2019

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	
$\overline{}$		

Frontage Road (F precedes frontage route number)

(600) Secondary Route

Special Routes

Bus	Bus - Business Route
29	Bypas - Bypass Route
	Truck - Truck Route
ALT	ALT - Alternate Route
(220)	Wve - Wve Route connector

Virginia State Route

P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.

The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

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

			Oity	oi reters	burg				Tru	ck			K		Dir		
Route	Jurisdiction	on L	ength	AADT	QA	4Tire	Bus		3+Axle	_		QC	Factor	QK	Factor	AAWDT	QW
Bus	From		W	CL Petersbu	ırg			1	017.00	TTTQII			1 40101		1 40101		
1 460 Washington St	City of Peters	sburg	0.40	12000	G	98%	0%	1%	1%	0%	0%	F	0.089	F	0.549	12000	G
	To:			Summit St				_									
Bus 1 460 Washington St	City of Peters	sbura	0.18	12000	G	98%	0%	1%	1%	0%	0%	F	0.090	F	0.539	12000	G
(1) (400) ***********************************	To			Elm St					.,.					-			-
Bus	From					2221			001		221			_	0.504		
1 460 Washington St	City of Peters	sburg	0.57	14000 l Par; Wyth	G	96%	0%	1%	2%	1%	0%	F	0.088	F	0.524	14000	G
Bus	From:	US 1 P		hington St;		a Lane		+									
1 460 Wythe St	City of Peters		1.08	7500	G	96%	0%	1%	2%	1%	0%	С	0.084	F		8000	G
\bigcirc	Combined Traffic Estimates for 2 Parallel	Roadways on this R	Route:	16000	G	96%	1%	1%	2%	1%	0%	F	0.089	F	0.540	17000	G
Pue	Tron From			Perry St				\Box \vdash									
Bus (460) Wythe St	City of Peters	sbura	0.15	10000	G	96%	0%	1%	2%	1%	0%	F	0.091	F		11000	G
1 400 17410	Combined Traffic Estimates for 2 Parallel	-			G	96%	1%	1%	2%	1%	0%	F	0.089	F	0.523	21000	G
	To	, , , , , , , , , , , , , , , , , , ,		. 36 Market	St												
Bus	City of Determine	- h				000/	00/	10/	00/	10/	00/	F	0.00	F		11000	_
1 (460) (36) Wythe St	City of Peters Combined Traffic Estimates for Parallel	-	0.20	10000 NA	G	96%	0%	1%	2%	1%	0%	Г	0.09 NA	Г		11000 NA	G
	Combined Trainic Estimates for Parallel												INA			INA	
ALT Bus	To: From:		ALT U	S 301 Sycar	more St												
(1)(301)(460)(36) Wyth	-	•	0.20	15000	G	96%	0%	1%	2%	1%	0%	F	0.086	F		16000	G
\$ \$ \$ \$ \$	Combined Traffic Estimates for Parallel	Roadways on this R		NA									NA			NA	
ALT	From			S 460 Jeffer JS 460 Wyt													
1 301 Jefferson St	City of Peters	sburg	0.09	3400	G	96%	0%	1%	2%	1%	0%	F	0.085	F	0.704	3700	G
	Combined Traffic Estimates for Parallel	Roadways on this R	Route:	NA									NA			NA	
	To:	Bu	ıs US 46	60 Par, Wasi	hington	St		\neg \vdash									
ALT 1 301 Jefferson St	City of Peters	sbura	0.26	770	G	98%	1%	0%	0%	0%	0%	С	0.089	F	0.569	820	G
(1) (301) 655.5	Combined Traffic Estimates for Parallel	-		NA	•	0070	. , 0	0,0	0,0	0 / 0	0,0		NA	•	0.000	NA	<u> </u>
	To	, , , , , , , , , , , , , , , , , , ,		Henry St													
ALT Out Ob	From:	- h	0.05			000/	00/	10/	00/	10/	00/	F	0.110	F	0.05	070	_
1 301 3rd St	City of Peters Combined Traffic Estimates for Parallel	-	0.05	350	G	96%	0%	1%	2%	1%	0%	F	0.118	F	0.65	370	G
	Combined Trainic Estimates for Parallel	Hoadways on this H		NA									NA			NA	
ALT	To: From:	<u> </u>	US 3	01 Par, Bar	nk St												
(1)(301)3rd St	City of Peters	-	0.05	450	G	96%	0%	1%	2%	1%	0%	F	0.092	F	0.670	480	G
~ ~	Combined Traffic Estimates for Parallel	Roadways on this R		NA									NA			NA	
ALT	To: From:			1 Bollingbro 1; 3RD STI													
	gbrook St City of Peters	sburg	0.08	4400	G	98%	0%	1%	0%	0%	0%	F	0.117	F	0.722	4700	G
	Combined Traffic Estimates for Parallel	-	Route:	NA									NA			NA	
	To:	US 1	Par; US	301 Par; Bo	ollingbro	ok St											

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

							Tru	ck			K		Dir		
Route	Jurisdictio	3		QA 4Ti	e Bus	:	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Company Ct	From:		301 Par; Bollin	ngbrook St G 99°	% 0%	0%	0%	00/	00/	_	0.093	_	0.562	16000	G
1 (301) 2nd St	City of Peters	•	15000 Colonial Height	•	/o U%	0%	0%	0%	0%	Г	0.093	Г	0.562	16000	G
Puo	Fronz		the St Battersea												
Bus (1) (460) Washington St	City of Peters			G 979	% 1%	1%	2%	1%	0%	F	0.095	F		8600	G
(1) (400)	Combined Traffic Estimates for 2 Parallel	O .		G 969	% 1%	1%	2%	1%	0%	F	0.089	F	0.544	17000	G
	Tac		3-9025 West St			<u> </u>									
Bus (460) Washington St	City of Peters			G 979	% 1%	1%	2%	1%	0%	F	0.093	F		9100	G
() (460) Washington St	Combined Traffic Estimates for 2 Parallel	O .		G 969			2%	1%	0%	F	NA	'		17000	G
	To		3-9029 South St		0 170		270	1 70	0 70		1471			17000	
Bus	From:					40/	00/	40/	00/	_	0.000	_		10000	_
Washington St	City of Peters	O .		G 979			2%	1%	0%	С	0.092	F	0.507	10000	G
•	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	20000	G 969	% 1%	1%	2%	1%	0%	F	0.089	F	0.527	21000	G
Bus	To: From:		Guarantee St												
Washington St	City of Peters	sburg 0.24	9700	G 979	% 1%	1%	2%	1%	0%	F	0.090	F		10000	G
	Combined Traffic Estimates for 2 Parallel	•		G 969	% 1%	1%	2%	1%	0%	F	NA			21000	G
	To: From:		50 Par; SR 36 M JS 460 Par Wasi												
(36) Market St	City of Peters			nington St G 989	% 0%	0%	0%	0%	0%	С	0.089	F	0.562	2800	G
(1) (30)	Combined Traffic Estimates for Parallel		NA	.	,-						NA			NA	-
	To:	-	36 Grove Ave												
	From:		R 36; Market St	• 000	. 00/	00/	00/	00/	00/	_	0.000	F	0.557	0000	_
(1) (36) Old St	Combined Treffic Fetimetes for Perculal	•		G 989	% 0%	0%	0%	0%	0%	F	0.093	F	0.557	3000	G
	Combined Traffic Estimates for Parallel $_{\scriptscriptstyle {\rm T}_{\rm \tiny C}}$	•	NA Sycamore St			1					NA			NA	
	From:		Old St												
$\begin{pmatrix} 1 \end{pmatrix} \begin{pmatrix} 36 \end{pmatrix}$ Sycamore St	City of Peters	0	3400	G 989	% 0%	0%	0%	0%	0%	F	0.096	F	0.535	3600	G
	Combined Traffic Estimates for Parallel		NA								NA			NA	
	To: From:		ollingbrook St Sycamore St												
(1) (36) Bollingbrook St	City of Peters			G 989	% 0%	0%	0%	0%	0%	F	0.103	F	0.689	3400	G
	Combined Traffic Estimates for Parallel	· ·	NA								NA			NA	
	To:	US	1, US 301 2nd S	St											
	From:		CL Petersburg												
(36) Fleet St	City of Peters	burg 0.12		G 999	% 0%	1%	0%	0%	0%	С	0.101	F	0.513	7600	G
	To: From:		Grove Ave												
(36) Grove Ave	City of Peters	sburg 0.54	Fleet St 3100	G 989	% 0%	1%	0%	0%	0%	С	0.104	F	0.562	3300	G
00)	To:	3	1 Par, Market S						- / -						
	From		US 1		,			0.5.1		_		_		0000	
[36] [1] Market St	City of Peters			G 989	% 0%	0%	0%	0%	0%	С	0.089	F	0.562	2800	G
~	Combined Traffic Estimates for Parallel		NA US 460 P. W	. 1	1.						NA			NA	
	10.	US 1 Par; BUS	US 460 Par, W	asnington S)Į										

