

**2020**

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

where available

**Special Locality Report**

**123**

City of Petersburg

Information in this report is included in Report

**26**

(Dinwiddie County)

Prepared By

**Virginia Department of Transportation  
Traffic Engineering Division**

In Cooperation With

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

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

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

Virginia Department of Transportation  
Traffic Engineering Division  
Traffic Monitoring Section

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

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

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

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

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

## Publication Notes

### Parallel Roads

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

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

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

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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 buses.

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

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

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

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

### QC: Quality of Classification Data:

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

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

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

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

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

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

**QW:** Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- 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  
Bypass - 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  
 2020  
 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: WCL Petersburg																
1 460 Washington St	City of Petersburg	0.40	12000	F	99%	0%	1%	0%	0%	0%	F	0.091	F	12000	F	
To: Summit St																
From: Summit St																
1 460 Washington St	City of Petersburg	0.18	12000	F	99%	0%	1%	0%	0%	0%	C	0.091	F	12000	F	
To: Elm St																
From: Elm St																
1 460 Washington St	City of Petersburg	0.57	11000	G	97%	0%	1%	1%	1%	0%	F	0.088	F	0.524	12000	G
To: US 1 Par; Wythe St																
From: US 1 Par; Washington St; Battersea Lane																
1 460 460 Wythe St	City of Petersburg		8000	F	97%	0%	1%	1%	1%	0%	F	0.089	F	8600	F	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			17000	F	98%	0%	1%	1%	0%	0%	F	0.090	F	0.549	19000	F
To: Perry St																
From: Perry St																
1 460 460 Wythe St	City of Petersburg	0.15	8500	G	97%	0%	1%	1%	1%	0%	F	0.091	F	9000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			19000	G	97%	0%	1%	1%	1%	0%	F	0.089	F	0.523	20000	G
To: SR 36 Market St																
From: SR 36 Market St																
1 460 36 Wythe St	City of Petersburg	0.20	8500	G	97%	0%	1%	1%	1%	0%	F	0.09	F	9000	G	
Combined Traffic Estimates for Parallel Roadways on this Route:			NA	NA								NA		NA		
To: ALT US 301 Sycamore St																
From: ALT US 301 Sycamore St																
1 301 460 36 Wythe St	City of Petersburg	0.20	12000	G	97%	0%	1%	1%	1%	0%	F	0.086	F	13000	G	
Combined Traffic Estimates for Parallel Roadways on this Route:			NA	NA								NA		NA		
To: Bus US 460 Jefferson St																
From: Bus US 460 Wythe St																
1 301 Jefferson St	City of Petersburg	0.09	3000	F	99%	0%	1%	0%	0%	0%	F	0.091	F	0.724	3200	F
Combined Traffic Estimates for Parallel Roadways on this Route:			NA	NA								NA		NA		
To: Bus US 460 Par; Washington St																
From: Bus US 460 Par; Washington St																
1 301 Jefferson St	City of Petersburg	0.26	650	F	99%	0%	1%	0%	0%	0%	F	0.112	F	0.516	690	F
Combined Traffic Estimates for Parallel Roadways on this Route:			NA	NA								NA		NA		
To: Henry St																
From: Henry St																
1 301 3rd St	City of Petersburg	0.05	330	F	97%	1%	1%	0%	0%	0%	C	0.113	F	0.531	350	F
Combined Traffic Estimates for Parallel Roadways on this Route:			NA	NA								NA		NA		
To: US 301 Par; Bank St																
From: US 301 Par; Bank St																
1 301 3rd St	City of Petersburg	0.05	380	F	97%	0%	1%	1%	0%	0%	C	0.118	F	0.512	410	F
Combined Traffic Estimates for Parallel Roadways on this Route:			NA	NA								NA		NA		
To: US 301 Bollingbrook St																
From: US 1 Par; US 301 Par; Bollingbrook St																
1 301 2nd St	City of Petersburg	0.35	13000	F	84%	0%	1%	5%	10%	0%	C	0.089	F	0.542	13000	F
To: SCL Colonial Heights																



Virginia Department of Transportation  
Traffic Engineering Division  
2020  
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: US 1 Wythe St To: Batterssea Lane	City of Petersburg	0.31	9300	F	98%	0%	1%	1%	0%	0%	F	0.092	F	10000	F	
Bus 460 Washington St Bus 460 Washington St			17000	F	98%	0%	1%	1%	0%	0%	F	0.090	F	19000	F	
From: 123-9025 West St To: 123-9029 South St	City of Petersburg	0.40	9700	F	99%	0%	1%	0%	0%	0%	C	0.09	F	10000	F	
Bus 460 Washington St Bus 460 Washington St			18000	F	98%	0%	1%	0%	0%	0%	F	NA		19000	F	
From: 123-9029 South St To: Guarantee St	City of Petersburg	0.27	11000	F	98%	0%	1%	1%	0%	0%	F	0.091	F	11000	F	
Bus 460 Washington St Bus 460 Washington St			19000	G	97%	0%	1%	1%	1%	0%	F	0.089	F	20000	G	
From: Guarantee St To: BUS US 460 Par; SR 36 Market St	City of Petersburg	0.24	11000	F	99%	0%	1%	0%	0%	0%	F	0.09	F	11000	F	
Bus 460 Washington St Bus 460 Washington St			19000	G	98%	0%	1%	1%	0%	0%	F	NA		20000	G	
From: BUS US 460 Par; SR 36 Market St To: SR 36; Bus US 460 Par Washington St	City of Petersburg	0.38	2200	F	99%	0%	1%	0%	0%	0%	C	0.096	F	2300	F	
1 36 Market St			NA								NA			NA		
From: SR 36 Grove Ave To: SR 36; Market St	City of Petersburg	0.13	1700	F	97%	1%	1%	1%	1%	0%	C	0.099	F	1800	F	
1 36 Old St			NA								NA			NA		
From: SR 36; Market St To: Sycamore St	City of Petersburg	0.04	2400	F	99%	0%	1%	0%	0%	0%	C	0.101	F	2500	F	
1 36 Sycamore St			NA								NA			NA		
From: Sycamore St To: Old St	City of Petersburg	0.10	2500	F	99%	0%	1%	0%	0%	0%	F	0.096	F	2700	F	
1 36 Bollingbrook St			NA								NA			NA		
From: Bollingbrook St To: Sycamore St	City of Petersburg	0.10	2500	F	99%	0%	1%	0%	0%	0%	F	0.096	F	2700	F	
From: Sycamore St To: US 1, US 301 2nd St	City of Petersburg	0.13	5300	F	97%	0%	1%	1%	2%	0%	F	0.102	F	5700	F	
36 Fleet St																
From: WCL Petersburg To: Grove Ave	City of Petersburg	0.53	2000	F	97%	0%	1%	1%	1%	0%	C	0.102	F	2100	F	
36 Grove Ave																
From: Grove Ave To: Fleet St	City of Petersburg	0.11	2600	F	81%	0%	1%	1%	17%	0%	F	0.091	F	2800	F	
36 Market St																
From: US 1 Par; Market St To: US 1 Par; Bus US 460 Par, Washington St	City of Petersburg	0.43	10000	F	98%	0%	1%	1%	0%	0%	C	0.08	F	11000	F	
36 Wythe St			20000	F	98%	0%	1%	0%	0%	0%	F	0.088	F	21000	F	
From: US 1, Bus US 460 Wythe St To: US 301, Bus US 460 Crater Rd	City of Petersburg	0.43	10000	F	98%	0%	1%	1%	0%	0%	C	0.08	F	11000	F	
From: US 301, Bus US 460 Crater Rd To: SR 36 Par, Washington St; Amelia St	City of Petersburg	0.43	20000	F	98%	0%	1%	0%	0%	0%	F	0.088	F	21000	F	

