

**2010**  
**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.

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VDOT’s traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating “NA” for not available. It is the intention of the VDOT Traffic Engineering Division Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate “NA” for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

## Glossary of Terms:

**Route:** The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

**Length:** Length of the traffic segment in miles.

**AADT:** Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

### QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

**4Tire:** Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

**Bus:** Percentage of the traffic volume made up of busses.

**2Axle Truck:** Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

**3+Axle Truck:** Percentage of the traffic volume made up of single unit trucks with three or more axles.

**1Trail Truck:** Percentage of the traffic volume made up of units with a single trailer.

**2Trail Truck:** Percentage of the traffic volume made up of units with more than one trailer.

### QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

**K Factor:** The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

**QK:** Quality of the K Factor estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Design Hour Factor (K Factor) of Similar Neighboring Traffic Link
- O Provided by External Source

**Dir Factor:** The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

**AAWDT:** Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

**QW:** Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

**Year:** Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

# Route Shield Legend

## Route Systems



Interstate Route

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



US Route



Virginia State Route



Frontage Road (F precedes frontage route number)



Secondary Route

## Special Routes



Bus - Business Route

Bypas - Bypass Route

Truck - Truck Route



ALT - Alternate Route

Wve - Wve Route connector



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



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

Virginia Department of Transportation  
Traffic Engineering Division  
2010  
Annual Average Daily Traffic Volume Estimates By Section of Route  
City of Petersburg

| Route   | Jurisdiction       | Length | AADT  | QA | 4Tire | Bus | -----Truck----- |        |        |        | QC | K<br>Factor | QK | Dir<br>Factor | AAWDT | QW |
|---|--------------------|--------|-------|----|-------|-----|-----------------|--------|--------|--------|----|-------------|----|---------------|-------|----|
|   |                    |        |       |    |       |     | 2Axle           | 3+Axle | 1Trail | 2Trail |    |             |    |               |       |    |
| From: WCL Petersburg  |                    |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
| 1 460 Bus Washington St   | City of Petersburg | 0.40   | 13000 | G  | 98%   | 0%  | 1%              | 1%     | 1%     | 0%     | F  | NA          |    | 13000         | G     |    |
| To: Summit St   |                    |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
| From: Summit St   |                    |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
| 1 460 Bus Washington St   | City of Petersburg | 0.18   | 13000 | G  | 98%   | 0%  | 1%              | 1%     | 1%     | 0%     | F  | NA          |    | 14000         | G     |    |
| To: Elm St  |                    |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
| From: Elm St  |                    |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
| 1 460 Bus Washington St   | City of Petersburg | 0.57   | 14000 | G  | 96%   | 1%  | 1%              | 1%     | 1%     | 0%     | F  | 0.085       | F  | 15000         | G     |    |
| To: US 1 Par, Wythe St  |                    |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
| From: US 1 Par, Washington St; Battersea Lane                     |                    |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
| 1 460 Bus Wythe St  | City of Petersburg | 1.08   | 7600  | G  | 96%   | 1%  | 1%              | 1%     | 1%     | 0%     | C  | 0.082       | F  | 8300          | G     |    |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: |                    |        | 16000 | G  | 96%   | 1%  | 1%              | 1%     | 1%     | 0%     | F  | NA          |    | 17000         | G     |    |
| To: Perry St  |                    |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
| From: Perry St  |                    |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
| 1 460 Bus Wythe St  | City of Petersburg | 0.15   | 9200  | G  | 96%   | 1%  | 1%              | 1%     | 1%     | 0%     | F  | NA          |    | 10000         | G     |    |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: |                    |        | 19000 | G  | 96%   | 1%  | 1%              | 1%     | 1%     | 0%     | F  | NA          |    | 20000         | G     |    |
| To: SR 36 Market St   |                    |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
| From: SR 36 Market St   |                    |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
| 1 460 36 Bus Wythe St   | City of Petersburg | 0.20   | 9900  | G  | 96%   | 1%  | 1%              | 1%     | 1%     | 0%     | F  | NA          |    | 11000         | G     |    |
| To: ALT US 301 Sycamore St  |                    |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
| From: ALT US 301 Sycamore St                                      |                    |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
| 1 301 460 36 ALT Bus Wythe St                                     | City of Petersburg | 0.20   | 12000 | G  | 96%   | 1%  | 1%              | 1%     | 1%     | 0%     | F  | NA          |    | 13000         | G     |    |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: |                    |        | 27000 | G  | 95%   | 1%  | 1%              | 1%     | 2%     | 0%     | F  | NA          |    | 29000         | G     |    |
| To: Bus US 460 Jefferson St                                       |                    |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
| From: Bus US 460 Wythe St   |                    |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
| 1 301 ALT Jefferson St  | City of Petersburg | 0.09   | 3900  | G  | 96%   | 1%  | 1%              | 1%     | 1%     | 0%     | F  | 0.082       | F  | 0.687         | 4200  | G  |
| To: Bus US 460 Par, Washington St                                 |                    |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
| From: Bus US 460 Par, Washington St                               |                    |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
| 1 301 ALT Jefferson St  | City of Petersburg | 0.26   | 790   | G  | 96%   | 1%  | 1%              | 1%     | 1%     | 0%     | F  | 0.096       | F  | 0.674         | 860   | G  |
| To: Henry St  |                    |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
| From: Henry St  |                    |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
| 1 301 ALT 3rd St  | City of Petersburg | 0.05   | 320   | G  | 96%   | 1%  | 1%              | 1%     | 1%     | 0%     | F  | 0.115       | F  | 0.573         | 350   | G  |
| To: US 301 Par, Bank St   |                    |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
| From: US 301 Par, Bank St   |                    |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
| 1 301 ALT 3rd St  | City of Petersburg | 0.05   | 400   | G  | 96%   | 1%  | 1%              | 1%     | 1%     | 0%     | F  | 0.11        | F  | 0.634         | 430   | G  |
| To: US 301 Bollingbrook St  |                    |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
| From: US 301; 3RD STREET  |                    |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
| 1 301 301 ALT 36 Bollingbrook St                                  | City of Petersburg | 0.08   | 4600  | G  | 98%   | 0%  | 1%              | 0%     | 0%     | 0%     | F  | 0.122       | F  | 0.85          | 5000  | G  |
| To: US 1 Par; US 301 Par; Bollingbrook St                         |                    |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
| From: US 1 Par; US 301 Par; Bollingbrook St                       |                    |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
| 1 301 2nd St  | City of Petersburg | 0.35   | 13000 | G  | 99%   | 0%  | 0%              | 0%     | 0%     | 0%     | F  | NA          |    | 14000         | G     |    |
| To: SCL Colonial Heights  |                    |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
| From: SCL Colonial Heights  |                    |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
| From: US 1 Wythe St Battersea Lane                                |                    |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
| 1 460 Bus Washington St   | City of Petersburg | 0.31   | 8500  | G  | 97%   | 1%  | 1%              | 1%     | 1%     | 0%     | F  | 0.089       | F  | 9200          | G     |    |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: |                    |        | 16000 | G  | 96%   | 1%  | 1%              | 1%     | 1%     | 0%     | F  | NA          |    | 17000         | G     |    |
| To: 123-9025 West St  |                    |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |

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City of Petersburg

| Route   | Jurisdiction   | Length | AADT  | QA | 4Tire | Bus | -----Truck----- |        |        |        | QC | K<br>Factor | QK | Dir<br>Factor | AAWDT | QW |
|---|--|--------|-------|----|-------|-----|-----------------|--------|--------|--------|----|-------------|----|---------------|-------|----|
|   |  |        |       |    |       |     | 2Axle           | 3+Axle | 1Trail | 2Trail |    |             |    |               |       |    |
| Bus<br>1 460 Washington St  | From: 123-9025 West St<br>City of Petersburg   | 0.40   | 9100  | G  | 97%   | 1%  | 1%              | 1%     | 1%     | 0%     | F  | 0.089       | F  | 9900          | G     |    |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: |  |        | 17000 | G  | 97%   | 1%  | 1%              | 1%     | 1%     | 0%     | F  | NA          |    | 18000         | G     |    |
| Bus<br>1 460 Washington St  | From: 123-9029 South St<br>City of Petersburg  | 0.27   | 9400  | G  | 97%   | 1%  | 1%              | 1%     | 1%     | 0%     | C  | 0.087       | F  | 10000         | G     |    |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: |  |        | 19000 | G  | 96%   | 1%  | 1%              | 1%     | 1%     | 0%     | F  | NA          |    | 20000         | G     |    |
| Bus<br>1 460 Washington St  | From: Guarantee St<br>City of Petersburg   | 0.24   | 9500  | G  | 97%   | 1%  | 1%              | 1%     | 1%     | 0%     | F  | 0.088       | F  | 10000         | G     |    |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: |  |        | 19000 | G  | 96%   | 1%  | 1%              | 1%     | 1%     | 0%     | F  | NA          |    | 20000         | G     |    |
| 1 36 Market St  | From: BUS US 460 Par; SR 36 Market St<br>SR 36; Bus US 460 Par Washington St<br>City of Petersburg | 0.38   | 3300  | G  | 97%   | 1%  | 1%              | 0%     | 0%     | 0%     | C  | 0.089       | F  | 3600          | G     |    |
| 1 36 Old St   | From: SR 36 Grove Ave<br>SR 36; Market St<br>City of Petersburg                                    | 0.13   | 3500  | G  | 97%   | 1%  | 1%              | 0%     | 0%     | 0%     | F  | 0.094       | F  | 3800          | G     |    |
| 1 36 Sycamore St  | From: Sycamore St<br>Old St<br>City of Petersburg  | 0.04   | 3400  | G  | 97%   | 1%  | 1%              | 0%     | 0%     | 0%     | F  | 0.094       | F  | 3600          | G     |    |
| 1 36 Bollingbrook St  | From: Bollingbrook St<br>Sycamore St<br>City of Petersburg   | 0.10   | 3500  | G  | 97%   | 1%  | 1%              | 0%     | 0%     | 0%     | F  | 0.088       | F  | 0.772         | 3800  | G  |
| 36 Fleet St   | From: WCL Petersburg<br>City of Petersburg   | 0.12   | 7800  | G  | 99%   | 0%  | 0%              | 0%     | 0%     | 0%     | C  | 0.088       | F  | 8400          | G     |    |
| 36 Grove Ave  | From: Grove Ave<br>Fleet St<br>City of Petersburg  | 0.54   | 3000  | G  | 97%   | 0%  | 1%              | 1%     | 0%     | 0%     | C  | 0.101       | F  | 0.609         | 3200  | G  |
| 36 1 Market St  | From: US 1 Par; Market St<br>US 1<br>City of Petersburg  | 0.38   | 3300  | G  | 97%   | 1%  | 1%              | 0%     | 0%     | 0%     | C  | 0.089       | F  | 3600          | G     |    |
| 36 Market St  | From: US 1 Par; BUS US 460 Par; Washington St<br>City of Petersburg                                | 0.11   | 5700  | G  | 99%   | 0%  | 0%              | 0%     | 0%     | 0%     | F  | 0.09        | F  | 0.769         | 6000  | G  |
| 36 1 460 Wythe St   | From: US 1; Bus US 460 Wythe St<br>City of Petersburg  | 0.20   | 9900  | G  | 96%   | 1%  | 1%              | 1%     | 1%     | 0%     | F  | NA          |    | 11000         | G     |    |
| 36 1 301 460 Wythe St   | From: ALT US 301 Sycamore St<br>City of Petersburg   | 0.20   | 12000 | G  | 96%   | 1%  | 1%              | 1%     | 1%     | 0%     | F  | NA          |    | 13000         | G     |    |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: |  |        | 27000 | G  | 95%   | 1%  | 1%              | 1%     | 2%     | 0%     | F  | NA          |    | 29000         | G     |    |
| 36 460 Wythe St   | From: Bus US 460<br>City of Petersburg   | 0.20   | 15000 | G  | 97%   | 1%  | 1%              | 1%     | 1%     | 0%     | C  | 0.087       | F  | 17000         | G     |    |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: |  |        | 31000 | G  | 95%   | 1%  | 1%              | 1%     | 2%     | 0%     | F  | NA          |    | 34000         | G     |    |
|   | To: I-85, I-95   |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |



