

2007

**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.

1Trail 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
- M 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
 Interstate Route Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
-  US Route
-  Virginia State Route
-  Frontage Road (F precedes frontage route number)
-  Secondary Route

Special Routes

- Bus
 Bus - Business Route
-  Bypas - Bypass Route
-  Truck - Truck Route
- ALT
 ALT - Alternate Route
-  Wve - Wve 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 Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Virginia Department of Transportation
Traffic Engineering Division
2007
Annual Average Daily Traffic Volume Estimates By Section of Route
City of Petersburg

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
From: [] To: [] Bus 1 460 Washington St	WCL Petersburg City of Petersburg	0.40	13000	G	98%	0%	1%	1%	1%	0%	F	0.09	F	0.569	14000	G
From: [] To: [] Bus 1 460 Washington St	Summit St City of Petersburg	0.18	14000	G	98%	0%	1%	1%	1%	0%	F	0.093	F	0.556	15000	G
From: [] To: [] Bus 1 460 Washington St	Elm St City of Petersburg	0.57	16000	G	97%	1%	1%	1%	1%	0%	F	0.093	F	0.506	17000	G
From: [] To: [] Bus 1 460 Wythe St	US 1 Par, Wythe St US 1 Par, Washington St; Battersea Lane City of Petersburg	1.08	8500	G	97%	1%	1%	1%	1%	0%	C	0.082	F		9300	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			18000	G	96%	1%	1%	1%	1%	0%	F	NA			20000	G
From: [] To: [] Bus 1 460 Wythe St	Perry St City of Petersburg	0.15	9700	G	97%	1%	1%	1%	1%	0%	F	0.088	F		11000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			20000	G	96%	1%	1%	1%	1%	0%	F	NA			22000	G
From: [] To: [] Bus 1 460 36 Wythe St	SR 36 Market St City of Petersburg	0.20	9900	G	97%	1%	1%	1%	1%	0%	F	0.094	F		11000	G
From: [] To: [] ALT Bus 1 301 460 36 Wythe St	ALT US 301 Sycamore St City of Petersburg	0.20	13000	G	97%	1%	1%	1%	1%	0%	F	0.088	F		14000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			28000	G	96%	1%	2%	1%	1%	0%	F	NA			30000	G
From: [] To: [] ALT 1 301 Jefferson St	Bus US 460 Jefferson St Bus US 460 Wythe St City of Petersburg	0.09	3100	G	97%	1%	1%	1%	1%	0%	F	0.089	F	0.756	3300	G
From: [] To: [] ALT 1 301 Jefferson St	Bus US 460 Par, Washington St City of Petersburg	0.26	650	G	97%	1%	1%	1%	1%	0%	F	0.104	F	0.734	710	G
From: [] To: [] ALT 1 301 3rd St	Henry St City of Petersburg	0.05	340	G	97%	1%	1%	1%	1%	0%	F	0.131	F		380	G
From: [] To: [] ALT 1 301 3rd St	US 301 Par, Bank St City of Petersburg	0.05	350	G	97%	1%	1%	1%	1%	0%	F	0.102	F		380	G
From: [] To: [] ALT 1 301 301 36 Bollingbrook St	US 301 Bollingbrook St US 301; 3RD STREET City of Petersburg	0.08	3700	G	97%	0%	1%	0%	1%	0%	F	0.101	F	0.913	4100	G
From: [] To: [] 1 301 2nd St	US 1 Par; US 301 Par; Bollingbrook St SCL Colonial Heights City of Petersburg	0.35	13000	G	99%	0%	0%	0%	0%	0%	F	0.111	F	0.694	13000	G
From: [] To: [] Bus 1 460 Washington St	US 1 Wythe St Battersea Lane City of Petersburg	0.31	9600	G	96%	1%	1%	1%	1%	0%	F	0.101	F		11000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			18000	G	96%	1%	1%	1%	1%	0%	F	NA			20000	G
From: [] To: []	123-9025 West St															

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							2Axle	3+Axle	1Trail	2Trail						
Bus 1 460 Washington St	From: 123-9025 West St City of Petersburg	0.40	9500	G	96%	1%	1%	1%	1%	0%	F	0.096	F	10000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			18000	G	96%	1%	1%	1%	1%	0%	F	NA		20000	G	
Bus 1 460 Washington St	From: 123-9029 South St City of Petersburg	0.27	10000	G	96%	1%	1%	1%	1%	0%	C	0.093	F	11000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			20000	G	96%	1%	1%	1%	1%	0%	F	NA		22000	G	
Bus 1 460 Washington St	From: Guarantee St City of Petersburg	0.24	10000	G	96%	1%	1%	1%	1%	0%	F	0.094	F	11000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			20000	G	96%	1%	1%	1%	1%	0%	F	NA		22000	G	
1 36 Market St	From: BUS US 460 Par; SR 36 Market St City of Petersburg	0.38	3500	G	98%	1%	1%	0%	0%	0%	C	0.099	F	0.508	3800	G
1 36 Old St	From: SR 36 Grove Ave SR 36; Market St City of Petersburg	0.13	3400	G	98%	1%	1%	0%	0%	0%	F	0.087	F	0.747	3800	G
1 36 Sycamore St	From: Sycamore St Old St City of Petersburg	0.04	3700	G	98%	1%	1%	0%	0%	0%	F	0.085	F	0.771	4000	G
1 36 Bollingbrook St	From: Bollingbrook St Sycamore St City of Petersburg	0.10	3000	G	98%	1%	1%	0%	0%	0%	F	0.094	F	0.777	3200	G
36 Fleet St	From: US 1, US 301 2nd St WCL Petersburg City of Petersburg	0.12	9800	G	99%	0%	1%	0%	0%	0%	C	0.1	F	0.523	10000	G
36 Grove Ave	From: Grove Ave Fleet St City of Petersburg	0.54	3000	G	97%	1%	1%	0%	0%	0%	C	0.096	F	0.628	3300	G
36 1 Market St	From: US 1 Par, Market St US 1 City of Petersburg	0.38	3500	G	98%	1%	1%	0%	0%	0%	C	0.099	F	0.508	3800	G
36 Market St	From: US 1 Par; BUS US 460 Par, Washington St City of Petersburg	0.11	3800	G	99%	0%	1%	0%	0%	0%	F	0.097	F	0.632	3900	G
36 1 460 Bus Wythe St	From: US 1, Bus US 460 Wythe St City of Petersburg	0.20	9900	G	97%	1%	1%	1%	1%	0%	F	0.094	F	11000	G	
36 1 301 ALT Bus Wythe St	From: ALT US 301 Sycamore St City of Petersburg	0.20	13000	G	97%	1%	1%	1%	1%	0%	F	0.088	F	14000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			28000	G	96%	1%	2%	1%	1%	0%	F	NA		30000	G	
36 460 Bus Wythe St	From: Bus US 460 City of Petersburg	0.20	16000	G	97%	1%	1%	0%	1%	0%	C	0.093	F	17000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			31000	G	95%	1%	2%	1%	2%	0%	F	NA		34000	G	
	To: I-85, I-95															

