### 2016

# 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.

-		City	of Peterso	Jurg												
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru			QC	_ K	QK	Dir	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
Bus 1 460 Washington St	City of Potoroby		CL Petersbur		97%	0%	1%	10/	10/	00/	_	0.093		0.537	12000	G
1 460 Washington St	City of Petersbu	urg 0.40	13000	G	97%	0%	170	1%	1%	0%	Г	0.093		0.537	13000	G
Bus	To: From:		Summit St													
1 (460) Washington St	City of Petersbu	urg 0.18	13000	G	97%	0%	1%	1%	1%	0%	F	0.091		0.518	13000	G
Bus	To: From:		Elm St													
1 (460) Washington St	City of Petersbu	urg 0.57	16000	G	97%	1%	1%	1%	1%	0%	F	0.08		0.548	17000	G
	To:	US	1 Par; Wythe	e St												
Bus	From:	US 1 Par, Wasi														
1 (460) Wythe St	City of Petersbu	0	7700	G	97%	1%	1%	1%	1%	0%	С	0.090			8200	G
$\bigcirc$	Combined Traffic Estimates for 2 Parallel Ro	oadways on this Route:	17000	G	97%	1%	1%	1%	1%	0%	F	0.085	F	0.578	18000	G
Ruc	To: From:		Perry St													
Bus (1) (460) Wythe St	City of Petersbu	urg 0.15	11000	G	97%	1%	1%	1%	1%	0%	F	0.093			11000	G
1,400,	Combined Traffic Estimates for 2 Parallel Ro	•	20000	G	97%	1%	1%	1%	1%	0%	F	0.087	F	0.508	22000	G
	To		36 Market S	C+												
Bus	From:															
(1)(460)(36) Wythe St	City of Petersbu	0	11000	G	97%	1%	1%	1%	1%	0%	F	0.095			11000	G
~ ~ ~	Combined Traffic Estimates for Parallel Ro	oadways on this Route:	NA									NA			NA	
ALT Bus	To: From:	ALT US	S 301 Sycam	nore St												
1 (301) (460) (36) Wyth	e St City of Petersbu	urg 0.20	15000	G	97%	1%	1%	1%	1%	0%	F	0.088			16000	G
	Combined Traffic Estimates for Parallel Ro	•	NA									NA			NA	
	To:		S 460 Jeffers	son St												
ALT	From:		JS 460 Wyth													
1 (301) Jefferson St	City of Petersbu	0	3900	G	97%	1%	1%	1%	1%	0%	F	0.081		0.748	4200	G
$\hookrightarrow \hookrightarrow$	Combined Traffic Estimates for Parallel Ro	oadways on this Route:	NA									NA			NA	
ALT	To: From:	Bus US 46	60 Par, Wash	nington	St											
1 301 Jefferson St	City of Petersbu	urg 0.26	870	G	97%	1%	1%	1%	1%	0%	F	0.101		0.512	930	G
(301) 3011 3011 31	Combined Traffic Estimates for Parallel Ro	~	NA	•	0.70	. , 0	.,0	. , ,	. , 0	0 / 0	•	NA		0.0.2	NA	<b>O</b> .
ALT	From:		Henry St													
1 (301) 3rd St	City of Petersbu	~	370	G	97%	1%	1%	1%	1%	0%	F	0.094		0.521	400	G
$\bigcirc$	Combined Traffic Estimates for Parallel Ro	oadways on this Route:	NA									NA			NA	
ALT.	To: From:	US 3	301 Par, Banl	k St			$\neg$ $\vdash$									
ALT 1 301 3rd St	City of Petersbu		400	G	97%	1%	1%	1%	1%	0%	F	0.122		0.555	430	G
(1) (301) 514 51	Combined Traffic Estimates for Parallel Ro	-	NA	G	J1 /0	1 /0	1 /0	1 /0	1 /0	0 /6	•	NA		0.000	NA	u
	To:		1 Bollingbro	ok St								INA			INA	
ALT	From:		1; 3RD STR													
1 (301)(301)(36) Bollin	ngbrook St City of Petersbu	urg 0.08	4000	G	97%	0%	1%	1%	0%	0%	F	0.107		0.707	4300	G
	Combined Traffic Estimates for Parallel Ro	oadways on this Route:	NA									NA			NA	
	To:	US 1 Par; US	301 Par; Bo	llingbro	ook St											
	· · · · · · · · · · · · · · · · · · ·	·		_	·			· · · · · · · · · · · · · · · · · · ·		·	_	· · · · · · · · · · · · · · · · · · ·	_			

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

							Tru	ck			K		Dir		
Route	Jurisdictio	n Length	AADT Q	A 4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Cond Ct	From:		301 Par; Bolling		00/	00/	00/	00/	00/		0.005		0.000	1.4000	
1 301 2nd St	City of Peters	•	Colonial Height	99%	0%	0%	0%	0%	0%	F	0.085		0.622	14000	G
<b>D</b>	From:		the St Battersea												
Bus (460) Washington St	City of Peters			1 97%	1%	1%	1%	1%	0%	F	0.096			10000	G
(1) (460) · · · · · · · · · · · · · · · · · · ·	Combined Traffic Estimates for 2 Parallel	•		G 97%	1%	1%	1%	1%	0%	F	0.085	F	0.579	18000	G
	Ta:		3-9025 West St	2. 70	.,,		.,,	. , 0	0,0	•	0.000	•	0.0.0		
Bus (460) Washington St	City of Peters			<b>3</b> 97%	1%	1%	1%	1%	0%	_	0.090			9600	G
460 Washington St	City of Peters  Combined Traffic Estimates for 2 Parallel	•		а 97% <b>3</b> 97%	1%	1%	1%	1%	0% 0%	F	0.090 NA			18000	G
	Combined Traine Estimates for 2 Paramet			<b>3</b> 31/0	1 /0	1 /0	1 /0	1 /0	0 /6	'	INA			10000	G
Bus	From:		3-9029 South St												
(1) (460) Washington St	City of Peters	•		<b>9</b> 7%	1%	1%	1%	1%	0%	C	0.087	_		10000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	20000	<b>9</b> 7%	1%	1%	1%	1%	0%	F	0.087	F	0.509	22000	G
Bus	To: From:		Guarantee St												
(1) (460) Washington St	City of Peters	burg 0.24	11000	<b>9</b> 7%	1%	1%	1%	1%	0%	F	0.094			12000	G
	Combined Traffic Estimates for 2 Parallel			<b>9</b> 7%	1%	1%	1%	1%	0%	F	NA			23000	G
	To: From:		0 Par; SR 36 M JS 460 Par Wash												
(36) Market St	City of Peters			3 97%	0%	1%	1%	1%	0%	С	0.089		0.540	3100	G
(30)	Combined Traffic Estimates for Parallel	•	NA								NA			NA	
	To:		36 Grove Ave												
C Old Ct	City of Detars		36; Market St	<b>3</b> 97%	0%	1%	1%	1%	0%	_	0.09		0.550	4000	G
(1) (36) Old St	City of Peters Combined Traffic Estimates for Parallel	•	NA NA	<b>3</b> 9770	0%	170	170	I 70	0%	Г	NA		0.559	4000 NA	G
	Tax		Sycamore St			i					INA			INA	
~ ~	From:		Old St												
$\begin{pmatrix} 1 \end{pmatrix} \begin{pmatrix} 36 \end{pmatrix}$ Sycamore St	City of Peters	•		<b>9</b> 7%	0%	1%	1%	1%	0%	F	0.109		0.567	4400	G
$\rightarrow$ $\bigcirc$	Combined Traffic Estimates for Parallel		NA			<del></del> 1					NA			NA	
	From:		ollingbrook St Sycamore St												
Bollingbrook St	City of Peters			<b>9</b> 7%	0%	1%	1%	1%	0%	F	0.098		0.641	3700	G
	Combined Traffic Estimates for Parallel	Roadways on this Route:	NA								NA			NA	
	То:	US 1	I, US 301 2nd S	t											
	From:		CL Petersburg							_					
(36) Fleet St	City of Peters	burg 0.12		<b>9</b> 9%	0%	0%	0%	0%	0%	С	0.097		0.503	11000	G
	From:		Grove Ave Fleet St												
(36) Grove Ave	City of Peters	burg 0.54		<b>3</b> 98%	0%	1%	1%	0%	0%	С	0.105		0.612	4700	G
$\overline{}$	To:	US	1 Par, Market St												
(36) (1) Market St	City of Peters	bura 0.38	US 1 2900 (	<b>3</b> 97%	0%	1%	1%	1%	0%	С	0.089		0.540	3100	G
36) 1 Warker St	Combined Traffic Estimates for Parallel		2900 C	a 3170	0 /0	1 /0	1 /0	1 /0	U /0	C	0.069 NA		0.540	NA	G
	Tax	US 1 Par; BUS		shington St		1					INA			INA	
		Co i i ui, Beo	i ui, 11 c	scon ot											

