0%	0%	0%	0%	С	0.089	F	0.562	2700	G
	Combined Traffic Estimates for Parallel	•	NA								NA			NA	
_	To:	US 1 Par; BUS	US 460 Par, W	ashington S	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	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:	US 1 Par; Bus			_	00/		201	201	00/	_	0.000	-	0.000	2222	_
(36) Market St	City of Peters		2700	G	99%	0%	1%	0%	0%	0%	F	0.086	F	0.622	2900	G
Bus	To: From:	US 1, B	us US 460 V	Wythe St												
(36) (1) (460) Wythe St	City of Peters	· ·	10000	G	96%	0%	1%	2%	1%	0%	F	0.09	F		11000	G
$\lor \lor \lor$	Combined Traffic Estimates for Parallel	Roadways on this Route:	NA									NA			NA	
ALT Bus	To: From:	ALT U	S 301 Sycar	more St												
(36) (1) (301) (460) Wyth	e St City of Peters	•	15000	G	96%	0%	1%	2%	1%	0%	F	0.086	F		15000	G
$\circ \circ \circ \circ$	Combined Traffic Estimates for Parallel	Roadways on this Route:	NA									NA			NA	
Bus	To: From:		Bus US 460)												
(36) (460) Wythe St	City of Peters	sburg 0.20	15000	G	97%	1%	1%	1%	1%	0%	С	0.084	F		16000	G
$\bigcirc\bigcirc$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	31000	G	96%	1%	1%	1%	1%	0%	F	0.081	F	0.505	32000	G
Bus	To: From:		I-85, I-95													
(36) (460) Wythe St	City of Peters	sburg 0.30	11000	G	97%	1%	1%	1%	1%	0%	F	0.083	F		11000	G
	Combined Traffic Estimates for 2 Parallel	-		G	96%	1%	1%	1%	2%	0%	F	0.088	F	0.641	25000	G
	To: From:		outh Crater F Bus US 460		d											
(36) Wythe St	City of Peters	·	11000	G	98%	0%	0%	0%	1%	0%	F	0.079	F		12000	G
,	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	21000	G	98%	0%	0%	0%	1%	0%	F	0.088	F	0.613	23000	G
	To:	SR 36 Par, V														
(36) Washington St	City of Peters		r; Wythe St; 24000	Amelia S	98%	0%	0%	0%	1%	0%	F	0.086	F	0.583	26000	G
30 40 30	To	-	uddledock R													
(36) Washington St	From: City of Peters		16000	G	98%	0%	0%	0%	1%	0%	F	0.078	F	0.558	17000	G
	Tα	Prince 0	George Cour	nty Line												
	From:		R 36; Market													
$\begin{pmatrix} 36 \end{pmatrix} \begin{pmatrix} 1 \end{pmatrix}$ Old St	City of Peters	•	2800	G	98%	0%	0%	0%	0%	0%	F	0.093	F	0.557	2900	G
~ ~	Combined Traffic Estimates for Parallel		NA Sycamore St	•								NA			NA	
	From:		Old St	ι												
(36) (1) Sycamore St	City of Peters	0	3400	G	98%	0%	0%	0%	0%	0%	F	0.096	F	0.535	3600	G
	Combined Traffic Estimates for Parallel	-	NA	~								NA			NA	
	From:		ollingbrook Sycamore St													
(36) (1) Bollingbrook St	City of Peters		3100	G	98%	0%	0%	0%	0%	0%	F	0.103	F	0.689	3300	G
P P	Combined Traffic Estimates for Parallel	•	NA									NA			NA	
ALT	To: From:		1, US 301 2r S 1 Par, 2nd													
(36) (301) (1) (301) Bollin	gbrook St City of Peters		4300	G	98%	0%	1%	0%	0%	0%	F	0.117	F	0.722	4600	G
	Combined Traffic Estimates for Parallel	Roadways on this Route:	NA									NA			NA	
	To:	US 1, A	ALT US 301	1 3rd St												

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

		Oity	or reters	burg				т				I/		D:-		
Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus		Trι			QC	K .	QK	Dir	AAWDT	QW
	Power Process						2Axie	3+Axle	1 I raii	21rail		Factor		Factor		
36 301 Bollingbrook St	City of Peters	sbura 0.15	3rd St 3700	G	98%	0%	1%	0%	0%	0%	F	0.113	F	0.699	3900	G
36 301 Bollingbrook St	Combined Traffic Estimates for 2 Parallel		7700	G	98%	0%	1%	0%	0%	0%		0.113	F	0.637	8100	G
	Combined Trainic Estimates for 2 Faraller	noadways on this noute.		G	30 /6	0 /0	1 /0	0 /6	0 /0	0 /6	'	0.104	•	0.037	0100	G
Dalling about a la Ot	To From	0.00	5th St		000/	00/		00/	00/	00/	_	0.44	_	0.007	0000	
36 301 Bollingbrook St	City of Peters	o .	3000	G	98%	0%	1%	0%	0%	0%	С	0.11	F	0.667	3200	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	7500	G	98%	0%	1%	0%	0%	0%	С	0.101	F	0.597	8000	G
	From:	R	Crater Rd ollingbrook	St												
(36) (301) Crater Rd	City of Peters		2800	G	97%	1%	1%	1%	1%	0%	С	0.103	F	0.636	3000	G
30 (301)	Combined Traffic Estimates for 2 Parallel	ŭ	6500	G	98%	0%	1%	0%	0%	0%	F	NA			6900	G
	Te						 1									
(36) (301) Crater Rd	City of Peters		301 Par, Ba 4200	G G	98%	1%	1%	1%	0%	0%	F	0.097	F	0.56	4500	G
36 301 Crater Rd	Combined Traffic Estimates for Parallel	•	NA	G	30 78	1 /0	1 /0	1 /0	0 70	0 70	'	NA	•	0.50	NA	ч
	Combined Trainic Estimates for Faraller											INA			INA	
	From:		US US 460			00/		00/	40/	00/	_	0.000	_		10000	_
(36) Washington St	City of Peters	-	11000	G	98%	0%	0%	0%	1%	0%	F -	0.093	F		12000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	22000	G	98%	0%	0%	0%	1%	0%	F	NA			23000	G
			Burch St													
$\binom{36}{9}$ Washington St	City of Peters	sburg 0.25	11000	G	98%	0%	0%	0%	1%	0%	F	0.093	F		12000	G
•	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	21000	G	98%	0%	0%	0%	1%	0%	F	0.088	F	0.613	23000	G
	To:	SR 36 V	Wythe St; A	melia St												
North	From:		CL Petersbu	ırg												
(85) (460)	City of Petersburg	(Maint: 26) 1.01	26000	Α	88%	1%	1%	1%	9%	1%	С	0.090	Α		26000	Α
$\circ \circ$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	52000	Α	87%	1%	1%	1%	10%	1%	С	0.093	Α	0.502	51000	Α
N. a.	Tro-	Squ	irrel Level I	Road												
North	City of Petersburg	(Maint: 26) 2.57	30000	Α	88%	1%	1%	1%	9%	1%	F	0.088	Α		30000	Α
85 460	Combined Traffic Estimates for 2 Parallel	` '		A	87%	1%	1%	1%	10%	1%	F	0.000	A	0.522	58000	A
	To:		amp To I-95		07 /6	1 /0	1 /8	1 /0	10 /6	1 /0	'	0.031	^	0.522	30000	^
North	From:		ip To I-95 S													
(85) I-85 N Ramp	City of Petersburg	(Maint: 26) 0.46	23000	G	88%	1%	1%	1%	9%	1%	F	0.081	F		23000	G
\smile	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	48000	G	86%	1%	1%	1%	11%	1%	F	0.079	F	0.586	46000	G
	To	Ramp to W	ashington S	t: Wythe	St											
North	From:					10/	10/	10/	00/	10/	г	0.077	_		00000	_
85 Ramp	City of Petersburg	` '	20000	G	88%	1%	1%	1%	9%	1%	-	0.077	F	0.504	20000	G
-	Combined Traffic Estimates for 2 Parallel	Hoadways on this Houte:		G	86%	1%	1%	1%	11%	1%	F	0.079	F	0.564	35000	G
	10.		I-95 North				<u> </u>									
North	From:	(Majorty 00)	I-85 North									0.000	_		1000	_
85 Ramp	City of Petersburg		1300	F								0.089	F		1000	F
	10.		1 Squirrel I													
North	From:		-85 NORTI		0001	001		401	4007	001	_	0.400			0000	
85 460 Ramp	City of Petersburg	<u>'</u>	6400	A	88%	0%	1%	1%	10%	0%	С	0.136	Α		6800	Α
	10:	CD Rai	mp to I-95 S	SOUTH												

