2020

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

The reported 2020 AADTs represent the best estimate of 2020 average daily traffic, however, this year's AADTs do vary from normal traffic in the years prior to 2020 due to COVID-19. The reported AADTs may not represent typical traffic for a given day or period within the year as the drastic seasonal variations were normalized through the factoring process. The 2020 publications are therefore colored to draw users attention to the fact that uses of the 2020 published estimates versus alternative data sources should be determined at users' discretion based on the objectives or nature of the analyses being performed.

The estimated 2020 DVMT for the entire state maintained network total to 208,000,000, which has trended down by 11 percent compared to the 2019 level of 234,000,000. For most traffic links across the state, the estimated 2020 AADTs are also seen to have decreased from their 2019 levels.

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
- 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 buses.

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
- 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
Interstate Route

Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.

29 US Route

7 Virginia State Route

F241) Frontage Road (F precedes frontage route number)

(600) Secondary Route

Special Routes

Bus Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route
ALT ALT - Alternate Route
Wye - Wye Route connector

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

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

| Route | Jurisdictio | on Length | AADT | QA | 4Tire | Bus | | Tru 3+Axle | - | | QC | K Factor | QK | Dir Factor | AAWDT | QV |
|---|--|-------------------------|---------------------|---------|------------|----------|------|---------------|----------|------|----|----------------|----------|---------------|---------------|----|
| Bus | From: | | CL Petersbu | | | | | | | | | | _ | 1 40101 | | |
| 1 460 Washington St | City of Peters | sburg 0.40 | 12000 | F | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.091 | F | | 12000 | F |
| Bus 1 \ \(\delta 460 \) Washington St | City of Peters | sbura 0.18 | 12000 | F | 99% | 0% | 1% | 0% | 0% | 0% | С | 0.091 | F | | 12000 | F |
| 1 460 Washington St | Oity of Feters | . U.16 | Elm St | | 99 /6 | 0 /6 | 1 /0 | 0 /6 | 0 /6 | 0 /6 | U | 0.091 | <u>'</u> | | 12000 | |
| Bus 1 (460) Washington St | City of Peters | sburg 0.57 | 11000 | G | 97% | 0% | 1% | 1% | 1% | 0% | F | 0.088 | F | 0.524 | 12000 | G |
| (400) · · dogto ot | To: | US | 1 Par; Wyth | ne St | | 0,70 | | . , , | . , , | | • | 0.000 | • | 0.02 | | |
| Bus Bus | From: | US 1 Par, Was | | | | 00/ | 10/ | 10/ | 10/ | 00/ | _ | 0.000 | _ | | 0000 | |
| 460 460 Wythe St | City of Peters | • | 8000 | F | 97% | 0% | 1% | 1% | 1% | 0% | - | 0.089 | F | 0.540 | 8600 | F |
| | Combined Traffic Estimates for 2 Parallel | Roadways on this Route: | | F | 98% | 0% | 1% | 1% | 0% | 0% | Г | 0.090 | Г | 0.549 | 19000 | ' |
| Bus Bus | City of Detect | 0.15 | Perry St | | 070/ | 0% | 10/ | 10/ | 10/ | 00/ | | 0.001 | F | | 0000 | |
| 460 460 Wythe St | City of Peters Combined Traffic Estimates for 2 Parallel | 0 | 8500 | G G | 97% 97% | 0% 0% | 1% | 1% | 1% 1% | 0% | F | 0.091 0.089 | F | 0.500 | 9000 20000 | (|
| | Combined Trainic Estimates for 2 Parallel | | | | 97% | 0% | 1% | 1% | 170 | 0% | Г | 0.069 | Г | 0.523 | 20000 | ' |
| Bus | From: | | R 36 Market | | | 221 | | 101 | | 221 | _ | | _ | | | |
| (460) (36) Wythe St | City of Peters Combined Traffic Estimates for Parallel | 0 | 8500 NA | G | 97% | 0% | 1% | 1% | 1% | 0% | F | 0.09 NA | F | | 9000 NA | |
| | To To | | JS 301 Sycar | mana Ct | | | | | | | | INA | | | IVA | |
| ALT Bus 301 (460 (36) Wyth | ne St City of Peters | | 12000 | G | 97% | 0% | 1% | 1% | 1% | 0% | F | 0.086 | F | | 13000 | |
| 301 460 36 Wyth | Combined Traffic Estimates for Parallel | 0 | | G | 9170 | 0% | 170 | 170 | I 70 | 076 | Г | NA | Г | | NA | |
| | To: | | IS 460 Jeffer | rson St | | | | | | | | | | | | |
| ALT | From: | | US 460 Wyt | | 2221 | 221 | | 221 | 221 | 221 | | | | 0 =0.4 | | |
| 301 Jefferson St | City of Peters Combined Traffic Estimates for Parallel | • | 3000 | F | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.091 NA | F | 0.724 | 3200 NA | |
| | Combined Trainic Estimates for Parallel | | | 1 | C. | | | | | | | INA | | | INA | |
| ALT | From: | | 60 Par, Was | | | 221 | | 221 | 221 | 221 | _ | 0.440 | _ | 0.510 | | |
| 301 Jefferson St | Combined Traffic February for Perellal | · · | 650 | F | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.112 | F | 0.516 | 690 NA | |
| | Combined Traffic Estimates for Parallel | Hoadways on this Houte. | | | | | | | | | | NA | | | NA | |
| ALT | From: | | Henry St | | | | | | | | | | | | | |
| 301 3rd St | City of Peters | • | 330 | F | 97% | 1% | 1% | 0% | 0% | 0% | С | 0.113 | F | 0.531 | 350 | |
| | Combined Traffic Estimates for Parallel | - | | | | | | | | | | NA | | | NA | |
| ALT | To- From: | | 301 Par, Bar | | | | | | | | _ | | _ | | | |
| 301 3rd St | City of Peters | • | 380 | F | 97% | 0% | 1% | 1% | 0% | 0% | С | 0.118 | F | 0.512 | 410 | |
| | Combined Traffic Estimates for Parallel | | NA 01 Bollingbro | ook St | | | | | | | | NA | | | NA | |
| | From: | US 1 Par; US | | | ook St | | | | | | | | | | | |
| 1)(301)2nd St | City of Peters | | 13000 | F | 84% | 0% | 1% | 5% | 10% | 0% | С | 0.089 | F | 0.542 | 13000 | |
| <i>-</i> | To: | SCL | Colonial He | eights | | | | | | | | | | | | |

| | | | OI I CICIS | | | | | Tru | ck | | | K | _ | Dir | | _ |
|--------------------------------------|---|-------------------------|---------------------------|--------------|-------|-------|----------|--------|------|------|----|--------|----|--------|-------|-----|
| Route | Jurisdictio | n Length | AADT | QA | 4Tire | Bus | | 3+Axle | _ | | QC | Factor | QK | Factor | AAWDT | QW |
| Bus Bus | From: | | the St Batte | rsea Lar | | | | | | | | | | | | |
| (1)(460)(460)Washingtor | n St City of Peters | · · | 9300 | F | 98% | 0% | 1% | 1% | 0% | 0% | F | 0.092 | F | | 10000 | F |
| | Combined Traffic Estimates for 2 Parallel | Roadways on this Route: | 17000 | F | 98% | 0% | 1% | 1% | 0% | 0% | F | 0.090 | F | 0.551 | 19000 | F |
| Bus Bus | To: From: | 123 | 3-9025 Wes | t St | | | | | | | | | | | | |
| $(\frac{1}{1})(460)(460)$ Washington | n St City of Peters | sburg 0.40 | 9700 | F | 99% | 0% | 1% | 0% | 0% | 0% | С | 0.09 | F | | 10000 | F |
| | Combined Traffic Estimates for 2 Parallel | Roadways on this Route: | 18000 | F | 98% | 0% | 1% | 0% | 0% | 0% | F | NA | | | 19000 | F |
| | To | 123 | -9029 Soutl | h St | | | <u> </u> | | | | | | | | | |
| Bus Bus Washington Washington | n St City of Peters | sburg 0.27 | 11000 | F | 98% | 0% | 1% | 1% | 0% | 0% | F | 0.091 | F | | 11000 | F |
| (1) (460) (480) Washington | Combined Traffic Estimates for 2 Parallel | | | G | 97% | 0% | 1% | 1% | 1% | 0% | F | 0.089 | F | 0.527 | 20000 | G |
| | то | | Guarantee S | | | | | .,. | .,. | *,* | | | | 0.000 | | |
| Bus Bus Washington | From: | | | | 000/ | 00/ | 10/ | 00/ | 00/ | 00/ | _ | 0.00 | _ | | 11000 | _ |
| (1) (460) (460) Washington | St City of Peters | • | 11000 | F | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.09 | F | | 11000 | F |
| | Combined Traffic Estimates for 2 Parallel | BUS US 46 | | G 6 Marke | 98% | 0% | 1% | 1% | 0% | 0% | F | NA | | | 20000 | G |
| | From: | SR 36; Bus U | | | | | | | | | | | | | | |
| (36) Market St | City of Peters | sburg 0.38 | 2200 | F | 99% | 0% | 1% | 0% | 0% | 0% | С | 0.096 | F | 0.514 | 2300 | F |
| | Combined Traffic Estimates for Parallel | | NA | | | | | | | | | NA | | | NA | |
| | To: | | 36 Grove A | | | | | | | | | | | | | |
| 1 36 Old St | City of Peters | | 36; Market | F | 97% | 1% | 1% | 1% | 1% | 0% | С | 0.099 | F | 0.58 | 1800 | F |
| [] (36) Old St | Combined Traffic Estimates for Parallel | | NA | • | 0.70 | 1 /0 | 1,0 | 1 70 | 1 /0 | 0 70 | Ŭ | NA | | 0.00 | NA | |
| | To: | | Sycamore S | t | | | | | | | | | | | | |
| ~~ | From: | | Old St | | | | | | | | | | | | | |
| (36) Sycamore St | City of Peters | | 2400 | F | 99% | 0% | 1% | 0% | 0% | 0% | С | 0.101 | F | 0.668 | 2500 | F |
| ~ ~ | Combined Traffic Estimates for Parallel | | NA | a. | | | i | | | | | NA | | | NA | |
| | From: | | ollingbrook Sycamore S | | | | | | | | | | | | | |
| Bollingbrook St | City of Peters | | 2500 | F | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.096 | F | 0.676 | 2700 | F |
| | Combined Traffic Estimates for Parallel | Roadways on this Route: | NA | | | | | | | | | NA | | | NA | |
| | Tor | US 1 | , US 301 21 | nd St | | | | | | | | | | | | |
| | From: | W | CL Petersbu | urg | | | | | | | | | | | | |
| (36) Fleet St | City of Peters | | 5300 | F | 97% | 0% | 1% | 1% | 2% | 0% | F | 0.102 | F | 0.537 | 5700 | F |
| $\overline{}$ | To: From: | | Grove Ave | | | | | | | | | | | | | |
| (36) Grove Ave | City of Peters | sburg 0.53 | Fleet St 2000 | F | 97% | 0% | 1% | 1% | 1% | 0% | С | 0.102 | F | 0.555 | 2100 | F |
| 30) 3.0.07.00 | To: | | l Par, Mark | | 0.70 | 0 / 0 | . 70 | 1 /0 | . 70 | 0 /0 | J | 0.702 | | 0.000 | _100 | · · |
| | From: | US 1 Par; Bus I | US 460 Par, | , Washin | _ | | | | | | | | | | | |
| (36) Market St | City of Peters | | 2600 | F | 81% | 0% | 1% | 1% | 17% | 0% | F | 0.091 | F | 0.602 | 2800 | F |
| ~ | To: From: | | us US 460 V Bus US 460 | | | | | | | | | | | | | |
| (36) Wythe St | City of Peters | | 10000 | F Crater R | 98% | 0% | 1% | 1% | 0% | 0% | С | 0.08 | F | | 11000 | F |
| 30), 31 | Combined Traffic Estimates for 2 Parallel | · · | | F | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.088 | F | 0.613 | 21000 | F |
| | Johnson Traino Edilliatos foi E i dialior | | | | | | | | | | | | | | | |