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

-		Oity	of Peters	burg								17		D:		
Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus		Tru			QC	_ K	QK	Dir	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
Market Ct	City of Dates	US 1 Par; Bus 1				00/	10/	00/	00/	00/	_	0.000	F	0.000	0000	0
(36) Market St	City of Peters	sburg 0.11	2800	G	99%	0%	1%	0%	0%	0%	г	0.086	г	0.622	2900	G
Bus	To: From:	US 1, B	ıs US 460 V	Vythe St												
(36) (1) (460) Wythe St	City of Peters	sburg 0.20	10000	G	96%	0%	1%	2%	1%	0%	F	0.09	F		11000	G
(400)	Combined Traffic Estimates for Parallel	Roadways on this Route:	NA									NA			NA	
	Tor		S 301 Sycar	C4												
ALT Bus	From:															
(36) (1) (301) (460) Wyth	e St City of Peters	0	15000	G	96%	0%	1%	2%	1%	0%	F	0.086	F		16000	G
$\circ \circ \circ \circ$	Combined Traffic Estimates for Parallel	Roadways on this Route:	NA									NA			NA	
D	To: From		Bus US 460				<u> </u>									
Bus (36) (460) Wythe St	City of Peters	sburg 0.20	16000	G	97%	1%	1%	1%	1%	0%	С	0.084	F		16000	G
36 460 Wythe St	Combined Traffic Estimates for 2 Parallel	•		G	96%	1%	1%	1%	1%	0%	F	0.081	F	0.505	33000	G
	Combined Hamic Estimates for 2 Faraner	noadways on this noute.		<u> </u>	30 /6	1 /0	1 /0	1 /0	1 /0	0 /6	'	0.001	'	0.303	33000	G
Bus	To: From:		I-85, I-95													
(36) (460) Wythe St	City of Peters	sburg 0.30	11000	G	97%	1%	1%	1%	1%	0%	F	0.083	F		12000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	24000	G	96%	1%	1%	1%	2%	0%	F	0.088	F	0.641	25000	G
	To:		uth Crater F	Rd												
	From:		Bus US 460													
(36) Wythe St	City of Peters	ŭ	11000	G	97%	0%	1%	0%	2%	0%	F	0.079	F		12000	G
\smile	Combined Traffic Estimates for 2 Parallel			G	97%	0%	1%	0%	2%	0%	F	0.088	F	0.613	23000	G
	To:	SR 36 Par, V														
(36) Washington St	City of Peters		; Wythe St; 23000	Amelia G	97%	0%	1%	0%	2%	0%	F	0.086	F	0.583	26000	G
36 Washington St	Oity of 1 eters				31 /6	0 76	1 /0	0 /6	2/0	0 76	•	0.000	'	0.303	20000	a
	To: From		addledock R			221		221	221						4=000	
(36) Washington St	City of Peters		16000	G	97%	0%	1%	0%	2%	0%	F	0.078	F	0.558	17000	G
	10:		George Cour													
<u> </u>	From:		36; Market								_		_			_
$\binom{36}{5}$ $\binom{1}{5}$ Old St	City of Peters	•	2800	G	98%	0%	0%	0%	0%	0%	F	0.093	F	0.557	3000	G
\bigcirc	Combined Traffic Estimates for Parallel		NA									NA			NA	
	To:	(Sycamore St Old St	İ												
36 1 Sycamore St	City of Peters	sburg 0.04	3400	G	98%	0%	0%	0%	0%	0%	F	0.096	F	0.535	3600	G
36 Sycamore St	Combined Traffic Estimates for Parallel	•	NA	u	50 / 0	0 70	0 70	0 70	0 70	0 70	•	NA		0.000	NA	ŭ
	To:		ollingbrook	St								INA			IVA	
	From:		Sycamore St													
(36) (1) Bollingbrook St	City of Peters	sburg 0.10	3200	G	98%	0%	0%	0%	0%	0%	F	0.103	F	0.689	3400	G
	Combined Traffic Estimates for Parallel	Roadways on this Route:	NA									NA			NA	
	To:	US 1	, US 301 2r													
ALT	Fron:		S 1 Par, 2nd													
(36)(301)(1)(301)Bollin		•	4400	G	98%	0%	1%	0%	0%	0%	F	0.117	F	0.722	4700	G
$\mathcal{Z} \mathcal{Z} \mathcal{Z} \mathcal{Z} \mathcal{Z}$	Combined Traffic Estimates for Parallel		NA									NA			NA	
	To:	US 1, A	ALT US 301	3rd St												

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

		·						Tru	ıck			K		Dir		
Route	Jurisdictio	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	98%	0%	1%	0%	0%	0%	F	0.113	F	0.699	4000	G
~	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	7800	G	98%	0%	1%	0%	0%	0%	F	0.104	F	0.637	8300	G
	Tor From:		5th St													
36 (301) Bollingbrook St	City of Peters	0	3100	G	98%	0%	1%	0%	0%	0%	С	0.11	F	0.667	3300	G
$\circ \circ$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:		G	98%	0%	1%	0%	0%	0%	С	0.101	F	0.597	8100	G
	To:	R	Crater Rd ollingbrook				_									
36 301 Crater Rd	City of Peters		2800	G	97%	1%	1%	1%	1%	0%	С	0.103	F	0.636	3000	G
90/001)	Combined Traffic Estimates for 2 Parallel	_	7100	G	98%	0%	1%	0%	0%	0%	F	NA			7600	G
	To	-	301 Par, Ba													
36 (301) Crater Rd	City of Peters		4300	G	98%	1%	1%	1%	0%	0%	F	0.097	F	0.56	4600	G
30) (301)	Combined Traffic Estimates for Parallel	o .	NA	-		. , .		.,.			-	NA	-		NA	-
	Te			0.0	2.1											
36) Washington St	City of Peters	· · · · · · · · · · · · · · · · · · ·	11000	G	97%	0%	1%	0%	2%	0%	F	0.093	F		12000	G
36 Washington St	Combined Traffic Estimates for 2 Parallel	O .		G	97%	0%	1%	0%	2%	0%	F	NA	•		23000	G
	Combined Traine Estimates for 2 Taraner	riodawaya ari tina riodic.		<u> </u>	07 70	0 70		0 70	270	0 70	•	1471			20000	ŭ
36 Washington St	City of Peters	sbura 0.25	Burch St 11000	G	97%	0%	1%	0%	2%	0%	F	0.093	F		12000	G
36 Washington St	Combined Traffic Estimates for 2 Parallel	0		G	97%	0%	1%	0%	2%	0%	· -	0.093	, F	0.613	23000	G
	To:		Wythe St; A			0 /6	1 /0	0 /6	2 /0	0 /6	'	0.000	'	0.013	23000	G
Vorth	From:		CL Petersbu													
85) (460)	City of Petersburg		27000	A A	87%	1%	1%	1%	10%	1%	С	0.089	Α		27000	Α
65) (460)	Combined Traffic Estimates for 2 Parallel			A	87%	1%	1%	1%	10%	1%	C	0.09	Α	0.55	53000	Α
	To				0.70	. , ,		. , 0	.070	. , ,	Ū	0.00		0.00	00000	
North ~~~	From:		irrel Level l	Road												
85) (460)	City of Petersburg	` '	31000	Α	87%	1%	1%	1%	10%	1%	F	0.086	Α		31000	Α
$\lor \lor$	Combined Traffic Estimates for 2 Parallel			Α	87%	1%	1%	1%	10%	1%	F	0.089	Α	0.56	60000	Α
Vorth	To:		amp To I-95													
85) I-85 N Ramp	City of Petersburg		24000	G	87%	1%	1%	1%	10%	1%	F	0.081	F		24000	G
00)	Combined Traffic Estimates for 2 Parallel	` '		G	85%	1%	1%	1%	11%	1%	F	0.079	F	0.586	48000	G
	To		ashington S													
North	From														01005	
85 Ramp	City of Petersburg		21000	Α	87%	1%	1%	1%	10%	1%	F -	0.087	A		21000	A
	Combined Traffic Estimates for 2 Parallel	Hoadways on this Route:		G	86%	1%	1%	1%	11%	1%	F	0.079	F	0.564	36000	G
	10:		I-95 North													
North Bamp	City of Datasahasa	(Mainty 06) 0.11	I-85 North	F								0.000	_		NΙΔ	
Ramp	City of Petersburg		1300									0.089	F		NA	
	10.		1 Squirrel l													
North Ramp	City of Petersburg		6200	<u>н</u> А	88%	0%	1%	1%	10%	0%	С	0.126	Α		6400	Α
85 (460) Ramp	City of Fetersburg				0076	U 70	1 70	1 70	1070	U 70	U	0.120	А		0400	А
	10:	CD Ra	mp to I-95	SOUTH												

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

					47.			Tr	uck			K	-014	Dir	A A)A/DT	- 014
Route	Jurisdictio		gth AAD		4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QV
North 85 Ramp	City of Petersburg		North Ramp t		rth							0.104	F		3000	G
85 Ramp	Oily of Felersburg	I-95 North Exit			achington	St						0.104	Г		3000	G
North	From:	1-95 North Ext	I-95 No.		asimgton	St.										
85 Ramp	City of Petersburg	(Maint: 26) 0.2	22 610 0) A								0.108	Α		6600	Α
<u> </u>	To:		the St & Wa		t											
North 85 Ramp	City of Petersburg		I-85 North E									0.115	Α		2700	Α
85 Ramp	Oily of Felersburg		US 460-P Wa		St .							0.113	^		2700	^
L. d.	From	i cer			,,,											
North 85 Ramp	City of Petersburg	(Maint: 26) 0.0	I-85 North E									0.114	Α		3800	Α
85) 1 141111	To:	<u> </u>	CEUS 460 W									0.114	,,		0000	,,
outh	From	,	SCL Peters													
85) (460)	City of Petersburg	(Maint: 26) 1.2			87%	1%	1%	1%	10%	1%	С	0.101	Α		26000	Α
00) (400)	Combined Traffic Estimates for 2 Parallel	'			87%	1%	1%	1%	10%	1%	C	0.09	Α	0.55	53000	Α
	To							.,.			-					-
outh	From		Squirrel Leve													
85) (460)	City of Petersburg	,			87%	1%	1%	1%	10%	1%	F	0.099	Α		29000	Α
\sim	Combined Traffic Estimates for 2 Parallel	Roadways on this Rou	ite: 6000	0 A	87%	1%	1%	1%	10%	1%	F	0.089	Α	0.56	60000	Α
outh .	To: From:		Ramp From	I-95 N												
outh 85) I-85 S Ramp	City of Petersburg	(Maint: 26) 0.3	33 2700	0 G	83%	0%	1%	1%	13%	1%	F	0.099	Α		25000	G
65) 1 55 5 1 1 1 1 1	Combined Traffic Estimates for 2 Parallel	'			85%	1%	1%	1%	11%	1%	F	0.089	Α	0.56	48000	G
	To							.,.	,-		•					_
outh	From		p From Wasi													
85) I-85 S Ramp	City of Petersburg				83%	0%	1%	1%	13%	1%	F	0.084	В		15000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Rou			86%	1%	1%	1%	11%	1%	F	0.079	F	0.564	36000	G
	10:	<u></u>	I-95 Sou													
outh	From:	(Mainta 00)	I-85 Sou									0.404			5400	
Ramp	City of Petersburg		3 4700 23-9011 Squi									0.101	Α		5100	Δ
		-														
lorth	City of Petersburg		ves Rd; SCL 5 2000		86%	1%	1%	1%	12%	0%	_	0.110	Α		18000	Δ
95)	Combined Traffic Estimates for 2 Parallel	` '			86%	1%	1%	0%	12%	0%	F	0.099	A	0.537	37000	Α
	Combined Hamic Estimates for 2 Faraner	noadways on this not			00 /6	1 /0	1 /0	0 /6	12/0	0 /6	'	0.033	^	0.557	37000	
orth	To: From:		Wagner	Rd												
	011 (0)	(Maint: 74) 1.9	1 2600	0 A	86%	1%	1%	1%	12%	0%	F	0.1	Α		25000	Δ
95)	City of Petersburg	(Mant. 74)									_					
95)	City of Petersburg (Combined Traffic Estimates for 2 Parallel	,	ite: 5200	0 A	86%	1%	1%	0%	12%	0%	F	0.092	Α	0.567	50000	F
	•	Roadways on this Rou				1%	1%	0%	12%	0%	F	0.092	A	0.567	50000	Α
Jorth	Combined Traffic Estimates for 2 Parallel	Roadways on this Rou	460 County R	d CD Rar	np						F			0.567		
95 Jorth 95	•	Roadways on this Rou US 4 (Maint: 74) 0.8	460 County R 38 2300	d CD Rar		1% 1% 1%	1% ————————————————————————————————————	0% 1% 0%	12% 12% 12%	0% 0% 0%	F F F	0.092 0.105 0.092	A A A	0.567	21000 42000	A A