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

			City of	Petersi	ourg												
Route	Jurisdictio	n	Length A	ADT	QA	4Tire	Bus			uck 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW
North	From:		I-85 North Ra	amp to I-9	95 Norti	h		ZAXIC	0+AXIC	TITAL	ZIIali		1 actor		1 actor		
85 Ramp	City of Petersburg ((Maint: 26)		2900	G								0.104	F		2900	G
(65) . ramp	To:		th Exit 51A to			shington S	St										•
North	From:	1 70 1101		5 North		omigion c	,,,										
(85) Ramp	City of Petersburg ((Maint: 26)	0.22	5800	Α			-					0.103	Α		6300	Α
	To:		Wythe St &	& Washing	gton St												
North	From:		I-85 No	orth Exit 6	8C												
(85) Ramp	City of Petersburg	(Maint: 26)	0.17 2	2500	Α								0.112	Α		2700	Α
\bigcirc	To:		CEUS 460-1	P Washin	gton St												
North	From:		I-85 No	orth Exit 6	58B												
85) Ramp	City of Petersburg ((Maint: 26)	0.07	3300	Α			-					0.106	Α		3500	Α
	To:		CEUS 4	160 Wyth	e St												
South	From:		SCLI	Petersbur	σ												
85) (460)	City of Petersburg ((Maint: 26)		5000	<u>Б</u>	87%	1%	1%	1%	10%	1%	С	0.103	Α		25000	Α
03) (400)	Combined Traffic Estimates for 2 Parallel	•			A	87%	1%	1%	1%	10%	1%	С	0.093	Α	0.502	51000	Α
	Combined Traine Estimates for 21 drainer	- Todoways on this				07 70	1 /0	1 70	1 /0	10 /0	1 /0	O	0.000	^	0.502	31000	
South	To: From:		Squirrel	l Level Ro	oad												
85) (460)	City of Petersburg ((Maint: 26)	2.23 2	8000	Α	87%	1%	1%	1%	10%	1%	F	0.101	Α		29000	Α
00) (400)	Combined Traffic Estimates for 2 Parallel	,	Route: 5	8000	Α	87%	1%	1%	1%	10%	1%	F	0.091	Α	0.522	58000	Α
	- 1					0. 70	. , ,		. , 0	.070	. , 0	•	0.00		0.022	00000	
South	To: From:		Ramp I	From I-95	N												
85) I-85 S Ramp	City of Petersburg ((Maint: 26)	0.33	5000	F	84%	1%	1%	1%	13%	1%	F	0.101	Α		23000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this	Route: 4	8000	G	86%	1%	1%	1%	11%	1%	F	0.091	Α	0.522	46000	G
	Too			XX7 1:													
South	From:		Ramp From	wasning	ton Ave												
85) I-85 S Ramp	City of Petersburg ((Maint: 26)	0.16 1	5000	F	84%	1%	1%	1%	13%	1%	F	0.084	В		15000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this	Route: 3	5000	G	86%	1%	1%	1%	11%	1%	F	0.079	F	0.564	35000	G
	To:		I-9.	5 South													
South	From:		I-8.	5 South													
85) Ramp	City of Petersburg ((Maint: 26)		4500	Α								0.104	Α		4900	Α
	To:		123-9011	Squirrel l	Level												
lorth	From:		Rives Rd;	SCI Data	rebura												
95)	City of Petersburg ((Maint: 74)		9000	A	86%	1%	1%	1%	12%	0%	F	0.114	Α		18000	Α
95)	Combined Traffic Estimates for 2 Parallel	•				86%	1%	1%	0%	12%	0%	F	0.103	Α	0.502	36000	Α
	Combined Trainic Estimates for 2 Faraner	noadways on this	noute. 3	9000	Α	00%	1 70	1 70	0%	1270	0%	Г	0.103	A	0.502	36000	A
lorth	To: From:		Wa	igner Rd													
95)	City of Petersburg ((Maint: 74)	2.79 2	5000	Α	86%	1%	1%	1%	12%	0%	F	0.104	Α		24000	Α
33)	Combined Traffic Estimates for 2 Parallel	,			A	86%	1%	1%	0%	12%	0%	F	0.095	Α	0.519	49000	Α
	Combined Traine Estimates for 21 drailer						1 /0	1 /0	0 /0	12/0	0 /0	'	0.000	Λ	0.010	+3000	Α
Vorth	To: From:	US	460 County F	Rd; US 30)1 Crate	r Rd											
95)	City of Petersburg ((Maint: 74)	0.24 3	3000	Α	86%	1%	1%	1%	12%	0%	F	0.098	Α		32000	Α
	Combined Traffic Estimates for 2 Parallel		_		Α	86%	1%	1%	0%	12%	0%	F	0.094	Α	0.582	53000	Α
	To:	cadhayo on this		SOUTH		0070	. /0		0 /0	/0	J /0	•	5.55₹	, ,	0.002	00000	, ,
			1-83	300 IH													

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

				· ·						Tru	ıck			K		Dir		
Route		Jurisdictio	on	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
North		From:]	I-85 SOUTH	ł												
95)		City of Petersburg	(Maint: 26)	0.26	30000	F	86%	1%	1%	1%	12%	0%	F	0.097	В		28000	F
\bigcirc	Combined Traffic	Estimates for 2 Parallel	Roadways on t	this Route:	53000	F	86%	1%	1%	0%	12%	0%	F	0.063	F	0.542	48000	F
North		To: From:]	-85 NORTH	I												
North 95		City of Petersburg	(Maint: 26)	0.44	57000	Α	92%	1%	1%	1%	6%	0%	F	0.098	Α	0.763	55000	Α
93)	Combined Traffic	Estimates for 2 Parallel				F	91%	1%	1%	1%	6%	0%	F	0.077	В	0.516	112000	F
		To:		US 301, Bu		ochinata												
North		From:	(14 : 1 : 20)					10/	40/	40/	00/	201	_				50000	
95	O a mala la cada Tara (fila	City of Petersburg		0.64	56000	A	92%	1%	1%	1%	6%	0%	-	0.088	A	0.545	56000	A
	Combined Traffic	Estimates for 2 Parallel	Roadways on		Colonial He	A	91%	1%	1%	1%	6%	0%	F	0.087	Α	0.515	109000	Α
N. d		From:	l I	SCL		eignis												
North (95) Ramp		City of Petersburg	(Maint: 74)	0.17	I-95 North 940	Α								0.106	Α		920	Α
95)		To:	.,		-9008 Rives									000			020	
North		From:			I-95 North													
95) Ramp		City of Petersburg	(Maint: 74)	0.35	330	Α								0.135	Α		340	Α
		To:		123-	9010 Wagne	er Rd												
North		From:			I-95 North													
95 Ramp		City of Petersburg	(Maint: 74)	0.23	980	G								0.085	F		980	G
		To:			010 W, Wag													
North		From:	(14-i-1-74)		North Collect									0.47	_		000	_
95 Ramp		City of Petersburg	(Maint: 74)	0.11	660 60 E, Count	G								0.17	F		660	G
NI		From:	<u> </u>															
North (95) Ramp		City of Petersburg	(Maint: 74)	0.14	5 Collector	G								0.09	F		470	G
95)		To:	.,		301 N, Crate									0.00	•			<u> </u>
North		From:		I-95 N	North Collect	tor Rd												
95) Ramp		City of Petersburg	(Maint: 74)	0.16	1600	G								0.122	F		1600	G
$\overline{}$		To:		US :	301 S, Crate	r Rd												
North		From:			I-95 North													
95 I-95 North CD Rd at	US 460; US 301	City of Petersburg	(Maint: 74)	0.04	3200	G								0.091	F		3200	G
North		To: From:		Ram	p to US 460	East												
95 I-95 North CD Rd at	US 460; US 301	City of Petersburg	(Maint: 74)	0.15	2500	G								0.100	F		2500	G
	·	To:	, ,		From US 46													
North	LIC 400, LIC 204	From:	(Mainte 74)											0.400			10000	
95 I-95 North CD Rd at	US 460; US 301	City of Petersburg	(IVIAINT: /4)		11000	F								0.136	F		12000	F
North		From:		Ramp Ramp to US	to US 301 301 Crater		RTH		_									
95 I-95 North CD Rd at	US 460; US 301	City of Petersburg	(Maint: 74)	0.22	NA									NA			NA	
\smile		To:	·	Ramp to US	301 Crater	Rd SOU	JTH											

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

			Oity	or reters	buig												
Route	Jurisdictio	n	Length	AADT	QA	4Tire	Bus		Tri 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
North	From:	D _o	mn to IIC	301 Crater	DA SOI	TTU		ZAXIE	3+AXIE	IIIaii	ZIIdli		Facioi		racioi		
95) I-95 North CD Rd at US 460; US 301	City of Petersburg (0.06	11000	G	лп							0.134	F		11000	G
93) 1 00 110 111 02 110 01 00 100, 00 00 1	- I	, ,											00.	•			O .
North	From:		Ramp Fro	om US 301	Crater R	d											
95 I-95 North CD Rd at US 460; US 301	City of Petersburg ((Maint: 74)	0.14	15000	Α								0.124	Α		17000	Α
North	To: From:	Ramp to BU	S US 460	Wythe St,	US 460	Washingto	n St										
95) I-95 North CD Rd at US 460; US 301	City of Petersburg ((Maint: 74)	0.01	NA									NA			NA	
\smile	To:			I-95 North													
North	From:		I-95 N	orth Collec	tor Rd												
95 Ramp	City of Petersburg ((Maint: 26)	0.47	3400	G								0.089	F		3400	G
\smile	To:	I-85 North	Exit 68B	To Wythe	St & Wa	ashington S	St										
North	From:			I-95 North													
(95) Ramp	City of Petersburg ((Maint: 26)	0.43	6100	G								0.107	F		6100	G
\smile	To:			I-85 South													
North	From:			I-95 North													
95) Ramp	City of Petersburg ((Maint: 74)	0.19	1600	G								0.125	F		1600	G
<u> </u>	To:		US 3	301 Par, Ba	nk St												
South	From:			Rd; SCL Pet	tersburg												
95)	City of Petersburg (,	1.56	20000	Α	86%	1%	1%	0%	11%	0%	F	0.106	Α		18000	Α
Combined Traffic	Estimates for 2 Parallel	Roadways on this	Route:	39000	Α	86%	1%	1%	0%	12%	0%	F	0.103	Α	0.502	36000	Α
South	To: From:			Wagner Rd	l												
South 95	City of Petersburg ((Maint: 74)	1.50	26000	Α	86%	1%	1%	0%	11%	0%	F	0.097	Α		25000	Α
	Estimates for 2 Parallel	,			A	86%	1%	1%	0%	12%	0%	F	0.095	Α	0.519	49000	Α
Combined Traine	To.	·					170	- 70	0 70	1270	0 70	•	0.000		0.010	10000	,,
South	From:			or Ramp 46													
95)	City of Petersburg (,	0.91	24000	F	86%	1%	1%	0%	11%	0%	F	0.097	Α		21000	F
Combined Traffic	Estimates for 2 Parallel	Roadways on this	Route:	56000	F	86%	1%	1%	0%	12%	0%	F	NA			53000	F
No. 14b	To: From:	Beg	gin Collec	tor Rd US 3	301 Crate	er Rd		\Box									
South 95	City of Petersburg ((Maint: 26)	0.41	22000	Α	86%	1%	1%	0%	11%	0%	F	0.097	Α		21000	Α
	Estimates for 2 Parallel	•			A	86%	1%	1%	0%	12%	0%	, E	0.095	Α	0.519	53000	Α
Combined Trainic	LStilliates for 21 araller	Tioadways off tills				00 /6	1 /0	1 /0	0 /6	12 /0	0 /6	'	0.033	^	0.515	33000	^
South	To: From:		I	-85 SOUTI	H												
95)	City of Petersburg ((Maint: 26)	0.66	58000	F	91%	1%	1%	1%	6%	0%	F	0.083	В		57000	F
	Estimates for 2 Parallel	Roadways on this	Route:	114000	F	91%	1%	1%	1%	6%	0%	F	0.077	В	0.516	112000	F
2	To:	US	301, Bus	s US 460 W	ashingto	n St		\Box \vdash									
South 95	City of Petersburg ((Maint: 26)	0.48	53000	A	91%	1%	1%	1%	6%	0%	F	0.09	Α		53000	Α
	Estimates for 2 Parallel	,			A	91%	1%	1%	1%	6%	0%	F	0.087	Α	0.515	109000	
Combined Trainic	, באנווומנטא וטו ב דמומוופו _{To:}	1 toauways on this		Colonial He		J170	1 70	1 70	1 70	U 70	0 %	Г	0.007	^	0.515	103000	A
	10.	I	SCL	Coloillai He	eignts												