Virginia Department of Transportation  
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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						
36 Washington St	City of Petersburg	0.87	21000	F	82%	1%	1%	1%	15%	0%	F	0.086	F	22000	F	
36 Washington St	City of Petersburg	0.58	14000	F	97%	0%	1%	1%	2%	0%	F	0.085	F	15000	F	
36 Washington St	City of Petersburg	0.18	10000	F	97%	0%	1%	1%	1%	0%	F	0.09	F	11000	F	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			20000	F	98%	0%	1%	1%	0%	0%	F	NA		21000	F	
36 Washington St	City of Petersburg		9700	F	99%	0%	1%	0%	0%	0%	F	0.09	F	10000	F	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			20000	F	98%	0%	1%	0%	0%	0%	F	0.088	F	0.613	21000	F
North 85 460	City of Petersburg (Maint: 26)	1.01	24000	A	85%	1%	1%	1%	11%	1%	C	0.092	A	24000	A	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			48000	A	85%	1%	1%	1%	12%	1%	C	0.094	A	0.538	48000	A
North 85 460	City of Petersburg (Maint: 26)	2.57	28000	A	85%	1%	1%	1%	11%	1%	F	0.091	A	28000	A	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			54000	A	85%	1%	1%	1%	12%	1%	F	0.093	A	0.57	55000	A
North 85 I-85 N Ramp	City of Petersburg (Maint: 26)	0.46	21000	G	85%	1%	1%	1%	11%	1%	F	0.081	F	21000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			45000	G	82%	1%	1%	1%	14%	1%	F	0.079	F	0.586	43000	G
North 85 Ramp	City of Petersburg (Maint: 26)	0.11	19000	A	85%	1%	1%	1%	11%	1%	F	0.093	A	19000	A	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			33000	G	83%	1%	1%	1%	13%	1%	F	0.079	F	0.564	32000	G
North 85 Ramp	City of Petersburg (Maint: 26)	0.11	1100	G								0.089	F	NA		
North 85 460 Ramp	City of Petersburg (Maint: 26)		5800	A	88%	0%	1%	1%	10%	0%	C	0.096	A	6000	A	
North 85 Ramp	City of Petersburg (Maint: 26)	0.06	2500	G								0.104	F	2500	G	
North 85 Ramp	City of Petersburg (Maint: 26)	0.22	5500	A								0.107	A	5900	A	
North 85 Ramp	City of Petersburg (Maint: 26)	0.17	2300	A								0.122	A	2400	A	

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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 (85) Ramp	From: I-85 North Exit 68B City of Petersburg (Maint: 26) To: CEUS 460 Wythe St	0.07	3200	A										3400	A	
South (85) (460)	From: SCL Petersburg City of Petersburg (Maint: 26) To: Squirrel Level Road	1.25	23000	A	84%	1%	1%	1%	12%	1%	C	0.106	A	24000	A	
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 48000 A 85% 1% 1% 1% 12% 1% C 0.094 A 0.538 48000 A																
South (85) (460)	From: Squirrel Level Road City of Petersburg (Maint: 26) To: Ramp From I-95 N	2.23	26000	A	84%	1%	1%	1%	12%	1%	F	0.106	A	27000	A	
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 54000 A 85% 1% 1% 1% 1% 12% 1% F 0.093 A 0.57 55000 A																
South (85) I-85 S Ramp	From: Ramp From I-95 N City of Petersburg (Maint: 26) To: Ramp From Washington Ave	0.33	23000	G	80%	0%	2%	1%	16%	1%	F	0.106	A	22000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 45000 G 82% 1% 1% 1% 1% 14% 1% F 0.093 A 0.57 43000 G																
South (85) I-85 S Ramp	From: Ramp From Washington Ave City of Petersburg (Maint: 26) To: I-95 South	0.16	14000	G	80%	0%	2%	1%	16%	1%	F	0.084	B	14000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 33000 G 83% 1% 1% 1% 1% 13% 1% F 0.079 F 0.564 32000 G																
South (85) Ramp	From: I-85 South City of Petersburg (Maint: 26) To: 123-9011 Squirrel Level	0.13	4400	A										4700	A	
North (95)	From: Rives Rd; SCL Petersburg City of Petersburg (Maint: 74) To: Wagner Rd	1.15	18000	A	81%	0%	1%	1%	17%	0%	F	0.117	A	17000	A	
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 37000 A 81% 1% 1% 1% 1% 16% 0% F 0.107 A 0.583 34000 A																
North (95)	From: Wagner Rd City of Petersburg (Maint: 74) To: US 460 County Rd CD Ramp	1.91	23000	A	81%	0%	1%	1%	17%	0%	F	0.107	A	22000	A	
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 47000 A 81% 1% 1% 1% 1% 16% 0% F 0.098 A 0.536 45000 A																
North (95)	From: US 460 County Rd CD Ramp City of Petersburg (Maint: 74) To: US 301 Crater Rd CD Ramp	0.88	20000	A	81%	0%	1%	1%	17%	0%	F	0.107	A	19000	A	
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 41000 A 81% 1% 1% 1% 1% 16% 0% F 0.098 A 0.536 38000 A																
North (95)	From: US 301 Crater Rd CD Ramp City of Petersburg (Maint: 74) To: I-85 SOUTH	0.24	30000	A	81%	0%	1%	1%	17%	0%	F	0.103	A	30000	A	
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 50000 A 81% 1% 1% 1% 1% 16% 0% F 0.098 A 0.558 49000 A																
North (95)	From: I-85 SOUTH City of Petersburg (Maint: 74) To: I-85 NORTH	0.26	26000	A	81%	0%	1%	1%	17%	0%	F	0.105	A	25000	A	
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 26000 A 0.063 F 0.542 NA																