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| Route   | Jurisdiction                         | Length | AADT                                    | QA | 4Tire | Bus | -----Truck----- |        |        |        | QC | K<br>Factor | QK | Dir<br>Factor | AAWDT | QW |
|---|--------------------------------------|--------|---|----|-------|-----|-----------------|--------|--------|--------|----|-------------|----|---------------|-------|----|
|   |                                      |        |   |    |       |     | 2Axle           | 3+Axle | 1Trail | 2Trail |    |             |    |               |       |    |
| 36 Bus<br>460 Wythe St  | From: I-85, I-95                     |        |   |    |       |     |                 |        |        |        |    |             |    |               |       |    |
|   | City of Petersburg                   | 0.30   | 11000                                   | G  | 97%   | 1%  | 1%              | 1%     | 1%     | 0%     | F  | 0.079       | F  | 12000         | G     |    |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: |                                      |        | 23000                                   | G  | 95%   | 1%  | 1%              | 1%     | 2%     | 0%     | F  | NA          |    | 25000         | G     |    |
|   |                                      |        | To: South Crater Rd                     |    |       |     |                 |        |        |        |    |             |    |               |       |    |
| 36 Wythe St   | From: US 301, Bus US 460 Crater Rd   |        |   |    |       |     |                 |        |        |        |    |             |    |               |       |    |
|   | City of Petersburg                   | 0.43   | 9800                                    | G  | 97%   | 0%  | 1%              | 1%     | 2%     | 0%     | F  | NA          |    | 11000         | G     |    |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: |                                      |        | 21000                                   | G  | 97%   | 0%  | 1%              | 1%     | 2%     | 0%     | F  | NA          |    | 22000         | G     |    |
|   |                                      |        | To: SR 36 Par, Washington St; Amelia St |    |       |     |                 |        |        |        |    |             |    |               |       |    |
| 36 Washington St  | From: SR 36 Par; Wythe St; Amelia St |        |   |    |       |     |                 |        |        |        |    |             |    |               |       |    |
|   | City of Petersburg                   | 0.87   | 20000                                   | G  | 97%   | 0%  | 1%              | 1%     | 2%     | 0%     | F  | 0.081       | F  | 22000         | G     |    |
|   |                                      |        | To: Puddledock Rd                       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
| 36 Washington St  | From: Prince George County Line      |        |   |    |       |     |                 |        |        |        |    |             |    |               |       |    |
|   | City of Petersburg                   | 0.58   | 16000                                   | G  | 97%   | 0%  | 1%              | 1%     | 2%     | 0%     | F  | 0.079       | F  | 17000         | G     |    |
|   |                                      |        | To: SR 36; Market St                    |    |       |     |                 |        |        |        |    |             |    |               |       |    |
| 36 1 Old St   | From: Sycamore St                    |        |   |    |       |     |                 |        |        |        |    |             |    |               |       |    |
|   | City of Petersburg                   | 0.13   | 3500                                    | G  | 97%   | 1%  | 1%              | 0%     | 0%     | 0%     | F  | 0.094       | F  | 3800          | G     |    |
|   |                                      |        | To: Old St                              |    |       |     |                 |        |        |        |    |             |    |               |       |    |
| 36 1 Sycamore St  | From: Bollingbrook St                |        |   |    |       |     |                 |        |        |        |    |             |    |               |       |    |
|   | City of Petersburg                   | 0.04   | 3400                                    | G  | 97%   | 1%  | 1%              | 0%     | 0%     | 0%     | F  | 0.094       | F  | 3600          | G     |    |
|   |                                      |        | To: Sycamore St                         |    |       |     |                 |        |        |        |    |             |    |               |       |    |
| 36 1 Bollingbrook St  | From: US 1, US 301 2nd St            |        |   |    |       |     |                 |        |        |        |    |             |    |               |       |    |
|   | City of Petersburg                   | 0.10   | 3500                                    | G  | 97%   | 1%  | 1%              | 0%     | 0%     | 0%     | F  | 0.088       | F  | 0.772         | 3800  | G  |
|   |                                      |        | To: US 1 Par, 2nd St                    |    |       |     |                 |        |        |        |    |             |    |               |       |    |
| 36 301 ALT<br>1 301 Bollingbrook St                               | From: US 1, ALT US 301 3rd St        |        |   |    |       |     |                 |        |        |        |    |             |    |               |       |    |
|   | City of Petersburg                   | 0.08   | 4600                                    | G  | 98%   | 0%  | 1%              | 0%     | 0%     | 0%     | F  | 0.122       | F  | 0.85          | 5000  | G  |
|   |                                      |        | To: 3rd St                              |    |       |     |                 |        |        |        |    |             |    |               |       |    |
| 36 301 Bollingbrook St  | From: 5th St                         |        |   |    |       |     |                 |        |        |        |    |             |    |               |       |    |
|   | City of Petersburg                   | 0.15   | 4400                                    | G  | 98%   | 0%  | 1%              | 0%     | 0%     | 0%     | F  | 0.108       | F  | 0.786         | 4800  | G  |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: |                                      |        | 6100                                    | G  | 98%   | 0%  | 1%              | 0%     | 1%     | 0%     | F  | NA          |    | 6700          | G     |    |
|   |                                      |        | To: Crater Rd                           |    |       |     |                 |        |        |        |    |             |    |               |       |    |
| 36 301 Bollingbrook St  | From: Bollingbrook St                |        |   |    |       |     |                 |        |        |        |    |             |    |               |       |    |
|   | City of Petersburg                   | 0.23   | 4200                                    | G  | 98%   | 0%  | 1%              | 0%     | 0%     | 0%     | C  | 0.116       | F  | 4600          | G     |    |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: |                                      |        | 6300                                    | G  | 98%   | 0%  | 1%              | 0%     | 1%     | 0%     | C  | NA          |    | 6800          | G     |    |
|   |                                      |        | To: Crater Rd                           |    |       |     |                 |        |        |        |    |             |    |               |       |    |
| 36 301 Crater Rd  | From: Bollingbrook St                |        |   |    |       |     |                 |        |        |        |    |             |    |               |       |    |
|   | City of Petersburg                   | 0.14   | 3700                                    | G  | 98%   | 0%  | 1%              | 0%     | 0%     | 0%     | F  | 0.115       | F  | 0.839         | 4000  | G  |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: |                                      |        | 7700                                    | G  | 97%   | 1%  | 1%              | 1%     | 1%     | 0%     | F  | NA          |    | 8300          | G     |    |
|   |                                      |        | To: US 301 Par, Bank St                 |    |       |     |                 |        |        |        |    |             |    |               |       |    |
| 36 301 Crater Rd  | From: US 301, BUS US 460 Crater Rd   |        |   |    |       |     |                 |        |        |        |    |             |    |               |       |    |
|   | City of Petersburg                   | 0.18   | 3900                                    | G  | 97%   | 1%  | 1%              | 0%     | 0%     | 0%     | F  | NA          |    | 4200          | G     |    |
|   |                                      |        | To: US 301, BUS US 460 Crater Rd        |    |       |     |                 |        |        |        |    |             |    |               |       |    |
| 36 Washington St  | From: Burch St                       |        |   |    |       |     |                 |        |        |        |    |             |    |               |       |    |
|   | City of Petersburg                   | 0.18   | 11000                                   | G  | 97%   | 0%  | 1%              | 1%     | 2%     | 0%     | F  | 0.09        | F  | 11000         | G     |    |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: |                                      |        | 20000                                   | G  | 97%   | 0%  | 1%              | 1%     | 2%     | 0%     | F  | NA          |    | 22000         | G     |    |
|   |                                      |        | To: Burch St                            |    |       |     |                 |        |        |        |    |             |    |               |       |    |

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| Route                | Jurisdiction  | Length | AADT  | QA    | 4Tire | Bus | -----Truck----- |        |        |        | QC | K<br>Factor | QK    | Dir<br>Factor | AAWDT | QW    |
|----------------------|---|--------|-------|-------|-------|-----|-----------------|--------|--------|--------|----|-------------|-------|---------------|-------|-------|
|                      |   |        |       |       |       |     | 2Axle           | 3+Axle | 1Trail | 2Trail |    |             |       |               |       |       |
| 36 Washington St     | From: Burch St  |        |       |       |       |     |                 |        |        |        |    |             |       |               |       |       |
|                      | City of Petersburg  | 0.25   | 11000 | G     | 97%   | 0%  | 1%              | 1%     | 2%     | 0%     | F  | 0.091       | F     | 12000         | G     |       |
|                      | Combined Traffic Estimates for 2 Parallel Roadways on this Route: |        |       | 21000 | G     | 97% | 0%              | 1%     | 1%     | 2%     | 0% | F           | NA    | 22000         | G     |       |
|                      | To: SR 36 Wythe St; Amelia St                                     |        |       |       |       |     |                 |        |        |        |    |             |       |               |       |       |
| North 85 460         | From: SCL Petersburg  |        |       |       |       |     |                 |        |        |        |    |             |       |               |       |       |
|                      | City of Petersburg (Maint: 26)                                    | 1.01   | 25000 | A     | 88%   | 1%  | 1%              | 1%     | 9%     | 1%     | C  | 0.094       | A     | 24000         | A     |       |
|                      | Combined Traffic Estimates for 2 Parallel Roadways on this Route: |        |       | 48000 | A     | 88% | 1%              | 1%     | 1%     | 10%    | 1% | C           | 0.048 | A             | 47000 | A     |
|                      | To: Squirrel Level Road   |        |       |       |       |     |                 |        |        |        |    |             |       |               |       |       |
| North 85 460         | From: Squirrel Level Road   |        |       |       |       |     |                 |        |        |        |    |             |       |               |       |       |
|                      | City of Petersburg (Maint: 26)                                    | 2.57   | 28000 | A     | 88%   | 1%  | 1%              | 1%     | 9%     | 1%     | F  | 0.091       | A     | 28000         | A     |       |
|                      | Combined Traffic Estimates for 2 Parallel Roadways on this Route: |        |       | 54000 | A     | 88% | 1%              | 1%     | 1%     | 10%    | 1% | F           | 0.094 | A             | 0.571 | 53000 |
|                      | To: I-95  |        |       |       |       |     |                 |        |        |        |    |             |       |               |       |       |
| North 85 Ramp        | From: I-85-N To Squirrel Level Road                               |        |       |       |       |     |                 |        |        |        |    |             |       |               |       |       |
|                      | City of Petersburg (Maint: 26)                                    | 0.11   | NA    |       |       |     |                 |        |        |        |    | NA          |       | NA            |       |       |
|                      | To: 123-9011; 123-9011- 1A FROM & TORT                            |        |       |       |       |     |                 |        |        |        |    |             |       |               |       |       |
| North 85 460 Ramp    | From: I-85 North  |        |       |       |       |     |                 |        |        |        |    |             |       |               |       |       |
|                      | City of Petersburg (Maint: 26)                                    | 0.10   | 5900  | A     |       |     |                 |        |        |        |    | 0.104       | A     | 6100          | A     |       |
|                      | To: I-95 South  |        |       |       |       |     |                 |        |        |        |    |             |       |               |       |       |
| North 85 Ramp        | From: I-85-N TO WYTHE & WASHINGTON STREETS                        |        |       |       |       |     |                 |        |        |        |    |             |       |               |       |       |
|                      | City of Petersburg (Maint: 26)                                    | 0.06   | NA    |       |       |     |                 |        |        |        |    | NA          |       | NA            |       |       |
|                      | To: I-95-N051A TO WYTHE & WASHINGTON STREE                        |        |       |       |       |     |                 |        |        |        |    |             |       |               |       |       |
| North 85 Ramp        | From: I-95 North  |        |       |       |       |     |                 |        |        |        |    |             |       |               |       |       |
|                      | City of Petersburg (Maint: 26)                                    | 0.22   | 5700  | A     |       |     |                 |        |        |        |    | 0.104       | A     | 6300          | A     |       |
|                      | To: Wythe St & Washington St                                      |        |       |       |       |     |                 |        |        |        |    |             |       |               |       |       |
| North 85 Ramp        | From: I-85 North Exit 68C   |        |       |       |       |     |                 |        |        |        |    |             |       |               |       |       |
|                      | City of Petersburg (Maint: 26)                                    | 0.17   | 3600  | A     |       |     |                 |        |        |        |    | 0.103       | A     | 4000          | A     |       |
|                      | To: CEUS 460-P Washington St                                      |        |       |       |       |     |                 |        |        |        |    |             |       |               |       |       |
| North 85 Ramp        | From: I-85 North Exit 68B   |        |       |       |       |     |                 |        |        |        |    |             |       |               |       |       |
|                      | City of Petersburg (Maint: 26)                                    | 0.07   | 2100  | A     |       |     |                 |        |        |        |    | 0.123       | A     | 2300          | A     |       |
|                      | To: CEUS 460 Wythe St   |        |       |       |       |     |                 |        |        |        |    |             |       |               |       |       |
| South 85 460         | From: SCL Petersburg  |        |       |       |       |     |                 |        |        |        |    |             |       |               |       |       |
|                      | City of Petersburg (Maint: 26)                                    | 1.25   | 24000 | A     | 87%   | 1%  | 1%              | 1%     | 10%    | 1%     | C  | 0.107       | A     | 23000         | A     |       |
|                      | Combined Traffic Estimates for 2 Parallel Roadways on this Route: |        |       | 48000 | A     | 88% | 1%              | 1%     | 1%     | 10%    | 1% | C           | NA    | 47000         | A     |       |
|                      | To: Squirrel Level Road   |        |       |       |       |     |                 |        |        |        |    |             |       |               |       |       |
| South 85 460         | From: Squirrel Level Road   |        |       |       |       |     |                 |        |        |        |    |             |       |               |       |       |
|                      | City of Petersburg (Maint: 26)                                    | 2.23   | 26000 | A     | 87%   | 1%  | 1%              | 1%     | 10%    | 1%     | F  | 0.106       | A     | 26000         | A     |       |
|                      | Combined Traffic Estimates for 2 Parallel Roadways on this Route: |        |       | 54000 | A     | 88% | 1%              | 1%     | 1%     | 10%    | 1% | F           | 0.094 | A             | 0.571 | 53000 |
|                      | To: I-95  |        |       |       |       |     |                 |        |        |        |    |             |       |               |       |       |
| South 85 I-85 S Ramp | From: Ramp From I-95 N  |        |       |       |       |     |                 |        |        |        |    |             |       |               |       |       |
|                      | City of Petersburg (Maint: 26)                                    | 0.33   | 26000 | N     | 87%   | 1%  | 1%              | 1%     | 10%    | 1%     | N  | 0.106       | N     | 26000         | N     |       |
|                      | Combined Traffic Estimates for 2 Parallel Roadways on this Route: |        |       | 26000 | N     |     |                 |        |        |        |    | NA          |       | NA            |       |       |
|                      | To: Ramp From Washington Ave                                      |        |       |       |       |     |                 |        |        |        |    |             |       |               |       |       |