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

Route	Jurisdiction	Length AADT	QA 4	ITiro	Puo		Truc	ck		QC	K	QK	Dir	AAWDT	OV.
	Junsaiction		WA 4	FILE	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QIN	Factor	AAWDI	QV
South 95 Ramp	City of Petersburg (Maint: 74)	I-95 South 0.16 4600	G								0.09	F		4600	G
33)	To:	123-9008 Rives R													
South	From:	I-95 South													
95 Ramp	City of Petersburg (Maint: 74)	0.25 2100 123-9010 E, Wagner	G D.4								0.084	F		2100	G
outh	From:	I-95 South	Kū												_
95) Ramp	City of Petersburg (Maint: 74)		Α								0.096	Α		6000	Α
<u> </u>	To:	123-9010 W, Wagner	r Rd												
outh	From:	I-95 South Collector													
95) Ramp	City of Petersburg (Maint: 74)			99%	0%	0%	0%	0%	0%	С	0.162	F		6600	C
outh	From:	123-9012 Graham I I-95 South	Ku												_
95) (460) Ramp	City of Petersburg (Maint: 74)		Α								0.099	Α		11000	A
	Too	Ramp to Graham R	2d												
outh 95) (460) CD Ramp Near I-85	City of Petersburg (Maint: 74)	·		91%	0%	1%	1%	7%	0%	С	0.112	F		12000	c
95) (460) 95 Hamp Near 1 95	Trace			J 1 70	0 70		170	7 70	0 70	0	0.112			12000	
buth Bus	From:	Ramp from US 30	1								NIA			NIA	
95 (460) (460) CD Ramp Near I-85	City of Petersburg (Maint: 74)	0.18 NA									NA			NA	
outh Bus	From:	Ramp from US 30													
95 (460) (460) CD Ramp Near I-85	City of Petersburg (Maint: 74)	0.27 12000	G								0.097	F	0.786	13000	C
outh	To: From:	US 460 Ramp													_
CD Ramp Near I-85	City of Petersburg (Maint: 74)		G								0.082	F		3800	(
<u> </u>	10:	I-95 South													
outh 95) Ramp	City of Petersburg (Maint: 74)	0.12 NA									NA			NA	
\mathcal{L}	To	I-95-S052B to Washingto	n Straat												
outh 95) Ramp	City of Petersburg (Maint: 74)	0.19 NA	л зисст								NA			NA	
95) Hamp	To	CEUS 460 FROM RT 95	SOUTH	[1					INA			INA	
	From:	US 460 County Re													_
06 Courthouse Rd	City of Petersburg			95%	1%	1%	1%	2%	0%	F	0.096	F	0.54	7300	(
	To:	ECL Petersburg													
09)Hickory Hill Rd	City of Petersburg	US 460 County Re 0.88 8100		99%	0%	0%	0%	0%	0%	С	0.136	F	0.884	8600	
09) HICKOTY HIII NO	City of Fetersburg		<u>u</u> :	9970	076	0%	076	076	076	C	0.136	Г	0.004	0000	(
09) Hickory Hill Rd	City of Petersburg	ECL Petersburg 0.03 8100	N S	99%	0%	0%	0%	0%	0%	N	0.136	F	0.884	8600	١
03/5.0.7		ead End; Fort Lee Military Reserv											J.50-		'
	From	WCL Petersburg													
Boydton Plank Rd	City of Petersburg		G 9	97%	0%	0%	1%	1%	0%	F	0.106	F	0.506	3200	(
\checkmark	Tor	Dupuy Rd													

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

							Tru	ck			K		Dir		
Route	Jurisdiction	Length AAI	DT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QV
	From:	Dupu													
142)Boydton Plank Rd	City of Petersburg	1.24 28 0	00 G	97%	0%	0%	1%	1%	0%	С	0.105	F	0.562	3000	G
$\stackrel{\smile}{=}$	To: From:	Rt 604 Ha	alifax Rd												
142)Halifax Rd	City of Petersburg	0.06 54 0		98%	1%	0%	0%	0%	0%	Ν	0.087	F	0.534	5700	N
\smile	To:	CSX	RR												
~~~	From:	SCL Pet		2221											
301 Crater Rd	City of Petersburg	0.21 <b>87</b> 0	00 G	99%	0%	1%	0%	0%	0%	F	0.097	F	0.613	9200	G
<del>~</del>	To: From:	Rives													
Crater Rd	City of Petersburg	0.90 970	00 G	99%	0%	0%	0%	0%	0%	С	0.088	F	0.588	10000	G
~	To- From:	Wagne	er Rd			$\Box$ $\vdash$									
Crater Rd	City of Petersburg	0.43 <b>210</b>	000 G	99%	0%	0%	0%	0%	0%	F	0.086	F	0.529	22000	C
~~ <u></u>	To: From:	Flank	k Rd												
301 Crater Rd	City of Petersburg	0.87 <b>210</b>	000 G	99%	0%	0%	0%	0%	0%	F	0.084	F	0.52	22000	C
<del>~</del>	To: From:	ALT US 301	Sycamore St			$\Box$ $\vdash$									
Crater Rd	City of Petersburg	0.26 <b>150</b>	000 G	98%	0%	1%	0%	0%	0%	С	0.081	F	0.511	16000	(
~	To	South	Blvd			<u> </u>									
301 Crater Rd	City of Petersburg	0.73 <b>200</b>	000 G	98%	0%	1%	0%	0%	0%	F	0.083	F	0.51	22000	(
<del>~</del>	To	I-95, Bus	US 460			<u> </u>									
Bus 301 (460) Crater Rd	City of Petersburg (Maint: 26)	0.09 <b>100</b>		98%	1%	1%	1%	0%	0%	N	0.089	F	0.554	11000	Ν
301 (460 Crater Rd	To:	I-95; Bus US 460			1 /0	1/8	1 /0	0 /6	0 /6	IN	0.003	'	0.554	11000	,
Bus	From:	Maintenance Juri													
301 (460) Crater Rd	City of Petersburg	0.98 <b>100</b>	000 G	98%	1%	1%	1%	0%	0%	С	0.089	F	0.554	11000	(
~~	Combined Traffic Estimates for Parallel Roadways o	on this Route: N	A								NA			NA	
Bus	To: From:	SR 36, Bus US	460 Wythe S	St											
301 (4 ₆ 0) Crater Rd	City of Petersburg	0.10 700	00 G	98%	1%	1%	1%	0%	0%	F	0.094	F	0.568	7500	G
301)(490)	Combined Traffic Estimates for Parallel Roadways o										NA			NA	
	To	SR 36 Par, Bus US 46	O Dor Weshi	naton St											
301 (36) Crater Rd	City of Petersburg	0.18 <b>42</b> 0		98%	1%	1%	1%	0%	0%	F	0.097	F	0.56	4500	(
301	Combined Traffic Estimates for Parallel Roadways o										NA			NA	
	To		Doult Ct												
301 (36) Crater Rd	City of Petersburg	US 301 Par 0.14 <b>28</b> 0		97%	1%	1%	1%	1%	0%	С	0.103	F	0.636	3000	(
501) (36) 5.445. 1.4	Combined Traffic Estimates for 2 Parallel Roadways o			98%	0%	1%	0%	0%	0%	F	NA	•	3.000	6900	Ċ
	To:	Bollingb													_ `
~~ <u> </u>	From:	Crate													
301 (36) Bollingbrook St	City of Petersburg  Combined Traffic Estimates for 2 Parallel Roadways o	0.23 <b>30</b> 0	00 G	98%	0%	1%	0%	0%	0%	С	0.11	F	0.667	3200	G
/ \ P /		on this Route: 750	00 G	98%	0%	1%	0%	0%	0%	С	0.101	F	0.597	8000	G

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

								Tru	ck			K		Dir		
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
Pollingbrook St	From: City of Peters	hura 0.1E	5th St		000/	0%	10/	00/	00/	00/	_	0.110	F	0.600	2000	G
301 (36) Bollingbrook St		=	3700	G	98%		1%	0%	0%	0%	F	0.113	F	0.699	3900	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	7700 3rd St	G	98%	0%	1%	0%	0%	0%	г	0.104	г	0.637	8100	G
ALT	From:	US 1. A	ALT US 301	3rd St			-									
~~~~	ngbrook St City of Peters		4300	G	98%	0%	1%	0%	0%	0%	F	0.117	F	0.722	4600	G
301) (1) (301) (30)	Combined Traffic Estimates for Parallel I	J	NA									NA			NA	
	Τα:		1 Par, 2nd	St												
	From:		N RT 1													
301 (1) 2nd St	City of Peters	burg 0.35	15000	G	99%	0%	0%	0%	0%	0%	F	0.093	F	0.562	16000	G
~~	Tα	SCL	Colonial Hei	ights												
	From:		US 301													
301 Ramp	City of Petersburg (Maint: 74) 0.19	6300	G								0.079	F		6300	G
~	Tα:	I-95 N	orth Collect	or Rd												
North	From:	US	301 Crater I	Rd												
301 Ramp	City of Petersburg (Maint: 74) 0.10	1600	G								0.079	F		1600	G
	Tα:	I-95 South	Collector Re	d, US 4	60											
South Bus	From:	US 3	301 S, Crater	r Rd												
301 (460 Ramp US 301 S t	to I-95 S at Exit ??? City of Petersburg (Maint: 74) 0.20	620	G	97%	1%	1%	1%	1%	0%	F	0.096	F		660	G
~/\-\	Tα:	I-95 South	Collector Re	d, US 4	60											
	From:	US	301 Crater	St												
301 (36) Bank St	City of Peters	burg 0.24	4500	G	99%	0%	1%	0%	0%	0%	С	0.095	F	0.527	4700	G
P P	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	7500	G	98%	0%	1%	0%	0%	0%	С	0.101	F	0.597	8000	G
	Too		5th St													
301 (36) Bank St	From: City of Peters	burg 0.15	4000	G	99%	0%	1%	0%	0%	0%	F	0.097	F		4200	G
301 (36) Bank St	Combined Traffic Estimates for 2 Parallel I	•	7700	G	98%	0%	1%	0%	0%	0%	F	0.104	F	0.637	8100	G
	_ F	Tiodawayo on timo riodio.			0070	0 70		070	0 70	070	•	0.101	•	0.007	0.00	<u> </u>
ALT	From:		3rd St													
$\widetilde{301}$ $\widetilde{1}$ $\widetilde{301}$ $\widetilde{36}$ Bank	St City of Peters	burg 0.09	3700	G	99%	0%	1%	0%	0%	0%	F	0.098	F		3900	G
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	8000	G	98%	0%	1%	0%	0%	0%	F	NA			8500	G
	Tα:	ALT U	JS 301 Par, 2	2nd St												
ALT	From:	US	301 Crater I	Rd												
301 Sycamore St	City of Peters	burg 0.30	7200	G	99%	0%	0%	0%	0%	0%	F	0.085	F	0.52	7600	G
	To		South Blvd													
ALT	From:										_		_			_
301 Sycamore St	City of Peters	burg 0.95	5500	G	99%	0%	0%	0%	0%	0%	С	0.089	F	0.656	5900	G
ALT	To: From:		North Blvd													
ALT 301 Sycamore St	City of Peters	burg 0.42	8800	G	99%	0%	0%	0%	0%	0%	F	0.087	F	0.604	9400	G
301 Sycamore of	Only of Felera			u	JJ /0	0 /0	U /0	0 /0	0 /0	0 /0	'	5.007	'	J.00 -1	3400	u
ALT	To: From:		Graham Rd													
301 Sycamore St	City of Peters	burg 0.56	9800	G	99%	0%	0%	0%	0%	0%	F	0.086	F	0.551	10000	G
00.)	To:		S 1 Wythe S									_			_	