| | | 0.0, | of Peters | 55 G. S. | | | | Tru | ck | | | K | | Dir | | |
|------------------------|---|-------------------------|---------------------------|------------|------------|----------|----------|----------|----------|----------|--------|------------|--------|--------|-------|----|
| Route | Jurisdiction | on Length | AADT | QA | 4Tire | Bus | | 3+Axle | - | | QC | Factor | QK | Factor | AAWDT | QV |
| | From: | SR 36 Pa | r; Wythe St | ; Amelia | | | | | | | | | | | | |
| 36) Washington St | City of Peters | sburg 0.87 | 21000 | F | 82% | 1% | 1% | 1% | 15% | 0% | F | 0.086 | F | | 22000 | F |
| $\stackrel{\smile}{=}$ | | I | Puddledock 1 | Rd | | | | | | | | | | | | |
| 36) Washington St | City of Peters | | 14000 | F | 97% | 0% | 1% | 1% | 2% | 0% | F | 0.085 | F | | 15000 | F |
| <u> </u> | To: | | George Cou | | | | | | | | | | | | | |
| Washington Ct | City of Peters | | Bus US 460 | | d 97% | 0% | 1% | 1% | 1% | 00/ | F | 0.09 | F | | 11000 | F |
| 36 Washington St | Combined Traffic Estimates for 2 Parallel | • | 10000 | F F | 98% | 0% 0% | 1% | 1% | 0% | 0% 0% | F | 0.09 NA | Г | | 21000 | F |
| | Combined Trainic Estimates for 2 Parallel | Hoadways on this houte. | | Г | 90% | 0% | 1% | 170 | 0% | 0% | Г | INA | | | 21000 | |
| Washington Ct | City of Detays | h | Burch St | | 000/ | 00/ | 10/ | 00/ | 00/ | 00/ | | 0.00 | | | 10000 | F |
| 36 Washington St | Combined Troffic Fetimetes for 2 Parallal | • | 9700 | F F | 99% | 0% | 1% 1% | 0% 0% | 0% 0% | 0% 0% | F F | 0.09 | F F | 0.610 | 10000 | F |
| | Combined Traffic Estimates for 2 Parallel | | Wythe St; A | | 98% | 0% | 1% | 0% | 0% | 0% | Г | 0.088 | Г | 0.613 | 21000 | Г |
| outh | From | | CL Petersbi | | | | | | | | | | | | | |
| orth 85) (460) | City of Petersburg | | 24000 | A A | 85% | 1% | 1% | 1% | 11% | 1% | С | 0.092 | Α | | 24000 | , |
| 55) (460) | Combined Traffic Estimates for 2 Parallel | , | | Α | 85% | 1% | 1% | 1% | 12% | 1% | C | 0.094 | Α | 0.538 | 48000 | |
| | To | | irrel Level | | | | | .,. | ,- | | | | | | | |
| orth | From | | | | | | | | | | | | | | | |
| 35 (460) | City of Petersburg | | 28000 | Α | 85% | 1% | 1% | 1% | 11% | 1% | F | 0.091 | Α | | 28000 | |
| | Combined Traffic Estimates for 2 Parallel | | | A | 85% | 1% | 1% | 1% | 12% | 1% | F | 0.093 | Α | 0.57 | 55000 | |
| orth | From: | | amp To I-95 | | | | | | | | | | | | | |
| 85) I-85 N Ramp | City of Petersburg | • | 21000 | G | 85% | 1% | 1% | 1% | 11% | 1% | F | 0.081 | F | | 21000 | (|
| | Combined Traffic Estimates for 2 Parallel | Roadways on this Route: | 45000 | G | 82% | 1% | 1% | 1% | 14% | 1% | F | 0.079 | F | 0.586 | 43000 | (|
| | To | Ramp to V | Vashington S | St: Wythe | St | | | | | | | | | | | |
| orth 85 Ramp | City of Petersburg | • | 19000 | A | 85% | 1% | 1% | 1% | 11% | 1% | F | 0.093 | Α | | 19000 | |
| Ramp | Combined Traffic Estimates for 2 Parallel | ' | | G | 83% | 1% | 1% | 1% | 13% | 1% | F | 0.093 | F | 0.564 | 32000 | , |
| | To: | noadways on this noute. | I-95 North | | 00 /6 | 1 /0 | 1 /0 | 1 /0 | 13 /6 | 1 /0 | ' | 0.079 | ' | 0.504 | 32000 | , |
| orth | From | | I-85 North | | | | | | | | | | | | | |
| lorth 85) Ramp | City of Petersburg | (Maint: 26) 0.11 | 1100 | G | | | | | | | | 0.089 | F | | NA | |
| 39) " | To | , | 11 Squirrel | Level Rd | | | | | | | | | | | | |
| orth | From: | | I-85 NORT | Ή | | | | | | | | | | | | |
| 85) (460) Ramp | City of Petersburg | | 5800 | Α | 88% | 0% | 1% | 1% | 10% | 0% | С | 0.096 | Α | | 6000 | |
| | To: | CD Ra | mp to I-95 | SOUTH | | | | | | | | | | | | |
| orth | From: | I-85 Nor | th Ramp to | I-95 Nort | h | | | | | | | | | | | |
| Ramp | City of Petersburg | (Maint: 26) 0.06 | 2500 | G | | | | | | | | 0.104 | F | | 2500 | (|
| | To | I-95 North Exit 51 | | | shington S | St | | | | | | | | | | |
| lorth 85) Ramp | City of Petersburg | (Maint: 26) 0.22 | I-95 North 5500 | 1 A | | | | | | | | 0.107 | Α | | 5900 | |
| 85) Hallip | Oity of Petersburg | | St & Washi | | | | | | | | | 0.107 | ^ | | 3300 | , |
| lorth | From: | | 5 North Exit | | | | | | | | | | | | | |
| 85) Ramp | City of Petersburg | (Maint: 26) 0.17 | 2300 | Α | | | | | | | | 0.122 | Α | | 2400 | 1 |
| \smile | To | CEUS | 460-P Wash | nington St | | | | | | | | | | | | |

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

| Route | Jurisdictio | n L | ength. | AADT | QA | 4Tire | Bus | | Tru | | | QC | K | QK | Dir | AAWDT | - Q |
|----------------------|--|----------------------|----------|--------------------|----------|--------|----------|----------|----------|------------|----------|----|----------------|--------|--------|----------------|-----|
| orth | From: | | 1 05 | North Exit | 69D | | | 2Axle | 3+Axle | 1 I rail | 21rail | | Factor | | Factor | | |
| Ramp | City of Petersburg | (Maint: 26) | 0.07 | 3200 | A | | | | | | | | 0.103 | Α | | 3400 | |
|) · | To: | , | CEU | S 460 Wyt | | | | | | | | | | | | | |
| ith | From: | | SC | CL Petersbu | ırg | | | | | | | | | | | | |
| 5 (460) | City of Petersburg | (Maint: 26) | 1.25 | 23000 | Α | 84% | 1% | 1% | 1% | 12% | 1% | С | 0.106 | Α | | 24000 | |
| | Combined Traffic Estimates for 2 Parallel | Roadways on this F | Route: | 48000 | Α | 85% | 1% | 1% | 1% | 12% | 1% | С | 0.094 | Α | 0.538 | 48000 | |
| +la | To: From: | | Squi | rrel Level F | Road | | | | | | | | | | | | |
| th (460) | City of Petersburg | (Maint: 26) | 2.23 | 26000 | Α | 84% | 1% | 1% | 1% | 12% | 1% | F | 0.106 | Α | | 27000 | |
| 400 | Combined Traffic Estimates for 2 Parallel | • | | | Α | 85% | 1% | 1% | 1% | 12% | 1% | F | 0.093 | Α | 0.57 | 55000 | |
| | Tac | , | | np From I-9 | 5 N | | | | | | | | | | | | |
| th TI-85 S Ramp | City of Deteroburg | (Maintr OC) | | | | 80% | 00/ | 20/ | 10/ | 160/ | 10/ | _ | 0.106 | ۸ | | 22000 | |
| I-85 S Ramp | City of Petersburg Combined Traffic Estimates for 2 Parallel | ' | 0.33 | 23000 | G G | 82% | 0% 1% | 2% 1% | 1% 1% | 16% 14% | 1% 1% | F | 0.106 0.093 | A A | 0.57 | 22000 43000 | |
| | Combined Trainic Estimates for 2 Faraner | - | | | | | I 70 | 1 70 | 170 | 1470 | 1 70 | г | 0.093 | A | 0.57 | 43000 | |
| th | To: From: | | Ramp Fro | om Washin | gton Ave | ; | | | | | | | | | | | |
| 1-85 S Ramp | City of Petersburg | | 0.16 | 14000 | G | 80% | 0% | 2% | 1% | 16% | 1% | F | 0.084 | В | | 14000 | |
| | Combined Traffic Estimates for 2 Parallel | Roadways on this F | | | G | 83% | 1% | 1% | 1% | 13% | 1% | F | 0.079 | F | 0.564 | 32000 | |
| | To | | | I-95 South | | | | | | | | | | | | | |
| h A Ramp | City of Petersburg | (Maint: 26) | 0.13 | I-85 South 4400 | Α | | | | | | | | 0.105 | Α | | 4700 | |
| Ramp | City of Fetersburg | (Mairit. 20) | | 11 Squirrel | | | | | | | | | 0.103 | ^ | | 4700 | |
| h | From: | | | d; SCL Pet | | | | | | | | | | | | | |
| | City of Petersburg | (Maint: 74) | 1.15 | 18000 | A | 81% | 0% | 1% | 1% | 17% | 0% | F | 0.117 | Α | | 17000 | |
| , | Combined Traffic Estimates for 2 Parallel | ' | Route: | 37000 | Α | 81% | 1% | 1% | 1% | 16% | 0% | F | 0.107 | Α | 0.583 | 34000 | |
| | Ta | | , | Wagner Rd | | | | | | | | | | | | | |
| th - } | City of Petersburg | (Maint: 74) | 1.91 | 23000 | Α | 81% | 0% | 1% | 1% | 17% | 0% | F | 0.107 | Α | | 22000 | |
| 5 | Combined Traffic Estimates for 2 Parallel | ' | | | A | 81% | 1% | 1% | 1% | 16% | 0% | F | 0.107 | A | 0.536 | 45000 | |
| | To | | | | | | 1 /0 | | 1 /0 | 1070 | 0 70 | • | 0.000 | ٠, | 0.000 | 40000 | |
| th | From | | | County Rd C | | | | | | | | | | | | | |
| 5 | City of Petersburg | • | 0.88 | 20000 | Α | 81% | 0% | 1% | 1% | 17% | 0% | F | 0.107 | Α | | 19000 | |
| | Combined Traffic Estimates for 2 Parallel | Roadways on this F | Route: | 41000 | Α | 81% | 1% | 1% | 1% | 16% | 0% | F | 0.098 | Α | 0.536 | 38000 | |
| th | To: From: | 1 | US 301 (| Crater Rd C | D Ramp | | | | | | | | | | | | |
| 5) | City of Petersburg | (Maint: 74) | 0.24 | 30000 | Α | 81% | 0% | 1% | 1% | 17% | 0% | F | 0.103 | Α | | 30000 | |
| | Combined Traffic Estimates for 2 Parallel | Roadways on this F | Route: | 50000 | Α | 81% | 1% | 1% | 1% | 16% | 0% | F | 0.098 | Α | 0.558 | 49000 | |
| | To | | I- | -85 SOUTH | I | | | | | | | | | | | | |
| orth | City of Petersburg | (Maint: 74) | 0.26 | 26000 | Α | 81% | 0% | 1% | 1% | 17% | 0% | F | 0.105 | Α | | 25000 | |
| 5 | Combined Traffic Estimates for 2 Parallel | ' | | | A | J 1 /0 | 0 70 | 1 /0 | 1 /0 | 17 /0 | 0 /0 | | 0.103 | F | 0.542 | 23000 NA | |
| | Tallo Estillates for E1 dialici | Tiodawaya on tilla i | | -85 NORTI | | | | | | | | | 0.000 | , | 0.072 | 1 4/-1 | |

