

2014

**Virginia Department of Transportation
Daily Traffic Volume Estimates
Including Vehicle Classification Estimates**

where available

Special Locality Report

123

City of Petersburg

Information in this report is included in Report

26

(Dinwiddie County)

Prepared By

**Virginia Department of Transportation
Traffic Engineering Division**

In Cooperation With

**U.S. Department of Transportation
Federal Highway Administration**

Virginia Department of Transportation
Traffic Engineering Division
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people of the VDOT Traffic Engineering Division Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a “Combined Traffic Estimates for Parallel Roadways on this Route” or “Combined Traffic” identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate “NA” for not available.

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

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

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

Glossary of Terms:

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

Length: Length of the traffic segment in miles.

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

QA: Quality of AADT:

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

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

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

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

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

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

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

QC: Quality of Classification Data:

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

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

QK: Quality of the K Factor estimate:

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

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

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

QW: Quality of AAWDT:

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

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

Route Shield Legend

Route Systems

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

Special Routes

- Bus
 Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route
- ALT
 ALT - Alternate Route
Wve - Wve Route connector
-  P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.
-  The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Virginia Department of Transportation
Traffic Engineering Division
2014
Annual Average Daily Traffic Volume Estimates By Section of Route
City of Petersburg

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
From: [] To: [] Bus 460 Washington St	City of Petersburg	0.40	13000	F	98%	0%	1%	1%	1%	0%	F	0.093	F	0.537	13000	F
From: [] To: [] Bus 460 Washington St	City of Petersburg	0.18	13000	F	98%	0%	1%	1%	1%	0%	F	0.091	F	0.518	13000	F
From: [] To: [] Bus 460 Washington St	City of Petersburg	0.57	15000	F	97%	1%	1%	1%	1%	0%	F	0.08	F	0.548	16000	F
From: [] To: [] Bus 460 Wythe St	City of Petersburg	1.08	7000	F	97%	1%	1%	1%	1%	0%	C	0.090	F		7500	F
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			16000	F	97%	1%	1%	1%	1%	0%	F	0.085	F	0.578	17000	F
From: [] To: [] Bus 460 Wythe St	City of Petersburg	0.15	9800	F	97%	1%	1%	1%	1%	0%	F	0.093	F		10000	F
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			19000	F	97%	1%	1%	1%	1%	0%	F	NA			20000	F
From: [] To: [] Bus 460 36 Wythe St	City of Petersburg	0.20	9600	F	97%	1%	1%	1%	1%	0%	F	0.095	F		10000	F
Combined Traffic Estimates for Parallel Roadways on this Route:			NA									NA			NA	
From: [] To: [] ALT 301 Bus 460 36 Wythe St	City of Petersburg	0.20	14000	F	97%	1%	1%	1%	1%	0%	F	0.088	F		15000	F
Combined Traffic Estimates for Parallel Roadways on this Route:			NA									NA			NA	
From: [] To: [] ALT 301 Jefferson St	City of Petersburg	0.09	3600	F	97%	1%	1%	1%	1%	0%	F	0.081	F	0.748	3800	F
Combined Traffic Estimates for Parallel Roadways on this Route:			NA									NA			NA	
From: [] To: [] ALT 301 Jefferson St	City of Petersburg	0.26	800	F	97%	1%	1%	1%	1%	0%	F	0.101	F	0.512	850	F
Combined Traffic Estimates for Parallel Roadways on this Route:			NA									NA			NA	
From: [] To: [] ALT 301 3rd St	City of Petersburg	0.05	340	F	97%	1%	1%	1%	1%	0%	F	0.094	F	0.521	360	F
Combined Traffic Estimates for Parallel Roadways on this Route:			NA									NA			NA	
From: [] To: [] ALT 301 3rd St	City of Petersburg	0.05	370	F	97%	1%	1%	1%	1%	0%	F	0.122	F	0.555	390	F
Combined Traffic Estimates for Parallel Roadways on this Route:			NA									NA			NA	
From: [] To: [] ALT 301 301 36 Bollingbrook St	City of Petersburg	0.08	3700	F	97%	0%	1%	1%	0%	0%	F	0.107	F	0.707	3900	F
Combined Traffic Estimates for Parallel Roadways on this Route:			NA									NA			NA	
US 1 Par; US 301 Par; Bollingbrook 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							
	From:	US 1 Par; US 301 Par; Bollingbrook St															
1 301 2nd St	City of Petersburg	0.35	12000	F	99%	0%	0%	0%	0%	F	0.085	F	0.622	12000	F		
	To:	SCL Colonial Heights															
	From:	US 1 Wythe St Battersea Lane															
Bus 1 460 Washington St	City of Petersburg	0.31	8800	F	97%	1%	1%	1%	0%	F	0.096	F		9400	F		
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			16000	F	97%	1%	1%	1%	0%	F	0.085	F	0.578	17000	F		
	To:	123-9025 West St															
Bus 1 460 Washington St	City of Petersburg	0.40	8200	F	97%	1%	1%	1%	0%	F	0.090	F		8800	F		
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			15000	F	97%	1%	1%	1%	0%	F	NA			16000	F		
	To:	123-9029 South St															
Bus 1 460 Washington St	City of Petersburg	0.27	8900	F	97%	1%	1%	1%	0%	C	0.087	F		9500	F		
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			19000	F	97%	1%	1%	1%	0%	F	NA			20000	F		
	To:	Guarantee St															
Bus 1 460 Washington St	City of Petersburg	0.24	10000	F	97%	1%	1%	1%	0%	F	0.094	F		11000	F		
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			20000	F	97%	1%	1%	1%	0%	F	NA			21000	F		
	To:	BUS US 460 Par; SR 36 Market St															
1 36 Market St	City of Petersburg	0.38	2700	F	97%	0%	1%	1%	0%	C	0.089	F	0.540	2800	F		
Combined Traffic Estimates for Parallel Roadways on this Route:			NA								NA			NA			
	To:	SR 36 Grove Ave															
	From:	SR 36; Market St															
1 36 Old St	City of Petersburg	0.13	3500	F	97%	0%	1%	1%	0%	F	0.09	F	0.559	3700	F		
Combined Traffic Estimates for Parallel Roadways on this Route:			NA								NA			NA			
	To:	Sycamore St															
1 36 Sycamore St	City of Petersburg	0.04	3800	F	97%	0%	1%	1%	0%	F	0.109	F	0.567	4000	F		
Combined Traffic Estimates for Parallel Roadways on this Route:			NA								NA			NA			
	To:	Bollingbrook St															
1 36 Bollingbrook St	City of Petersburg	0.10	3200	F	97%	0%	1%	1%	0%	F	0.098	F	0.641	3400	F		
Combined Traffic Estimates for Parallel Roadways on this Route:			NA								NA			NA			
	To:	US 1, US 301 2nd St															
	From:	WCL Petersburg															
36 Fleet St	City of Petersburg	0.12	9600	F	99%	0%	0%	0%	0%	C	0.097	F	0.503	10000	F		
	To:	Grove Ave															
	From:	Fleet St															
36 Grove Ave	City of Petersburg	0.54	4100	F	98%	0%	1%	1%	0%	C	0.105	F	0.612	4300	F		
	To:	US 1 Par, Market St															
	From:	US 1															
36 1 Market St	City of Petersburg	0.38	2700	F	97%	0%	1%	1%	0%	C	0.089	F	0.540	2800	F		
Combined Traffic Estimates for Parallel Roadways on this Route:			NA								NA			NA			
	To:	US 1 Par; BUS US 460 Par, Washington 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							
		From:	US 1 Par, Bus US 460 Par, Washington St														
36 Market St	City of Petersburg	0.11	2800	F	99%	0%	1%	0%	0%	0%	F	0.087	F	0.585	3000	F	
		To:	US 1, Bus US 460 Wythe St														
36 1 Bus 460 Wythe St	City of Petersburg	0.20	9600	F	97%	1%	1%	1%	1%	0%	F	0.095	F		10000	F	
Combined Traffic Estimates for Parallel Roadways on this Route:			NA									NA			NA		
		From:	ALT US 301 Sycamore St														
36 1 ALT 301 Bus 460 Wythe St	City of Petersburg	0.20	14000	F	97%	1%	1%	1%	1%	0%	F	0.088	F		15000	F	
Combined Traffic Estimates for Parallel Roadways on this Route:			NA									NA			NA		
		From:	Bus US 460														
36 460 Bus Wythe St	City of Petersburg	0.20	16000	F	98%	1%	1%	0%	1%	0%	C	0.085	F		17000	F	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			32000	F	96%	1%	1%	1%	1%	0%	F	0.081	F	0.505	34000	F	
		From:	I-85, I-95														
36 460 Bus Wythe St	City of Petersburg	0.30	11000	F	98%	1%	1%	0%	1%	0%	F	0.076	F		11000	F	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			24000	F	96%	1%	1%	1%	1%	0%	F	0.088	F	0.641	25000	F	
		From:	South Crater Rd														
36 Wythe St	City of Petersburg	0.43	10000	F	97%	0%	0%	1%	2%	0%	F	0.075	F		11000	F	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			22000	F	97%	0%	0%	1%	2%	0%	F	0.088	F	0.613	24000	F	
		From:	SR 36 Par, Washington St; Amelia St														
36 Washington St	City of Petersburg	0.87	23000	F	97%	0%	0%	1%	2%	0%	F	0.089	F	0.595	25000	F	
		To:	Puddledock Rd														
36 Washington St	City of Petersburg	0.58	17000	F	97%	0%	0%	1%	2%	0%	F	0.093	F	0.603	18000	F	
		From:	Prince George County Line														
		From:	SR 36; Market St														
36 1 Old St	City of Petersburg	0.13	3500	F	97%	0%	1%	1%	1%	0%	F	0.09	F	0.559	3700	F	
Combined Traffic Estimates for Parallel Roadways on this Route:			NA									NA			NA		
		From:	Sycamore St														
36 1 Sycamore St	City of Petersburg	0.04	3800	F	97%	0%	1%	1%	1%	0%	F	0.109	F	0.567	4000	F	
Combined Traffic Estimates for Parallel Roadways on this Route:			NA									NA			NA		
		From:	Bollingbrook St														
36 1 Bollingbrook St	City of Petersburg	0.10	3200	F	97%	0%	1%	1%	1%	0%	F	0.098	F	0.641	3400	F	
Combined Traffic Estimates for Parallel Roadways on this Route:			NA									NA			NA		
		From:	US 1, US 301 2nd St														
36 301 1 ALT 301 Bollingbrook St	City of Petersburg	0.08	3700	F	97%	0%	1%	1%	0%	0%	F	0.107	F	0.707	3900	F	
Combined Traffic Estimates for Parallel Roadways on this Route:			NA									NA			NA		
		To:	US 1, ALT US 301 3rd St														