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

								_		Tru	ıck			K		Dir		
Route		Jurisdictio	n	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
North		From:			Crater Rd C		2221	1.57			1001	221	_		_			
95		City of Petersburg ('	0.24	33000	Α	86%	1%	1%	1%	12%	0%	F -	0.096	Α		33000	Α
~	Combined Traffic Est	imates for 2 Parallel	Roadways on this	s Route:	56000	Α	86%	1%	1%	0%	12%	0%	F	0.093	Α	0.614	54000	Α
North		To: From:]	I-85 SOUTI	I												
95)		City of Petersburg ((Maint: 26)	0.26	29000	Α	86%	1%	1%	1%	12%	0%	F	0.097	Α		28000	Α
\bigcirc	Combined Traffic Est	imates for 2 Parallel	Roadways on this	s Route:	29000	Α								0.063	F	0.542	NA	
NI		To:]	-85 NORTI	Η												
North 95		City of Petersburg ((Maint: 26)	0.44	50000	Α	91%	1%	1%	1%	6%	0%	F	0.088	Α		49000	Α
95)	Combined Traffic Est		,			G	91%	1%	1%	1%	6%	0%	F	0.077	В	0.516	107000	G
	2011.011.00 110.110 200	To:	-		s US 460 W			. , ,		. 70	0,0	0,70		0.0		0.0.0		
North		From:						40/	40/	40/	00/	00/	_	0.000	•		50000	
95	Camalainad Tuaffia Fat	City of Petersburg (0.64	57000	A	91%	1%	1%	1%	6%	0%	F	0.086	A	0.500	56000	A
	Combined Traffic Est	Imates for 2 Parallel	Roadways on this		Colonial He	A	91%	1%	1%	1%	6%	0%	F	0.086	Α	0.526	109000	Α
Novth		From:		SCL	I-95 North													
North 95 Ramp		City of Petersburg ((Maint: 74)	0.17	960	Α								0.103	Α		940	Α
95)		To:	(-9008 Rives									000			0.0	
North		From:			I-95 North													
95) Ramp		City of Petersburg ((Maint: 74)	0.35	330	Α								0.133	Α		340	Α
$\overline{}$		To:		123-	9010 Wagne	er Rd												
North		From:			I-95 North													
95) Ramp		City of Petersburg ((Maint: 74)	0.23	990	G								0.085	F		990	G
<u> </u>		10:			010 W, Wag													
North 95) Ramp		City of Petersburg ((Maint: 74)	I-95 N 0.11	North Collec 670									0.17	F		670	G
95 Ramp		Oity of Petersburg ((IVIAITIL. 74)		60 E, Coun	G ty Dr								0.17	Г		670	G
North		From:			5 Collector													
95) Ramp		City of Petersburg ((Maint: 74)	0.14	470	G								0.09	F		470	G
99		To:	,	US 3	301 N, Crate													
North		From:		I-95 N	North Collec	tor Rd												
95) Ramp		City of Petersburg	(Maint: 74)	0.16	1600	G								0.122	F		1600	G
$\overline{}$		To:		US	301 S, Crate	er Rd												
lorth		From:			I-95 North													
95) I-95 North CD Rd at US	S 460; US 301	City of Petersburg ((Maint: 74)	0.04	3200	G								0.091	F		3200	G
Vorth		To: From:		Ram	p to US 460	East												
95) I-95 North CD Rd at US	S 460; US 301	City of Petersburg ((Maint: 74)	0.15	2600	G								0.100	F		2600	G
<u> </u>		To	• •		From US 46													
North	0.400.110.004	From:	(NA - lock - 7.4)							-				0.4.10			10000	_
95) I-95 North CD Rd at US	S 460; US 301	City of Petersburg ((Maint: /4)	0.26	11000	A No. ath								0.149	Α		12000	Α
~		10:		Kamp	to US 301	North												

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

Route		Jurisdictio	on		AADT		4Tire	Bus		True 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	Q
lorth 95) I-95 North CD Rd a	at US 460; US 301	City of Petersburg	(Maint: 74)	Ramp to US 0.22	NA NA	Rd NO	RTH							NA			NA	
orth		To: From:		Ramp to US	301 Crater	Rd SOU	JTH											
1-95 North CD Rd a	at US 460; US 301	City of Petersburg	(Maint: 74)	0.06	11000	G								0.134	F		11000	(
orth		To: From:		Ramp Fro	om US 301	Crater R	.d											
I-95 North CD Rd a	at US 460; US 301	City of Petersburg		0.14	15000	Α								0.123	Α		17000	
orth		To: From:		to BUS US 460	Wythe St,	US 460	Washingto	on St										
1-95 North CD Rd a	at US 460; US 301	City of Petersburg	(Maint: 74)	0.01	NA									NA			NA	
		To:			I-95 North													
rth 5 Ramp		City of Petersburg	(Maint: 26)	1-95 N 0.47	North Collec 3400	tor Rd								0.089	F		3400	
5) Hamp		To:		North Exit 68E		-	ashington S	St						0.000	•		0400	
rth		From:			I-95 North													
Ramp		City of Petersburg	(Maint: 26)	0.43	6200	G								0.107	F		6200	
		To:			I-85 South													
rth		From:		0.10	I-95 North										_		4=00	
Ramp		City of Petersburg	(Maint: 74)	0.19	1700 301 Par, Bar	G ulr St			_					0.125	F		1700	
		From			Rd; SCL Pet													
uth 15		City of Petersburg	(Maint: 74)	1.56	20000	A	86%	1%	1%	0%	11%	0%	F	0.106	Α		19000	
9	Combined Traffic	Estimates for 2 Parallel		this Route:	40000	Α	86%	1%	1%	0%	12%	0%	F	0.099	Α	0.537	37000	
		To			Wagner Rd	l												
uth 5		City of Petersburg	(Maint: 74)	1.50	26000	Α	86%	1%	1%	0%	11%	0%	F	0.095	Α		25000	
15)	Combined Traffic	Estimates for 2 Parallel	,			A	86%	1%	1%	0%	12%	0%	F	0.092	Α	0.567	50000	
		To:		End Collect														
uth		City of Petersburg	(Maint: 74)	0.79	23000		86%	1%	1%	0%	11%	0%	_	0.095	Α		21000	
95	Combined Traffic	Estimates for 2 Parallel	. ,			A A	86%	1%	1%	0%	12%	0%	F	0.095	A	0.567	42000	
	Combined Hame	LStilliates for 21 araller	. Itoauways on					1 /0	1 /0	0 /6	12/0	0 /6	'	0.032	^	0.507	42000	
uth		From:		Begin Collec														
95)	0 11 17 "	City of Petersburg	,	0.20	23000	Α	86%	1%	1%	0%	11%	0%	F	0.095	Α		21000	
	Combined Traffic	Estimates for 2 Parallel	Roadways on	this Route:	56000	Α	86%	1%	1%	0%	12%	0%	F	0.092	Α	0.567	54000	
uth		To: From:		np From BUS U	S 460 Wash	nington S	St; Wythe	St										
15		City of Petersburg		0.33	NA									NA			NA	
	Combined Traffi	c Estimates for Parallel	Roadways on	this Route:	NA									NA			NA	
uth		To: From:]	I-85 SOUTH	I												
95)		City of Petersburg	(Maint: 26)	0.66	60000	G	91%	1%	1%	1%	7%	0%	F	0.083	В		59000	
\smile	Combined Traffic	Estimates for 2 Parallel	Roadways on	this Route:	110000	G	91%	1%	1%	1%	6%	0%	F	0.077	В	0.516	107000	
		To:		US 301, Bu	s US 460 W	ashingto	on St											

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

Route	Jurisdiction	n	Lenath	AADT	QA	4Tire	Bus		Trι			QC	K	QK	Dir	AAWDT	QW
South	From:		US 301, Bu					2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
95)	City of Petersburg (I	Maint: 26)	0.48	53000	A	91%	1%	1%	1%	7%	0%	F	0.088	Α		53000	Α
Combined	Traffic Estimates for 2 Parallel	Roadways on th			Α	91%	1%	1%	1%	6%	0%	F	0.086	Α	0.526	109000	Α
	To:		SCL	Colonial He	ights												
South (95) Ramp	City of Petersburg (I	Maint: 74)	0.16	I-95 South 4700	G								0.09	F		4700	G
95) Hallip	Oity of Fetersburg (I	iviairit. 74)		-9008 Rives									0.03	'		4700	ч
South	From:			I-95 South													
95 Ramp	City of Petersburg (I	Maint: 74)	0.25	2200	G								0.084	F		2200	G
\smile	Tα		123-9	010 E, Wagı	ner Rd												
South	From:	Mada 74	0.04	I-95 South									0.4	^		0400	
95 Ramp	City of Petersburg (I	Maint: 74)	0.31	5600 010 W, Wag	A ner Rd								0.1	Α		6100	Α
South	From:			outh Collect				_									
(95) Ramp	City of Petersburg (I	Maint: 74)	0.09	6700	G	99%	0%	0%	0%	0%	0%	С	0.162	F		6700	G
	Tα:		123-	9012 Grahar	n Rd												
South	From:			I-95 South													
95 (460) CD Ramp Near I-85	City of Petersburg (I	Maint: 74)	0.04	9900	Α								0.098	Α		11000	Α
South	To: From:		Ramp l	From I-85 N	ORTH												
95 CD Ramp Near I-85	City of Petersburg (I	Maint: 74)	0.02	16000	Α								0.104	Α		17000	Α
South	To: From:		Ran	np to Grahan	n Rd												
95) 460 CD Ramp Near I-85	City of Petersburg (I	Maint: 74)	0.07	12000	G	91%	0%	1%	1%	7%	0%	С	0.112	F		12000	G
	To: From:		Ran	np from US	301			\neg \vdash									
South Bus (95) (460) (460) CD Ramp Near I-85	City of Petersburg (I	Maint: 74)	0.18	NA									NA			NA	
				np from US	301												
South Bus	From:	Maint. 74)		•									0.007	F	0.700	10000	_
95 (460) (460) CD Ramp Near I-85	City of Petersburg (I	Maint: 74)	0.27		G								0.097	г	0.786	13000	G
South	To: From:			JS 460 Ram													
95 CD Ramp Near I-85	City of Petersburg (I	Maint: 74)	0.22	3800	G								0.082	F		3800	G
	10.			I-95 South				_									
South $\overline{95}$ Ramp	City of Petersburg (I	Maint: 74)	0.12	I-95 South 10000	G								NA			NA	
95)	Tre																
South	From:	M - ! t - 7.4)		B to Washin	gion Str	et							NIA			NIA	
95 Ramp	City of Petersburg (I	ıvıaınt: /4)	0.19	NA FROM RT	05 SOU	ги		_					NA			NA	
	Prom:			460 County		111											
106 Courthouse Rd	City of Petersk	burg	0.10	7000	G	95%	1%	1%	1%	2%	0%	F	0.096	F	0.54	7400	G
100)	To:	J		CL Petersbu				T)				-		-			-