| Route | | Jurisdictio | n e | Longth | AADT | 04 | 4Tire | Bus | | Tru | ıck | | QC | K | QK | Dir | AAWDT | OW/ |
|----------------------------|------------------------|----------------------|---------------|----------------|----------------------------|--------------------|-----------|------|-------|--------|--------|--------|----|--------|-----|--------|-------|-----|
| | | From: | | | | | 41116 | Dus | 2Axle | 3+Axle | 1Trail | 2Trail | QU | Factor | QIV | Factor | AAWDI | QW |
| North 95 | | City of Petersburg | (Maint: 74) | 0.44 | I-85 NORTI 45000 | <u>н</u> | 90% | 1% | 1% | 1% | 8% | 0% | F | 0.095 | Α | | 44000 | Α |
| | Combined Traffic Estir | | | n this Route: | 97000 | G | 89% | 1% | 1% | 1% | 8% | 0% | F | 0.077 | В | 0.516 | 95000 | G |
| North | | To: From: | | US 301, Bu | s US 460 W | /ashingto | n St | | | | | | | | | | | |
| 95) | | City of Petersburg | (Maint: 74) | 0.64 | 51000 | Α | 90% | 1% | 1% | 1% | 8% | 0% | F | 0.093 | Α | | 51000 | Α |
| | Combined Traffic Estir | mates for 2 Parallel | Roadways o | | | Α | 89% | 1% | 1% | 1% | 8% | 0% | F | 0.093 | Α | 0.523 | 96000 | Α |
| | | To | | SCL | Colonial H | _ | | | | | | | | | | | | |
| North (95) Ramp | | City of Petersburg | (Maint: 74) | 0.17 | I-95 North | Α | | | | | | | | 0.109 | Α | | 810 | Α |
| 93) | | To: | : | | 3-9008 Rive | | | | | | | | | | | | | |
| North | | From: | | | I-95 North | | | | | | | | | | | | | |
| 95 Ramp | | City of Petersburg | (Maint: 74) | 0.35 | 260 | A D.1 | | | | | | | | 0.140 | Α | | 280 | Α |
| North | | From: | | 123- | 9010 Wagn I-95 North | | | | _ | | | | | | | | | |
| (95) Ramp | | City of Petersburg | (Maint: 74) | 0.23 | 830 | G | | | | | | | | 0.085 | F | | 830 | G |
| | | To: | | 123-90 | 010 W, Wag | gner Rd | | | | | | | | | | | | |
| North | | From: | (14-1-1-74) | | North Collec | | | | | | | | | 0.47 | _ | | 500 | _ |
| 95 Ramp | | City of Petersburg | (Maint: 74) | 0.11 | 560 460 E, Cour | G nty Dr | | | _ | | | | | 0.17 | F | | 560 | G |
| North | | From: | | | 95 Collector | | | | | | | | | | | | | |
| (95) Ramp | | City of Petersburg | (Maint: 74) | 0.14 | 400 | G | | | | | | | | 0.09 | F | | 400 | G |
| | | To: | | | 301 N, Crat | | | | | | | | | | | | | |
| North (95) Ramp | | City of Petersburg | (Maint: 74) | I-95 N 0.16 | North Collect | tor Rd G | | | | | | | | 0.122 | F | | 1300 | G |
| 95) . tamp | | To: | (Marrie: 7-1) | | 301 S, Crate | | | | | | | | | 0.122 | | | 1000 | |
| North | | From: | | | I-95 North | | | | | | | | | | | | | |
| 95 I-95 North CD R | d at US 460; US 301 | City of Petersburg | (Maint: 74) | 0.04 | 2700 | G | | | | | | | | 0.091 | F | | 2700 | G |
| North | | To: From: | | Ram | p to US 460 |) East | | | | | | | | | | | | |
| 95 I-95 North CD R | d at US 460; US 301 | City of Petersburg | (Maint: 74) | 0.15 | 2100 | G | | | | | | | | 0.100 | F | | 2100 | G |
| North | | To: From: | | Ramp | From US 46 | 60 West | | | | | | | | | | | | |
| | d at US 460; US 301 | City of Petersburg | (Maint: 74) | 0.26 | 9700 | Α | | | | | | | | 0.155 | Α | | 11000 | Α |
| North | | To: | | Ramp to US | to US 301 | | тн | | | | | | | | | | | |
| | d at US 460; US 301 | City of Petersburg | (Maint: 74) | 0.22 | NA | Nu IVOR | . 111 | | | | | | | NA | | | NA | |
| | | To: | | Ramp to US | S 301 Crates | Rd SOU | TH | | | | | | | | | | | |
| North (95) I-95 North CD R | d at US 460; US 301 | City of Petersburg | (Maint: 74) | 0.06 | 9200 | G | | | | | | | | 0.134 | F | | 9200 | G |
| \cup | , | To | , | | om US 301 | | 1 | | | | | | | | | | | |
| North (95) I-95 North CD R | d at US 460; US 301 | City of Petersburg | (Maint: 74) | 0.14 | 14000 | A | • | | | | | | | 0.13 | Α | | 15000 | Α |
| 95 1 00 100111 00 11 | a at 30 400, 33 001 | To: | | to BUS US 460 | | | Vachingto | n St | | | | | | 0.10 | 7. | | 10000 | ^ |

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

| Route | | Jurisdictio | n | Length | AADT | QA | 4Tire | Bus | | Tr | | | QC | K Factor | QK | Dir Factor | AAWDT | Q' |
|---------------------------|---------------------------|------------------|----------------|------------------------|-----------------------------|--------------|-------------|---------------------------------------|----|----|-----|----|----|-------------|----|---------------|-------|----|
| rth 5 I-95 North CD Rd at | t US 460; US 301 City | of Petersburg (| | to BUS US 460 0.01 | Wythe St, U | JS 460 Y | Washingto | n St | | | | | | NA | | | NA | |
| 2 | • | To: | , | | I-95 North | | | | | | | | | | | | | |
| rth | | From: | | | North Collect | | | | | | | | | | | | | |
| Famp | City | of Petersburg (| , | 0.47 North Exit 68F | 2800 | G St & We | schington 9 | St | | | | | | 0.089 | F | | 2800 | (|
| th | | From: | 1-03 | North Exit ool | I-95 North | 51 CC 1112 | ishington t | , , , , , , , , , , , , , , , , , , , | | | | | | | | | | |
| Ramp | City | of Petersburg (| (Maint: 26) | 0.43 | 5200 | G | | | | | | | | 0.107 | F | | 5200 | |
| | | To: | | | I-85 South | | | | | | | | | | | | | |
| th | 0'' | From: | (14 : 1 7 4) | 0.10 | I-95 North | | | | | | | | | 0.405 | _ | | 4 400 | |
| Ramp | City | of Petersburg (| (Maint: 74) | 0.19 | 1400 301 Par, Ban | G k St | | | | | | | | 0.125 | F | | 1400 | |
| th | | From: | | | Rd; SCL Pete | | | | | | | | | | | | | |
| th | • | of Petersburg (| ` , | 1.56 | 19000 | A | 82% | 1% | 1% | 1% | 15% | 0% | F | 0.111 | Α | | 17000 | |
| | Combined Traffic Estimate | s for 2 Parallel | Roadways on | this Route: | 37000 | Α | 81% | 1% | 1% | 1% | 16% | 0% | F | 0.107 | Α | 0.583 | 34000 | |
| h | | To: From: | | | Wagner Rd | | | | | | | | | | | | | |
| | City | of Petersburg (| (Maint: 74) | 1.50 | 24000 | Α | 82% | 1% | 1% | 1% | 15% | 0% | F | 0.099 | Α | | 23000 | |
| | Combined Traffic Estimate | s for 2 Parallel | Roadways on | this Route: | 47000 | Α | 81% | 1% | 1% | 1% | 16% | 0% | F | 0.098 | Α | 0.536 | 45000 | |
| h | | To: From: | | End Collect | or Ramp 460 |) County | y Dr | | | | | | | | | | | |
| 5) | City | of Petersburg (| (Maint: 74) | 0.79 | 20000 | Α | 82% | 1% | 1% | 1% | 15% | 0% | F | 0.107 | Α | | 19000 | |
| | Combined Traffic Estimate | s for 2 Parallel | Roadways on | this Route: | 41000 | Α | 81% | 1% | 1% | 1% | 16% | 0% | F | 0.098 | Α | 0.536 | 38000 | |
| h | | To: From: | | Begin Collec | tor Rd US 30 | 01 Crate | er Rd | | | | | | | | | | | |
| <u> </u> | City | of Petersburg (| (Maint: 74) | 0.20 | 20000 | Α | 82% | 1% | 1% | 1% | 15% | 0% | F | 0.099 | Α | | 19000 | |
| | Combined Traffic Estimate | s for 2 Parallel | Roadways on | this Route: | 50000 | Α | 81% | 1% | 1% | 1% | 16% | 0% | F | 0.098 | Α | 0.536 | 49000 | |
| th | | To: From: | Ran | np From BUS U | S 460 Wash | ington S | st; Wythe S | St | | | | | | | | | | |
| | City | of Petersburg (| (Maint: 74) | 0.33 | NA | | | | | | | | | NA | | | NA | |
| | Combined Traffic Estima | tes for Parallel | Roadways on | this Route: | NA | | | | | | | | | NA | | | NA | |
| h | | To: From: | | | I-85 SOUTH | | | | | | | | | | | | | |
| Ĵ | City | of Petersburg (| (Maint: 74) | 0.66 | 52000 | G | 89% | 1% | 1% | 1% | 8% | 0% | F | 0.083 | В | | 51000 | |
| | Combined Traffic Estimate | s for 2 Parallel | Roadways on | this Route: | 97000 | G | 89% | 1% | 1% | 1% | 8% | 0% | F | 0.077 | В | 0.516 | 95000 | |
| 1 | | To: From: | | US 301, Bu | s US 460 Wa | ashingto | n St | | | | | | | | | | | |
|) | City | of Petersburg (| (Maint: 74) | 0.48 | 46000 | Α | 89% | 1% | 1% | 1% | 8% | 0% | F | 0.097 | Α | | 46000 | |
| | Combined Traffic Estimate | s for 2 Parallel | Roadways on | | | Α | 89% | 1% | 1% | 1% | 8% | 0% | F | 0.093 | Α | 0.523 | 96000 | |
| | | To: | | SCL | Colonial He | ights | | | | | | | | | | | | |
| th Ramp | City | of Petersburg (| (Maint: 74) | 0.16 | I-95 South | G | | | | | | | | 0.09 | F | | 3900 | |
|) ramp | City | To: | (IVIGITIL. 17) | | 3900 3-9008 Rives | | | | | | | | | 0.03 | | | 3300 | |

