2017

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	
7	Virginia State Rou	ute

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.

Substrate Subs			O.K., O	etersburg				Tru	ck			K		Dir		
MagNashington St	Route	Jurisdiction	Length AA	ADT QA	4Tire	Bus					QC		QK		AAWDT	QW
Bus	Bus	From:	WCL Pe	Petersburg			1					. 40101		· uoto.		
1	1 460 Washington St	City of Petersburg	0.40 12 0	2000 F	98%	0%	1%	1%	1%	0%	F	0.089		0.549	12000	F
Mesh Washington St City of Petersburg 0.18 12000 F 98% 0% 1% 1% 1% 0% F 0.090 0.539 13000 F	Dura Pour	To- From	Sumi	nmit St			\neg									
Bus	Bus Washington St	City of Petersburg	0.18 120	000 F	98%	0%	1%	1%	1%	0%	F	0.090		0.539	13000	F
1	460) 11 de 111 de	To To				0,0		. 70	. , 0	0,0	•	0.000		0.000	.0000	•
Bus	Bus	Front			000/	00/		00/	40/	00/	_	0.000		0.504	1 1000	_
Bus	1 460 Washington St	City of Petersburg			96%	0%	1%	2%	1%	0%	F	0.088		0.524	14000	F
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 16000 F 96% 1% 1% 2% 1% 0% F 0.089 F 0.540 17000 F Perry St	Bus	From:			a Lane											
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 16000 F 96% 1% 1% 2% 1% 0% F 0.089 F 0.540 17000 F Perry St	1 460 Wythe St	City of Petersburg	1.08 75	500 F	96%	0%	1%	2%	1%	0%	С	0.084			8000	F
Combined Traffic Estimates for Parallel Roadways on this Route: NA NA NA	\bigcirc	Combined Traffic Estimates for 2 Parallel Roadways of	n this Route: 160	6000 F	96%	1%	1%	2%	1%	0%	F	0.089	F	0.540	17000	F
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 20000 F 96% 0% 1% 2% 1% 0% F 0.091 11000 F 1	Due	To: From:	Peri	rry St												
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 20000 F 96% 1% 1% 2% 1% 0% F 0.089 F 0.523 21000 F	1 Ago Wythe St	City of Petersburg	0.15 10 0	000 F	96%	0%	1%	2%	1%	0%	F	0.091			11000	F
1 2460 36 Wythe St City of Petersburg 0.20 10000 F 96% 0% 1% 2% 1% 0% F 0.09 11000 F 0.09	400) 117 110 01	•	-								F		F	0.523		F
1		To														
ALT Bus ALT Substitutes for Parallel Roadways on this Route: NA	~~~	From:			000/	00/	10/	00/	10/	00/	_	0.00			11000	_
ALT Bus	1 460 (36) Wythe St	· · · · · · · · · · · · · · · · · · ·	-		96%	0%	1%	2%	1%	0%	Г					Г
ALT Combined Traffic Estimates for Parallel Roadways on this Route: NA		Combined Trainic Estimates for Parallel Roadways o										INA			INA	
Combined Traffic Estimates for Parallel Roadways on this Route: NA		To: From:	ALT US 301	1 Sycamore St												
ALT Combined Traffic Estimates for Parallel Roadways on this Route: NA	(1)(301)(460)(36) Wythe	· · · · · · · · · · · · · · · · · · ·			96%	0%	1%	2%	1%	0%	F					F
ALT 301	~~~	Combined Traffic Estimates for Parallel Roadways o										NA			NA	
City of Petersburg 0.09 3400 F 96% 0% 1% 2% 1% 0% F 0.085 0.704 3600 F NA	AI T	From:														
Combined Traffic Estimates for Parallel Roadways on this Route: NA NA NA ALT Sus US 460 Par, Washington St		City of Petersburg			96%	0%	1%	2%	1%	0%	F	0.085		0.704	3600	F
ALT Gombined Traffic Estimates for Parallel Roadways on this Route: NA NA NA NA NA NA NA NA		Combined Traffic Estimates for Parallel Roadways o	n this Route: N	A								NA			NA	
ALT Gombined Traffic Estimates for Parallel Roadways on this Route: NA NA NA NA NA NA NA NA		To	Bus US 460 Par	ar, Washington	St		<u> </u>									
Combined Traffic Estimates for Parallel Roadways on this Route: NA	ALI Jefferson St	City of Petersburg				1%	0%	0%	0%	0%	С	0.089		0 569	810	F
ALT Henry St Henry St Henry St St City of Petersburg 0.05 350 F 96% 0% 1% 2% 1% 0% F 0.118 0.65 370 F 0.118 O.65 O.65	(1) (301) 0011013011 01	•		-	30 70	1 /0	070	0 70	0 70	070	O			0.000		•
ALT (301) 3rd St City of Petersburg 0.05 350 F 96% 0% 1% 2% 1% 0% F 0.118 0.65 370 F Combined Traffic Estimates for Parallel Roadways on this Route: NA NA NA NA		To Take Training Localitation for Farance To Take Take Take Take Take Take Take Take														
Combined Traffic Estimates for Parallel Roadways on this Route: NA NA NA		From									_					_
	1 301 3rd St	,			96%	0%	1%	2%	1%	0%	F	-		0.65		F
		Combined Traffic Estimates for Parallel Roadways o	n this Route: N	NA								NA			NA	
ALT US 301 Par, Bank St		To: From:	US 301 Pa	Par, Bank St												
(1) (301) 3rd St City of Petersburg 0.05 450 F 96% 0% 1% 2% 1% 0% F 0.092 0.670 480 F	1 (301) 3rd St			50 F	96%	0%	1%	2%	1%	0%	F	0.092		0.670	480	F
Combined Traffic Estimates for Parallel Roadways on this Route: NA NA NA	\sim	Combined Traffic Estimates for Parallel Roadways o										NA			NA	
To: US 301 Bollingbrook St ALT Front: US 301; 3RD STREET	AI T	To:					_									
ALT US 301; 3RD STREET	$\sim\sim\sim\sim$	abrook St City of Petersburg			98%	0%	 1%	0%	0%	0%	F	0.117		0.722	4700	F
Combined Traffic Estimates for Parallel Roadways on this Route: NA NA NA	(1) (301) (301) (30) 2011111				00,0	0,0	. , •	0,0	0,0	0,0	•	-				•
To: US 1 Par; US 301 Par; Bollingbrook St		To:			ook St											

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

		,	oi reteis					Tru	ck			K		Dir		
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QW
	Fron:	US 1 Par; US	301 Par; B	ollingbro	ok St		2, 0.00	017.00	TTTGII	Ziian		1 40101		1 40101		
1 (301)2nd St	City of Peters		15000	F	99%	0%	0%	0%	0%	0%	F	0.093		0.562	16000	F
	To:	SCL	Colonial He	eights												
Bus	From:	US 1 Wy	the St Batte	rsea Lan	e											
Washington St	City of Peters	sburg 0.31	8100	F	97%	1%	1%	2%	1%	0%	F	0.095			8600	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	16000	F	96%	1%	1%	2%	1%	0%	F	0.089	F	0.544	17000	F
D .	To: From:	123	3-9025 Wes	t St			_									
Bus Washington St	City of Peters	sburg 0.40	8500	F	97%	1%	1%	2%	1%	0%	F	0.093			9000	F
(1) (460) Washington St	Combined Traffic Estimates for 2 Parallel	•		F	96%	1%	1%	2%	1%	0%	F	NA			17000	F
	Tall	-				170		270	1 /0	0 70	•	107			17000	•
Bus	From:		3-9029 Sout													
(1) (460) Washington St	City of Peters	-	9500	F	97%	1%	1%	2%	1%	0%	С	0.092			10000	F
~ ~	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	20000	F	96%	1%	1%	2%	1%	0%	F	0.089	F	0.527	21000	F
Bus	To: From:		Guarantee S	St												
Washington St	City of Peters	sburg 0.24	9700	F	97%	1%	1%	2%	1%	0%	F	0.090			10000	F
400	Combined Traffic Estimates for 2 Parallel	-	20000	F	96%	1%	1%	2%	1%	0%	F	NA			21000	F
	To:	BUS US 46		6 Marke	t St											
~	From:	SR 36; Bus U														
[] (36) Market St	City of Peters	-	2600	F	98%	0%	0%	0%	0%	0%	С	0.089		0.562	2800	F
	Combined Traffic Estimates for Parallel		NA 36 Grove A	A								NA			NA	
	From:		36; Marke													
(1) (36) Old St	City of Peters		2800	F	98%	0%	0%	0%	0%	0%	F	0.093		0.557	3000	F
	Combined Traffic Estimates for Parallel	Roadways on this Route:	NA									NA			NA	
	To:		Sycamore S	t												
C Ct	From:	sbura 0.04	Old St		98%	0%	0%	0%	0%	0%	F	0.096		0.505	0000	F
Sycamore St	City of Peters		3400	F	90%	0%	0%	0%	0%	0%	Г	0.096 NA		0.535	3600	Г
	Combined Traffic Estimates for Parallel		NA ollingbrook	St								INA			NA	
	From:		Sycamore S													
(36) Bollingbrook St	City of Peters	burg 0.10	3200	F	98%	0%	0%	0%	0%	0%	F	0.103		0.689	3400	F
	Combined Traffic Estimates for Parallel	Roadways on this Route:	NA									NA			NA	
	To:	US	1, US 301 2	nd St												
	Fronc		CL Petersb	urg												
(36) Fleet St	City of Peters	burg 0.12	7200	F	99%	0%	1%	0%	0%	0%	С	0.101		0.513	7600	F
~	To: From:		Grove Ave Fleet St													
(36) Grove Ave	City of Peters	sburg 0.54	3100	F	98%	0%	1%	0%	0%	0%	С	0.104		0.562	3300	F
30) 5	To:	•	1 Par, Mark		/-	- / -		- / 0	- / •	- / 0	Ū				- 300	•
\bigcirc	Fron:		US 1													
(36) () Market St	City of Peters	•	2600	F	98%	0%	0%	0%	0%	0%	С	0.089		0.562	2800	F
	Combined Traffic Estimates for Parallel		NA									NA			NA	
	To:	US 1 Par; BUS	US 460 Par	, Washin	igton St											