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

			etersburg												
Route	Jurisdiction	Length AA	ADT QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	OV
riouto	- Canadian	Longin A	ADI GA		Duo	2Axle	3+Axle	1Trail	2Trail		Factor	σ	Factor	7011121	۵.
	Front		County Rd	2021	221		0-1			_		_		.=	_
109 Hickory Hill Rd	City of Petersburg	0.88 82	200 G	99%	0%	0%	0%	0%	0%	С	0.136	F	0.884	8700	G
<u> </u>	To: From:	ECL Pe	etersburg												
109 Hickory Hill Rd	City of Petersburg		200 N	99%	0%	0%	0%	0%	0%	Ν	0.136	F	0.884	8700	Ν
\smile	Ta: De	ad End; Fort Lee Militar	ary Reservation	, Mahone	Av										
	From:	WCL Pe	etersburg												
Boydton Plank Rd	City of Petersburg	0.16 30	000 G	97%	0%	0%	1%	1%	0%	F	0.106	F	0.506	3200	G
<u> </u>	To: From:	Dupi	ouy Rd			—									
42)Boydton Plank Rd	City of Petersburg	1.24 28	800 G	97%	0%	0%	1%	1%	0%	С	0.105	F	0.562	3000	G
	To	Rt 604 F	Halifax Rd												
42)Halifax Rd	City of Petersburg		500 N	98%	1%	0%	0%	0%	0%	Ν	0.087	F	0.534	5800	Ν
	To:		X RR												
	From:	SCL Pe	etersburg												
Crater Rd	City of Petersburg		800 G	99%	0%	1%	0%	0%	0%	F	0.097	F	0.613	9300	G
,,,,,	Too	p:	D.1												
On Crater Rd	City of Petersburg		res Rd 800 G	99%	0%	0%	0%	0%	0%	С	0.088	F	0.588	10000	Ċ
301 Crater rid	Oity of Fetersburg			33 /6	0 /6	0 /6	0 /6	0 /6	0 /6	O	0.000	'	0.500	10000	
~	To From		ner Rd	000/	00/		00/	00/	00/		0.000	_	0.500	00000	
Crater Rd	City of Petersburg	0.43 21 0	000 G	99%	0%	0%	0%	0%	0%	F	0.086	F	0.529	22000	G
~	To: From:		nk Rd												
Crater Rd	City of Petersburg	0.87 21 0	000 G	99%	0%	0%	0%	0%	0%	F	0.084	F	0.52	23000	G
~	To: From:	ALT US 301	1 Sycamore St												
301 Crater Rd	City of Petersburg	0.26 15 0	6000 G	98%	0%	1%	0%	0%	0%	С	0.081	F	0.511	16000	G
~	To	South	th Blvd												
Crater Rd	City of Petersburg		000 G	98%	0%	1%	0%	0%	0%	F	0.083	F	0.51	22000	G
<u></u>	To	I 05 Pu	us US 460												
Bus	Front	•													
On Crater Rd	City of Petersburg (Maint: 26)		0000 N	98%	1%	1%	1%	0%	0%	N	0.089	F	0.554	11000	Ν
Bus	From:	I-95; Bus US 460 Maintenance Jur	,												
301 460 Crater Rd	City of Petersburg		0000 G	98%	1%	1%	1%	0%	0%	С	0.089	F	0.554	11000	G
400) 5-400	Combined Traffic Estimates for Parallel Roadways		NA	00,0	. , 0	. , 0	. , 0	0,70	0 / 0	Ū	NA	•	0.00	NA	
Bus	From:	SR 36, Bus US	*												
01 460 Crater Rd	City of Petersburg		100 G	98%	1%	1%	1%	0%	0%	F	0.094	F	0.568	7600	G
~ ·-	Combined Traffic Estimates for Parallel Roadways	on this Route: N	NA								NA			NA	
	To: Econol	SR 36 Par, Bus US 46	460 Par, Washir	ngton St		\neg \vdash									
O1 (36) Crater Rd	City of Petersburg		300 G	98%	1%	1%	1%	0%	0%	F	0.097	F	0.56	4600	G
	Combined Traffic Estimates for Parallel Roadways	on this Route: N	AA								NA			NA	
	To:		Par, Bank St			1									

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

			oi retersi					Tru	ıck			K		Dir		
Route	Jurisdiction	on Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From	US 3	01 Par, Ban	k St												
(301) (36) Crater Rd	City of Peters	sburg 0.14	2800	G	97%	1%	1%	1%	1%	0%	С	0.103	F	0.636	3000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	7100	G	98%	0%	1%	0%	0%	0%	F	NA			7600	G
	To:	Вс	ollingbrook S	St												
~~~ C B III 1 1 0:	From		Crater Rd		000/	00/	40/	00/	00/	00/	_	0.44	_	0.007	0000	_
(301) (36) Bollingbrook St	City of Peters	-	3100	G	98%	0%	1%	0%	0%	0%	С	0.11	F	0.667	3300	G
~ 0	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	7600	G	98%	0%	1%	0%	0%	0%	С	0.101	F	0.597	8100	G
	To: From:		5th St													
(301) (36) Bollingbrook St	City of Peters	sburg 0.15	3800	G	98%	0%	1%	0%	0%	0%	F	0.113	F	0.699	4000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	7800	G	98%	0%	1%	0%	0%	0%	F	0.104	F	0.637	8300	G
	To:		3rd St													
ALT	From		LT US 301								_		_			_
{301 }{ 1 }{301 }\36 } Bolling	gbrook St City of Peters	J	4400	G	98%	0%	1%	0%	0%	0%	F	0.117	F	0.722	4700	G
$\Rightarrow \Rightarrow \Rightarrow \Diamond$	Combined Traffic Estimates for Parallel		NA									NA			NA	
	To:	US	1 Par, 2nd	St												
301 1 2nd St	City of Peters	L sburg 0.35	N RT 1 <b>15000</b>	G	99%	0%	0%	0%	0%	0%	F	0.093	F	0.562	16000	G
301 1 2nd St	Oity of 1 eters		Colonial Hei		33 /6	0 /6		0 /6	0 /6	0 /6	'	0.035	'	0.502	10000	ч
	Power Park	JCE.		igiits												
(301) Ramp	City of Petersburg	(Maint: 74) 0.19	US 301 <b>6400</b>	G								0.079	F		6400	G
301 hamp	Oity of Fetersburg	<u> </u>	orth Collecte									0.079	Г		0400	G
	-															
North	City of Petersburg		301 Crater I	Rd <b>G</b>								0.079	F		1600	G
301 Ramp	City of Fetersburg		Collector Ro		60							0.079	Г		1000	G
					00											
South Bus	Prom		01 S, Crater		070/	10/	10/	10/	10/	00/	_	0.000	_		670	_
301 460 Ramp US 301 S to	o I-95 S at Exit ??? City of Petersburg	<u> </u>	630	G	97%	1%	1%	1%	1%	0%	F	0.096	F		670	G
	10.		Collector Ro		60											
~~~ C R + 0:	From:		301 Crater		000/	00/		00/	00/	00/	_	0.005	_	0.507	4000	_
(3 _β 1) (3 ₆) Bank St	City of Peters	-	4500	G	99%	0%	1%	0%	0%	0%	С	0.095	F -	0.527	4800	G
~ 0	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	7600	G	98%	0%	1%	0%	0%	0%	С	0.101	F	0.597	8100	G
	To: From:		5th St													
(301) (36) Bank St	City of Peters	sburg 0.15	4000	G	99%	0%	1%	0%	0%	0%	F	0.097	F		4300	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	7800	G	98%	0%	1%	0%	0%	0%	F	0.104	F	0.637	8300	G
	Too		3rd St													
ALT	From										_		_	_		_
(301) (1) (301) (36) Bank			3700	G	99%	0%	1%	0%	0%	0%	F	0.098	F		4000	G
	Combined Traffic Estimates for 2 Parallel		8100	G	98%	0%	1%	0%	0%	0%	F	NA			8600	G
	To:	ALT U	IS 301 Par, 2	2nd St												
ALT	From		301 Crater I	Rd												
301 Sycamore St	City of Peters	sburg 0.30	7300	G	99%	0%	0%	0%	0%	0%	F	0.085	F	0.52	7700	G
\smile	To:		South Blvd													

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

		Oity	oi retersi	burg												
Davita	l contra all nation		AADT		4T:	Dua		Tru	ck		QC	K	QK	Dir	AAWDT	0147
Route	Jurisdictio	on Length	AADT	QA	4Tire	bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	QW
ALT	From:		South Blvd													
301 Sycamore St	City of Peters	sburg 0.95	5600	G	99%	0%	0%	0%	0%	0%	С	0.089	F	0.656	5900	G
<u> </u>	To		North Blvd													
ALT	From:										_		_			_
(301) Sycamore St	City of Peters	sburg 0.42	9000	G	99%	0%	0%	0%	0%	0%	F	0.087	F	0.604	9500	G
ALT	To: From:		Graham Rd													
301 Sycamore St	City of Peters	sburg 0.56	10000	G	99%	0%	0%	0%	0%	0%	F	0.086	F	0.551	11000	G
301) Systimore St	To:	•	S 1 Wythe S		00 70	0 70		0 70	0 /0	0 70		0.000	•	0.001	11000	ď
ALT Bus	From:	C	US 1	51												
(301) (1) (460) (36) Wyth	ne St City of Peters	sburg 0.20	15000	G	96%	0%	1%	2%	1%	0%	F	0.086	F		16000	G
	Combined Traffic Estimates for Parallel	Roadways on this Route:	NA									NA			NA	
	To:		S 460 Jeffer	rson St												
ALT	From:		US 460 Wyt	the St												
301 \ 1 \ Jefferson St	City of Peters	sburg 0.09	3400	G	96%	0%	1%	2%	1%	0%	F	0.085	F	0.704	3700	G
\smile	Combined Traffic Estimates for Parallel	Roadways on this Route:	NA									NA			NA	
	Tœ	Rus IIS 40	60 Par, Wasl	hington	St											
ALT	From:							0-1		0-1	_		_			_
301 1 Jefferson St	City of Peters	•	770	G	98%	1%	0%	0%	0%	0%	С	0.089	F	0.569	820	G
*	Combined Traffic Estimates for Parallel	Roadways on this Route:	NA									NA			NA	
ALT.	To: From:		Henry St				-									
ALT 301 (1) 3rd St	City of Peters	sburg 0.05	350	G	96%	0%	1%	2%	1%	0%	_	0.118	F	0.65	370	G
(301) (1) 3rd St	· · · · · · · · · · · · · · · · · · ·	•	NA	G	30 /6	0 /0	1 /0	2/0	1 /0	0 /6	'	NA	'	0.03		G
	Combined Traffic Estimates for Parallel	Hoadways on this Houte.	NA									INA			NA	
ALT	To: From:	US	301 Par, Ban	nk St												
(301) (1) 3rd St	City of Peters	sburg 0.05	450	G	96%	0%	1%	2%	1%	0%	F	0.092	F	0.670	480	G
	Combined Traffic Estimates for Parallel	•	NA									NA			NA	
	Tα		1 Bollingbro	ook St												
ALT	From:	US 1, A	ALT US 301													
(301)(301) (1) (36) Bollii	ngbrook St City of Peters	sburg 0.08	4400	G	98%	0%	1%	0%	0%	0%	F	0.117	F	0.722	4700	G
	Combined Traffic Estimates for Parallel	Roadways on this Route:	NA									NA			NA	
	Tα		US 301													
ALT	From:	U	S 1 Wythe S	St												
Sycamore St	City of Peters	sburg 0.09	6900	G	98%	0%	1%	0%	0%	0%	F	0.086	F	0.581	7300	G
OBI)	Combined Traffic Estimates for Parallel	-	NA									NA			NA	
	To:		460 Washir	ngton St												
ALT Bus Bus	From:		us US 460 P													
	hington St City of Peters	sburg 0.09	15000	G	94%	1%	1%	2%	2%	0%	F	0.078	F		16000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	30000	G	95%	1%	1%	2%	2%	0%	F	NA			32000	G
	To:	Due HC	460 Washir	ngton St												
ALT	From:							_		_						
(301) Adams St	City of Peters	J	9000	G	98%	0%	1%	0%	0%	0%	F	0.086	F	0.518	9500	G
<u></u>	Combined Traffic Estimates for Parallel	Roadways on this Route:	NA									NA			NA	
	Tα		Franklin St			-										