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

| | | City of Petersburg | | | | | | | | | | |
|---|--------------------------------|--|---------------------|-------|------------------------|----|----|-------------|----|---------------|-------|----|
| Route | Jurisdiction | Length AADT QA | 4Tire Bus | | Truck 3+Axle 1Trail | | QC | K Factor | QK | Dir Factor | AAWDT | QW |
| South 95 Ramp | City of Petersburg (Maint: 74) | I-95 South 0.25 1800 G 123-9010 E, Wagner Rd | | | | | | 0.084 | F | | 1800 | G |
| South 95 Ramp | City of Petersburg (Maint: 74) | I-95 South 0.31 4700 A 123-9010 W, Wagner Rd | | | | | | 0.108 | Α | | 5100 | Α |
| South 95 Ramp | City of Petersburg (Maint: 74) | I-95 South Collector Rd | 99% 0% | 0% | 0% 0% | 0% | С | 0.162 | F | | 5600 | G |
| 95) (460) CD Ramp Near I-85 | City of Petersburg (Maint: 74) | I-95 South 9000 A | | | | | | 0.102 | Α | | 9600 | Α |
| South 95 CD Ramp Near I-85 | City of Petersburg (Maint: 74) | Ramp From I-85 NORTH 15000 A | | | | | | 0.093 | Α | | 16000 | Α |
| South (460) CD Ramp Near I-85 | City of Petersburg (Maint: 26) | Ramp to Graham Rd 0.07 10000 G Ramp from US 301 | 91% 0% | 1% | 1% 7% | 0% | С | 0.112 | F | | 10000 | G |
| South Bus 95 460 460 CD Ramp Near I-85 | City of Petersburg (Maint: 26) | 0.18 NA Ramp from US 301 | | ' | | | | NA | | | NA | |
| 95 460 CD Ramp Near I-85 | City of Petersburg (Maint: 26) | 0.27 10000 G US 460 Ramp | | | | | | 0.097 | F | 0.786 | 11000 | G |
| South 95 CD Ramp Near I-85 | City of Petersburg (Maint: 26) | 0.22 3200 G I-95 South | | | | | | 0.082 | F | | 3200 | G |
| 95 Ramp | City of Petersburg (Maint: 74) | I-95 South 0.12 8600 G | | | | | | NA | | | NA | |
| South 95 Ramp | City of Petersburg (Maint: 74) | I-95-S052B to Washington Street 0.19 NA CEUS 460 FROM RT 95 SOUTH | | | | | | NA | | | NA | |
| 106 Courthouse Rd | City of Petersburg | US 460 County Rd 0.10 6300 F ECL Petersburg | 94% 0% | 1% | 1% 3% | 0% | С | 0.092 | F | 0.561 | 6700 | F |
| 109 Hickory Hill Rd | City of Petersburg | US 460 County Rd 0.88 4800 F | 99% 0% | 1% | 0% 0% | 0% | F | 0.113 | F | 0.805 | 5200 | F |
| 109 Hickory Hill Rd | City of Petersburg To: Dea | ECL Petersburg 0.03 4800 N d End; Fort Lee Military Reservation, M | 99% 0% Mahone Av | 1% | 0% 0% | 0% | N | 0.113 | F | 0.805 | 5200 | N |
| 142 Boydton Plank Rd | City of Petersburg | WCL Petersburg 0.16 2500 G Dupuy Rd | 97% 0% | 0% | 1% 1% | 0% | F | 0.106 | F | 0.506 | 2700 | G |

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

| | | Oity | of Petersi | burg | | | | | | | | | | | | |
|---------------------------|---|-------------------------|-------------------------------|-----------|----------|------|--------|--------|--------|--------|----|--------|----|--------|-------|----|
| Route | Jurisdictio | n Length | AADT | QA | 4Tire | Bus | | Tru | | | QC | _ K | QK | Dir | AAWDT | QW |
| | | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | Factor | | Factor | | |
| Davidtor Blank Dd | From: | h | Dupuy Rd | | 070/ | 00/ | 00/ | 10/ | 10/ | 00/ | _ | 0.105 | _ | 0.500 | 0500 | _ |
| 142 Boydton Plank Rd | City of Peters | burg 1.24 | 2400 | G | 97% | 0% | 0% | 1% | 1% | 0% | С | 0.105 | F | 0.562 | 2500 | G |
| | To: From: | | 604 Halifax | Rd | | | | | | | | | | | | |
| 142 Halifax Rd | City of Peters | burg 0.06 | 7400 | N | 99% | 0% | 1% | 0% | 0% | 0% | N | 0.087 | F | 0.559 | 7900 | N |
| | To: | | CSX RR | | | | | | | | | | | | | |
| ~~~ | From: | | CL Petersbur | rg | | | | | | | | | | | | |
| (301) Crater Rd | City of Peters | burg 0.21 | 8000 | F | 98% | 0% | 0% | 0% | 1% | 0% | С | 0.091 | F | 0.602 | 8400 | F |
| | To: From: | | Rives Rd | | | | \neg | | | | | | | | | |
| (301) Crater Rd | City of Peters | burg 0.90 | 8600 | F | 95% | 0% | 1% | 1% | 3% | 0% | С | 0.090 | F | 0.603 | 9000 | F |
| | To: | | Wagner Rd | | | | | | | | | | | | | |
| (301) Crater Rd | City of Peters | | 18000 | F | | | | | | | | 0.084 | F | 0.505 | 19000 | F |
| (301) 6-416. 1.12 | - I | | | • | | | | | | | | 0.00 | • | 0.000 | .0000 | • |
| (301) Crater Rd | City of Dotoro | h | Flank Rd | | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.004 | F | 0.529 | 10000 | F |
| 301 Crater Nu | City of Peters | burg 0.87 | 18000 | F | 99% | 076 | 0% | 076 | U 70 | 0% | Г | 0.084 | Г | 0.529 | 19000 | Г |
| ~~~ | To: Franci | | S 301 Sycar | | | | _ | | | | | | | | | |
| (301) Crater Rd | City of Peters | burg 0.26 | 13000 | F | 99% | 0% | 1% | 0% | 0% | 0% | С | 0.086 | F | 0.545 | 14000 | F |
| | To: From: | | South Blvd | | | | \Box | | | | | | | | | |
| (301) Crater Rd | City of Peters | burg 0.73 | 18000 | F | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.088 | F | 0.519 | 18000 | F |
| | To | I_0 | 5, Bus US 4 | 60 | | | | | | | | | | | | |
| Bus | From: | | | | 000/ | 00/ | 40/ | 00/ | 00/ | 00/ | | 0.005 | _ | 0.50 | 0700 | |
| (301) (460) Crater Rd | City of Petersburg (| , | 8300 | N | 99% | 0% | 1% | 0% | 0% | 0% | N | 0.085 | F | 0.56 | 8700 | N |
| Bus Bus | From: | I-95; Bus U | S 460 Par, V ce Jurisdicti | | | | | | | | | | | | | |
| (301)(460)(460) Crater Rd | City of Peters | | 8300 | F | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.085 | F | 0.56 | 8700 | F |
| 301)(400)(490) | Combined Traffic Estimates for Parallel | | NA | | | | | | | | | NA | | | NA | |
| | Tol | | | XX -1 - 6 | | | | | | | | | | | | |
| Bus | From: | SR 36, B | us US 460 V | Wythe S | | | | | | | | | | | | |
| 301 460 Crater Rd | City of Peters | burg 0.10 | 6000 | G | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.094 | F | 0.568 | 6300 | G |
| | Combined Traffic Estimates for Parallel | Roadways on this Route: | NA | | | | | | | | | NA | | | NA | |
| | To | SR 36 Par, Bus | US 460 Par. | Washir | ngton St | | \neg | | | | | | | | | |
| (301) (36) Crater Rd | City of Peters | | 3700 | F | 99% | 0% | 1% | 0% | 0% | 0% | С | 0.093 | F | 0.592 | 3900 | F |
| | Combined Traffic Estimates for Parallel | Roadways on this Route: | NA | | | | | | | | | NA | | | NA | |
| | To | | | 1.0. | | | | | | | | | | | | |
| (301) (36) Crater Rd | City of Peters | | 301 Par, Ban 2300 | K St F | 98% | 0% | 1% | 1% | 0% | 0% | С | 0.096 | F | 0.629 | 2500 | F |
| 301 (36) Crater Rd | Combined Traffic Estimates for 2 Parallel | • | | G | 98% | 0% | 1% | 0% | 0% | 0% | F | NA | ' | 0.023 | 7400 | G |
| | To: | • | ollingbrook S | | 30 /6 | 0 /0 | 1 /0 | 0 /6 | 0 /0 | 0 /6 | ' | INA | | | 7400 | G |
| | From: | DO | Crater Rd | Ji | | | | | | | | | | | | |
| 301 36 Bollingbrook St | City of Peters | burg 0.23 | 2800 | F | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.096 | F | 0.602 | 3000 | F |
| | Combined Traffic Estimates for 2 Parallel | - | 6900 | F | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.09 | F | 0.609 | 7300 | F |
| | Tre | , | | | | | | | | | | | | | | |
| 301 (36) Bollingbrook St | City of Peters | burg 0.15 | 5th St 3400 | F | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.101 | F | 0.636 | 3500 | F |
| Bollingbrook St | Combined Traffic Estimates for 2 Parallel | - | | | | | | | | | | | | | | |
| | Combined Trainc Estimates for 2 Parallel | noadways on this houte: | 7100 | F | 99% | 0% | 1% | 0% | 0% | 0% | г | 0.091 | F | 0.659 | 7500 | F |
| | 10. | | 3rd St | | | | | | | | | | | | | |

15

| | | City | of Petersb | urg | | | | | | | | | | | | |
|-----------------------------|---|---------------------------|----------------------|---------|-------|------|-----------------|--------|--------|--------|----|---------|----|---------|-------|----|
| | | | | | | _ | | Tru | ck | | | K | | Dir | | |
| Route | Jurisdictio | on Length | AADT | QA | 4Tire | Bus | | 3+Axle | | | QC | Factor | QK | Factor | AAWDT | QW |
| ALT | From: | 110.1 | 1 T 1 C 201 C | 21.04 | | | 27 | OTAXIC | IIIaii | ZIIali | | i actor | | 1 actor | | |
| ALT Pollir | | | ALT US 301 3 3700 | | 98% | 0% | 10/ | 10/ | 0% | 0% | F | 0.117 | F | 0.722 | 3900 | G |
| (301) (1) (301) (36) Bollin | • | ~ | | G | 90% | 076 | 1% | 1% | 076 | 070 | Г | - | Г | 0.722 | | G |
| ~ ~ ~ ~ | Combined Traffic Estimates for Parallel | - | NA | | | | | | | | | NA | | | NA | |
| | To: | US | S 1 Par, 2nd S | t | | | | | | | | | | | | |
| | From: | | US 301 | | | | | | | | | | | | | |
| (301)Ramp | City of Petersburg | (Maint: 74) 0.19 | 5300 | G | | | | | | | | 0.079 | F | | 5300 | G |
| (301) | To: | | orth Collecto | | | | | | | | | | | | | |
| | F | | | | | | | | | | | | | | | |
| North | O'the of Determination | | 301 Crater R | | | | | | | | | 0.070 | _ | | 4000 | _ |
| (301)Ramp | City of Petersburg | · | 1300 | G | | | | | | | | 0.079 | F | | 1300 | G |
| | To | I-95 South | Collector Rd | , US 40 | 50 | | | | | | | | | | | |
| South Bus | From: | US 3 | 301 S, Crater | Rd | | | | | | | | | | | | |
| (301)(460) Ramp US 301 S | to I-95 S at Exit ??? City of Petersburg | (Maint: 74) 0.20 | 530 | G | 97% | 0% | 1% | 1% | 1% | 0% | F | 0.096 | F | | 560 | G |
| | To: | | Collector Rd | , US 40 | 50 | | | | | | | | | | | |
| | From | | | | | | i | | | | | | | | | |
| 301 (36) Bank St | City of Peters | | 4100 | F | 99% | 0% | 0% | 0% | 0% | 0% | С | 0.09 | F | 0.610 | 4400 | F |
| 301 36 Bank St | | | | | | | | | | | | | • | | | |
| | Combined Traffic Estimates for 2 Parallel | Roadways on this Route: | 6900 | F | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.09 | F | 0.609 | 7300 | F |
| | To | | 5th St | | | | \neg \vdash | | | | | | | | | |
| (301) (36) Bank St | City of Peters | sburg 0.15 | 3800 | F | 99% | 0% | 1% | 0% | 0% | 0% | С | 0.087 | F | | 4000 | F |
| (381) (30) | Combined Traffic Estimates for 2 Parallel | - | | F | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.091 | F | 0.659 | 7500 | F |
| | Combined Trainic Estimates for 21 drailer | Tioadways on this floate. | 7100 | | 33 /6 | 0 76 | 1 /0 | 0 /6 | 0 /6 | 0 /6 | ' | 0.031 | • | 0.000 | 7 300 | ' |
| ALT | To: From: | | 3rd St | | | | ⊢ | | | | | | | | | |
| | St City of Peters | sburg 0.09 | 3300 | F | 98% | 0% | 1% | 0% | 0% | 0% | С | 0.093 | F | | 3500 | F |
| [301] [1] [301] [36] Bank | Complianced Traffic Fatiguetas for C Parallal | - | | | | | | | | | F | | • | | | |
| | Combined Traffic Estimates for 2 Parallel | - | 7000 | G | 98% | 0% | 1% | 0% | 0% | 0% | г | NA | | | 7400 | G |
| | 10: | ALT U | JS 301 Par, 21 | nd St | | | | | | | | | | | | |
| ALT | From: | US | 301 Crater R | d | | | | | | | | | | | | |
| 301 Sycamore St | City of Peters | sburg 0.30 | 5400 | F | 99% | 0% | 0% | 1% | 0% | 0% | С | 0.086 | F | 0.556 | 5700 | F |
| | To | Γ | C4h Dl1 | | | | | | | | | | | | | |
| ALT | From: | | South Blvd | | | | | | | | | | | | | |
| 301 Sycamore St | City of Peters | sburg 0.95 | 4200 | F | 86% | 1% | 1% | 4% | 8% | 0% | С | 0.093 | F | 0.582 | 4500 | F |
| | To | | North Di-J | | | | | | | | | | | | | |
| ALT | From: | | North Blvd | | | | | | | | | | | | | |
| 301 Sycamore St | City of Peters | sburg 0.42 | 8000 | F | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.083 | F | 0.587 | 8500 | F |
| | To | | Cuohor: D.J | | | | | | | | | | | | | |
| ALT | From: | | Graham Rd | | | | | | | | | | | | | |
| 301 Sycamore St | City of Peters | sburg 0.56 | 8900 | F | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.091 | F | 0.503 | 9500 | F |
| | To: | U | S 1 Wythe St | | | | | | | | | | | | | |
| ALT | From: | 11 | S 1 Wythe St | | | | | | | | | | | | | |
| Sycamore St | City of Peters | | 5700 | G | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.086 | F | 0.581 | 6100 | G |
| 301 Sycamore St | | | | G | 33 /0 | 0 /0 | 1 /0 | 0 /0 | U /0 | 0 /0 | ' | | | 0.501 | | u |
| | Combined Traffic Estimates for Parallel | Roadways on this Route: | NA | | | | | | | | | NA | | | NA | |
| | Too | Bus US | 460 Washing | ton St | | | \neg \vdash | | | | | | | | | |
| Adama | Prom: | | | | 0001 | 001 | 401 | 401 | 401 | 001 | _ | 0.000 | _ | 0.504 | 7000 | _ |
| (301) Adams St | City of Peters | | 7400 | F | 93% | 0% | 1% | 1% | 4% | 0% | С | 0.083 | F | 0.561 | 7800 | F |
| | Combined Traffic Estimates for Parallel | Roadways on this Route: | NA | | | | | | | | | NA | | | NA | |
| | To: | | Franklin St | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |