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

								Tru	ıck			K		Dir		
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	-		QC	Factor	QK	Factor	AAWDT	QV
	From:	US 1 Par; Bus	US 460 Par,	Washin	gton St											
36 Market St	City of Peters	burg 0.11	2800	F	99%	0%	0%	0%	0%	0%	F	0.086		0.622	2900	F
<u> </u>	To: From:	US 1, B	us US 460 V	Wythe St			_									
36) (1) (460) Wythe St	City of Petersl	burg 0.20	10000	F	96%	0%	1%	2%	1%	0%	F	0.09			11000	F
36) 1 460 Wythe St	Combined Traffic Estimates for Parallel I			•	0070	0 70	1 /0	270	1 /0	0 / 0	•	NA			NA	•
	Talloca Trainio Estimates for Faranori	<u> </u>										1471			1471	
ALT Bus	From:		JS 301 Sycan													
36) (1) (301) (460) Wythe	e St City of Petersl	0	15000	F	96%	0%	1%	2%	1%	0%	F	0.086			16000	F
	Combined Traffic Estimates for Parallel I	Roadways on this Route:	NA									NA			NA	
Puo	To- From:		Bus US 460)												
Bus 36) (460) Wythe St	City of Petersl	burg 0.20	15000	F	97%	1%	1%	1%	1%	0%	С	0.084			16000	F
30) (400) 117 110 21	Combined Traffic Estimates for 2 Parallel I	o .		F	96%	1%	1%	1%	1%	0%	F	0.081	F	0.505	33000	F
	Tol			-				.,.	.,.		-		-			-
Bus	From:		I-85, I-95													
36) (460) Wythe St	City of Peters	0	11000	F	97%	1%	1%	1%	1%	0%	F	0.083			12000	F
~	Combined Traffic Estimates for 2 Parallel I			F	96%	1%	1%	1%	2%	0%	F	0.088	F	0.641	25000	F
	To: From:		outh Crater R Bus US 460 (d		-									
(36) Wythe St	ı City of Petersi		11000	F	97%	0%	0%	0%	1%	0%	F	0.079			12000	F
30) 7	Combined Traffic Estimates for 2 Parallel I	•		F	97%	0%	0%	0%	1%	0%	F	0.088	F	0.613	23000	F
	To:	SR 36 Par, V		St; Amel				-,-								
	From:		r; Wythe St;													
36) Washington St	City of Petersl	burg 0.87	24000	F	97%	0%	0%	0%	1%	0%	F	0.086		0.583	26000	F
<u>~</u>	To: From:	P	uddledock R	Rd												
36) Washington St	City of Peters	burg 0.58	16000	F	97%	0%	0%	0%	1%	0%	F	0.078		0.558	18000	F
<u> </u>	To:	Prince 0	George Cour	nty Line												
_ ~~	From:		R 36; Market													
₃₆) ⟨ 1 ⟩ Old St	City of Peters	burg 0.13	2800	F	98%	0%	0%	0%	0%	0%	F	0.093		0.557	3000	F
	Combined Traffic Estimates for Parallel											NA			NA	
	To: From:		Sycamore St Old St	t												
36 1 Sycamore St	City of Petersl	burg 0.04	3400	F	98%	0%	0%	0%	0%	0%	F	0.096		0.535	3600	F
36) () Systamore St	Combined Traffic Estimates for Parallel I	•		•	50 70	0 70	070	0 70	0 /0	0 70	•	NA		0.000	NA	
	To:		ollingbrook S	St								INA			11/3	
	From:		Sycamore St													
Bollingbrook St	City of Peters	•	3200	F	98%	0%	0%	0%	0%	0%	F	0.103		0.689	3400	F
	Combined Traffic Estimates for Parallel I	Roadways on this Route:	NA									NA			NA	
	To:		1, US 301 2n													
ALT Pallin	From:		S 1 Par, 2nd		000/	00/		00/	00/	00/	_	0.117		0.700	4700	
36 (301) (1) (301) Bolling		o .	4400	F	98%	0%	1%	0%	0%	0%	F	0.117		0.722	4700	F
	Combined Traffic Estimates for Parallel I	Hoadways on this Houte:	NA									NA			NA	

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

		0.0,	oi reteis					Tru	ıalı			V		Dir		
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus					QC	K	QK	Dir	AAWDT	QW
	From	1	2.10				2AXIE	3+Axle	TTrail	21raii		Factor		Factor		
36) 301 Bollingbrook St	City of Peters	L	3rd St 3700	F	98%	0%	1%	0%	0%	0%	F	0.113		0.699	4000	F
36 301 Bollingbrook St	Combined Traffic Estimates for 2 Parallel		7800	F	98%	0%	1%	0%	0%	0%	E	0.113	F	0.637	8200	F
	Combined Traine Estimates for 21 drailer	Tioadways on this riodle.			30 /6	0 70	1 /0	0 /6	0 /6	0 /6	'	0.104	•	0.037	0200	'
Dallia alea ale Ot	To From		5th St		000/	00/	10/	00/	00/	00/	_	0.44		0.007	0000	_
36 301 Bollingbrook St	City of Peters	0	3100	F	98%	0%	1%	0%	0%	0%	С	0.11	_	0.667	3300	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	7600	F	98%	0%	1%	0%	0%	0%	С	0.101	F	0.597	8100	F
	From	R	Crater Rd ollingbrook	St												
(36) (301) Crater Rd	City of Peters		2800	F	97%	1%	1%	1%	1%	0%	С	0.103		0.636	3000	F
\$ (60.1)	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	6500	G	98%	0%	1%	0%	0%	0%	F	NA			6900	G
	To															
36 301 Crater Rd	City of Peters		301 Par, Ba 4300	nk St F	98%	1%	1%	1%	0%	0%	F	0.097		0.56	4500	F
36 301 Crater Rd	Combined Traffic Estimates for Parallel	-	NA	•	30 /6	1 /0	1 /0	1 /0	0 /0	0 70	'	NA		0.50	NA	'
	Combined Trainic Estimates for Faraner											INA			INA	
	To From:		US US 460			00/		00/	40/	00/	_				10000	_
(36) Washington St	City of Peters	-	11000	F	97%	0%	0%	0%	1%	0%	F -	0.093			12000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	22000	F	97%	0%	0%	0%	1%	0%	F	NA			24000	F
			Burch St													
$\binom{36}{9}$ Washington St	City of Peters	sburg 0.25	11000	F	97%	0%	0%	0%	1%	0%	F	0.093			12000	F
P	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	22000	F	97%	0%	0%	0%	1%	0%	F	0.088	F	0.613	23000	F
	To	SR 36 V	Wythe St; A	melia St												
North	From		CL Petersbu	ırg												
(85) (460)	City of Petersburg	(Maint: 26) 1.01	26000	Α	88%	1%	1%	1%	9%	1%	С	0.086			26000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	52000	Α	87%	1%	1%	1%	10%	1%	С	0.089	Α	0.521	51000	Α
N		Squi	irrel Level l	Road			\neg \vdash									
North	City of Petersburg	(Maint: 26) 2.57	30000	Α	88%	1%	1%	1%	9%	1%	F	0.087			30000	Α
85 (460)	Combined Traffic Estimates for 2 Parallel	,		A	87%	1%	1%	1%	10%	1%	F	0.089	Α	0.52	58000	A
	To		amp To I-9:		07 /6	1 /0	1 /0	1 /0	10 /6	1 /0	'	0.009	^	0.52	36000	^
North	From		ip To I-95 S													
(85) I-85 N Ramp	City of Petersburg	(Maint: 26) 0.46	23000	F	88%	1%	1%	1%	9%	1%	F	0.081			23000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	43000	F								0.079	F	0.586	NA	
	To	Ramp to W	achinatan S	t. Wythe	St											
North	From					40/		40/	00/	40/	_				00000	_
Ramp	City of Petersburg	,	20000	F	88%	1%	1%	1%	9%	1%	-	0.077	_		20000	-
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:		F	86%	1%	1%	1%	11%	1%	F	0.079	F	0.564	35000	F
	To		I-95 North													
North	From		I-85 North		-											
Ramp	City of Petersburg		1300	F								0.096			NA	
	To	123-901	1 Squirrel l													
North	From		I-85 North													
85) (460) Ramp	City of Petersburg	(Maint: 26) 0.10	6400	Α	88%	0%	1%	1%	10%	0%	С	0.151			6800	Α
<u> </u>	To		I-95 South													

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

Route	Jurisdictio	on Lenç	gth AADT	QA	4Tire	Bus		Tr			QC	K Factor	QK	Dir Factor	AAWDT	QW
North	From:	I-85 I	North Ramp to	I-95 No:	rth		ZAXIE	STAXIE	IIIaii	ZIIali		i actor		1 actor		
85) Ramp	City of Petersburg	(Maint: 26) 0.0	6 2900	F								0.104			2900	F
\smile	To:	I-95 North Exit			ashington	St										
lorth	From:	(14.1.1.20)	I-95 Nort									=				
Ramp	City of Petersburg			Α								0.105			6200	Α
orth	To:		the St & Wash I-85 North Ex		t											
Ramp	City of Petersburg			A								0.117			2800	A
63)	To:	<u> </u>	JS 460-P Was		St							•				-
orth	From:		I-85 North Ex													_
orth 85) Ramp	City of Petersburg			A								0.111			3400	A
55) 1 141111	To:	<u> </u>	CEUS 460 Wy									0.111			0.100	•
	From		SCL Petersh													_
outh	City of Petersburg	(Maint: 26) 1.2		ourg A	87%	1%	1%	1%	10%	1%	С	0.101			25000	1
85 (460)	Combined Traffic Estimates for 2 Parallel	` '		A	87%	1%	1%	1%	10%	1%	C	0.089	Α	0.521	51000	,
	Combined Trainic Estimates for 2 Faraner	-			07 /6	1 /0	1 /0	1 /0	10 /6	1 /0	C	0.009	^	0.521	31000	,
outh	To: From:		Squirrel Level	Road												
35) (460)	City of Petersburg	(Maint: 26) 2.2	3 28000	Α	87%	1%	1%	1%	10%	1%	F	0.1			28000	,
	Combined Traffic Estimates for 2 Parallel	Roadways on this Rou	te: 58000	Α	87%	1%	1%	1%	10%	1%	F	0.089	Α	0.52	58000	-
	To	,	Ramp From I-	05 N												
outh	From:															
35) I-85 S Ramp	City of Petersburg	,		F								0.1			NA	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Rou	te: 43000	F								0.089	Α	0.52	NA	
	To:	Ram	p From Washi	ngton Av	ve		\neg									
$\frac{1}{100}$ I-85 S Ramp	City of Petersburg	(Maint: 26) 0.1	6 16000	Α	84%	1%	1%	1%	12%	1%	_	0.089			15000	ļ
35) 1-03 3 Hamp	Combined Traffic Estimates for 2 Parallel			F		1%				1%	· -	0.003	F	0.564		F
	Combined Trainic Estimates for 2 Parallel	noadways on this nou	I-95 Sout	_	86%	1 70	1%	1%	11%	1 70	Г	0.079	Г	0.564	35000	ı
	Econy															_
outh RED Ramp	City of Petersburg	L (Maint: 26) 0.1	I-85 Sout 3 4400	<u>A</u>								0.105			4800	,
Ramp	To:	<u> </u>	3-9011 Squirr									0.103			4000	,
	Econy	12														_
orth	City of Petersburg	L(Maint: 74)	Rives Ro 5 19000		86%	1%	1%	1%	12%	0%	_	0.109			18000	,
95)	,	,				1%	1%	0%	12%		F	0.109	Α	0.507		,
	Combined Traffic Estimates for 2 Parallel	noadways on this nou	te. 39000	Α	86%	1 70	1 70	0%	1270	0%	Г	0.102	А	0.507	36000	,
orth	To: From:		Wagner R	d												
95)	City of Petersburg	(Maint: 74) 2.7	9 25000	Α	86%	1%	1%	1%	12%	0%	F	0.100			24000	1
	Combined Traffic Estimates for 2 Parallel	'	te: 51000	Α	86%	1%	1%	0%	12%	0%	F	0.094	Α	0.536	49000	1
	To															
orth	From:		County Rd; US	301 Cra												
95)	City of Petersburg	,		Α	86%	1%	1%	1%	12%	0%	F	0.106			20000	A
\smile	Combined Traffic Estimates for 2 Parallel	Roadways on this Rou	te: 43000	Α	86%	1%	1%	0%	12%	0%	F	0.094	Α	0.536	40000	F
	To:	Mainte	nance Jurisdic	tion Cha	inge											