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Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
36 Bus 460 Wythe St	From: I-85, I-95															
	City of Petersburg	0.30	9800	G	97%	1%	1%	0%	1%	0%	F	0.08	F	11000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			22000	G	95%	1%	2%	1%	2%	0%	F	NA		24000	G	
			To: South Crater Rd													
36 Wythe St	From: US 301, Bus US 460 Crater Rd															
	City of Petersburg	0.43	11000	G	98%	0%	0%	0%	1%	0%	F	0.078	F	12000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			23000	G	98%	0%	0%	0%	1%	0%	F	0.083	F	0.595	25000	G
			To: SR 36 Par, Washington St; Amelia St													
36 Washington St	From: SR 36 Par, Wythe St; Amelia St															
	City of Petersburg	0.87	24000	G	98%	0%	0%	0%	1%	0%	F	0.086	F	0.531	26000	G
			To: Puddledock Rd													
36 Washington St	From: Prince George County Line															
	City of Petersburg	0.58	16000	G	98%	0%	0%	0%	1%	0%	F	0.082	F	0.542	17000	G
			To: SR 36; Market St													
36 1 Old St	From: Sycamore St															
	City of Petersburg	0.13	3400	G	98%	1%	1%	0%	0%	0%	F	0.087	F	0.747	3800	G
			To: Old St													
36 1 Sycamore St	From: Bollingbrook St															
	City of Petersburg	0.04	3700	G	98%	1%	1%	0%	0%	0%	F	0.085	F	0.771	4000	G
			To: Sycamore St													
36 1 Bollingbrook St	From: US 1, US 301 2nd St															
	City of Petersburg	0.10	3000	G	98%	1%	1%	0%	0%	0%	F	0.094	F	0.777	3200	G
			To: US 1 Par, 2nd St													
36 301 1 301 ALT Bollingbrook St	From: US 1, ALT US 301 3rd St															
	City of Petersburg	0.08	3700	G	97%	0%	1%	0%	1%	0%	F	0.101	F	0.913	4100	G
			To: 3rd St													
36 301 Bollingbrook St	From: 5th St															
	City of Petersburg	0.15	3600	G	97%	0%	1%	0%	1%	0%	F	0.1	F	3900	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			5500	G	97%	1%	1%	0%	1%	0%	F	0.096	F	6000	G	
			To: Crater Rd													
36 301 Bollingbrook St	From: Bollingbrook St															
	City of Petersburg	0.23	3400	G	97%	0%	1%	0%	1%	0%	C	0.098	F	0.845	3700	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			5700	G	97%	1%	1%	0%	1%	0%	C	0.099	F	6200	G	
			To: Crater Rd													
36 301 Crater Rd	From: Bollingbrook St															
	City of Petersburg	0.14	3100	G	97%	0%	1%	0%	1%	0%	F	0.094	F	3400	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			6700	G	97%	1%	1%	0%	1%	0%	F	NA		7300	G	
			To: US 301 Par, Bank St													
36 301 Crater Rd	From: US 301, BUS US 460 Crater Rd															
	City of Petersburg	0.18	4100	G	96%	1%	1%	0%	0%	0%	F	0.097	F	0.556	4400	G
			To: Washington St													
36 Washington St	From: Burch St															
	City of Petersburg	0.18	12000	G	98%	0%	0%	0%	1%	0%	F	0.095	F	13000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			23000	G	98%	0%	0%	0%	1%	0%	F	NA		25000	G	
			To: Burch St													

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							2Axle	3+Axle	1Trail	2Trail						
36 Washington St	From: Burch St															
	City of Petersburg	0.25	12000	G	98%	0%	0%	0%	1%	0%	F	0.095	F	13000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			23000	G	98%	0%	0%	0%	1%	0%	F	0.083	F	0.595	25000	G
			To: SR 36 Wythe St; Amelia St													
North 85 460	From: SCL Petersburg															
	City of Petersburg (Maint: 26)	1.01	27000	G	81%	1%	1%	1%	15%	1%	F	0.086	F	26000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			54000	G	81%	1%	1%	1%	15%	1%	F	NA		50000	G	
			To: Squirrel Level Road													
North 85 460	From: Squirrel Level Road															
	City of Petersburg (Maint: 26)	2.57	31000	G	81%	1%	1%	1%	15%	1%	F	0.087	F	29000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			58000	G	81%	1%	1%	1%	15%	1%	F	0.078	F	0.53	54000	G
			To: I-95													
South 85 460	From: SCL Petersburg															
	City of Petersburg (Maint: 26)	1.25	27000	G	81%	1%	1%	1%	16%	1%	F	0.086	F	24000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			54000	G	81%	1%	1%	1%	15%	1%	F	NA		50000	G	
			To: Squirrel Level Road													
South 85 460	From: Squirrel Level Road															
	City of Petersburg (Maint: 26)	2.72	28000	G	81%	1%	1%	1%	16%	1%	F	0.088	F	25000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			58000	G	81%	1%	1%	1%	15%	1%	F	0.078	F	0.53	54000	G
			To: I-95													
North 95	From: Rives Rd															
	City of Petersburg (Maint: 74)	1.15	15000	G	83%	1%	1%	0%	15%	0%	F	0.076	F	13000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			31000	G	83%	1%	1%	1%	15%	0%	F	0.075	F	0.558	27000	G
			To: Wagner Rd													
North 95	From: Wagner Rd															
	City of Petersburg (Maint: 74)	2.79	21000	G	83%	1%	1%	0%	15%	0%	F	0.079	F	18000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			40000	G	83%	1%	1%	1%	15%	0%	F	0.079	F	0.505	35000	G
			To: US 460 West St													
North 95	From: US 460 West St															
	City of Petersburg (Maint: 74)	0.50	21000	N	83%	1%	1%	0%	15%	0%	N	0.079	N	18000	N	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			40000	N	83%	1%	1%	1%	15%	0%	N	NA		35000	N	
			To: I-85													
North 95	From: I-85															
	City of Petersburg (Maint: 26)	0.44	43000	G	89%	1%	1%	1%	8%	0%	F	0.08	F	43000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			82000	G	89%	1%	1%	1%	8%	0%	F	0.077	F	0.532	82000	G
			To: US 301, Bus US 460 Washington St													
North 95	From: US 301, Bus US 460 Washington St															
	City of Petersburg (Maint: 26)	0.64	54000	G	89%	1%	1%	1%	8%	0%	F	0.078	F	55000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			103000	G	89%	1%	1%	1%	8%	0%	F	0.079	F	0.512	103000	G
			To: SCL Colonial Heights													
South 95	From: SCL Petersburg															
	City of Petersburg (Maint: 74)	0.34	13000	G	83%	1%	1%	1%	15%	0%	F	0.078	F	11000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			25000	G	83%	1%	1%	1%	15%	0%	F	NA		22000	G	
			To: Rives Rd													