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| Route                     | Jurisdiction   | Length | AADT   | QA | 4Tire | Bus | -----Truck----- |        |        |        | QC | K<br>Factor | QK | Dir<br>Factor | AAWDT | QW |
|---------------------------|--|--------|--------|----|-------|-----|-----------------|--------|--------|--------|----|-------------|----|---------------|-------|----|
|                           |  |        |        |    |       |     | 2Axle           | 3+Axle | 1Trail | 2Trail |    |             |    |               |       |    |
| South<br>(85) I-85 S Ramp | From: Ramp From Washington Ave<br>City of Petersburg (Maint: 26)         | 0.16   | NA     |    |       |     |                 |        |        |        |    | NA          |    | NA            |       |    |
|                           | Combined Traffic Estimates for Parallel Roadways on this Route:          |        | NA     |    |       |     |                 |        |        |        |    | NA          |    | NA            |       |    |
|                           | To: I-95 South   |        |        |    |       |     |                 |        |        |        |    |             |    |               |       |    |
| South<br>(85) Ramp        | From: I-85-S TO SQUIRREL LEVEL ROAD<br>City of Petersburg (Maint: 26)    | 0.13   | 3800   | A  |       |     |                 |        |        |        |    | 0.105       | A  | 4100          | A     |    |
|                           | To: 123-9011; 123-9011- 1B TO & FROM RT                                  |        |        |    |       |     |                 |        |        |        |    |             |    |               |       |    |
| North<br>(95)             | From: Rives Rd<br>City of Petersburg (Maint: 74)                         | 1.15   | 16000  | A  | 85%   | 1%  | 1%              | 0%     | 13%    | 0%     | F  | 0.116       | A  | 14000         | A     |    |
|                           | Combined Traffic Estimates for 2 Parallel Roadways on this Route:        |        | 32000  | A  | 87%   | 1%  | 1%              | 1%     | 11%    | 0%     | F  | 0.105       | A  | 29000         | A     |    |
|                           | To: Wagner Rd  |        |        |    |       |     |                 |        |        |        |    |             |    |               |       |    |
| North<br>(95)             | From: Wagner Rd<br>City of Petersburg (Maint: 74)                        | 2.79   | 20000  | A  | 85%   | 1%  | 1%              | 0%     | 13%    | 0%     | F  | 0.107       | A  | 19000         | A     |    |
|                           | Combined Traffic Estimates for 2 Parallel Roadways on this Route:        |        | 43000  | A  | 87%   | 1%  | 1%              | 1%     | 11%    | 0%     | F  | 0.096       | A  | 41000         | A     |    |
|                           | To: US 460 West St   |        |        |    |       |     |                 |        |        |        |    |             |    |               |       |    |
| North<br>(95)             | From: US 460 West St<br>City of Petersburg (Maint: 74)                   | 0.50   | 20000  | N  | 85%   | 1%  | 1%              | 0%     | 13%    | 0%     | N  | 0.107       | N  | 19000         | N     |    |
|                           | Combined Traffic Estimates for 2 Parallel Roadways on this Route:        |        | 43000  | N  | 87%   | 1%  | 1%              | 1%     | 11%    | 0%     | N  | NA          |    | 41000         | N     |    |
|                           | To: I-85   |        |        |    |       |     |                 |        |        |        |    |             |    |               |       |    |
| North<br>(95)             | From: I-85<br>City of Petersburg (Maint: 26)                             | 0.44   | 44000  | A  | 91%   | 1%  | 1%              | 1%     | 7%     | 0%     | F  | 0.093       | A  | 43000         | A     |    |
|                           | Combined Traffic Estimates for 2 Parallel Roadways on this Route:        |        | 87000  | A  | 91%   | 1%  | 1%              | 1%     | 7%     | 0%     | F  | 0.092       | A  | 85000         | A     |    |
|                           | To: US 301, Bus US 460 Washington St                                     |        |        |    |       |     |                 |        |        |        |    |             |    |               |       |    |
| North<br>(95)             | From: US 301, Bus US 460 Washington St<br>City of Petersburg (Maint: 26) | 0.64   | 51000  | A  | 91%   | 1%  | 1%              | 1%     | 7%     | 0%     | F  | 0.092       | A  | 50000         | A     |    |
|                           | Combined Traffic Estimates for 2 Parallel Roadways on this Route:        |        | 101000 | A  | 91%   | 1%  | 1%              | 1%     | 7%     | 0%     | F  | NA          |    | 100000        | A     |    |
|                           | To: SCL Colonial Heights   |        |        |    |       |     |                 |        |        |        |    |             |    |               |       |    |
| North<br>(95) Ramp        | From: I-95 North<br>City of Petersburg (Maint: 74)                       | 0.17   | 870    | A  |       |     |                 |        |        |        |    | 0.101       | A  | 850           | A     |    |
|                           | To: 123-9008 Rives Rd  |        |        |    |       |     |                 |        |        |        |    |             |    |               |       |    |
| North<br>(95) Ramp        | From: I-95 North<br>City of Petersburg (Maint: 74)                       | 0.35   | 300    | A  |       |     |                 |        |        |        |    | 0.248       | A  | 320           | A     |    |
|                           | To: 123-9010 Wagner Rd   |        |        |    |       |     |                 |        |        |        |    |             |    |               |       |    |
| North<br>(95) Ramp        | From: I-95-N TO WAGNER RD<br>City of Petersburg (Maint: 74)              | 0.23   | NA     |    |       |     |                 |        |        |        |    | NA          |    | NA            |       |    |
|                           | To: 123-9010 FR RT 95  |        |        |    |       |     |                 |        |        |        |    |             |    |               |       |    |
| North<br>(95) Ramp        | From: I-95-N050X TO RT 460 EAST<br>City of Petersburg (Maint: 74)        | 0.11   | NA     |    |       |     |                 |        |        |        |    | NA          |    | NA            |       |    |
|                           | To: US 460 FROM RT 95 NORTH  |        |        |    |       |     |                 |        |        |        |    |             |    |               |       |    |
| North<br>(95) Ramp        | From: I-95-N050X TO RTS 460 BUS & 301<br>City of Petersburg (Maint: 74)  | 0.14   | NA     |    |       |     |                 |        |        |        |    | NA          |    | NA            |       |    |
|                           | To: CEUS 460-P FROM ROUTE 95 NORTH                                       |        |        |    |       |     |                 |        |        |        |    |             |    |               |       |    |

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|------------------|--|--------|-------|----|-------|-----|-----------------|--------|--------|--------|----|-------------|----|---------------|-------|----|
|                  |  |        |       |    |       |     | 2Axle           | 3+Axle | 1Trail | 2Trail |    |             |    |               |       |    |
| North<br>95 Ramp | From: I-95-N050X TO RT 301 SOUTH<br>City of Petersburg (Maint: 74)<br>To: US 301   | 0.16   | NA    |    |       |     |                 |        |        |        |    | NA          |    | NA            |       |    |
| North<br>95 Ramp | From: I-95 North<br>City of Petersburg (Maint: 74)<br>To: Ramp to US 460 East  | 0.04   | NA    |    |       |     |                 |        |        |        |    | NA          |    | NA            |       |    |
| North<br>95 Ramp | From: Ramp From US 460 West<br>City of Petersburg (Maint: 74)<br>To: Ramp to US 301 North                                    | 0.15   | NA    |    |       |     |                 |        |        |        |    | NA          |    | NA            |       |    |
| North<br>95 Ramp | From: Ramp to US 301 South<br>City of Petersburg (Maint: 74)<br>To: Ramp From US 301   | 0.26   | 10000 | A  |       |     |                 |        |        |        |    | 0.136       | A  | 12000         | A     |    |
| North<br>95 Ramp | From: Ramp to US 301 South<br>City of Petersburg (Maint: 74)<br>To: Ramp From US 301   | 0.22   | NA    |    |       |     |                 |        |        |        |    | NA          |    | NA            |       |    |
| North<br>95 Ramp | From: Ramp From US 301<br>City of Petersburg (Maint: 74)<br>To: Ramp to Wythe & Washington Streets                           | 0.06   | NA    |    |       |     |                 |        |        |        |    | NA          |    | NA            |       |    |
| North<br>95 Ramp | From: Ramp to Wythe & Washington Streets<br>City of Petersburg (Maint: 74)<br>To: I-95 North                                 | 0.01   | NA    |    |       |     |                 |        |        |        |    | NA          |    | NA            |       |    |
| North<br>95 Ramp | From: I-95-N050X TO WYTHE & WASHINGTON STREE<br>City of Petersburg (Maint: 26)<br>To: I-85-N068B TO WYTHE & WASHINGTON STREE | 0.47   | NA    |    |       |     |                 |        |        |        |    | NA          |    | NA            |       |    |
| North<br>95 Ramp | From: I-95-N TO RT 85 SOUTH<br>City of Petersburg (Maint: 26)<br>To: I-85-S Gap FROM I-95 NORTH                              | 0.43   | NA    |    |       |     |                 |        |        |        |    | NA          |    | NA            |       |    |
| North<br>95 Ramp | From: I-95-N TO RT 30100- BANK STREET<br>City of Petersburg (Maint: 74)<br>To: IUS 301-P FROM RT 95 NORTH                    | 0.19   | NA    |    |       |     |                 |        |        |        |    | NA          |    | NA            |       |    |
| South<br>95      | From: SCL Petersburg<br>City of Petersburg (Maint: 74)<br>To: Rives Rd   | 0.34   | 15000 | A  | 89%   | 1%  | 1%              | 1%     | 9%     | 0%     | F  | 0.113       | A  | 13000         | A     |    |
|                  | Combined Traffic Estimates for 2 Parallel Roadways on this Route:  |        | 29000 | A  | 87%   | 1%  | 1%              | 1%     | 11%    | 0%     | F  | NA          |    | 25000         | A     |    |
| South<br>95      | From: Rives Rd<br>City of Petersburg (Maint: 74)<br>To: Wagner Rd  | 1.22   | 16000 | A  | 89%   | 1%  | 1%              | 1%     | 9%     | 0%     | F  | 0.111       | A  | 15000         | A     |    |
|                  | Combined Traffic Estimates for 2 Parallel Roadways on this Route:  |        | 32000 | A  | 87%   | 1%  | 1%              | 1%     | 11%    | 0%     | F  | 0.105       | A  | 29000         | A     |    |
| South<br>95      | From: Wagner Rd<br>City of Petersburg (Maint: 74)<br>To: US 460 County Rd; US 301 Crater Rd                                  | 2.29   | 23000 | A  | 89%   | 1%  | 1%              | 1%     | 9%     | 0%     | F  | 0.097       | A  | 23000         | A     |    |
|                  | Combined Traffic Estimates for 2 Parallel Roadways on this Route:  |        | 43000 | A  | 87%   | 1%  | 1%              | 1%     | 11%    | 0%     | F  | 0.096       | A  | 41000         | A     |    |

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| Route                        | Jurisdiction   | Length | AADT   | QA | 4Tire | Bus | -----Truck----- |        |        |        | QC | K<br>Factor | QK | Dir<br>Factor | AAWDT | QW |
|------------------------------|--|--------|--------|----|-------|-----|-----------------|--------|--------|--------|----|-------------|----|---------------|-------|----|
|                              |  |        |        |    |       |     | 2Axle           | 3+Axle | 1Trail | 2Trail |    |             |    |               |       |    |
| South<br>(95)                | From: US 460 County Rd; US 301 Crater Rd<br>City of Petersburg (Maint: 74) | 0.53   | 23000  | N  | 89%   | 1%  | 1%              | 1%     | 9%     | 0%     | N  | 0.097       | N  | 23000         | N     |    |
|                              | Combined Traffic Estimates for 2 Parallel Roadways on this Route:          |        | 43000  | N  | 87%   | 1%  | 1%              | 1%     | 11%    | 0%     | N  | NA          |    | 41000         | N     |    |
| South<br>(95)                | From: I-85<br>City of Petersburg (Maint: 26)                               | 0.66   | 43000  | A  | 90%   | 1%  | 1%              | 1%     | 7%     | 0%     | F  | 0.094       | A  | 42000         | A     |    |
|                              | Combined Traffic Estimates for 2 Parallel Roadways on this Route:          |        | 87000  | A  | 91%   | 1%  | 1%              | 1%     | 7%     | 0%     | F  | 0.092       | A  | 85000         | A     |    |
| South<br>(95)                | From: US 301, Bus US 460 Washington St<br>City of Petersburg (Maint: 26)   | 0.48   | 50000  | A  | 90%   | 1%  | 1%              | 1%     | 7%     | 0%     | F  | 0.092       | A  | 50000         | A     |    |
|                              | Combined Traffic Estimates for 2 Parallel Roadways on this Route:          |        | 101000 | A  | 91%   | 1%  | 1%              | 1%     | 7%     | 0%     | F  | NA          |    | 100000        | A     |    |
| South<br>(95) Ramp           | From: I-95-S TO RIVES RD<br>City of Petersburg (Maint: 74)                 | 0.16   | NA     |    |       |     |                 |        |        |        |    | NA          |    | NA            |       |    |
|                              | To: 123-9008; 123-9008- A TO RT 95   |        |        |    |       |     |                 |        |        |        |    |             |    |               |       |    |
| South<br>(95) Ramp           | From: I-95-S TO WAGNER RD<br>City of Petersburg (Maint: 74)                | 0.25   | NA     |    |       |     |                 |        |        |        |    | NA          |    | NA            |       |    |
|                              | To: 123-9010 FROM RT 95  |        |        |    |       |     |                 |        |        |        |    |             |    |               |       |    |
| South<br>(95) Ramp           | From: I-95 South<br>City of Petersburg (Maint: 74)                         | 0.31   | 5000   | A  |       |     |                 |        |        |        |    | 0.098       | A  | 5600          | A     |    |
|                              | To: 123-9010 Wagner Rd   |        |        |    |       |     |                 |        |        |        |    |             |    |               |       |    |
| South<br>(95) Ramp           | From: I-95-S050X TO GRAHAM ROAD<br>City of Petersburg (Maint: 74)          | 0.09   | NA     |    |       |     |                 |        |        |        |    | NA          |    | NA            |       |    |
|                              | To: 123-9012 FROM ROUTE 95 SOUTH   |        |        |    |       |     |                 |        |        |        |    |             |    |               |       |    |
| South<br>(95) (460) Ramp     | From: I-95 South<br>City of Petersburg (Maint: 74)                         | 0.06   | 9300   | A  |       |     |                 |        |        |        |    | 0.096       | A  | 10000         | A     |    |
|                              | To: Ramp to Graham Rd  |        |        |    |       |     |                 |        |        |        |    |             |    |               |       |    |
| South<br>(95) (460) Ramp     | From: Ramp from I-85 N to I-95 S<br>City of Petersburg (Maint: 74)         | 0.07   | NA     |    |       |     |                 |        |        |        |    | NA          |    | NA            |       |    |
|                              | To: Ramp from US 301   |        |        |    |       |     |                 |        |        |        |    |             |    |               |       |    |
| South<br>(95) (460) Bus Ramp | From: Ramp from I-85 N to I-95 S<br>City of Petersburg (Maint: 74)         | 0.18   | NA     |    |       |     |                 |        |        |        |    | NA          |    | NA            |       |    |
|                              | To: Ramp from US 301   |        |        |    |       |     |                 |        |        |        |    |             |    |               |       |    |
| South<br>(95) (460) Bus Ramp | From: Ramp from I-85 N to I-95 S<br>City of Petersburg (Maint: 74)         | 0.27   | 11000  | A  |       |     |                 |        |        |        |    | 0.118       | A  | 13000         | A     |    |
|                              | To: US 460 Ramp  |        |        |    |       |     |                 |        |        |        |    |             |    |               |       |    |
| South<br>(95) Ramp           | From: Ramp from I-85 N to I-95 S<br>City of Petersburg (Maint: 74)         | 0.22   | NA     |    |       |     |                 |        |        |        |    | NA          |    | NA            |       |    |
|                              | To: I-95 S   |        |        |    |       |     |                 |        |        |        |    |             |    |               |       |    |
| South<br>(95) Ramp           | From: I-95-S TO WASHINGTON & WYTHE STS<br>City of Petersburg (Maint: 74)   | 0.12   | NA     |    |       |     |                 |        |        |        |    | NA          |    | NA            |       |    |
|                              | To: I-95-S052B TO WASHINGTON STREET  |        |        |    |       |     |                 |        |        |        |    |             |    |               |       |    |
| South<br>(95) Ramp           | From: City of Petersburg (Maint: 74)                                       | 0.19   | NA     |    |       |     |                 |        |        |        |    | NA          |    | NA            |       |    |
|                              | To: CEUS 460 FROM RT 95 SOUTH  |        |        |    |       |     |                 |        |        |        |    |             |    |               |       |    |