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

	ΔΜΠΙ	AWDT
48000	48000	48000
93000		
55000	55000	55000
109000		
100000	00000	00000
910	910	910
000	000	000
320	320	320
990	990	990
670	670	670
470	470	470
470	470	470
1600	1600	1600
3200	3200	3200
2500	2500	2500
12000	12000	12000
12000	.2000	12000
NA	NA	NA
9700	9700	9700
16000	16000	16000

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

Route		Jurisdictio	n	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW
North 95 I-95 North CD Ro	d at US 460; US 301	City of Petersburg (mp to Wyt 0.01	he & Washir NA I-95 North	ngton S	treets							NA			NA	
North 95 Ramp		City of Petersburg (0.47	orth Collecto 3400 To Wythe S	F	ashington S	St						0.089			3400	F
North 95 Ramp		City of Petersburg ((Maint: 26)	0.43	I-95 North 6200 I-85 South	F								0.107			6200	F
North 95 Ramp		City of Petersburg ((Maint: 74)	0.19 US 3	I-95 North 1700 301 Par, Banl	F k St								0.125			1700	F
South 95	0 11 17 #	City of Petersburg (,	0.34	CL Petersbur	g A	86%	1%	1%	0%	11%	0%	F	0.119			15000	Α
South	Combined Traffic	Estimates for 2 Parallel	-		Rives Rd	A	86%	1%	1%	0%	12%	0%	F 	NA			29000	A .
95	Combined Traffic	City of Petersburg (Estimates for 2 Parallel	,			A A	86% 86%	1% 1%	1% 1%	0% 0%	11% 12%	0% 0%	F	0.109 0.102	Α	0.507	18000 36000	A A
South 95	Combined Traffic	City of Petersburg (Estimates for 2 Parallel	Roadways on this	1.50 Route:		A A	86% 86%	1% 1%	1% 1%	0% 0%	11% 12%	0% 0%	F F	0.098 0.094	Α	0.536	25000 49000	A A
South 95	Combined Treffic	City of Petersburg (Estimates for 2 Parallel	South o	f US 460 (0.91	ty Rd; US 30 County Rd; U 22000		Crater Rd 86%	1% 1%	1% 1%	0% 0%	11% 12%	0% 0%	F	0.104 0.094	Δ.	0.526	21000	A A
South	Combined Trainc	City of Petersburg (North o		County Rd; U	JS 301	86% Crater Rd	1 70	1%	0%	1270	U76		0.094	A	0.536	31000	
95	Combined Traffic	Estimates for 2 Parallel	,	-	32000 53000 I-85	A								0.098	Α	0.589	51000	A A
95	Combined Traffic	City of Petersburg (Estimates for 2 Parallel	,	0.66 Route:	46000	A A	91% 91%	1% 1%	1% 1%	1% 1%	6% 6%	0% 0%	F F	0.09 0.087	Α	0.518	45000 93000	A A
South 95	Combined Traffic	City of Petersburg (Estimates for 2 Parallel	(Maint: 26)	0.48	54000	shingto A A	91% 91%	1% 1%	1% 1%	1% 1%	6% 6%	0% 0%	F	0.089 0.087	A	0.519	53000 109000	A A
South	Combined Hame	To: From:			Colonial Hei I-95 South	ights	JI /0	1 /0	1 /0	1 /0	0 /0	U /o	-	0.007		0.519	103000	
95 Ramp		City of Petersburg ((Maint: 74)	0.16	4700 -9008 Rives	F Rd								0.09			4700	F

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

Route	Jurisdiction	Length A	ADT QA	4Tire	Bus		Tru	-		QC	K	QK _ Dir	AAWDT	- O/
South	From:		South			2Axle	3+Axle	1Trail	2Trail		Factor	Factor		
95) Ramp	City of Petersburg (Maint: 74)		200 F								0.084		2200	F
<u> </u>	To:	123-9010 F	E, Wagner Rd											
outh	From:		South											
95) Ramp	City of Petersburg (Maint: 74)		500 A								0.096		6000	A
	Econo		V, Wagner Rd			_								_
outh 95) Ramp	City of Petersburg (Maint: 74)		Collector Rd	99%	0%	0%	0%	0%	0%	С	0.162		6700	1
93)	To:		Graham Rd		070		0,0	0,0	0,0		002		0.00	
outh	From:	I-95	South											
95) (460) Ramp	City of Petersburg (Maint: 74)	0.06 9	700 A								0.098		11000	
	To: From:	Ramp to	Graham Rd			\Box								
outh 95) (460) Ramp from I-85 N to I-95 S	City of Petersburg (Maint: 74)	0.07 11	1000 G	91%	0%	1%	1%	7%	0%	С	0.112		11000	
1	то То		om US 301											
outh Bus 95) (460) (460) Ramp from I-85 N to I-95 S	City of Petersburg (Maint: 74)	•	NA								NA		NA	
95) (460) (460) Ramp from I-85 N to I-95 S	City of Petersburg (Maint. 74)										INA		INA	
outh Bus	From:	•	om US 301											
95) (460) (460) Ramp from I-85 N to I-95 S	City of Petersburg (Maint: 74)	0.27 12	2000 F								0.097	0.786	13000	
outh	To- From:	US 46	60 Ramp											
Ramp	City of Petersburg (Maint: 74)	0.22 3 8	800 F								0.082		3800	
\smile	To:	I-95	South											
outh	From:		South											
Ramp	City of Petersburg (Maint: 74)	0.12	NA								NA		NA	
outh	To: From:	I-95-S052B to V	Washington Str	eet										
95) Ramp	City of Petersburg (Maint: 74)		NA								NA		NA	
<u> </u>	To:	CEUS 460 FRO		TH										
Counthouse Dd	City of Petersburg		County Rd 000 F	95%	10/	10/	10/	20/	00/	F	0.006	0.54	7400	
06 Courthouse Rd	City of Petersburg		000 F	95%	1%	1%	1%	2%	0%	Г	0.096	0.54	7400	1
	From:		County Rd			_								_
109)Hickory Hill Rd	City of Petersburg		200 F	99%	0%	0%	0%	0%	0%	С	0.136	0.884	8700	
<u> </u>	To	FCL P	etersburg											
109)Hickory Hill Rd	City of Petersburg		200 N	99%	0%	0%	0%	0%	0%	Ν	0.136	0.884	8700	- 1
		Dead End; Fort Lee Milita	ary Reservation	ı, Mahone	Av									
	From:		Petersburg											
Boydton Plank Rd	City of Petersburg	0.16 3 0	000 F	97%	0%	0%	1%	1%	0%	F	0.106	0.506	3200	
142 Boydton Plank Rd	City of Petersburg		ouy Rd 800 F	97%	0%				0%	С	0.105			-
		1.24 2 8				0%	1%	1%				0.562	3000	