| Route | Jurisdictio | | AADT | | 4Tire | Bus | | Tru | ck | | QC | K | QK | Dir | AAWDT | OW |
|---------------------|---|----------------------------------|-----------------------------|----------------------|---------|------|-----------------|--------|--------|--------|----|--------|-----|--------|-------|-----|
| | Guitsuicito | Lengu | Franklin St | QA | 41116 | Dus | 2Axle | 3+Axle | 1Trail | 2Trail | QU | Factor | QIN | Factor | AAWDI | QVV |
| ALT (301) Adams St | City of Peters | sburg 0.16 | 7300 | F | 98% | 0% | 1% | 1% | 0% | 0% | С | 0.085 | F | 0.588 | 7700 | F |
| P | Combined Traffic Estimates for Parallel | Roadways on this Route | | | | | | | | | | NA | | | NA | |
| | To: | 105.0 | Henry St | D. | | | | | | | | | | | | |
| (460)Ramp | City of Peters | | outh Collecto | G Ramp | | | | | | | | 0.106 | F | | 7900 | G |
| 400 | To: | Ramp fron | I-95 North (| Collector | | | | | | | | | | | | |
| (460) County Dr | City of Peters | | nce Jurisdicti | ion Char F | 93% | 0% | 1% | 2% | 4% | 0% | С | 0.085 | F | 0.607 | 17000 | F |
| 460 County B1 | Only of Fictions | | 09 Hickory F | | 30 /0 | 0 70 | 170 | 270 | 770 | 0 70 | | 0.000 | | 0.007 | 17000 | ' |
| (460) County Dr | City of Peters | | 9400 | A | 88% | 0% | 1% | 2% | 9% | 0% | С | 0.101 | Α | 0.526 | 9700 | Α |
| | Ta | | 06 Courthou | se Rd | | | | | | | | | | | | |
| (460) County Dr | City of Peters | burg 0.34 | 12000 | F | 98% | 0% | 0% | 0% | 1% | 0% | F | 0.077 | F | 0.548 | 12000 | F |
| | To: | | CL Petersbu | | | | | | | | | | | | | |
| Pomp | City of Potorobyso | | North Collect | tor Rd G | | | | | | | | 0.146 | F | | 9000 | G |
| (460) Ramp | City of Petersburg of Tool | , | as US 460 W | | | | | | | | | 0.146 | Г | | 8000 | G |
| Bus | From: | | S 1 Jefferson | | | | | | | | | | | | | |
| (460) (36) Wythe St | City of Peters | | 16000 | F | 98% | 0% | 1% | 1% | 0% | 0% | F | 0.083 | F | | 17000 | F |
| \hookrightarrow | Combined Traffic Estimates for 2 Parallel | Roadways on this Route | 29000 | G | 96% | 1% | 1% | 1% | 1% | 0% | F | 0.081 | F | 0.505 | 31000 | G |
| Bus | To: From: | | I-85, I-95 | | | | \Box \vdash | | | | | | | | | |
| (460) (36) Wythe St | City of Peters | • | 12000 | F | 97% | 0% | 1% | 1% | 1% | 0% | С | 0.079 | F | | 13000 | F |
| \hookrightarrow | Combined Traffic Estimates for 2 Parallel | | | G | 96% | 1% | 1% | 1% | 2% | 0% | С | 0.088 | F | 0.641 | 24000 | G |
| | IO. | | ; US 301 Cr | | | | | | | | | | | | | |
| Bus (460) Ramp | City of Petersburg | | EUS 460 Exit 7000 | G G | | | | | | | | 0.096 | F | | 7000 | G |
| | т. | , | EUS 460 Exit | | | | | | | | | | • | | | |
| Bus (460) Ramp | City of Petersburg | | 4200 | G | | | | | | | | 0.092 | F | | 4200 | G |
| 460 Hamp | To: | (Maint. 20) 0.21 | I-95 South | <u> </u> | | | | | | | | 0.032 | • | | 4200 | ч |
| Bus | Prom: | CEUS 460-P00 | 2B CEUS 46 | 0-E006I | 3 FROM | | | | | | | | | | | |
| Bus (460)Ramp | City of Petersburg | (Maint: 74) 0.11 | 7800 | G | | | | | | | | 0.091 | F | | 7800 | G |
| <u> </u> | To: | | I-95 North | | | | | | | | | | | | | |
| Bus (460) Ramp | City of Petersburg | | EUS 460 Exit 2800 | 6A G | | | | | | | | 0.104 | F | | 2800 | G |
| 400) (400) | To: | (Mailt. 20) 0.00 | I-85 South | <u> </u> | | | | | | | | 0.104 | | | 2000 | |
| Bus | From: | CEUS 460 TO I | | SOUTH | BOUND | | | | | | | | | | | |
| Bus (460)Ramp | City of Petersburg | | 3300 | G | | | | | | | | 0.094 | F | | 3300 | G |
| | To: | CEUS 460-P002A 7 | | | JTHBOUN | ND | | | | | | | | | | |
| Bus | City of Petersburg | | JS 460 E, W 5500 | ythe St G | | | | | | | | 0.088 | F | | 5500 | G |
| (460) Ramp | Only of Petersburg | (Maint: 74) 0.20 Ramp from Bu | | | gton St | | | | | | | 0.000 | r | | 5500 | G |
| | | | | | | | | | | | | | | | | |

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

| Route | Jurisdictio | on Length | AADT | QA | 4Tire | Bus | | Tru 3+Axle | | | QC | K Factor | QK | Dir Factor | AAWDT | QW |
|------------------------------------|---|-------------------------|---------------------------|-----------|---------|------|----------|---------------|------|-------|-----|-------------|----|---------------|-------|----|
| Bus | From | | ar; SR 36 Ma | | | | | | | | | | | | | |
| (460) (36) Washington St | City of Peters | - | 9500 | G | 94% | 1% | 1% | 2% | 2% | 0% | F | 0.087 | F | | 10000 | G |
| \sim | Combined Traffic Estimates for 2 Parallel | Roadways on this Route: | 18000 | G | 96% | 1% | 1% | 2% | 1% | 0% | F | NA | | | 19000 | G |
| Bus ALT ALT | To: From: | ALT US 3 | 301 Par, Syc | amore S | St | | | | | | | | | | | |
| ~~~ ~~~ ~~ | nington St City of Peters | sburg 0.09 | 13000 | G | 94% | 1% | 1% | 2% | 2% | 0% | F | 0.078 | F | | 13000 | G |
| · Ba (62.) (68.) | Combined Traffic Estimates for 2 Parallel | Roadways on this Route: | 25000 | G | 96% | 1% | 1% | 2% | 1% | 0% | F | NA | | | 26000 | G |
| | To | ALT US | 301 Par, A | dams St | | | <u> </u> | | | | | | | | | |
| Bus ALT (460)(301) (36) Washington | n St City of Peters | | 11000 | G | 94% | 1% | 1% | 2% | 2% | 0% | F | 0.079 | F | | 12000 | G |
| (460)(301) (36) Washington | Combined Traffic Estimates for 2 Parallel | • | | G | 96% | 0% | 1% | 2% | 1% | 0% | F | NA | ' | | 25000 | G |
| | Talle Estimates for 21 araner | | | | 30 /0 | 0 70 | 1 70 | 270 | 1 /0 | 0 70 | | IVA | | | 23000 | u |
| Bus | From | | 1 Jefferson | | | | | | | | | | | | | |
| (460) (36) Washington St | City of Peters | 9 | 13000 | G | 94% | 1% | 1% | 2% | 2% | 0% | F | 0.077 | F | | 14000 | G |
| ~ ~ | Combined Traffic Estimates for 2 Parallel | Roadways on this Route: | 29000 | G | 96% | 1% | 1% | 1% | 1% | 0% | F | 0.081 | F | 0.511 | 31000 | G |
| Bus | To From | | I-95 | | | | | | | | | | | | | |
| (460) (36) Washington St | City of Peters | sburg | 11000 | G | 94% | 1% | 1% | 2% | 2% | 0% | С | 0.091 | F | | 11000 | G |
| | Combined Traffic Estimates for 2 Parallel | Roadways on this Route: | 23000 | G | 96% | 1% | 1% | 1% | 2% | 0% | С | 0.088 | F | 0.646 | 24000 | G |
| Dura | To From | US | 301 Crater | Rd | | | | | | | | | | | | |
| Bus (460) Winfield Rd | City of Peters | shura | 1300 | F | 97% | 0% | 1% | 1% | 2% | 0% | F | 0.106 | F | 0.975 | 1400 | F |
| 480 | Combined Traffic Estimates for 2 Parallel | · · | | G. | 97% | 0% | 1% | 1% | 1% | 0% | F | NA | · | 0.070 | 2000 | G |
| | To | | intenance B | | | | | .,. | .,. | - , , | - | | | | | |
| Bus | From | | | | | | 121 | | 221 | | _ | | _ | | | _ |
| Winfield Rd | City of Peters | O . | 1300 | F | 97% | 0% | 1% | 1% | 2% | 0% | F - | 0.106 | F | 0.975 | 1400 | F |
| | Combined Traffic Estimates for 2 Parallel | | 1900 460 County | G Dd | 97% | 0% | 1% | 1% | 1% | 0% | F | NA | | | 2000 | G |
| Due | From | CEUS 460-P TO R | | | TDOLIND | | | | | | | | | | | |
| Bus (460)Ramp | City of Petersburg | | 4200 | G | IBOUND | | | | | | | 0.094 | F | | 4200 | G |
| | To: | CEUS 460-E006A TO | | | JTHBOUI | ND | | | | | | | | | .=., | |
| Bus | From | Bus US 40 | 60 W, Wash | nington S | St | | | | | | | | | | | |
| (460)Ramp | City of Petersburg | <u> </u> | 2300 | G | | | | | | | | 0.097 | F | | 2300 | G |
| <u></u> | To | Ramp from F | Bus US 460 | E, Wyth | e St | | | | | | | | | | | |