			of Peters					Tru	ıck			K		Dir		
Route	Jurisdiction	on Length	AADT	QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	Q١
	From	US 1 Par; Bus	US 460 Par,	Washir	gton St											
(36) Market St	City of Peters	sburg 0.11	3100	G	99%	0%	0%	0%	0%	0%	F	0.087		0.585	3300	C
D.::-	To From	US 1, B	us US 460 V	Wythe S	t											
Bus (36) (1) (460) Wythe St	City of Peters	sburg 0.20	11000	G	97%	1%	1%	1%	1%	0%	F	0.095			11000	c
36) 1 460 (Wythe St	Combined Traffic Estimates for Parallel	o .	NA	<u> </u>	07.70	1 /0	170	1 70	1 /0	0,0	•	NA			NA	`
	To To			C.								107				
ALT Bus	From		S 301 Sycar								_					
36) (1) (301) (460) Wyth	e St City of Peters	o .	15000	G	97%	1%	1%	1%	1%	0%	F	0.088			16000	(
V	Combined Traffic Estimates for Parallel	Roadways on this Route:	NA									NA			NA	
Bus		y r	Bus US 460	)												
36) (460) Wythe St	City of Peters	sburg 0.20	17000	G	98%	1%	1%	0%	1%	0%	С	0.085			18000	(
30) (400)	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	35000	G	96%	1%	1%	1%	1%	0%	F	0.081	F	0.505	37000	
	To		I-85, I-95													
Bus	From		,								_					
36 460 Wythe St	City of Peters	•	12000	G	98%	1%	1%	0%	1%	0%	F _	0.076	_		12000	
~	Combined Traffic Estimates for 2 Parallel			G	96%	1%	1%	1%	1%	0%	F	0.088	F	0.641	28000	
	From		outh Crater F Bus US 460		2d											
36) Wythe St	City of Peters		12000	G	97%	0%	0%	0%	2%	0%	F	0.075			13000	
,	Combined Traffic Estimates for 2 Parallel	•	24000	G	97%	0%	0%	0%	2%	0%	F	0.088	F	0.613	26000	
	То	SR 36 Par, V														
	From		r; Wythe St;													
36) Washington St	City of Peters	sburg 0.87	26000	G	97%	0%	0%	0%	2%	0%	F	0.089		0.595	28000	
<u>~</u>		P	uddledock R	Rd			-									
36) Washington St	City of Peters	sburg 0.58	18000	G	97%	0%	0%	0%	2%	0%	F	0.093		0.603	20000	
<u> </u>	То	Prince 0	George Cour	nty Line												
¬ ~~	From		36; Market													
36) ( ) Old St	City of Peters		3800	G	97%	0%	1%	1%	1%	0%	F	0.09		0.559	4000	
	Combined Traffic Estimates for Parallel		NA									NA			NA	
	To From	12	Sycamore St Old St	t												
36 1 Sycamore St	City of Peters	sburg 0.04	4100	G	97%	0%	1%	1%	1%	0%	F	0.109		0.567	4400	
36) ( ) Systemore St	Combined Traffic Estimates for Parallel	o .	NA	<u> </u>	07.70	0 / 0	. 70	170	1 /0	070	•	NA		0.007	NA	
	To		ollingbrook	St												
	From	r.	Sycamore St													
36) (1) Bollingbrook St	City of Peters	-	3500	G	97%	0%	1%	1%	1%	0%	F	0.098		0.641	3700	
	Combined Traffic Estimates for Parallel											NA			NA	
	То		1, US 301 2r													
36) (301) (1) (301) Bollir	From City of Dates		S 1 Par, 2nd		079/	0%	1%	10/	0%	00/	_	0.107		0.707	4300	
36 301 1 301 Bollin		J	4000	G	97%	U%	170	1%	U%	0%	г	0.107		0.707		(
	Combined Traffic Estimates for Parallel		NA	21.0:			1					NA			NA	
	10	US 1, A	ALT US 301	3rd St												

		<u> </u>						Tru	ıck			K		Dir		
Route	Jurisdiction	on Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QW
	From		3rd St													
36 301 Bollingbrook St	City of Peters	0	3800	G	97%	0%	1%	1%	0%	0%	F	0.099		0.742	4100	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	7700	G	97%	0%	1%	1%	0%	0%	F	0.09	F	0.613	8200	G
			5th St													
36 301 Bollingbrook St	City of Peters	•	3200	G	97%	0%	1%	1%	0%	0%	С	0.096		0.677	3400	G
$\circ \circ$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:		G	97%	0%	1%	1%	0%	0%	С	0.096	F	0.557	7900	G
	To:	R	Crater Rd ollingbrook	St			_									
(36) (301) Crater Rd	City of Peters		2400	G	97%	0%	1%	1%	0%	0%	F	0.09		0.759	2600	G
(a) (co.)	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	6700	G	97%	0%	1%	1%	0%	0%	F	NA			7200	G
	To	-	301 Par, Ba	nk St												
(36) (301) Crater Rd	City of Peters		4100	G	99%	0%	1%	0%	0%	0%	F	0.094		0.563	4400	G
(a) (co.)	Combined Traffic Estimates for Parallel	Roadways on this Route:	NA									NA			NA	
	To	IIS 301 E	BUS US 460	Crater l	2d		<u> </u>									
(36) Washington St	City of Peters		12000	G	97%	0%	0%	0%	2%	0%	F	0.107			13000	G
3	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	24000	G	97%	0%	0%	0%	2%	0%	F	NA			26000	G
	To	<u>,                                      </u>	Burch St													
(3,6) Washington St	City of Peters	sbura 0.25	12000	G	97%	0%	0%	0%	2%	0%	F	0.105			14000	G
30 30	Combined Traffic Estimates for 2 Parallel	0		G	97%	0%	0%	0%	2%	0%	F	0.088	F	0.613	26000	G
	To		Wythe St; A													
North	From:	S	CL Petersbi	ırg												
(85) (460)	City of Petersburg	(Maint: 26) 1.01	26000	Α	88%	1%	1%	1%	9%	1%	С	0.089			26000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	52000	Α	88%	1%	1%	1%	10%	1%	С	0.091	Α	0.546	51000	Α
Name	Tron	Squ	irrel Level	Road												
North (85) (460)	City of Petersburg	(Maint: 26) 2.57	29000	Α	88%	1%	1%	1%	9%	1%	F	0.087			30000	Α
(83) (460)	Combined Traffic Estimates for 2 Parallel	` '		A	88%	1%	1%	1%	10%	1%	F	0.09	Α	0.53	58000	Α
	To To				0070	. , ,		. , 0	.070	. , ,	•	0.00	•	0.00	00000	
North	From:		amp To I-9:								_					_
85 I-85 N Ramp	City of Petersburg	` '	24000	G	88%	1%	1%	1%	9%	1%	F	0.091	_		23000	G
· ·	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	48000	G	86%	1%	1%	1%	11%	1%	F	0.079	F	0.586	45000	G
North	Tron:	Ramp to W	ashington S	St; Wyth	St											
85 Ramp	City of Petersburg	(Maint: 26) 0.11	20000	G	88%	1%	1%	1%	9%	1%	F	0.087			20000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	36000	G	87%	1%	1%	1%	10%	1%	F	0.079	F	0.564	35000	G
	To		I-95 North	l												
North	From:		I-85 North													
85 Ramp	City of Petersburg		1300	G								0.096			1300	G
$\overline{}$	To	123-901	11 Squirrel	Level Rd												
North	From:		I-85 North													_
(85) (460) Ramp	City of Petersburg	(Maint: 26) 0.10	6300	Α	88%	0%	1%	1%	10%	0%	С	0.166			6600	Α
<u> </u>	To		I-95 South	l												

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

Route	Jurisdictio	on Lengtl	n <b>AADT</b>	QA	4Tire	Bus		Tru 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW
North	From:		rth Ramp to 1		th							0.440			0000	_
85 Ramp	City of Petersburg	· /	2800	G	1:	7.						0.119			2800	G
Vorth	From:	I-95 North Exit 5	I-95 North		asnington S	St										
85) Ramp	City of Petersburg	(Maint: 26) 0.22	5700	Α								0.102			6100	Α
83) 1 44111	To:		St & Washi		i											
lorth	From:		5 North Exit													
Ramp	City of Petersburg	(Maint: 26) 0.17	2400	Α								0.119			2700	Α
$\mathcal{I}$	To:	CEUS	460-P Wash	ington S	t											
orth	From:	I-8	5 North Exit	68B												
Ramp	City of Petersburg	(Maint: 26) 0.07	3200	Α								0.104			3500	F
	To:		US 460 Wyt	he St												
outh	From:		SCL Petersbu	ıro												
35) (460)	City of Petersburg		25000	A	87%	1%	1%	1%	10%	1%	С	0.103			25000	A
,5) (400)	Combined Traffic Estimates for 2 Parallel	'		A	88%	1%	1%	1%	10%	1%	C	0.091	Α	0.546	51000	,
	Combined Traine Estimates for 2 Taraner	·			0070	1 70		1 /0	1070	1 70	Ü	0.001	,,	0.040	01000	,
uth	To: From:	So	uirrel Level I	Road												
5 (460)	City of Petersburg	(Maint: 26) 2.23	28000	Α	87%	1%	1%	1%	10%	1%	F	0.101			28000	/
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route	: 58000	Α	88%	1%	1%	1%	10%	1%	F	0.09	Α	0.53	58000	,
	T															
uth	From:	R	amp From I-9	95 N												
35) I-85 S Ramp	City of Petersburg	(Maint: 26) 0.33	24000	G	84%	1%	1%	1%	12%	1%	F	0.101			22000	(
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route	48000	G	86%	1%	1%	1%	11%	1%	F	0.09	Α	0.53	45000	(
	To:	Pamp	From Washin	oton Av	Α.											
uth	From:															
1-85 S Ramp	City of Petersburg	,	16000	Α	84%	1%	1%	1%	12%	1%	F	0.092			15000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route		G	87%	1%	1%	1%	10%	1%	F	0.079	F	0.564	35000	(
	To:		I-95 South	Į.												
uth	From:		I-85-S													
Ramp	City of Petersburg	(Maint: 26) 0.13	4300	Α								0.104			4800	F
	To:	123-90	11; Squirrel	Level Re	d											
orth	From:		Rives Rd													
95)	City of Petersburg	(Maint: 74) 1.15	19000	Α	85%	1%	1%	0%	12%	0%	F	0.111			17000	1
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route	: 38000	Α	86%	1%	1%	0%	12%	0%	F	0.103	Α	0.607	34000	,
	T															
orth	From:		Wagner Ro	1												
5	City of Petersburg	(Maint: 74) 2.79	25000	Α	85%	1%	1%	0%	12%	0%	F	0.102			24000	P
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route	50000	Α	86%	1%	1%	0%	12%	0%	F	0.094	Α	0.558	48000	P
		110 460 Ca	inty Rd; US	301 Cent	tor Dd											
orth	From:									-						
95)	City of Petersburg		21000	Α	85%	1%	1%	0%	12%	0%	F	0.102			19000	P
$\sim$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route	42000	Α	86%	1%	1%	0%	12%	0%	F	0.094	Α	0.558	40000	Α
	To:	Maintena	nce Jurisdict	ion Cha	nge											