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							2Axle	3+Axle	1Trail	2Trail						
36 301 Bollingbrook St	From: 3rd St															
	City of Petersburg	0.15	3500	F	97%	0%	1%	1%	0%	0%	F	0.099	F	0.742	3700	F
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			7100	F	97%	0%	1%	1%	0%	0%	F	0.09	F	0.613	7600	F
36 301 Bollingbrook St	From: 5th St															
	City of Petersburg	0.23	2900	F	97%	0%	1%	1%	0%	0%	C	0.096	F	0.677	3100	F
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			6800	F	97%	0%	1%	1%	0%	0%	C	0.096	F	0.557	7300	F
36 301 Crater Rd	From: Crater Rd															
	City of Petersburg	0.14	2200	F	97%	0%	1%	1%	0%	0%	F	0.09	F	0.759	2400	F
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			6200	G	97%	0%	1%	1%	0%	0%	F	NA		6700	G	
36 301 Crater Rd	From: US 301 Par, Bank St															
	City of Petersburg	0.18	3800	F	99%	0%	1%	0%	0%	0%	F	0.094	F	0.563	4100	F
Combined Traffic Estimates for Parallel Roadways on this Route:			NA									NA		NA		
36 Washington St	From: US 301, BUS US 460 Crater Rd															
	City of Petersburg	0.18	11000	F	97%	0%	0%	1%	2%	0%	F	0.107	F		12000	F
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			21000	F	97%	0%	0%	1%	2%	0%	F	NA		23000	F	
36 Washington St	From: Burch St															
	City of Petersburg	0.25	11000	F	97%	0%	0%	1%	2%	0%	F	0.105	F		12000	F
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			22000	F	97%	0%	0%	1%	2%	0%	F	0.088	F	0.613	24000	F
North 85 460	From: SR 36 Wythe St; Amelia St															
	City of Petersburg (Maint: 26)	1.01	25000	A	88%	1%	1%	1%	9%	1%	C	0.094	A		25000	A
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			48000	B	87%	1%	1%	1%	10%	1%	C	0.095	A	0.529	47000	B
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:			53000	A	87%	1%	1%	1%	10%	1%	F	0.093	A	0.534	52000	A
North 85 I-85 N Ramp	From: Ramp To I-95 S															
	City of Petersburg (Maint: 26)	0.46	22000	G	88%	1%	1%	1%	9%	1%	F	NA		22000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			46000	G	86%	1%	1%	1%	11%	1%	F	NA		44000	G	
North 85 Ramp	From: Ramp to Washington St; Wythe St															
	City of Petersburg (Maint: 26)	0.11	19000	G	88%	1%	1%	1%	9%	1%	F	NA		19000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			36000	G	86%	1%	1%	1%	11%	1%	F	NA		35000	G	
North 85 Ramp	From: I-95 North															
	City of Petersburg (Maint: 26)	0.11	1300	G								NA		1300	G	
North 85 460 Ramp	From: 123-9011 Squirrel Level Rd															
	City of Petersburg (Maint: 26)	0.10	6100	A	88%	0%	1%	1%	10%	0%	C	0.154	A		6400	A
Combined Traffic Estimates for 2 Parallel Roadways on this Route:																