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

								Tru	ck			K		Dir		
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
ALT Bus	From:		US 1				ZAXIE	STAXIE	TITALI	ZIIali		i actor		i actor		
(301) (1) (460) (36) Wythe Si	t City of Petersl	burg 0.20	15000	G	96%	0%	1%	2%	1%	0%	F	0.086	F		15000	G
(301) (1) (460) (36) 1174115 31	Combined Traffic Estimates for Parallel I	o .	NA	-	0070	0 70	. , 0	_,~	. , 0	0,0	•	NA	•		NA	•
	To:		S 460 Jeffer	rson St								1471			1471	
ALT	From:		JS 460 Wyt													
301 1 Jefferson St	City of Peters	burg 0.09	3400	G	96%	0%	1%	2%	1%	0%	F	0.085	F	0.704	3600	G
	Combined Traffic Estimates for Parallel I	Roadways on this Route:	NA									NA			NA	
	Tα	Rus IIS 46	0 Par, Was	hington	St											
ALT CONTRACTOR OF	From: L					40/		00/	00/	00/	_	0.000	_	0.500	000	_
(301) (1) Jefferson St	City of Petersl	•	760	G	98%	1%	0%	0%	0%	0%	С	0.089	F	0.569	800	G
-	Combined Traffic Estimates for Parallel I	Roadways on this Route:	NA									NA			NA	
ALT	To: From:		Henry St													
(301) (1) 3rd St	City of Petersl	burg 0.05	350	G	96%	0%	1%	2%	1%	0%	F	0.118	F	0.65	370	G
(001)(1)	Combined Traffic Estimates for Parallel I	J	NA	-								NA			NA	
		-														
ALT	From:		01 Par, Ba	nk St												
301 1 3rd St	City of Peters	burg 0.05	450	G	96%	0%	1%	2%	1%	0%	F	0.092	F	0.670	480	G
\bigcirc	Combined Traffic Estimates for Parallel I	Roadways on this Route:	NA									NA			NA	
	Το:		1 Bollingbr													
ALT RIVERS	From:		LT US 301		000/	00/	10/	00/	00/	00/	_	0.447	_	0.700	4000	_
(301)(301)(1)(36) Bollingbr	•	•	4300	G	98%	0%	1%	0%	0%	0%	F	0.117	F	0.722	4600	G
-	Combined Traffic Estimates for Parallel I	Roadways on this Route:	NA									NA			NA	
	10:		US 301													
ALT	From:		S 1 Wythe								_		_			_
(3g1) Sycamore St	City of Peters	•	6800	G	98%	0%	1%	0%	0%	0%	F	0.086	F	0.581	7200	G
	Combined Traffic Estimates for Parallel I		NA									NA			NA	
ALT Due Due	To: From:		460 Washi s US 460 F				_									
ALT Bus Bus 301 (460 (460 (36) Washing	ton St City of Petersl		15000	G G	94%	1%	1%	2%	2%	0%	F	0.078	F		16000	G
(98 .)(.80)(.00)	ombined Traffic Estimates for 2 Parallel I	o .		G	95%	1%	1%	2%	2%	0%	F	NA	•		31000	G
O.	official of a family control of the	•			93 /6	1 /0	1 /0	2/0	Z /0	0 /6	•	INA			31000	G
ALT	To: From:	Bus US	460 Washi	ngton St												
(301) Adams St	City of Petersl	burg 0.06	8800	G	98%	0%	1%	0%	0%	0%	F	0.086	F	0.518	9400	G
(S)	Combined Traffic Estimates for Parallel I	Roadways on this Route:	NA									NA			NA	
	тоГ		F 11' 0'				_									
ALT	From:		Franklin St													
(3g1) Adams St	City of Peters	J	8300	G	98%	0%	1%	0%	0%	0%	С	0.082	F	0.554	8800	G
	Combined Traffic Estimates for Parallel I	Roadways on this Route:	NA									NA			NA	
	To:	·	Henry St													
~~~	From:		CL Petersbu	ırg												
(460) (85)	City of Petersburg (				Se	ee I-85	for dire	ectional tra	affic vo	lume es	timate	es for this	segr	ment.		
C C	ombined Traffic Estimates for 2 Parallel I	Roadways on this Route:	52000	Α	87%	1%	1%	1%	10%	1%	С	0.093	Α	0.502	51000	Α

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

Route	Jurisdictio	n Length	AADT	QA	4Tire	Rus			uck 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW
~~~	From:		irrel Level F	Road												
460 (85)	City of Petersburg (Se	ee I-85 fo	r direc	tional t	raffic vo	lume es	timate	es for this	segr	ment.		
~ 0	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	58000	Α	87%	1%	1%	1%	10%	1%	F	0.091	Α	0.522	58000	Α
	To: From:		I-85 S													
460 (85) Ramp	City of Petersburg	(Maint: 26) 0.10			Se	ee I-85 fo	r direc	tional t	raffic vo	lume es	timate	es for this	segr	ment.		
\sim	To:		I-95 SB													
——————————————————————————————————————	City of Determination	(Maint, 74) 0.00	I-85			1 05 (-		المصادات		l	4:4					
460 95 Ramp	City of Petersburg ((Maint: 74) 0.06			56	ee I-95 fo	r airea	tional t	ranic vo	iume es	timate	es for this	segr	nent.		
~ ~	To: From:		Graham Rd													
460 (95) CD Ramp Near I-8	City of Petersburg	,			Se	ee I-95 fo	r direc	tional t	raffic vo	lume es	timate	es for this	segr	ment.		
\sim	То:		SB Collector													
Bus	From:		from US 30	1South		105 (ᆜ.									
460 (95) (460) CD Ramp N	ear I-85 City of Petersburg (Se	ee I-95 fo	r direc	tional t	raffic vo	lume es	timate	es for this	segr	ment.		
	To:		from US 30				-									
Bus 460 (95) (460 CD Ramp N	ear I-85 City of Petersburg (mp irom US	301	9,	ee I-95 fo	r direc	tional t	raffic vo	luma as	timate	e for this	coar	mont		
460 95 460 CD Ramp N	To:	(Mairit. 74) 0.27	US 460			Je 1-33 10		iloriai i	iailic vo	iuiiie es	umau	25 IOI IIII	segi	nent.		
	From:	I-95 Sc	outh Collecto	or Ramn												
460 Ramp	City of Peters		9400	G								0.106	F		9400	(
	To:	•	I-95 North (Collector	Rd											
	From:	Maintenar	nce Jurisdicti	ion Chan	ge											
County Dr	City of Peters	burg 0.28	19000	G	89%	0%	1%	2%	8%	0%	F	0.104	Α	0.509	19000	G
~	Too	SR 10	09 Hickory F	Hill Rd												
460 County Dr	City of Peters		9700	A	89%	0%	1%	2%	8%	0%	С	0.104	Α	0.509	10000	Α
400)	Tec	3					_									
County Dr	City of Peters		06 Courthou	G Rd	89%	0%	1%	20/	00/	09/	Е	0.082	Г	0.545	13000	G
County Dr	City of Feters		CL Petersbu		09%	076	1 70	2%	8%	0%	Г	0.062	Г	0.545	13000	G
~ ~_	From:		North Collec										_			_
A _{β0} Ramp	City of Petersburg		9400	G			_					0.146	F		9400	G
~	To:	Ві	ıs US 460 W	est												
Bus	From:		CL Petersbu	urg												
460 1 Washington St	City of Peters	burg 0.40	12000	G	98%	0%	1%	1%	0%	0%	F	0.089	F	0.549	12000	G
~ ~	To		Summit St													
Bus	City of Data as	l		_	000/	00/	40/	40/	00/	00/	F	0.000	_	0.500	40000	_
460 1 Washington St	City of Peters	burg 0.18	12000	G	98%	0%	1%	1%	0%	0%	F	0.090	F	0.539	12000	G
Pup	To: From:		Elm St													
Bus 460 1 Washington St	City of Peters	burg 0.57	13000	G	96%	0%	1%	2%	1%	0%	F	0.088	F	0.524	14000	G
460 1 Washington St	Tro.		1 Par; Wyth		0070	0 /0	70	- /0	1 /0	0 /0	'	0.000	•	0.024	1-000	
Bus	From:	US 1 Par, Wa			a Lane											
460 1 Wythe St	City of Peters	· · · · · · · · · · · · · · · · · · ·	7400	G	96%	0%	1%	2%	1%	0%	С	0.084	F		7900	G
	Combined Traffic Estimates for 2 Parallel	•		G	96%	1%	1%	2%	1%	0%	F	0.089	F	0.540	16000	G
	T.		Perry St	_	/ 0			_,,	. , •	- / -	•		-			_