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

						_		Tru	ck			K	-014	Dir		
Jurisdictio	n 	Length		QA	4 l ire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	QW
City of Potorchura	(Maint: 26)	0.44		^	029/	10/	10/	10/	60/	<b>n</b> º/	_	0.000			47000	Α
													۸	0.521		A
Tallic Estillates for 2 Parallel						I 70	1 70	1 70	0%	0%	г	0.069	A	0.521	92000	A
From:	<u> </u>	US 301, Bus	S US 460 W	/ashingto	n St											
City of Petersburg (	(Maint: 26)	0.64	55000	Α	92%	1%	1%	1%	6%	0%	F	0.09			54000	Α
raffic Estimates for 2 Parallel	Roadways on thi				91%	1%	1%	1%	6%	0%	F	0.088	Α	0.523	108000	Α
To:		SCL	Colonial H	eights												
From:	(Mainte 74)	0.17										0.400			040	
City of Petersburg (	(Maint: 74)											0.108			940	Α
From:																
City of Petersburg	(Maint: 74)											0.133			300	Α
To:	(Marie 7 1)											0.100			000	
From:	4															
City of Petersburg	(Maint: 74)	0.23	690	G								0.097			690	G
To:	:	123-9	9010 Wagn	er Rd												
From:	:	I-95 N	orth Collec	ctor Rd												
City of Petersburg	(Maint: 74)	0.11	600	G								0.228			600	G
To:	:	US	460 County	y Dr												
From:																
City of Petersburg (	(Maint: 74)											0.1			500	G
100	<u> </u>															
City of Deteroburg	(Mainte 74)											0.101			1000	G
City of Petersburg (	(Mairit. 74)	0.16		G			1					0.131			1900	G
From:	<u>.                                    </u>															
City of Petersburg	(Maint: 74)	0.04										0.091			3300	G
Tal	(Marie 7 1)											0.001			0000	Ŭ
From:																
City of Petersburg (	(Maint: 74)	0.15	2800	G								0.1			2800	G
To: From:		Ramp I	From US 46	60 West												
City of Petersburg	(Maint: 74)	0.26	11000	F								0.139			12000	F
Tal	<u> </u>	Pomn	to US 201	North												
From:	(Mainte 7.1)			MOLUI								N/ 0			N.1.0	
City of Petersburg (	(Maint: /4)	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	4	Ram	n From US	301												
From:	<u> </u>	Ran		, 501												
City of Petersburg (	(Maint: 74)	0.14	15000	Α								0.119			16000	Α
	City of Petersburg Traffic Estimates for 2 Parallel  City of Petersburg Traffic Estimates for 2 Parallel  To  City of Petersburg  City of Petersburg  To  City of Petersburg  City of Petersburg	City of Petersburg (Maint: 26)  Traffic Estimates for 2 Parallel Roadways on the Total Prome City of Petersburg (Maint: 74)  Total Prome City of Petersburg (Maint: 74)  Total Prome City of Petersburg (Maint: 74)  Total City of Petersburg (Maint: 74)	City of Petersburg (Maint: 26) 0.44  Traffic Estimates for 2 Parallel Roadways on this Route:    Traffic Estimates for 2 Parallel Roadways on this Route:	City of Petersburg (Maint: 26)   0.44   48000   17   48000	City of Petersburg (Maint: 26)   0.44   48000   A	Traing   Last   Last	City of Petersburg (Maint: 26)   0.44   48000   A   92%   1%   174   175   185   174   185   174   185   1	Length   AADT   QA   4Tire   Bus   2Axle	Length   AADT   QA   4Tire   Bus   2Axle   3+Axle   1-85	Substitute	City of Petersburg (Maint: 26)   0.44   48000   A   92%   1%   1%   1%   6%   0%   0%   0%   0%   0%   0%   0	Length   AADT   QA   4Tire   Bus   2Axle   3+Axle   1Trail   2Trail   QC	Section   Length   AADT   QA   4Tire   Bus   2Axle   3+Axle   1Trail   2Trail   QC   Factor	Length   AADT   QA   ATIF   Bus   2Axle   31-Axle   11-zil   2Trail   CR   ACT   ARDT   City of Petersburg (Maint: 26)   0.44   48000   A   92%   1%   1%   1%   6%   0%   F   0.090   Traffic Estimates for 2 Parallel Roadways on this Route:   94000   A   92%   1%   1%   1%   6%   0%   F   0.089   A   25   25   25   25   25   25   25	City of Petersburg (Maint: 74)   0.15   Substitute   1.95 North   1.	City of Petersburg   Maint: 74   0.1   293 North   193 North   193 North   193 North   193 North   193 North   193 North   194 North   195 North   1

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

					011 01013					Trı	ıck			K		Dir		
Route		Jurisdiction	on	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
North		From			he & Washi	ington S	treets											
95 I-95 North CD Rd at US	460; US 301	City of Petersburg	(Maint: 74)	0.01	NA LOS N. d									NA			NA	
					I-95 North													
lorth 95) Ramp		City of Petersburg	(Maint: 26)	0.47	orth Collect 3600	or Rd <b>G</b>								0.094			3600	G
95) 1 14111		To			To Wythe		ashington S	St						0.004			0000	ŭ
Vorth		From	:		I-95 North													
95) Ramp		City of Petersburg	(Maint: 26)	0.43	5400	G								0.112			5400	G
$\overline{}$		То	e.		I-85 South													
lorth		From	r.		I-95 North													
95) Ramp		City of Petersburg	(Maint: 74)	0.19	970	G								0.116			970	G
<u> </u>		10			301 Par, Bar													
outh		City of Petersburg	(Maint: 74)	0.34	CL Petersbur 16000	rg A	86%	1%	1%	0%	11%	0%	F	0.117			14000	Α
95	Combined Traff	ic Estimates for 2 Parallel	,			A	86%	1%	1%	0%	12%	0%	F	NA			28000	A
	Combined Train	T-	Tioadways on tin	3 Houte.			00 /0	1 /0	1 /0	0 70	12 /0	0 70		IVA			20000	
outh		From			Rives Rd													
outh 95		City of Petersburg	,	1.22	19000	Α	86%	1%	1%	0%	11%	0%	F	0.107			17000	A
~	Combined Traff	c Estimates for 2 Parallel	Roadways on thi	s Route:	38000	Α	86%	1%	1%	0%	12%	0%	F	0.103	Α	0.607	34000	Α
outh		From			Wagner Rd													
95)		City of Petersburg	(Maint: 74)	1.50	25000	Α	86%	1%	1%	0%	11%	0%	F	0.097			24000	Α
$\smile$	Combined Traff	c Estimates for 2 Parallel				Α	86%	1%	1%	0%	12%	0%	F	0.094	Α	0.558	48000	Α
a.uth		To			ty Rd; US 3 County Rd; 1													
95)		City of Petersburg		0.91	22000	<b>A</b>	86%	1%	1%	0%	11%	0%	F	0.102			20000	Α
33)	Combined Traff	c Estimates for 2 Parallel	,			Α	86%	1%	1%	0%	12%	0%	F	0.094	Α	0.558	40000	Α
		To	North	of US 460 (	County Rd;	US 301	Crater Rd											
outh		City of Petersburg		0.41			Crater rea							0.091			31000	Α
95	Combined Traff	ic Estimates for 2 Parallel	,		31000	A A								0.091	Α	0.558	50000	A
	Combined Train	T-	Tioadways on tin	3 Houte.										0.054	^	0.000	30000	^
South		From			I-85													
95)		City of Petersburg	,	0.66	46000	Α	91%	1%	1%	1%	6%	0%	F	0.091			44000	Α
	Combined Traff	c Estimates for 2 Parallel	Roadways on thi	s Route:	94000	Α	92%	1%	1%	1%	6%	0%	F	0.089	Α	0.521	92000	Α
<u>out</u> h		To From	Ţ	US 301, Bu	s US 460 W	ashingto	n St											
95)		City of Petersburg	(Maint: 26)	0.48	55000	Α	91%	1%	1%	1%	6%	0%	F	0.089			54000	Α
$\smile$	Combined Traff	c Estimates for 2 Parallel	Roadways on thi			Α	91%	1%	1%	1%	6%	0%	F	0.088	Α	0.523	108000	Α
		То	c .	SCL	Colonial He	ights												
South		From			I-95 South													
95 Ramp		City of Petersburg	(Maint: 74)	0.16	3500	G								0.113			3500	G
~		То	K.	123	-9008 Rives	Rd												

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

							_		Tru	ıck			K		Dir		
Route	Jurisdiction	n 			QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QV
outh	City of Petersburg (I	Maint: 74)	0.25	I-95 South <b>2400</b>	G								0.109			2400	G
95 Ramp	To:	Manic. 74)		2400 0010 Wagner									0.103			2400	u
<u>outh</u>	From:			I-95 South													
95) Ramp	City of Petersburg (	Maint: 74)	0.31	5400	Α								0.098			5900	Δ
	To:		123-9	0010 Wagner	Rd												
outh	From:			outh Collecto													
95) Ramp	City of Petersburg (	Maint: 74)	0.09	5300	G	99%	0%	0%	0%	0%	0%	С	0.093			5300	C
~	10.			012 Graham	Rd												
outh 95) (460) Ramp	City of Petersburg (I	Maint: 74)	0.06	I-95 South <b>9600</b>	Α								0.098			10000	ļ
95) (460) Ramp	only of 1 clerabulg (i	ivianit. 7 +)											0.000			10000	,
outh	From:			p to Graham													
95) (460) Ramp from I-85 N to I-95 S	City of Petersburg (	Maint: 74)	0.07	11000	G	91%	0%	1%	1%	7%	0%	С	0.112			11000	G
outh Bus	To: From:		Ram	p from US 30	01												
95) (460) (460) Ramp from I-85 N to I-95 S	City of Petersburg (I	Maint: 74)	0.18	NA									NA			NA	
outh Bus	To: From:		Ram	p from US 3	01												
95 (460) Ramp from I-85 N to I-95 S	City of Petersburg (	Maint: 74)	0.27	12000	F								0.112			13000	F
outh	To: From:		U	S 460 Ramp													
95) Ramp	City of Petersburg (I	Maint: 74)	0.22	3500	G								0.082			3500	C
$\mathcal{L}$	To:			I-95 South													
outh	From:			I-95 South													
95) Ramp	City of Petersburg (	Maint: 74)	0.12	NA									NA			NA	
outh	To: From:		I-95-S052E	3 to Washingt	ton Stre	et											
95) Ramp	City of Petersburg (I	Maint: 74)	0.19	NA									NA			NA	
<u> </u>	To:		CEUS 460 l	FROM RT 95	5 SOU	ГН											
	From:			460 County F													
O6 Courthouse Rd	City of Petersh	burg	0.10	7400	G	95%	1%	1%	1%	2%	0%	F	0.091		0.544	7800	G
<u> </u>	10.			CL Petersburg													
109)Hickory Hill Rd	City of Petersh	hura	0.88	460 County F <b>9600</b>	G	99%	1%	0%	0%	0%	0%	С	0.123		0.845	10000	
109) riickory riiii rid	only of release					JJ 70	1 /0	0 70	0 70	0 70	0 78	O	0.120		0.043	10000	
09) Hickory Hill Rd	City of Petersh	hura	0.03	CL Petersburg 9600	N N	99%	1%	0%	0%	0%	0%	N	0.123		0.845	10000	١
109)	Tor		nd; Fort Lee N						0 /0	0 /0	0 /0	. 4	0.120		0.040	10000	,
	From:			CL Petersburg													
142)Boydton Plank Rd	City of Petersh	burg	0.16	3000	G	97%	0%	0%	1%	1%	0%	F	0.101		0.64	3200	C
$\mathcal{L}$	To:			Dupuy Rd				<b>—</b>									
142)Boydton Plank Rd	City of Petersk	burg	1.24	3200	G	97%	0%	0%	1%	1%	0%	С	0.098		0.609	3400	C
	To		Rt 6	604 Halifax R	Rd												