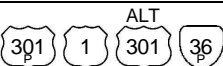




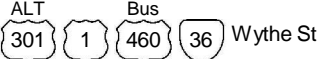
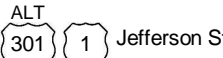
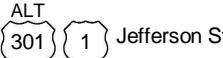




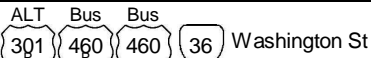

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Annual Average Daily Traffic Volume Estimates By Section of Route
City of Petersburg

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
South 95	From: Rives Rd City of Petersburg (Maint: 74)	1.22	16000	G	83%	1%	1%	1%	15%	0%	F	0.081	F	14000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		31000	G	83%	1%	1%	1%	15%	0%	F	0.075	F	27000	G	
South 95	From: Wagner Rd City of Petersburg (Maint: 74)	2.29	20000	G	83%	1%	1%	1%	15%	0%	F	0.08	F	17000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		40000	G	83%	1%	1%	1%	15%	0%	F	0.079	F	35000	G	
South 95	From: US 460 County Rd; US 301 Crater Rd City of Petersburg (Maint: 74)	0.53	20000	N	83%	1%	1%	1%	15%	0%	N	0.08	N	17000	N	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		40000	N	83%	1%	1%	1%	15%	0%	N	NA		35000	N	
South 95	From: I-85 City of Petersburg (Maint: 26)	0.66	40000	G	89%	1%	1%	1%	8%	0%	F	0.075	F	40000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		82000	G	89%	1%	1%	1%	8%	0%	F	0.077	F	82000	G	
South 95	From: US 301, Bus US 460 Washington St City of Petersburg (Maint: 26)	0.48	49000	G	89%	1%	1%	1%	8%	0%	F	0.08	F	48000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		103000	G	89%	1%	1%	1%	8%	0%	F	0.079	F	103000	G	
106	From: US 460 County Rd City of Petersburg To: ECL Petersburg	0.10	7200	G	95%	0%	1%	1%	3%	0%	F	0.104	F	7900	G	
109	From: US 460 County Rd City of Petersburg To: ECL Petersburg	0.88	7000	G	99%	0%	0%	0%	0%	0%	C	0.111	F	7700	G	
109	From: ECL Petersburg City of Petersburg To: Dead End; Fort Lee Military Reservation, Mahone Av	0.03	7000	N	99%	0%	0%	0%	0%	0%	N	0.111	N	7700	N	
142	From: WCL Petersburg City of Petersburg To: Dupuy Rd	0.16	2900	G	96%	0%	1%	1%	1%	0%	F	0.101	F	3100	G	
142	From: Dupuy Rd City of Petersburg To: Rt 604 Halifax Rd	1.24	2700	G	96%	0%	1%	1%	1%	0%	C	0.104	F	3000	G	
142	From: Rt 604 Halifax Rd City of Petersburg To: CSX RR	0.06	5300	G	96%	0%	1%	1%	1%	0%	F	0.087	F	5800	G	
301	From: SCL Petersburg City of Petersburg To: Rives Rd	0.21	7900	G	99%	0%	0%	0%	0%	0%	F	0.101	F	8600	G	
301	From: Rives Rd City of Petersburg To: Wagner Rd	0.90	9200	G	98%	0%	1%	0%	0%	0%	C	0.102	F	10000	G	
301	From: Wagner Rd City of Petersburg To: Flank Rd	0.43	20000	G	98%	0%	1%	0%	0%	0%	F	0.094	F	22000	G	