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

										Tru	ماد			K		Dir		
Route		Jurisdiction	ı	Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	. QI
Bus		From:			Perry St													
160 (1) Wythe St		City of Petersb	J	0.15	10000	G	96%	0%	1%	2%	1%	0%	F	0.091	F		11000	(
~ ~	Combined Traffic Es	stimates for 2 Parallel F	Roadways on th	nis Route:	19000	G	96%	1%	1%	2%	1%	0%	F	0.089	F	0.523	21000	
Bus		To: From:		SF	36 Market	St												
160 1 (36) Wythe St		City of Petersb	ourg	0.20	10000	G	96%	0%	1%	2%	1%	0%	F	0.09	F		11000	
	Combined Traffic	Estimates for Parallel F	•		NA									NA			NA	
		To				G,												
us ALT		From:			S 301 Sycar													
60 } { 1 } { 301 } (36 <i>)</i> Wytl	he St	City of Petersb	•	0.20	15000	G	96%	0%	1%	2%	1%	0%	F	0.086	F		15000	
	Combined Traffic	Estimates for Parallel F	Roadways on th	nis Route:	NA									NA			NA	
		To: From:		US	1 Jeffersor	ı St												
us 60 (36) Wythe St		City of Petersb	oura	0.20	15000	G	97%	1%	1%	1%	1%	0%	С	0.084	F		16000	
00) (30) 11,111 01	Combined Traffic F	stimates for 2 Parallel F	•			G	96%	1%	1%	1%	1%	0%	F	0.081	F	0.505	32000	
		To:						. , ,		. , ,	. , 0	0,0	•	0.00.	•	0.000	02000	
Bus		From:			I-85, I-95													
(36) Wythe St		City of Petersb	•	0.30	11000	G	97%	1%	1%	1%	1%	0%	F	0.083	F		11000	
~ 0	Combined Traffic Es	stimates for 2 Parallel <u>F</u>	Roadways on th			G	96%	1%	1%	1%	2%	0%	F	0.088	F	0.641	25000	
		To:			US 301 Cr													
60 (301 Crater Rd		City of Petersb	oura	0.98	US 301 W	ythe St G	98%	1%	1%	1%	0%	0%	С	0.089	F	0.554	11000	
60 (301) Crater Rd	Combined Traffic	Estimates for Parallel F	•		NA	G	30 70	1 /0	1 /0	1 /0	0 70	0 70	O	NA	•	0.554	NA	
	Combined Traile	To:	loadways on ti		ce Jurisdicti	ion Char	ige.							IVA			INA	
Bus		From:		I-95; BUS U			63.											
60 301 Crater Rd		City of Petersburg (Maint: 26)	0.09	10000	N	98%	1%	1%	1%	0%	0%	Ν	0.089	F	0.554	11000	
		To:		US	301 Crater	Rd												
us 60 √301 Ramp US 301 S	to LOF C at Evit 222	City of Determine (N	Mainte 74)	0.20	US 301		Coo	LIC 20)1 for dir	ootional	troffic .	ر مسامر	a a tima	staa far th	ia aa	amant		
301 Ramp US 301 S	10 1-95 5 at Exit !!!	City of Petersburg (N	viairii. 74)		95 CD Roa	.d	566	05 30) i ioi dir	ectional	traine v	/olume e	esuma	ates for th	iis se	gment.		
us		From:			from US 30													
60 (95) (460 CD Ramp	Near I-85	City of Petersburg (N	Maint: 74)	0.18			S	ee I-95	for direc	ctional tr	affic vo	lume es	timate	es for this	segr	ment.		
		To:		Pamp	from US 30	1 North												
Bus CON CON CONTROL	N 105	From:			110111 03 30	IIVOIUI	-	1.05			"							
60 95 460 CD Ramp	Near I-85	City of Petersburg (N	Maint: 74)	0.27	D 110 160		S	ee I-95	for direc	ctional tr	affic vo	lume es	timate	es for this	segr	ment.		
- • • • • • • • • • • • • • • • • • • •		10.			Bus US 460													
us		From:	14 : 1 00)		US 460 Exit										_		0000	
Ramp		City of Petersburg (N	Maint: 26)	0.24	8200	G								0.096	F		8200	
us		To: From:		CE	US 460 Exit	t 6C												
Ramp		City of Petersburg (N	Maint: 26)	0.27	4900	G								0.092	F		4900	
,		To:	-,		I-95 South													
Bus		From:	CFI	JS 460-P002	B CEUS 46	0-E0061	3 FROM		Ī									
Ramp		City of Petersburg (N		0.11	9200	G	2.1101/1							0.091	F		9200	
		, (·	- ,															

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

Route	Jurisdictic	on Length	AADT	QA	4Tire	Bus		Tru	ck		QC	K	QK	Dir	AAWDT	
	Guitaulette				41116	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	<u> </u>	Factor	AAWDI	
us ₆₀ Ramp	City of Petersburg		JS 460 Exit 6	G G								0.104	F		3300	(
60)·b	To	:	I-85 South									0	•		0000	
us	From	CEUS 460 TO R	ΓS 85 & 95 S	SOUTH	BOUND											
60 Ramp	City of Petersburg	(Maint: 26) 0.17	3900	G								0.094	F		3900	
~ <i></i>	То	CEUS 460-P002A TO	O RTS 85 & 9	95 SOL	JTHBOUI	ND										
ıs	From		S 460 E, Wyt													
Ramp	City of Petersburg		6500	G								0.088	F		6500	
	To	Ramp from Bus														
S Washington Ct	From City of Dates		the St Batters		e 97%	10/	10/	00/	10/	00/	_	0.095	_		0500	
Washington St	City of Peters		8000	G		1%	1%	2% 2%	1%	0% 0%	F	0.095	F	0.544	8500	
	Combined Traffic Estimates for 2 Parallel			G	96%	1%	1%	2%	1%	0%	Г	0.089	Г	0.544	16000	
S	To From	123	3-9025 West	St												
Washington St	City of Peters	o .	8400	G	97%	1%	1%	2%	1%	0%	F	0.093	F		8900	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	16000	G	96%	1%	1%	2%	1%	0%	F	NA			17000	
	To From	123	-9029 South	St												
us 50 1 Washington St	City of Peters	sburg 0.27	9400	G	97%	1%	1%	2%	1%	0%	С	0.092	F		9900	
0 Washington St	Combined Traffic Estimates for 2 Parallel	o .		G	96%	1%	1%	2%	1%	0%	F	0.089	F	0.527	21000	
	To To	-				.,,		_,,	. , 0	0 / 0	•	0.000		0.02.		
S	From		Guarantee St													
Washington St	City of Peters	· ·	9600	G	97%	1%	1%	2%	1%	0%	F	0.090	F		10000	
	Combined Traffic Estimates for 2 Parallel		20000 orth Market S	G	96%	1%	1%	2%	1%	0%	F	NA			21000	
 S	From		ır; SR 36 Ma													
(36) Washington St	City of Peters	sburg 0.19	11000	G	94%	1%	1%	2%	2%	0%	F	0.087	F		12000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	21000	G	95%	1%	1%	2%	2%	0%	F	NA			23000	
	To	ALT US 3	301 Par, Syca	amore S	St		\neg									
us ALT 30 \(301 \) (36) Washingtor	n St City of Peters	sburg 0.09	15000	G	94%	1%	1%	2%	2%	0%	F	0.078	F		16000	
301 36 Washingtor	Combined Traffic Estimates for 2 Parallel	•		G	95%	1%	1%	2%	2%	0%	F	NA	•		31000	
	To To					.,,		_,,	_,,	0 / 0	•				0.000	
is ALT	From	•	301 Par, Ad								_					
(301) (36) Washington		•	14000	G	94%	1%	1%	2%	2%	0%	F	0.079	F		14000	
- ~- ~	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	28000	G	95%	1%	1%	2%	2%	0%	F	NA			30000	
S	To From	US	1 Jefferson S	St												
(36) Washington St	City of Peters	sburg 0.24	15000	G	94%	1%	1%	2%	2%	0%	F	0.077	F		16000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	31000	G	96%	1%	1%	1%	1%	0%	F	0.081	F	0.511	32000	
	Ta		I-95				—									
JS Washington St	City of Determ	obura 0.04			0.49/	10/	10/	20/	20/	00/	_	0.001	г		12000	
Washington St	City of Peters Combined Traffic Estimates for 2 Parallel	•	13000	G G	94% 96%	1% 1%	1%	2% 1%	2% 2%	0% 0%	C F	0.091 0.088	F	0.646	13000 25000	
	Combined Trailic Estimates for 2 Parallel	noadways on this Houte:	24000	G	90%	1%	1%	1%	2%	0%	г	U.U88	г	0.046	∠5000	