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

		J.,	OI F E LEI SL					Tru	ck			K		Dir		
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	OK	actor	AAWDT	QW
	From:	Rt	604 Halifax l	Rd				017.0.0				. 4010.		4010.		
142 Halifax Rd	City of Petersb	ourg 0.06	5300	G	97%	0%	0%	1%	1%	0%	F	0.087	0	0.549	5600	G
	To:		CSX RR													
	From:	SC	CL Petersbur	rg												
301 Crater Rd	City of Petersb	ourg 0.21	9500	G	99%	0%	0%	0%	0%	0%	F	0.086	0	0.611	10000	G
<del></del>	Τα		Rives Rd													
301 Crater Rd	City of Petersb	ourg 0.90	11000	G	99%	0%	0%	0%	0%	0%	С	0.09	0	0.612	12000	G
	To		Wagner Rd													
301 Crater Rd	From:_ City of Petersb		23000	G	99%	0%	0%	0%	0%	0%	F	0.085	0	0.504	24000	G
301) 614:01 114	- F					0 / 0		0 70	0 / 0	070	•	0.000	·	3.00 1	21000	~
Crotor Dd	City of Detector	0.07	Flank Rd		99%	0%	00/	00/	0%	00/	F	0.085	0	) E11	05000	G
301 Crater Rd	City of Petersb	ourg 0.87	23000	G	99%	0%	0%	0%	0%	0%	Г	0.085	U	0.511	25000	G
~~~-	To: From:		S 301 Sycan													
301 Crater Rd	City of Petersb	ourg 0.26	16000	G	99%	0%	1%	0%	0%	0%	С	0.083	0	0.515	17000	G
	To: From:		South Blvd													
301 Crater Rd	City of Petersb	ourg 0.73	22000	G	99%	0%	1%	0%	0%	0%	F	0.083	(	0.52	24000	G
<u> </u>	To	I-9.	5, Bus US 4	60			_									
Bus Crotor Dd	City of Deterobuse (A		11000	N	99%	0%	10/	00/	00/	00/	N	0.001	0	0.524	10000	N
301 460 Crater Rd	City of Petersburg (N	Maint: 26) 0.09 I-95; Bus U				076	1%	0%	0%	0%	IN	0.081	U	J.324	12000	IN
Bus	From:		ce Jurisdiction													
301 (460 Crater Rd	City of Petersb		11000	G	99%	0%	1%	0%	0%	0%	С	0.081	0	0.524	12000	G
	Combined Traffic Estimates for Parallel F	Roadways on this Route:	NA									NA			NA	
	To	SR 36 R	us US 460 V	Wythe S	t											
Bus	From:L	· · ·				00/	40/	00/	00/	00/	_	0.007			0.400	_
301 460 Crater Rd	City of Petersb	•	7800	G	99%	0%	1%	0%	0%	0%	F	0.087	Ü	0.541	8400	G
	Combined Traffic Estimates for Parallel F	Roadways on this Route:	NA									NA			NA	
~~~	To: From:	SR 36 Par, Bus	US 460 Par,	Washir	ngton St											
301 (36) Crater Rd	City of Petersb	~	4100	G	99%	0%	1%	0%	0%	0%	F	0.094	0	0.563	4400	G
	Combined Traffic Estimates for Parallel F	Roadways on this Route:	NA									NA			NA	
	To	US 3	301 Par, Ban	k St												
301 (36) Crater Rd	City of Petersb		2400	G	97%	0%	1%	1%	0%	0%	F	0.09	0	0.759	2600	G
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	6700	G	97%	0%	1%	1%	0%	0%	F	NA			7200	G
	To:		ollingbrook S													
~~~ <u></u>	From:		Crater Rd													
301 (36) Bollingbrook St	City of Petersb	•	3200	G	97%	0%	1%	1%	0%	0%	С	0.096		0.677	3400	G
~ ·	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	7400	G	97%	0%	1%	1%	0%	0%	С	0.096	F 0	0.557	7900	G
	Τα 		5th St				$\neg$ $\vdash$									
301 (36) Bollingbrook St	City of Petersb	ourg 0.15	3800	G	97%	0%	1%	1%	0%	0%	F	0.099	0	0.742	4100	G
	-															
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	7700	G	97%	0%	1%	1%	0%	0%	F	0.09	F 0	0.613	8200	G

4/27/2017 15

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

									Tru	ck			K		Dir		
Route		Jurisdiction	1 Length	n <b>AADT</b>	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
ALT		From:		, ALT US 30													
01 } { 1 } { 301 } (36 ) Bollir	gbrook St	City of Petersb		4000	G	97%	0%	1%	1%	0%	0%	F	0.107		0.707	4300	(
	Combined Traffic	Estimates for Parallel F	Roadways on this Route	: NA									NA			NA	
		To:	Ţ	JS 1 Par, 2nd	d St												
~~~		From:		N RT 1								_					
01 ) { 1 } 2nd St		City of Petersk			G	99%	0%	0%	0%	0%	0%	F	0.085		0.622	14000	•
~ ~		To:	SC	L Colonial H	leights												
		From:		US 301													
01 Ramp		City of Petersburg (I	Maint: 74) 0.19	6900	G								0.077			6900	
		To:	Į.	-95 Collector	r Rd												
rth		From:	US 301; 123-90	12 GRAHAN	M RD & I	RO RT 95											
Ramp		City of Petersburg (I	Maint: 74) 0.10	1800	G								0.081			1800	
		To:	I-95-S050X F	ROM ROU	TE 301 N	ORTH											
ıth Bus		From:	Ţ	IS 301 Crater	r Rd												
01 (460 Ramp US 301 S	o I-95 S at Exit ???	City of Petersburg (I		700	G	98%	1%	1%	0%	1%	0%	F	0.114			740	
400		To:		I-95, US 46				Ti.	- , -	.,.	-,-	-	• • • • • • • • • • • • • • • • • • • •				
		Erom:		·				1									
O Davide Ct		City of Determine		JS 301 Crate		070/	00/	10/	00/	10/	00/	_	0.000		0.547	4500	
36 Bank St		City of Petersk	=	4200	G	97%	0%	1%	2%	1%	0%	С	0.099	_	0.547	4500	
- 🗸	Combined Traffic E	Estimates for 2 Parallel F	Roadways on this Route	: 7400	G	97%	0%	1%	1%	0%	0%	С	0.096	F	0.557	7900	
		To		5th St													
36 Bank St		City of Petersk	burg 0.15		G	97%	0%	1%	2%	1%	0%	F	0.083			4200	
	Combined Traffic F	stimates for 2 Parallel F	-	: 7700	G	97%	0%	1%	1%	0%	0%	F	0.09	F	0.613	8200	
						0.70	0 70		. , 0	0,0	0,0	•	0.00	•	0.0.0	0200	
ALT		From:		3rd St													
(301) $(36)$ Bank	St	City of Petersh	burg 0.09	3700	G	97%	0%	1%	2%	1%	0%	F	0.095			4000	
	Combined Traffic E	Stimates for 2 Parallel F	Roadwavs on this Route	: 7800	G	97%	0%	1%	1%	0%	0%	F	NA			8300	
		To:	-	US 301 Par.													
т		From:			,			i									
_T <sub>01</sub> Sycamore St		City of Petersb		VS 301 Crater <b>7900</b>	G	99%	0%	1%	0%	0%	0%	F	0.081		0.51	8500	
J1 Sycamore St		Oity of Feterst	July 0.50	7900	G	33 /6	0 78	1 /0	0 /6	0 /6	0 /6	•	0.001		0.51	0300	
		To: From:		South Blvc	1												
Sycamore St		City of Petersh	burg 0.95	6100	G	99%	0%	1%	0%	0%	0%	С	0.086		0.568	6500	
)  )		City of 1 otoros	7d19 0.00			0070	0 70		0 70	070	0 70	Ū	0.000		0.000	0000	
LT		From:		North Blvc	d												
Sycamore St		City of Petersh	burg 0.42	10000	G	99%	0%	1%	0%	0%	0%	F	0.083		0.585	11000	
,		To		G 1 D													
Ţ		From:		Graham Ro	d												
Sycamore St		City of Petersh	burg 0.56	10000	G	99%	0%	1%	0%	0%	0%	F	0.087		0.536	11000	
		To:		US 1 Wythe	St												
LT Bus		From:		US 1													
01 \	e St	City of Petersh	ourg 0.20	15000	G	97%	1%	1%	1%	1%	0%	F	0.088			16000	
. ノ ( ノ ( ノ ) ( )	O I To - (C) -	Cationatas fau Davallal C	Jacobusta on this Douts	: NA									NIA			NA	
~ ~ ~ ~	Combined Traffic	Estimates for Parallel F	Roadways on this Route	: NA									NA			INA	