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							2Axle	3+Axle	1Trail	2Trail						
301 Crater Rd	City of Petersburg	0.87	22000	G	98%	0%	1%	0%	0%	0%	F	0.086	F	0.523	24000	G
301 Crater Rd	City of Petersburg	0.26	15000	G	98%	0%	1%	0%	0%	0%	C	0.089	F	0.537	16000	G
301 Crater Rd	City of Petersburg	0.73	21000	G	98%	0%	1%	0%	0%	0%	F	0.084	F	0.52	22000	G
301 460 Crater Rd	City of Petersburg (Maint: 26)	0.09	11000	N	96%	1%	1%	0%	0%	0%	N	0.084	N	0.525	12000	N
301 460 Crater Rd	City of Petersburg	0.98	11000	G	96%	1%	1%	0%	0%	0%	C	0.084	F	0.525	12000	G
301 460 Crater Rd	City of Petersburg	0.10	7400	G	96%	1%	1%	0%	0%	0%	F	0.083	F	0.538	8100	G
301 36 Crater Rd	City of Petersburg	0.18	4100	G	96%	1%	1%	0%	0%	0%	F	0.097	F	0.556	4400	G
301 36 Crater Rd	City of Petersburg	0.14	3100	G	97%	0%	1%	0%	1%	0%	F	0.094	F		3400	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			6700	G	97%	1%	1%	0%	1%	0%	F	NA			7300	G
301 36 Bollingbrook St	City of Petersburg	0.23	3400	G	97%	0%	1%	0%	1%	0%	C	0.098	F	0.845	3700	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			5700	G	97%	1%	1%	0%	1%	0%	C	0.099	F		6200	G
301 36 Bollingbrook St	City of Petersburg	0.15	3600	G	97%	0%	1%	0%	1%	0%	F	0.1	F		3900	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			5500	G	97%	1%	1%	0%	1%	0%	F	0.096	F		6000	G
301 1 301 36 Bollingbrook St	City of Petersburg	0.08	3700	G	97%	0%	1%	0%	1%	0%	F	0.101	F	0.913	4100	G
301 1 2nd St	City of Petersburg	0.35	13000	G	99%	0%	0%	0%	0%	0%	F	0.111	F	0.694	13000	G
301 36 Bank St	City of Petersburg	0.24	2300	G	96%	1%	1%	1%	1%	0%	C	0.1	F		2500	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			5700	G	97%	1%	1%	0%	1%	0%	C	0.099	F		6200	G
301 36 Bank St	City of Petersburg	0.15	1900	G	96%	1%	1%	1%	1%	0%	F	0.097	F		2100	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			5500	G	97%	1%	1%	0%	1%	0%	F	0.096	F		6000	G

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							2Axle	3+Axle	1Trail	2Trail						
 Bank St	From: 3rd St	0.09	1900	G	96%	1%	1%	1%	1%	0%	F	0.095	F	2000	G	
	City of Petersburg	0.09	1900	G	96%	1%	1%	1%	1%	0%	F	0.095	F	2000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		5600	G	97%	1%	1%	0%	1%	0%	F	NA		6100	G	
	To: ALT US 301 Par, 2nd St															
 Sycamore St	From: US 301 Crater Rd	0.30	8400	G	98%	1%	1%	0%	0%	0%	F	0.094	F	9200	G	
	City of Petersburg	0.30	8400	G	98%	1%	1%	0%	0%	0%	F	0.094	F	9200	G	
	To: South Blvd															
 Sycamore St	From: South Blvd	0.95	6100	G	98%	1%	1%	0%	0%	0%	C	0.090	F	6700	G	
	City of Petersburg	0.95	6100	G	98%	1%	1%	0%	0%	0%	C	0.090	F	6700	G	
	To: North Blvd															
 Sycamore St	From: North Blvd	0.42	9200	G	98%	1%	1%	0%	0%	0%	F	0.088	F	10000	G	
	City of Petersburg	0.42	9200	G	98%	1%	1%	0%	0%	0%	F	0.088	F	10000	G	
	To: Graham Rd															
 Sycamore St	From: Graham Rd	0.56	11000	G	98%	1%	1%	0%	0%	0%	F	0.084	F	12000	G	
	City of Petersburg	0.56	11000	G	98%	1%	1%	0%	0%	0%	F	0.084	F	12000	G	
	To: US 1 Wythe St															
 Wythe St	From: US 1	0.20	13000	G	97%	1%	1%	1%	1%	0%	F	0.088	F	14000	G	
	City of Petersburg	0.20	13000	G	97%	1%	1%	1%	1%	0%	F	0.088	F	14000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		28000	G	96%	1%	2%	1%	1%	0%	F	NA		30000	G	
	To: Bus US 460 Jefferson St															
 Jefferson St	From: Bus US 460 Wythe St	0.09	3100	G	97%	1%	1%	1%	1%	0%	F	0.089	F	3300	G	
	City of Petersburg	0.09	3100	G	97%	1%	1%	1%	1%	0%	F	0.089	F	3300	G	
	To: Bus US 460 Par, Washington St															
 Jefferson St	From: Bus US 460 Par, Washington St	0.26	650	G	97%	1%	1%	1%	1%	0%	F	0.104	F	710	G	
	City of Petersburg	0.26	650	G	97%	1%	1%	1%	1%	0%	F	0.104	F	710	G	
	To: Henry St															
 3rd St	From: Henry St	0.05	340	G	97%	1%	1%	1%	1%	0%	F	0.131	F	380	G	
	City of Petersburg	0.05	340	G	97%	1%	1%	1%	1%	0%	F	0.131	F	380	G	
	To: US 301 Par, Bank St															
 3rd St	From: US 301 Par, Bank St	0.05	350	G	97%	1%	1%	1%	1%	0%	F	0.102	F	380	G	
	City of Petersburg	0.05	350	G	97%	1%	1%	1%	1%	0%	F	0.102	F	380	G	
	To: US 301 Bollingbrook St															
 Bollingbrook St	From: US 1, ALT US 301 3rd St	0.08	3700	G	97%	0%	1%	0%	1%	0%	F	0.101	F	4100	G	
	City of Petersburg	0.08	3700	G	97%	0%	1%	0%	1%	0%	F	0.101	F	4100	G	
	To: US 301															
 Sycamore St	From: US 1 Wythe St	0.09	6600	G	98%	0%	1%	0%	1%	0%	F	0.090	F	7200	G	
	City of Petersburg	0.09	6600	G	98%	0%	1%	0%	1%	0%	F	0.090	F	7200	G	
	To: Bus US 460 Washington St															
 Washington St	From: Bus US 460 Par	0.09	15000	G	95%	1%	2%	1%	1%	0%	F	0.079	F	16000	G	
	City of Petersburg	0.09	15000	G	95%	1%	2%	1%	1%	0%	F	0.079	F	16000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		28000	G	96%	1%	2%	1%	1%	0%	F	NA		30000	G	
	To: Bus US 460 Washington St															
 Adams St	From: Bus US 460 Washington St	0.06	7100	G	98%	0%	1%	0%	1%	0%	F	0.090	F	7700	G	
	City of Petersburg	0.06	7100	G	98%	0%	1%	0%	1%	0%	F	0.090	F	7700	G	
	To: Franklin St															