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

			OI I CICIS													
Route	Jurisdiction	on Length	AADT	QA	4Tire	Bus		TruTru	_		QC	K	QK	Dir	AAWDT	QW
ALT	From	e e	Franklin St				ZAXIE	3+Axle	ıırall	ZTrall		Factor		Factor		
Adams St	City of Peters	sburg 0.16	8400	G	98%	0%	1%	0%	0%	0%	С	0.082	F	0.554	8900	G
(301), rading of	Combined Traffic Estimates for Parallel	-		<u> </u>	0070	0 70	1 70	0 70	070	0 70	Ŭ	NA	•	0.001	NA	G
	Combined Trainic Estimates for Faranei	noadways on this noute										INA			INA	
	10		Henry St													
	City of Deterobuse		CL Petersbu	ırg	-	00 L 0E t	for dire	ational t	offic vo	luma aa	tim at	a far thi		mant		
(460) (85)	City of Petersburg										_	es for this	_			
~ 0	Combined Traffic Estimates for 2 Parallel	Roadways on this Route	53000	Α	87%	1%	1%	1%	10%	1%	С	0.09	Α	0.55	53000	Α
			uirrel Level I	Road												
460 (85)	City of Petersburg	(Maint: 26) 2.57			S	ee I-85 t	for dire	ctional tr	affic vo	lume es	timate	es for this	segi	ment.		
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route	60000	Α	87%	1%	1%	1%	10%	1%	F	0.089	Α	0.56	60000	Α
	To						_									
C Pama	City of Determine	(Maint: 26) 0.10	I-85 S			00 L 0E 1	ior diro	ational t	offic vo	luma aa	tim at	o for this		mont		
460 85 Ramp	City of Petersburg	(Maint. 26) 0.10	1 05 CD		3	ee 1-65	or dire	cuonai u	anic vo	iume es	umale	es for this	segi	nent.		
	From		I-95 SB I-85													
(460) (95) CD Ramp Near I-8	35 City of Petersburg	(Maint: 74) 0.04	1-03		S	ee I-95 t	for dire	ctional to	affic vo	lume es	timate	es for this	SEAI	ment		
460 (95) CD Ramp Near I-8	Oity of 1 dialoung	(Want. 74) 0.04				001001	-	otionai ti	amo vo	iaino oc	minat	20 101 1111	, ocg.	nont.		
~~~	To From		Graham Rd	l						_	_					
460 95 CD Ramp Near I-8	35 City of Petersburg	<u> </u>			S	ee I-95 1	for dire	ctional tr	affic vo	lume es	timate	es for this	segi	ment.		
<u> </u>	To		SB Collector													
Bus	rrom		from US 30	1South		1.05			"							
(460) $(95)$ $(460)$ CD Ramp N	lear I-85 City of Petersburg				S	ee I-95 1	or dire	ctional ti	affic vo	lume es	timate	es for this	s segi	ment.		
<del>~~~~</del>	To	•	from US 30													
Bus CD Roma N	loor I OF City of Deterobuse		mp from US	301	-	00 L 0E 1	ior diro	ational t	offic vo	luma aa	tim at	a for this		mont		
(460) (95) (460) CD Ramp N	lear I-85 City of Petersburg	(Maint: 74) 0.27	*** 460		5	ee 1-95	or dire	ctional ti	anic vo	iume es	umate	es for this	s segi	nent.		
	From	1.05.0	US 460 outh Collecto	or Domn												
(460)Ramp	City of Peters		9500	G Kanip								0.106	F		9500	G
(460) Hamp	Oity of 1 eters		1-95 North		r Dd							0.100	'		3300	u
	From		nce Jurisdict				_									
460 County Dr	City of Peters		19000	G	89%	0%	1%	2%	8%	0%	F	0.102	Α	0.501	20000	G
400	Suy or recent				0070	0,0		_,,	0,0	0,0	•	002		0.00.	_0000	•
~~~ <u>-</u>	To From		09 Hickory I				—⊢									
(460) County Dr	City of Peters	sburg 2.16	9900	Α	89%	0%	1%	2%	8%	0%	С	0.102	Α	0.501	10000	Α
<u> </u>	To	SR	06 Courthou	ise Rd			\neg \vdash									
(460 County Dr	City of Peters		13000	G	89%	0%	1%	2%	8%	0%	F	0.082	F	0.545	13000	G
400)	То		ECL Petersbu													
	From		North Collec													
Pamp	City of Petersburg		9600	G								0.146	F		9600	G
460 Ramp	City of Fetersburg	<u>'</u>										0.140	'		9000	G
	10		us US 460 W													
Bus	Prom		VCL Petersb		20.	2					_		_			_
(460) (1) Washington St	City of Peters	sburg 0.40	12000	G	98%	0%	1%	1%	0%	0%	F	0.089	F	0.549	12000	G
	_ To		Summit St				\neg									
Bus	From	-1			000/	061	401	401	001	001	_	0.000	_	0.500	40000	_
$\binom{460}{1}$ Washington St	City of Peters		12000	G	98%	0%	1%	1%	0%	0%	F	0.090	F	0.539	12000	G
~ ~	То	1	Elm St													

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

									Tru	ıok			K		Dir		
Route	Juriso	liction	Length	AADT	QA	4Tire	Bus		3+Axle	_		QC	Factor	QK	Factor	AAWDT	QW
Bus		From:		Elm St				ZANIC	OTAXIC	TTTAII	ZIIaii		1 40101		1 actor		
(460) (1) Washington St	City of Pe	etersburg	0.57	14000	G	96%	0%	1%	2%	1%	0%	F	0.088	F	0.524	14000	G
400 (1)	,	To:		1 Par; Wytl													
Bus		From:	US 1 Par, Was	shington St;	Batterse	a Lane											
460 1 Wythe St	City of Pe	J	1.08	7500	G	96%	0%	1%	2%	1%	0%	С	0.084	F		8000	G
\bigcirc	Combined Traffic Estimates for 2 Para	allel Roadways o	n this Route:	16000	G	96%	1%	1%	2%	1%	0%	F	0.089	F	0.540	17000	G
		Tox		Perry St													
Bus	OU 15	From:				2221	221				0-1	_		_			_
(460) (1) Wythe St	City of Pe	-	0.15	10000	G	96%	0%	1%	2%	1%	0%	-	0.091	F		11000	G
~ ~	Combined Traffic Estimates for 2 Para	allel Roadways o	n this Route:	20000	G	96%	1%	1%	2%	1%	0%	F	0.089	F	0.523	21000	G
D		To: From:	SF	R 36 Market	t St												
Bus (36) Wythe St	City of Pe	eterebura	0.20	10000	G	96%	0%	1%	2%	1%	0%	F	0.09	F		11000	G
(460) (1) (36) Wythe St	•	J			G	30 /6	0 /6	1 /0	2 /0	1 /0	0 /6	•		•			а
	Combined Traffic Estimates for Para	allel Hoadways of	n inis Route.	NA									NA			NA	
Bus ALT		To: From:	ALT U	S 301 Syca	more St												
(460) (1) (301) (36) Wyth	ne St City of Pe	etersburg	0.20	15000	G	96%	0%	1%	2%	1%	0%	F	0.086	F		16000	G
400 (1) (301) (30)	Combined Traffic Estimates for Para	•			-								NA			NA	
	Combined Traine Learnage for Fare	- Todawayo o															
Bus		From:	US	1 Jefferson	n St												
(460) (36) Wythe St	City of Pe	etersburg	0.20	16000	G	97%	1%	1%	1%	1%	0%	С	0.084	F		16000	G
	Combined Traffic Estimates for 2 Para	allel Roadways o	n this Route:	31000	G	96%	1%	1%	1%	1%	0%	F	0.081	F	0.505	33000	G
		Tor		I-85, I-95													
Bus		From:										_		_			_
(460) (36) Wythe St	City of Pe	•	0.30	11000	G	97%	1%	1%	1%	1%	0%	F	0.083	F		12000	G
\longrightarrow \bigcirc	Combined Traffic Estimates for 2 Para	allel Roadways o			G	96%	1%	1%	1%	2%	0%	F	0.088	F	0.641	25000	G
		To:		US 301 Cr													
Bus Creater Dd	Oit. of D	Prom:		; US 301 W	_	000/	10/	10/	10/	00/	00/	_	0.000	F	0.554	11000	_
(460)(301) Crater Rd	City of Pe	•	0.98	10000	G	98%	1%	1%	1%	0%	0%	С	0.089	г	0.554	11000	G
	Combined Traffic Estimates for Para	allel Roadways of		NA									NA			NA	
Bus		From:	I-95; BUS U	ce Jurisdict													
460 301 Crater Rd	City of Petersb	urg (Maint: 26)	0.09	10000	N	98%	1%	1%	1%	0%	0%	Ν	0.089	F	0.554	11000	N
(460)(301) Grater Fid	Oily of Fotors	To:		301 Crater		0070	1 /0		1 /0	0 70	0 70		0.000	•	0.004	11000	
Bus		From:		US 301	. Itu												
460 301 Ramp US 301 S	to I-95 S at Exit ??? City of Petersb	urg (Maint: 74)	0.20			See	US 30	1 for dir	ectional	traffic v	volume e	estima	ates for th	nis se	gment.		
		To:	I	-95 CD Roa	ad												
Bus		From:	-	from US 30	1South												
(460) (95) (460) CD Ramp	Near I-85 City of Petersb	urg (Maint: 74)	0.18			Se	ee I-95	for dire	ctional tr	affic vo	lume es	timate	es for this	segr	ment.		
		To:	Ramp	from US 30	1North			\neg \vdash									
Bus CD Romp I	Noor LOE City of Determine	ura (Maist. 74)				C	00 I OF	for dive	ational +	offic v-	luma a-	tim at	oo for th!-		mont		
460 95 460 CD Ramp	Near I-85 City of Petersb	urg (Maint: 74)	0.27	D 170 466	n	56	ee 1-95	ior aire	Juonai tr	ailic vo	iume es	umate	es for this	segr	nent.		
		10.		Bus US 460													
Bus		From:		US 460 Exi										_			_
(460)Ramp	City of Petersb	urg (Maint: 26)	0.24	8300	G								0.096	F		8300	G
~		fo:	CE	US 460 Exi	t 6C												