| 10 To From 1200 To From 7400 To | R | 4Tire 96% | Bus SCL1 0% | 2Axle : Dea 74-1102 I Wag FR-331 Dea | 3+Axle ad End adeshore and End adeshore adeshore adeshore adeshore adeshore | 1 Trail | | QC | K Factor | QK | Dir Factor | NA NA | QW | Year 06/21/2017 10/28/2014 |
|--|---|---|---|---|--|-------------------------------|---|--|---|---|---|---|--|--|
| 10 To From 1800 To From 1200 To From 5200 To From 5400 To | R | | | 74-1102 I Wag FR-331 Dea Dea | gner Rd Service Ro ad End ad End | | | | NA | | | | | |
| 10 To From 1800 To From 1200 To From 5200 To From 5400 To | R | | | 74-1102 I Wag FR-331 Dea Dea | gner Rd Service Ro ad End ad End | | | | | | | | | |
| 1800 To From 760 To From 7400 T | R | | | Wag FR-331 Dea Dea Petersburg; | gner Rd Service Ro ad End ad End | | | | NA | | | NA | | 10/28/2014 |
| 1800 To From 760 To From 7400 T | R | | | FR-331 Dea Dea | Service Road End | 1 | | | NA | | | NA | | 10/28/2014 |
| 760 From 5200 To From 7400 To From 5400 To F | R R x F | | | Dea Dea Petersburg; | ad End | 1 | | | NA | | | NA | | 10/28/2014 |
| 1200 To From 7600 To From 7400 | R | | | Dea Dea Petersburg; | ad End | 1 | | | | | | | | |
| 760 From 7400 To F | R F | | | Dea Petersburg; | ad End | | | | | | | | | |
| 760 760 76 770 770 770 770 770 770 770 7 | F | | | Petersburg; | | | | | NA | | | NA | | 09/13/2017 |
| 760 From 7400 To From 7400 To From 7400 To From 7400 | F | | | | 26 675 XI- | | | | | | | | | |
| 5200 To From 7400 To From 5400 | F | | 0% | 1% | 20-075 Va | ughan R | d | | | | | | | |
| 5200 To From 7400 To From 5400 | F | 97% | | | 1% | 1% | 0% | С | 0.091 | F | 0.643 | 800 | F | 2020 |
| 7400 From 7400 5400 | F | 97% | | | 3 Halifax R | .d | | | <u> </u> | | | | | |
| 7400 To From 5400 | a. | 31 /6 | 0% | Hali 1% | ifax Rd 1% | 1% | 0% | С | 0.084 | F | 0.522 | 5500 | F | 2020 |
| 7400 From 5400 | n: | | 0 76 | | l Level Rd | 1 /0 | 0 76 | | 0.004 | • | 0.522 | 3300 | ' | 2020 |
| 5400 To | | | | | X RR | | | | | | | | | |
| 5400 | F | 99% | 0% | 1% | 0% | 0% | 0% | С | 0.087 | F | 0.559 | 7900 | F | 2020 |
| 5400 | n. | | | Patte | erson St | | | | \neg — | | | | | |
| | F | 97% | 0% | 2% | 0% | 0% | 0% | С | 0.088 | F | 0.522 | 5700 | F | 2020 |
| 0000 | 0. | | | Baylo | ors Lane | | | | \neg — | | | | | |
| 6000 | F | 84% | 1% | 1% | 5% | 9% | 0% | С | 0.091 | F | 0.523 | 6400 | F | 2020 |
| T _c Fron | n: | | | Virgi | inia Ave | | | | | | | | | |
| 8400 | F | | | | | | | | 0.089 | F | 0.573 | 9000 | F | 2020 |
| To From | n: | | | Le | e Ave | | | | \neg — | | | | | |
| 8100 | F | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.088 | F | 0.507 | 8700 | F | 2020 |
| To From | n: | | | | erty St | | | | | | | | | |
| 9300 | F | 99% | 0% | 1% | 0% | 0% | 0% | С | 0.085 | F | 0.541 | 9900 | F | 2020 |
| From | n. | | | US 1, US 46 | | | | | | | | | | |
| 4200 | F | 96% | 1% | 2% | 0% | 0% | 0% | F | 0.093 | F | 0.918 | 4400 | F | 2020 |
| From | n | 000/ | | 1, US 460 | | | 201 | | | | 0.5 | 1000 | | 0000 |
| 1300 To | F | 96% | 1% | 2% | 0% Fabb St | 0% | 0% | С | 0.115 | F | 0.5 | 1300 | F | 2020 |
| From | n: | | | | n Plank Rd | | | | | | | | | |
| 2600 | F | 89% | 1% | 1% | 1% | 8% | 0% | F | 0.091 | F | 0.612 | 2700 | F | 2020 |
| Te | - | | | | | | | | | | | | | |
| 3800 From | F | 95% | 0% | 1% | | | 0% | F | 0.088 | F | 0.542 | 4100 | F | 2020 |
| Te | 2 | | | John | ison Rd | | | | | | | | | |
| 8000 Fran | F | 88% | 0% | 1% | 2% | 9% | 0% | F | 0.090 | F | 0.505 | 8500 | F | 2020 |
| Te | | | | S. Syc | amore St | | | | \neg — | | | | | |
| 4800 | F | 96% | 0% | 1% | 1% | 2% | 0% | С | 0.091 | F | 0.551 | 5100 | F | 2020 |
| To | n: | | | Cra | iter Rd | | | | _ | | | | | |
| 2400 | F | 99% | 0% | 0% | 0% | 0% | 0% | С | 0.096 | F | 0.592 | 2600 | F | 2020 |
| | | | | Ande | erson St | | | | | | | | | |
| | | 000/ | 00/ | | | 00/ | 00/ | | 0.007 | _ | 0.507 | 4700 | _ | 0000 |
| 1600 | | 98% | 0% | 1% | 0% | 0% | 0% | C | 0.097 | F | 0.597 | 1/00 | F | 2020 |
| | | 000/ | 00/ | | | 00/ | 00/ | | 0.001 | С | 0.500 | 2200 | С | 2020 |
| 2100 | | 33% | 0% | | | U-76 | 0% | C | 0.091 | r | 0.509 | 2300 | | 2020 |
| From | | 000/ | 10/ | | | 00/ | 00/ | | 0.003 | С | 0 602 | 1900 | С | 2020 |
| 1700 | | 33% | 170 | | | U-76 | 0% | C | 0.093 | r- | 0.603 | 1000 | | 2020 |
| To | | 98% | 1% | | | 1% | N% | C | 0.086 | F | 0.520 | 2200 | F | 2020 |
| | _ | JO /0 | 1 /0 | | | 1 /0 | U /o | U | 0.000 | ' | 0.520 | 2200 | 1. | 2020 |
| 2100 | | | | | | | | | | | | | | |
| | 3800 8000 4800 2400 7 1600 2100 2100 | 8000 F To From 2400 F 1600 F 1700 1700 1700 1700 F 1700 F 1700 F | 3800 F 95% 8000 F 88% 4800 F 96% 2400 F 99% To From | 3800 F 95% 0% Table | 3800 F 95% 0% 1% 8000 F 88% 0% 1% 8000 F 88% 0% 1% 4800 F 96% 0% 1% 2400 F 99% 0% 0% To And From Hal 1600 F 98% 0% 1% 2100 F 99% 0% 1% 1700 F 99% 0% 0% 1700 F 99% 0% 1% 1700 F 99% 0% 1% 1700 F 99% 0% 1% 1700 F 99% 1% 0% 1700 F 99% 1% 0% 1700 F 99% 1% 0% 1700 F 99% 1% 0% | 3800 F 95% 0% 1% 1% | Total Property Tot | 3800 F 95% 0% 1% 1% 3% 0% Solid Section Front Front | 3800 F 95% 0% 1% 1% 3% 0% F Solution S | 3800 F 95% 0% 1% 1% 3% 0% F 0.088 Solution Soluti | 3800 F 95% 0% 1% 1% 3% 0% F 0.088 F Solution Solu | 3800 F 95% 0% 1% 1% 3% 0% F 0.088 F 0.542 | 3800 F 95% 0% 1% 1% 3% 0% F 0.088 F 0.542 4100 | 3800 F 95% 0% 1% 1% 3% 0% F 0.088 F 0.542 4100 F |

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| | | | | | | City of Petersbu | ıy | | | | | | | | |
|-------------------------|-----------|-------------|----------|-------|------|----------------------|-------|------|----|-------------|----|---------------|-------|--|------|
| Route | Length | AADT | QA | 4Tire | Bus | Truc 2Axle 3+Axle | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
| ity of Petersburg | | | | | | | | | | | | | | | |
| 9006) Flank Rd (1-Way) | 0.13 | 2100 | F | 99% | 1% | Flank Rd N 1% 0% | 0% | 0% | С | 0.085 | F | | 2300 | F | 2020 |
| Flank Rd (1-Way) | 0.15 | 2100 | | 33 /6 | 1 /0 | US 301 S Crater R | | 0 /6 | | 0.003 | ' | | 2300 | ' | 2020 |
| | | From | | | | US 301 S Crater R | | | | | | | | | |
| Rives Rd | 0.48 | 7500 | F | | | CS 301 S Clater R | u | | | 0.094 | F | 0.505 | 8000 | 00 F 70 A 00 G 00 F 00 F 00 F 00 F | 2020 |
| | | To | | | | I- 95 | | | | — | | | | | |
| 9008) Rives Rd | 0.34 | 8800 From | F | 98% | 0% | 1% 1% | 0% | 0% | F | 0.1 | F | 0.566 | 9400 | F | 2020 |
| 9008) | | To | · | | | ECL Petersburg | | | | TÎ. | • | | | • | |
| | | From | | | | 123-9008 Rives R | d | | | | | | | | |
| Ramp | 0.17 | 740 | Α | | | | | | | 0.133 | Α | | 770 | Α | 2020 |
| | | To | | | | I-95 South | | | | | | | | | |
| | | From | | | | 123-9008 Rives R | d | | | | | | | | |
| Ramp | 0.16 | 3600 | G | | | | | | | 0.106 | F | | 3600 | G | 2020 |
| <u> </u> | | To | | | | I-95 North | | | | | | | | | |
| | | From | | | | SR 142 Boydton Plan | | | | | | | | | |
| Dupuy Rd | 1.24 | 560 | F | 99% | 0% | 1% 0% | 0% | 0% | С | 0.100 | F | 0.578 | 590 | F | 2020 |
| | | To From: | - | | | Grigg St | | | | | | | | | |
| Dupuy St | 0.58 | 1900 | F | 99% | 0% | 1% 0% | 0% | 0% | F | 0.092 | F | 0.507 | 2000 | F | 2020 |
| \cup | | To | | | | Youngs Rd | | | | \neg | | | | | |
| Farmer St | 0.86 | 3400 | F | 98% | 0% | 1% 0% | 0% | 0% | С | 0.086 | F | 0.528 | 3600 | F | 2020 |
| | | To | | | | S. South St | | | | | | | | | |
| Farmer St | 0.47 | 2300 From: | F | 99% | 0% | 0% 0% | 0% | 0% | С | 0.09 | F | 0.558 | 2500 | F | 2020 |
| 1 4 | 0. | To | | 0070 | 0,0 | Halifax St | | 0,0 | | | • | 0.000 | | • | _0_0 |
| | | From | : | | | US 301 Crater Ro | | | | | | | | | |
| Wagner Rd | 0.73 | 16000 | F | 97% | 0% | 1% 1% | 1% | 0% | С | 0.087 | F | 0.541 | 17000 | F | 2020 |
| 010) | | To | | | | I-95 | | | | | | | | | |
| $\widehat{}$ | | From | | | | I -95 | | | | | | | | | |
| Wagner Rd | 1.60 | 11000 | F | 97% | 0% | 1% 1% | 1% | 0% | F | 0.088 | F | 0.510 | 11000 | F | 2020 |
| | | To | | | | US 460 County D | | | | | | | | | |
| East | 0.00 | From | <u> </u> | | | 123-9010 E, Wagner | Rd | | | | _ | | 4400 | • | 0000 |
| Ramp | 0.30 | 1100 | G | | | Y 0.5 C . 1 | | | | 0.088 | F | | 1100 | G | 2020 |
| | | | <u> </u> | | | I-95 South | | | | | | | | | |
| East | 0.00 | From | <u> </u> | | | 123-9010 E, Wagner | Rd | | | 0.100 | _ | | 4000 | 0 | 0000 |
| Ramp | 0.33 | 4300 To | G | | | I-95 North | | | | 0.102 | F | | 4300 | G | 2020 |
| | | | <u> </u> | | | | | | | | | | | | |
| Vest | 0.05 | From: | G | | | 123-9010 W, Wagner | ·Rd | | | 0.160 | _ | | 100 | _ | 2020 |
| Ramp | 0.25 | 180 | | | | I-95 South | | | | 0.169 | F | | 180 | G | 2020 |
| | | From | ! : | | | | D.1 | | | | | | | | |
| Vest | 0.34 | 1900 | G | | | 123-9010 W, Wagner | · Rd | | | 0.111 | F | | 1900 | G | 2020 |
| Ramp | 0.54 | 1900 To: | | | | I-95 North | | | | 0.111 | • | | 1900 | G F F F | 2020 |
| | | From | | | | | | | | | | | | | |
| 9011) Squirrel Level Rd | 0.82 | 1100 | F | 99% | 0% | SCL Petersburg 1% 0% | 0% | 0% | С | 0.094 | F | 0.638 | 1200 | F | 2020 |
| 5011) 5455. 25751113 | 0.02 | | | 00 /0 | | | 0,0 | | | | • | 0.000 | 00 | | _0_0 |
| 9011) Squirrel Level Rd | 0.25 | 6400 From: | F | 99% | 0% | Wells Rd 1% 0% | 0% | 0% | F | 0.089 | F | 0.525 | 6800 | F | 2020 |
| Squirrel Level Rd | 0.20 | 0-100 | | JJ /0 | U /0 | | 0 /0 | U /0 | ' | 0.009 | | 0.020 | 3000 | | 2020 |
| Omnigratil and | 0.00 | From | <u> </u> | 0007 | 401 | Ramp To I- 85 | 00/ | 00/ | | 0.004 | - | 0.545 | 11000 | - | 0000 |
| 9011) Squirrel Level | 0.20 | 10000 | F | 98% | 1% | 1% 0% | 0% | 0% | С | 0.084 | F | 0.515 | 11000 | F | 2020 |
| | | To: | | | | Boydton Plank Ro | | | | | | | | | |
| Young Rd | 0.55 | 4500 | F | 96% | 0% | 1% 1% | 2% | 0% | С | 0.097 | F | 0.559 | 4700 | F | 2020 |
| | | To: | | | | Valor Dr | | | | | | | | | |
| 9011) Young Rd | 0.59 | 3000 | F | 98% | 0% | 1% 0% | 1% | 0% | С | 0.103 | F | 0.544 | 3200 | F | 2020 |
| | | To | | | | 123-9009 Dupuy R | d | | | | | | | | |
| | | From | | | 1: | 23-9011 Squirrel Lev | el Rd | | | | | | | | |
| 9011) Ramp | 0.15 | 4600 | Α | | | | | | | 0.096 | Α | | 4900 | Α | 2020 |
| , | | To | : | | | I-85 North | | | | | | | | | |
| | | | | | | 1-85 North | | | | | | | | | |