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Annual Average Daily Traffic Volume Estimates By Section of 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 (95)	From: I-85 NORTH City of Petersburg (Maint: 74)	0.44	45000	A	90%	1%	1%	1%	8%	0%	F	0.095	A	44000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		97000	G	89%	1%	1%	1%	8%	0%	F	0.077	B	95000	G	
North (95)	To: US 301, Bus US 460 Washington St From: City of Petersburg (Maint: 74)	0.64	51000	A	90%	1%	1%	1%	8%	0%	F	0.093	A	51000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		97000	A	89%	1%	1%	1%	8%	0%	F	0.093	A	96000	A	
North (95) Ramp	To: SCL Colonial Heights From: City of Petersburg (Maint: 74)	0.17	830	A								0.109	A	810	A	
North (95) Ramp	To: 123-9008 Rives Rd From: City of Petersburg (Maint: 74)	0.35	260	A								0.140	A	280	A	
North (95) Ramp	To: 123-9010 Wagner Rd From: City of Petersburg (Maint: 74)	0.23	830	G								0.085	F	830	G	
North (95) Ramp	To: 123-9010 W, Wagner Rd From: City of Petersburg (Maint: 74)	0.11	560	G								0.17	F	560	G	
North (95) Ramp	To: US 460 E, County Dr From: City of Petersburg (Maint: 74)	0.14	400	G								0.09	F	400	G	
North (95) Ramp	To: US 301 N, Crater Rd From: City of Petersburg (Maint: 74)	0.16	1300	G								0.122	F	1300	G	
North (95) I-95 North CD Rd at US 460; US 301	To: US 301 S, Crater Rd From: City of Petersburg (Maint: 74)	0.04	2700	G								0.091	F	2700	G	
North (95) I-95 North CD Rd at US 460; US 301	To: Ramp to US 460 East From: City of Petersburg (Maint: 74)	0.15	2100	G								0.100	F	2100	G	
North (95) I-95 North CD Rd at US 460; US 301	To: Ramp From US 460 West From: City of Petersburg (Maint: 74)	0.26	9700	A								0.155	A	11000	A	
North (95) I-95 North CD Rd at US 460; US 301	To: Ramp to US 301 North From: City of Petersburg (Maint: 74)	0.22	NA									NA		NA		
North (95) I-95 North CD Rd at US 460; US 301	To: Ramp to US 301 Crater Rd NORTH From: City of Petersburg (Maint: 74)	0.06	9200	G								0.134	F	9200	G	
North (95) I-95 North CD Rd at US 460; US 301	To: Ramp to US 301 Crater Rd SOUTH From: City of Petersburg (Maint: 74)	0.14	14000	A								0.13	A	15000	A	
	To: Ramp to BUS US 460 Wythe St, US 460 Washington 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							
North (95)	I-95 North CD Rd at US 460; US 301	From: Ramp to BUS US 460 Wythe St, US 460 Washington St To: I-95 North	0.01	NA										NA	NA		
North (95)	Ramp	From: I-95 North Collector Rd To: I-85 North Exit 68B To Wythe St & Washington St	0.47	2800	G							0.089	F	2800	G		
North (95)	Ramp	From: I-95 North To: I-85 South	0.43	5200	G							0.107	F	5200	G		
North (95)	Ramp	From: I-95 North To: US 301 Par, Bank St	0.19	1400	G							0.125	F	1400	G		
South (95)		From: Rives Rd; SCL Petersburg To: Wagner Rd	1.56	19000	A	82%	1%	1%	1%	15%	0%	F	0.111	A	17000	A	
		Combined Traffic Estimates for 2 Parallel Roadways on this Route:		37000	A	81%	1%	1%	1%	16%	0%	F	0.107	A	0.583	34000	A
South (95)		From: Wagner Rd To: End Collector Ramp 460 County Dr	1.50	24000	A	82%	1%	1%	1%	15%	0%	F	0.099	A	23000	A	
		Combined Traffic Estimates for 2 Parallel Roadways on this Route:		47000	A	81%	1%	1%	1%	16%	0%	F	0.098	A	0.536	45000	A
South (95)		From: End Collector Ramp 460 County Dr To: Begin Collector Rd US 301 Crater Rd	0.79	20000	A	82%	1%	1%	1%	15%	0%	F	0.107	A	19000	A	
		Combined Traffic Estimates for 2 Parallel Roadways on this Route:		41000	A	81%	1%	1%	1%	16%	0%	F	0.098	A	0.536	38000	A
South (95)		From: Begin Collector Rd US 301 Crater Rd To: Ramp From BUS US 460 Washington St; Wythe St	0.20	20000	A	82%	1%	1%	1%	15%	0%	F	0.099	A	19000	A	
		Combined Traffic Estimates for 2 Parallel Roadways on this Route:		50000	A	81%	1%	1%	1%	16%	0%	F	0.098	A	0.536	49000	A
South (95)		From: Ramp From BUS US 460 Washington St; Wythe St To: I-85 SOUTH	0.33	NA										NA	NA		
		Combined Traffic Estimates for Parallel Roadways on this Route:		NA										NA	NA		
South (95)		From: I-85 SOUTH To: US 301, Bus US 460 Washington St	0.66	52000	G	89%	1%	1%	1%	8%	0%	F	0.083	B	51000	G	
		Combined Traffic Estimates for 2 Parallel Roadways on this Route:		97000	G	89%	1%	1%	1%	8%	0%	F	0.077	B	0.516	95000	G
South (95)		From: US 301, Bus US 460 Washington St To: SCL Colonial Heights	0.48	46000	A	89%	1%	1%	1%	8%	0%	F	0.097	A	46000	A	
		Combined Traffic Estimates for 2 Parallel Roadways on this Route:		97000	A	89%	1%	1%	1%	8%	0%	F	0.093	A	0.523	96000	A
South (95)	Ramp	From: I-95 South To: 123-9008 Rives Rd	0.16	3900	G							0.09	F	3900	G		