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

								Tru	ck			K		Dir		
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK F	Factor	AAWDT	Q۷
	From:	Rt	604 Halifax l	Rd												
142)Halifax Rd	City of Petersk	ourg 0.06	5400	N	98%	1%	0%	0%	0%	0%	Ν	0.087	(0.534	5800	Ν
$\overline{}$	To:		CSX RR													
	From:	SC	CL Petersbur	g												
301 Crater Rd	City of Petersk	ourg 0.21	8800	F	99%	0%	1%	0%	0%	0%	F	0.097	(0.613	9300	F
<u> </u>	To		Rives Rd													
301 Crater Rd	City of Petersk	ourg 0.90	9800	F	99%	0%	0%	0%	0%	0%	С	0.088	(0.588	10000	F
<i>~</i>	Toe		Wagner Rd													
301 Crater Rd	City of Petersb	ourg 0.43	21000	F	99%	0%	0%	0%	0%	0%	F	0.086	(0.529	22000	F
001)	To		Flank Rd													
301 Crater Rd	From:L City of Peterst	ourg 0.87	21000	F	99%	0%	0%	0%	0%	0%	F	0.084		0.52	23000	F
301) Grator Fid	- F					0 70		0 70	0 / 0	070	•	0.001		0.02	20000	•
301 Crater Rd	City of Petersk		S 301 Sycan 15000	nore St	98%	0%	1%	0%	0%	0%	С	0.081		0.511	16000	F
301 Crater nu	City of Feterst	oury 0.26	15000	Г	90%	076	1 70	0%	070	0%	C	0.061	,	0.511	16000	Г
~~~	From		South Blvd		000/	00/		00/	00/	201		0.000		0.54	22222	_
301 Crater Rd	City of Petersk	burg 0.73	21000	F	98%	0%	1%	0%	0%	0%	F	0.083		0.51	22000	F
Bus	To: From:	I-9	5, Bus US 40	60												
301 460 Crater Rd	City of Petersburg (I	Maint: 26) 0.09	10000	N	98%	1%	1%	1%	0%	0%	Ν	0.089	(	0.554	11000	١
	To:	I-95; Bus U	S 460 Par, V	Vinfield	Rd											
Bus	From:		ce Jurisdictio													
301 (460) Crater Rd	City of Petersk	· ·	10000	F	98%	1%	1%	1%	0%	0%	С	0.089	(	0.554	11000	F
~ ~	Combined Traffic Estimates for Parallel F	Roadways on this Route:	NA									NA			NA	
Bus	To: From	SR 36, B	us US 460 V	Wythe S	t											
301 460 Crater Rd	City of Petersh	burg 0.10	7100	F	98%	1%	1%	1%	0%	0%	F	0.094	(	0.568	7500	F
301)(490)	Combined Traffic Estimates for Parallel F	•	NA	-					- , -			NA			NA	
	Too			*** 1:												
301 (36) Crater Rd	From:L City of Peterst	SR 36 Par, Bus	4300 Par,	F	98%	1%	1%	1%	0%	0%	F	0.097		0.56	4500	F
301 (36) Crater Rd	Combined Traffic Estimates for Parallel F	•	NA	•	30 70	1 /0	1 /0	1 /0	0 70	0 70	'	NA		0.50	NA	
	- F											IVA			INA	
Orretor Del	From:		01 Par, Ban		070/	10/	10/	10/	10/	00/		0.100		0.000	0000	
301 (36) Crater Rd	City of Petersk	•	2800	F	97%	1%	1%	1%	1%	0%	С	0.103	(	0.636	3000	F
	Combined Traffic Estimates for 2 Parallel F		6500 ollingbrook S	G	98%	0%	1%	0%	0%	0%	F	NA			6900	(
	From:	DO	Crater Rd	5ι												
301 (36) Bollingbrook St	City of Petersh	ourg 0.23	3100	F	98%	0%	1%	0%	0%	0%	С	0.11	(	0.667	3300	F
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	7600	F	98%	0%	1%	0%	0%	0%	С	0.101	F (	0.597	8100	F
	To:	-	5th St													
301 (36) Bollingbrook St	From:L City of Petersb	ourg 0.15	3700	F	98%	0%	1%	0%	0%	0%	F	0.113	(	0.699	4000	F
3U1 (   3E   DOMINGOLOGK 9)																
301 (36) Bollingbrook St	Combined Traffic Estimates for 2 Parallel F	•	7800	F	98%	0%	1%	0%	0%	0%	F	0.104		0.637	8200	F

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

						_		Tru	ıck			K		Dir		
	Jurisdictio	on Len	igth <b>AA</b> l	DT QA	4 l ire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	Q
	From															
	•	•			98%	0%	1%	0%	0%	0%	F			0.722		I
Combined Traffic	Estimates for Parallel	Roadways on this Roa										NA			NA	
	To			_												
	City of Potors	ebura 0.1			90%	Nº/-		0%	<b>n</b> º/-	0%	F	0 003		0.562	16000	
	To				33 /6	0 78		0 /6	0 /6	0 /6	•	0.033		0.502	10000	
	P															
	City of Potorchura	(Maint: 74) 0 :										0.070			6200	
	Oily of Felersburg											0.079			6300	
		l.														
	From	(Mainta 74)										0.070			4000	
	City of Petersburg				460							0.079			1600	
	10				460											
	From										_				.=.	
o I-95 S at Exit ????	City of Petersburg	<u> </u>				1%	1%	1%	1%	0%	F	0.096			6/0	
	10	1-95 8			460											
	From															
	•	•														
Combined Traffic E	stimates for 2 Parallel	Roadways on this Roa	ute: <b>76</b> 0	00 F	98%	0%	1%	0%	0%	0%	С	0.101	F	0.597	8100	
	To	:	5th	St			$\neg$ $\vdash$									
	City of Peters	sburg 0.	15 <b>40</b> 0	00 F	99%	0%	1%	0%	0%	0%	F	0.097			4200	
Combined Traffic E			ute: <b>78</b> 0	00 F	98%	0%	1%	0%	0%	0%	F	0.104	F	0.637	8200	
	To		2d	C+												
_	From										_					
											F					
Combined Traffic E	stimates for 2 Parallel				98%	0%	1%	0%	0%	0%	F	NA			8600	
	То	A A	LT US 301	Par, 2nd St												
	From		US 301 C	rater Rd												
	City of Peters	sburg 0.0	30 <b>72</b> 0	00 F	99%	0%	0%	0%	0%	0%	F	0.085		0.52	7700	
	To		South	Blvd			$\neg$ $\vdash$									
	City of Potors	obura 0.0	)	00 E	009/	00/	09/	00/	Λο/	09/	_	0.000		0.656	E000	
	City of Feters	sourg 0.8	95 36	JU F	99%	0%	0%	0%	070	0%	C	0.069		0.000	3900	
	To From		North	Blvd												
	City of Peters	sburg 0.4	42 <b>89</b> (	00 F	99%	0%	0%	0%	0%	0%	F	0.087		0.604	9500	
	From													_		
	City of Peters	sburg 0.5			99%	0%	0%	0%	0%	0%	F	0.086		0.551	11000	
	To															
e St	City of Determ				000/	00/	10/	00/	10/	00/	F	0.000			10000	
E 21	City of Peters	spura 0.2	∠∪ 1 <b>50</b>	00 F	96%	0%	1%	2%	1%	0%		0.086			16000	
	•	Roadways on this Roa					.,.					NA			NA	
	to I-95 S at Exit ???  Combined Traffic E  Combined Traffic E  St  Combined Traffic E	report of Peters  Combined Traffic Estimates for Parallel  City of Peters  City of Petersburg  City of Peters  Combined Traffic Estimates for 2 Parallel  Combined Traffic Estimates for 2 Parallel  City of Peters  City of Peters	Ingbrook St City of Petersburg 0.1 Combined Traffic Estimates for Parallel Roadways on this	State   Stat	Name	City of Petersburg   City of	State   Stat	Substitute	Second   Combined Traffic Estimates for Parallel Roadways on this Route:   NA   NET   NET   NA   NET   NET	Section   Combined Traffic Estimates for Parallel Roadways on this Route:   Substitute   Subst	Section   Combined Traffic Estimates for 2 Parallel Roadways on this Route:   National Parallel Estimates for 2 Parallel Roadways on this Route:   National Parallel Estimates for 2 Parallel Roadways on this Route:   National Parallel Roadwa	Second   Companies   Compani	Section   Clay of Petersburg   City of Petersburg   Maint: 74)   City of Petersburg   City of Peter	Substitution   Compute   Compute	Surjection   Clay of Petersburg   Clay of Petersb	Section   Length   AADT   QA   4Thre   Bus   2Avide   3+Avide   1Trail   2Trail   CA   C   Factor   CN   Factor   Factor   CN   Factor   CN

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

								Tru	ıck			K	Di	•	
Route	Jurisdiction	n Lengtl	n <b>AADT</b>	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK Fact	or AAWDT	ΓQW
ALT	From:		US 460 Wy		2221						_				_
(301) (1) Jefferson St	City of Petersl	0	3400	F	96%	0%	1%	2%	1%	0%	F	0.085	0.70		F
	Combined Traffic Estimates for Parallel I	Roadways on this Route	: NA									NA		NA	
ALT	To: From:	Bus US	460 Par, Was	shington	St										
301 1 Jefferson St	City of Petersl	burg 0.26	770	F	98%	1%	0%	0%	0%	0%	С	0.089	0.56	810	F
	Combined Traffic Estimates for Parallel I	Roadways on this Route	: <b>NA</b>									NA		NA	
	To		Henry St												
301 1 3rd St	City of Petersl	burg 0.05	350	F	96%	0%	1%	2%	1%	0%	F	0.118	0.6	5 370	F
301) (1) 314 31	Combined Traffic Estimates for Parallel I	•		•	30 /8	0 70	1 /0	270	1 /0	0 70	•	NA	0.0	NA	·
	- F											INA		INA	
ALT	From:		301 Par, Ba												
(301) (1) 3rd St	City of Petersl	•	450	F	96%	0%	1%	2%	1%	0%	F	0.092	0.67	'0 480	F
<b>*</b>	Combined Traffic Estimates for Parallel											NA		NA	
AI T	To: From:		301 Bollingbr ALT US 30												
(301)(301) (1) (36) Bolling	brook St City of Petersl		4400	F	98%	0%	1%	0%	0%	0%	F	0.117	0.72	22 4700	F
(301)(301) (1) (36) 20	Combined Traffic Estimates for Parallel I	•		•	0070	0,0	. , 0	0 / 0	0 70	0,0	•	NA	• • • • • • • • • • • • • • • • • • • •	NA	•
	To:		US 301												
ALT	From:		US 1 Wythe	St											
Sycamore St	City of Petersl		6800	F	98%	0%	1%	0%	0%	0%	F	0.086	0.58	7300	F
(B)	Combined Traffic Estimates for Parallel I	Roadways on this Route	: <b>NA</b>									NA		NA	
	To:		S 460 Washi		t										
ALT Bus Bus	From:		Bus US 460 I		070/	10/	10/	10/	10/	00/	_	0.070		10000	_
(301)(460)(460) (36) Washi	ington St City of Petersl	0	15000	F	97%	1%	1%	1%	1%	0%		0.078		16000	
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route	: 30000	F	96%	1%	1%	1%	1%	0%	г	NA		32000	Г
ALT	To: From:		S 460 Washi	ington St	t										
(301) Adams St	City of Petersl		8900	F	98%	0%	1%	0%	0%	0%	F	0.086	0.5	8 9500	F
	Combined Traffic Estimates for Parallel I	Roadways on this Route	: <b>NA</b>									NA		NA	
	To.		Franklin St	t											
ALT 301 Adams St	City of Petersl	burg 0.16	8400	F	98%	0%	1%	0%	0%	0%	С	0.082	0.55	54 8900	F
301 Adams St	Combined Traffic Estimates for Parallel I	•		-	30 /6	0 /6	1 /0	0 /6	0 /6	0 /6	O	NA	0.50	NA	'
	To:	noadways on this noute	Henry St									INA		INA	
	From:		SCL Petersbu												
(460) (85)	L City of Petersburg (		SCL PETERSON	urg	S	ee I-85	for dire	ctional tr	affic vo	lume es	timat	es for this	segment.		
(400) (63)	Combined Traffic Estimates for 2 Parallel I		: 52000	Α	87%	1%	1%	1%	10%	1%	С	0.089	_	21 51000	Α
					- /-										
(460) (95)	City of Petersburg (		uirrel Level l	Koad		ee I-85	for dire	ctional tr	affic vo	lume es	timat	es for this	segment.		
460 85	Combined Traffic Estimates for 2 Parallel I	,	- 58000	Α	87%	1%	1%	1%	10%	1%		0.089	A 0.5	2 58000	Α
	Combined Hame Estimates for 21 afailer i	i ioaawayo on iino muule	. 30000	~	0//0	1 /0	1 /0	1 /0	10/0	1 /0		0.003	~ 0.5		$\overline{}$

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

Route		Jurisdicti	ion	Length	AADT	QA	4Tire	Bus		Tru 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	Q'
		Fro	m:		I-85 S				Z/KIC	0171/10	TTTUI	ZIIdii		1 40101		1 40101		
460 (85) Ramp		City of Petersburg	(Maint: 26)	0.10			S	ee I-85 f	or dire	ctional tr	affic vo	lume es	timate	es for this	segr	nent.		
		7	Го:		I-95 SB										Ū			
		Fro	m:		I-85													
460 (95) Ramp		City of Petersburg	ı (Maint: 74)	0.06			S	ee I-95 f	or dire	ctional tr	affic vo	lume es	timate	es for this	segr	nent.		
$\sim$ $\sim$			For		Graham Rd	l			$\neg$									
160 (95) Ramp from I-85 N	√ to I-95 S	City of Petersburg	(Maint: 74)	0.07	Orumum rec	<u> </u>	S	ee I-95 f	or dire	ctional tr	affic vo	lume es	timate	es for this	sear	nent.		
33) 11 1		<b>,</b>	Го:	I-95 S	B Collector	Ramp									3			
Bus		Fro	m:	Ramp	from US 30	1South												
(60) $(95)$ $(460)$ Ramp from	I-85 N to I-95 S	City of Petersburg	(Maint: 74)	0.18			S	ee I-95 f	or dire	ctional tr	affic vo	lume es	timate	es for this	segr	nent.		
		7	Го:		from US 30													
Bus		Fro	m:		np from US	301			!_									
(460) (95) (460) Ramp from	I-85 N to I-95 S	City of Petersburg	(Maint: 74)	0.27			S	ee I-95 t	or dire	ctional tr	affic vo	lume es	stimate	es for this	segr	nent.		
$\longrightarrow$ $\bigcirc$ $\bigcirc$		Fro	To:	1.05.0	US 460	D.												
Pamp		City of Peter	rebura	0.21	outh Collector  9500	F Ramp								0.106			9500	
Ramp		Oily of Felei	isburg	Ramp from			. D.1							0.100			9300	
		Fro	m:		ce Jurisdict				+									
60 County Dr		City of Peter	rsbura	0.28	19000	F	89%	0%	1%	2%	8%	0%	F	0.101		0.541	20000	
00)			. —							-/-		- 7	-					
~		Fro	m:		9 Hickory I		000/	00/	10/	00/	00/	00/	_	0.404		0.544	40000	
County Dr		City of Peter	rsburg	2.16	9900	В	89%	0%	1%	2%	8%	0%	С	0.101		0.541	10000	E
<u>~</u>			Fo: m:	SR 10	06 Courthou	ise Rd												
160 County Dr		City of Peter	rsburg	0.34	13000	F	89%	0%	1%	2%	8%	0%	F	0.082		0.545	13000	I
<del>~</del>		7	Го:	E	CL Petersbu	ırg												
		Fre	m:	I-95 N	North Collec	tor Rd												
Ramp																		
, .		City of Petersburg	ı (Maint: 26)	0.27	9500	F								0.146			9500	ı
		City of Petersburg	) (Maint: 26)	0.27	<b>9500</b> s US 460 W									0.146			9500	I