| Route | Length | AADT | QA | 4Tire | Bus | | Trι 3+Αxle | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|------------------|--------|--------------------|----|-------|------|----------------|---------------------------|--------|------|----|-------------|----|---------------|-------|----|------|
| tv of Petersburg | | From | | | | | | | | | _ | | | | | |
| Ramp | 0.22 | 1100 | G | | 1 | 23-9011 S | quirrel Le | vel Rd | | | 0.11 | F | | NA | | 2020 |
| ' | | То | | | | I-8 | 5 South | | | | | | | | | |
| | 0.50 | From | L | 000/ | 00/ | | Vest St | 00/ | 00/ | _ | 2004 | - | 0.500 | 1000 | _ | 2000 |
| Lee Ave | 0.56 | 1500 | F | 96% | 2% | 1% | 1% | 0% | 0% | С | 0.091 | F | 0.523 | 1600 | F | 2020 |
| Porterville St | 0.15 | 590 | F | 98% | 1% | На 1% | olifax St 0% | 0% | 0% | С | 0.1 | F | 0.541 | 620 | F | 2020 |
| Porterville St | 0.10 | | | 0070 | 1 70 | | rding St | 0 70 | 0 70 | | | ' | 0.041 | 020 | • | 2020 |
| New St | 0.18 | 580 From | F | 97% | 2% | 0% | 0% | 0% | 0% | С | 0.092 | F | 0.542 | 620 | F | 2020 |
| | | To From | | | | | rrison St | | | | | | | | | |
| Harrison St | 0.03 | 440 | F | 97% | 2% | 0% | lew St 0% | 0% | 0% | F | 0.093 | F | | 460 | F | 2020 |
| | | To | | | | Co | orling St | | | | | | | | | |
| Onling St | 0.09 | 280 | F | 97% | 2% | <u>На</u> | rrison St 0% | 0% | 0% | F | 0.097 | F | | 300 | F | 2020 |
| Corling St | 0.00 | 200 | | 31 /0 | 2 /0 | | | | 0 70 | | 0.007 | | | 500 | • | 2020 |
| 012) Graham Rd | 0.83 | 5500 From | F | 99% | 0% | 0% | camore S | 0% | 0% | F | 0.094 | F | 0.616 | 5800 | F | 2020 |
| | | To | | | | | From I-9 | | | | | | | | | |
| Graham Rd | 0.14 | 7100 | F | 99% | 0% | 0% | 0% | 0% | 0% | С | 0.088 | F | 0.801 | 7500 | F | 2020 |
| | | То | | | | | ater Rd | | | | | | | | | |
| Halifax Rd | 1.85 | 3700 | F | 98% | 0% | SCL 1% | Petersburg | 1% | 0% | С | 0.081 | F | 0.532 | 4000 | F | 2020 |
| Halifax Rd | 1.05 | 37 UU | | JU /0 | U /0 | | | 1 /0 | U /0 | U | 0.001 | | 0.002 | +000 | ' | 2020 |
| 013) Halifax Rd | 0.93 | 360 From | F | 97% | 0% | w 1% | ells Rd 1% | 1% | 0% | С | 0.132 | F | 0.571 | 390 | F | 2020 |
| 010) | | То | | | | | on Plank F | | | | | | | | | |
| | | From | | | | | Petersburg | | | | | | | | | |
| Johnson Rd | 0.01 | 1100 | F | 99% | 0% | 1% | 1% | 0% | 0% | С | 0.102 | F | 0.573 | 1200 | F | 2020 |
| lahasan Dd | 0.54 | From | | | | Fl | ank Rd | | | | 0 111 | | 0.500 | 000 | | 2020 |
| Johnson Rd | 0.54 | 780 | F | | | | | | | | 0.111 | F | 0.522 | 830 | F | 2020 |
| Johnson Rd | 1.39 | 4100 | | 99% | 0% | 9 Bir | dsong Rd 0% | 0% | 0% | С | 0.096 | F | 0.565 | 4300 | F | 2020 |
| 9013 | | To | | | | | uth Blvd | | | | | | 0.000 | .000 | • | |
| Johnson Rd | 0.46 | 5800 From | F | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.088 | F | 0.512 | 6100 | F | 2020 |
| | | To From | ł | | | No | rth Blvd | | | | | | | | | |
| Johnson Rd | 0.37 | 4000 | F | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.092 | F | 0.514 | 4200 | F | 2020 |
| | | To From | | | | | Luke St | | | | | | | | | |
| High Pearl St | 0.20 | 3600 | F | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.087 | F | 0.533 | 3800 | F | 2020 |
| | | From | | 2221 | 221 | | ginia Ave | 221 | | | | | | | | |
| High Pearl St | 0.08 | 2200 To | F | 99% | 0% | 1% ST N | 0% latthew S | 0% | 0% | С | 0.094 | F | 0.614 | 2300 | F | 2020 |
| | | From | | | | | atthews S | t | | | | | | | | |
| Harding St | 0.22 | 1000 | F | 97% | 0% | 2% | 0% erville St | 0% | 0% | С | 0.106 | F | 0.667 | 1100 | F | 2020 |
| | | From | | | | | erville St ersville St | | | | | | | | | |
| Harding St | 0.27 | 560 | F | 97% | 0% | 2% | 0% | 0% | 0% | С | 0.102 | F | | 600 | F | 2020 |
| | | To | | | | | ılifax St | | | | | | | | | |
| Birdsong Rd | 0.62 | 750 | F | 99% | 0% | SCL 1% | Petersburg 0% | 0% | 0% | С | 0.123 | F | 0.557 | 800 | F | 2020 |
| Birdsong Rd | 0.02 | To | | 0070 | 370 | | nson Rd | 3,0 | 370 | | | | 0.007 | | | |
| | | From | | | | | shington | | | | | | | | | |
| N Sycamore St | 0.18 | 3100 | F | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.103 | F | 0.553 | 3300 | F | 2020 |
| | • :- | From | | 000 | | | Tabb St | | 6-: | | | _ | 0.7- | 0.15 | | |
| N Sycamore St | 0.15 | 2900 _{To} | F | 98% | 0% | 1% 3US 01-P | 1% | 0% | 0% | С | 0.096 | F | 0.59 | 3100 | F | 2020 |