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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						
North  Ramp	From: I-85 North Ramp to I-95 North City of Petersburg (Maint: 26)	0.06	2800	G										2800	G	
	To: I-95 North Exit 51A to Wythe St & Washington St															
North  Ramp	From: I-95 North City of Petersburg (Maint: 26)	0.22	5700	A							0.109	A		6100	A	
	To: Wythe St & Washington St															
North  Ramp	From: I-85 North Exit 68C City of Petersburg (Maint: 26)	0.17	3300	A							0.116	A		3600	A	
	To: CEUS 460-P Washington St															
North  Ramp	From: I-85 North Exit 68B City of Petersburg (Maint: 26)	0.07	2400	A							0.119	A		2600	A	
	To: CEUS 460 Wythe St															
South  	From: SCL Petersburg City of Petersburg (Maint: 26)	1.25	23000	B	87%	1%	1%	1%	10%	1%	C	0.108	A	23000	B	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		48000	B	87%	1%	1%	1%	10%	1%	C	NA		47000	B	
	To: Squirrel Level Road															
South  	From: Squirrel Level Road City of Petersburg (Maint: 26)	2.23	25000	A	87%	1%	1%	1%	10%	1%	F	0.104	A	25000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		53000	A	87%	1%	1%	1%	10%	1%	F	0.093	A	52000	A	
	To: Ramp From I-95 N															
South  I-85 S Ramp	From: Ramp From I-95 N City of Petersburg (Maint: 26)	0.33	24000	G	84%	1%	1%	1%	13%	1%	F	0.104	N	22000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		46000	G	86%	1%	1%	1%	11%	1%	F	NA		44000	G	
	To: Ramp From Washington Ave															
South  I-85 S Ramp	From: Ramp From Washington Ave City of Petersburg (Maint: 26)	0.16	17000	A	84%	1%	1%	1%	13%	1%	F	0.1	A	16000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		36000	G	86%	1%	1%	1%	11%	1%	F	NA		35000	G	
	To: I-95 South															
South  Ramp	From: I-85-S City of Petersburg (Maint: 26)	0.13	3000	A								0.113	A	3200	A	
	To: 123-9011; Squirrel Level Rd															
North 	From: Rives Rd City of Petersburg (Maint: 74)	1.15	16000	A	85%	1%	1%	0%	13%	0%	F	0.118	A	15000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		34000	A	85%	1%	1%	0%	13%	0%	F	0.108	A	30000	A	
	To: Wagner Rd															
North 	From: Wagner Rd City of Petersburg (Maint: 74)	2.79	23000	A	85%	1%	1%	0%	13%	0%	F	0.105	A	22000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		46000	A	85%	1%	1%	0%	13%	0%	F	0.096	A	44000	A	
	To: US 460 County Rd; US 301 Crater Rd															
North 	From: US 460 County Rd; US 301 Crater Rd City of Petersburg (Maint: 74)	0.03	20000	A	85%	1%	1%	0%	13%	0%	F	0.111	A	19000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		40000	A	85%	1%	1%	0%	13%	0%	F	0.101	A	37000	A	
	To: Maintenance Jurisdiction Change															

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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						
North (95)	From: I-85															
	City of Petersburg (Maint: 26)	0.44	44000	A	92%	1%	1%	1%	6%	0%	F	0.094	A	43000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		87000	A	91%	1%	1%	1%	6%	0%	F	0.092	A	0.507	85000	A
North (95)	From: US 301, Bus US 460 Washington St															
	City of Petersburg (Maint: 26)	0.64	51000	A	92%	1%	1%	1%	6%	0%	F	0.093	A	51000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		103000	A	91%	1%	1%	1%	6%	0%	F	NA		101000	A	
North (95) Ramp	From: I-95 North															
	City of Petersburg (Maint: 74)	0.17	890	A								0.109	A	870	A	
North (95) Ramp	From: I-95 North															
	City of Petersburg (Maint: 74)	0.35	270	A								0.132	A	290	A	
North (95) Ramp	From: I-95 North															
	City of Petersburg (Maint: 74)	0.23	690	G								NA		690	G	
North (95) Ramp	From: I-95 North Collector Rd															
	City of Petersburg (Maint: 74)	0.11	720	G								NA		720	G	
North (95) Ramp	From: I-95 Collector Rd															
	City of Petersburg (Maint: 74)	0.14	500	G								NA		500	G	
North (95) Ramp	From: I-95 Collector Rd															
	City of Petersburg (Maint: 74)	0.16	1900	G								NA		1900	G	
North (95) I-95 North CD Rd at US 460; US 301	From: I-95 North															
	City of Petersburg (Maint: 74)	0.04	NA									NA		NA		
North (95) I-95 North CD Rd at US 460; US 301	From: Ramp to US 460 East															
	City of Petersburg (Maint: 74)	0.15	2800	G								NA		2800	G	
North (95) I-95 North CD Rd at US 460; US 301	From: Ramp From US 460 West															
	City of Petersburg (Maint: 74)	0.26	11000	A								0.142	A	12000	A	
North (95) I-95 North CD Rd at US 460; US 301	From: Ramp to US 301 North															
	City of Petersburg (Maint: 74)	0.22	NA									NA		NA		
North (95) I-95 North CD Rd at US 460; US 301	From: Ramp to US 301 South															
	City of Petersburg (Maint: 74)	0.06	9700	G								NA		9700	G	
North (95) I-95 North CD Rd at US 460; US 301	From: Ramp From US 301															
	City of Petersburg (Maint: 74)	0.14	14000	A								0.121	A	16000	A	
	Ramp to Wythe & Washington Streets															

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							2Axle	3+Axle	1Trail	2Trail						
North (95)	From: Ramp to Wythe & Washington Streets City of Petersburg (Maint: 74)	0.01	NA											NA		
	To: I-95 North															
North (95)	From: I-95 North Collector Rd City of Petersburg (Maint: 26)	0.47	3600	G										NA	3600	G
	To: I-85 North Exit 68B To Wythe St & Washington St															
North (95)	From: I-95 North City of Petersburg (Maint: 26)	0.43	5400	G										NA	5400	G
	To: I-85 South															
North (95)	From: I-95 North City of Petersburg (Maint: 74)	0.19	970	F							0.116	F			970	F
	To: US 301 Par, Bank St															
South (95)	From: SCL Petersburg City of Petersburg (Maint: 74)	0.34	15000	A	86%	1%	1%	0%	12%	0%	F	0.127	A		13000	A
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		29000	A	85%	1%	1%	0%	13%	0%	F	NA			25000	A
	To: Rives Rd															
South (95)	From: Rives Rd City of Petersburg (Maint: 74)	1.22	17000	A	86%	1%	1%	0%	12%	0%	F	0.114	A		16000	A
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		34000	A	85%	1%	1%	0%	13%	0%	F	0.108	A	0.563	30000	A
	To: Wagner Rd															
South (95)	From: Wagner Rd City of Petersburg (Maint: 74)	1.50	23000	A	86%	1%	1%	0%	12%	0%	F	0.101	A		22000	A
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		46000	A	85%	1%	1%	0%	13%	0%	F	0.096	A	0.538	44000	A
	To: US 460 County Rd; US 301 Crater Rd															
South (95)	From: South of US 460 County Rd; US 301 Crater Rd City of Petersburg (Maint: 74)	0.91	20000	A	86%	1%	1%	0%	12%	0%	F	0.109	A		19000	A
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		40000	A	85%	1%	1%	0%	13%	0%	F	0.101	A	0.574	37000	A
	To: North of US 460 County Rd; US 301 Crater Rd															
South (95)	From: North of US 460 County Rd; US 301 Crater Rd City of Petersburg (Maint: 26)	0.41	30000	A								0.094	A		29000	A
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		49000	A								NA			48000	A
	To: I-85															
South (95)	From: I-85 City of Petersburg (Maint: 26)	0.66	43000	A	91%	1%	1%	1%	7%	0%	F	0.093	A		41000	A
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		87000	A	91%	1%	1%	1%	6%	0%	F	0.092	A	0.507	85000	A
	To: US 301, Bus US 460 Washington St															
South (95)	From: US 301, Bus US 460 Washington St City of Petersburg (Maint: 26)	0.48	51000	A	91%	1%	1%	1%	7%	0%	F	0.091	A		50000	A
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		103000	A	91%	1%	1%	1%	6%	0%	F	NA			101000	A
	To: SCL Colonial Heights															
South (95)	From: I-95 South City of Petersburg (Maint: 74)	0.16	3500	G										NA	3500	G
	To: 123-9008 Rives Rd															