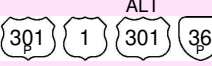






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							2Axle	3+Axle	1Trail	2Trail								
South (95) Ramp	From: I-95 South City of Petersburg (Maint: 74) To: 123-9010 E, Wagner Rd	0.25	1800	G										0.084	F		1800	G
South (95) Ramp	From: I-95 South City of Petersburg (Maint: 74) To: 123-9010 W, Wagner Rd	0.31	4700	A										0.108	A		5100	A
South (95) Ramp	From: I-95 South Collector Rd City of Petersburg (Maint: 74) To: 123-9012 Graham Rd	0.09	5600	G	99%	0%	0%	0%	0%	0%	C			0.162	F		5600	G
South (95) (460) CD Ramp Near I-85	From: I-95 South City of Petersburg (Maint: 74) To: Ramp From I-85 NORTH		9000	A										0.102	A		9600	A
South (95) CD Ramp Near I-85	From: Ramp From I-85 NORTH City of Petersburg (Maint: 74) To: Ramp to Graham Rd		15000	A										0.093	A		16000	A
South (95) (460) CD Ramp Near I-85	From: Ramp from US 301 City of Petersburg (Maint: 26) To: Ramp to Graham Rd	0.07	10000	G	91%	0%	1%	1%	7%	0%	C			0.112	F		10000	G
South (95) (460) (Bus 460) CD Ramp Near I-85	From: Ramp from US 301 City of Petersburg (Maint: 26) To: Ramp from US 301	0.18	NA											NA			NA	
South (95) (460) (Bus 460) CD Ramp Near I-85	From: Ramp from US 301 City of Petersburg (Maint: 26) To: US 460 Ramp	0.27	10000	G										0.097	F	0.786	11000	G
South (95) CD Ramp Near I-85	From: US 460 Ramp City of Petersburg (Maint: 26) To: I-95 South	0.22	3200	G										0.082	F		3200	G
South (95) Ramp	From: I-95 South City of Petersburg (Maint: 74) To: I-95-S052B to Washington Street	0.12	8600	G										NA			NA	
South (95) Ramp	From: I-95-S052B to Washington Street City of Petersburg (Maint: 74) To: CEUS 460 FROM RT 95 SOUTH	0.19	NA											NA			NA	
(106) Courthouse Rd	From: US 460 County Rd City of Petersburg To: ECL Petersburg	0.10	6300	F	94%	0%	1%	1%	3%	0%	C			0.092	F	0.561	6700	F
(109) Hickory Hill Rd	From: US 460 County Rd City of Petersburg To: ECL Petersburg	0.88	4800	F	99%	0%	1%	0%	0%	0%	F			0.113	F	0.805	5200	F
(109) Hickory Hill Rd	From: ECL Petersburg City of Petersburg To: Dead End; Fort Lee Military Reservation, Mahone Av	0.03	4800	N	99%	0%	1%	0%	0%	0%	N			0.113	F	0.805	5200	N
(142) Boydton Plank Rd	From: WCL Petersburg City of Petersburg To: Dupuy Rd	0.16	2500	G	97%	0%	0%	1%	1%	0%	F			0.106	F	0.506	2700	G

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							2Axle	3+Axle	1Trail	2Trail						
142 Boydton Plank Rd	City of Petersburg	1.24	2400	G	97%	0%	0%	1%	1%	0%	C	0.105	F	0.562	2500	G
142 Halifax Rd	City of Petersburg	0.06	7400	N	99%	0%	1%	0%	0%	0%	N	0.087	F	0.559	7900	N
301 Crater Rd	City of Petersburg	0.21	8000	F	98%	0%	0%	0%	1%	0%	C	0.091	F	0.602	8400	F
301 Crater Rd	City of Petersburg	0.90	8600	F	95%	0%	1%	1%	3%	0%	C	0.090	F	0.603	9000	F
301 Crater Rd	City of Petersburg	0.43	18000	F								0.084	F	0.505	19000	F
301 Crater Rd	City of Petersburg	0.87	18000	F	99%	0%	0%	0%	0%	0%	F	0.084	F	0.529	19000	F
301 Crater Rd	City of Petersburg	0.26	13000	F	99%	0%	1%	0%	0%	0%	C	0.086	F	0.545	14000	F
301 Crater Rd	City of Petersburg	0.73	18000	F	99%	0%	1%	0%	0%	0%	F	0.088	F	0.519	18000	F
301 460 Crater Rd	City of Petersburg (Maint: 26)		8300	N	99%	0%	1%	0%	0%	0%	N	0.085	F	0.56	8700	N
301 460 460 Crater Rd	City of Petersburg	0.98	8300	F	99%	0%	1%	0%	0%	0%	F	0.085	F	0.56	8700	F
Combined Traffic Estimates for Parallel Roadways on this Route: NA NA NA																
301 460 Crater Rd	City of Petersburg	0.10	6000	G	98%	1%	1%	0%	0%	0%	F	0.094	F	0.568	6300	G
Combined Traffic Estimates for Parallel Roadways on this Route: NA NA NA																
301 36 Crater Rd	City of Petersburg	0.18	3700	F	99%	0%	1%	0%	0%	0%	C	0.093	F	0.592	3900	F
Combined Traffic Estimates for Parallel Roadways on this Route: NA NA NA																
301 36 Crater Rd	City of Petersburg	0.14	2300	F	98%	0%	1%	1%	0%	0%	C	0.096	F	0.629	2500	F
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 6900 G 98% 0% 1% 0% 0% 0% F NA 7400 G																
301 36 Bollingbrook St	City of Petersburg	0.23	2800	F	99%	0%	1%	0%	0%	0%	F	0.096	F	0.602	3000	F
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 6900 F 99% 0% 1% 0% 0% 0% F 0.09 F 0.609 7300 F																
301 36 Bollingbrook St	City of Petersburg	0.15	3400	F	99%	0%	1%	0%	0%	0%	F	0.101	F	0.636	3500	F
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 7100 F 99% 0% 1% 0% 0% 0% F 0.091 F 0.659 7500 F																