| | | | | | | City of | Petersbu | rg | | | | | | | | |
|--------------------|--------|----------------|----------|-------|------|------------|-------------------|------|------|----|-------------|----|---------------|-------|----|------|
| Route | Length | AADT | QA | 4Tire | Bus | | Truc | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
| ity of Petersburg | | | | | | | | | | | | | | | | |
| North Blvd | 0.57 | 2500 | | 97% | 1% | Joh 1% | nson Rd 1% | 0% | 0% | С | 0.087 | F | 0.634 | 2700 | F | 2020 |
| North Blvd | 0.57 | 2300 To | | 31 /6 | 1 /0 | | camore St | 0 /6 | 0 70 | | 0.007 | ' | 0.054 | 2700 | ' | 2020 |
| | | From | : | | | | tes Lane | | | | | | | | | |
| 9025) Virginia Ave | 0.22 | 380 | F | 96% | 2% | 2% | 0% | 0% | 0% | С | 0.106 | F | | 400 | F | 2020 |
| | | To | 4 | | | Hard | ing Street | | | | | | | | | |
| 9025) Virginia Ave | 0.32 | 1300 | F | 97% | 1% | 1% | 0% | 0% | 0% | С | 0.098 | F | 0.561 | 1400 | F | 2020 |
| | | To | _ | | | Hali | fax Street | | | | | | | | | |
| Young Ave | 0.20 | 1500 | F | 97% | 1% | 1% | 0% | 0% | 0% | С | 0.098 | F | 0.533 | 1500 | F | 2020 |
| | | To | 4 | | | Arlin | gton Street | | | | | | | | | |
| 9025) Young Ave | 0.11 | 1900 | F | 97% | 1% | 1% | 0% | 0% | 0% | F | 0.106 | F | 0.541 | 2000 | F | 2020 |
| | | To | 4 | | 1 | West Stree | t Young Av | enue | | | | | | | | |
| S West St | 0.28 | 2200 From | F | 97% | 1% | 1% | 0% | 0% | 0% | С | 0.096 | F | 0.566 | 2300 | F | 2020 |
| | | To | | | | Anon | sta Avenue | | | | — — | | | | | |
| S West St | 0.23 | 5400 From | F | 97% | 1% | 1% | 0% | 0% | 0% | F | 0.097 | F | 0.599 | 5700 | F | 2020 |
| | | To | | | | Eo | rmer St | | | | | | | | | |
| S West St | | 4500 | , F | 98% | 1% | 1% | 1% | 0% | 0% | С | 0.095 | F | 0.560 | 4800 | F | 2020 |
| 3023) | | To | | | | | Wythe St | | | | | | | | | |
| 9025) S West St | | 2900 From | F | 96% | 1% | 1% | 1% | 1% | 0% | С | 0.112 | F | 0.584 | 3000 | F | 2020 |
| 9023 | | To | | | | | shington St | | | | Ť | | | | · | |
| | | From | c | | | На | lifax St | | | | | | | | | |
| 9027) S West St | 0.63 | 1400 | F | 98% | 1% | 1% | 0% | 1% | 0% | С | 0.096 | F | 0.531 | 1400 | F | 2020 |
| | | To | c | | | Yo | ung Ave | | | | | | | | | |
| | | From | c | | | L | ee Ave | | | | | | | | | |
| S. South St | 0.36 | 1800 | F | 97% | 1% | 2% | 0% | 0% | 0% | С | 0.097 | F | 0.529 | 1900 | F | 2020 |
| | | To From | - | | | US 1 | Wythe St | | | | | | | | | |
| S. South St | 0.09 | 2700 | F | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.096 | F | 0.577 | 2900 | F | 2020 |
| _ | | To From | | | | Was | hington St | | | | | | | | | |
| N. South St | 0.20 | 4700 | F | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.098 | F | 0.504 | 5000 | F | 2020 |
| | | To | c | | | | ligh St | | | | _ | | | | | |
| High St | 0.02 | 850 | G | 99% | 0% | 1% | South St 0% | 0% | 0% | F | 0.088 | F | 0.522 | 900 | G | 2020 |
| High St | 0.02 | To | Ť | 0070 | 0 70 | | anal St | 0 70 | 0 70 | | | • | 0.022 | 000 | ŭ | 2020 |
| | | From | | | | F | ligh St | | | | | | | | | |
| Oanal St | 0.20 | 4900 | F | 99% | 0% | 1% | 0% | 0% | 0% | С | 0.097 | F | 0.511 | 5300 | F | 2020 |
| | | To | 1 | | | | ove Ave | | | | | | | | | |
| O D 0: | 0.40 | From | <u> </u> | 000/ | 00/ | | lew St | 00/ | 00/ | | | _ | | 0.40 | _ | 0000 |
| Byrne St | 0.40 | 320 To | F | 99% | 0% | 0% | 0% difax St | 0% | 0% | С | 0.101 | F | | 340 | F | 2020 |
| | | From | | | | | lifax Rd | | | | | | | | | |
| 9031) S. Market St | 0.12 | 1800 | F | 96% | 0% | 2% | 1% | 0% | 0% | С | 0.092 | F | 0.633 | 2000 | F | 2020 |
| | | To | c | | | W | ythe St | | | | | | | | | |
| | | From | | | | | amore St | | | | | | | | | |
| 9033) Apollo St | 0.14 | 70 | F | 99% | 0% | 1% | 0% | 0% | 0% | С | 0.175 | F | 0.636 | 70 | F | 2020 |
| | | To | | | | | dams St ham Rd | | | | | | | | | |
| 9033) Jefferson St | 0.58 | 1900 | F | 98% | 0% | 1% | 0% | 0% | 0% | С | 0.09 | F | 0.615 | 2000 | F | 2020 |
| | | To | | | | | Vythe St | | | | | | | | | |
| <u> </u> | | From | L | 0001 | 401 | | d Street | 001 | 001 | | 0.110 | _ | 0.55: | 202 | _ | 0000 |
| 9033 Henry St | | 620 To | F | 98% | 1% | 0% | 0% | 0% | 0% | С | 0.119 | F | 0.571 | 660 | F | 2020 |
| _ | | | 1 | | | | dams St | | | | | | | | | |
| Puddladads Dd | 0.40 | From | <u> </u> | 079/ | 10/ | | shington St | 10/ | 00/ | 0 | 0.005 | Е | 0.555 | 9000 | _ | 2020 |
| 9038 Puddledock Rd | 0.40 | 8300 To | F | 97% | 1% | 1% FCL | 0% Petersburg | 1% | 0% | С | 0.095 | F | 0.555 | 8800 | F | 2020 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| 9046) High St | 0.58 | 1600 | F | 99% | 0% | 0% | anal St 0% | 0% | 0% | С | 0.103 | F | 0.5 | 1700 | F | 2020 |

| | | | | | | City of | Petersbi | urg | | | | | | | | |
|--------------------|--------|------------------|----|-------|-----|-------------|-----------------------------|----------|-----|----|-------------|----|---------------|-------|----|------|
| Route | Length | AADT | QA | 4Tire | Bus | | Tru 3+Axle | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
| City of Petersburg | | From: | | | | N A | Iarket St | | | | 1 | | | | | |
| W Bank St | 0.14 | 3000 | F | 98% | 1% | 1% | 0% | 0% | 0% | С | 0.095 | F | 0.55 | 3200 | F | 2020 |
| E Bank St | 0.11 | 3700 From | F | 99% | 0% | 1% | 0% | 0% | 0% | С | 0.095 | F | 0.594 | 4000 | F | 2020 |
| Bank St | 0.25 | 3800 | F | 96% | 0% | | N Crater I | Rd 0% | 0% | С | 0.086 | F | 0.553 | 4100 | F | 2020 |
| Bank St | 0.21 | 4100 From | F | 97% | 0% | 2% | ast St 1% | 0% | 0% | С | 0.089 | F | 0.527 | 4400 | F | 2020 |
| | | To: From: | | | | | Washingto | n St | | | | | | | | |
| W Tabb St | 0.09 | 750 | F | 97% | 1% | 1% | 1arket St 0% | 1% | 0% | F | 0.111 | F | 0.599 | 800 | F | 2020 |
| 048 W Tabb St | 0.06 | 1200 From | F | 99% | 0% | 1% | nion St 0% | 0% | 0% | С | 0.11 | F | 0.534 | 1300 | F | 2020 |
| E Tabb St | 0.12 | 780 From | F | 97% | 1% | 1% | 0% dams St | 1% | 0% | С | 0.112 | F | 0.652 | 830 | F | 2020 |
| | | From | | | | Def | ense Rd | | | | | | | | | |
| Baylors Ln | 0.65 | 1200 To | F | 98% | 2% | 0% Ha | 0% lifax St | 0% | 0% | С | 0.114 | F | 0.530 | 1300 | F | 2020 |
| Modiana Ct | 0.05 | From | | 070/ | 00/ | | shington S | | 00/ | 0 | 0.005 | г | 0.700 | 1000 | г | 0000 |
| Madison St | 0.05 | 1200 | F | 97% | 0% | 1% | 1% | 1% | 0% | С | 0.085 | F | 0.798 | 1200 | F | 2020 |
| Madison St | 0.18 | 1200 From: | F | 97% | 0% | 1% | nklin St 1% | 1% | 0% | С | 0.095 | F | 0.780 | 1300 | F | 2020 |
| Madison St | 0.07 | 710 From | F | 95% | 1% | 2% | 3ank St 0% ngbrook St | 1% | 0% | С | 0.107 | F | 0.767 | 750 | F | 2020 |
| no57) Fifth St | 0.05 | From: | F | | | El | Bank St | | | | 0.128 | F | 0.541 | 490 | F | 2020 |
| Fifth St | 0.08 | 290 From | F | 90% | 0% | 2% | igbrook St 3% | 4% | 0% | С | 0.117 | F | 0.786 | 300 | F | 2020 |
| | | From | | | | | iver St | | | | | | | | | |
| 9059 Flank Rd N | 0.20 | 2900 To | F | 98% | 1% | 1% | Ome-Wa O% S Crater I | 0% | 0% | С | 0.086 | F | 0.771 | 3000 | F | 2020 |
| | 0.10 | From: | L | 040/ | 10/ | | Vythe St | 201 | 00/ | | | _ | 0.500 | 5000 | | 0000 |
| S Adams St | 0.10 | 5400 | F | 91% | 1% | 1% E Was | 6% shington S | 2% t | 0% | С | 0.088 | F | 0.536 | 5800 | F | 2020 |
| Accomack St | | 420 | F | | | 6 | Th St | | | | 0.117 | F | 0.722 | 450 | F | 2020 |
| | | To | | | | 7 | Th St | | | | | | | | | |
| Cameron St | | From: | F | | | Old | Church St | | | | 0.109 | F | 0.631 | 350 | F | 2020 |
| | | To | | | | | enter St | | | | | | | | | |
| Culpeper Ave | | 530 To: | F | | | | George Av | ve | | | 0.099 | F | 0.677 | 560 | F | 2020 |
| | | From | | | | | lifax Rd | | | | | | | | | |
| Custer St | | 570 | F | | | н | awk St | | | | 0.104 | F | 0.52 | 600 | F | 2020 |
| Darby Dr | | From: 280 | F | | | | ısby St | | | | 0.109 | F | 0.686 | 290 | F | 2020 |
| , | | To | | | | На | lcun Dr | | | | | | | | | |
| Gordon Dr | | 370 | F | | | | ring Rd | | | | 0.103 | F | 0.526 | 400 | F | 2020 |
| | | To | :1 | | | Н | | | | | | | | | | |

| | | | | | City of Fetersburg | | | | | | | |
|-------------------|--------------------|----------|-------|-----|-----------------------------|----|-------------|----|---------------|-------|----|------|
| Route | Length AADT | QA | 4Tire | Bus | Truck 2Axle 3+Axle 1Trai | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
| ity of Petersburg | | | | | | | | | | | | |
| Hansata ad Do | From: | <u> </u> | | | Valley Dr | | | _ | 0.040 | 740 | _ | 0000 |
| Homestead Dr | 660 _{To:} | F | | | Midland Rd | | 0.102 | F | 0.642 | 710 | F | 2020 |
| | From: | | | | | | | | | | | |
| Jefferson St | 2400 | F | | | Filmore St | | 0.083 | F | 0.531 | 2500 | F | 2020 |
| Jellerson St | 2400 To: | | | | ST Andrews St | | 0.003 | ' | 0.551 | 2300 | ' | 2020 |
| | From: | | | | Nivram St | | 1 | | | | | |
| North Park Dr | 1500 | F | | | Niviani St | | 0.098 | F | 0.636 | 1600 | F | 2020 |
| | Tos | | | | Retang Rd | | | | | | | |
| | From: | | | | Homestead Dr | | | | | | | |
| Oakmont Dr | 120 | F | | | | | 0.109 | F | 0.583 | 120 | F | 2020 |
| | To: | | | | Midland Rd | | | | | | | |
| | From: | | | | Bollingbrook St | | | | | | | |
| Old Church St | 360 | F | | | | | 0.148 | F | 0.7 | 380 | F | 202 |
| | To: | | | | Miller St | | | | | | | |
| Patterson Ave | From: | | | | Floyd St | | | | | | | |
| | 740 | F | | | | | 0.100 | F | 0.5 | 780 | F | 202 |
| | To: | | | | Carver St | | | | | | | |
| | From | | | | Valor Dr | | | | | | | |
| Pleasants Ln | 880 | F | | | | | 0.114 | F | 0.554 | 930 | F | 202 |
| | To | | | | Dupuy Rd | | | | | | | |
| | From: | | | | Ash St | | | _ | | | _ | |
| Richmond Ave | 870 | F | | | | | 0.094 | F | 0.614 | 930 | F | 2020 |
| | | | | | Nash St | | | | | | | |
| Dallin more at D. | From: | <u> </u> | | | Valley St | | | _ | 0.007 | 400 | _ | 000 |
| Rollingwood Rd | 100 _{To:} | F | | | Htd D | | 0.154 | F | 0.667 | 100 | F | 202 |
| | | | | | Homestead Dr | | | | | | | |
| South Park Dr | From: | F | | | Forest Hill Rd | | 0.102 | F | 0.513 | 2500 | F | 202 |
| South Faik Di | 2400 | r | | | West Park Dr | | 0.102 | - | 0.513 | 2300 | , | 2020 |
| | From: | | | | | | | | | | | |
| St Luke St | 480 | F | | | Bolling Street | | 0.108 | F | 0.763 | 510 | F | 202 |
| Of Lune of | 400 To: | | | | Chestnut Street | | 3.100 | ' | 0.700 | 310 | ' | 2021 |
| | From: | | | | High Pearl St | | | | | | | |
| St Matthew St | 2400 | F | | | riigii reaii si | | 0.115 | F | 0.674 | 2500 | F | 2020 |
| C | To: | | | | Harding St | | <u> </u> | | 0.07 | _500 | | |
| | From | | | | Custer St | | | | | | | |
| Talley Ave | 370 | F | | | Cusici Si | | 0.147 | F | 0.517 | 390 | F | 2020 |
| . 2 | Tor | | | | Edmonds Ct | | – | | 3.0 | | | |