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| Route                    | Jurisdiction   | Length | AADT  | QA | 4Tire | Bus | -----Truck----- |        |        |        | QC | K<br>Factor | QK | Dir<br>Factor | AAWDT | QW |
|--------------------------|--|--------|-------|----|-------|-----|-----------------|--------|--------|--------|----|-------------|----|---------------|-------|----|
|                          |  |        |       |    |       |     | 2Axle           | 3+Axle | 1Trail | 2Trail |    |             |    |               |       |    |
| 106 Courthouse Rd        | City of Petersburg                                     | 0.10   | 7400  | G  | 95%   | 1%  | 1%              | 1%     | 2%     | 0%     | F  | 0.089       | F  | 8100          | G     |    |
|                          | From: US 460 County Rd                                 |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
|                          | To: ECL Petersburg                                     |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
| 109 Hickory Hill Rd      | City of Petersburg                                     | 0.88   | 6500  | G  | 98%   | 0%  | 0%              | 1%     | 0%     | 0%     | C  | 0.124       | F  | 7100          | G     |    |
|                          | From: US 460 County Rd                                 |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
|                          | To: ECL Petersburg                                     |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
| 109 Hickory Hill Rd      | City of Petersburg                                     | 0.03   | 6500  | N  | 98%   | 0%  | 0%              | 1%     | 0%     | 0%     | N  | 0.124       | N  | 7100          | N     |    |
|                          | From: ECL Petersburg                                   |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
|                          | To: Dead End; Fort Lee Military Reservation, Mahone Av |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
| 142 Boydton Plank Rd     | City of Petersburg                                     | 0.16   | 3300  | G  | 98%   | 0%  | 0%              | 0%     | 1%     | 0%     | F  | 0.096       | F  | 3600          | G     |    |
|                          | From: WCL Petersburg                                   |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
|                          | To: Dupuy Rd   |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
| 142 Boydton Plank Rd     | City of Petersburg                                     | 1.24   | 3100  | G  | 98%   | 0%  | 0%              | 0%     | 1%     | 0%     | C  | 0.083       | F  | 3400          | G     |    |
|                          | From: Dupuy Rd   |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
|                          | To: Rt 604 Halifax Rd                                  |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
| 142 Halifax Rd           | City of Petersburg                                     | 0.06   | 5800  | G  | 98%   | 0%  | 0%              | 0%     | 1%     | 0%     | F  | 0.079       | F  | 0.524         | 6300  | G  |
|                          | From: Rt 604 Halifax Rd                                |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
|                          | To: CSX RR   |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
| 301 Crater Rd            | City of Petersburg                                     | 0.21   | 8600  | G  | 99%   | 0%  | 0%              | 0%     | 0%     | 0%     | F  | 0.096       | F  | 9400          | G     |    |
|                          | From: SCL Petersburg                                   |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
|                          | To: Rives Rd   |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
| 301 Crater Rd            | City of Petersburg                                     | 0.90   | 9800  | G  | 99%   | 0%  | 0%              | 0%     | 0%     | 0%     | C  | 0.091       | F  | 11000         | G     |    |
|                          | From: Rives Rd   |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
|                          | To: Wagner Rd  |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
| 301 Crater Rd            | City of Petersburg                                     | 0.43   | 21000 | G  | 99%   | 0%  | 0%              | 0%     | 0%     | 0%     | F  | NA          |    | 23000         | G     |    |
|                          | From: Wagner Rd  |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
|                          | To: Flank Rd   |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
| 301 Crater Rd            | City of Petersburg                                     | 0.87   | 22000 | G  | 99%   | 0%  | 0%              | 0%     | 0%     | 0%     | F  | 0.084       | F  | 24000         | G     |    |
|                          | From: Flank Rd   |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
|                          | To: ALT US 301 Sycamore St                             |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
| 301 Crater Rd            | City of Petersburg                                     | 0.26   | 16000 | G  | 98%   | 0%  | 1%              | 0%     | 0%     | 0%     | C  | 0.088       | F  | 17000         | G     |    |
|                          | From: ALT US 301 Sycamore St                           |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
|                          | To: South Blvd   |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
| 301 Crater Rd            | City of Petersburg                                     | 0.73   | 22000 | G  | 98%   | 0%  | 1%              | 0%     | 0%     | 0%     | F  | 0.084       | F  | 24000         | G     |    |
|                          | From: South Blvd                                       |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
|                          | To: I-95, Bus US 460                                   |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
| Bus<br>301 460 Crater Rd | City of Petersburg (Maint: 26)                         | 0.09   | 11000 | N  | 97%   | 1%  | 1%              | 0%     | 0%     | 0%     | N  | 0.087       | N  | 12000         | N     |    |
|                          | From: I-95, Bus US 460                                 |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
|                          | To: I-95; Bus US 460 Par, Winfield Rd                  |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
| Bus<br>301 460 Crater Rd | City of Petersburg                                     | 0.98   | 11000 | G  | 97%   | 1%  | 1%              | 0%     | 0%     | 0%     | C  | 0.087       | F  | 12000         | G     |    |
|                          | From: I-95; Bus US 460 Par, Winfield Rd                |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
|                          | To: Maintenance Jurisdiction Change                    |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
| Bus<br>301 460 Crater Rd | City of Petersburg                                     | 0.10   | 7800  | G  | 97%   | 1%  | 1%              | 0%     | 0%     | 0%     | F  | 0.087       | F  | 8500          | G     |    |
|                          | From: SR 36, Bus US 460 Wythe St                       |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
|                          | To: SR 36 Par, Bus US 460 Par, Washington St           |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
| 301 3p Crater Rd         | City of Petersburg                                     | 0.18   | 3900  | G  | 97%   | 1%  | 1%              | 0%     | 0%     | 0%     | F  | NA          |    | 4200          | G     |    |
|                          | From: SR 36 Par, Bus US 460 Par, Washington St         |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |
|                          | To: US 301 Par, Bank St                                |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |



































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City of Petersburg

| Route                                       | Jurisdiction   | Length | AADT  | QA | 4Tire | Bus | Truck   |        |        |        | QC | K Factor | QK  | Dir Factor | AAWDT | QW    |   |       |       |   |
|---|--|--------|---|----|-------|-----|---|--------|--------|--------|----|----------|-----|------------|-------|-------|---|-------|-------|---|
|   |  |        |   |    |       |     | 2Axle   | 3+Axle | 1Trail | 2Trail |    |          |     |            |       |       |   |       |       |   |
| ALT<br>301 Sycamore St                      | From: North Blvd<br>To: Graham Rd<br>City of Petersburg                                  | 0.42   | 7300  | G  | 99%   | 0%  | 0%  | 0%     | 0%     | 0%     | F  | 0.075    | F   | 7900       | G     |       |   |       |       |   |
| ALT<br>301 Sycamore St                      | From: Graham Rd<br>To: US 1 Wythe St<br>City of Petersburg                               | 0.56   | 9500  | G  | 99%   | 0%  | 0%  | 0%     | 0%     | 0%     | F  | 0.078    | F   | 10000      | G     |       |   |       |       |   |
| ALT<br>301 1 Bus<br>460 36 Wythe St         | From: US 1<br>To: Bus US 460 Jefferson St<br>City of Petersburg                          | 0.20   | 12000   | G  | 96%   | 1%  | 1%  | 1%     | 1%     | 0%     | F  | NA       |     | 13000      | G     |       |   |       |       |   |
|   |  |        | Combined Traffic Estimates for 2 Parallel Roadways on this Route: |    |       |     | 27000   | G      | 95%    | 1%     | 1% | F        | NA  |            | 29000 | G     |   |       |       |   |
| ALT<br>301 1 Jefferson St                   | From: Bus US 460 Par, Washington St<br>To: Bus US 460 Jefferson St<br>City of Petersburg | 0.09   | 3900  | G  | 96%   | 1%  | 1%  | 1%     | 1%     | 0%     | F  | 0.082    | F   | 0.687      | 4200  | G     |   |       |       |   |
| ALT<br>301 1 Jefferson St                   | From: Bus US 460 Par, Washington St<br>To: Henry St<br>City of Petersburg                | 0.26   | 790   | G  | 96%   | 1%  | 1%  | 1%     | 1%     | 0%     | F  | 0.096    | F   | 0.674      | 860   | G     |   |       |       |   |
| ALT<br>301 1 3rd St                         | From: Henry St<br>To: US 301 Par, Bank St<br>City of Petersburg                          | 0.05   | 320   | G  | 96%   | 1%  | 1%  | 1%     | 1%     | 0%     | F  | 0.115    | F   | 0.573      | 350   | G     |   |       |       |   |
| ALT<br>301 1 3rd St                         | From: US 301 Bollingbrook St<br>To: US 1, ALT US 301 3rd St<br>City of Petersburg        | 0.05   | 400   | G  | 96%   | 1%  | 1%  | 1%     | 1%     | 0%     | F  | 0.11     | F   | 0.634      | 430   | G     |   |       |       |   |
| ALT<br>301 301 1 36 Bollingbrook St         | From: US 1, ALT US 301 3rd St<br>To: US 301<br>City of Petersburg                        | 0.08   | 4600  | G  | 98%   | 0%  | 1%  | 0%     | 0%     | 0%     | F  | 0.122    | F   | 0.85       | 5000  | G     |   |       |       |   |
| ALT<br>301 Sycamore St                      | From: US 1 Wythe St<br>To: Bus US 460 Washington St<br>City of Petersburg                | 0.09   | 6700  | G  | 99%   | 0%  | 0%  | 0%     | 0%     | 0%     | F  | NA       |     | 7300       | G     |       |   |       |       |   |
| ALT Bus Bus<br>301 460 460 36 Washington St | From: Bus US 460 Par<br>To: Bus US 460 Washington St<br>City of Petersburg               | 0.09   | 14000   | G  | 93%   | 1%  | 1%  | 2%     | 3%     | 0%     | F  | 0.079    | F   | 16000      | G     |       |   |       |       |   |
|   |  |        | Combined Traffic Estimates for 2 Parallel Roadways on this Route: |    |       |     | 27000   | G      | 95%    | 1%     | 1% | F        | NA  |            | 29000 | G     |   |       |       |   |
| ALT<br>301 Adams St                         | From: Bus US 460 Washington St<br>To: Franklin St<br>City of Petersburg                  | 0.06   | 7500  | G  | 99%   | 0%  | 0%  | 0%     | 0%     | 0%     | F  | NA       |     | 8200       | G     |       |   |       |       |   |
| ALT<br>301 Adams St                         | From: Franklin St<br>To: Henry St<br>City of Petersburg                                  | 0.16   | 7300  | G  | 99%   | 0%  | 0%  | 0%     | 0%     | 0%     | C  | NA       |     | 8000       | G     |       |   |       |       |   |
| 460 85                                      | From: SCL Petersburg<br>To: Squirrel Level Road<br>City of Petersburg (Maint: 26)        | 1.01   |   |    |       |     | See I-85 for directional traffic volume estimates for this segment. |        |        |        |    |          |     |            |       |       |   |       |       |   |
|   |  |        | Combined Traffic Estimates for 2 Parallel Roadways on this Route: |    |       |     | 48000   | A      | 88%    | 1%     | 1% | 1%       | 10% | 1%         | C     | 0.048 | A | 47000 | A     |   |
| 460 85                                      | From: Squirrel Level Road<br>To: I-85 S<br>City of Petersburg (Maint: 26)                | 2.57   |   |    |       |     | See I-85 for directional traffic volume estimates for this segment. |        |        |        |    |          |     |            |       |       |   |       |       |   |
|   |  |        | Combined Traffic Estimates for 2 Parallel Roadways on this Route: |    |       |     | 54000   | A      | 88%    | 1%     | 1% | 1%       | 10% | 1%         | F     | 0.094 | A | 0.571 | 53000 | A |