Route	Jurisdictio	<u> </u>	AADT		4Tire	Bus		Trι ∋ 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QV
Bus 460 Ramp	City of Petersburg		5000 I-95 South	t 6C G								0.092	F		5000	G
Bus	From:	CEUS 460-P002		0-E006	R FROM											
Ramp	City of Petersburg $_{_{\mathrm{Tot}}}$		9400 I-95 North	G	BIROM							0.091	F		9400	G
Bus	From	CE	US 460 Exit	t 6A			i									
Ramp	City of Petersburg		3300	G								0.104	F		3300	G
	10.		I-85 South				_									
Bus 60 Ramp	City of Petersburg	CEUS 460 TO R (Maint: 26) 0.17	TS 85 & 95 4000	SOUTE	BOUND							0.094	F		4000	(
60 Tramp	To:	CEUS 460-P002A T			UTHBOU	ND						0.004	•		4000	`
Bus	From:	Bus U	JS 460 E, W	vthe St												_
Ramp	City of Petersburg		6600	G								0.088	F		6600	(
<i>~</i>	To:	Ramp from Bu	s US 460 W	, Washii	ngton St											
Bus	From:		the St Batte													
60 (p) Washington St	City of Peters	ŭ	8100	G	97%	1%	1%	2%	1%	0%	F -	0.095	F		8600	
~	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	16000	G	96%	1%	1%	2%	1%	0%	F	0.089	F	0.544	17000	(
us	To:	12	3-9025 Wes	t St												_
β0 Σ Washington St	City of Peters	sburg 0.40	8600	G	97%	1%	1%	2%	1%	0%	F	0.093	F		9100	(
P) (P)	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	16000	G	96%	1%	1%	2%	1%	0%	F	NA			17000	(
	To:	12	3-9029 Sout	h St			<u> </u>									
us 60 1 Washington St	City of Peters		9500	G	97%	1%	1%	2%	1%	0%	С	0.092	F		10000	
Washington St	Combined Traffic Estimates for 2 Parallel	•		G	96%	1%	1%	2%	1%	0%	F	0.089	F	0.527	21000	
	To	,			0070	1 /0		270	1 70	0 70	•	0.000	•	0.027	21000	
us	From		Guarantee S		070/	40/	401	00/	40/	00/	_	0.000	_		10000	
β0 β Washington St	City of Peters	0	9700	G	97%	1%	1%	2%	1%	0%	F _	0.090	F		10000	(
~	Combined Traffic Estimates for 2 Parallel		20000 orth Market	G	96%	1%	1%	2%	1%	0%	F	NA			21000	(
ius	From		ar; SR 36 M													
(36) Washington St	City of Peters		11000	G	94%	1%	1%	2%	2%	0%	F	0.087	F		12000	(
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	22000	G	95%	1%	1%	2%	2%	0%	F	NA			23000	
	To:	ALTUS	301 Par, Sy	camore.	St											
us ALT	on St City of Peters				94%	1%	1%	2%	2%	0%	_	0.078	F		16000	
60 301 (36) Washingto	Combined Traffic Estimates for 2 Parallel		15000	G G	94% 95%	1%	1%	2% 2%	2% 2%	0% 0%	F	0.076 NA	Г		32000	(
	Combined Trainc Estimates for 2 Faraner	-				1 /0	1 /0	2/0	2/0	0 /6	'	INA			32000	
us ALT	To: From:		S 301 Par, A	Adams St	t											_
(36) (301) (36) Washingto		•	14000	G	94%	1%	1%	2%	2%	0%	F	0.079	F		15000	(
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	29000	G	95%	1%	1%	2%	2%	0%	F	NA			30000	(
	To:	U	S 1 Jeffersor	ı St												

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

Route	Jurisdiction	- 3-		QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
Bus (460) (36) Washington St	From L City of Petersb		1 Jefferson 16000	ı St G	94%	1%	1%	2%	2%	0%	F	0.077	F		17000	G
480 (00)	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	31000	G	96%	1%	1%	1%	1%	0%	F	0.081	F	0.511	33000	G
Bus	To: From:		I-95													
(460) (36) Washington St	City of Petersb	ourg 0.24	13000	G	94%	1%	1%	2%	2%	0%	С	0.091	F		14000	G
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	24000	G	96%	1%	1%	1%	2%	0%	F	0.088	F	0.646	25000	G
Bus	To: From:	US	301 Crater	Rd			\Box \vdash									
(460)(301) Crater Rd	City of Petersb	ourg 0.10	7100	G	98%	1%	1%	1%	0%	0%	F	0.094	F	0.568	7600	G
	Combined Traffic Estimates for Parallel F	Roadways on this Route:	NA									NA			NA	
Bus	To: From:	SR 36, B	US US 460	Wythe S	St											
460 301 Crater Rd	City of Petersb	ourg 0.98	10000	G	98%	1%	1%	1%	0%	0%	С	0.089	F	0.554	11000	G
(\$0)(0.)	Combined Traffic Estimates for Parallel F	Roadways on this Route:	NA									NA			NA	
	To: From:		ce Jurisdict		nge											
Bus (460) Winfield Rd	City of Petersb		301 Crater 1200	G	96%	1%	1%	1%	0%	0%	С	0.102	F	0.979	1300	G
(490)	Combined Traffic Estimates for 2 Parallel F	0	1900	G	97%	1%	1%	1%	1%	0%	F	NA			2000	G
	To		aintenance I	Boundary	v											
Bus (460) Winfield Rd	City of Petersburg (N		1200	G	96%	1%	1%	1%	0%	0%	С	0.102	F	0.979	1300	G
490	Combined Traffic Estimates for 2 Parallel F	,	1900	G	97%	1%	1%	1%	1%	0%	F	NA	•	0.070	2000	G
	Τα		460 County													
Bus	From	CEUS 460-P TO I			HBOUND)										
460 Ramp	City of Petersburg (N	· · · · · · · · · · · · · · · · · · ·	5000	G								0.094	F		5000	G
	100	CEUS 460-E006A T				ND										
Bus Aco Bamp	From: City of Petersburg (N		60 W, Was 2800	hington S G	St							0.097	F		2800	G
460 Ramp	To:	Ramp from			ne St							3.007	•		2000	G

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1							i clorobe									
Route	Length	AADT	QA	4Tire	Bus		True 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Petersburg		From	:			Da	ead End									
(F329) Lake Shore Dr	0.17	10	R			De	au Enu				NA			NA		06/21/201
		To				74-1102	Lakeshore	Dr								
		From				De	ad End									
(F330) N Normandy Dr	2.93	1800	R								NA			NA		10/28/201
		То				FR-331	Service R	d								
(F331) Service Rd	0.78	From	<u> </u>			De	ead End				NA			NA		09/13/201
F331 Service Rd	0.76	1200 To	R			De	ad End							INA		09/13/201
		From			SCL		; 26-675 Va	aughan R	d							
3 Vaughn Rd	0.64	900	G	94%	0%	2%	1%	3%	0%	С	0.097	F	0.814	950	G	2019
		То	:			123-901	3 Halifax F	Rd								
		From	:			Ha	lifax Rd									
4 Wells Rd	0.41	4000	G	89%	0%	1%	2%	8%	0%	С	0.082	F	0.587	4200	G	2019
<u> </u>		То	:			Squirr	el Level Rd									
C Halfers Bal	0.40	From	<u> </u>	000/	40/		SX RR	00/	00/			_	0.504	5000	0	0040
(9002) Halifax Rd	0.18	5500	G	98%	1%	0%	0%	0%	0%	F	0.087	F	0.534	5800	G	2019
	0.50	From		000/	40/		terson St	00/	00/	_			0.575	4500		0010
9002 Halifax St	0.58	4300	G	98%	1%	0%	0%	0%	0%	F	0.089	F	0.575	4500	G	2019
O		From					lors Lane				\neg					
9002 Halifax St	0.19	4900	G	98%	1%	0%	0%	0%	0%	F	0.089	F	0.546	5200	G	2019
<u> </u>		To From					ginia Ave									
(9002) Halifax St	0.37	7400	G	98%	1%	0%	0%	0%	0%	F	0.084	F	0.534	7800	G	2019
<u> </u>		From					ee Ave									
(9002) Halifax St	0.29	7300	G	98%	1%	0%	0%	0%	0%	F	0.088	F	0.509	7700	G	2019
<u> </u>		To From					berty St									
(9002) Halifax St	0.28	8500	G	98%	1%	0%	0%	0%	0%	С	0.083	F	0.511	9100	G	2019
<u> </u>		To From					160 W Wyt									
(9002) Union St	0.12	4100	G	98%	0%	1%	0%	0%	0%	F	0.093	F	0.918	4300	G	2019
O		From	:				W Washir	•			<u> </u>					
(9002) Union St	0.17	1500 To	G	98%	0%	1%	0%	0%	0%	С	0.113	F	0.59	1600	G	2019
			<u> </u>				Tabb St	_								
(9004) Defense Rd	0.47	1800	G	97%	0%	Boydto 0%	on Plank Ro 1%	1%	0%	С	0.103	F	0.575	1900	G	2019
9004) Deterise Ha	0.47	1000		31 /0	0 70				0 70		0.100	•	0.575	1300	u	2013
(9004) Defense Dr	1.77	3200 From	G	98%	1%	Squirre 1%	el Level Rd 0%	0%	0%	F	0.100	F	0.517	3300	G	2019
9004 Defense Dr	1.77	3200		30 /6	1 /0			0 76	0 /6	'	0.100	'	0.517	3300	u	2013
9004) South Boulevard	0.92	7100	G	98%	1%	Joh 1%	nson Rd 0%	0%	0%	С	0.087	F	0.568	7600	G	2019
9004) South Boulevard	0.32	7100		30 /6	1 /0			0 76	0 /6		0.007	'	0.500	7000	u	2013
9004) South Boulevard	0.18	4600 From	G	98%	1%	S. Sy 1%	camore St 0%	0%	0%	F	0.085	F	0.538	4900	G	2019
9004) South Boulevard	0.16	4600		90%	1 70			0%	0%	Г	0.065	г	0.556	4900	G	2019
(9004) South Boulevard	0.72	2000 From	G	98%	1%	1%	ater Rd 0%	0%	0%	F	0.088	F	0.573	2100	G	2019
9004) South Boulevard	0.72	2000 To	_	30 /6	1 /0		lerson St	0 76	0 /6	-	0.000	'	0.575	2100	u	2013
		From	i				lifax Rd				-					
9006) Flank Rd	0.96	1800	G	99%	0%	1%	0%	0%	0%	С	0.095	F	0.578	1900	G	2019
		To	4				nson Rd									
(9006) Flank Rd	0.47	2700 From	G	99%	0%	1%	0%	0%	0%	F	0.089	F	0.511	2800	G	2019
		To	_				Isong Rd		-							
9006) Flank Rd	0.75	2200 From	G	99%	0%	1%	0%	0%	0%	F	0.093	F	0.651	2300	G	2019
		To		- / -												
9006) Flank Rd	0.91	2500 From	G	99%	0%	1%	Hayes Dr 0%	0%	0%	С	0.093	F	0.582	2600	G	2019
0000	***	То					nk Rd N		- , -						-	