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							2Axle	3+Axle	1Trail	2Trail						
ALT 301 Adams St	From: Franklin St City of Petersburg To: Henry St	0.16	7700	G	98%	0%	1%	0%	1%	0%	C	0.088	F	0.625	8200	G
460 85	From: SCL Petersburg City of Petersburg (Maint: 26) Combined Traffic Estimates for 2 Parallel Roadways on this Route:	1.01	54000	G	81%	1%	1%	1%	15%	1%	F	NA		50000	G	
460 85	From: Squirrel Level Road City of Petersburg (Maint: 26) Combined Traffic Estimates for 2 Parallel Roadways on this Route:	2.57	58000	G	81%	1%	1%	1%	15%	1%	F	0.078	F	0.53	54000	G
460 County Dr	From: I-85 S City of Petersburg To: I-95	0.60	9700	N	88%	1%	1%	2%	9%	0%	N	0.098	N	0.528	10000	N
460 County Dr	From: SR 109 Hickory Hill Rd City of Petersburg To: SR 106 Courthouse Rd	2.16	9700	A	88%	1%	1%	2%	9%	0%	C	0.098	A	0.528	10000	A
460 County Dr	From: SR 106 Courthouse Rd City of Petersburg To: ECL Petersburg	0.34	13000	G	88%	1%	1%	2%	9%	0%	F	0.088	F	0.556	14000	G
Bus 460 1 Washington St	From: WCL Petersburg City of Petersburg To: Summit St	0.40	13000	G	98%	0%	1%	1%	1%	0%	F	0.09	F	0.569	14000	G
Bus 460 1 Washington St	From: Summit St City of Petersburg To: Elm St	0.18	14000	G	98%	0%	1%	1%	1%	0%	F	0.093	F	0.556	15000	G
Bus 460 1 Washington St	From: Elm St City of Petersburg To: US 1 Par, Wythe St	0.57	16000	G	97%	1%	1%	1%	1%	0%	F	0.093	F	0.506	17000	G
Bus 460 1 Wythe St	From: US 1 Par, Washington St; Battersea Lane City of Petersburg To: Perry St	1.08	8500	G	97%	1%	1%	1%	1%	0%	C	0.082	F		9300	G
Bus 460 1 Wythe St	From: Perry St City of Petersburg To: SR 36 Market St	0.15	9700	G	97%	1%	1%	1%	1%	0%	F	0.088	F		11000	G
Bus 460 1 36 Wythe St	From: SR 36 Market St City of Petersburg To: ALT US 301 Sycamore St	0.20	9900	G	97%	1%	1%	1%	1%	0%	F	0.094	F		11000	G
Bus 460 1 301 36 Wythe St	From: ALT US 301 Sycamore St City of Petersburg To: US 1 Jefferson St	0.20	13000	G	97%	1%	1%	1%	1%	0%	F	0.088	F		14000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		28000	G	96%	1%	2%	1%	1%	0%	F	NA		30000	G	

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							2Axle	3+Axle	1Trail	2Trail						
Bus 460 36 Wythe St	From: US 1 Jefferson St City of Petersburg	0.20	16000	G	97%	1%	1%	0%	1%	0%	C	0.093	F	17000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			31000	G	95%	1%	2%	1%	2%	0%	F	NA		34000	G	
Bus 460 36 Wythe St	To: I-85, I-95 City of Petersburg	0.30	9800	G	97%	1%	1%	0%	1%	0%	F	0.08	F	11000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			22000	G	95%	1%	2%	1%	2%	0%	F	NA		24000	G	
Bus 460 301 Crater Rd	To: SR 36; US 301 Crater Rd From: SR 36; US 301 Wythe St City of Petersburg	0.98	11000	G	96%	1%	1%	0%	0%	0%	C	0.084	F	0.525	12000	G
Bus 460 301 Crater Rd	To: Maintenance Jurisdiction Change From: I-95; BUS US 460 Par, Winfield Rd City of Petersburg (Maint: 26)	0.09	11000	N	96%	1%	1%	0%	0%	0%	N	0.084	N	0.525	12000	N
Bus 460 1 Washington St	To: US 301 Crater Rd From: US 1 Wythe St Battersea Lane City of Petersburg	0.31	9600	G	96%	1%	1%	1%	1%	0%	F	0.101	F	11000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			18000	G	96%	1%	1%	1%	1%	0%	F	NA		20000	G	
Bus 460 1 Washington St	To: 123-9025 West St From: City of Petersburg	0.40	9500	G	96%	1%	1%	1%	1%	0%	F	0.096	F	10000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			18000	G	96%	1%	1%	1%	1%	0%	F	NA		20000	G	
Bus 460 1 Washington St	To: 123-9029 South St From: City of Petersburg	0.27	10000	G	96%	1%	1%	1%	1%	0%	C	0.093	F	11000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			20000	G	96%	1%	1%	1%	1%	0%	F	NA		22000	G	
Bus 460 1 Washington St	To: Guarantee St From: City of Petersburg	0.24	10000	G	96%	1%	1%	1%	1%	0%	F	0.094	F	11000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			20000	G	96%	1%	1%	1%	1%	0%	F	NA		22000	G	
Bus 460 36 Washington St	To: North Market St From: US 1 Par; SR 36 Market St City of Petersburg	0.19	12000	G	95%	1%	2%	1%	1%	0%	C	0.083	F	13000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			22000	G	96%	1%	2%	1%	1%	0%	F	NA		24000	G	
Bus 460 ALT 301 36 Washington St	To: ALT US 301 Par, Sycamore St From: City of Petersburg	0.09	15000	G	95%	1%	2%	1%	1%	0%	F	0.079	F	16000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			28000	G	96%	1%	2%	1%	1%	0%	F	NA		30000	G	
Bus 460 ALT 301 36 Washington St	To: ALT US 301 Par, Adams St From: City of Petersburg	0.10	15000	G	95%	1%	2%	1%	1%	0%	F	0.084	F	16000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			27000	G	96%	1%	2%	1%	1%	0%	F	NA		30000	G	
Bus 460 36 Washington St	To: US 1 Jefferson St From: City of Petersburg	0.24	16000	G	94%	1%	2%	1%	2%	0%	F	0.083	F	17000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			31000	G	95%	1%	2%	1%	2%	0%	F	NA		34000	G	
	To: I-95															