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| Route   | Jurisdiction                   | Length | AADT         | QA       | 4Tire | Bus | -----Truck-----   |        |        |        | QC | K<br>Factor | QK | Dir<br>Factor | AAWDT | QW |
|---|--------------------------------|--------|--------------|----------|-------|-----|---|--------|--------|--------|----|-------------|----|---------------|-------|----|
|   |                                |        |              |          |       |     | 2Axle   | 3+Axle | 1Trail | 2Trail |    |             |    |               |       |    |
| From: I-85 S  |                                |        |              |          |       |     |   |        |        |        |    |             |    |               |       |    |
|   Ramp   | City of Petersburg (Maint: 26) | 0.10   |              |          |       |     | See I-85 for directional traffic volume estimates for this segment. |        |        |        |    |             |    |               |       |    |
| To: I-95 SB   |                                |        |              |          |       |     |   |        |        |        |    |             |    |               |       |    |
| From: I-85  |                                |        |              |          |       |     |   |        |        |        |    |             |    |               |       |    |
|   Ramp   | City of Petersburg (Maint: 74) | 0.06   |              |          |       |     | See I-95 for directional traffic volume estimates for this segment. |        |        |        |    |             |    |               |       |    |
| To: Graham Rd   |                                |        |              |          |       |     |   |        |        |        |    |             |    |               |       |    |
| From: Graham Rd   |                                |        |              |          |       |     |   |        |        |        |    |             |    |               |       |    |
|   Ramp from I-85 N to I-95 S   | City of Petersburg (Maint: 74) | 0.07   |              |          |       |     | See I-95 for directional traffic volume estimates for this segment. |        |        |        |    |             |    |               |       |    |
| To: I-95 SB Collector Ramp  |                                |        |              |          |       |     |   |        |        |        |    |             |    |               |       |    |
| From: Ramp from US 301 South  |                                |        |              |          |       |     |   |        |        |        |    |             |    |               |       |    |
|    Ramp from I-85 N to I-95 S   | City of Petersburg (Maint: 74) | 0.18   |              |          |       |     | See I-95 for directional traffic volume estimates for this segment. |        |        |        |    |             |    |               |       |    |
| To: Ramp from US 301 North  |                                |        |              |          |       |     |   |        |        |        |    |             |    |               |       |    |
| From: Ramp from US 301  |                                |        |              |          |       |     |   |        |        |        |    |             |    |               |       |    |
|    Ramp from I-85 N to I-95 S   | City of Petersburg (Maint: 74) | 0.27   |              |          |       |     | See I-95 for directional traffic volume estimates for this segment. |        |        |        |    |             |    |               |       |    |
| To: US 460  |                                |        |              |          |       |     |   |        |        |        |    |             |    |               |       |    |
| From: I-95  |                                |        |              |          |       |     |   |        |        |        |    |             |    |               |       |    |
|  County Dr  | City of Petersburg             | 0.60   | <b>18000</b> | <b>G</b> | 92%   | 0%  | 1%  | 1%     | 6%     | 0%     | C  | 0.096       | F  | 19000         | G     |    |
| To: SR 109 Hickory Hill Rd  |                                |        |              |          |       |     |   |        |        |        |    |             |    |               |       |    |
| From: SR 109 Hickory Hill Rd  |                                |        |              |          |       |     |   |        |        |        |    |             |    |               |       |    |
|  County Dr  | City of Petersburg             | 2.16   | <b>9300</b>  | <b>A</b> | 89%   | 1%  | 1%  | 1%     | 8%     | 0%     | C  | 0.101       | A  | 0.51          | 9900  | A  |
| To: SR 106 Courthouse Rd  |                                |        |              |          |       |     |   |        |        |        |    |             |    |               |       |    |
| From: SR 106 Courthouse Rd  |                                |        |              |          |       |     |   |        |        |        |    |             |    |               |       |    |
|  County Dr  | City of Petersburg             | 0.34   | <b>13000</b> | <b>G</b> | 89%   | 1%  | 1%  | 1%     | 8%     | 0%     | F  | 0.087       | F  | 14000         | G     |    |
| To: ECL Petersburg  |                                |        |              |          |       |     |   |        |        |        |    |             |    |               |       |    |
| From: WCL Petersburg  |                                |        |              |          |       |     |   |        |        |        |    |             |    |               |       |    |
|   Washington St  | City of Petersburg             | 0.40   | <b>13000</b> | <b>G</b> | 98%   | 0%  | 1%  | 1%     | 1%     | 0%     | F  | NA          |    | 13000         | G     |    |
| To: Summit St   |                                |        |              |          |       |     |   |        |        |        |    |             |    |               |       |    |
| From: Summit St   |                                |        |              |          |       |     |   |        |        |        |    |             |    |               |       |    |
|   Washington St  | City of Petersburg             | 0.18   | <b>13000</b> | <b>G</b> | 98%   | 0%  | 1%  | 1%     | 1%     | 0%     | F  | NA          |    | 14000         | G     |    |
| To: Elm St  |                                |        |              |          |       |     |   |        |        |        |    |             |    |               |       |    |
| From: Elm St  |                                |        |              |          |       |     |   |        |        |        |    |             |    |               |       |    |
|   Washington St  | City of Petersburg             | 0.57   | <b>14000</b> | <b>G</b> | 96%   | 1%  | 1%  | 1%     | 1%     | 0%     | F  | 0.085       | F  | 15000         | G     |    |
| To: US 1 Par; Wythe St  |                                |        |              |          |       |     |   |        |        |        |    |             |    |               |       |    |
| From: US 1 Par; Washington St; Battersea Lane   |                                |        |              |          |       |     |   |        |        |        |    |             |    |               |       |    |
|   Wythe St   | City of Petersburg             | 1.08   | <b>7600</b>  | <b>G</b> | 96%   | 1%  | 1%  | 1%     | 1%     | 0%     | C  | 0.082       | F  | 8300          | G     |    |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route:   |                                |        | <b>16000</b> | <b>G</b> | 96%   | 1%  | 1%  | 1%     | 1%     | 0%     | F  | NA          |    | 17000         | G     |    |
| To: Perry St  |                                |        |              |          |       |     |   |        |        |        |    |             |    |               |       |    |
| From: Perry St  |                                |        |              |          |       |     |   |        |        |        |    |             |    |               |       |    |
|   Wythe St   | City of Petersburg             | 0.15   | <b>9200</b>  | <b>G</b> | 96%   | 1%  | 1%  | 1%     | 1%     | 0%     | F  | NA          |    | 10000         | G     |    |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route:   |                                |        | <b>19000</b> | <b>G</b> | 96%   | 1%  | 1%  | 1%     | 1%     | 0%     | F  | NA          |    | 20000         | G     |    |
| To: SR 36 Market St   |                                |        |              |          |       |     |   |        |        |        |    |             |    |               |       |    |
| From: SR 36 Market St   |                                |        |              |          |       |     |   |        |        |        |    |             |    |               |       |    |
|    Wythe St   | City of Petersburg             | 0.20   | <b>9900</b>  | <b>G</b> | 96%   | 1%  | 1%  | 1%     | 1%     | 0%     | F  | NA          |    | 11000         | G     |    |
| To: ALT US 301 Sycamore St  |                                |        |              |          |       |     |   |        |        |        |    |             |    |               |       |    |
| From: ALT US 301 Sycamore St  |                                |        |              |          |       |     |   |        |        |        |    |             |    |               |       |    |
|     Wythe St | City of Petersburg             | 0.20   | <b>12000</b> | <b>G</b> | 96%   | 1%  | 1%  | 1%     | 1%     | 0%     | F  | NA          |    | 13000         | G     |    |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route:   |                                |        | <b>27000</b> | <b>G</b> | 95%   | 1%  | 1%  | 1%     | 2%     | 0%     | F  | NA          |    | 29000         | G     |    |
| To: US 1 Jefferson St   |                                |        |              |          |       |     |   |        |        |        |    |             |    |               |       |    |



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| Route  | Jurisdiction  | Length | AADT  | QA | 4Tire | Bus | -----Truck----- |        |        |        | QC | K<br>Factor | QK | Dir<br>Factor | AAWDT   | QW |
|--|---|--------|-------|----|-------|-----|-----------------|--------|--------|--------|----|-------------|----|---------------|---|----|
|  |   |        |       |    |       |     | 2Axle           | 3+Axle | 1Trail | 2Trail |    |             |    |               |   |    |
| Bus<br>460 36 Wythe St                             | From: US 1 Jefferson St<br>City of Petersburg                                     | 0.20   | 15000 | G  | 97%   | 1%  | 1%              | 1%     | 1%     | 0%     | C  | 0.087       | F  | 17000         | G   |    |
|  | Combined Traffic Estimates for 2 Parallel Roadways on this Route:                 |        | 31000 | G  | 95%   | 1%  | 1%              | 1%     | 2%     | 0%     | F  | NA          |    | 34000         | G   |    |
| Bus<br>460 36 Wythe St                             | To: I-85, I-95<br>City of Petersburg  | 0.30   | 11000 | G  | 97%   | 1%  | 1%              | 1%     | 1%     | 0%     | F  | 0.079       | F  | 12000         | G   |    |
|  | Combined Traffic Estimates for 2 Parallel Roadways on this Route:                 |        | 23000 | G  | 95%   | 1%  | 1%              | 1%     | 2%     | 0%     | F  | NA          |    | 25000         | G   |    |
| Bus<br>460 301 Crater Rd                           | To: SR 36; US 301 Crater Rd<br>From: SR 36; US 301 Wythe St<br>City of Petersburg | 0.98   | 11000 | G  | 97%   | 1%  | 1%              | 0%     | 0%     | 0%     | C  | 0.087       | F  | 12000         | G   |    |
|  | To: Maintenance Jurisdiction Change   |        |       |    |       |     |                 |        |        |        |    |             |    |               |   |    |
| Bus<br>460 301 Crater Rd                           | From: I-95; BUS US 460 Par, Winfield Rd<br>City of Petersburg (Maint: 26)         | 0.09   | 11000 | N  | 97%   | 1%  | 1%              | 0%     | 0%     | 0%     | N  | 0.087       | N  | 12000         | N   |    |
|  | To: US 301 Crater Rd<br>US 301  |        |       |    |       |     |                 |        |        |        |    |             |    |               |   |    |
| Bus<br>460 301 Ramp US 301 S to I-95 S at Exit ??? | City of Petersburg (Maint: 74)  | 0.20   |       |    |       |     |                 |        |        |        |    |             |    |               | See US 301 for directional traffic volume estimates for this segment. |    |
|  | To: I-95 CD Road  |        |       |    |       |     |                 |        |        |        |    |             |    |               |   |    |
| Bus<br>460 95 460 Ramp from I-85 N to I-95 S       | From: Ramp from US 301South<br>City of Petersburg (Maint: 74)                     | 0.18   |       |    |       |     |                 |        |        |        |    |             |    |               | See I-95 for directional traffic volume estimates for this segment.   |    |
|  | To: Ramp from US 301North   |        |       |    |       |     |                 |        |        |        |    |             |    |               |   |    |
| Bus<br>460 95 460 Ramp from I-85 N to I-95 S       | From: City of Petersburg (Maint: 74)  | 0.27   |       |    |       |     |                 |        |        |        |    |             |    |               | See I-95 for directional traffic volume estimates for this segment.   |    |
|  | To: Bus US 460  |        |       |    |       |     |                 |        |        |        |    |             |    |               |   |    |
| Bus<br>460 Ramp                                    | From: CEUS 460-E006A TO RTS 85 & 95 SOUTHBOUND<br>City of Petersburg (Maint: 26)  | 0.24   | NA    |    |       |     |                 |        |        |        |    | NA          |    | NA            |   |    |
|  | To: CEUS 460- 6C Gap TO RT 85 SOU   |        |       |    |       |     |                 |        |        |        |    | NA          |    | NA            |   |    |
| Bus<br>460 Ramp                                    | From: I-95-S FROM WASHINGTON & WYTHE STREETS<br>City of Petersburg (Maint: 74)    | 0.11   | NA    |    |       |     |                 |        |        |        |    | NA          |    | NA            |   |    |
|  | To: CEUS 460-P002B CEUS 460-E006B FROM  |        |       |    |       |     |                 |        |        |        |    | NA          |    | NA            |   |    |
| Bus<br>460 Ramp                                    | From: I-95-N FROM RT 460 BUS00- WASHINGTON &<br>City of Petersburg (Maint: 26)    | 0.08   | NA    |    |       |     |                 |        |        |        |    | NA          |    | NA            |   |    |
|  | To: CEUS 460-P002A TO RT 85 SOUTHBOUND  |        |       |    |       |     |                 |        |        |        |    | NA          |    | NA            |   |    |
| Bus<br>460 Ramp                                    | From: I-85-S FROM WASHINGTON & WYTHE STREETS<br>City of Petersburg (Maint: 26)    | 0.17   | NA    |    |       |     |                 |        |        |        |    | NA          |    | NA            |   |    |
|  | To: CEUS 460 TO RTS 85 & 95 SOUTHBOUND  |        |       |    |       |     |                 |        |        |        |    | NA          |    | NA            |   |    |
| Bus<br>460 Ramp                                    | From: CEUS 460-P002A TO RTS 85 & 95 SOUTHBOUND<br>City of Petersburg (Maint: 74)  | 0.20   | NA    |    |       |     |                 |        |        |        |    | NA          |    | NA            |   |    |
|  | To: CEUS 460 TO RT 95 NORTH   |        |       |    |       |     |                 |        |        |        |    | NA          |    | NA            |   |    |
| Bus<br>460 1 Washington St                         | From: CEUS 460-P002B CEUS 460- 6B FROM<br>City of Petersburg                      | 0.31   | 8500  | G  | 97%   | 1%  | 1%              | 1%     | 1%     | 0%     | F  | 0.089       | F  | 9200          | G   |    |
|  | Combined Traffic Estimates for 2 Parallel Roadways on this Route:                 |        | 16000 | G  | 96%   | 1%  | 1%              | 1%     | 1%     | 0%     | F  | NA          |    | 17000         | G   |    |
|  | To: 123-9025 West St  |        |       |    |       |     |                 |        |        |        |    |             |    |               |   |    |