						City of P	etersb	urg								
Route	Length	AADT	QA	4Tire	Bus	2Axle 3				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Petersburg		From				Γ1 _σ 1	le Dal Ni									
(9006) Flank Rd (1-Way)	0.13	2400	G	99%	1%	0%	k Rd N 0%	0%	0%	С	0.087	F		2500	G	2019
		To				US 301 S	S Crater I	Rd								
<u> </u>		From:				US 301 S									_	
9008 Rives Rd	0.48	6400	G	98%	0%	1%	0%	1%	0%	С	0.097	F	0.53	6800	G	2019
Piyon Pd	0.34	From:	<u> </u>	96%	0%	1%	- 95 0%	2%	0%	С	0.092	F	0.528	7000	G	2019
9008 Rives Rd	0.34	7400 To:	G	90%	076		etersburg		0%		0.092	Г	0.526	7900	G	2019
		From:					8 Rives F									
9008) Ramp	0.17	850	Α								0.123	Α		880	Α	2019
<u> </u>		To				I-95	South									
O Domo	0.16	From:	<u> </u>			123-900	8 Rives F	Rd			0.106	_		4200	0	2010
9008 Ramp	0.16	4300 To:	G			I-95	North				0.106	F		4300	G	2019
		From:				SR 142 Boy		nk Rd								
(9009) Dupuy Rd	1.24	450	G	97%	1%	2%	0%	0%	0%	F	0.120	F	0.554	470	G	2019
		To:				Gri	igg St									
(9009) Dupuy St	0.58	1400	G	97%	1%	2%	0%	0%	0%	F	0.086	F	0.544	1500	G	2019
$\overline{}$		To:					ngs Rd									
9009 Farmer St	0.86	3400	G	97%	1%	2%	0%	0%	0%	С	0.090	F	0.526	3700	G	2019
<u> </u>	0 1-	From:	Ę	075	4.51		outh St	051	051	_			0.65=	0000		0015
9009 Farmer St	0.47	2700 _{To}	G	97%	1%	2% Hali	0% ifax St	0%	0%	F	0.091	F	0.625	2900	G	2019
		From:	1				ater Rd									
(9010) Wagner Rd	0.73	15000	G	98%	0%	1%	0%	1%	0%	С	0.084	F	0.556	16000	G	2019
		To					-95									
(9010) Wagner Rd	1.60	10000	G	96%	0%	1%	-95 0%	2%	0%	С	0.090	F	0.515	11000	G	2019
(9010) Wagner Rd	1.00	To:	Г .	30 70	0 70		nty Dr	270	0 70		0.030	•	0.515	11000	u	2013
East		From:				123-9010 E		r Rd								
(9010) Ramp	0.30	1300	G								0.088	F		1300	G	2019
<u> </u>		To				I-95	South									
East	0.00	From:	<u> </u>			123-9010 E	E, Wagne	r Rd			0.100	_		E000	0	2010
9010 Ramp	0.33	5200 To:	G			I-95	North				0.102	F		5200	G	2019
West		From:	<u> </u>			123-9010 V		er Rd								
9010 Ramp	0.25	220	G				., ugit				0.169	F		220	G	2019
\bigcup		To				I-95	South									
West	0.04	From:	Ĺ			123-9010 V	V, Wagne	er Rd			0.111	_		0000		0010
(9010) Ramp	0.34	2300 To:	G			1_05	North				0.111	F		2300	G	2019
		From:	<u> </u>				etersburg	,								
(9011) Squirrel Level Rd	0.82	920	G	99%	0%	0%	0%	0%	0%	С	0.097	F	0.685	970	G	2019
\bigcup		To					lls Rd									
(9011) Squirrel Level Rd	0.25	5800 Franc	G	92%	0%	1%	1%	6%	0%	С	0.086	F	0.514	6100	G	2019
		Too From:				Ramp	To I- 85									
(9011) Squirrel Level	0.20	8200	G	98%	0%	1%	0%	0%	0%	F	0.082	F	0.522	8700	G	2019
$\overline{\bigcirc}$		To: From:					n Plank R									
(9011) Young Rd	0.55	4000	G	98%	0%	1%	0%	0%	0%	F	0.09	F	0.524	4200	G	2019
<u> </u>		From:					lor Dr								_	
9011 Young Rd	0.59	2400 To:	G	98%	0%	1%	0%	0%	0%	С	0.099	F	0.580	2600	G	2019
		From:				123-9009					<u> </u>					
(9011) Ramp	0.15	4900			1	23-9011 Sq	uirrei Le	vei Kd			0.093	Α		5300	Α	2019
- F		To:				I-85	North									
											_					

						Oity Oi	1 ClClOb	urg								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Petersburg																
Pamp	0.22	1400		96%	1%		quirrel Le		0%	С	0.11	F		NA		2019
9011) Ramp	0.22	1400 Te	┲	90%	1 70	1%	1% 35 South	2%	076	U		Г		IVA		2019
		From	:								1					
(9012) Lee Ave	0.56	2000	G	95%	3%	1%	Vest St 0%	0%	0%	С	0.100	F	0.524	2100	G	2019
9012) 200 7 110	0.00	To	.—		0,0			0,0	0,0			•	0.02		٥.	_0.0
9012 Porterville St	0.15	970 From	G	98%	1%	<u>н</u>	alifax St 0%	0%	0%	F	0.096	F	0.568	1000	G	2019
9012 Porterville St	00	J. J			. , 0			0,0	0,0	•		•	0.000		O .	_0.0
9012 New St	0.18	970 From	G	98%	1%	на 0%	rding St 0%	0%	0%	С	0.09	F	0.606	1000	G	2019
(9012) New St	0.10	To	<u> </u>	0070	1 70		rrison St	0 70	0 70			•	0.000	1000	ŭ	2010
		From					New St									
₉₀₁₂ Harrison St	0.03	690	G	98%	1%	0%	0%	0%	0%	F	0.091	F		730	G	2019
<u> </u>		To	c .				orling St									
9012) Corling St	0.09	460	G	98%	1%	па	rrison St 0%	0%	0%	F	0.09	F		490	G	2019
9012) SSIMING ST	0.00				. , ,				0,0	•		•			٥.	_0.0
9012) Graham Rd	0.83	3700 From	G	99%	0%	S. Sy	camore St 0%	0%	0%	F	0.097	F	0.655	4000	G	2019
9012 Graham Rd	0.00			00 /0	0 /0				0 /0	•		•	0.000	1000	J	_515
9012) Graham Rd	0.14	9000	G	99%	0%	Ramp 0%	From I-95 0%	0%	0%	С	0.083	F	0.798	9600	G	2019
9012 Granam Rd	0.14	To		33 /6	0 /6		rater Rd	0 /6	0 /6		0.003	'	0.790	3000	G	2019
		From	:													
9013) Halifax Rd	1.79	3700	G	90%	0%	1%	Petersburg 2%	7%	0%	С	0.084	F	0.541	4000	G	2019
9013) - 14	0	т.	.—		0,0			. , ,	0,0			•	0.0		٥.	_0.0
9013) Halifax Rd	0.98	320 From	G	98%	0%	w	vells Rd 0%	1%	0%	С	0.106	F	0.658	340	G	2019
9013) 11411142 114	0.50	To		30 /8	0 70		on Plank R		0 70		0.100	•	0.000	040	a	2013
		From					Petersburg				1					
9015) Johnson Rd	0.01	1800	G	99%	0%	0%	0%	0%	0%	С	0.096	F	0.618	1900	G	2019
3019		To					ank Rd									
9015) Johnson Rd	0.54	870 From	G	99%	0%	0%	0%	0%	0%	С	0.09	F	0.547	930	G	2019
9019		To														
9015) Johnson Rd	1.39	4200 From	G	96%	3%	1%	dsong Rd 0%	0%	0%	С	0.098	F	0.573	4500	G	2019
9015) 001110011110		1.200 To							0,0			•	0.07.0	.000	٥.	_0.0
Johnson Rd	0.46	5600	G	96%	3%		uth Blvd 0%	0%	0%	F	0.083	F	0.567	5900	G	2019
9015 Johnson Rd	0.40	3000		30 70	0 70			0 70	0 70	'	0.000		0.507	3300	a	2013
O Jahnaan Dd	0.07	From		069/	20/		orth Blvd	00/	00/	Г	0.082		0.516	4200		2019
9015) Johnson Rd	0.37	4000	G	96%	3%	1%	0%	0%	0%	F	0.062	F	0.516	4300	G	2019
	0.00	From		000/	00/		Luke St	00/	00/				0.504	4400		0010
9015 High Pearl St	0.20	3900	G	96%	3%	1%	0%	0%	0%	F	0.079	F	0.524	4100	G	2019
O		From					ginia Ave				<u> </u>					
₉₀₁₅ High Pearl St	0.08	2400	G	97%	2%	1%	1%	0%	0%	С	0.083	F	0.612	2500	G	2019
		From	:				Matthew St Matthews S									
9015) Harding St	0.22	1200	G	97%	1%	2%	0%	0%	0%	С	0.096	F	0.68	1300	G	2019
		To	c			Por	terville St									
O 11 11 01	0.07	From	<u> </u>	070/	00/		ersville St	00/	00/			_		200	•	0010
9015 Harding St	0.27	650	G	97%	0%	2%	0%	0%	0%	С	0.09	F		690	G	2019
		From					alifax St									
9017) Birdsong Rd	0.62	500	G	97%	1%	SCL 1%	Petersburg 0%	0%	0%	С	0.11	F	0.639	530	G	2019
(9017) Birdsong Rd	0.02	SUU		31 /0	1 /0		nson Rd	U /0	U /0	0	0.11	1.	0.038	550	G	2019
		From	-				ashington S	2¢								
9021) N Sycamore St	0.18	4000	G	97%	0%	1%	1%	1%	0%	F	0.096	F	0.513	4200	G	2019
3021) 11 2704310 31	3.10		.—	/0	0 /0			. , 0	3,3	•		•	2.0.0	50	-	_0.0
_																
(9021) N Sycamore St	0.15	3600 From	G	97%	0%	1%	Tabb St 1%	1%	0%	С	0.089	F	0.554	3800	G	2019