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							2Axle	3+Axle	1Trail	2Trail						
Bus 460 36 Washington St	From: I-95 City of Petersburg	0.24	13000	G	94%	1%	2%	1%	2%	0%	C	0.088	F	14000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			22000	G	95%	1%	2%	1%	2%	0%	F	NA		24000	G	
Bus 460 301 Crater Rd	To: US 301 Crater Rd From: City of Petersburg	0.10	7400	G	96%	1%	1%	0%	0%	0%	F	0.083	F	0.538	8100	G
Bus 460 301 Crater Rd	To: SR 36, BUS US 460 Wythe St From: City of Petersburg	0.98	11000	G	96%	1%	1%	0%	0%	0%	C	0.084	F	0.525	12000	G
To: Maintenance Jurisdiction Change																
Bus 460 Winfield Rd	From: US 301 Crater Rd City of Petersburg	0.43	1400	G	96%	1%	1%	1%	2%	0%	C	0.087	F	0.971	1500	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			1400	G								NA		NA		
Bus 460 Winfield Rd	To: State Maintenance Boundary From: City of Petersburg (Maint: 26)	0.09	1400	G	96%	1%	1%	1%	2%	0%	C	0.087	F	0.971	1500	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			1400	G								NA		NA		
To: US 460 County Rd																

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						2Axle	3+Axle	1Trail	2Trail							
City of Petersburg																
(F329)	0.17	NA														
(F330)	2.93	NA														
(F331)	0.78	NA														
(3) Vaughn Rd	0.64	1100	G													
(4) Wells Rd	0.41	3900	G	91%	0%	1%	1%	7%	0%	C	0.085	F	0.509	4200	G	2007
(9002) Halifax Rd	0.18	6000	G	98%	0%	1%	0%	0%	0%	F	0.087	F	0.531	6600	G	2007
(9002) Halifax St	0.58	4500	G	98%	0%	1%	0%	0%	0%	F	0.089	F	0.553	4900	G	2007
(9002) Halifax St	0.19	5200	G	98%	0%	1%	0%	0%	0%	F	0.088	F	0.533	5700	G	2007
(9002) Halifax St	0.37	7700	G	98%	0%	1%	0%	0%	0%	F	0.088	F	0.612	8400	G	2007
(9002) Halifax St	0.29	7600	G	98%	0%	1%	0%	0%	0%	F	0.087	F	0.532	8300	G	2007
(9002) Halifax St	0.28	8400	G	98%	0%	1%	0%	0%	0%	C	0.086	F	0.551	9200	G	2007
(9002) Union St	0.12	3800	G	96%	1%	2%	0%	0%	0%	C	0.093	F	0.887	4100	G	2007
(9002) Union St	0.17	1900	G	90%	2%	8%	0%	0%	0%	C	0.108	F	0.502	2100	G	2007
(9004) Defense Rd	0.47	2000	G	97%	1%	1%	1%	0%	0%	C	0.109	F	0.633	2100	G	2007
(9004) Defense Dr	1.77	3300	G	98%	1%	1%	0%	0%	0%	F	0.093	F	0.505	3600	G	2007
(9004) South Boulevard	0.92	8300	G	98%	1%	1%	0%	0%	0%	C	0.093	F	0.549	9100	G	2007
(9004) South Boulevard	0.18	5400	G	98%	1%	1%	0%	0%	0%	F	0.098	F	0.591	5900	G	2007
(9004) South Boulevard	0.72	2100	G	98%	1%	1%	0%	0%	0%	F	0.088	F	0.612	2300	G	2007
(9006) Flank Rd	0.96	1700	G	99%	0%	1%	0%	0%	0%	C	0.094	F	0.575	1900	G	2007
(9006) Flank Rd	0.47	3000	G	99%	0%	1%	0%	0%	0%	F	0.11	F	0.582	3300	G	2007
(9006) Flank Rd	0.75	2700	G	99%	0%	1%	0%	0%	0%	F	0.118	F	0.602	3000	G	2007
(9006) Flank Rd	0.91	3200	G	99%	0%	0%	0%	0%	0%	C	0.116	F	0.598	3500	G	2007
(9006) Flank Rd (1-Way)	0.13	2200	G	99%	1%	0%	0%	0%	0%	C	0.107	F		2400	G	2007

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						2Axle	3+Axle	1Trail	2Trail							
City of Petersburg																
(9008) Rives Rd	0.55	6400	G	99%	0%	From: US 301 S Crater Rd				C	0.106	F	0.508	7000	G	2007
(9008) Rives Rd	0.27	5400	G	98%	0%	From: I-95				C	0.109	F	0.507	5900	G	2007
(9009) Dupuy Rd	1.24	420	G	96%	1%	From: ECL Petersburg				F	0.105	F	0.510	460	G	2007
(9009) Dupuy St	0.58	2000	G	96%	1%	From: SR 142 Boydton Plank Rd				F	0.083	F	0.55	2200	G	2007
(9009) Farmer St	0.86	3300	G	96%	1%	From: Grigg St				C	0.086	F	0.526	3600	G	2007
(9009) Farmer St	0.47	2800	G	96%	1%	From: Youngs Rd				F	0.086	F	0.534	3000	G	2007
(9010) Wagner Rd	0.73	15000	G	98%	0%	From: S. South St				C	0.088	F	0.546	16000	G	2007
(9010) Wagner Rd	1.60	9900	G	94%	1%	From: Halifax St				C	0.087	F	0.561	11000	G	2007
(9011) Squirrel Level Rd	0.82	800	G	99%	0%	From: S Crater Rd				C	0.109	F	0.656	880	G	2007
(9011) Squirrel Level Rd	0.25	4700	G	92%	0%	From: I-95				C	0.087	F	0.54	5100	G	2007
(9011) Squirrel Level	0.20	6800	G	97%	1%	From: I-95				F	0.087	F	0.511	7400	G	2007
(9011) Young Rd	0.55	3900	G	97%	1%	From: County Dr				F	0.086	F	0.513	4300	G	2007
(9011) Young Rd	0.59	2600	G	97%	1%	From: SCL Petersburg				C	0.095	F	0.507	2900	G	2007
(9012) Lee Ave	0.56	2500	G	97%	2%	From: Wells Rd				C	0.090	F	0.531	2700	G	2007
(9012) Porterville St	0.15	1200	G	99%	0%	From: Ramp To I-85				F	0.090	F	0.588	1300	G	2007
(9012) New St	0.18	1100	G	99%	0%	From: Boydton Plank Rd				C	0.090	F	0.641	1200	G	2007
(9012) Harrison St	0.03	860	G	99%	0%	From: Valor Dr				F	0.091	F		940	G	2007
(9012) Corling St	0.09	390	G	99%	0%	From: 123-9009 Dupuy Rd				F	0.093	F		420	G	2007
(9012) Graham Rd	0.83	5700	G	99%	0%	From: West St				F	0.08	F	0.549	6200	G	2007
(9012) Graham Rd	0.14	10000	G	99%	0%	From: Halifax St				C	0.087	F	0.802	11000	G	2007
(9013) Halifax Rd	1.79	2500	G	92%	0%	From: Crater Rd				C	0.087	F	0.547	2700	G	2007
(9013) Halifax Rd	0.98	460	G	98%	0%	From: SCL Petersburg				C	0.1	F	0.531	510	G	2007