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| Route   | Jurisdiction  | Length | AADT                 | QA | 4Tire | Bus | Truck |        |        |        | QC | K Factor | QK | Dir Factor | AAWDT | QW |
|---|---|--------|----------------------|----|-------|-----|-------|--------|--------|--------|----|----------|----|------------|-------|----|
|   |   |        |                      |    |       |     | 2Axle | 3+Axle | 1Trail | 2Trail |    |          |    |            |       |    |
| Bus<br>460 1 Washington St  | From: 123-9025 West St<br>City of Petersburg                                    | 0.40   | 9100                 | G  | 97%   | 1%  | 1%    | 1%     | 1%     | 0%     | F  | 0.089    | F  | 9900       | G     |    |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: |   |        | 17000                | G  | 97%   | 1%  | 1%    | 1%     | 1%     | 0%     | F  | NA       |    | 18000      | G     |    |
| Bus<br>460 1 Washington St  | From: 123-9029 South St<br>City of Petersburg                                   | 0.27   | 9400                 | G  | 97%   | 1%  | 1%    | 1%     | 1%     | 0%     | C  | 0.087    | F  | 10000      | G     |    |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: |   |        | 19000                | G  | 96%   | 1%  | 1%    | 1%     | 1%     | 0%     | F  | NA       |    | 20000      | G     |    |
| Bus<br>460 1 Washington St  | From: Guarantee St<br>City of Petersburg  | 0.24   | 9500                 | G  | 97%   | 1%  | 1%    | 1%     | 1%     | 0%     | F  | 0.088    | F  | 10000      | G     |    |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: |   |        | 19000                | G  | 96%   | 1%  | 1%    | 1%     | 1%     | 0%     | F  | NA       |    | 20000      | G     |    |
| Bus<br>460 36 Washington St                                       | From: North Market St<br>US 1 Par; SR 36 Market St<br>City of Petersburg        | 0.19   | 12000                | G  | 93%   | 1%  | 1%    | 2%     | 3%     | 0%     | F  | NA       |    | 13000      | G     |    |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: |   |        | 22000                | G  | 95%   | 1%  | 1%    | 1%     | 2%     | 0%     | F  | NA       |    | 24000      | G     |    |
| Bus ALT<br>460 301 36 Washington St                               | From: ALT US 301 Par, Sycamore St<br>City of Petersburg                         | 0.09   | 14000                | G  | 93%   | 1%  | 1%    | 2%     | 3%     | 0%     | F  | 0.079    | F  | 16000      | G     |    |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: |   |        | 27000                | G  | 95%   | 1%  | 1%    | 1%     | 2%     | 0%     | F  | NA       |    | 29000      | G     |    |
| Bus ALT<br>460 301 36 Washington St                               | From: ALT US 301 Par, Adams St<br>City of Petersburg                            | 0.10   | 14000                | G  | 93%   | 1%  | 1%    | 2%     | 3%     | 0%     | F  | 0.081    | F  | 15000      | G     |    |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: |   |        | 26000                | G  | 95%   | 1%  | 1%    | 1%     | 2%     | 0%     | F  | NA       |    | 29000      | G     |    |
| Bus<br>460 36 Washington St                                       | From: US 1 Jefferson St<br>City of Petersburg                                   | 0.24   | 15000                | G  | 93%   | 1%  | 1%    | 2%     | 3%     | 0%     | F  | 0.079    | F  | 17000      | G     |    |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: |   |        | 31000                | G  | 95%   | 1%  | 1%    | 1%     | 2%     | 0%     | F  | NA       |    | 34000      | G     |    |
| Bus<br>460 36 Washington St                                       | From: I-95<br>City of Petersburg  | 0.24   | 13000                | G  | 93%   | 1%  | 1%    | 2%     | 3%     | 0%     | C  | 0.088    | F  | 14000      | G     |    |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: |   |        | 23000                | G  | 95%   | 1%  | 1%    | 1%     | 2%     | 0%     | F  | NA       |    | 25000      | G     |    |
| Bus<br>460 301 Crater Rd  | From: US 301 Crater Rd<br>City of Petersburg                                    | 0.10   | 7800                 | G  | 97%   | 1%  | 1%    | 0%     | 0%     | 0%     | F  | 0.087    | F  | 8500       | G     |    |
| Bus<br>460 301 Crater Rd  | From: SR 36, BUS US 460 Wythe St<br>City of Petersburg                          | 0.98   | 11000                | G  | 97%   | 1%  | 1%    | 0%     | 0%     | 0%     | C  | 0.087    | F  | 12000      | G     |    |
| Bus<br>460 Winfield Rd  | From: Maintenance Jurisdiction Change<br>US 301 Crater Rd<br>City of Petersburg | 0.43   | 1500                 | G  | 97%   | 1%  | 1%    | 0%     | 1%     | 0%     | C  | 0.096    | F  | 0.969      | 1600  | G  |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: |   |        | 1500                 | G  |       |     |       |        |        |        |    | NA       |    | NA         |       |    |
| Bus<br>460 Winfield Rd  | From: State Maintenance Boundary<br>City of Petersburg (Maint: 26)              | 0.09   | 1500                 | G  | 97%   | 1%  | 1%    | 0%     | 1%     | 0%     | C  | 0.096    | F  | 0.969      | 1600  | G  |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: |   |        | 1500                 | G  |       |     |       |        |        |        |    | NA       |    | NA         |       |    |
|   |   |        | To: US 460 County Rd |    |       |     |       |        |        |        |    |          |    |            |       |    |

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| Route  | Jurisdiction                   | Length                                   | AADT | QA | 4Tire | Bus | -----Truck----- |        |        |        | QC | K<br>Factor | QK | Dir<br>Factor | AAWDT | QW |
|--|--------------------------------|--|------|----|-------|-----|-----------------|--------|--------|--------|----|-------------|----|---------------|-------|----|
|  |                                |  |      |    |       |     | 2Axle           | 3+Axle | 1Trail | 2Trail |    |             |    |               |       |    |
| Bus<br> Ramp | From:                          | CEUS 460-P TO RTS 85 & 95 SOUTHBOUND     |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |
|  | City of Petersburg (Maint: 26) | 0.26                                     | NA   |    |       |     |                 |        |        |        |    | NA          |    |               |       | NA |
|  | To:                            | CEUS 460-E006A TO RTS 85 & 95 SOUTHBOUND |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |
| Bus<br> Ramp | From:                          | CEUS 460-P002A TO RT 85 SOUTHBOUND       |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |
|  | City of Petersburg (Maint: 74) | 0.08                                     | NA   |    |       |     |                 |        |        |        |    | NA          |    |               |       | NA |
|  | To:                            | CEUS 460-E006B CEUS 460- 6B FROM         |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |

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| Route                                   | Length | AADT | QA | 4Tire | Bus | -----Truck----- |        |        |        | QC | K<br>Factor | QK | Dir<br>Factor | AAWDT | QW | Year       |
|---|--------|------|----|-------|-----|-----------------|--------|--------|--------|----|-------------|----|---------------|-------|----|------------|
|   |        |      |    |       |     | 2Axle           | 3+Axle | 1Trail | 2Trail |    |             |    |               |       |    |            |
| <b>City of Petersburg</b>               |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |            |
| (F329) Lake Shore Dr                    | 0.17   | 10   | R  |       |     |                 |        |        |        |    | NA          |    | NA            |       |    | 03/17/2008 |
| From: Dead End                          |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |            |
| To: 74-1102 Lakeshore Dr                |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |            |
| (F330) N Normandy Dr                    | 2.93   | 3700 | R  |       |     |                 |        |        |        |    | NA          |    | NA            |       |    | 03/17/2008 |
| From: Dead End                          |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |            |
| To: FR-331 Service Rd                   |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |            |
| (F331) Service Rd                       | 0.78   | 1400 | R  |       |     |                 |        |        |        |    | NA          |    | NA            |       |    | 03/17/2008 |
| From: Dead End                          |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |            |
| To: Dead End                            |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |            |
| (3) Vaughn Rd                           | 0.64   | 1000 | G  |       |     |                 |        |        |        |    | 0.087       | F  | 0.689         | 1100  | G  | 2010       |
| From: SCL Petersburg; 26-675 Vaughan Rd |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |            |
| To: 123-9013 Halifax Rd                 |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |            |
| (4) Wells Rd                            | 0.41   | 3900 | G  | 87%   | 0%  | 1%              | 3%     | 8%     | 0%     | C  | 0.087       | F  | 0.559         | 4300  | G  | 2010       |
| From: Halifax Rd                        |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |            |
| To: Squirrel Level Rd                   |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |            |
| (9002) Halifax Rd                       | 0.18   | 6400 | G  | 99%   | 1%  | 1%              | 0%     | 0%     | 0%     | F  | 0.08        | F  | 0.526         | 6900  | G  | 2010       |
| From: CSX RR                            |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |            |
| To: Patterson St                        |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |            |
| (9002) Halifax St                       | 0.58   | 5500 | G  | 99%   | 1%  | 1%              | 0%     | 0%     | 0%     | F  | 0.084       | F  |               | 6000  | G  | 2010       |
| From: Bayers Lane                       |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |            |
| (9002) Halifax St                       | 0.19   | 5800 | G  | 99%   | 1%  | 1%              | 0%     | 0%     | 0%     | F  | 0.08        | F  |               | 6300  | G  | 2010       |
| From: Virginia Ave                      |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |            |
| (9002) Halifax St                       | 0.37   | 8200 | G  | 99%   | 1%  | 1%              | 0%     | 0%     | 0%     | F  | 0.077       | F  |               | 9000  | G  | 2010       |
| From: Lee Ave                           |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |            |
| (9002) Halifax St                       | 0.29   | 7900 | G  | 99%   | 1%  | 1%              | 0%     | 0%     | 0%     | F  | 0.078       | F  |               | 8600  | G  | 2010       |
| From: Liberty St                        |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |            |
| (9002) Halifax St                       | 0.28   | 8400 | G  | 99%   | 1%  | 1%              | 0%     | 0%     | 0%     | C  | 0.078       | F  |               | 9200  | G  | 2010       |
| From: US 1, US 460 W Wythe St           |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |            |
| (9002) Union St                         | 0.12   | 3800 | G  |       |     |                 |        |        |        |    | NA          |    |               | 4200  | G  | 2010       |
| From: US 1, US 460 W Washington St      |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |            |
| (9002) Union St                         | 0.17   | 1400 | G  | 93%   | 1%  | 4%              | 1%     | 1%     | 0%     | C  | 0.116       | F  | 0.523         | 1500  | G  | 2010       |
| From: W Tabb St                         |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |            |
| (9004) Defense Rd                       | 0.47   | 2200 | G  | 98%   | 0%  | 0%              | 1%     | 1%     | 0%     | C  | 0.096       | F  | 0.649         | 2400  | G  | 2010       |
| From: Boynton Plank Rd                  |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |            |
| To: Squirrel Level Rd                   |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |            |
| (9004) Defense Dr                       | 1.77   | 3600 | G  | 99%   | 1%  | 0%              | 0%     | 0%     | 0%     | F  | 0.076       | F  | 0.639         | 4000  | G  | 2010       |
| From: Johnson Rd                        |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |            |
| (9004) South Boulevard                  | 0.92   | 8200 | G  | 99%   | 1%  | 0%              | 0%     | 0%     | 0%     | C  | 0.091       | F  |               | 8900  | G  | 2010       |
| From: S. Sycamore St                    |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |            |
| (9004) South Boulevard                  | 0.18   | 5600 | G  | 99%   | 1%  | 0%              | 0%     | 0%     | 0%     | F  | 0.095       | F  | 0.501         | 6000  | G  | 2010       |
| From: Crater Rd                         |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |            |
| (9004) South Boulevard                  | 0.72   | 2000 | G  | 99%   | 1%  | 0%              | 0%     | 0%     | 0%     | F  | 0.087       | F  | 0.571         | 2200  | G  | 2010       |
| From: Anderson St                       |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |            |
| (9006) Flank Rd                         | 0.96   | 1900 | G  | 96%   | 0%  | 0%              | 3%     | 0%     | 0%     | C  | 0.099       | F  | 0.609         | 2100  | G  | 2010       |
| From: Halifax Rd                        |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |            |
| (9006) Flank Rd                         | 0.47   | 3100 | G  | 96%   | 0%  | 0%              | 3%     | 0%     | 0%     | F  | 0.086       | F  | 0.573         | 3400  | G  | 2010       |
| From: Johnson Rd                        |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |            |
| (9006) Flank Rd                         | 0.75   | 2500 | G  | 96%   | 0%  | 0%              | 3%     | 0%     | 0%     | F  | 0.086       | F  | 0.503         | 2800  | G  | 2010       |
| From: Birdsong Rd                       |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |            |
| (9006) Flank Rd                         | 0.91   | 3100 | G  | 98%   | 0%  | 1%              | 0%     | 1%     | 0%     | C  | 0.082       | F  | 0.581         | 3400  | G  | 2010       |
| From: Fort Hayes Dr                     |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |            |
| (9006) Flank Rd ( 1-Way )               | 0.13   | 2400 | G  | 98%   | 1%  | 1%              | 0%     | 0%     | 0%     | C  | 0.082       | F  |               | 2600  | G  | 2010       |
| From: Flank Rd N                        |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |            |
| To: US 301 S Crater Rd                  |        |      |    |       |     |                 |        |        |        |    |             |    |               |       |    |            |