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							2Axle	3+Axle	1Trail	2Trail						
 Bollingbrook St Combined Traffic Estimates for Parallel Roadways on this Route:	City of Petersburg	0.08	3700	G	98%	0%	1%	1%	0%	0%	F	0.117	F	0.722	3900	G
From: US 1, ALT US 301 3rd St																
To: US 1 Par, 2nd St																
 Ramp Combined Traffic Estimates for Parallel Roadways on this Route:	City of Petersburg (Maint: 74)	0.19	5300	G								0.079	F		5300	G
From: US 301																
To: I-95 North Collector Rd																
North  Ramp Combined Traffic Estimates for Parallel Roadways on this Route:	City of Petersburg (Maint: 74)	0.10	1300	G								0.079	F		1300	G
From: US 301 Crater Rd																
To: I-95 South Collector Rd, US 460																
South Bus  Ramp US 301 S to I-95 S at Exit ??? Combined Traffic Estimates for Parallel Roadways on this Route:	City of Petersburg (Maint: 74)	0.20	530	G	97%	0%	1%	1%	1%	0%	F	0.096	F		560	G
From: US 301 S, Crater Rd																
To: I-95 South Collector Rd, US 460																
 Bank St Combined Traffic Estimates for 2 Parallel Roadways on this Route:	City of Petersburg	0.24	4100	F	99%	0%	0%	0%	0%	0%	C	0.09	F	0.610	4400	F
From: US 301 Crater St																
To: 5th St																
 Bank St Combined Traffic Estimates for 2 Parallel Roadways on this Route:	City of Petersburg	0.15	3800	F	99%	0%	1%	0%	0%	0%	C	0.087	F		4000	F
From: US 301 Crater St																
To: 3rd St																
 Bank St Combined Traffic Estimates for 2 Parallel Roadways on this Route:	City of Petersburg	0.09	3300	F	98%	0%	1%	0%	0%	0%	C	0.093	F		3500	F
From: US 301 Crater St																
To: ALT US 301 Par, 2nd St																
 Sycamore St Combined Traffic Estimates for Parallel Roadways on this Route:	City of Petersburg	0.30	5400	F	99%	0%	0%	1%	0%	0%	C	0.086	F	0.556	5700	F
From: US 301 Crater Rd																
To: South Blvd																
 Sycamore St Combined Traffic Estimates for Parallel Roadways on this Route:	City of Petersburg	0.95	4200	F	86%	1%	1%	4%	8%	0%	C	0.093	F	0.582	4500	F
From: US 301 Crater Rd																
To: North Blvd																
 Sycamore St Combined Traffic Estimates for Parallel Roadways on this Route:	City of Petersburg	0.42	8000	F	99%	0%	1%	0%	0%	0%	F	0.083	F	0.587	8500	F
From: US 301 Crater Rd																
To: Graham Rd																
 Sycamore St Combined Traffic Estimates for Parallel Roadways on this Route:	City of Petersburg	0.56	8900	F	99%	0%	1%	0%	0%	0%	F	0.091	F	0.503	9500	F
From: US 301 Crater Rd																
To: US 1 Wythe St																
 Sycamore St Combined Traffic Estimates for Parallel Roadways on this Route:	City of Petersburg	0.09	5700	G	99%	0%	1%	0%	0%	0%	F	0.086	F	0.581	6100	G
From: US 1 Wythe St																
To: Bus US 460 Washington St																
 Adams St Combined Traffic Estimates for Parallel Roadways on this Route:	City of Petersburg	0.06	7400	F	93%	0%	1%	1%	4%	0%	C	0.083	F	0.561	7800	F
From: US 1 Wythe St																
To: Franklin St																



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							2Axle	3+Axle	1Trail	2Trail						
ALT 301 Adams St	From: Franklin St City of Petersburg	0.16	7300	F	98%	0%	1%	1%	0%	0%	C	0.085	F	0.588	7700	F
Combined Traffic Estimates for Parallel Roadways on this Route:			NA									NA		NA		
	To: Henry St															
460 Ramp	From: I-95 South Collector Ramp City of Petersburg		7900	G								0.106	F		7900	G
	To: Ramp from I-95 North Collector Rd															
460 County Dr	From: Maintenance Jurisdiction Change City of Petersburg	0.28	17000	F	93%	0%	1%	2%	4%	0%	C	0.085	F	0.607	17000	F
	To: SR 109 Hickory Hill Rd															
460 County Dr	From: City of Petersburg	2.16	9400	A	88%	0%	1%	2%	9%	0%	C	0.101	A	0.526	9700	A
	To: SR 106 Courthouse Rd															
460 County Dr	From: City of Petersburg	0.34	12000	F	98%	0%	0%	0%	1%	0%	F	0.077	F	0.548	12000	F
	To: ECL Petersburg															
460 Ramp	From: I-95 North Collector Rd City of Petersburg (Maint: 26)		8000	G								0.146	F		8000	G
	To: Bus US 460 West															
Bus 460 36 Wythe St	From: US 1 Jefferson St City of Petersburg	0.20	16000	F	98%	0%	1%	1%	0%	0%	F	0.083	F		17000	F
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			29000	G	96%	1%	1%	1%	1%	0%	F	0.081	F	0.505	31000	G
	To: I-85, I-95															
Bus 460 36 Wythe St	From: City of Petersburg		12000	F	97%	0%	1%	1%	1%	0%	C	0.079	F		13000	F
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			23000	G	96%	1%	1%	1%	2%	0%	C	0.088	F	0.641	24000	G
	To: SR 36; US 301 Crater Rd															
Bus 460 Ramp	From: CEUS 460 Exit 6A City of Petersburg (Maint: 26)	0.24	7000	G								0.096	F		7000	G
	To: CEUS 460 Exit 6C															
Bus 460 Ramp	From: City of Petersburg (Maint: 26)	0.27	4200	G								0.092	F		4200	G
	To: I-95 South															
Bus 460 Ramp	From: CEUS 460-P002B CEUS 460-E006B FROM City of Petersburg (Maint: 74)	0.11	7800	G								0.091	F		7800	G
	To: I-95 North															
Bus 460 Ramp	From: CEUS 460 Exit 6A City of Petersburg (Maint: 26)	0.08	2800	G								0.104	F		2800	G
	To: I-85 South															
Bus 460 Ramp	From: CEUS 460 TO RTS 85 & 95 SOUTHBOUND City of Petersburg (Maint: 26)	0.17	3300	G								0.094	F		3300	G
	To: CEUS 460-P002A TO RTS 85 & 95 SOUTHBOUND															
Bus 460 Ramp	From: Bus US 460 E, Wythe St City of Petersburg (Maint: 74)	0.20	5500	G								0.088	F		5500	G
	To: Ramp from Bus US 460 W, Washington St															