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							2Axle	3+Axle	1Trail	2Trail						
South (95) Ramp	From: I-95 South City of Petersburg (Maint: 74) To: 123-9010 Wagner Rd	0.25	2400	G								NA		2400	G	
South (95) Ramp	From: I-95 South City of Petersburg (Maint: 74) To: 123-9010 Wagner Rd	0.31	5200	A								0.103	A	5700	A	
South (95) Ramp	From: I-95 South Collector Rd City of Petersburg (Maint: 74) To: 123-9012 Graham Rd	0.09	6300	G	99%	0%	0%	0%	0%	0%	C	0.088	F	6300	G	
South (95) (460) Ramp	From: I-95 South City of Petersburg (Maint: 74) To: Ramp to Graham Rd	0.06	9500	A								0.097	A	10000	A	
South (95) (460) Ramp from I-85 N to I-95 S	From: Ramp from US 301 City of Petersburg (Maint: 74) To: Ramp from US 301	0.07	11000	G	91%	0%	1%	1%	7%	0%	C	0.112	F	11000	G	
South (95) (460) (Bus 460) Ramp from I-85 N to I-95 S	From: Ramp from US 301 City of Petersburg (Maint: 74) To: Ramp from US 301	0.18	NA									NA		NA		
South (95) (460) (Bus 460) Ramp from I-85 N to I-95 S	From: US 460 Ramp City of Petersburg (Maint: 74) To: I-95 South	0.27	12000	A								0.115	A	13000	A	
South (95) Ramp	From: I-95 South City of Petersburg (Maint: 74) To: I-95 South	0.22	3500	G								NA		3500	G	
South (95) Ramp	From: I-95-S052B to Washington Street City of Petersburg (Maint: 74) To: CEUS 460 FROM RT 95 SOUTH	0.12	NA									NA		NA		
(106) Courthouse Rd	From: US 460 County Rd City of Petersburg To: ECL Petersburg	0.10	6700	F	95%	1%	1%	1%	2%	0%	F	0.091	F	0.544	7200	F
(109) Hickory Hill Rd	From: US 460 County Rd City of Petersburg To: ECL Petersburg	0.88	8800	F	99%	1%	0%	0%	0%	0%	C	0.123	F	0.845	9400	F
(109) Hickory Hill Rd	From: ECL Petersburg City of Petersburg To: Dead End; Fort Lee Military Reservation, Mahone Av	0.03	8800	N	99%	1%	0%	0%	0%	0%	N	0.123	N	0.845	9400	N
(142) Boydton Plank Rd	From: WCL Petersburg City of Petersburg To: Dupuy Rd	0.16	2800	F	97%	0%	0%	1%	1%	0%	F	0.101	F	0.64	2900	F
(142) Boydton Plank Rd	From: Dupuy Rd City of Petersburg To: Rt 604 Halifax Rd	1.24	2900	F	97%	0%	0%	1%	1%	0%	C	0.098	F	0.609	3100	F

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							2Axle	3+Axle	1Trail	2Trail						
	From: Rt 604 Halifax Rd															
142 Halifax Rd	City of Petersburg	0.06	4800	F	97%	0%	0%	1%	1%	0%	F	0.087	F	0.549	5200	F
	To: CSX RR															
	From: SCL Petersburg															
301 Crater Rd	City of Petersburg	0.21	8700	F	99%	0%	0%	0%	0%	0%	F	0.086	F	0.611	9300	F
	To: Rives Rd															
301 Crater Rd	City of Petersburg	0.90	10000	F	99%	0%	0%	0%	0%	0%	C	0.09	F	0.612	11000	F
	To: Wagner Rd															
301 Crater Rd	City of Petersburg	0.43	21000	F	99%	0%	0%	0%	0%	0%	F	0.085	F	0.504	22000	F
	To: Flank Rd															
301 Crater Rd	City of Petersburg	0.87	21000	F	99%	0%	0%	0%	0%	0%	F	0.085	F	0.511	23000	F
	To: ALT US 301 Sycamore St															
301 Crater Rd	City of Petersburg	0.26	14000	F	99%	0%	1%	0%	0%	0%	C	0.083	F	0.515	15000	F
	To: South Blvd															
301 Crater Rd	City of Petersburg	0.73	21000	F	99%	0%	1%	0%	0%	0%	F	0.083	F	0.52	22000	F
	To: I-95, Bus US 460															
Bus 301 460 Crater Rd	City of Petersburg (Maint: 26)	0.09	10000	N	99%	0%	1%	0%	0%	0%	N	0.081	N	0.524	11000	N
	To: I-95; Bus US 460 Par, Winfield Rd															
Bus 301 460 Crater Rd	City of Petersburg	0.98	10000	F	99%	0%	1%	0%	0%	0%	C	0.081	F	0.524	11000	F
	From: Maintenance Jurisdiction Change															
	Combined Traffic Estimates for Parallel Roadways on this Route:		NA									NA			NA	
	To: SR 36, Bus US 460 Wythe St															
Bus 301 460 Crater Rd	City of Petersburg	0.10	7200	F	99%	0%	1%	0%	0%	0%	F	0.087	F	0.541	7700	F
	Combined Traffic Estimates for Parallel Roadways on this Route:		NA									NA			NA	
	To: SR 36 Par, Bus US 460 Par, Washington St															
301 36 Crater Rd	City of Petersburg	0.18	3800	F	99%	0%	1%	0%	0%	0%	F	0.094	F	0.563	4100	F
	Combined Traffic Estimates for Parallel Roadways on this Route:		NA									NA			NA	
	To: US 301 Par, Bank St															
301 36 Crater Rd	City of Petersburg	0.14	2200	F	97%	0%	1%	1%	0%	0%	F	0.09	F	0.759	2400	F
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		6200	G	97%	0%	1%	1%	0%	0%	F	NA			6700	G
	To: Bollingbrook St															
	From: Crater Rd															
301 36 Bollingbrook St	City of Petersburg	0.23	2900	F	97%	0%	1%	1%	0%	0%	C	0.096	F	0.677	3100	F
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		6800	F	97%	0%	1%	1%	0%	0%	C	0.096	F	0.557	7300	F
	To: 5th St															
301 36 Bollingbrook St	City of Petersburg	0.15	3500	F	97%	0%	1%	1%	0%	0%	F	0.099	F	0.742	3700	F
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		7100	F	97%	0%	1%	1%	0%	0%	F	0.09	F	0.613	7600	F
	To: 3rd St															

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							2Axle	3+Axle	1Trail	2Trail						
From: [] To: []																
301 1 ALT 301 36 Bollingbrook St	City of Petersburg	0.08	3700	F	97%	0%	1%	1%	0%	0%	F	0.107	F	0.707	3900	F
Combined Traffic Estimates for Parallel Roadways on this Route:			NA									NA			NA	
From: [] To: []																
301 1 2nd St	City of Petersburg	0.35	12000	F	99%	0%	0%	0%	0%	0%	F	0.085	F	0.622	12000	F
From: [] To: []																
301 Ramp	City of Petersburg (Maint: 74)	0.19	6900	G								NA			6900	G
From: [] To: []																
North 301 Ramp	City of Petersburg (Maint: 74)	0.10	1800	G								NA			1800	G
From: [] To: []																
South Bus 301 460 Ramp US 301 S to I-95 S at Exit ???	City of Petersburg (Maint: 74)	0.20	640	G	98%	1%	1%	0%	1%	0%	F	NA			680	G
From: [] To: []																
301 36 Bank St	City of Petersburg	0.24	3900	F	97%	0%	1%	2%	1%	0%	C	0.099	F	0.547	4100	F
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			6800	F	97%	0%	1%	1%	0%	0%	C	0.096	F	0.557	7300	F
From: [] To: []																
301 36 Bank St	City of Petersburg	0.15	3600	F	97%	0%	1%	2%	1%	0%	F	0.083	F		3800	F
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			7100	F	97%	0%	1%	1%	0%	0%	F	0.09	F	0.613	7600	F
From: [] To: []																
301 1 ALT 301 36 Bank St	City of Petersburg	0.09	3400	F	97%	0%	1%	2%	1%	0%	F	0.095	F		3700	F
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			7100	F	97%	0%	1%	1%	0%	0%	F	NA			7600	F
From: [] To: []																
ALT 301 Sycamore St	City of Petersburg	0.30	7300	F	99%	0%	1%	0%	0%	0%	F	0.081	F	0.51	7800	F
From: [] To: []																
ALT 301 Sycamore St	City of Petersburg	0.95	5600	F	99%	0%	1%	0%	0%	0%	C	0.086	F	0.568	6000	F
From: [] To: []																
ALT 301 Sycamore St	City of Petersburg	0.42	9400	F	99%	0%	1%	0%	0%	0%	F	0.083	F	0.585	10000	F
From: [] To: []																
ALT 301 Sycamore St	City of Petersburg	0.56	9600	F	99%	0%	1%	0%	0%	0%	F	0.087	F	0.536	10000	F
From: [] To: []																
ALT 301 1 Bus 460 36 Wythe St	City of Petersburg	0.20	14000	F	97%	1%	1%	1%	1%	0%	F	0.088	F		15000	F
Combined Traffic Estimates for Parallel Roadways on this Route:			NA									NA			NA	
From: [] To: []																