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						2Axle	3+Axle	1Trail	2Trail							
City of Petersburg																
(9015) Johnson Rd	0.01	2500	G	99%	0%	1%	0%	0%	0%	F	0.125	F	0.562	2700	G	2007
			From: SCL Petersburg													
			To: Flank Rd													
(9015) Johnson Rd	0.54	1100	G	99%	0%	1%	0%	0%	0%	C	0.101	F	0.608	1200	G	2007
			From: Flank Rd													
			To: Birdsong Rd													
(9015) Johnson Rd	1.39	5100	G	99%	0%	1%	0%	0%	0%	F	0.126	F	0.576	5600	G	2007
			From: Birdsong Rd													
			To: South Blvd													
(9015) Johnson Rd	0.46	5700	G	99%	0%	1%	0%	0%	0%	F	0.083	F	0.549	6200	G	2007
			From: South Blvd													
			To: North Blvd													
(9015) Johnson Rd	0.37	4000	G	99%	0%	1%	0%	0%	0%	F	0.087	F	0.563	4400	G	2007
			From: North Blvd													
			To: St Luke St													
(9015) High Pearl St	0.20	3700	G	99%	0%	1%	0%	0%	0%	F	0.087	F	0.522	4100	G	2007
			From: St Luke St													
			To: Virginia Ave													
(9015) High Pearl St	0.08	2600	G	97%	1%	2%	0%	0%	0%	F	0.093	F	0.508	2800	G	2007
			From: Virginia Ave													
			To: ST Matthew St													
			From: ST Matthews St													
(9015) Harding St	0.22	1400	G	97%	1%	2%	0%	0%	0%	C	0.091	F	0.631	1600	G	2007
			From: ST Matthews St													
			To: Porterville St													
(9015) Harding St	0.27	800	G	97%	1%	2%	0%	0%	0%	F	0.099	F		880	G	2007
			From: Porterville St													
			To: Portersville St													
			From: Portersville St													
			To: Halifax St													
(9017) Birdsong Rd	0.62	470	G	98%	1%	1%	0%	0%	0%	C	0.117	F	0.530	510	G	2007
			From: Halifax St													
			To: SCL Petersburg													
			From: SCL Petersburg													
			To: Johnson Rd													
(9021) N Sycamore St	0.18	3900	G	97%	1%	2%	0%	0%	0%	F	0.097	F	0.605	4200	G	2007
			From: Johnson Rd													
			To: W Washington St													
(9021) N Sycamore St	0.15	2800	G	97%	1%	2%	0%	0%	0%	C	0.102	F	0.557	3100	G	2007
			From: W Washington St													
			To: W Tabb St													
			From: W Tabb St													
			To: Bollingbrook St													
(9023) North Blvd	0.57	3100	G	98%	1%	1%	0%	0%	0%	C	0.087	F	0.588	3400	G	2007
			From: Bollingbrook St													
			To: Johnson Rd													
			From: Johnson Rd													
			To: S Sycamore St													
(9025) Virginia Ave	0.22	600	G	95%	4%	2%	0%	0%	0%	C	0.139	F		660	G	2007
			From: S Sycamore St													
			To: Gates Lane													
(9025) Virginia Ave	0.32	2100	G	95%	4%	2%	0%	0%	0%	F	0.09	F	0.53	2300	G	2007
			From: Gates Lane													
			To: Harding Street													
(9025) Young Ave	0.20	2300	G	98%	1%	1%	0%	0%	0%	C	0.088	F	0.524	2500	G	2007
			From: Harding Street													
			To: Halifax Street													
(9025) Young Ave	0.11	3000	G	98%	1%	1%	0%	0%	0%	F	0.089	F	0.510	3300	G	2007
			From: Halifax Street													
			To: Arlington Street													
(9025) S West St	0.28	3500	G	98%	1%	1%	0%	0%	0%	F	0.088	F	0.508	3800	G	2007
			From: Arlington Street													
			To: West Street Young Avenue													
(9025) S West St	0.23	4000	G	98%	1%	1%	0%	0%	0%	F	0.096	F	0.548	4400	G	2007
			From: West Street Young Avenue													
			To: Augusta Avenue													
(9025) S West St	0.14	3700	G	98%	1%	1%	0%	0%	0%	F	0.093	F	0.507	4100	G	2007
			From: Augusta Avenue													
			To: Farmer St													
(9025) S West St	0.07	3000	G	98%	1%	1%	0%	0%	0%	F	0.1	F	0.534	3200	G	2007
			From: Farmer St													
			To: W Wythe St													
(9027) S West St	0.63	2100	G	98%	0%	1%	0%	0%	0%	C	0.086	F	0.528	2300	G	2007
			From: W Wythe St													
			To: W Washington St													
			From: W Washington St													
			To: Halifax St													
(9029) S. South St	0.36	2800	G	99%	1%	0%	0%	0%	0%	C	0.081	F	0.504	3000	G	2007
			From: Halifax St													
			To: Young Ave													
			From: Young Ave													
			To: Lee Ave													
			From: Lee Ave													
			To: US 1 Wythe St													