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

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QW
Dura	From:	TIC	301 Crater	D.I			2AXIE	3+Axle	TTrail	21raii		Factor		Factor		
Bus 460 (301 Crater Rd	City of Petersburg	0.10	7000	G	98%	1%	1%	1%	0%	0%	F	0.094	F	0.568	7500	G
(480)(301) Grator Fig	Combined Traffic Estimates for Parallel Roadways		NA	~	0070	1 70	1,0	170	070	070	·	NA	•	0.000	NA	ŭ
	Tol.			XX7 .1 . (١.											
Bus	From:	SK 36, B	US US 460	wytne s												
(460)(301) Crater Rd	City of Petersburg	0.98	10000	G	98%	1%	1%	1%	0%	0%	С	0.089	F	0.554	11000	G
	Combined Traffic Estimates for Parallel Roadways	on this Route:	NA									NA			NA	
	To:		ce Jurisdicti		ige											
Bus Winfield Dd	City of Dotosphura		301 Crater		069/	1%	1%	1%	0%	0%	С	0.102	F	0.070	1000	_
Winfield Rd	City of Petersburg	0.43	1200	G	96%						-		Г	0.979	1300	G
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	1800	G	97%	1%	1%	1%	1%	0%	F	NA			1900	G
Bus	To: From:	State Ma	aintenance I	Boundary	7											
(460) Winfield Rd	City of Petersburg (Maint: 26)	0.09	1200	G	96%	1%	1%	1%	0%	0%	С	0.102	F	0.979	1300	G
(+80)	Combined Traffic Estimates for 2 Parallel Roadways		1800	G	97%	1%	1%	1%	1%	0%	F	NA			1900	G
	To:		460 County													
Bus	From:	CEUS 460-P TO F	RTS 85 & 9:	5 SOUT	HBOUND)										
(460)Ramp	City of Petersburg (Maint: 26)	0.26	4900	G								0.094	F		4900	G
1,00	To: CI	EUS 460-E006A T	O RTS 85 &	દ 95 SOI	J THBOU	ND										
Bus	From:	Bus US 4	60 W, Wasi	hington	St											
(460)Ramp	City of Petersburg (Maint: 74)	0.08	2800	G								0.097	F		2800	G
(P)	To:	Ramp from l	Bus US 460	E, Wytl	ne St											

5/8/2019 21

						City of Feter	Spurg								
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+A			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Petersburg		From				D4E	1								
F329 Lake Shore Dr	0.17	10	R			Dead End	1			NA			NA		06/21/201
(1029)		Te	·			74-1102 Lakesh	nore Dr								
		From	n:			Dead End	i								
(F330) N Normandy Dr	2.93	1800	R							NA			NA		10/28/20
<u> </u>		To):			FR-331 Servi									
(F331) Service Rd	0.70	1000	 R			Dead End	1			NA			NA		09/13/20
(F331) Service Ha	0.78	1200 To				Dead End	1						INA		09/13/20
		From	1:		SCL P	etersburg; 26-67		'd							
3 Vaughn Rd	0.64	880	G	94%	0%	2% 1%		0%	С	0.097	F	0.814	940	G	2018
		To):			123-9013 Hali	fax Rd								
		From	1:			Halifax R									
(4) Wells Rd	0.41	4000	G	89%	0%	1% 2%		0%	С	0.082	F	0.587	4200	G	2018
<u> </u>		To	1			Squirrel Leve									
9002) Halifax Rd	0.18	5400	·L	98%	1%	0% 0%		0%	F	0.087	F	0.534	5700	G	2018
(9002) Halifax Rd	0.10	5400		30 /6	1 /0			0 /6	'	0.007	'	0.554	3700	G	2010
9002) Halifax St	0.58	4200 From	G	98%	1%	Patterson 9		0%	F	0.089	F	0.575	4400	G	2018
(9002) Halifax St	0.50	4200		30 /6	1 /0			0 /6	'	0.003	'	0.575	4400	u	2010
9002 Halifax St	0.19	4800	G	98%	1%	Baylors La		0%	F	0.089	F	0.546	5100	G	2018
(9002) Halifax St	0.13	4000		30 /6	1 /0			0 /6	'	0.003	'	0.540	3100	u	2010
9002 Halifax St	0.37	7300	G	98%	1%	Virginia A 0% 0%		0%	F	0.084	F	0.534	7700	G	2018
(9002) Halifax St	0.07	7000		30 70	1 /0			0 70	'	0.004	'	0.554	7700	u	2010
9002) Halifax St	0.29	7200	G	98%	1%	Lee Ave		0%	F	0.088	F	0.509	7600	G	2018
9002 Halifax St	0.20	7 2 0 0		0070	1 /0			070		0.000	•	0.000	7000	u	2010
9002) Halifax St	0.28	8400	G	98%	1%	Liberty S 0% 0%		0%	С	0.083	F	0.511	8900	G	2018
9002) Halifax St	0.20	T.00		0070				0 / 0			•	0.0	0000		_0.0
9002) Union St	0.12	4000 From	G	98%	0%	US 1, US 460 W 1% 0%		0%	F	0.093	F	0.918	4300	G	2018
9002) 3 31	0=	To		0070				0 / 0	•		•	0.0.0	.000		_0.0
9002 Union St	0.17	1500 From	G	98%	0%	1, US 460 W W:		0%	С	0.113	F	0.59	1600	G	2018
3002)	-	To):			W Tabb S									
		From	ı:			Boydton Plan	k Rd								
9004) Defense Rd	0.47	1800	G	97%	0%	0% 1%	1%	0%	С	0.103	F	0.575	1900	G	2018
\bigcup		To From);			Squirrel Leve	el Rd								
9004) Defense Dr	1.77	3100	G	98%	1%	1% 0%		0%	F	0.100	F	0.517	3300	G	2018
$\overline{}$		To From);			Johnson R	ld.			\neg —					
9004 South Boulevard	0.92	7000	G	98%	1%	1% 0%	0%	0%	С	0.087	F	0.568	7400	G	2018
		To From				S. Sycamore	e St								
9004) South Boulevard	0.18	4600	G	98%	1%	1% 0%	0%	0%	F	0.085	F	0.538	4800	G	2018
$\overline{}$		To From);			Crater Ro	1			\neg —					
9004) South Boulevard	0.72	1900	G	98%	1%	1% 0%		0%	F	0.088	F	0.573	2100	G	2018
<u> </u>		To	0:			Anderson	St								
C Flori B !		From		0051	001	Halifax R		661		0.00=	_	0.555	4000		
9006 Flank Rd	0.96	1800	G	99%	0%	1% 0%	0%	0%	С	0.095	F	0.578	1900	G	2018
C Flori B !		From		0001	001	Johnson R		001	_		_	0.54:			22:2
9006 Flank Rd	0.47	2600		99%	0%	1% 0%	0%	0%	F	0.089	F	0.511	2800	G	2018
<u> </u>	^	From		0001	001	Birdsong F		001	_		_	0.05:	0000		00:5
	0.75	2100	G	99%	0%	1% 0%	0%	0%	F	0.093	F	0.651	2300	G	2018
9006 Flank Rd	0.75														
9006) Flank Rd	0.73	2400	G	99%	0%	Fort Hayes		0%	С	0.093	F	0.582	2600	G	2018