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							2Axle	3+Axle	1Trail	2Trail						
ALT 301 1 Jefferson St	From: Bus US 460 Wythe St City of Petersburg	0.09	3600	F	97%	1%	1%	1%	1%	0%	F	0.081	F	0.748	3800	F
Combined Traffic Estimates for Parallel Roadways on this Route:			NA									NA			NA	
ALT 301 1 Jefferson St	From: Bus US 460 Par. Washington St City of Petersburg	0.26	800	F	97%	1%	1%	1%	1%	0%	F	0.101	F	0.512	850	F
Combined Traffic Estimates for Parallel Roadways on this Route:			NA									NA			NA	
ALT 301 1 3rd St	From: Henry St City of Petersburg	0.05	340	F	97%	1%	1%	1%	1%	0%	F	0.094	F	0.521	360	F
Combined Traffic Estimates for Parallel Roadways on this Route:			NA									NA			NA	
ALT 301 1 3rd St	From: US 301 Par. Bank St City of Petersburg	0.05	370	F	97%	1%	1%	1%	1%	0%	F	0.122	F	0.555	390	F
Combined Traffic Estimates for Parallel Roadways on this Route:			NA									NA			NA	
ALT 301 301 1 36 Bollingbrook St	From: US 301 Bollingbrook St US 1, ALT US 301 3rd St City of Petersburg	0.08	3700	F	97%	0%	1%	1%	0%	0%	F	0.107	F	0.707	3900	F
Combined Traffic Estimates for Parallel Roadways on this Route:			NA									NA			NA	
ALT 301 Sycamore St	From: US 301 US 1 Wythe St City of Petersburg	0.09	7300	F	98%	0%	1%	0%	0%	0%	F	0.084	F	0.595	7800	F
Combined Traffic Estimates for Parallel Roadways on this Route:			NA									NA			NA	
ALT Bus Bus 301 460 460 36 Washington St	From: Bus US 460 Washington St Bus US 460 Par City of Petersburg	0.09	16000	F	97%	1%	1%	1%	1%	0%	F	0.089	F		17000	F
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			29000	F	97%	1%	1%	1%	1%	0%	F	NA			31000	F
ALT 301 Adams St	From: Bus US 460 Washington St City of Petersburg	0.06	9100	F	98%	0%	1%	0%	0%	0%	F	0.091	F	0.535	9700	F
Combined Traffic Estimates for Parallel Roadways on this Route:			NA									NA			NA	
ALT 301 Adams St	From: Franklin St City of Petersburg	0.16	8000	F	98%	0%	1%	0%	0%	0%	C	0.087	F	0.562	8600	F
Combined Traffic Estimates for Parallel Roadways on this Route:			NA									NA			NA	
460 85	From: SCL Petersburg City of Petersburg (Maint: 26)	1.01														
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			48000	B	87%	1%	1%	1%	10%	1%	C	0.095	A	0.529	47000	B
460 85	From: Squirrel Level Road City of Petersburg (Maint: 26)	2.57														
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			53000	A	87%	1%	1%	1%	10%	1%	F	0.093	A	0.534	52000	A
	From: I-85 S															

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							2Axle	3+Axle	1Trail	2Trail							
460 85 Ramp	From: I-85 S	City of Petersburg (Maint: 26)	0.10														
	To: I-95 SB																
460 95 Ramp	From: I-85	City of Petersburg (Maint: 74)	0.06														
	To: Graham Rd																
460 95 Ramp from I-85 N to I-95 S	From: I-95 SB Collector Ramp	City of Petersburg (Maint: 74)	0.07														
	To: Ramp from US 301 South																
460 95 Bus 460 Ramp from I-85 N to I-95 S	From: Ramp from US 301 North	City of Petersburg (Maint: 74)	0.18														
	To: Ramp from US 301																
460 95 Bus 460 Ramp from I-85 N to I-95 S	From: US 460	City of Petersburg (Maint: 74)	0.27														
	To: I-95																
460 County Dr	City of Petersburg	0.60	18000	F	89%	1%	1%	1%	8%	0%	F	0.091	F	0.661	19000	F	
460 County Dr	From: SR 109 Hickory Hill Rd	City of Petersburg	2.16	9600	A	89%	1%	1%	1%	8%	0%	C	0.105	A	0.521	10000	A
	To: SR 106 Courthouse Rd																
460 County Dr	From: ECL Petersburg	City of Petersburg	0.34	13000	F	89%	1%	1%	1%	8%	0%	F	0.082	F	0.528	13000	F
	To: WCL Petersburg																
460 1 Bus Washington St	From: Summit St	City of Petersburg	0.40	13000	F	98%	0%	1%	1%	1%	0%	F	0.093	F	0.537	13000	F
	To: Elm St																
460 1 Bus Washington St	From: US 1 Par, Wythe St	City of Petersburg	0.57	15000	F	97%	1%	1%	1%	1%	0%	F	0.08	F	0.548	16000	F
	To: US 1 Par, Washington St; Battersea Lane																
460 1 Bus Wythe St	From: Perry St	City of Petersburg	1.08	7000	F	97%	1%	1%	1%	1%	0%	C	0.090	F	7500	F	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route: 16000 F 97% 1% 1% 1% 1% 0% F 0.085 F 0.578 17000 F																
460 1 Bus Wythe St	From: SR 36 Market St	City of Petersburg	0.15	9800	F	97%	1%	1%	1%	1%	0%	F	0.093	F	10000	F	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route: 19000 F 97% 1% 1% 1% 1% 0% F NA 20000 F																
460 1 36 Bus Wythe St	From: ALT US 301 Sycamore St	City of Petersburg	0.20	9600	F	97%	1%	1%	1%	1%	0%	F	0.095	F	10000	F	
	Combined Traffic Estimates for Parallel Roadways on this Route: NA NA NA																