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						2Axle	3+Axle	1Trail	2Trail							
City of Petersburg																
(9029) S. South St	0.09	4300	G	99%	0%	0%	0%	0%	0%	F	0.085	F	0.584	4700	G	2007
			From: US 1 Wythe St													
(9029) N. South St	0.20	7100	G	99%	0%	0%	0%	0%	0%	F	0.094	F	0.547	7800	G	2007
			From: Washington St													
(9029) High St	0.02	960	G	99%	0%	0%	0%	0%	0%	F	0.092	F	0.519	1000	G	2007
			From: High St													
(9029) Canal St	0.20	6900	G	99%	0%	0%	0%	0%	0%	C	0.092	F	0.549	7600	G	2007
			From: Canal St													
(9031) Byrne St	0.40	740	G	98%	1%	2%	0%	0%	0%	C	0.108	F		810	G	2007
			From: New St													
(9031) S. Market St	0.12	2300	G	98%	1%	2%	0%	0%	0%	F	0.092	F	0.625	2500	G	2007
			From: Halifax St													
(9033) Apollo St	0.14	1600	G	99%	0%	1%	0%	0%	0%	F	0.096	F	0.597	1700	G	2007
			From: Halifax Rd													
(9033) Jefferson St	0.58	2900	G	99%	0%	1%	0%	0%	0%	C	0.094	F	0.571	3200	G	2007
			From: Apollo St													
(9033) Henry St	0.04	620	G	99%	0%	1%	0%	0%	0%	F	0.109	F	0.6	660	G	2007
			From: E Wythe St													
(9038) Puddledock Rd	0.40	4600	G	91%	1%	2%	4%	3%	0%	C	0.09	F	0.533	5100	G	2007
			From: 3rd Street													
(9046) High St	0.58	950	G	98%	1%	1%	0%	0%	0%	C	0.116	F	0.661	1000	G	2007
			From: N Adams St													
(9046) W Bank St	0.14	2200	G	98%	1%	1%	0%	0%	0%	F	0.108	F		2400	G	2007
			From: ECL Petersburg													
(9046) E Bank St	0.11	3000	G	99%	0%	1%	0%	0%	0%	C	0.1	F		3200	G	2007
			From: Canal St													
(9046) Bank St	0.25	2700	G	96%	1%	2%	1%	1%	0%	C	0.104	F	0.507	3000	G	2007
			From: N Market St													
(9046) Bank St	0.21	2900	G	96%	1%	2%	1%	1%	0%	F	0.104	F	0.561	3200	G	2007
			From: N Market St													
(9048) W Tabb St	0.09	1400	G	98%	1%	1%	0%	0%	0%	F	0.128	F	0.662	1500	G	2007
			From: 2Nd St													
(9048) W Tabb St	0.06	1800	G	98%	1%	1%	0%	0%	0%	F	0.112	F	0.622	1900	G	2007
			From: US 301 N Crater Rd													
(9048) E Tabb St	0.12	1200	G	98%	1%	1%	0%	0%	0%	C	0.124	F	0.535	1300	G	2007
			From: East St													
(9053) Baylors Ln	0.65	1800	G	98%	1%	1%	0%	0%	0%	C	0.113	F	0.597	2000	G	2007
			From: SR 36 E Washington St													
(9055) Madison St	0.05	1700	G	96%	1%	1%	1%	1%	0%	F	0.091	F	0.914	1900	G	2007
			From: N Adams St													
(9055) Madison St	0.18	1500	G	96%	1%	1%	1%	1%	0%	C	0.096	F	0.910	1600	G	2007
			From: Defense Rd													
			From: Halifax St													
			From: E Washington St													
			From: Franklin St													
			From: E Bank St													

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City of Petersburg																
(9055) Madison St	0.07	880	G	96%	1%	1%	1%	1%	0%	F	0.105	F	0.835	960	G	2007
(9057) Fifth St	0.05	400	G								0.112	F	0.697	440	G	2007
(9057) Fifth St	0.08	530	G	85%	4%	2%	4%	6%	0%	C	0.133	F	0.653	580	G	2007
(9059) Flank Rd N	0.20	4100	G	98%	1%	1%	0%	0%	0%	C	0.095	F	0.673	4400	G	2007
(9065) S Adams St	0.10	4400	G								0.09	F	0.613	4800	G	2007
Accomack St		260	G								0.12	F		290	G	2007
Cameron St		280	G								0.1	F		310	G	2007
Culpeper Ave		330	G								0.106	F		360	G	2007
Custer St		410	G								0.092	F		450	G	2007
Darby Dr		240	G								0.138	F		260	G	2007
Gordon Dr		260	G								0.099	F		290	G	2007
Homestead Dr		560	G								0.118	F		610	G	2007
Jefferson St		3300	G								0.091	F		3600	G	2007
Kirkham St		400	G								0.106	F	0.5	440	G	2007
North Park Dr		1000	G								0.111	F		1100	G	2007
Oakmont Dr		90	G								0.141	F	0.571	100	G	2007
Old Church St		260	G								0.103	F		290	G	2007
Patterson Ave		900	G								0.163	F		980	G	2007
Pleasants Ln		870	G								0.111	F		960	G	2007

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						2Axle	3+Axle	1Trail	2Trail							
City of Petersburg																
Richmond Ave		710	G			From: Ash St				0.096	F			770	G	2007
						To: Nash St										
Rollingwood Rd		100	G			From: Valley St				0.167	F			110	G	2007
						To: Homestead Dr										
South Park Dr		1300	G			From: Forest Hill Rd				0.094	F			1400	G	2007
						To: West Park Dr										
St Matthew St		3500	G			From: High Pearl St				0.099	F			3800	G	2007
						To: Harding St										
Talley Ave		580	G			From: Custer St				0.292	F			640	G	2007
						To: Edmonds Ct										