						City Oi	reterso	urg								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Petersburg		From														
9006) Flank Rd (1-Way)	0.13	2300	G	99%	1%	0%	ank Rd N 0%	0%	0%	С	0.087	F		2500	G	2018
9006) Hank Hu (1-vvay)	0.15	2300		33 /6	1 /0		1 S Crater		0 /6		0.007	'		2300	ч	2010
		From									1					
(9008) Rives Rd	0.48	6300	G	98%	0%	1%	1 S Crater :	1%	0%	С	0.097	F	0.53	6700	G	2018
9008) 111703 110	0.40	0000		30 70	0 70	1 /0		1 /0	0 70		0.007	•	0.55	0700	ď	2010
O Divers Del	0.04	From	<u> </u>	000/	00/	10/	I- 95	00/	00/				0.500	7700		0010
9008 Rives Rd	0.34	7300 To	G	96%	0%	1%	0%	2%	0%	С	0.092	F	0.528	7700	G	2018
			1				Petersburg									
O B	0.47	From				123-90	008 Rives l	Rd						000	•	0040
9008) Ramp	0.17	830 To	_A_			* .	250 4				0.124	Α		860	Α	2018
			1				95 South									
□ 5 □	0.40	From	<u> </u>			123-90	008 Rives l	Rd				_		4000	_	0010
9008) Ramp	0.16	4200	G								0.106	F		4200	G	2018
		То	1			1-9	95 North									
<u> </u>		From					oydton Pla				<u> </u>	_			_	
9009 Dupuy Rd	1.24	440	G	97%	1%	2%	0%	0%	0%	F	0.120	F	0.554	470	G	2018
		To From				(Grigg St									
9009 Dupuy St	0.58	1400	G	97%	1%	2%	0%	0%	0%	F	0.086	F	0.544	1500	G	2018
\bigcirc		To				Y.	oungs Rd									
9009) Farmer St	0.86	3400 From	G	97%	1%	2%	0%	0%	0%	С	0.090	F	0.526	3600	G	2018
				**												•
Carmor Ct	0.47	From	<u> </u>	070/	10/		South St	00/	00/		0.001		0.605	2000		2010
9009 Farmer St	0.47	2700 To	G	97%	1%	2%	0%	0%	0%	F	0.091	F	0.625	2900	G	2018
							alifax St									
O W	0.70	From		000/	00/		Crater Rd	40/	00/			_	0.550	10000	_	0010
9010 Wagner Rd	0.73	15000	G	98%	0%	1%	0%	1%	0%	С	0.084	F	0.556	16000	G	2018
		From					I-95 I -95									
9010 Wagner Rd	1.60	10000	G	96%	0%	1%	0%	2%	0%	С	0.090	F	0.515	11000	G	2018
9010)		То					ounty Dr									
East		From					E, Wagne	r Dd			1					
9010) Ramp	0.30	1300	G			123-9010) E, wagii	ı Ku			0.088	F		1300	G	2018
9010) 1 101111	0.00	To	<u> </u>			1.0	95 South				0.000	•		1000	G	20.0
F .		From						D 1								
East 9010 Ramp	0.33	5100	G			123-9010	E, Wagne	er Ka			0.102	F		5100	G	2018
9010 Ramp	0.55	To				Τ.	95 North				0.102	•		3100	ч	2010
		-	l													
West	0.05	From	L			123-9010	W, Wagn	er Rd			0.160	_		000	_	2010
9010 Ramp	0.25	220	G			Τ.	05 C41-				0.169	F		220	G	2018
			1				95 South									
West	0.04	From				123-9010	W, Wagn	er Rd				_		0000	^	0010
₉₀₁₀ Ramp	0.34	2300	G			Υ.	05 N1				0.111	F		2300	G	2018
		10	<u> </u>				95 North									
0	2.55	From	<u> </u>	0001	001		Petersburg		001			_	0.00=	202	^	0015
(9011) Squirrel Level Rd	0.82	900	G	99%	0%	0%	0%	0%	0%	С	0.097	F	0.685	960	G	2018
		To From				V	Vells Rd									
(9011) Squirrel Level Rd	0.25	5700	G	92%	0%	1%	1%	6%	0%	С	0.086	F	0.514	6000	G	2018
\bigcirc		To				Ran	ър То І- 85									
9011) Squirrel Level	0.20	8100 From	G	98%	0%	1%	0%	0%	0%	F	0.082	F	0.522	8600	G	2018
3011) 3423. 2010.	0.20		_		- 70							•	0.022	5500	~	_0.0
Vausa Dd	0.55	From	<u> </u>	000/	001		on Plank F		00/				0.504	4400	^	0010
9011) Young Rd	0.55	3900	G	98%	0%	1%	0%	0%	0%	F	0.09	F	0.524	4100	G	2018
		To From				V	alor Dr									
9011) Young Rd	0.59	2400	G	98%	0%	1%	0%	0%	0%	С	0.099	F	0.580	2500	G	2018
		-		_		123-90	09 Dupuy	Rd		_						
\bigcirc		To					o) Dupuy									
		From			1		Squirrel Le									
9011) Ramp	0.15		A		1						0.096	Α		5100	Α	2018

						Oity Oi	reterso	arg								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Petersburg													. acto.			
Domn	0.00	1400	<u> </u>	000/		.23-9011 S			00/		0 11	_		4100	_	0010
Ramp	0.22	1400 _{To}	F	98%	1%	1%	0%	1%	0%	С	0.11	F		4100	F	2018
							5 South									
<u> </u>	0.50	From	<u> </u>	050/	00/		Vest St	00/	00/			_	0.504	0400	0	0040
₉₀₁₂ Lee Ave	0.56	2000	G	95%	3%	1%	0%	0%	0%	С	0.100	F	0.524	2100	G	2018
		From				На	ılifax St									
9012 Porterville St	0.15	970	G	98%	1%	0%	0%	0%	0%	F	0.096	F	0.568	1000	G	2018
\bigcirc		To	_			Ha	rding St									
9012) New St	0.18	960 From	G	98%	1%	0%	0%	0%	0%	С	0.09	F	0.606	1000	G	2018
30129		То					rrison St									
_		From				N	lew St									
9012) Harrison St	0.03	690	G	98%	1%	0%	0%	0%	0%	F	0.091	F		730	G	2018
		To	:			Co	orling St									
		From					rrison St					_			_	
9012 Corling St	0.09	460	G	98%	1%	0%	0%	0%	0%	F	0.09	F		480	G	2018
		To From				S. Sy	camore St									
9012) Graham Rd	0.83	3700	G	99%	0%	0%	0%	0%	0%	F	0.097	F	0.655	3900	G	2018
\bigcirc		To				Dome	From I-95	<u> </u>								
9012) Graham Rd	0.14	8900 From	G	99%	0%	0%	0%	0%	0%	С	0.083	F	0.798	9400	G	2018
9012) Granam Rd	0.14	To		00 /0	0 70		ater Rd	0 70	0 70		0.000	•	0.700	0400	ď	2010
		From									l I					
Llalifay Dd	1.70		<u> </u>	000/	00/		Petersburg		00/		0.004	_	0 5 4 1	2000	_	2010
9013 Halifax Rd	1.79	3700	G	90%	0%	1%	2%	7%	0%	С	0.084	F	0.541	3900	G	2018
<u> </u>		From				W	ells Rd									
9013) Halifax Rd	0.98	320	G	98%	0%	0%	0%	1%	0%	С	0.106	F	0.658	330	G	2018
<u> </u>		To				Boydto	on Plank R	d								
		From	1			SCL	Petersburg									
Johnson Rd	0.01	1800	G	99%	0%	0%	0%	0%	0%	С	0.096	F	0.618	1900	G	2018
		To				FI	ank Rd									
Johnson Rd	0.54	860 From	G	99%	0%	0%	0%	0%	0%	С	0.09	F	0.547	910	G	2018
9015) 0011110011 110	0.01	000		0070	0 70			070	0 70		0.00	•	0.017	0.0	G	
O	4.00	From	<u> </u>	000/	00/		Isong Rd	00/	00/				0.570	4400		0046
9015 Johnson Rd	1.39	4200	G	96%	3%	1%	0%	0%	0%	С	0.098	F	0.573	4400	G	2018
		To From				Sou	uth Blvd									
9015) Johnson Rd	0.46	5500	G	96%	3%	1%	0%	0%	0%	F	0.083	F	0.567	5800	G	2018
\bigcirc		To				No	rth Blvd									
9015) Johnson Rd	0.37	4000 From	G	96%	3%	1%	0%	0%	0%	F	0.082	F	0.516	4200	G	2018
9015) 001110011110	0.07	.000		0070	0,0				0,0	•		•	0.0.0	00	O .	
O Little December 01	0.00	From		000/	00/		Luke St	00/	00/		0.070	_	0.504	4400		0046
9015) High Pearl St	0.20	3800	G	96%	3%	1%	0%	0%	0%	F	0.079	F	0.524	4100	G	2018
		From				Virg	ginia Ave									
9015) High Pearl St	0.08	2300	G	97%	2%	1%	1%	0%	0%	С	0.083	F	0.612	2500	G	2018
$\overline{}$		To					latthew St									
O Handing Ot	0.00	From	<u> </u>	070/	40/		atthews S		00/			_	0.00	1000	0	001
9015 Harding St	0.22	1200 _{To}	G	97%	1%	2%	0%	0%	0%	С	0.096	F	0.68	1300	G	2018
_		From				Port	erville St ersville St									
9015) Harding St	0.27	650	G	97%	0%	2%	0%	0%	0%	С	0.09	F		690	G	2018
5013)	J.L.	To		0.70	0 /0		difax St	0 / 0	0 /0			•		550	J	_010
		From									- 					
9017) Birdsong Rd	0.62	490	G	97%	1%	1%	Petersburg 0%	0%	0%	С	0.11	F	0.639	520	G	2018
9017 Birdsong Rd	0.02	490 To		31 /0	1 /0		nson Rd	U /0	U /0	U	0.11	1.	0.038	520	G	2010
			<u> </u>								_					
<u> </u>		From	<u> </u>				shington S					_			_	
9021) N Sycamore St	0.18	3900	G	97%	0%	1%	1%	1%	0%	F	0.096	F	0.513	4100	G	2018
$\overline{}$		To	-			W	Tabb St									
		11011													_	0046
9021) N Sycamore St	0.15	3500	G	97%	0%	1%	1%	1%	0%	С	0.089	F	0.554	3700	G	2018