Rue		City of Petersburg	y (Maint: 26)	0.27 Bu	s US 460 W	/est								0.146			9500	
~~ ~~		T	Fo: m:	0.27 Bu W	s US 460 W	/est urg	98%	0%	1%	1%	1%	0%	F			0.549		
~~ ~~		City of Petersburg	Fo: m:	0.27 Bu	S US 460 W CL Petersbi	/est	98%	0%	1%	1%	1%	0%	F	0.146		0.549	9500	
(160) (1) Washington St		T	Fo: m:	0.27 Bu W	s US 460 W	/est urg	98%	0%	1%	1%	1%	0%	F			0.549		-
Washington St		City of Peter	rsburg	0.27 Bu W	S US 460 W CL Petersbi	/est urg	98%	0%	1%	1%	1%	0%	F			0.549		
Washington St		T	rsburg	0.27 Bu W 0.40	S US 460 W CL Petersbi 12000 Summit St 12000	Vest urg <b>F</b>			⊒⊢				F F	0.089			12000	
Washington St  Washington St  Washington St  Washington St		City of Peter City of Peter City of Peter From From From From From From From Fro	rsburg rsburg rsburg	0.27 Bu W 0.40	S US 460 W CL Petersbi 12000 Summit St 12000 Elm St	F	98%	0%	⊒⊢	1%	1%	0%	F	0.089		0.539	12000	
Washington St Washington St Washington St Washington St		City of Peter	rsburg rsburg rsburg	0.27 Bu W 0.40  0.18	s US 460 W CL Petersbi 12000 Summit St 12000 Elm St 13000	F F			⊒⊢				F F	0.089			12000	
Washington St  Washington St  Washington St  Washington St  Washington St		City of Peter City of Peter City of Peter From From From From From From From Fro	rsburg rsburg rsburg	0.27 Bu W 0.40  0.18  0.57 US	S US 460 W CL Petersbi 12000 Summit St 12000 Elm St 13000 I Par; Wyth	F F ne St	98%	0%	1%	1%	1%	0%	F F	0.089		0.539	12000	
Washington St  Washington St  Washington St  Washington St  Washington St  Washington St		City of Peter	rsburg  rsburg  rsburg  rsburg  rsburg	0.27 Bu W 0.40  0.18  0.57 US US 1 Par, Was	S US 460 W CL Petersbi 12000 Summit St 12000 Elm St 13000 1 Par; Wyth shington St;	F F ne St Batterse	98% 96% a Lane	0%	1%	1%	1%	0%	F	0.089 0.090 0.088		0.539	12000 13000 14000	
Washington St  Washington St  Washington St  Washington St  Washington St		City of Peter City of Peter City of Peter City of Peter	rsburg  rsburg  rsburg  rsburg  rsburg	0.27 Bu W 0.40  0.18  0.57 US US 1 Par, Was 1.08	S US 460 W CL Petersbi 12000 Summit St 12000 Elm St 13000 1 Par; Wyth shington St; 7500	F F Batterse F	98% 96% a Lane 96%	0%	1%	1% 2%	1% 1%	0% 0%	F C	0.089 0.090 0.088		0.539	12000 13000 14000 8000	1
Washington St  Washington St  Washington St  Washington St  Washington St  Washington St	Combined Traffic Es	City of Peter	rsburg  rsburg  rsburg  rsburg  rsburg	0.27 Bu W 0.40  0.18  0.57 US US 1 Par, Was 1.08	S US 460 W CL Petersbi 12000 Summit St 12000 Elm St 13000 1 Par; Wyth shington St; 7500	F F ne St Batterse	98% 96% a Lane	0%	1%	1%	1%	0%	F	0.089 0.090 0.088	F	0.539	12000 13000 14000	1
Washington St  Washington St	Combined Traffic Es	City of Peter City of Peter City of Peter City of Peter	rsburg  rsburg  rsburg  rsburg  rsburg	0.27 Bu W 0.40  0.18  0.57 US US 1 Par, Was 1.08	S US 460 W CL Petersbi 12000 Summit St 12000 Elm St 13000 1 Par; Wyth shington St; 7500	F F Batterse F	98% 96% a Lane 96%	0%	1%	1% 2%	1% 1%	0% 0%	F C	0.089 0.090 0.088	F	0.539	12000 13000 14000 8000	1
Bus 460 1 Washington St Bus 460 1 Washington St Bus 460 1 Washington St Bus 460 1 Wythe St Bus Bus	Combined Traffic Es	City of Peter Stimates for 2 Paralle	rsburg	0.27 Bu W 0.40  0.18  0.57 US US 1 Par, Was 1.08 on this Route:	S US 460 W CL Petersbi 12000 Summit St 12000 Elm St 13000 1 Par; Wyth shington St; 7500 16000 Perry St	F F F F St Batterse F F	98% 96% a Lane 96% 96%	0% 0% 0% 1%	1% 1% 1% 1%	1% 2% 2% 2%	1% 1% 1%	0% 0% 0% 0%	F C	0.089 0.090 0.088 0.084 0.089	F	0.539	12000 13000 14000 8000 17000	F
Bus 460 1 Washington St Bus 460 1 Washington St Bus		City of Peter City of Peter City of Peter City of Peter	rsburg	0.27 Bu W 0.40  0.18  0.57 US US 1 Par, Was 1.08 on this Route:	S US 460 W CL Petersbi 12000 Summit St 12000 Elm St 13000 1 Par; Wyth shington St; 7500 16000 Perry St 10000	F F Batterse F	98% 96% a Lane 96%	0%	1%	1% 2%	1% 1%	0% 0%	F C	0.089 0.090 0.088	F	0.539	12000 13000 14000 8000	F F F F F F F F F F F F F F F F F F F

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

5 .							4			Tru	ck			K	01/	Dir	A A14/DT	0144
Route	JU	urisdiction		Length	AADI	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Bus		From:			36 Market													
$460$ $\left\{\begin{array}{c}1\end{array}\right\}$ $\left(\begin{array}{c}36\end{array}\right)$ Wythe St		of Petersb	-	0.20	10000	F	96%	0%	1%	2%	1%	0%	F	0.09			11000	F
$\Leftrightarrow \diamond \circ$	Combined Traffic Estimates for	Parallel R	Roadways on this	Route:	NA									NA			NA	
Bus ALT		To: From:		ALT U	S 301 Sycar	nore St												
460 (1) (301) (36) Wyth	e St City o	of Petersb	urg	0.20	15000	F	96%	0%	1%	2%	1%	0%	F	0.086			16000	F
100 (1) (001) (00)	Combined Traffic Estimates for		-	Route:	NA									NA			NA	
		To	,		1 Jefferson	St												
Bus 460 (36) Wythe St	City	From: of Petersb	ura	0.20	15000	F	97%	1%	1%	1%	1%	0%	С	0.084			16000	_
460 (36) Wythe St	•		-										F		F	0 505		
	Combined Traffic Estimates for 2	Parallel R	toadways on this	Route:	31000	F	96%	1%	1%	1%	1%	0%	г	0.081	г	0.505	33000	г
Bus		From:			I-85, I-95													
460 (36) Wythe St	City of	of Petersb	urg	0.30	11000	F	97%	1%	1%	1%	1%	0%	F	0.083			12000	F
$\sim$	Combined Traffic Estimates for 2	Parallel R	Roadways on this	Route:	24000	F	96%	1%	1%	1%	2%	0%	F	0.088	F	0.641	25000	F
		To:			US 301 Cra													
Bus	0"	From:			US 301 W		000/	40/		40/	00/	00/	_	0.000		0.554	44000	_
Grater Rd		of Petersb	-	0.98	10000	F	98%	1%	1%	1%	0%	0%	С	0.089		0.554	11000	F
	Combined Traffic Estimates for	Parallel R			NA									NA			NA	
Bus		From:			e Jurisdicti S 460 Par,													
460 (301 ) Crater Rd	City of Pete	ersbura (N		0.09	10000	N	98%	1%	1%	1%	0%	0%	N	0.089		0.554	11000	Ν
+00 (001)	•	To:	,	US	301 Crater	Rd												
Bus ~~~		From:			US 301													
460 (301) Ramp US 301 S t	o I-95 S at Exit ??? City of Pete	ersburg ( <u>N</u>	Maint: 74)	0.20			See	US 30	1 for di	rectional	traffic v	volume e	estima	ates for th	nis se	gment.		
		To: From:			95 CD Roa from US 30													
Bus 460 (95) (460 Ramp from	I-85 N to I-95 S City of Pete	ershura (M	//aint: 74)	0.18	rom US 30	South	Se	oe I-95	for dire	ctional tra	affic vo	lume es	timata	es for this	sear	ment		
460 95 460 Ramp from	City of Fee	To:	74)		. 110.20	137 4			101 0110	otional tr	anio vo	idilic co	iiiiai	00 101 11110	, ocg.	nont.		
Bus		From:		•	from US 30	INorth					***							
460 (95) (460) Ramp from	I-85 N to I-95 S City of Pete	ersburg (N	Maint: 74)	0.27			Se	e I-95	for dire	ctional tra	affic vo	lume es	timate	es for this	segr	nent.		
~ ~ ~		10.			Bus US 460													
Bus	City of Date	From:	Animt. OC)		JS 460 Exit									0.000			0000	F
Ramp	City of Peter	ersburg (iv	//aint: 26)	0.24	8300	F								0.096			8300	Г
Bus		To: From:		CEU	JS 460 Exit	6C												
460 Ramp	City of Peter	ersburg (M	/laint: 26)	0.27	5000	F								0.092			5000	F
	<u> </u>	To:	· · · · · · · · · · · · · · · · · · ·		I-95 South													
Bus		From:	CEUS	460-P002	B CEUS 46	0-E006E	B FROM											
Ramp	City of Pete	ersburg (N		0.11	9300	F								0.091			9300	F
~		То:			I-95 North													
Bus		From:		CEU	JS 460 Exit	6A												
460 Ramp	City of Pete	ersburg (N	Лaint: 26)	0.08	3300	F								0.104			3300	F
~	<u> </u>	To:			I-85 South													

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

Davita	المائلة والدرا		AADT		4T:	Dura		Tru	ck		00	K	OK	Dir	A A \A \DT	
Route	Jurisdictio		AADT	QA		Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q
us Pamp	City of Petersburg	CEUS 460 TO R' (Maint: 26) 0.17	TS 85 & 95 <b>3500</b>	SOUTH <b>G</b>	BOUND							0.094			3500	(
Ramp	City of Petersburg	CEUS 460-P002A TO			ITHBOU	ND						0.094			3300	,
us	From		S 460 E, W		ливосі	· (D	1									
Ramp	City of Petersburg		6500	F								0.088			6500	
	To	Ramp from Bus	US 460 W	, Washir	gton St											
IS	From	US 1 Wy	the St Batte	ersea Lan	e											
(30) (7) Washington S		•	8100	F	97%	1%	1%	2%	1%	0%	F	0.095			8600	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	16000	F	96%	1%	1%	2%	1%	0%	F	0.089	F	0.544	17000	
JS	To From	123	3-9025 Wes	st St												
(0) $(1)$ Washington S	St City of Peters	sburg 0.40	8500	F	97%	1%	1%	2%	1%	0%	F	0.093			9000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	16000	F	96%	1%	1%	2%	1%	0%	F	NA			17000	
	To		3-9029 Sout	h St												
JS Washington C	From City of Determine				97%	1%	10/	2%	1%	00/	0	0.092			10000	
60 Washington S	City of Peters Combined Traffic Estimates for 2 Parallel	_	9500	F	96%	1%	1% 1%	2% 2%	1%	0% 0%	С	0.092	F	0.527	21000	
	Combined Trainic Estimates for 2 Faraner	•		F	90%	1 70	1 70	2%	1 70	0%	Г	0.069	Г	0.527	21000	
us	To From	(	Guarantee S	St												
(60) $(1)$ Washington S		•	9700	F	97%	1%	1%	2%	1%	0%	F	0.090			10000	
	Combined Traffic Estimates for 2 Parallel			F	96%	1%	1%	2%	1%	0%	F	NA			21000	
	To From		orth Market ar; SR 36 M													
$\widetilde{60}$ $36$ Washington S	St City of Peters		11000	F	97%	1%	1%	1%	1%	0%	С	0.087			12000	
80,00	Combined Traffic Estimates for 2 Parallel	-	21000	F	96%	1%	1%	1%	1%	0%	F	NA			23000	
	To		301 Par, Sy	camore S	St											
us ALT 50 (301 (36) Washin	gton St City of Peters		15000	E E	97%	1%	1%	1%	1%	0%	_	0.078			16000	
60 301 36 Washin	Combined Traffic Estimates for 2 Parallel	•		F	96%	1%	1%	1%	1%	0%		0.076 NA			32000	
	Combined Traine Estimates for 21 araner			-	30 /6	1 /0	1 /0	1 /0	1 /0	0 /8	•	INA			32000	
us ALT	From		S 301 Par, A	Adams St												
60 (301) (36) Washin		•	14000	F	97%	1%	1%	1%	1%	0%	F	0.079			15000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	28000	F	96%	1%	1%	1%	1%	0%	F	NA			30000	
us		US	1 Jefferson	n St												
(36) Washington S	St City of Peters	sburg 0.24	16000	F	94%	1%	1%	2%	2%	0%	F	0.077			16000	
	Combined Traffic Estimates for 2 Parallel	•	31000	F	96%	1%	1%	1%	1%	0%	F	0.081	F	0.511	33000	
	To		I-95													
$\underbrace{60}_{60}$ (36) Washington S	St City of Peters	sburg 0.24	13000		94%	1%	1%	2%	2%	0%	С	0.091			14000	
160 36 Washington S	Combined Traffic Estimates for 2 Parallel	-		F F	94% 96%	1%	1%	2% 1%	2% 2%	0% 0%	_	0.091	F	0.646	25000	
	To Tank Estimates for 2 Parallel		301 Crater		90%	I 70	1 70	I 70	<b>2</b> ⁻ /0	U 70	Г	0.008	Г	0.040	25000	

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

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QW
							2Axle	3+Axle	1 Trail	2Trail		Factor		Factor		
Bus	From:		301 Crater		000/	10/	101	10/	00/	201	_	0.004		0.500	7500	_
(460)(301) Crater Rd	City of Petersburg	0.10	7100	F	98%	1%	1%	1%	0%	0%	F	0.094		0.568	7500	F
~~~	Combined Traffic Estimates for Parallel Roadwa	ys on this Route:	NA									NA			NA	
Bus	To: From:	SR 36, BU	US US 460	Wythe S	t											
460 (301 Crater Rd	City of Petersburg	0.98	10000	F	98%	1%	1%	1%	0%	0%	С	0.089		0.554	11000	F
180 (601)	Combined Traffic Estimates for Parallel Roadwa	ys on this Route:	NA									NA			NA	
	То:	Maintenand	ce Jurisdicti	on Chan	ge											
Bus	From:	US	301 Crater	Rd												
(460) Winfield Rd	City of Petersburg	0.43	1200	F	96%	1%	1%	1%	0%	0%	С	0.102		0.979	1300	F
(P)	Combined Traffic Estimates for 2 Parallel Roadwa	ys on this Route:	1800	F	97%	1%	1%	1%	1%	0%	F	NA			2000	F
	To-	State Ma	intenance E	oundary												
Bus (460) Winfield Rd	City of Petersburg (Maint: 2	6) 0.09	1200	F	96%	1%	1%	1%	0%	0%	С	0.102		0.979	1300	F
460 Willield Fld	,	,		F							F	NA		0.575		F
	Combined Traffic Estimates for 2 Parallel Roadwa		1800 460 County	-	97%	1%	1%	1%	1%	0%	Г	INA			2000	Г
Bus	From:	CEUS 460-P TO R			HBOUND	1						0.004			4.400	•
(460)Ramp	City of Petersburg (Maint: 2	,	4400	G								0.094			4400	G
<u>~</u>	10:	CEUS 460-E006A TO) RTS 85 &	: 95 SOU	THBOUN	ND										
Bus	From:		50 W, Wasl	nington S	t										_	
(460)Ramp	City of Petersburg (Maint: 7	4) 0.08	2800	F								0.097			2800	F
<u></u>	To:	Ramp from E	Bus US 460	E, Wyth	e St											