4/27/2017 16

								Tru	ıck			K		Dir		
Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QW
ALT	From:	Bus I	US 460 Wytl	he St			2,000	01717110	TTTQII			1 40101		1 40101		
301 1 Jefferson St	City of Peters	sburg 0.09	3900	G	97%	1%	1%	1%	1%	0%	F	0.081		0.748	4200	G
	Combined Traffic Estimates for Parallel	Roadways on this Route:	NA									NA			NA	
	To:		60 Par, Wash	hington	St											
ALT 301 ( 1 ) Jefferson St	City of Peters		870	G	97%	1%	1%	1%	1%	0%	_	0.101		0.512	930	G
301 1 Jefferson St	Combined Traffic Estimates for Parallel	O .	NA	G	31 /0	1 /0	1 /0	1 /0	1 /0	0 /6	'	NA		0.512	NA	G
	Combined Trainic Estimates for Faraner	noadways on this noute.										INA			INA	
ALT	From:		Henry St													
301 (1) 3rd St	City of Peters	•	370	G	97%	1%	1%	1%	1%	0%	F	0.094		0.521	400	G
$\hookrightarrow$	Combined Traffic Estimates for Parallel	Roadways on this Route:	NA									NA			NA	
ALT	To: From:	US 3	301 Par, Ban	ık St												
301 1 3rd St	City of Peters	sburg 0.05	400	G	97%	1%	1%	1%	1%	0%	F	0.122		0.555	430	G
	Combined Traffic Estimates for Parallel	Roadways on this Route:	NA									NA			NA	
	To:	US 30	1 Bollingbro													
ALT	From:		ALT US 301								_					_
301 }{301 }{ 1 } \36 <i>)</i> Bo	Ilingbrook St City of Peters	•	4000	G	97%	0%	1%	1%	0%	0%	F	0.107		0.707	4300	G
~ ~ ~ ~	Combined Traffic Estimates for Parallel	Roadways on this Route:	NA									NA			NA	
	10.		US 301													
ALT 301 Sycamore St	City of Peters		7900	St G	98%	0%	1%	0%	0%	0%	_	0.084		0.595	8500	G
301 Sycamore St	Combined Traffic Estimates for Parallel	•	NA	G	30 /6	0 /6	1 /0	0 /6	0 /6	0 /6	'	0.064 NA		0.555	NA	ч
	To:		460 Washin	ngton St								INA			INA	
ALT Bus Bus	From:		us US 460 Pa													
301 (460) (460) (36) Wa	ashington St City of Peters	•	17000	G	97%	1%	1%	1%	1%	0%	F	0.089			18000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	32000	G	97%	1%	1%	1%	1%	0%	F	NA			34000	G
NI T	T <sub>CC</sub> From:	Bus US	460 Washin	ngton St												
ALT 301 Adams St	City of Peters	sburg 0.06	9900	G	98%	0%	1%	0%	0%	0%	F	0.091		0.535	11000	G
301), 199	Combined Traffic Estimates for Parallel	•		_	0070	0,0	. , 0	0,0	0 70	0,0	•	NA		0.000	NA	
	To	·														
ALT_	From:		Franklin St													
301 Adams St	City of Peters	•	8800	G	98%	0%	1%	0%	0%	0%	С	0.087		0.562	9300	G
	Combined Traffic Estimates for Parallel	Roadways on this Route:										NA			NA	
	To:		Henry St													
~~	From:		CL Petersbur	rg		1 05	· 61'	-411:	- (()	L						_
460 85	City of Petersburg	'										es for this	Ū		E4000	
	Combined Traffic Estimates for 2 Parallel	Hoadways on this Route:	52000	Α	88%	1%	1%	1%	10%	1%	С	0.091	А	0.546	51000	Α
~~	To: From:		irrel Level R	load			₽			_						
460 (85)	City of Petersburg	•									timate	es for this	Ū			
~ ~	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:		Α	88%	1%	1%	1%	10%	1%	F	0.09	Α	0.53	58000	Α
	To:		I-85 S													