						City of	Petersbi	urg								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Petersburg		Fron	r			Iolo	maan Dd									
9023 North Blvd	0.57	2500	G	98%	1%	1%	nson Rd 0%	0%	0%	С	0.089	F	0.612	2600	G	2019
9023) North Blvd	0.57	2300	, —	30 /6	1 /0		camore St	0 70	0 70		0.003	•	0.012	2000	ч	2013
		Fron	12				tes Lane									
9025) Virginia Ave	0.22	320	G	96%	2%	2%	0%	0%	0%	С	0.111	F		340	G	2019
9025) 11911147110	0.22	0_0		0070				0 / 0	0 70			•		0.10	ŭ	2010
Vincinia A	0.00	Fron	<u>.</u>	000/	00/		ling Street	00/	00/		0.000	г	0.505	0100		0010
₉₀₂₅ Virginia Ave	0.32	2000	G	96%	2%	2%	0%	0%	0%	F	0.088	F	0.535	2100	G	2019
<u> </u>		Fron	Y 1:			Hali	fax Street									
9025) Young Ave	0.20	2100	G	98%	1%	1%	0%	0%	0%	С	0.091	F	0.567	2200	G	2019
<u> </u>		T _e				Arlin	gton Street				\neg —					
9025) Young Ave	0.11	2800	G	98%	1%	1%	0%	0%	0%	F	0.086	F	0.551	2900	G	2019
		T			,	West Ctuse	t Vouma A									
9025) S West St	0.28	2900 From	G	98%	1%	West Stree	0%	0%	0%	С	0.091	F	0.5	3100	G	2019
9025 S West St	0.20	2900		30 /6	1 /0	0 70	0 70	0 70	0 70		0.001	'	0.5	0100	ч	2013
<u> </u>		Fron					sta Avenue									
9025) S West St	0.23	3900	G	98%	1%	1%	0%	0%	0%	F	0.092	F	0.540	4100	G	2019
$\overline{}$		Fron	-			Fa	rmer St				\neg					
9025) S West St	0.14	2900	G	98%	1%	1%	1%	0%	0%	С	0.092	F	0.514	3000	G	2019
		Te	,			W	Wythe St									
9025) S West St	0.07	2100 From	G	96%	1%	1%	1%	1%	0%	С	0.102	F	0.547	2200	G	2019
9025 S West St	0.07	Z100	_	30 /6	1 /0		shington S		0 70		0.102	'	0.547	2200	ч	2013
		P						ı			-					
0.141	0.00	Fron		000/	00/		difax St	00/	00/			_	0.500	4000	0	0040
9027 S West St	0.63	1700	G	99%	0%	1%	0%	0%	0%	С	0.088	F	0.562	1800	G	2019
						Yo	ung Ave				_					-
		Fron	1.				ee Ave					_			_	
9029 S. South St	0.36	1700	G	98%	1%	1%	0%	0%	0%	С	0.092	F	0.573	1800	G	2019
		To Fron	Y.			US 1	Wythe St									
9029 S. South St	0.09	3100	G	99%	0%	0%	0%	0%	0%	F	0.095	F	0.658	3300	G	2019
\bigcirc		Te				Was	hington St									
9029 N. South St	0.20	5000 From	G	99%	0%	0%	0%	0%	0%	F	0.096	F	0.559	5300	G	2019
9029		To): 				ligh St					•			-	
		Fron	1:				South St									
9029) High St	0.02	1000	G	99%	0%	0%	0%	0%	0%	F	0.088	F	0.522	1100	G	2019
		Te):			C	anal St									
		Fron	r				ligh St									
9029 Canal St	0.20	5100	G	99%	0%	0%	0%	0%	0%	С	0.095	F	0.557	5400	G	2019
\bigcirc		Te):			Gr	ove Ave									
		Fron	r			N	lew St								-	-
9031) Byrne St	0.40	380	G	98%	1%	1%	0%	0%	0%	С	0.114	F		400	G	2019
\bigcirc		Te):				ılifax St									
		Fron	1:				lifax Rd									
9031) S. Market St	0.12	1800	G	98%	1%	1%	0%	0%	0%	F	0.09	F	0.517	1900	G	2019
<u> </u>		Te	0:			W	ythe St									
_		Fron	1:			Syc	amore St									
9033) Apollo St	0.14	60	G	96%	1%	2%	0%	0%	0%	С	0.169	F	0.583	70	G	2019
\bigcirc		Te	١٠				dams St									
		Fron					ham Rd				<u> </u>	_			_	
9033 Jefferson St	0.58	1800	G	99%	1%	1%	0%	0%	0%	С	0.084	F	0.51	1900	G	2019
<u> </u>		Fron).				Vythe St				_					
Honny St	0.04		L_	000/	10/		d Street	Λο/	09/	F	0.000	F	0.650	740	C	2010
9033 Henry St	0.04	700	G	99%	1%	1%	0%	0%	0%		0.099	Г	0.658	740	G	2019
			1				Adams St									
<u> </u>		Fron		0.451	•		shington S		a			_			_	
9038) Puddledock Rd	0.40	7300	G	94%	0%	1%	3%	1%	0%	С	0.089	F	0.544	7800	G	2019
\sim		Te): 			ECL	Petersburg									
		Fron	ı:			C	anal St									
9046) High St	0.58	1400	G	99%	0%	1%	anal St 0% Iarket St	0%	0%	С	0.103	F	0.649	1500	G	2019

						Oity Oi	i Clarab	arg								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Petersburg		From				NI I	Moulrot Ct									
9046 W Bank St	0.14	3300	G	99%	0%	1%	Market St 0%	0%	0%	F	0.094	F	0.541	3500	G	2019
9046) E Bank St	0.11	4200	G	99%	0%	N S	ycamore St 0%	0%	0%	С	0.092	F	0.625	4500	G	2019
9046) E Bank St	0.11	To		0070	0 70		2nd St	0 70	070		0.002		0.020	1000	<u> </u>	2010
9046) Bank St	0.25	4100	G	97%	1%	US 301	N Crater 1	Rd 1%	0%	С	0.101	F	0.562	4400	G	2019
9046) Bank St	0.23	4100		31 /0	1 /0			1 /0	0 /6		0.101	'	0.302	4400	G	2019
9046) Bank St	0.21	4400 From:	G	97%	1%	1%	East St 0%	1%	0%	F	0.088	F	0.555	4700	G	2019
9040)		To					Washingto									
		From:				N I	Market St									
9048 W Tabb St	0.09	1000	G	98%	0%	1%	0%	0%	0%	F	0.118	F	0.593	1100	G	2019
<u> </u>		To:					Jnion St				<u> </u>					
9048 W Tabb St	0.06	1500	G	98%	0%	1%	0%	0%	0%	F	0.112	F	0.523	1600	G	2019
C Tobb Ct	0.10	From:		000/	00/		ycamore St	00/	00/	С	0.100		0.555	1000		2019
E Tabb St	0.12	980 To:	G	98%	0%	1%	0% Adams St	0%	0%		0.109	F	0.555	1000	G	2019
		From:					efense Rd									
9053) Baylors Ln	0.65	1700	G	98%	2%	0%	0%	0%	0%	С	0.095	F	0.581	1800	G	2019
\bigcup		To				Н	alifax St									
O 14 11 01		From:		2221	221		ashington S		2-1			_		4=00	_	2212
Madison St	0.05	1600	G	98%	0%	1%	0%	0%	0%	С	0.099	F	0.825	1700	G	2019
Madiaan Ct	0.10	From:		070/	10/		anklin St	10/	00/		0,000		0.051	1000		0010
Madison St	0.18	1700	G	97%	1%	1%	0%	1%	0%	С	0.096	F	0.851	1800	G	2019
9055) Madison St	0.07	660 From:	G	96%	1%	<u>Е</u> 2%	Bank St 0%	1%	0%	С	0.115	F	0.853	700	G	2019
Madison St	0.07	To:		30 /6	1 /0		ingbrook St		0 /6		0.113	'	0.055	700	G	2019
		From	·				Bank St									
9057) Fifth St	0.05	490	G								0.117	F	0.515	520	G	2019
		To: From:				Bolli	ingbrook St				_					
9057) Fifth St	0.08	250	G	87%	0%	2%	2%	9%	0%	С	0.096	F	0.536	270	G	2019
<u> </u>		To					River St									
9059) Flank Rd N	0.20	4100	G	98%	1%	Flank 1%	Rd One-Wa	0%	0%	С	0.091	F	0.718	4300	G	2019
9059	0.20	To:		0070	1 /0		1 S Crater I		070		0.001	•	0.710	4000	u	2010
		From:				E	Wythe St									
9065) S Adams St	0.10	5100	G				_				0.084	F	0.554	5500	G	2019
		To				E Wa	ashington S	t								
Accomack St		From:	<u> </u>				6Th St				0.094	F	0.676	340	G	2019
Accomack St		320 To:	G				7Th St				0.094	Г	0.676	340	G	2019
		From:					Church St				i					
Cameron St		250	G								0.13	F	0.609	260	G	2019
		To				C	Center St									
		From				Prince	George Av	/e				_			_	2212
Culpeper Ave		500	G			Ren	nswick St				0.125	F	0.803	530	G	2019
		From:					alifax Rd									
Custer St		340	G			п	инах КИ				0.092	F	0.522	360	G	2019
		To	:			I	ławk St									
		From:				Е	Busby St									
Darby Dr		250	G								0.124	F	0.523	260	G	2019
		To					alcun Dr									
											1					
Gordon Dr		310	G			D	ering Rd				0.111	F	0.628	330	G	2019

						City of Fetersburg							
Route	Length A	ADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
ity of Petersburg													
	_	From				Valley Dr		_					
Homestead Dr	4	70 To	G) (" 1 D 1		0.102	F	0.558	500	G	2019
						Midland Rd							
1-11	04	From:				Filmore St			_	0.50	0400	_	0040
Jefferson St	20	000 To:	G			ST Andrews St		0.077	F	0.52	2100	G	2019
		From:						_					
North Park Dr	Ω	70	G			Nivram St		0.095	F	0.598	920	G	2019
Notiff all Di	0	To:	_			Retang Rd		0.000	•	0.550	320	u	2010
		From:				Homestead Dr		_					
Oakmont Dr	\$	80	G			nomestead Di		0.137	F	0.708	90	G	2019
	`	To:	Ť			Midland Rd			•	0.7.00		<u>.</u>	
		From:				Bollingbrook St		i					
Old Church St	2	70	G			Donnigorook St		0.132	F	0.536	280	G	2019
		To:				Miller St							
		From:				Floyd St							
Patterson Ave	8	90	G			. <u> </u>		0.151	F	0.675	940	G	2019
		To:				Carver St							
		From:				Valor Dr							
Pleasants Ln	9	80	G					0.132	F	0.553	1000	G	2019
		To:				Dupuy Rd							
		From:				Ash St							
Richmond Ave	8	20	G					0.118	F	0.706	870	G	2019
		To:				Nash St							
		From:				Valley St							
Rollingwood Rd	9	90	G					0.171	F	0.606	100	G	2019
		To				Homestead Dr							
		From:				Forest Hill Rd							
South Park Dr	22	200	G					0.087	F	0.551	2300	G	2019
		To:				West Park Dr							
0.1.1.5		From:				Bolling Street							
St Luke St	4	90	G					0.109	F	0.526	520	G	2019
		To:				Chestnut Street							
0.14		From:				High Pearl St			_	0.500	0000	_	667
St Matthew St	22	200	G					0.095	F	0.533	2300	G	2019
		To:				Harding St							
T 11 A	_	From:				Custer St			_	0.00	000	_	0041
Talley Ave	6	30	G					0.266	F	0.62	660	G	2019
		To:				Edmonds Ct							