						City of	Petersbi	urg								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Petersburg		From	d			Lole	maam D.d				-					
9023 North Blvd	0.57	2500	G	98%	1%	1%	nson Rd 0%	0%	0%	С	0.089	F	0.612	2600	G	2018
9023) North Blvd	0.57	2300	-	30 /6	1 /0		camore St	0 70	0 70		0.003		0.012	2000	G	2010
		Fron	c				tes Lane				1					
9025) Virginia Ave	0.22	310	G	96%	2%	2%	0%	0%	0%	С	0.111	F		330	G	2018
9025) 111911114 7110	0.22	7.0						070				•		000	ŭ	2010
Vincinia A	0.00	Fron		000/	00/		ling Street	00/	00/			Г	0.505	0000		0010
(9025) Virginia Ave	0.32	1900	G	96%	2%	2%	0%	0%	0%	F	0.088	F	0.535	2000	G	2018
		To Fron				Hali	fax Street									
9025) Young Ave	0.20	2000	G	98%	1%	1%	0%	0%	0%	С	0.091	F	0.567	2200	G	2018
\bigcirc		Te	-			Arlin	gton Street				\neg —					
9025) Young Ave	0.11	2700	G	98%	1%	1%	0%	0%	0%	F	0.086	F	0.551	2900	G	2018
		Te			1	Vant Ctuan	t Vouma A									
9025) S West St	0.28	2800 From	G	98%	1%	0%	t Young A	0%	0%	С	0.091	F	0.5	3000	G	2018
9025 S West St	0.20	2000		30 /6	1 /0	0 70	0 70	0 70	0 70		0.001	'	0.5	0000	a	2010
O 0.111 0.		Fron		2221			sta Avenue					_				
9025) S West St	0.23	3800	G	98%	1%	1%	0%	0%	0%	F	0.092	F	0.540	4100	G	2018
<u> </u>		To Fron				Fa	rmer St				\Box					
9025) S West St	0.14	2800	G	98%	1%	1%	1%	0%	0%	С	0.092	F	0.514	3000	G	2018
\bigcirc		Te				XX/ X	Wythe St									
9025) S West St	0.07	2100 From	G	96%	1%	1%	1%	1%	0%	С	0.102	F	0.547	2200	G	2018
9025	0.07	2100	Ť	0070	1 /0		shington S		070			•	0.017	2200	Ğ	2010
		Fron									1					
9027) S West St	0.63	1700	G	99%	0%	1%	olifax St 0%	0%	0%	С	0.088	F	0.562	1000	G	2018
9027 S West St	0.63	1700 To		99%	076			076	076	U	0.000	Г	0.362	1800	G	2016
			<u> </u>			10	ung Ave									
		From	<u> </u>	2221			ee Ave					_		.=	_	
9029 S. South St	0.36	1600	G	98%	1%	1%	0%	0%	0%	С	0.092	F	0.573	1700	G	2018
		To Fron				US 1	Wythe St									
9029 S. South St	0.09	3000	G	99%	0%	0%	0%	0%	0%	F	0.095	F	0.658	3200	G	2018
\bigcirc		Te				Was	hington St									
9029 N. South St	0.20	4900 From	G	99%	0%	0%	0%	0%	0%	F	0.096	F	0.559	5200	G	2018
9029		To	<u> </u>				ligh St					•			-	
		Fron	c				South St									
9029) High St	0.02	1000	G	99%	0%	0%	0%	0%	0%	F	0.088	F	0.522	1100	G	2018
		To	:			C	anal St									
		Fron	r.				ligh St									
9029 Canal St	0.20	5000	G	99%	0%	0%	0%	0%	0%	С	0.095	F	0.557	5300	G	2018
<u> </u>		To	c			Gre	ove Ave									
		Fron	c			N	lew St									
9031) Byrne St	0.40	380	G	98%	1%	1%	0%	0%	0%	С	0.114	F		400	G	2018
\bigcirc		To	c				ılifax St									
<u> </u>		Fron					lifax Rd				آ ياٍ	_				
9031 S. Market St	0.12	1800	G	98%	1%	1%	0%	0%	0%	F	0.09	F	0.517	1900	G	2018
<u> </u>		To	c			W	ythe St									
		Fron	r.			Syc	amore St									
9033) Apollo St	0.14	60	G	96%	1%	2%	0%	0%	0%	С	0.169	F	0.583	70	G	2018
\bigcirc		Tr					dams St									
O 1 " 0:	0.50	From	<u> </u>	202/	10/		ham Rd	00/	201			_	0.54	1000	_	0010
9033 Jefferson St	0.58	1800	G	99%	1%	1%	0%	0%	0%	С	0.084	F	0.51	1900	G	2018
<u> </u>		From	-				Vythe St d Street				-					
9033) Henry St	0.04	690	G	99%	1%	1%	0%	0%	0%	F	0.099	F	0.658	730	G	2018
9033 Henry St	0.04	7 30		JJ /0	1 /0		Adams St	U /0	U /0	- '	0.038	'	0.000	100	u	2010
		yn									1					
Duddladad Dd	0.40	Fron	<u> </u>	0.407	001		shington S		00/			_	0.544	7000	_	0010
9038 Puddledock Rd	0.40	7200 _{T.}	G	94%	0%	1%	3%	1%	0%	С	0.089	F	0.544	7600	G	2018
		To	1			ECL	Petersburg									
		Fron	:													
							anal St									
9046) High St	0.58	1400	G	99%	0%	1%	0% Iarket St	0%	0%	С	0.103	F	0.649	1500	G	2018

						City of	Petersb	urg								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Petersburg		From														
(9046) W Bank St	0.14	3300	G	99%	0%	1%	1arket St 0%	0%	0%	F	0.094	F	0.541	3500	G	2018
(9046) E Bank St	0.11	4200 From	G	99%	0%	0%	camore St 0% 2nd St	0%	0%	С	0.092	F	0.625	4400	G	2018
(9046) Bank St	0.25	4100	G	97%	1%		N Crater 0%	Rd 1%	0%	С	0.101	F	0.562	4300	G	2018
9046) Bank St	0.21	4400 To	G	97%	1%	1%	East St 0%	1%	0%	F	0.088	F	0.555	4600	G	2018
		From	1				Washingto	on St								
9048) W Tabb St	0.09	1000	G	98%	0%	1%	1arket St 0%	0%	0%	F	0.118	F	0.593	1100	G	2018
9048) W Tabb St	0.06	1500	G	98%	0%	1%	nion St 0%	0%	0%	F	0.112	F	0.523	1600	G	2018
9048 E Tabb St	0.12	970 From	G	98%	0%	1%	0% Adams St	0%	0%	С	0.109	F	0.555	1000	G	2018
		From	:				fense Rd									
9053) Baylors Ln	0.65	1700	G	98%	2%	0%	0% alifax St	0%	0%	С	0.095	F	0.581	1800	G	2018
(9055) Madison St	0.05	1600	G	98%	0%	E Wa 1%	shington S 0%	0%	0%	С	0.099	F	0.825	1700	G	2018
(9055) Madison St	0.18	1600	G	97%	1%	Fra 1%	nklin St 0%	1%	0%	С	0.096	F	0.851	1700	G	2018
(9055) Madison St	0.07	650 To	G	96%	1%	2%	Bank St 0%	1%	0%	С	0.115	F	0.853	690	G	2018
_		From					ngbrook S									
9057 Fifth St	0.05	480	G				Bank St				0.117	F	0.515	510	G	2018
9057) Fifth St	0.08	250 From	G	87%	0%	2%	ngbrook S 2% iver St	9%	0%	С	0.096	F	0.536	260	G	2018
(9059) Flank Rd N	0.20	4000	G	98%	1%	Flank F	Rd One-W	0%	0%	С	0.091	F	0.718	4300	G	2018
(9065) S Adams St	0.10	From	G				S Crater	ка			0.084	F	0.554	5400	G	2018
		To	:				shington S 6Th St	t								
Accomack St		320	G				Th St				0.094	F	0.676	340	G	2018
Cameron St		240	G			Old	Church St				0.13	F	0.609	260	G	2018
		From					enter St George A	ve								
Culpeper Ave		490	G				nswick St				0.125	F	0.803	520	G	2018
Custer St		340	G				lifax Rd				0.092	F	0.522	360	G	2018
Darby Dr		From 240	G				awk St usby St				0.124		0.500	260	G	2010
Darby Dr		To	<u> </u>				lcun Dr				0.124	F	0.523	260	G	2018
Gordon Dr		300 To	G				ering Rd				0.111	F	0.628	320	G	2018
		To	1			Н	oke Dr									

						Only of Followard								
Route	Length AA	DT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1		QC	K Factor	QK	Dir Factor	AAWDT	QW	Yea
v of Petersburg														
Homestead Dr	46	From:	G			Valley Dr			0.102	F	0.558	490	G	201
nomestead Di	40	To:	G			Midland Rd			0.102	Г	0.556	490	G	201
		From:				Filmore St			1					
Jefferson St	20	00 I	G			rilliole St			0.077	F	0.52	2100	G	201
0011010011 01		To:				ST Andrews St				•	0.02	2100	ŭ	
		From:				Nivram St								
North Park Dr	86	60	G			T (T (T all)			0.095	F	0.598	910	G	201
		To:				Retang Rd								
		From:				Homestead Dr								
Oakmont Dr	8	0	G						0.137	F	0.708	90	G	201
		To:				Midland Rd								
		From:				Bollingbrook St								
Old Church St	26		G						0.132	F	0.536	280	G	201
		To:				Miller St								
		From:				Floyd St								
Patterson Ave	88		G						0.151	F	0.675	930	G	201
		To:				Carver St								
5		From:				Valor Dr				_				
Pleasants Ln	96	50 т	G			D D1			0.132	F	0.553	1000	G	201
		-				Dupuy Rd								
Richmond Ave	80	Prom:	G			Ash St			0.118	F	0.706	850	G	201
niciiiiolia Ave	O.	To:	G			Nash St			0.118	Г	0.706	630	G	201
		From							1					
Rollingwood Rd	9		G			Valley St			0.171	F	0.606	100	G	201
	•	To				Homestead Dr			<u> </u>	•	0.000		<u>.</u>	_0.
		From:				Forest Hill Rd								
South Park Dr	21	00	G			T OZOGO TIMI TKO			0.087	F	0.551	2300	G	201
		To:				West Park Dr								
		From:				Bolling Street								
St Luke St	48	30	G						0.109	F	0.526	510	G	201
		To:				Chestnut Street								
		From:				High Pearl St								
St Matthew St	21		G						0.095	F	0.533	2300	G	201
		To:				Harding St								
		From:				Custer St								
Talley Ave	62		G						0.266	F	0.62	650	G	201
		To:				Edmonds Ct								