Route	Jurisdiction	Length A	ADT QA	4Tire	Rus		Tru 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW
~~~	From:		-85 S	0	1 05 (		- 4' 1 4.	(0'	l						
460 85 Ramp	City of Petersburg (Maint: 26)	0.10		S	ee I-85 fo	or dire	ctional ti	rattic vo	lume es	timate	es for this	segi	ment.		
<del>-</del> •	From:		95 SB I-85												
460 (95) Ramp	City of Petersburg (Maint: 74)	0.06	1-03	S	ee I-95 fo	or dire	ctional tr	raffic vo	lume es	timate	es for this	segi	ment.		
	To	Gral	ham Rd												
460 (95) Ramp from I-85 N to I-95 S	City of Petersburg (Maint: 74)	0.07	nam Ku	S	ee I-95 fo	or dire	ctional tr	raffic vo	lume es	timate	es for this	seai	ment.		
(93)	To:		ollector Ramp									3			
Bus	From:		US 301South												
(460) (95) (460) Ramp from I-85 N to I-95	S City of Petersburg (Maint: 74)	0.18		S	ee I-95 fo	or dire	ctional tr	raffic vo	lume es	timate	es for this	segi	ment.		
	To:		US 301North			_									
$\frac{\text{Bus}}{60 \sqrt{95}} \sqrt{\frac{\text{Bus}}{460}} \text{Ramp from I-85 N to I-95}$	S City of Petersburg (Maint: 74)	0.27	om US 301	9	ee I-95 fo	r dire	ctional t	raffic vo	duma ac	timate	e for this	coa	mont		
160 \ 95 \ (460 \) Ramp from I-85 N to I-95	To:		S 460		66 1-33 10		Ciloriai ti	anic vo	nume es	iiiiai	75 IOI 11113	segi	nent.		
	From:		I-95												
County Dr	City of Petersburg	0.60 18	3000 G	89%	0%	1%	1%	8%	0%	F	0.105		0.521	19000	C
<del>**</del>	To	SR 100 Hi	ckory Hill Rd												
County Dr	City of Petersburg		700 G	89%	0%	1%	1%	8%	0%	С	0.105		0.521	10000	
300)	To					_									
County Dr	City of Petersburg		ourthouse Rd	89%	0%	1%	1%	8%	0%	F	0.082		0.528	13000	(
160 County Di	To:		Petersburg	03 /6	0 /6		1 /0	0 /6	0 /6	•	0.002		0.520	13000	
	From:		Petersburg			<del>-                                    </del>									
Bus 160 / 1 Washington St	City of Petersburg		3000 G	97%	0%	1%	1%	1%	0%	F	0.093		0.537	13000	
(60) (1) Washington St	Only of 1 eteraburg			31 70	0 70	1 /0	1 /0	1 /0	0 70	•	0.000		0.557	10000	•
Bus	From:	Sun	nmit St												
160 1 Washington St	City of Petersburg	0.18 <b>1</b> 3	3000 G	97%	0%	1%	1%	1%	0%	F	0.091		0.518	13000	C
$\rightarrow$	Too	E	lm St												
Bus	From:			070/	40/	40/	40/	40/	00/	_	0.00		0.540	47000	,
Washington St	City of Petersburg		r; Wythe St	97%	1%	1%	1%	1%	0%	F	0.08		0.548	17000	G
Bus	From:	US 1 Par, Washing		ea Lane		_									
160 1 Wythe St	City of Petersburg		700 G	97%	1%	1%	1%	1%	0%	С	0.090			8200	(
)( - ) -	Fraffic Estimates for 2 Parallel Roadways	on this Route: 17	7000 G	97%	1%	1%	1%	1%	0%	F	0.085	F	0.578	18000	(
	Too														
Bus	From		erry St												
60)(1) Wythe St	City of Petersburg		1000 G	97%	1%	1%	1%	1%	0%	F	0.093			11000	(
Combined T	raffic Estimates for 2 Parallel Roadways of	on this Route: 20	0000 G	97%	1%	1%	1%	1%	0%	F	0.087	F	0.508	22000	C
Puo	To: From:	SR 36	Market St			$\exists$ $\vdash$									
$\widetilde{460}$ $\widetilde{1}$ $36$ Wythe St	City of Petersburg	0.20 11	1000 G	97%	1%	1%	1%	1%	0%	F	0.095			11000	G
	I Traffic Estimates for Parallel Roadways		NA	01 /0	1 /0	1 /0	1 /0	1 /0	0 /0	'	NA			NA	_
Combined	i Tramo Estimates foi Faranei Modoways (	m uno noute.	IVA								INA			INA	

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

Route		Jurisdictio	n .	l enath	AADT	QA	4Tire	Bus		Tru	ck		QC	K	QK	Dir	AAWDT	OW
		From	12		JS 301 Sycar				2Axle	3+Axle	1Trail	2Trail	<u> </u>	Factor	<b>Q</b> , (	Factor	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	
Bus (460) (1) (301) (36) Wyth	e St	City of Peters	sburg	0.20	15000	G	97%	1%	1%	1%	1%	0%	F	0.088			16000	G
400 (1) (301) (30)		Estimates for Parallel	•			-								NA			NA	
		To	±		S 1 Jefferson	St												
Bus 460 (36) Wythe St		City of Peters	ebura	0.20	17000	G	98%	1%	1%	0%	1%	0%	С	0.085			18000	G
(460) (36) Wythe St	Combined Traffic E	stimates for 2 Parallel	0			G	96%	1%	1%	1%	1%	0%	_	0.083	F	0.505	37000	G
	Combined Traine L	.Stilliates for 2 i araller		s rioute.		<u> </u>	30 /6	1 /0	1 /0	1 /0	1 /0	0 /6	'	0.001	'	0.505	37000	ч
Bus		From:			I-85, I-95													_
$\binom{460}{36}$ Wythe St		City of Peters	0	0.30	12000	G	98%	1%	1%	0%	1%	0%	F	0.076	_		12000	G
~ ~	Combined Traffic E	stimates for 2 Parallel	Roadways on this			G	96%	1%	1%	1%	1%	0%	F	0.088	F	0.641	28000	G
Bus		From:	r. I:		; US 301 Cr													
460 (301) Crater Rd		City of Peters	sburg	0.98	11000	G	99%	0%	1%	0%	0%	0%	С	0.081		0.524	12000	G
	Combined Traffic	Estimates for Parallel	Roadways on this	s Route:	NA									NA			NA	
		To			nce Jurisdicti	on Chan	ge											
Bus		From:			JS 460 Par,													
460 301 Crater Rd		City of Petersburg	(Maint: 26)	0.09	11000	N	99%	0%	1%	0%	0%	0%	N	0.081		0.524	12000	N
Bus		From:	11.	US	US 301 Crater	Rd												
460 301 Ramp US 301 S t	to I-95 S at Exit ???	City of Petersburg	(Maint: 74)	0.20	05501		See	US 30	1 for dir	ectional	traffic v	olume e	estima	tes for tl	nis se	gment.		
		To	00	I	-95 CD Roa	d												
Bus		From:			from US 30	1South												
(460) (95) (460) Ramp from	I-85 N to I-95 S	City of Petersburg	(Maint: 74)	0.18			Se	ee I-95	for direc	ctional tr	attic vo	lume es	timate	es for this	segr	ment.		
Bus		To:	<u></u>	Ramp	from US 30	1North												
(460) (95) (460) Ramp from	I-85 N to I-95 S	City of Petersburg	(Maint: 74)	0.27			Se	ee I-95	for direc	ctional tr	affic vo	lume es	timate	es for this	segr	ment.		
		To	00		Bus US 460	)												
Bus		From:	ı:	CE	US 460 Exit	6A												
(460)Ramp		City of Petersburg	(Maint: 26)	0.24	5900	G								0.109			5900	G
$\hookrightarrow$		To	_	CE	US 460 Exit	6C			<u> </u>									
Bus		City of Petersburg	(Maint: 26)	0.27	4400	G								0.101			4400	G
(460) Ramp		Oily of Felersburg	(IVIAITIL. 20)	0.27	I-95 South									0.101			4400	G
		From	CELIG	2 460 P002	2B CEUS 46		FDOM											
Bus (460)Ramp		City of Petersburg	<b>L</b>	0.11	8600	0-E006E	FROM							0.112			8600	G
(460) ramp		To:			460 BUS00-		NGTON (	&						0.112			0000	ď
Bus		From:			US 460 Exit				i									
460 Ramp		City of Petersburg	(Maint: 26)	0.08	3300	G								0.114			3300	G
		To:	x		I-85 South													
Bus		From:	CEUS	460 TO R	TS 85 & 95	SOUTH	BOUND										,	
(460)Ramp		City of Petersburg		0.17	3500	G								0.094			3500	G
٠ - رحي		To		)-P002A T	O RTS 85 &	95 SOL	THBOU	ND										

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

Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus		Tru	-		QC	K	QK	Dir	AAWDT	QI
Bus	From:	CEUS 46	0 TO RT 95	NORT	'H		2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
Ramp	City of Petersburg (		12000	G								0.097			12000	C
	To:	CEUS 460-P00	2B CEUS 4	160- 6B	FROM											
us	From:		the St Batte	rsea Laı	ne											
80 ( ) Washington St	City of Peters	-	9600	G	97%	1%	1%	1%	1%	0%	F	0.096			10000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	17000	G	97%	1%	1%	1%	1%	0%	F	0.085	F	0.579	18000	
IS	To: From:	123	3-9025 West	t St												
Washington St	City of Peters	burg 0.40	9000	G	97%	1%	1%	1%	1%	0%	F	0.090			9600	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	17000	G	97%	1%	1%	1%	1%	0%	F	NA			18000	
	Too	123	-9029 South	h St			$\neg$ $\vdash$									
S 0	City of Peters	burg 0.27	9700	G	97%	1%	1%	1%	1%	0%	С	0.087			10000	
o) (j) ···ac·····g·····	Combined Traffic Estimates for 2 Parallel	-		G	97%	1%	1%	1%	1%	0%	F	0.087	F	0.509	22000	
	Tol	-	Guarantee S	t												
S 0 1 Washington St	City of Peters				97%	10/	10/	10/	10/	00/	_	0.094			10000	
0 Washington St	City of Peters Combined Traffic Estimates for 2 Parallel	•	11000	G G	97% 97%	1% 1%	1% 1%	1% 1%	1% 1%	0% 0%	F	0.094 NA			12000	
	To:		orth Market		9170	170	170	1 70	1 70	0%	Г	IVA			23000	
s	From:	US 1 Pa	ır; SR 36 M													_
(36) Washington St	City of Peters	burg 0.19	12000	G	97%	1%	1%	1%	1%	0%	С	0.093			13000	
~ 0	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	23000	G	97%	1%	1%	1%	1%	0%	F	NA			24000	
is ALT	To: From:	ALT US	301 Par, Syc	camore	St											
(30) (301) (36) Washington	St City of Peters	burg 0.09	17000	G	97%	1%	1%	1%	1%	0%	F	0.089			18000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	32000	G	97%	1%	1%	1%	1%	0%	F	NA			34000	
	Tax	ALT US	301 Par, A	dams S	t		$\neg$ $\vdash$									
S ALT 0 301 36 Washington	St City of Peters	burg 0.10	16000	G	97%	1%	1%	1%	1%	0%	F	0.079			17000	
Washington	Combined Traffic Estimates for 2 Parallel	0		G	97%	1%	1%	1%	1%	0%	F	NA			33000	
	Tac		1 Jefferson					.,.	.,,	• , •						
JS O W	From:				2501					221						
(36) Washington St	City of Peters	•	18000	G	95%	1%	1%	1%	2%	0%	F	0.079	_		19000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	35000	G	96%	1%	1%	1%	1%	0%	F	0.081	F	0.511	37000	
is	To: From:		I-95													
0) (36) Washington St	City of Peters	burg 0.24	14000	G	95%	1%	1%	1%	2%	0%	С	0.101			15000	
$\supset$ $\bigcirc$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	26000	G	96%	1%	1%	1%	1%	0%	F	0.088	F	0.646	28000	