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| Route                     | Length | AADT  | QA | 4Tire | Bus | -----Truck-----                          |        |        |        | QC | K<br>Factor | QK | Dir<br>Factor | AAWDT | QW | Year |
|---------------------------|--------|-------|----|-------|-----|--|--------|--------|--------|----|-------------|----|---------------|-------|----|------|
|                           |        |       |    |       |     | 2Axle                                    | 3+Axle | 1Trail | 2Trail |    |             |    |               |       |    |      |
| <b>City of Petersburg</b> |        |       |    |       |     |  |        |        |        |    |             |    |               |       |    |      |
| (9008) Rives Rd           | 0.48   | 6600  | G  | 98%   | 0%  | From: US 301 S Crater Rd                 |        |        |        | C  | 0.09        | F  |               | 7200  | G  | 2010 |
| (9008) Rives Rd           | 0.34   | 5400  | G  | 98%   | 0%  | From: I-95                               |        |        |        | C  | 0.1         | F  |               | 5800  | G  | 2010 |
| (9008) Ramp               | 0.17   | 820   | A  |       |     | From: ECL Petersburg                     |        |        |        |    |             |    |               |       |    |      |
| (9008) Ramp               | 0.17   | 820   | A  |       |     | From: 123-9008 Rives Rd                  |        |        |        |    | 0.133       | A  |               | 850   | A  | 2010 |
| (9008) Ramp               | 0.17   | 820   | A  |       |     | To: I-95 South                           |        |        |        |    |             |    |               |       |    |      |
| (9009) Dupuy Rd           | 1.24   | 430   | G  | 98%   | 1%  | From: SR 142 Boydton Plank Rd            |        |        |        | F  | 0.105       | F  | 0.531         | 470   | G  | 2010 |
| (9009) Dupuy St           | 0.58   | 1900  | G  | 98%   | 1%  | From: Grigg St                           |        |        |        | F  | 0.084       | F  | 0.506         | 2100  | G  | 2010 |
| (9009) Farmer St          | 0.86   | 3600  | G  | 98%   | 1%  | From: Youngs Rd                          |        |        |        | C  | 0.085       | F  |               | 3900  | G  | 2010 |
| (9009) Farmer St          | 0.47   | 2800  | G  | 98%   | 1%  | From: S. South St                        |        |        |        | F  | 0.114       | F  | 0.656         | 3100  | G  | 2010 |
| (9009) Farmer St          | 0.47   | 2800  | G  | 98%   | 1%  | To: Halifax St                           |        |        |        |    |             |    |               |       |    |      |
| (9010) Wagner Rd          | 0.73   | 15000 | G  | 98%   | 0%  | From: S Crater Rd                        |        |        |        | C  | 0.088       | F  |               | 17000 | G  | 2010 |
| (9010) Wagner Rd          | 1.60   | 11000 | G  | 94%   | 0%  | From: I-95                               |        |        |        | C  | 0.090       | F  |               | 12000 | G  | 2010 |
| (9010) Wagner Rd          | 1.60   | 11000 | G  | 94%   | 0%  | To: County Dr                            |        |        |        |    |             |    |               |       |    |      |
| East (9010) Ramp          | 0.30   | NA    |    |       |     | From: 123-9010 TO RT 95                  |        |        |        |    | NA          |    |               | NA    |    |      |
| East (9010) Ramp          | 0.30   | NA    |    |       |     | To: I-95-S FROM WAGNER RD                |        |        |        |    |             |    |               |       |    |      |
| West (9010) Ramp          | 0.25   | NA    |    |       |     | From: 123-9010 TO RT 95                  |        |        |        |    | NA          |    |               | NA    |    |      |
| West (9010) Ramp          | 0.25   | NA    |    |       |     | To: I-95-S FR WAGNER RD                  |        |        |        |    |             |    |               |       |    |      |
| West (9010) Ramp          | 0.34   | NA    |    |       |     | From: 123-9010 TO RT 95                  |        |        |        |    | NA          |    |               | NA    |    |      |
| West (9010) Ramp          | 0.34   | NA    |    |       |     | To: I-95-N FROM WAGNER RD                |        |        |        |    |             |    |               |       |    |      |
| (9011) Squirrel Level Rd  | 0.82   | 860   | G  | 99%   | 0%  | From: SCL Petersburg                     |        |        |        | C  | 0.135       | F  | 0.555         | 940   | G  | 2010 |
| (9011) Squirrel Level Rd  | 0.25   | 4800  | G  | 90%   | 0%  | From: Wells Rd                           |        |        |        | C  | 0.089       | F  |               | 5300  | G  | 2010 |
| (9011) Squirrel Level     | 0.20   | 7500  | G  | 98%   | 1%  | From: Ramp To I-85                       |        |        |        | F  | 0.08        | F  |               | 8100  | G  | 2010 |
| (9011) Young Rd           | 0.55   | 4000  | G  | 98%   | 1%  | From: Boydton Plank Rd                   |        |        |        | F  | 0.082       | F  | 0.569         | 4400  | G  | 2010 |
| (9011) Young Rd           | 0.59   | 2600  | G  | 98%   | 1%  | From: Valor Dr                           |        |        |        | C  | 0.085       | F  | 0.534         | 2800  | G  | 2010 |
| (9011) Young Rd           | 0.59   | 2600  | G  | 98%   | 1%  | To: 123-9009 Dupuy Rd                    |        |        |        |    |             |    |               |       |    |      |
| (9011) Ramp               | 0.15   | 4500  | A  |       |     | From: 123-9011 I-85-N065A FROM & TO RT 8 |        |        |        |    | 0.097       | A  |               | 4800  | A  | 2010 |
| (9011) Ramp               | 0.15   | 4500  | A  |       |     | To: I-85-N FROM SQUIRREL LEVEL ROAD      |        |        |        |    |             |    |               |       |    |      |
| (9012) Lee Ave            | 0.56   | 2700  | G  | 97%   | 2%  | From: West St                            |        |        |        | C  | 0.087       | F  | 0.557         | 3000  | G  | 2010 |
| (9012) Porterville St     | 0.15   | 1300  | G  | 99%   | 1%  | From: Halifax St                         |        |        |        | F  | 0.080       | F  | 0.518         | 1400  | G  | 2010 |
| (9012) New St             | 0.18   | 1200  | G  | 99%   | 1%  | From: Harding St                         |        |        |        | C  | 0.086       | F  | 0.627         | 1300  | G  | 2010 |
| (9012) New St             | 0.18   | 1200  | G  | 99%   | 1%  | To: Harrison St                          |        |        |        |    |             |    |               |       |    |      |

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|---------------------------|--------|-------|----|-------|-----|-----------------|--------|--------|--------|----|-------------|----|---------------|-------|----|------|
|                           |        |       |    |       |     | 2Axle           | 3+Axle | 1Trail | 2Trail |    |             |    |               |       |    |      |
| <b>City of Petersburg</b> |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| (9012) Harrison St        | 0.03   | 930   | G  | 99%   | 1%  | 0%              | 0%     | 0%     | 0%     | F  | 0.088       | F  |               | 1000  | G  | 2010 |
|                           |        |       |    |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| (9012) Corling St         | 0.09   | 500   | G  | 99%   | 1%  | 0%              | 0%     | 0%     | 0%     | F  | 0.08        | F  |               | 550   | G  | 2010 |
| (9012) Graham Rd          | 0.83   | 6800  | G  | 99%   | 0%  | 0%              | 0%     | 0%     | 0%     | F  | 0.083       | F  | 0.548         | 7400  | G  | 2010 |
| (9012) Graham Rd          | 0.14   | 11000 | G  | 99%   | 0%  | 0%              | 0%     | 0%     | 0%     | C  | 0.086       | F  |               | 12000 | G  | 2010 |
| (9013) Halifax Rd         | 1.79   | 3200  | G  | 89%   | 0%  | 1%              | 4%     | 6%     | 0%     | C  | 0.087       | F  | 0.567         | 3500  | G  | 2010 |
| (9013) Halifax Rd         | 0.98   | 500   | G  | 98%   | 0%  | 1%              | 0%     | 1%     | 0%     | C  | 0.104       | F  | 0.517         | 550   | G  | 2010 |
| (9015) Johnson Rd         | 0.01   | 1500  | G  | 99%   | 0%  | 0%              | 0%     | 0%     | 0%     | F  | 0.124       | F  | 0.63          | 1700  | G  | 2010 |
| (9015) Johnson Rd         | 0.54   | 1000  | G  | 99%   | 0%  | 0%              | 0%     | 0%     | 0%     | C  | 0.095       | F  | 0.623         | 1100  | G  | 2010 |
| (9015) Johnson Rd         | 1.39   | 5200  | G  | 99%   | 0%  | 0%              | 0%     | 0%     | 0%     | F  | 0.107       | F  | 0.609         | 5700  | G  | 2010 |
| (9015) Johnson Rd         | 0.46   | 6100  | G  | 99%   | 0%  | 0%              | 0%     | 0%     | 0%     | F  | 0.084       | F  | 0.595         | 6700  | G  | 2010 |
| (9015) Johnson Rd         | 0.37   | 4700  | G  | 99%   | 0%  | 0%              | 0%     | 0%     | 0%     | F  | 0.086       | F  | 0.591         | 5100  | G  | 2010 |
| (9015) High Pearl St      | 0.20   | 4900  | G  | 99%   | 0%  | 0%              | 0%     | 0%     | 0%     | F  | 0.083       | F  | 0.516         | 5300  | G  | 2010 |
| (9015) High Pearl St      | 0.08   | 3400  | G  | 98%   | 1%  | 1%              | 0%     | 0%     | 0%     | F  | 0.087       | F  | 0.545         | 3700  | G  | 2010 |
| (9015) Harding St         | 0.22   | 1700  | G  | 98%   | 1%  | 1%              | 0%     | 0%     | 0%     | C  | 0.082       | F  | 0.569         | 1800  | G  | 2010 |
| (9015) Harding St         | 0.27   | 860   | G  | 98%   | 1%  | 1%              | 0%     | 0%     | 0%     | F  | 0.087       | F  |               | 940   | G  | 2010 |
| (9017) Birdsong Rd        | 0.62   | 830   | G  | 98%   | 1%  | 1%              | 0%     | 0%     | 0%     | C  | 0.098       | F  | 0.885         | 910   | G  | 2010 |
| (9021) N Sycamore St      | 0.18   | 3000  | G  | 96%   | 1%  | 3%              | 0%     | 0%     | 0%     | F  | 0.099       | F  |               | 3200  | G  | 2010 |
| (9021) N Sycamore St      | 0.15   | 2500  | G  | 96%   | 1%  | 3%              | 0%     | 0%     | 0%     | C  | 0.093       | F  |               | 2800  | G  | 2010 |
| (9023) North Blvd         | 0.57   | 2800  | G  | 99%   | 0%  | 0%              | 0%     | 0%     | 0%     | C  | 0.088       | F  | 0.653         | 3000  | G  | 2010 |
| (9025) Virginia Ave       | 0.22   | 420   | G  | 96%   | 3%  | 1%              | 1%     | 0%     | 0%     | C  | 0.108       | F  |               | 460   | G  | 2010 |
| (9025) Virginia Ave       | 0.32   | 2200  | G  | 96%   | 3%  | 1%              | 1%     | 0%     | 0%     | F  | 0.090       | F  | 0.616         | 2300  | G  | 2010 |
| (9025) Young Ave          | 0.20   | 2300  | G  | 98%   | 1%  | 1%              | 0%     | 0%     | 0%     | C  | 0.087       | F  | 0.528         | 2400  | G  | 2010 |

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|---------------------------|--------|------|--------------------------------|-------|-----|-----------------|--------|--------|--------|----|-------------|----|---------------|-------|----|------|
|                           |        |      |                                |       |     | 2Axle           | 3+Axle | 1Trail | 2Trail |    |             |    |               |       |    |      |
| <b>City of Petersburg</b> |        |      |                                |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| (9025) Young Ave          | 0.11   | 3200 | G                              | 98%   | 1%  | 1%              | 0%     | 0%     | 0%     | F  | 0.095       | F  | 0.530         | 3500  | G  | 2010 |
|                           |        |      | From: Arlington Street         |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| (9025) S West St          | 0.28   | 3500 | G                              | 98%   | 1%  | 1%              | 0%     | 0%     | 0%     | F  | 0.088       | F  | 0.541         | 3800  | G  | 2010 |
|                           |        |      | From: West Street Young Avenue |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| (9025) S West St          | 0.23   | 4700 | G                              | 98%   | 1%  | 1%              | 0%     | 0%     | 0%     | F  | 0.085       | F  | 0.511         | 5100  | G  | 2010 |
|                           |        |      | From: Augusta Avenue           |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| (9025) S West St          | 0.14   | 3600 | G                              | 98%   | 1%  | 1%              | 0%     | 0%     | 0%     | F  | 0.085       | F  | 0.534         | 3900  | G  | 2010 |
|                           |        |      | From: Farmer St                |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| (9025) S West St          | 0.07   | 2800 | G                              | 98%   | 1%  | 1%              | 0%     | 0%     | 0%     | F  | 0.087       | F  | 0.531         | 3100  | G  | 2010 |
|                           |        |      | From: W Wythe St               |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| (9027) S West St          | 0.63   | 2000 | G                              | 98%   | 1%  | 1%              | 0%     | 0%     | 0%     | C  | 0.082       | F  | 0.558         | 2200  | G  | 2010 |
|                           |        |      | From: Halifax St               |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| (9029) S. South St        | 0.36   | 2400 | G                              | 99%   | 0%  | 0%              | 0%     | 0%     | 0%     | C  | 0.082       | F  |               | 2600  | G  | 2010 |
|                           |        |      | From: Lee Ave                  |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| (9029) S. South St        | 0.09   | 4100 | G                              | 99%   | 0%  | 0%              | 0%     | 0%     | 0%     | F  | 0.092       | F  |               | 4500  | G  | 2010 |
|                           |        |      | From: US 1 Wythe St            |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| (9029) N. South St        | 0.20   | 6800 | G                              | 99%   | 0%  | 0%              | 0%     | 0%     | 0%     | F  | 0.081       | F  |               | 7300  | G  | 2010 |
|                           |        |      | From: Washington St            |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| (9029) High St            | 0.02   | 1100 | G                              | 99%   | 0%  | 0%              | 0%     | 0%     | 0%     | F  | 0.084       | F  | 0.595         | 1200  | G  | 2010 |
|                           |        |      | From: High St                  |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| (9029) Canal St           | 0.20   | 6500 | G                              | 99%   | 0%  | 0%              | 0%     | 0%     | 0%     | C  | 0.08        | F  |               | 7100  | G  | 2010 |
|                           |        |      | From: N South St               |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| (9031) Byrne St           | 0.40   | 640  | G                              | 96%   | 1%  | 3%              | 0%     | 0%     | 0%     | C  | 0.09        | F  |               | 690   | G  | 2010 |
|                           |        |      | From: High St                  |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| (9031) S. Market St       | 0.12   | 4100 | G                              | 96%   | 1%  | 3%              | 0%     | 0%     | 0%     | F  | 0.089       | F  |               | 4400  | G  | 2010 |
|                           |        |      | From: Halifax Rd               |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| (9033) Apollo St          | 0.14   | 1800 | G                              | 99%   | 0%  | 0%              | 0%     | 0%     | 0%     | F  | 0.097       | F  | 0.505         | 1900  | G  | 2010 |
|                           |        |      | From: Wythe St                 |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| (9033) Jefferson St       | 0.58   | 2700 | G                              | 99%   | 0%  | 0%              | 0%     | 0%     | 0%     | C  | 0.091       | F  | 0.633         | 3000  | G  | 2010 |
|                           |        |      | From: Sycamore St              |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| (9033) Henry St           | 0.04   | 660  | G                              | 99%   | 0%  | 0%              | 0%     | 0%     | 0%     | F  | 0.099       | F  | 0.536         | 710   | G  | 2010 |
|                           |        |      | From: S Adams St               |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| (9038) Puddledock Rd      | 0.40   | 6200 | G                              | 93%   | 0%  | 1%              | 4%     | 2%     | 0%     | C  | 0.094       | F  |               | 6700  | G  | 2010 |
|                           |        |      | From: Apollo St                |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| (9046) High St            | 0.58   | 1200 | G                              | 99%   | 0%  | 1%              | 0%     | 0%     | 0%     | C  | 0.088       | F  | 0.69          | 1300  | G  | 2010 |
|                           |        |      | From: E Wythe St               |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| (9046) W Bank St          | 0.14   | 2100 | G                              | 99%   | 0%  | 1%              | 0%     | 0%     | 0%     | F  | 0.108       | F  |               | 2300  | G  | 2010 |
|                           |        |      | From: 3rd Street               |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| (9046) E Bank St          | 0.11   | 2700 | G                              | 98%   | 0%  | 1%              | 0%     | 0%     | 0%     | C  | 0.108       | F  |               | 2900  | G  | 2010 |
|                           |        |      | From: N Adams St               |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| (9046) Bank St            | 0.25   | 2500 | G                              | 96%   | 1%  | 2%              | 1%     | 1%     | 0%     | C  | 0.101       | F  |               | 2800  | G  | 2010 |
|                           |        |      | From: E Washington St          |       |     |                 |        |        |        |    |             |    |               |       |    |      |
| (9046) Bank St            | 0.21   | 3200 | G                              | 96%   | 1%  | 2%              | 1%     | 1%     | 0%     | F  | 0.094       | F  |               | 3400  | G  | 2010 |
|                           |        |      | From: 2nd St                   |       |     |                 |        |        |        |    |             |    |               |       |    |      |
|                           |        |      | From: US 301 N Crater Rd       |       |     |                 |        |        |        |    |             |    |               |       |    |      |
|                           |        |      | From: East St                  |       |     |                 |        |        |        |    |             |    |               |       |    |      |
|                           |        |      | From: SR 36 E Washington St    |       |     |                 |        |        |        |    |             |    |               |       |    |      |