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							2Axle	3+Axle	1Trail	2Trail						
From: ALT US 301 Sycamore St To: Wythe St City of Petersburg	0.20	14000	F	97%	1%	1%	1%	1%	0%	F	0.088	F		15000	F	
Combined Traffic Estimates for Parallel Roadways on this Route:			NA								NA			NA		
From: US 1 Jefferson St To: Wythe St City of Petersburg	0.20	16000	F	98%	1%	1%	0%	1%	0%	C	0.085	F		17000	F	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			32000	F	96%	1%	1%	1%	0%	F	0.081	F	0.505	34000	F	
From: I-85, I-95 To: Wythe St City of Petersburg	0.30	11000	F	98%	1%	1%	0%	1%	0%	F	0.076	F		11000	F	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			24000	F	96%	1%	1%	1%	0%	F	0.088	F	0.641	25000	F	
From: SR 36; US 301 Crater Rd To: Crater Rd City of Petersburg	0.98	10000	F	99%	0%	1%	0%	0%	0%	C	0.081	F	0.524	11000	F	
Combined Traffic Estimates for Parallel Roadways on this Route:			NA								NA			NA		
From: Maintenance Jurisdiction Change To: I-95; BUS US 460 Par, Winfield Rd City of Petersburg (Maint: 26)	0.09	10000	N	99%	0%	1%	0%	0%	0%	N	0.081	N	0.524	11000	N	
From: US 301 Crater Rd To: US 301 City of Petersburg (Maint: 74)	0.20	See US 301 for directional traffic volume estimates for this segment.														
From: I-95 CD Road To: Ramp from US 301 South City of Petersburg (Maint: 74)	0.18	See I-95 for directional traffic volume estimates for this segment.														
From: Ramp from US 301 North To: 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.														
From: CEUS 460 Exit 6A To: Ramp City of Petersburg (Maint: 26)	0.24	5900	G								NA			5900	G	
From: CEUS 460 Exit 6C To: Ramp City of Petersburg (Maint: 26)	0.27	4400	G								NA			4400	G	
From: CEUS 460-P002B CEUS 460-E006B FROM To: I-95-N FROM RT 460 BUS00- WASHINGTON & City of Petersburg (Maint: 74)	0.11	8600	G								NA			8600	G	
From: CEUS 460 Exit 6A To: I-85 South City of Petersburg (Maint: 26)	0.08	3300	G								NA			3300	G	
From: CEUS 460 TO RTS 85 & 95 SOUTHBOUND To: CEUS 460-P002A TO RTS 85 & 95 SOUTHBOUND City of Petersburg (Maint: 26)	0.17	3500	G								NA			3500	G	

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							2Axle	3+Axle	1Trail	2Trail						
Bus 460 Ramp	From: CEUS 460 TO RT 95 NORTH City of Petersburg (Maint: 74) To: CEUS 460-P002B CEUS 460- 6B FROM	0.20	12000	G										12000	G	
Bus 460 1 Washington St	From: US 1 Wythe St Battersea Lane City of Petersburg To: 123-9025 West St	0.31	8800	F	97%	1%	1%	1%	0%	F	0.096	F		9400	F	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			16000	F	97%	1%	1%	1%	0%	F	0.085	F	0.578	17000	F	
Bus 460 1 Washington St	From: 123-9025 West St City of Petersburg To: 123-9029 South St	0.40	8200	F	97%	1%	1%	1%	0%	F	0.090	F		8800	F	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			15000	F	97%	1%	1%	1%	0%	F	NA			16000	F	
Bus 460 1 Washington St	From: 123-9029 South St City of Petersburg To: Guarantee St	0.27	8900	F	97%	1%	1%	1%	0%	C	0.087	F		9500	F	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			19000	F	97%	1%	1%	1%	0%	F	NA			20000	F	
Bus 460 1 Washington St	From: Guarantee St City of Petersburg To: North Market St	0.24	10000	F	97%	1%	1%	1%	0%	F	0.094	F		11000	F	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			20000	F	97%	1%	1%	1%	0%	F	NA			21000	F	
Bus 460 36 Washington St	From: North Market St City of Petersburg To: US 1 Par; SR 36 Market St	0.19	11000	F	97%	1%	1%	1%	0%	C	0.093	F		12000	F	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			21000	F	97%	1%	1%	1%	0%	F	NA			22000	F	
Bus 460 ALT 301 36 Washington St	From: ALT US 301 Par, Sycamore St City of Petersburg To: ALT US 301 Par, Adams St	0.09	16000	F	97%	1%	1%	1%	0%	F	0.089	F		17000	F	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			29000	F	97%	1%	1%	1%	0%	F	NA			31000	F	
Bus 460 ALT 301 36 Washington St	From: ALT US 301 Par, Adams St City of Petersburg To: US 1 Jefferson St	0.10	15000	F	97%	1%	1%	1%	0%	F	0.079	F		16000	F	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			28000	F	97%	1%	1%	1%	0%	F	NA			30000	F	
Bus 460 36 Washington St	From: US 1 Jefferson St City of Petersburg To: I-95	0.24	16000	F	95%	1%	1%	2%	0%	F	0.079	F		18000	F	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			32000	F	96%	1%	1%	1%	0%	F	0.081	F	0.505	34000	F	
Bus 460 36 Washington St	From: I-95 City of Petersburg To: US 301 Crater Rd	0.24	13000	F	95%	1%	1%	2%	0%	C	0.101	F		14000	F	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			24000	F	96%	1%	1%	1%	0%	F	0.088	F	0.641	25000	F	
Bus 460 301 Crater Rd	From: US 301 Crater Rd City of Petersburg To: SR 36, BUS US 460 Wythe St	0.10	7200	F	99%	0%	1%	0%	0%	F	0.087	F	0.541	7700	F	
Combined Traffic Estimates for Parallel Roadways on this Route:			NA								NA			NA		

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							2Axle	3+Axle	1Trail	2Trail						
Bus 460 301 Crater Rd	From: SR 36, BUS US 460 Wythe St City of Petersburg	0.98	10000	F	99%	0%	1%	0%	0%	0%	C	0.081	F	0.524	11000	F
Combined Traffic Estimates for Parallel Roadways on this Route:			NA									NA			NA	
			To: Maintenance Jurisdiction Change													
Bus 460 Winfield Rd	From: US 301 Crater Rd City of Petersburg	0.43	1300	F	96%	1%	1%	0%	1%	0%	C	0.094	F	0.959	1400	F
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			2000	G	97%	1%	1%	0%	1%	0%	F	NA			2100	G
			To: State Maintenance Boundary													
Bus 460 Winfield Rd	From: State Maintenance Boundary City of Petersburg (Maint: 26)	0.09	1300	F	96%	1%	1%	0%	1%	0%	C	0.094	F	0.959	1400	F
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			2000	G	97%	1%	1%	0%	1%	0%	F	NA			2100	G
			To: US 460 County Rd													
Bus 460 Ramp	From: CEUS 460-P TO RTS 85 & 95 SOUTHBOUND City of Petersburg (Maint: 26)	0.26	4400	G								NA			4400	G
			To: CEUS 460-E006A TO RTS 85 & 95 SOUTHBOUND													
Bus 460 Ramp	From: CEUS 460 City of Petersburg (Maint: 74)	0.08	NA									NA			NA	
			To: CEUS 460-E006B CEUS 460- 6B FROM													