4/10/2018 21

						City of Peters	burg								
Route	Length	AADT	QA	4Tire	Bus	T 2Axle 3+Axl		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Petersburg		From	1			Dead End				ı					
(F329) Lake Shore Dr	0.17	10	R			Dead End				NA			NA		06/21/201
		Te				74-1102 Lakesho	ore Dr								
O		From	<u> </u>			Dead End				_]					
(F330) N Normandy Dr	2.93	1800 _{то}	R			FR-331 Service	. D.d			NA			NA		10/28/201
		From				Dead End	Ku								
(F331) Service Rd	0.78	1200	R			Dead End				NA			NA		09/13/201
		To				Dead End									
\sim		Fron				Petersburg; 26-675									
3 Vaughn Rd	0.64	890	F	94%	0%	2% 1%	3%	0%	С	0.097		0.814	950	F	2017
		From	1			123-9013 Halifa									
4 Wells Rd	0.41	4000	F	89%	0%	Halifax Rd	8%	0%	С	0.082		0.587	4200	F	2017
4 1101101110	0.11	4000	Ė	0070	0 70	Squirrel Level		070		0.002		0.007	1200	•	2017
		From				CSX RR									
(9002) Halifax Rd	0.18	5400	F	98%	1%	0% 0%	0%	0%	F	0.087		0.534	5800	F	2017
		To From				Patterson St	t								
(9002) Halifax St	0.58	4200	F	98%	1%	0% 0%	0%	0%	F	0.089		0.575	4500	F	2017
<u> </u>		Te From				Baylors Lan	e								
(9002) Halifax St	0.19	4900	F	98%	1%	0% 0%	0%	0%	F	0.089		0.546	5200	F	2017
<u> </u>		From				Virginia Av									
9002 Halifax St	0.37	7300	F	98%	1%	0% 0%	0%	0%	F	0.084		0.534	7800	F	2017
<u> </u>		From				Lee Ave									
(9002) Halifax St	0.29	7200	F	98%	1%	0% 0%	0%	0%	F	0.088		0.509	7700	F	2017
Holifov Ct	0.28	From	ᆫ	98%	1%	Liberty St 0% 0%	0%	0%	С	0.083		0.511	0000	F	2017
(9002) Halifax St	0.20	8500	F	90%				076		0.003		0.511	9000	Г	2017
(9002) Union St	0.12	4100	F	98%	0%	US 1, US 460 W W 1% 0%	Vythe St 0%	0%	F	0.093		0.918	4300	F	2017
(9002) Union St	0.12	4100		30 70				0 70		0.000		0.510	4000	•	2017
(9002) Union St	0.17	1500	F	98%	0%	1, US 460 W Was	shington St 0%	0%	С	0.113		0.59	1600	F	2017
(9002) Union St	0.17	To	Ė	0070	0 70	W Tabb St		070		0.110		0.00	1000	•	2017
		Fron				Boydton Plank									
9004) Defense Rd	0.47	1800	F	97%	0%	0% 1%	1%	0%	С	0.103		0.575	1900	F	2017
<u> </u>		T _e Fron				Squirrel Level	Rd								
(9004) Defense Dr	1.77	3100	F	98%	1%	1% 0%	0%	0%	F	0.100		0.517	3300	F	2017
$\frac{\circ}{\circ}$		T _e From				Johnson Rd									
9004 South Boulevard	0.92	7100	F	98%	1%	1% 0%	0%	0%	С	0.087		0.568	7500	F	2017
<u> </u>		From				S. Sycamore								_	
9004 South Boulevard	0.18	4600	F	98%	1%	1% 0%	0%	0%	F	0.085		0.538	4900	F	2017
0	2 = 2	From	_	0001	401	Crater Rd	061	001	_			0.555	0100		0047
9004 South Boulevard	0.72	2000 To	F	98%	1%	1% 0% Anderson S	0%	0%	F	0.088		0.573	2100	F	2017
		From	<u>. </u>												
9006) Flank Rd	0.96	1800	F	99%	0%	Halifax Rd	0%	0%	С	0.095		0.578	1900	F	2017
		To				Johnson Rd			-			-			-
(9006) Flank Rd	0.47	2700 From	F	99%	0%	1% 0%	0%	0%	F	0.089		0.511	2800	F	2017
		Te				Birdsong Ro									
9006) Flank Rd	0.75	2200 From	F	99%	0%	1% 0%	0%	0%	F	0.093		0.651	2300	F	2017
		Te				Fort Hayes I									
(9006) Flank Rd	0.91	2500 From	F	99%	0%	1% 0%	0%	0%	С	0.093		0.582	2600	F	2017
$\overline{}$		To				Flank Rd N	ſ								