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							2Axle	3+Axle	1Trail	2Trail						
Bus 460 36 Washington St	From: US 1 Par; SR 36 Market St City of Petersburg	0.19	9500	G	94%	1%	1%	2%	2%	0%	F	0.087	F	10000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			18000	G	96%	1%	1%	2%	1%	0%	F	NA		19000	G	
Bus 460 301 301 36 Washington St	From: ALT US 301 Par, Sycamore St City of Petersburg	0.09	13000	G	94%	1%	1%	2%	2%	0%	F	0.078	F	13000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			25000	G	96%	1%	1%	2%	1%	0%	F	NA		26000	G	
Bus 460 301 36 Washington St	From: ALT US 301 Par, Adams St City of Petersburg	0.10	11000	G	94%	1%	1%	2%	2%	0%	F	0.079	F	12000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			24000	G	96%	0%	1%	2%	1%	0%	F	NA		25000	G	
Bus 460 36 Washington St	From: US 1 Jefferson St City of Petersburg		13000	G	94%	1%	1%	2%	2%	0%	F	0.077	F	14000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			29000	G	96%	1%	1%	1%	1%	0%	F	0.081	F	0.511	31000	G
Bus 460 36 Washington St	From: I-95 City of Petersburg		11000	G	94%	1%	1%	2%	2%	0%	C	0.091	F	11000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			23000	G	96%	1%	1%	1%	2%	0%	C	0.088	F	0.646	24000	G
Bus 460 Winfield Rd	From: US 301 Crater Rd City of Petersburg		1300	F	97%	0%	1%	1%	2%	0%	F	0.106	F	0.975	1400	F
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			1900	G	97%	0%	1%	1%	1%	0%	F	NA		2000	G	
Bus 460 Winfield Rd	From: State Maintenance Boundary City of Petersburg		1300	F	97%	0%	1%	1%	2%	0%	F	0.106	F	0.975	1400	F
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			1900	G	97%	0%	1%	1%	1%	0%	F	NA		2000	G	
Bus 460 Ramp	From: CEUS 460-P TO RTS 85 & 95 SOUTHBOUND City of Petersburg (Maint: 26)	0.26	4200	G							0.094	F		4200	G	
Bus 460 Ramp	From: CEUS 460-E006A TO RTS 85 & 95 SOUTHBOUND City of Petersburg (Maint: 74)	0.08	2300	G							0.097	F		2300	G	
Ramp from Bus US 460 E, Wythe St																

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						2Axle	3+Axle	1Trail	2Trail							
<b>Prince George County</b>																
(F329) Lake Shore Dr	0.17	10	R			From: Dead End					NA			NA		06/21/2017
						To: 74-1102 Lakeshore Dr										
<b>City of Petersburg</b>																
(F330) N Normandy Dr	1.03	1800	R			From: Wagner Rd					NA			NA		10/28/2014
						To: FR-331 Service Rd										
(F331) Service Rd	0.78	1200	R			From: Dead End					NA			NA		09/13/2017
						To: Dead End										
(3) Vaughn Rd	0.64	760	F	96%	0%	From: SCL Petersburg; 26-675 Vaughan Rd				C	0.091	F	0.643	800	F	2020
						To: 123-9013 Halifax Rd										
(4) Wells Rd		5200	F	97%	0%	From: Halifax Rd				C	0.084	F	0.522	5500	F	2020
						To: Squirrel Level Rd										
(9002) Halifax Rd	0.18	7400	F	99%	0%	From: CSX RR				C	0.087	F	0.559	7900	F	2020
						To: Patterson St										
(9002) Halifax St	0.58	5400	F	97%	0%	From: Patterson St				C	0.088	F	0.522	5700	F	2020
						To: Bayers Lane										
(9002) Halifax St	0.19	6000	F	84%	1%	From: Bayers Lane				C	0.091	F	0.523	6400	F	2020
						To: Virginia Ave										
(9002) Halifax St	0.37	8400	F			From: Virginia Ave					0.089	F	0.573	9000	F	2020
						To: Lee Ave										
(9002) Halifax St	0.29	8100	F	99%	0%	From: Lee Ave				F	0.088	F	0.507	8700	F	2020
						To: Liberty St										
(9002) Halifax St	0.28	9300	F	99%	0%	From: Liberty St				C	0.085	F	0.541	9900	F	2020
						To: US 1, US 460 W Wythe St										
(9002) Union St	0.12	4200	F	96%	1%	From: US 1, US 460 W Wythe St				F	0.093	F	0.918	4400	F	2020
						To: US 1, US 460 W Washington St										
(9002) Union St	0.17	1300	F	96%	1%	From: US 1, US 460 W Washington St				C	0.115	F	0.5	1300	F	2020
						To: W Tabb St										
(9004) Defense Rd	0.47	2600	F	89%	1%	From: Boydton Plank Rd				F	0.091	F	0.612	2700	F	2020
						To: Squirrel Level Rd										
(9004) Defense Dr	1.77	3800	F	95%	0%	From: Squirrel Level Rd				F	0.088	F	0.542	4100	F	2020
						To: Johnson Rd										
(9004) South Boulevard	0.92	8000	F	88%	0%	From: Johnson Rd				F	0.090	F	0.505	8500	F	2020
						To: S. Sycamore St										
(9004) South Boulevard	0.18	4800	F	96%	0%	From: S. Sycamore St				C	0.091	F	0.551	5100	F	2020
						To: Crater Rd										
(9004) South Boulevard	0.72	2400	F	99%	0%	From: Crater Rd				C	0.096	F	0.592	2600	F	2020
						To: Anderson St										
(9006) Flank Rd	0.96	1600	F	98%	0%	From: Halifax Rd				C	0.097	F	0.597	1700	F	2020
						To: Johnson Rd										
(9006) Flank Rd	0.47	2100	F	99%	0%	From: Johnson Rd				C	0.091	F	0.509	2300	F	2020
						To: Birdsong Rd										
(9006) Flank Rd	0.75	1700	F	99%	1%	From: Birdsong Rd				C	0.093	F	0.603	1800	F	2020
						To: Fort Hayes Dr										
(9006) Flank Rd	0.91	2100	F	98%	1%	From: Fort Hayes Dr				C	0.086	F	0.520	2200	F	2020
						To: Flank Rd N										