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						2Axle	3+Axle	1Trail	2Trail							
City of Petersburg																
(F329) Lake Shore Dr	0.17	10	R			From: Dead End					NA			NA		03/17/2008
						To: 74-1102 Lakeshore Dr										
(F330) N Normandy Dr	2.93	3700	R			From: Dead End					NA			NA		03/17/2008
						To: FR-331 Service Rd										
(F331) Service Rd	0.78	1400	R			From: Dead End					NA			NA		03/17/2008
						To: Dead End										
(3) Vaughn Rd	0.64	810	F			From: SCL Petersburg; 26-675 Vaughan Rd				0.093	F	0.685		860	F	2014
						To: 123-9013 Halifax Rd										
(4) Wells Rd	0.41	4800	F	89%	0%	1%	2%	7%	0%	C	0.082	F	0.533	5100	F	2014
						From: Halifax Rd										
						To: Squirrel Level Rd										
(9002) Halifax Rd	0.18	5200	F	99%	0%	1%	0%	0%	0%	F	0.085	F	0.538	5500	F	2014
						From: CSX RR										
						To: Patterson St										
(9002) Halifax St	0.58	4000	F	99%	0%	1%	0%	0%	0%	F	0.088	F	0.531	4200	F	2014
						From: Bayers Lane										
(9002) Halifax St	0.19	4700	F	99%	0%	1%	0%	0%	0%	F	0.088	F	0.513	5000	F	2014
						From: Virginia Ave										
(9002) Halifax St	0.37	7000	F	99%	0%	1%	0%	0%	0%	F	0.086	F	0.591	7500	F	2014
						From: Lee Ave										
(9002) Halifax St	0.29	7000	F	99%	0%	1%	0%	0%	0%	F	0.086	F	0.526	7500	F	2014
						From: Liberty St										
(9002) Halifax St	0.28	7700	F	99%	0%	1%	0%	0%	0%	C	0.080	F	0.552	8200	F	2014
						From: US 1, US 460 W Wythe St										
(9002) Union St	0.12	4000	F	98%	1%	1%	0%	0%	0%	C	0.086	F	0.875	4300	F	2014
						From: US 1, US 460 W Washington St										
(9002) Union St	0.17	1600	F	97%	1%	1%	1%	0%	0%	C	0.121	F	0.578	1700	F	2014
						From: W Tabb St										
(9004) Defense Rd	0.47	2000	F	97%	0%	1%	1%	1%	0%	C	0.097	F	0.643	2100	F	2014
						From: Boydton Plank Rd										
(9004) Defense Dr	1.77	3300	F	98%	1%	1%	0%	0%	0%	F	0.098	F	0.537	3500	F	2014
						From: Squirrel Level Rd										
(9004) South Boulevard	0.92	7800	F	98%	1%	1%	0%	0%	0%	C	0.084	F	0.523	8300	F	2014
						From: Johnson Rd										
(9004) South Boulevard	0.18	5200	F	98%	1%	1%	0%	0%	0%	F	0.089	F	0.565	5500	F	2014
						From: S. Sycamore St										
(9004) South Boulevard	0.72	2200	F	98%	1%	1%	0%	0%	0%	F	0.096	F	0.574	2300	F	2014
						From: Crater Rd										
						To: Anderson St										
(9006) Flank Rd	0.96	1900	F	99%	0%	0%	0%	0%	0%	C	0.109	F	0.53	2000	F	2014
						From: Halifax Rd										
(9006) Flank Rd	0.47	3000	F	99%	0%	0%	0%	0%	0%	F	0.094	F	0.505	3200	F	2014
						From: Johnson Rd										
(9006) Flank Rd	0.75	2500	F	99%	0%	0%	0%	0%	0%	F	0.09	F	0.566	2600	F	2014
						From: Birdsong Rd										
(9006) Flank Rd	0.91	2800	F	100%	0%	0%	0%	0%	0%	C	0.093	F	0.657	3000	F	2014
						From: Fort Hayes Dr										
						To: Flank Rd N										

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						2Axle	3+Axle	1Trail	2Trail							
City of Petersburg																
9006	Flank Rd (1-Way)	0.13	2400	F	99%	0%	0%	0%	0%	C	0.112	F		2600	F	2014
9008	Rives Rd	0.48	6900	F	98%	0%	1%	0%	0%	C	0.1	F	0.543	7400	F	2014
9008	Rives Rd	0.34	6700	F	97%	0%	1%	0%	2%	C	0.095	F	0.555	7200	F	2014
9008	Ramp	0.17	830	A							0.139	A		850	A	2014
9008	Ramp	0.16	3200	G							NA			3200	G	2014
9009	Dupuy Rd	1.24	360	F	96%	1%	2%	0%	0%	F	0.119	F	0.522	380	F	2014
9009	Dupuy St	0.58	1800	F	96%	1%	2%	0%	0%	F	0.096	F	0.524	1900	F	2014
9009	Farmer St	0.86	3500	F	96%	1%	2%	0%	0%	C	0.102	F	0.509	3700	F	2014
9009	Farmer St	0.47	2800	F	96%	1%	2%	0%	0%	F	0.091	F	0.51	3000	F	2014
9010	Wagner Rd	0.73	16000	F	99%	0%	1%	0%	1%	C	0.085	F	0.539	17000	F	2014
9010	Wagner Rd	1.60	11000	F	96%	0%	0%	0%	3%	C	0.089	F	0.542	12000	F	2014
9010	East Ramp	0.30	930	G							NA			930	G	2014
9010	West Ramp	0.25	260	G							NA			260	G	2014
9010	West Ramp	0.34	3300	G							NA			3300	G	2014
9011	Squirrel Level Rd	0.82	910	F	99%	0%	1%	0%	0%	C	0.106	F	0.582	970	F	2014
9011	Squirrel Level Rd	0.25	5700	F	91%	0%	1%	2%	6%	C	0.079	F	0.503	6100	F	2014
9011	Squirrel Level	0.20	8000	F	98%	1%	1%	0%	0%	F	0.083	F	0.503	8500	F	2014
9011	Young Rd	0.55	3800	F	98%	1%	1%	0%	0%	F	0.086	F	0.513	4000	F	2014
9011	Young Rd	0.59	2400	G	98%	1%	1%	0%	0%	C	NA			2600	G	2014
9011	Ramp	0.15	4500	A							0.102	A		4800	A	2014
9011	Ramp	0.22	700	G							NA			700	G	2014

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						2Axle	3+Axle	1Trail	2Trail							
City of Petersburg																
(9012) Lee Ave	0.56	2000	F	95%	3%	2%	0%	0%	0%	C	0.104	F	0.583	2100	F	2014
(9012) Porterville St	0.15	980	F	98%	1%	1%	0%	0%	0%	F	0.088	F	0.602	1000	F	2014
(9012) New St	0.18	960	F	98%	1%	1%	0%	0%	0%	C	0.091	F	0.558	1000	F	2014
(9012) Harrison St	0.03	740	F	98%	1%	1%	0%	0%	0%	F	0.096	F		790	F	2014
(9012) Corling St	0.09	430	F	98%	1%	1%	0%	0%	0%	F	0.114	F		460	F	2014
(9012) Graham Rd	0.83	3500	F	99%	0%	0%	0%	0%	0%	F	0.085	F	0.588	3700	F	2014
(9012) Graham Rd	0.14	9300	F	99%	0%	0%	0%	0%	0%	C	0.086	F	0.761	9900	F	2014
(9013) Halifax Rd	1.79	4100	F	90%	0%	1%	2%	7%	0%	C	0.084	F	0.552	4400	F	2014
(9013) Halifax Rd	0.98	400	F	97%	0%	0%	0%	2%	0%	C	0.122	F	0.5	420	F	2014
(9015) Johnson Rd	0.01	2100	F	96%	3%	1%	0%	0%	0%	F	0.099	F	0.734	2300	F	2014
(9015) Johnson Rd	0.54	900	F	99%	0%	0%	0%	0%	0%	C	0.093	F	0.522	960	F	2014
(9015) Johnson Rd	1.39	4500	F	96%	3%	1%	0%	0%	0%	C	0.106	F	0.592	4800	F	2014
(9015) Johnson Rd	0.46	5900	F	96%	3%	1%	0%	0%	0%	F	0.082	F	0.542	6200	F	2014
(9015) Johnson Rd	0.37	4300	F	96%	3%	1%	0%	0%	0%	F	0.083	F	0.537	4600	F	2014
(9015) High Pearl St	0.20	3900	F	96%	3%	1%	0%	0%	0%	F	0.088	F	0.526	4200	F	2014
(9015) High Pearl St	0.08	2800	F	98%	1%	0%	0%	0%	0%	F	0.087	F	0.669	3000	F	2014
(9015) Harding St	0.22	1400	F	98%	1%	0%	0%	0%	0%	C	0.09	F	0.569	1500	F	2014
(9015) Harding St	0.27	680	F	98%	1%	0%	0%	0%	0%	F	0.115	F		730	F	2014
(9017) Birdsong Rd	0.62	450	F	99%	0%	1%	0%	0%	0%	C	0.102	F	0.522	480	F	2014
(9021) N Sycamore St	0.18	3700	F	98%	0%	1%	0%	0%	0%	F	0.092	F	0.521	3900	F	2014
(9021) N Sycamore St	0.15	3200	F	98%	0%	1%	0%	0%	0%	C	0.087	F	0.575	3500	F	2014
(9023) North Blvd	0.57	2300	F	97%	0%	2%	0%	0%	0%	C	0.081	F	0.635	2500	F	2014