_	To:	US	301 Crater	Rd												
on (301) Crater Rd	City of Peters	burg 0.10	7800	G	99%	0%	1%	0%	0%	0%	F	0.087		0.541	8400	
301 Crater Rd	Combined Traffic Estimates for Parallel	•	NA	u	00 /0	0 /0	1 /0	0 /0	0 /0	0 /0		NA		5.5-1	NA	
	To:		US US 460	Wythe	St							. 4/ 1			14/1	

4/27/2017 20

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Trı	uck		QC	K	QK Dir	AAWDT	OW
noute	Junsaiction	Lengin	AADI	QA	41116	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	Factor	AAWDI	QVV
Bus	From:	SR 36, B	US US 460	Wythe S	St										
460 (301 Crater Rd	City of Petersburg	0.98	11000	G	99%	0%	1%	0%	0%	0%	С	0.081	0.524	12000	G
	Combined Traffic Estimates for Parallel Roadways on the	nis Route:	NA									NA		NA	
	To:	Maintenan	ce Jurisdicti	on Char	ige										
Bus	From:	US	301 Crater	Rd											
(460) Winfield Rd	City of Petersburg	0.43	1400	G	96%	1%	1%	0%	1%	0%	С	0.094	0.959	1500	G
(P)	Combined Traffic Estimates for 2 Parallel Roadways on the	nis Route:	2100	G	97%	1%	1%	0%	1%	0%	F	NA		2300	G
Bus	To: From:	State Ma	aintenance E	Boundary	1		$\Box$ $\vdash$								
(460) Winfield Rd	City of Petersburg (Maint: 26)	0.09	1400	G	96%	1%	1%	0%	1%	0%	С	0.094	0.959	1500	G
(P)	Combined Traffic Estimates for 2 Parallel Roadways on the	nis Route:	2100	G	97%	1%	1%	0%	1%	0%	F	NA		2300	G
	То	US	460 County	Rd											
Bus	From: CEUS	S 460-P TO I	RTS 85 & 95	5 SOUT	HBOUND	)									
(460)Ramp	City of Petersburg (Maint: 26)	0.26	4400	G								0.094		4400	G
<u> </u>	To: CEUS 4	60-E006A T	O RTS 85 &	. 95 SO	JTHBOU!	ND									
Bus	From:		CEUS 460												
460 Ramp	City of Petersburg (Maint: 74)	0.08	2800	G								0.116		2800	G
<u></u>	To: Cl	EUS 460-E00	O6B CEUS 4	160- 6B	FROM										

						City of Feter	oburg								
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+A			QC	K Factor	OK	Dir octor	AAWDT	QW	Year
City of Petersburg		From				D 1E	1								
(F329) Lake Shore Dr	0.17	10	R			Dead En	d			 NA			NA		03/17/200
(1023)		To				74-1102 Lakes	hore Dr								
		From				Dead En	d								
(F330) N Normandy Dr	2.93	3700	R							NA			NA		03/17/200
		10	<u> </u>			FR-331 Servi				_					
(F331) Service Rd	0.78	1400	L			Dead En	d			NA			NA		03/17/200
Service Hd	0.70	To	Ë			Dead En	d			iii					00/11/200
		From			SCL P	etersburg; 26-67	'5 Vaughan I	Rd							
3 Vaughn Rd	0.64	880	G							0.093	0.	685	940	G	2016
<u> </u>		To	1			123-9013 Hali	fax Rd								
Walla Dd	0.41	From	<u> </u>	000/	00/	Halifax R		00/	С	0.000	0	E00	EEOO	_	2016
4 Wells Rd	0.41	<b>5200</b>	G	89%	0%	1% 2% Squirrel Leve		0%		0.082	0.	533	5500	G	2016
		From				CSX RF									
9002) Halifax Rd	0.18	5700	G	99%	0%	1% 0%		0%	F	0.085	0.	538	6000	G	2016
<u> </u>		To	-			Patterson	St			<b>—</b> —					
(9002) Halifax St	0.58	4300 From	G	99%	0%	1% 0%		0%	F	0.088	0.	531	4600	G	2016
<u> </u>		To				Baylors La	ine			_					
(9002) Halifax St	0.19	5100	G	99%	0%	1% 0%	5 0%	0%	F	0.088	0.	513	5500	G	2016
		T <sub>e</sub> From				Virginia A	.ve			⊒⊢					
9002) Halifax St	0.37	7700	G	99%	0%	1% 0%	0%	0%	F	0.086	0.	591	8200	G	2016
<u> </u>		To From				Lee Ave	<b>,</b>								
(9002) Halifax St	0.29	7600	G	99%	0%	1% 0%	6 0%	0%	F	0.086	0.	526	8100	G	2016
<u> </u>		From				Liberty S									
9002 Halifax St	0.28	8400	G	99%	0%	1% 0%	5 0%	0%	С	0.080	0.	552	8900	G	2016
O Hadan Ot	0.10	From		070/		JS 1, US 460 W		00/	_			075	4700		0040
9002 Union St	0.12	4400	G	97%	1%	1% 1%	5 0%	0%	F	0.086	0.	875	4700	G	2016
O Union Ct	0.17	From	_	070/		1, US 460 W W		00/	-	0 101	0	E70	1000		2016
(9002) Union St	0.17	1800 <sub>To</sub>	G	97%	1%	1% 1% W Tabb :		0%	С	0.121	0.	578	1900	G	2016
		From				Boydton Plan									
(9004) Defense Rd	0.47	2100	G	97%	0%	1% 1%		0%	С	0.097	0.	643	2300	G	2016
		To	-			Squirrel Leve	el Rd								
(9004) Defense Dr	1.77	3600 From	G	98%	1%	1% 0%		0%	F	0.098	0.	537	3800	G	2016
$\bigcup$		To	_			Johnson F	Rd			$\neg$ —					
(9004) South Boulevard	0.92	8500	G	98%	1%	1% 0%		0%	С	0.084	0.	523	9000	G	2016
		T <sub>e</sub> From				S. Sycamor	e St			_					
9004) South Boulevard	0.18	5700	G	98%	1%	1% 0%	0%	0%	F	0.089	0.	565	6000	G	2016
		To From				Crater R	d								
9004 South Boulevard	0.72	2400	G	98%	1%	1% 0%		0%	F	0.096	0.	574	2500	G	2016
		To	1			Anderson									
Clark Dd	0.00	Prom	<u> </u>	000/	00/	Halifax R		00/		0.100	0	E0	2200	_	2016
9006 Flank Rd	0.96	2000	G	99%	0%	0% 0%		0%	С	0.109	0	.53	2200	G	2016
9006 Flank Rd	0.47	3200 From	۳.	99%	0%	Johnson F 0% 0%		Nº/	F	0.004	0	505	3400	G	2016
(9006) Flank Hd	0.47	3200	G	JJ %	U 7/0			0%	٢	0.094	U.	505	3400	G	2010
9006) Flank Rd	0.75	2700 From	G	99%	0%	Birdsong l		0%	F	0.09	0	566	2900	G	2016
(9006) Flank Rd	0.75	£100 		JJ /0	U /0			U /o	1,	0.08	0.	JUU	2900	a	2010
(9006) Flank Rd	0.91	3100 From	G	100%	0%	Fort Hayes		0%	С	0.093	0	657	3300	G	2016
(9006)	0.01	3100 To		. 50 /0	J /0	Flank Rd		0 /0		J.000	0.	551	3000	J	2010

						City Oi	retersi	uig							
Route	Length	AADT	QA	4Tire	Bus		Trı 3+Axle			QC	K Factor	QK Dir Factor	AAWDT	QW	Year
City of Petersburg		From													
9006) Flank Rd (1-Way)	0.13	2600	G	99%	0%	0%	ank Rd N 0%	0%	0%	С	0.112		2800	G	2016
9006) Halik Hu ( 1-vvay )	0.15	<b>2000</b>	<u> </u>	33 /6	0 /6		1 S Crater		0 /6		0.112		2000	a	2010
		From	1								L				
9008 Rives Rd	0.48	7500	G	98%	0%	1%	1 S Crater 0%	0%	0%	С	0.1	0.543	8000	G	2016
9008 Rives Rd	0.40	7500		30 /6	0 /6	1 /0		0 /6	0 /6		——————————————————————————————————————	0.545	0000	u	2010
O 5: 5:		From	<u> </u>				I- 95								
9008) Rives Rd	0.34	7300	G	97%	0%	1%	0%	2%	0%	С	0.095	0.555	7800	G	2016
		10	1			ECL	Petersbur	g							
<u> </u>		From	L			123-90	008 Rives	Rd							
9008) Ramp	0.17	880	_ A								0.131		900	Α	2016
<u> </u>		To	9			I-9	95 South								
		From				123-90	008 Rives	Rd							
9008) Ramp	0.16	3200	G								<u>0</u> .11		3200	G	2016
$\smile$		To	1			I-	95 North								
		From			,	SR 142 B	oydton Pla	nk Rd							
9009) Dupuy Rd	1.24	390	G	96%	1%	2%	0%	0%	0%	F	0.119	0.522	410	G	2016
$\overline{}$		To	_			(	Grigg St				<b>—</b> —				
9009) Dupuy St	0.58	1900	G	96%	1%	2%	0%	0%	0%	F	0.096	0.524	2000	G	2016
. ,															
Farmor St	0.00	3800 From	G	96%	1%	2%	oungs Rd	No/	00/	С	0.102	0.500	4100	G	2010
9009 Farmer St	0.86	3000	<u> </u>	<b>30</b> %	1 70	<b>4</b> %	0%	0%	0%	U	0.102	0.509	4100	G	2016
^		From					South St								
9009) Farmer St	0.47	3000	G	96%	1%	2%	0%	0%	0%	F	0.091	0.51	3200	G	2016
$\overline{}$		To	1			Н	alifax St								
_		From				S	Crater Rd								
9010) Wagner Rd	0.73	17000	G	99%	0%	1%	0%	1%	0%	С	0.085	0.539	18000	G	2016
$\bigcup$		To					I-95								
O W D-I	4.00	From	<u> </u>	000/	00/	00/	I -95	00/	00/			0.540	40000	0	0040
9010 Wagner Rd	1.60	12000	G	96%	0%	0%	0%	3%	0%	С	0.089	0.542	13000	G	2016
		10	1				ounty Dr								
East		From	<u> </u>			123-90	10 TO RT	95			<u></u>			_	
9010 Ramp	0.30	930	G								0.105		930	G	2016
<u> </u>		To	1		I-9	95-S FRO	M WAGN	IER RD							
West		From				123-90	10 TO RT	95							
9010) Ramp	0.25	260	G								0.133		260	G	2016
<u> </u>		To	1			I-95-S FR	WAGNE	R RD							
West		From				123-90	10 TO RT	95							
9010) Ramp	0.34	3300	G								0.107		3300	G	2016
$\smile$		To			I-9	95-N FRC	M WAGN	NER RD							
		From				SCL	Petersbur	g							
9011) Squirrel Level Rd	0.82	990	G	99%	0%	1%	0%	0%	0%	С	0.106	0.582	1100	G	2016
$\bigcirc$		To	-			ν	Vells Rd								
9011) Squirrel Level Rd	0.25	6200 From	G	91%	0%	1%	2%	6%	0%	С	0.079	0.503	6600	G	2016
3011) 3423. 2010.110	0.20			0.70	J / J							0.000	2300	~	_0.0
Onwinnel Lawrel	0.00	From	<u> </u>	000/	40/		np To I- 85		007			0.500			0040
9011) Squirrel Level	0.20	8700	G	98%	1%	1%	0%	0%	0%	F	0.083	0.503	9300	G	2016
		From					on Plank I								
9011) Young Rd	0.55	4100	G	98%	1%	1%	0%	0%	0%	F	0.086	0.513	4400	G	2016
$\overline{}$		То	4			ĭ	alor Dr								
9011) Young Rd	0.59	2600 From	G	98%	1%	1%	0%	0%	0%	С	0.101	0.565	2800	G	2016
		To					09 Dupuy								
		From	1		1		Squirrel Le				1				
9011) Ramp	0.15	4700	A		1	43-9011 N	oquittet Le	vei Kü			0.098		5100	Α	2016
9011) Ramp	0.15	4700 To	<del>^</del>			1	85 North				0.090		3100	^	2010
		From						15.			_				
Pomp	0.00		<u> </u>		1	23-9011	Squirrel Le	evel Rd			0.000		700	C	2010
9011) Ramp	0.22	<b>700</b>	G			* .	05.0- 4				0.099		700	G	2016
		10	1			I-	85 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	1				V . C.									
9012 Lee Ave	0.56	2100	G	95%	3%	2%	West St 0%	0%	0%	С	0.104		0.583	2300	G	2016
9012 Porterville St	0.15	1000	R				alifax St				0.088		0.602	NA		03/24/2014
9012) New St	0.18	960 From	G	98%	1%	1%	0% arrison St	0%	0%	С	0.091		0.558	1000	G	2016
9012 Harrison St	0.03	810	G	98%	1%	1%	New St 0%	0%	0%	F	0.096			860	G	2016
(9012) Corling St	0.09	470	R				orling St arrison St				0.114			NA		03/24/2014
9012) Graham Rd	0.83	3800	G	99%	0%	S. S. 0%	ycamore St 0%	0%	0%	F	0.085		0.588	4100	G	2016
9012 Graham Rd	0.14	10000 To	G	99%	0%	0%	From I-95 0% rater Rd	0%	0%	С	0.086		0.761	11000	G	2016