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						2Axle	3+Axle	1Trail	2Trail							
<b>City of Petersburg</b>																
9006 Flank Rd ( 1-Way )	0.13	2100	F	99%	1%	From: Flank Rd N				C	0.085	F		2300	F	2020
						To: US 301 S Crater Rd										
9008 Rives Rd	0.48	7500	F			From: US 301 S Crater Rd				0.094	F	0.505	8000	F	2020	
						To: I-95										
9008 Rives Rd	0.34	8800	F	98%	0%	From: I-95				F	0.1	F	9400	F	2020	
						To: ECL Petersburg										
9008 Ramp	0.17	740	A			From: 123-9008 Rives Rd				0.133	A		770	A	2020	
						To: I-95 South										
9008 Ramp	0.16	3600	G			From: 123-9008 Rives Rd				0.106	F		3600	G	2020	
						To: I-95 North										
9009 Dupuy Rd	1.24	560	F	99%	0%	From: SR 142 Boydton Plank Rd				C	0.100	F	0.578	590	F	2020
						To: Grigg St										
9009 Dupuy St	0.58	1900	F	99%	0%	From: Grigg St				F	0.092	F	0.507	2000	F	2020
						To: Youngs Rd										
9009 Farmer St	0.86	3400	F	98%	0%	From: Youngs Rd				C	0.086	F	0.528	3600	F	2020
						To: S. South St										
9009 Farmer St	0.47	2300	F	99%	0%	From: S. South St				C	0.09	F	0.558	2500	F	2020
						To: Halifax St										
9010 Wagner Rd	0.73	16000	F	97%	0%	From: US 301 Crater Rd				C	0.087	F	0.541	17000	F	2020
						To: I-95										
9010 Wagner Rd	1.60	11000	F	97%	0%	From: I-95				F	0.088	F	0.510	11000	F	2020
						To: US 460 County Dr										
East 9010 Ramp	0.30	1100	G			From: 123-9010 E, Wagner Rd				0.088	F		1100	G	2020	
						To: I-95 South										
East 9010 Ramp	0.33	4300	G			From: 123-9010 E, Wagner Rd				0.102	F		4300	G	2020	
						To: I-95 North										
West 9010 Ramp	0.25	180	G			From: 123-9010 W, Wagner Rd				0.169	F		180	G	2020	
						To: I-95 South										
West 9010 Ramp	0.34	1900	G			From: 123-9010 W, Wagner Rd				0.111	F		1900	G	2020	
						To: I-95 North										
9011 Squirrel Level Rd	0.82	1100	F	99%	0%	From: SCL Petersburg				C	0.094	F	0.638	1200	F	2020
						To: Wells Rd										
9011 Squirrel Level Rd	0.25	6400	F	99%	0%	From: Wells Rd				F	0.089	F	0.525	6800	F	2020
						To: Ramp To I-85										
9011 Squirrel Level	0.20	10000	F	98%	1%	From: Ramp To I-85				C	0.084	F	0.515	11000	F	2020
						To: Boydton Plank Rd										
9011 Young Rd	0.55	4500	F	96%	0%	From: Boydton Plank Rd				C	0.097	F	0.559	4700	F	2020
						To: Valor Dr										
9011 Young Rd	0.59	3000	F	98%	0%	From: Valor Dr				C	0.103	F	0.544	3200	F	2020
						To: 123-9009 Dupuy Rd										
9011 Ramp	0.15	4600	A			From: 123-9011 Squirrel Level Rd				0.096	A		4900	A	2020	
						To: I-85 North										

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						2Axle	3+Axle	1Trail	2Trail							
<b>City of Petersburg</b>																
(9011) Ramp	0.22	1100	G								0.11	F		NA		2020
(9012) Lee Ave	0.56	1500	F	96%	2%	1%	1%	0%	0%	C	0.091	F	0.523	1600	F	2020
(9012) Porterville St	0.15	590	F	98%	1%	1%	0%	0%	0%	C	0.1	F	0.541	620	F	2020
(9012) New St	0.18	580	F	97%	2%	0%	0%	0%	0%	C	0.092	F	0.542	620	F	2020
(9012) Harrison St	0.03	440	F	97%	2%	0%	0%	0%	0%	F	0.093	F		460	F	2020
(9012) Corling St	0.09	280	F	97%	2%	0%	0%	0%	0%	F	0.097	F		300	F	2020
(9012) Graham Rd	0.83	5500	F	99%	0%	0%	0%	0%	0%	F	0.094	F	0.616	5800	F	2020
(9012) Graham Rd	0.14	7100	F	99%	0%	0%	0%	0%	0%	C	0.088	F	0.801	7500	F	2020
(9013) Halifax Rd	1.85	3700	F	98%	0%	1%	0%	1%	0%	C	0.081	F	0.532	4000	F	2020
(9013) Halifax Rd	0.93	360	F	97%	0%	1%	1%	1%	0%	C	0.132	F	0.571	390	F	2020
(9015) Johnson Rd	0.01	1100	F	99%	0%	1%	1%	0%	0%	C	0.102	F	0.573	1200	F	2020
(9015) Johnson Rd	0.54	780	F								0.111	F	0.522	830	F	2020
(9015) Johnson Rd	1.39	4100	F	99%	0%	0%	0%	0%	0%	C	0.096	F	0.565	4300	F	2020
(9015) Johnson Rd	0.46	5800	F	99%	0%	0%	0%	0%	0%	F	0.088	F	0.512	6100	F	2020
(9015) Johnson Rd	0.37	4000	F	99%	0%	0%	0%	0%	0%	F	0.092	F	0.514	4200	F	2020
(9015) High Pearl St	0.20	3600	F	99%	0%	0%	0%	0%	0%	F	0.087	F	0.533	3800	F	2020
(9015) High Pearl St	0.08	2200	F	99%	0%	1%	0%	0%	0%	C	0.094	F	0.614	2300	F	2020
(9015) Harding St	0.22	1000	F	97%	0%	2%	0%	0%	0%	C	0.106	F	0.667	1100	F	2020
(9015) Harding St	0.27	560	F	97%	0%	2%	0%	0%	0%	C	0.102	F		600	F	2020
(9017) Birdsong Rd	0.62	750	F	99%	0%	1%	0%	0%	0%	C	0.123	F	0.557	800	F	2020
(9021) N Sycamore St	0.18	3100	F	98%	1%	1%	0%	0%	0%	F	0.103	F	0.553	3300	F	2020
(9021) N Sycamore St	0.15	2900	F	98%	0%	1%	1%	0%	0%	C	0.096	F	0.59	3100	F	2020