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						2Axle	3+Axle	1Trail	2Trail							
City of Petersburg																
(9025) Virginia Ave	0.22	330	F	97%	2%	1%	0%	0%	0%	C	0.101	F		360	F	2014
			From: Gates Lane													
			To: Harding Street													
(9025) Virginia Ave	0.32	2000	F	97%	2%	1%	0%	0%	0%	F	0.099	F	0.613	2200	F	2014
			From: Halifax Street													
			To: Arlington Street													
(9025) Young Ave	0.20	1800	F	98%	1%	1%	0%	0%	0%	C	0.081	F	0.55	2000	F	2014
			From: West Street Young Avenue													
			To: Augusta Avenue													
(9025) S West St	0.28	2700	F	98%	1%	1%	0%	0%	0%	F	0.108	F	0.629	2900	F	2014
			From: Farmer St													
			To: W Wythe St													
(9025) S West St	0.23	3600	F	98%	1%	1%	0%	0%	0%	F	0.110	F	0.609	3800	F	2014
			From: W Washington St													
			To: Halifax St													
(9027) S West St	0.63	1600	F	98%	1%	0%	1%	0%	0%	C	0.109	F	0.657	1700	F	2014
			From: Young Ave													
			To: Lee Ave													
(9029) S. South St	0.36	1700	F	98%	1%	1%	1%	0%	0%	C	0.084	F	0.535	1800	F	2014
			From: US 1 Wythe St													
			To: Washington St													
(9029) S. South St	0.09	2900	F	99%	0%	0%	0%	0%	0%	F	0.092	F	0.67	3000	F	2014
			From: High St													
			To: N South St													
(9029) N. South St	0.20	5000	F	99%	0%	0%	0%	0%	0%	F	0.085	F	0.539	5300	F	2014
			From: High St													
			To: N South St													
(9029) High St	0.02	840	G	99%	0%	0%	0%	0%	0%	F	NA			890	G	2014
			From: Canal St													
			To: High St													
(9029) Canal St	0.20	5100	F	99%	0%	0%	0%	0%	0%	C	0.085	F	0.517	5500	F	2014
			From: Grove Ave													
			To: New St													
(9031) Byrne St	0.40	390	F	98%	1%	1%	0%	0%	0%	C	0.095	F		420	F	2014
			From: Halifax St													
			To: Halifax Rd													
(9031) S. Market St	0.12	2000	F	98%	1%	1%	0%	0%	0%	F	0.095	F	0.564	2200	F	2014
			From: Wythe St													
			To: Sycamore St													
(9033) Apollo St	0.14	90	F	98%	1%	1%	0%	0%	0%	F	0.136	F	0.667	100	F	2014
			From: S Adams St													
			To: Graham Rd													
(9033) Jefferson St	0.58	1800	F	98%	1%	1%	0%	0%	0%	C	0.087	F	0.585	1900	F	2014
			From: E Wythe St													
			To: 3rd Street													
(9033) Henry St	0.04	850	F	98%	1%	1%	0%	0%	0%	F	0.117	F	0.535	900	F	2014
			From: N Adams St													
			To: E Washington St													
(9038) Puddledock Rd	0.40	7500	F	95%	0%	1%	2%	1%	0%	C	0.095	F	0.542	8000	F	2014
			From: ECL Petersburg													
			To: Canal St													
(9046) High St	0.58	1400	F	98%	0%	0%	0%	0%	0%	C	0.096	F	0.528	1500	F	2014
			From: N Market St													
			To: N Market St													
(9046) W Bank St	0.14	2800	F	98%	0%	0%	0%	0%	0%	F	0.092	F	0.696	3000	F	2014
			From: N Sycamore St													

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City of Petersburg																
(9046) E Bank St	0.11	3600	F	98%	1%	1%	1%	1%	0%	C	0.090	F	0.698	3800	F	2014
(9046) Bank St	0.25	3400	F	96%	1%	1%	1%	1%	0%	C	0.099	F	0.582	3600	F	2014
(9046) Bank St	0.21	3900	F	96%	1%	1%	1%	1%	0%	F	0.102	F	0.516	4100	F	2014
(9048) W Tabb St	0.09	1000	F	98%	0%	1%	1%	0%	0%	F	0.109	F	0.631	1100	F	2014
(9048) W Tabb St	0.06	1500	F	98%	0%	1%	1%	0%	0%	F	0.110	F	0.550	1600	F	2014
(9048) E Tabb St	0.12	1100	F	98%	0%	1%	1%	0%	0%	C	0.105	F	0.644	1100	F	2014
(9053) Baylors Ln	0.65	1700	F	98%	1%	0%	0%	0%	0%	C	0.094	F	0.571	1800	F	2014
(9055) Madison St	0.05	1700	F	97%	1%	2%	0%	1%	0%	F	0.103	F	0.798	1800	F	2014
(9055) Madison St	0.18	1600	F	97%	1%	2%	0%	1%	0%	C	0.107	F	0.825	1700	F	2014
(9055) Madison St	0.07	720	F	97%	1%	2%	0%	1%	0%	F	0.097	F	0.827	760	F	2014
(9057) Fifth St	0.05	340	F								0.138	F	0.509	360	F	2014
(9057) Fifth St	0.08	270	F	93%	0%	3%	3%	1%	0%	C	0.135	F	0.579	290	F	2014
(9059) Flank Rd N	0.20	3600	F	98%	0%	1%	0%	0%	0%	C	0.084	F	0.759	3800	F	2014
(9065) S Adams St	0.10	4800	F								0.084	F	0.506	5100	F	2014
Accomack St		330	F								0.091	F	0.531	350	F	2014
Cameron St		330	F								0.135	F	0.528	350	F	2014
Culpeper Ave		470	F								0.108	F	0.811	500	F	2014
Custer St		450	F								0.108	F	0.569	480	F	2014
Darby Dr		250	F								0.114	F	0.525	260	F	2014
Gordon Dr		270	F								0.158	F	0.6	290	F	2014

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City of Petersburg																
Homestead Dr		670	F							0.097	F	0.625	710	F	2014	
Jefferson St		2000	F							0.083	F	0.542	2200	F	2014	
North Park Dr		780	F							0.095	F	0.598	840	F	2014	
Oakmont Dr		70	F							0.175	F	0.556	70	F	2014	
Old Church St		330	F							0.132	F	0.547	350	F	2014	
Patterson Ave		940	F							0.144	F	0.588	1000	F	2014	
Pleasants Ln		980	F							0.131	F	0.529	1000	F	2014	
Richmond Ave		670	F							0.097	F	0.518	710	F	2014	
Rollingwood Rd		100	F							0.1	F	0.524	110	F	2014	
South Park Dr		1900	F							0.097	F	0.562	2000	F	2014	
St Luke St		520	F							0.091	F	0.53	550	F	2014	
St Matthew St		2300	F							0.087	F	0.501	2500	F	2014	
Talley Ave		560	F							0.237	F	0.604	600	F	2014	