		From														
9013 Halifax Rd	1.79	4500	G	90%	0%	1%	Petersburg 2% Vells Rd	7%	0%	С	0.084		0.552	4800	G	2016
9013 Halifax Rd	0.98	<b>430</b> From	G	97%	0%	0%	0% on Plank R	2% .d	0%	С	0.122		0.5	460	G	2016
		From				SCL	Petersburg									
9015 Johnson Rd	0.01	2300	G	96%	3%	1%	0% lank Rd	0%	0%	F	0.099		0.734	2500	G	2016
9015 Johnson Rd	0.54	990 To	G	99%	0%	0%	0% dsong Rd	0%	0%	С	0.093		0.522	1000	G	2016
9015 Johnson Rd	1.39	4900 To	G	96%	3%	1%	0% outh Blvd	0%	0%	С	0.106		0.592	5200	G	2016
9015 Johnson Rd	0.46	6400 From	G	96%	3%	1%	0%	0%	0%	F	0.082		0.542	6800	G	2016
9015 Johnson Rd	0.37	4700 From	G	96%	3%	1%	orth Blvd 0%	0%	0%	F	0.083		0.537	5000	G	2016
9015 High Pearl St	0.20	4300 From	G	96%	3%	1%	Luke St 0%	0%	0%	F	0.088		0.526	4600	G	2016
Lligh Doorl Ct	0.00	From	┖	000/	10/		ginia Ave	00/	00/	F	0.007		0.000	2200		2016
9015 High Pearl St	0.08	3000 To	G	98%	1%	0% ST N	0% Matthew St	0%	0%	Г	0.087		0.669	3200	G	2016
		From				ST M	1atthews S	1								
9015 Harding St	0.22	1400	G	98%	1%	0%	0%	0%	0%	С	0.09		0.569	1500	G	2016
		From	1			Port	terville St tersville St									
(9015) Harding St	0.27	560	R								0.115			NA		03/18/2014
		To				Н	alifax St									
9017 Birdsong Rd	0.62	490	G	99%	0%	1%	Petersburg 0% hnson Rd	0%	0%	С	0.102		0.522	520	G	2016
		From	1				ashington S	1+			<u> </u>					
9021) N Sycamore St	0.18	4000	G	98%	0%	1%	0%	0%	0%	F	0.092		0.521	4300	G	2016
9021 N Sycamore St	0.15	3500 From	G	98%	0%	1%	Tabb St 0% Bollingbro	0% ok St	0%	С	0.087		0.575	3800	G	2016
		From	-				hnson Rd	-n ot								
9023 North Blvd	0.57	<b>2500</b>	G	97%	0%	2%	0% //camore St	0%	0%	С	0.081		0.635	2700	G	2016
						5 5)										

						City of Pet	ersburg							
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+	Truck Axle 1Trai	I 2Trail	QC	K Factor	QK Dir Facto	AAWDT	QW	Year
City of Petersburg		From	1			Catao I								
(9025) Virginia Ave	0.22	360	G	97%	2%		% 0%	0%	С	0.101		390	G	2016
9025) Virginia Ave	0.32	2200 From	G	97%	2%	Harding S	Street 0%	0%	F	0.099	0.613	2300	G	2016
(9025) Young Ave	0.20	2000 From	G	98%	1%	Halifax S	Street 0%	0%	С	0.081	0.55	2100	G	2016
(9025) Young Ave	0.11	2800 From	G	98%	1%	Arlington	Street 0%	0%	F	0.087	0.566	3000	G	2016
$\bigcirc$		To From			,	West Street Yo	ung Avenue			$\neg$ —				
9025 S West St	0.28	3000	G	98%	1%		% 0%	0%	F	0.108	0.629	3200	G	2016
9025) S West St	0.23	3900 From	G	98%	1%	Augusta A	% 0%	0%	F	0.110	0.609	4100	G	2016
9025) S West St	0.14	3300 From	G	98%	1%	1% C	% 0%	0%	F	0.118	0.537	3500	G	2016
9025) S West St	0.07	2300 From	G	98%	1%	W Wyth	ne St % 0%	0%	F	0.116	0.569	2500	G	2016
<u> </u>		То	1			W Washin	gton St							
9027 S West St	0.63	From		000/	10/	Halifax		Λο/	С	0.109	0.657	1000	G	2016
(9027) S West St	0.03	1800 <sub>To</sub>	G	98%	1%	0% 1 Young	% 0% Ave	0%	U	0.109	0.657	1900	G	2010
		From	1			Lee A				<del></del>				
9029 S. South St	0.36	1800	G	98%	1%	1% 1	% 0%	0%	С	0.084	0.535	2000	G	2016
9029 S. South St	0.09	3100 From	G	99%	0%	US 1 Wy 0% 0	% 0%	0%	F	0.092	0.67	3300	G	2016
9029 N. South St	0.20	5400 From	G	99%	0%		% 0%	0%	F	0.085	0.539	5800	G	2016
		From				High N Sout								
9029 High St	0.02	920	G	99%	0%		% 0%	0%	F	0.088	0.522	970	G	2016
		From				Canal High								
(9029) Canal St	0.20	5600	G	99%	0%		% 0%	0%	С	0.085	0.517	6000	G	2016
		To				Grove .	Ave							
$\overline{}$		From				New								
9031 Byrne St	0.40	390 To	G	98%	1%		% 0%	0%	С	0.095		420	G	2016
		From				Halifax Halifax				-				
9031) S. Market St	0.12	2200	G	98%	1%		% 0%	0%	F	0.095	0.564	2400	G	2016
$\smile$		To				Wythe	St							
<u> </u>		From		007:		Sycamo			_					66:-
9033 Apollo St	0.14	100	G	98%	1%		% 0%	0%	F	0.136	0.667	110	G	2016
**		From				S Adam Graham								
(9033) Jefferson St	0.58	1900	G	98%	1%	1% C	% 0%	0%	С	0.087	0.585	2100	G	2016
$\overline{}$		To From				E Wyth								
(9033) Henry St	0.04	850	G	98%	1%	3rd Str 1% 0	% 0%	0%	F	0.117	0.535	900	G	2016
		То	Ē		. ,0	N Adan				<u> </u>				
		From				E Washing	gton St							
9038) Puddledock Rd	0.40	8200	G	95%	0%		% 1%	0%	С	0.095	0.542	8700	G	2016
		To	1			ECL Pete	rsburg							
( )	0.50	From		0001	001	Canal		061	_	0.000	. =	1=	_	00:0
(9046) High St	0.58	1600	G	98%	0%		% 0%	0%	С	0.096	0.528	1700	G	2016
(9046) W Bank St	0.14	3100 From	G	98%	0%	N Mark 0% 0	et St % 0%	0%	F	0.092	0.696	3300	G	2016
3040) Same St	V.17	To	Ť	20/0	3 /0	N Sycam		0 /0	•	3.002	3.000	3300	<u>~</u>	_0.0
										•				

						City of	Petersb	urg								
Route	Length	AADT	QA	4Tire	Bus		Trı 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Petersburg		From					~									
9046) E Bank St	0.11	3900	G	98%	1%	1%	ycamore S 1%	1%	0%	С	0.090		0.698	4200	G	2016
(9046) E Bank St	0.11	3300 To		30 /6	1 /0		2nd St	1 /0	0 /6		0.030		0.030	4200	u	2010
_		From					l N Crater	Rd								
(9046) Bank St	0.25	3700	G	96%	1%	1%	1%	1%	0%	С	0.099		0.582	4000	G	2016
$\overline{}$		To	-			]	East St				<u> </u>					
9046) Bank St	0.21	4200	G	96%	1%	1%	1%	1%	0%	F	0.102		0.516	4500	G	2016
		To				SR 36 E	Washingto	on St								
_		From				ΝI	Market St									
9048 W Tabb St	0.09	1100	G	98%	0%	1%	1%	0%	0%	F	0.109		0.631	1200	G	2016
		To From				Ţ	Jnion St									
9048) W Tabb St	0.06	1600	G	98%	0%	1%	1%	0%	0%	F	0.110		0.550	1700	G	2016
		To From	_			N S	ycamore S	t			<b>—</b> —					
9048) E Tabb St	0.12	1200	G	98%	0%	1%	1%	0%	0%	С	0.105		0.644	1200	G	2016
		To				N.	Adams St									
		From	-			De	efense Rd									
9053) Baylors Ln	0.65	1900	G	98%	1%	0%	0%	0%	0%	С	0.094		0.571	2000	G	2016
$\bigcup$		To				Н	alifax St									
_		From				E Wa	ashington S	St								
9055) Madison St	0.05	1900	G	97%	1%	2%	0%	1%	0%	F	0.103		0.798	2000	G	2016
$\overline{}$		To From	-			Fr	anklin St									
9055) Madison St	0.18	1700	G	97%	1%	2%	0%	1%	0%	С	0.107		0.825	1800	G	2016
		To	_			F	Bank St									
9055) Madison St	0.07	780 From	G	97%	1%	2%	0%	1%	0%	F	0.097		0.827	830	G	2016
		To				Bolli	ingbrook S	t								
		From				Е	Bank St									
9057) Fifth St	0.05	370	G								0.138		0.509	400	G	2016
		To	_			Rolli	ingbrook S	•								
9057) Fifth St	0.08	300 From	G	93%	0%	3%	3%	1%	0%	С	0.135		0.579	320	G	2016
9037)		То					River St									
		From				Flank	Rd One-W	'av			i					
9059) Flank Rd N	0.20	3900	G	98%	0%	1%	0%	0%	0%	С	0.084		0.759	4200	G	2016
••••		To				US 30	1 S Crater									
		From				E,	Wythe St									
9065) S Adams St	0.10	5200	G			_					0.084		0.506	5600	G	2016
		To				E Wa	ashington S	St								
		From	1				6Th St									
Accomack St		360	G								0.091		0.531	390	G	2016
		To					7Th St									
		From				Old	Church St									
Cameron St		350	G								0.135		0.528	380	G	2016
		To				C	Center St									
		From				Prince	George A	ve								
Culpeper Ave		510	G								0.108		0.811	540	G	2016
		To	1			Bru	ınswick St									
		From				На	alifax Rd									
Custer St		490	G		_	_					0.108		0.569	520	G	2016
		To	1	-	-	ŀ	ławk St	-								
		From				В	Busby St									
Darby Dr		270	G								0.114		0.525	280	G	2016
		To	1			Н	alcun Dr									
		From				D	ering Rd									
Gordon Dr		290	G								0.158		0.6	310	G	2016
		To	1			F	łoke Dr									

					City of Fetersburg							
Route	Length AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
ity of Petersburg												
	From	<u> </u>			Valley Dr							
Homestead Dr	<b>730</b>	G			W. H. 1 D. I		0.097		0.625	770	G	2016
					Midland Rd							
Jefferson St	Fron	<u> </u>			Filmore St				0.540	0400	G	0016
Jenerson St	2200 <sub>то</sub>	G			ST Andrews St		0.083		0.542	2400	G	2016
	Fron	1					1					
North Park Dr	850	G			Nivram St		0.095		0.598	910	G	2016
	To	Ť			Retang Rd				0.000	0.0	<u> </u>	_0.0
	Fron				Homestead Dr							
Oakmont Dr	80	G			Tronicsicua Di		0.175		0.556	80	G	2016
	To				Midland Rd							
	From	:			Bollingbrook St							
Old Church St	360	G			<u>g</u>		0.132		0.547	390	G	2016
	To				Miller St							
	Fron	1			Floyd St							
Patterson Ave	1000	G					0.144		0.588	1100	G	2016
	To				Carver St							
	Fron				Valor Dr							
Pleasants Ln	1100	G					0.131		0.529	1100	G	2016
	To	1			Dupuy Rd							
	Fron				Ash St							
Richmond Ave	730	G					0.097		0.518	780	G	2016
	To	1			Nash St							
	From				Valley St							
Rollingwood Rd	110	G					0.1		0.524	120	G	2016
	To	1			Homestead Dr							
0 11 0 1 0	Fron	<u> </u>			Forest Hill Rd				0.500	0000	_	0046
South Park Dr	2000	G			W (D 1 D		0.097		0.562	2200	G	2016
		1			West Park Dr							
St Luke St	Fron	<u> </u>			Bolling Street		0.001		0.50	600	C	2010
SI LUKE SI	570	G			Chestnut Street		0.091		0.53	600	G	2016
		1										
St Matthew St	From <b>2600</b>	L			High Pearl St		0.087		0.501	2700	G	2016
St Mattilew St	<b>2600</b>				Harding St		0.067		0.501	2/00	G	2010
	Fron											
Talley Ave	610	G			Custer St		0.237		0.604	650	G	2016
Talley AVE	To	-			Edmonds Ct		0.237		0.004	030	u	2010
		1			Eumonds Ct							