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| Route                     | Length | AADT | QA                       | 4Tire | Bus | Truck |        |        |        | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|---------------------------|--------|------|--------------------------|-------|-----|-------|--------|--------|--------|----|----------|----|------------|-------|----|------|
|                           |        |      |                          |       |     | 2Axle | 3+Axle | 1Trail | 2Trail |    |          |    |            |       |    |      |
| <b>City of Petersburg</b> |        |      |                          |       |     |       |        |        |        |    |          |    |            |       |    |      |
| (9048) W Tabb St          | 0.09   | 1600 | G                        | 98%   | 1%  | 1%    | 0%     | 0%     | 0%     | F  | 0.124    | F  | 0.674      | 1700  | G  | 2010 |
|                           |        |      | From: N Market St        |       |     |       |        |        |        |    |          |    |            |       |    |      |
|                           |        |      | To: Union St             |       |     |       |        |        |        |    |          |    |            |       |    |      |
| (9048) W Tabb St          | 0.06   | 1600 | G                        | 98%   | 1%  | 1%    | 0%     | 0%     | 0%     | F  | 0.108    | F  | 0.632      | 1700  | G  | 2010 |
|                           |        |      | From: N Sycamore St      |       |     |       |        |        |        |    |          |    |            |       |    |      |
|                           |        |      | To: N Adams St           |       |     |       |        |        |        |    |          |    |            |       |    |      |
| (9048) E Tabb St          | 0.12   | 1000 | G                        | 98%   | 1%  | 1%    | 0%     | 0%     | 0%     | C  | 0.116    | F  | 0.586      | 1100  | G  | 2010 |
|                           |        |      | From: Defense Rd         |       |     |       |        |        |        |    |          |    |            |       |    |      |
|                           |        |      | To: Halifax St           |       |     |       |        |        |        |    |          |    |            |       |    |      |
| (9053) Baylors Ln         | 0.65   | 1700 | G                        | 99%   | 1%  | 0%    | 0%     | 0%     | 0%     | C  | 0.097    | F  | 0.595      | 1900  | G  | 2010 |
|                           |        |      | From: E Washington St    |       |     |       |        |        |        |    |          |    |            |       |    |      |
|                           |        |      | To: Franklin St          |       |     |       |        |        |        |    |          |    |            |       |    |      |
| (9055) Madison St         | 0.05   | 1600 | G                        | 95%   | 1%  | 2%    | 1%     | 2%     | 0%     | F  | 0.098    | F  | 0.925      | 1800  | G  | 2010 |
|                           |        |      | From: Franklin St        |       |     |       |        |        |        |    |          |    |            |       |    |      |
|                           |        |      | To: E Bank St            |       |     |       |        |        |        |    |          |    |            |       |    |      |
| (9055) Madison St         | 0.18   | 1200 | G                        | 95%   | 1%  | 2%    | 1%     | 2%     | 0%     | C  | 0.085    | F  | 0.766      | 1300  | G  | 2010 |
|                           |        |      | From: E Bank St          |       |     |       |        |        |        |    |          |    |            |       |    |      |
|                           |        |      | To: Bollingbrook St      |       |     |       |        |        |        |    |          |    |            |       |    |      |
| (9055) Madison St         | 0.07   | 880  | G                        | 95%   | 1%  | 2%    | 1%     | 2%     | 0%     | F  | 0.096    | F  | 0.811      | 950   | G  | 2010 |
|                           |        |      | From: Bollingbrook St    |       |     |       |        |        |        |    |          |    |            |       |    |      |
|                           |        |      | To: E Bank St            |       |     |       |        |        |        |    |          |    |            |       |    |      |
| (9057) Fifth St           | 0.05   | 380  | G                        |       |     |       |        |        |        |    | 0.126    | F  | 0.804      | 410   | G  | 2010 |
|                           |        |      | From: Bollingbrook St    |       |     |       |        |        |        |    |          |    |            |       |    |      |
|                           |        |      | To: River St             |       |     |       |        |        |        |    |          |    |            |       |    |      |
| (9057) Fifth St           | 0.08   | 530  | G                        | 87%   | 2%  | 2%    | 3%     | 5%     | 0%     | C  | 0.104    | F  | 0.729      | 580   | G  | 2010 |
|                           |        |      | From: River St           |       |     |       |        |        |        |    |          |    |            |       |    |      |
|                           |        |      | To: Flank Rd One-Way     |       |     |       |        |        |        |    |          |    |            |       |    |      |
| (9059) Flank Rd N         | 0.20   | 3900 | G                        | 98%   | 1%  | 1%    | 0%     | 0%     | 0%     | C  | 0.09     | F  |            | 4300  | G  | 2010 |
|                           |        |      | From: US 301 S Crater Rd |       |     |       |        |        |        |    |          |    |            |       |    |      |
|                           |        |      | To: E Wythe St           |       |     |       |        |        |        |    |          |    |            |       |    |      |
| (9065) S Adams St         | 0.10   | 5100 | G                        |       |     |       |        |        |        |    | 0.090    | F  |            | 5600  | G  | 2010 |
|                           |        |      | From: E Washington St    |       |     |       |        |        |        |    |          |    |            |       |    |      |
|                           |        |      | To: 6Th St               |       |     |       |        |        |        |    |          |    |            |       |    |      |
| Accomack St               |        | 280  | G                        |       |     |       |        |        |        |    | 0.097    | F  | 0.702      | 310   | G  | 2010 |
|                           |        |      | From: 7Th St             |       |     |       |        |        |        |    |          |    |            |       |    |      |
|                           |        |      | To: Old Church St        |       |     |       |        |        |        |    |          |    |            |       |    |      |
| Cameron St                |        | 380  | G                        |       |     |       |        |        |        |    | 0.184    | F  | 0.512      | 420   | G  | 2010 |
|                           |        |      | From: Center St          |       |     |       |        |        |        |    |          |    |            |       |    |      |
|                           |        |      | To: Prince George Ave    |       |     |       |        |        |        |    |          |    |            |       |    |      |
| Culpeper Ave              |        | 410  | G                        |       |     |       |        |        |        |    | 0.108    | F  | 0.695      | 440   | G  | 2010 |
|                           |        |      | From: Brunswick St       |       |     |       |        |        |        |    |          |    |            |       |    |      |
|                           |        |      | To: Halifax Rd           |       |     |       |        |        |        |    |          |    |            |       |    |      |
| Custer St                 |        | 400  | G                        |       |     |       |        |        |        |    | 0.108    | F  | 0.58       | 430   | G  | 2010 |
|                           |        |      | From: Hawk St            |       |     |       |        |        |        |    |          |    |            |       |    |      |
|                           |        |      | To: Busby St             |       |     |       |        |        |        |    |          |    |            |       |    |      |
| Darby Dr                  |        | 260  | G                        |       |     |       |        |        |        |    | 0.127    | F  | 0.528      | 280   | G  | 2010 |
|                           |        |      | From: Halcun Dr          |       |     |       |        |        |        |    |          |    |            |       |    |      |
|                           |        |      | To: Dering Rd            |       |     |       |        |        |        |    |          |    |            |       |    |      |
| Gordon Dr                 |        | 340  | G                        |       |     |       |        |        |        |    | 0.093    | F  |            | 370   | G  | 2010 |
|                           |        |      | From: Hoke Dr            |       |     |       |        |        |        |    |          |    |            |       |    |      |
|                           |        |      | To: Valley Dr            |       |     |       |        |        |        |    |          |    |            |       |    |      |
| Homestead Dr              |        | 690  | G                        |       |     |       |        |        |        |    | 0.115    | F  |            | 750   | G  | 2010 |
|                           |        |      | From: Midland Rd         |       |     |       |        |        |        |    |          |    |            |       |    |      |
|                           |        |      | To: Filmore St           |       |     |       |        |        |        |    |          |    |            |       |    |      |
| Jefferson St              |        | 3200 | G                        |       |     |       |        |        |        |    | 0.088    | F  | 0.624      | 3400  | G  | 2010 |
|                           |        |      | From: ST Andrews St      |       |     |       |        |        |        |    |          |    |            |       |    |      |
|                           |        |      | To: Nivram St            |       |     |       |        |        |        |    |          |    |            |       |    |      |
| North Park Dr             |        | 850  | G                        |       |     |       |        |        |        |    | 0.098    | F  |            | 920   | G  | 2010 |
|                           |        |      | From: Retang Rd          |       |     |       |        |        |        |    |          |    |            |       |    |      |
|                           |        |      | To: Retang Rd            |       |     |       |        |        |        |    |          |    |            |       |    |      |

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| Route                     | Length | AADT | QA | 4Tire | Bus | Truck                 |        |        |        | QC    | K<br>Factor | QK    | Dir<br>Factor | AAWDT | QW   | Year |
|---------------------------|--------|------|----|-------|-----|-----------------------|--------|--------|--------|-------|-------------|-------|---------------|-------|------|------|
|                           |        |      |    |       |     | 2Axle                 | 3+Axle | 1Trail | 2Trail |       |             |       |               |       |      |      |
| <b>City of Petersburg</b> |        |      |    |       |     |                       |        |        |        |       |             |       |               |       |      |      |
| Oakmont Dr                |        | 110  | G  |       |     | From: Homestead Dr    |        |        |        | 0.114 | F           | 0.741 |               | 120   | G    | 2010 |
|                           |        |      |    |       |     | To: Midland Rd        |        |        |        |       |             |       |               |       |      |      |
| Old Church St             |        | 460  | G  |       |     | From: Bollingbrook St |        |        |        | 0.088 | F           | 0.521 |               | 500   | G    | 2010 |
|                           |        |      |    |       |     | To: Miller St         |        |        |        |       |             |       |               |       |      |      |
| Patterson Ave             |        | 1000 | G  |       |     | From: Floyd St        |        |        |        | 0.125 | F           | 0.635 |               | 1100  | G    | 2010 |
|                           |        |      |    |       |     | To: Carver St         |        |        |        |       |             |       |               |       |      |      |
| Pleasants Ln              |        | 880  | G  |       |     | From: Valor Dr        |        |        |        | 0.143 | F           | 0.684 |               | 960   | G    | 2010 |
|                           |        |      |    |       |     | To: Dupuy Rd          |        |        |        |       |             |       |               |       |      |      |
| Richmond Ave              |        | 840  | G  |       |     | From: Ash St          |        |        |        | 0.084 | F           | 0.547 |               | 920   | G    | 2010 |
|                           |        |      |    |       |     | To: Nash St           |        |        |        |       |             |       |               |       |      |      |
| Rollingwood Rd            |        | 110  | G  |       |     | From: Valley St       |        |        |        | 0.141 | F           |       | 120           | G     | 2010 |      |
|                           |        |      |    |       |     | To: Homestead Dr      |        |        |        |       |             |       |               |       |      |      |
| South Park Dr             |        | 2000 | G  |       |     | From: Forest Hill Rd  |        |        |        | 0.09  | F           |       | 2200          | G     | 2010 |      |
|                           |        |      |    |       |     | To: West Park Dr      |        |        |        |       |             |       |               |       |      |      |
| St Luke St                |        | 440  | G  |       |     | From: Bolling Street  |        |        |        | 0.087 | F           | 0.532 |               | 480   | G    | 2010 |
|                           |        |      |    |       |     | To: Chestnut Street   |        |        |        |       |             |       |               |       |      |      |
| St Matthew St             |        | 3100 | G  |       |     | From: High Pearl St   |        |        |        | 0.078 | F           | 0.565 |               | 3300  | G    | 2010 |
|                           |        |      |    |       |     | To: Harding St        |        |        |        |       |             |       |               |       |      |      |
| Talley Ave                |        | 690  | G  |       |     | From: Custer St       |        |        |        | 0.265 | F           | 0.581 |               | 740   | G    | 2010 |
|                           |        |      |    |       |     | To: Edmonds Ct        |        |        |        |       |             |       |               |       |      |      |