						Oity Oi i	etersbu	ıy							
Route	Length	AADT	QA	4Tire	Bus	2Axle 3				QC	K Factor	QK Di Fac	ΔΔ\M/D ⁻	ГQW	Year
City of Petersburg		From	1			F1 1	DIN								
(9006) Flank Rd (1-Way)	0.13	2300	F	99%	1%	0%	Rd N 0%	0%	0%	С	0.087		2500	F	2017
(3000)		To			.,.	US 301 S									
		From	1			US 301 S	Crater R	d							
9008) Rives Rd	0.48	6400	F	98%	0%	1%	0%	1%	0%	С	0.097	0.5	6800	F	2017
\bigcirc		To From	-			I-	95								
9008) Rives Rd	0.34	7400	F	96%	0%	1%	0%	2%	0%	С	0.092	0.52	28 7800	F	2017
$\overline{}$		То	٩			ECL Pe	etersburg								
O -		From	L			123-9008	Rives Ro	d							
9008 Ramp	0.17	850 To	_ <u>A</u>			1.05	0 4				0.121		860	Α	2017
		-	1				South								
9008) Ramp	0.16	4200	F			123-9008	Rives Ro	d			0.106		4200	F	2017
9008) Hamp	0.10	4200 To	Ė			I-95	North				0.100		4200	'	2017
		From	4			SR 142 Boyo		k Rd			İ				
Dupuy Rd	1.24	450	F	97%	1%	2%	0%	0%	0%	F	0.120	0.5	54 470	F	2017
		To				Grid	gg St				<u> </u>				
9009) Dupuy St	0.58	1400 From	F	97%	1%	2%	0%	0%	0%	F	0.086	0.54	1500	F	2017
		To	_			Vour	ıgs Rd								
9009) Farmer St	0.86	3400 From	F	97%	1%	2%	0%	0%	0%	С	0.090	0.52	26 3600	F	2017
•••••		To					outh St								
9009 Farmer St	0.47	2700 From	F	97%	1%	2%	0%	0%	0%	F	0.091	0.62	25 2900	F	2017
9009) - 4		To	Ė	, .	.,.		fax St								
		From	1			S Cra	ter Rd								
9010) Wagner Rd	0.73	15000	F	98%	0%	1%	0%	1%	0%	С	0.084	0.5	16000	F	2017
<u> </u>		To From					95								
9010) Wagner Rd	1.60	10000	F	96%	0%	1%	.95 0%	2%	0%	С	0.090	0.5	15 11000	F	2017
Wagner Rd	1.00	To	ė	30 70	0 70		nty Dr	2 /0	0 70		0.000	0.5	13 11000	•	2017
East		From	1			123-9010 E		Rd							
9010 Ramp	0.30	1300	F				,				0.088		1300	F	2017
		To	4			I-95	South								
East		From				123-9010 E	, Wagner	Rd							
9010) Ramp	0.33	5100	F								0.102		5100	F	2017
		То	1			I-95	North								
West		From				123-9010 W	, Wagner	Rd						_	
9010 Ramp	0.25	220	F			1.05	C41-				0.169		220	F	2017
		From	1				South	D.1							
West 9010) Ramp	0.34	2300	F			123-9010 W	, Wagner	· Rd			0.111		2300	F	2017
9010) Hamp	0.04	2300 To	ė			I-95	North						2000	•	2017
		From	4				tersburg				İ				
9011) Squirrel Level Rd	0.82	910	F	99%	0%	0%	0%	0%	0%	С	0.097	0.68	35 970	F	2017
		To	_			Wel	ls Rd								
9011) Squirrel Level Rd	0.25	5800 From	F	92%	0%	1%	1%	6%	0%	С	0.086	0.5	14 6100	F	2017
· ·		To													
9011) Squirrel Level	0.20	8200 From	F	98%	0%	1%	Го I- 85 0%	0%	0%	F	0.082	0.52	22 8700	F	2017
5011) 5445. 2010.	3.20	т.		00/0	0 /0				0,0	•		0.02	0,00	•	_0.7
9011) Young Rd	0.55	3900 From	F	98%	0%	Boydton 1%	Plank Rd	0%	0%	F	0.09	0.52	24 4200	F	2017
9011) Young Ra	0.00			JU /0	3 /0			U /U	J /0	•		0.02	_, _,_00	•	2017
		From		98%	0%	1%	or Dr 0%	0%	0%	С	0.099	0.58	30 2600	F	2017
Young Rd	0.50	2/100		JU /0	U/O	1 /0	V /O	U /0	U /0	U	0.033	0.50	JU 2000	1.	2017
9011) Young Rd	0.59	2400 To	Ė												
Young Rd	0.59					123-9009	Dupuy R	d							
Young Rd	0.59	To	A				Dupuy R	d			0.097		5100	A	2017

						City of Peter	Sourg								
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Ax		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Petersburg		From	ı		1	23-9011 Squirrel	Level Rd								
9011) Ramp	0.22	1400	F		1	23-9011 Squii1ci	Level Ku			0.099			NA		2017
<u> </u>		Te				I-85 Sout	h								
		Fron				West St									
9012 Lee Ave	0.56	2000	F	95%	3%	1% 0%	0%	0%	С	0.100		0.524	2100	F	2017
\bigcirc		T _e				Halifax S	t			—					
9012) Porterville St	0.15	970	F	98%	1%	0% 0%	0%	0%	F	0.096		0.568	1000	F	2017
\bigcirc		Tr	-			Harding S	t								
9012) New St	0.18	960	F	98%	1%	0% 0%		0%	С	0.09		0.606	1000	F	2017
$\overline{}$		To Fron	c .			Harrison S	St								
9012) Harrison St	0.03	690	`	98%	1%	New St 0% 0%	0%	0%	F	0.091			730	F	2017
Harrison St	0.03	090 To		30 /6	1 /0	Corling S		0 /6		0.031			730	'	2017
<u> </u>		Fron	ic .			Harrison S									
9012 Corling St	0.09	460	F	98%	1%	0% 0%	0%	0%	F	0.09			480	F	2017
<u> </u>		To Fron				S. Sycamore	e St								
₉₀₁₂) Graham Rd	0.83	3700	F	99%	0%	0% 0%	0%	0%	F	0.097		0.655	4000	F	2017
		To Fron				Ramp From	I-95								
9012) Graham Rd	0.14	9000	F	99%	0%	0% 0%		0%	С	0.083		0.798	9500	F	2017
$\overline{}$		To	c			Crater Ro	1								
O		Fron				SCL Petersl									
9013 Halifax Rd	1.79	3700	F	90%	0%	1% 2%	7%	0%	С	0.084		0.541	4000	F	2017
		From				Wells Ro									
9013) Halifax Rd	0.98	320	_ <u>F</u> _	98%	0%	0% 0%		0%	С	0.106		0.658	340	F	2017
<u> </u>		10	0			Boydton Plan									
O Johnson Dd	0.01	1000		000/	00/	SCL Petersh		00/		0.006		0.610	1000	г	0017
9015 Johnson Rd	0.01	1800		99%	0%	0% 0%	0%	0%	С	0.096		0.618	1900	F	2017
O Jahrana Del	0.54	Fron	<u></u>	000/	00/	Flank Ro		00/				0.547	000	_	0017
9015 Johnson Rd	0.54	870	F	99%	0%	0% 0%	0%	0%	С	0.09		0.547	920	F	2017
	4.00	Fron		000/	00/	Birdsong I		00/				0.570	4500		0047
9015 Johnson Rd	1.39	4200	F	96%	3%	1% 0%	0%	0%	С	0.098		0.573	4500	F	2017
<u> </u>		Fron	<u></u>			South Blv									
9015 Johnson Rd	0.46	5600	F	96%	3%	1% 0%	0%	0%	F	0.083		0.567	5900	F	2017
<u> </u>		Fron				North Bly	d								
9015) Johnson Rd	0.37	4000	F	96%	3%	1% 0%	0%	0%	F	0.082		0.516	4300	F	2017
<u> </u>		Fron				St Luke S									
9015 High Pearl St	0.20	3900	F	96%	3%	1% 0%	0%	0%	F	0.079		0.524	4100	F	2017
<u> </u>		T. Fron				Virginia A									
9015) High Pearl St	0.08	2300	F	97%	2%	1% 1%		0%	С	0.083		0.612	2500	F	2017
		Fron				ST Matthew									
9015 Harding St	0.22	1200	F	97%	1%	ST Matthew 2% 0%		0%	С	0.096		0.68	1300	F	2017
3019		To	c			Porterville									
O 11 11 21		From				Portersville			_					_	
9015 Harding St	0.27	650	F	97%	0%	2% 0%		0%	С	0.09			690	F	2017
		Fron	1			Halifax S									
9017) Birdsong Rd	0.62	500		97%	1%	SCL Petersh		0%	С	0.11		0.639	530	F	2017
9017 Birdsong Rd	0.02	500 To	-	JI /0	1 /0	Johnson R		U /0		0.11		0.008	550		2017
		Fron	1			W Washingto									
9021) N Sycamore St	0.18	3900	F	97%	0%	1% 1%		0%	F	0.096		0.513	4200	F	2017
		Te				W Tabb S		- / -	•						
9021) N Sycamore St	0.15	3500 From	1	97%	0%			00/		0.000		0.554	3700	F	2017
Ignort IN Sycalliole St	0.10			01/0	U /0	1% 1%	1%	0%	С	0.089		0.554	3/00		2017