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						2Axle	3+Axle	1Trail	2Trail							
<b>City of Petersburg</b>																
9023 North Blvd	0.57	2500	From Johnson Rd													
			F	97%	1%	1%	1%	0%	0%	0%	C	0.087	F	0.634	2700	F
9025 Virginia Ave	0.22	380	To S Sycamore St													
			F	96%	2%	2%	0%	0%	0%	C	0.106	F		400	F	2020
9025 Virginia Ave	0.32	1300	From Gates Lane													
			F	97%	1%	1%	0%	0%	0%	C	0.098	F	0.561	1400	F	2020
9025 Young Ave	0.20	1500	To Harding Street													
			F	97%	1%	1%	0%	0%	0%	C	0.098	F	0.533	1500	F	2020
9025 Young Ave	0.11	1900	From Halifax Street													
			F	97%	1%	1%	0%	0%	0%	F	0.106	F	0.541	2000	F	2020
9025 S West St	0.28	2200	To Arlington Street													
			F	97%	1%	1%	0%	0%	0%	C	0.096	F	0.566	2300	F	2020
9025 S West St	0.23	5400	From West Street Young Avenue													
			F	97%	1%	1%	0%	0%	0%	F	0.097	F	0.599	5700	F	2020
9025 S West St		4500	To Augusta Avenue													
			F	98%	1%	1%	1%	0%	0%	C	0.095	F	0.560	4800	F	2020
9025 S West St		2900	From Farmer St													
			F	96%	1%	1%	1%	0%	0%	C	0.112	F	0.584	3000	F	2020
9027 S West St	0.63	1400	To W Wythe St													
			F	98%	1%	1%	0%	1%	0%	C	0.096	F	0.531	1400	F	2020
9029 S. South St	0.36	1800	From W Washington St													
			F	97%	1%	2%	0%	0%	0%	C	0.097	F	0.529	1900	F	2020
9029 S. South St	0.09	2700	To Lee Ave													
			F	99%	0%	1%	0%	0%	0%	F	0.096	F	0.577	2900	F	2020
9029 N. South St	0.20	4700	From US 1 Wythe St													
			F	99%	0%	1%	0%	0%	0%	F	0.098	F	0.504	5000	F	2020
9029 High St	0.02	850	To Washington St													
			G	99%	0%	1%	0%	0%	0%	F	0.088	F	0.522	900	G	2020
9029 Canal St	0.20	4900	From High St													
			F	99%	0%	1%	0%	0%	0%	C	0.097	F	0.511	5300	F	2020
9031 Byrne St	0.40	320	To Grove Ave													
			F	99%	0%	0%	0%	0%	0%	C	0.101	F		340	F	2020
9031 S. Market St	0.12	1800	From New St													
			F	96%	0%	2%	1%	0%	0%	C	0.092	F	0.633	2000	F	2020
9033 Apollo St	0.14	70	To Halifax St													
			F	99%	0%	1%	0%	0%	0%	C	0.175	F	0.636	70	F	2020
9033 Jefferson St	0.58	1900	From Halifax Rd													
			F	98%	0%	1%	0%	0%	0%	C	0.09	F	0.615	2000	F	2020
9033 Henry St		620	To E Wythe St													
			F	98%	1%	0%	0%	0%	0%	C	0.119	F	0.571	660	F	2020
9038 Puddledock Rd	0.40	8300	From 3rd Street													
			F	97%	1%	1%	0%	1%	0%	C	0.095	F	0.555	8800	F	2020
9046 High St	0.58	1600	To ECL Petersburg													
			F	99%	0%	0%	0%	0%	0%	C	0.103	F	0.5	1700	F	2020

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<b>City of Petersburg</b>																
(9046) W Bank St	0.14	3000	F	98%	1%	1%	0%	0%	0%	C	0.095	F	0.55	3200	F	2020
(9046) E Bank St	0.11	3700	F	99%	0%	1%	0%	0%	0%	C	0.095	F	0.594	4000	F	2020
(9046) Bank St	0.25	3800	F	96%	0%	2%	1%	0%	0%	C	0.086	F	0.553	4100	F	2020
(9046) Bank St	0.21	4100	F	97%	0%	2%	1%	0%	0%	C	0.089	F	0.527	4400	F	2020
(9048) W Tabb St	0.09	750	F	97%	1%	1%	0%	1%	0%	F	0.111	F	0.599	800	F	2020
(9048) W Tabb St	0.06	1200	F	99%	0%	1%	0%	0%	0%	C	0.11	F	0.534	1300	F	2020
(9048) E Tabb St	0.12	780	F	97%	1%	1%	0%	1%	0%	C	0.112	F	0.652	830	F	2020
(9053) Baylors Ln	0.65	1200	F	98%	2%	0%	0%	0%	0%	C	0.114	F	0.530	1300	F	2020
(9055) Madison St	0.05	1200	F	97%	0%	1%	1%	1%	0%	C	0.085	F	0.798	1200	F	2020
(9055) Madison St	0.18	1200	F	97%	0%	1%	1%	1%	0%	C	0.095	F	0.780	1300	F	2020
(9055) Madison St	0.07	710	F	95%	1%	2%	0%	1%	0%	C	0.107	F	0.767	750	F	2020
(9057) Fifth St	0.05	460	F								0.128	F	0.541	490	F	2020
(9057) Fifth St	0.08	290	F	90%	0%	2%	3%	4%	0%	C	0.117	F	0.786	300	F	2020
(9059) Flank Rd N	0.20	2900	F	98%	1%	1%	0%	0%	0%	C	0.086	F	0.771	3000	F	2020
(9065) S Adams St	0.10	5400	F	91%	1%	1%	6%	2%	0%	C	0.088	F	0.536	5800	F	2020
Accomack St		420	F								0.117	F	0.722	450	F	2020
Cameron St		330	F								0.109	F	0.631	350	F	2020
Culpeper Ave		530	F								0.099	F	0.677	560	F	2020
Custer St		570	F								0.104	F	0.52	600	F	2020
Darby Dr		280	F								0.109	F	0.686	290	F	2020
Gordon Dr		370	F								0.103	F	0.526	400	F	2020

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						2Axle	3+Axle	1Trail	2Trail							
<b>City of Petersburg</b>																
Homestead Dr		660	F							0.102	F	0.642	710	F	2020	
Jefferson St		2400	F							0.083	F	0.531	2500	F	2020	
North Park Dr		1500	F							0.098	F	0.636	1600	F	2020	
Oakmont Dr		120	F							0.109	F	0.583	120	F	2020	
Old Church St		360	F							0.148	F	0.7	380	F	2020	
Patterson Ave		740	F							0.100	F	0.5	780	F	2020	
Pleasants Ln		880	F							0.114	F	0.554	930	F	2020	
Richmond Ave		870	F							0.094	F	0.614	930	F	2020	
Rollingwood Rd		100	F							0.154	F	0.667	100	F	2020	
South Park Dr		2400	F							0.102	F	0.513	2500	F	2020	
St Luke St		480	F							0.108	F	0.763	510	F	2020	
St Matthew St		2400	F							0.115	F	0.674	2500	F	2020	
Talley Ave		370	F							0.147	F	0.517	390	F	2020	