					City of	Petersbi	urg								
Length	AADT	QA	4Tire	Bus			0.1		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
	r.					P.1				1					
0.57			98%	1%			0%	0%	С	0.089		0.612	2600	F	2017
0.0.	To		0070	. , ,			0,0	0,70				0.0.2			
	From				Ga	ites Lane									
0.22	310	F	96%	2%	2%	0%	0%	0%	С	0.111			330	F	2017
	To From				Haro	ding Street									
0.32	1900	F	96%	2%	2%	0%	0%	0%	F	0.088		0.535	2100	F	2017
	To From				Hali	ifax Street				_					
0.20	2100	F	98%	1%	1%	0%	0%	0%	С	0.091		0.567	2200	F	2017
	To From				Arlin	gton Street									
0.11	2800	F	98%	1%	1%	0%	0%	0%	F	0.086		0.551	2900	F	2017
	To From			,	West Stree	et Young A	venue			<u> </u>					
0.28	2900	F	98%	1%	0%	0%	0%	0%	С	0.091		0.5	3000	F	2017
	To	-			Augu	sta Avenue	;								
0.23	3900	F	98%	1%	1%	0%	0%	0%	F	0.092		0.540	4100	F	2017
	To	-			Fa	armer St									
0.14	2900 From	F	98%	1%	1%	1%	0%	0%	С	0.092		0.514	3000	F	2017
	To	_			W	Wythe St									
0.07		F	96%	1%	1%	1%	1%	0%	С	0.102		0.547	2200	F	2017
	To				W Wa	ashington S	t								
	From	1			H	alifax St									
0.63	1700	F	99%	0%	1%	0%	0%	0%	С	0.088		0.562	1800	F	2017
	To				Yo	oung Ave									
	From														
0.36	1700	F	98%	1%	1%	0%	0%	0%	С	0.092		0.573	1800	F	2017
	From														
0.09	3100	F	99%	0%	0%	0%	0%	0%	F	0.095		0.658	3200	F	2017
	From				Was	hington St				\Box					
0.20	5000	F	99%	0%	0%	0%	0%	0%	F	0.096		0.559	5300	F	2017
	From	9													
0.02	900	G	99%	0%	0%	0%	0%	0%	F	0.088		0.522	960	G	2017
	To				C	Canal St									
0.00	From	<u> </u>	000/	00/			201	00/				0.553	F.400	_	0017
0.20	5100	F	99%	0%			0%	0%	C	0.095		0.557	5400	F	2017
	P														
0.40			08%	10/			Λ°/-	Nº/-		0.114			400	E	2017
0.40	To	Ė	30 /8	1 /0			0 70	0 70		0.114			400	Ī	2017
	From														
0.12	1800	F	98%	1%	1%	0%	0%	0%	F	0.09		0.517	1900	F	2017
	To	1			W	ythe St									
0.44	From	<u> </u>	000/	40/			201	00/				0.500	70	_	0017
0.14	60 To	F	96%	1%			0%	0%	С	0.169		0.583	70	F	2017
	From														
0.58	1800	F	99%	1%	1%	0%	0%	0%	С	0.084		0.51	1900	F	2017
	To														
0.04		ᄂᢩ	00%	10/			Λο/	00/		0.000		0.659	740	_	2017
0.04	700 To	-	JJ /0	1 /0			U /0	U /0	- 1"	0.033		0.000	740	1	201/
	From														
0.40		F	94%	0%				0%	С	0.089		0.544	7700	F	2017
	To	Ė	/ 0												
	From					Canal St									
0.58	1400	F	99%	0%	1%	0%	0%	0%	С	0.103		0.649	1500	F	2017
	0.57 0.22 0.32 0.20 0.11 0.28 0.23 0.14 0.07 0.63 0.36 0.09 0.20 0.20 0.40 0.12	0.22 310 0.32 1900 0.20 2100 0.11 2800 0.28 2900 0.23 3900 0.14 2900 0.07 2100 0.08 1700 0.09 3100 0.20 5000 0.20 5000 0.20 5100	0.57 2500 F To From	0.57	0.57 2500 F 98% 1% 1% 1% 1% 1% 1% 1%	Length AADT QA 4Tire Bus 2Axie 2	Length AADT QA	Carried Color	Length AADT QA 4Tire Bus	Length AADT QA 4Tire Bus SAdre 3+Axie 1Trail 2Trail 2Tr	Length AADT QA 4Tire Bus 2Axie 3+Axie 1Trail 2Trail QC Eactor	Length AADT QA 4Tire Bus 2Axie 3+Axie 1Trail 2Trail QC Rector QK	Length AADT QA 4Tire Bus	Length AADT QA 4Tire Bus 2Axide 3+Axide 1Trail 2Trail 2Tr	Length AADT OA ATire Bus Defendence Defende

						City of	Petersb	ourg								
Route	Length	AADT	QA	4Tire	Bus		Trı 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Petersburg																
(9046) W Bank St	0.14	3300	F	99%	0%	1%	Market St 0%	0%	0%	F	0.094		0.541	3500	F	2017
9046 E Bank St	0.11	4200 To	F	99%	0%	0%	0% 2nd St	t 0%	0%	С	0.092		0.625	4500	F	2017
(9046) Bank St	0.25	4100	F	97%	1%	US 301 1%	N Crater 0%	Rd 1%	0%	С	0.101		0.562	4400	F	2017
9046) Bank St	0.21	4400 From	F	97%	1%	1%	East St 0% Washingto	1% on St	0%	F	0.088		0.555	4700	F	2017
		From	4				Market St				i					
9048 W Tabb St	0.09	1000	F	98%	0%	1%	0%	0%	0%	F	0.118		0.593	1100	F	2017
9048 W Tabb St	0.06	1500 From	F	98%	0%	1%	0%	0%	0%	F	0.112		0.523	1600	F	2017
9048 E Tabb St	0.12	980 From	F	98%	0%	1%	0% Adams St	0%	0%	С	0.109		0.555	1000	F	2017
		From	1			De	fense Rd									
9053 Baylors Ln	0.65	1700	F	98%	2%	0% H	0% alifax St	0%	0%	С	0.095		0.581	1800	F	2017
_		From				E Wa	shington S	St								
(9055) Madison St	0.05	1600	F	98%	0%	1% Fra	0% anklin St	0%	0%	С	0.099		0.825	1700	F	2017
9055) Madison St	0.18	1600	F	97%	1%	1%	0% Bank St	1%	0%	С	0.096		0.851	1700	F	2017
9055 Madison St	0.07	660 To	F	96%	1%	2%	0% ngbrook S	1% St	0%	С	0.115		0.853	700	F	2017
		From				Е	Bank St									
9057 Fifth St	0.05	490 To	F			Bolli	ngbrook S	St			0.117		0.515	520	F	2017
9057 Fifth St	0.08	250 To	F	87%	0%	2%	2% Liver St	9%	0%	С	0.096		0.536	270	F	2017
9059 Flank Rd N	0.20	4000 To	F	98%	1%	1%	Rd One-W 0% S Crater	0%	0%	С	0.091		0.718	4300	F	2017
9065) S Adams St	0.10	5100	F			E	Wythe St				0.084		0.554	5400	F	2017
		-	1				shington S	St								
Accomack St		320	F				6Th St				0.094		0.676	340	F	2017
		To				,	7Th St									
Cameron St		250	F			Old	Church St	t			0.13		0.609	260	F	2017
		To				C	enter St									
Culpeper Ave		500	F				George A				0.125		0.803	530	F	2017
		From	1				nswick St				_					
Custer St		340 To	F				lifax Rd Iawk St				0.092		0.522	360	F	2017
		From	4				usby St									
Darby Dr		250	F				alcun Dr				0.124		0.523	260	F	2017
		From	1				ering Rd									
Gordon Dr		300	F				loke Dr				0.111		0.628	320	F	2017
						11	OKC DI									

					Oity of Fotoroburg							
Route	Length AADT	QA	4Tire	Bus	Truck- 2Axle 3+Axle 1T		K Factor	QK	Dir Factor	AAWDT	QW	Yea
v of Petersburg												
Hamastand Du	From	<u> </u>			Valley Dr				0.550	F00	_	001
Homestead Dr	470	F			Midland Rd		0.102		0.558	500	F	2017
	From						_					
Jefferson St	2000	F			Filmore St		0.077		0.52	2100	F	201
0011013011 01	2000	÷			ST Andrews St		0.077		0.52	2100		201
	From				Nivram St							
North Park Dr	840	G			TAIVIAIII St		0.095		0.598	900	G	201
	Т				Retang Rd							
	From	10			Homestead Dr							
Oakmont Dr	80	F					0.137		0.708	90	F	201
	Т	c			Midland Rd							
	From	c			Bollingbrook St							
Old Church St	270	F					0.132		0.536	280	F	201
	T	С			Miller St							
	From	ic .			Floyd St							
Patterson Ave	890	F					0.151		0.675	940	F	201
	Т	ю			Carver St							
	From	ic .			Valor Dr							
Pleasants Ln	970	F					0.132		0.553	1000	F	201
	Т				Dupuy Rd							
5	From	<u> </u>			Ash St						_	
Richmond Ave	810	F			N. 1 C.		0.118		0.706	860	F	201
	1	<u> </u>			Nash St							
Dellineuse ed Del	From				Valley St				0.000	100	_	004
Rollingwood Rd	90	┌╴			Homestead Dr		0.171		0.606	100	F	201
	Fror						_					
South Park Dr	2200	F			Forest Hill Rd		0.087		0.551	2300	F	201
Oddin an Di	2200	Ė			West Park Dr		0.007		0.551	2000	į	201
	Fror						_					
St Luke St	490	F			Bolling Street		0.109		0.526	520	F	201
3	т	Ť			Chestnut Street						-	
	From				High Pearl St		i					
St Matthew St	2200	F			ing. I oui or		0.095		0.533	2300	F	201
	T	c			Harding St							
	From				Custer St			-				
Talley Ave	620	F					0.266		0.62	660	F	201
	Т	С			Edmonds Ct							