

**2016**  
**Virginia Department of Transportation**  
**Daily Traffic Volume Estimates**  
**Including Vehicle Classification Estimates**

where available

**Special Locality Report**

**123**

City of Petersburg

Information in this report is included in Report

**26**

(Dinwiddie County)

Prepared By  
**Virginia Department of Transportation**  
**Traffic Engineering Division**

In Cooperation With  
**U.S. Department of Transportation**  
**Federal Highway Administration**

Virginia Department of Transportation  
Traffic Engineering Division  
Traffic Monitoring Section

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

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

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

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

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

## Publication Notes

### Parallel Roads

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

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

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

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

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

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

Glossary of Terms:

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

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

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

**QA:** Quality of AADT:

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

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

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

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

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

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

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

**QC:** Quality of Classification Data:

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

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

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

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

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

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






**QW:** Quality of AAWDT:

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





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

# Route Shield Legend

## Route Systems

- 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  
Bypass - 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  
2016  
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 1 460 Washington St	City of Petersburg	0.40	13000	G	97%	0%	1%	1%	1%	0%	F	0.093		0.537	13000	G
From: [ ] To: [ ] Bus 1 460 Washington St	City of Petersburg	0.18	13000	G	97%	0%	1%	1%	1%	0%	F	0.091		0.518	13000	G
From: [ ] To: [ ] Bus 1 460 Washington St	City of Petersburg	0.57	16000	G	97%	1%	1%	1%	1%	0%	F	0.08		0.548	17000	G
From: [ ] To: [ ] Bus 1 460 Wythe St	City of Petersburg	1.08	7700	G	97%	1%	1%	1%	1%	0%	C	0.090			8200	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			17000	G	97%	1%	1%	1%	1%	0%	F	0.085	F	0.578	18000	G
From: [ ] To: [ ] Bus 1 460 Wythe St	City of Petersburg	0.15	11000	G	97%	1%	1%	1%	1%	0%	F	0.093			11000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			20000	G	97%	1%	1%	1%	1%	0%	F	0.087	F	0.508	22000	G
From: [ ] To: [ ] Bus 1 460 36 Wythe St	City of Petersburg	0.20	11000	G	97%	1%	1%	1%	1%	0%	F	0.095			11000	G
Combined Traffic Estimates for Parallel Roadways on this Route:			NA									NA			NA	
From: [ ] To: [ ] ALT Bus 1 301 460 36 Wythe St	City of Petersburg	0.20	15000	G	97%	1%	1%	1%	1%	0%	F	0.088			16000	G
Combined Traffic Estimates for Parallel Roadways on this Route:			NA									NA			NA	
From: [ ] To: [ ] ALT 1 301 Jefferson St	City of Petersburg	0.09	3900	G	97%	1%	1%	1%	1%	0%	F	0.081		0.748	4200	G
Combined Traffic Estimates for Parallel Roadways on this Route:			NA									NA			NA	
From: [ ] To: [ ] ALT 1 301 Jefferson St	City of Petersburg	0.26	870	G	97%	1%	1%	1%	1%	0%	F	0.101		0.512	930	G
Combined Traffic Estimates for Parallel Roadways on this Route:			NA									NA			NA	
From: [ ] To: [ ] ALT 1 301 3rd St	City of Petersburg	0.05	370	G	97%	1%	1%	1%	1%	0%	F	0.094		0.521	400	G
Combined Traffic Estimates for Parallel Roadways on this Route:			NA									NA			NA	
From: [ ] To: [ ] ALT 1 301 3rd St	City of Petersburg	0.05	400	G	97%	1%	1%	1%	1%	0%	F	0.122		0.555	430	G
Combined Traffic Estimates for Parallel Roadways on this Route:			NA									NA			NA	
From: [ ] To: [ ] ALT 1 301 301 36 Bollingbrook St	City of Petersburg	0.08	4000	G	97%	0%	1%	1%	0%	0%	F	0.107		0.707	4300	G
Combined Traffic Estimates for Parallel Roadways on this Route:			NA									NA			NA	
From: [ ] To: [ ]	US 1 Par; US 301 Par; Bollingbrook St															

Virginia Department of Transportation  
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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 Par; US 301 Par; Bollingbrook St														
1 301 2nd St	City of Petersburg	0.35	14000	G	99%	0%	0%	0%	0%	F	0.085		0.622	14000	G	
	To:	SCL Colonial Heights														
	From:	US 1 Wythe St Battersea Lane														
Bus 1 460 Washington St	City of Petersburg	0.31	9600	G	97%	1%	1%	1%	0%	F	0.096			10000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:															
			17000	G	97%	1%	1%	1%	0%	F	0.085	F	0.579	18000	G	
	To:	123-9025 West St														
Bus 1 460 Washington St	City of Petersburg	0.40	9000	G	97%	1%	1%	1%	0%	F	0.090			9600	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:															
			17000	G	97%	1%	1%	1%	0%	F	NA			18000	G	
	To:	123-9029 South St														
Bus 1 460 Washington St	City of Petersburg	0.27	9700	G	97%	1%	1%	1%	0%	C	0.087			10000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:															
			20000	G	97%	1%	1%	1%	0%	F	0.087	F	0.509	22000	G	
	To:	Guarantee St														
Bus 1 460 Washington St	City of Petersburg	0.24	11000	G	97%	1%	1%	1%	0%	F	0.094			12000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:															
			22000	G	97%	1%	1%	1%	0%	F	NA			23000	G	
	To:	BUS US 460 Par; SR 36 Market St														
1 36 Market St	City of Petersburg	0.38	2900	G	97%	0%	1%	1%	0%	C	0.089		0.540	3100	G	
	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	3800	G	97%	0%	1%	1%	0%	F	0.09		0.559	4000	G	
	Combined Traffic Estimates for Parallel Roadways on this Route:															
			NA								NA			NA		
	To:	Sycamore St														
1 36 Sycamore St	City of Petersburg	0.04	4100	G	97%	0%	1%	1%	0%	F	0.109		0.567	4400	G	
	Combined Traffic Estimates for Parallel Roadways on this Route:															
			NA								NA			NA		
	To:	Bollingbrook St														
1 36 Bollingbrook St	City of Petersburg	0.10	3500	G	97%	0%	1%	1%	0%	F	0.098		0.641	3700	G	
	Combined Traffic Estimates for Parallel Roadways on this Route:															
			NA								NA			NA		
	To:	US 1, US 301 2nd St														
36 Fleet St	City of Petersburg	0.12	10000	G	99%	0%	0%	0%	0%	C	0.097		0.503	11000	G	
	To:	Grove Ave														
36 Grove Ave	City of Petersburg	0.54	4400	G	98%	0%	1%	1%	0%	C	0.105		0.612	4700	G	
	To:	US 1 Par; Market St														
36 1 Market St	City of Petersburg	0.38	2900	G	97%	0%	1%	1%	0%	C	0.089		0.540	3100	G	
	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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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	3100	G	99%	0%	0%	0%	0%	F	0.087		0.585	3300	G	
		To:	US 1, Bus US 460 Wythe St													
36 1 Bus 460 Wythe St	City of Petersburg	0.20	11000	G	97%	1%	1%	1%	1%	F	0.095			11000	G	
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	15000	G	97%	1%	1%	1%	1%	F	0.088			16000	G	
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	17000	G	98%	1%	1%	0%	1%	C	0.085			18000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			35000	G	96%	1%	1%	1%	1%	F	0.081	F	0.505	37000	G	
		From:	I-85, I-95													
36 460 Bus Wythe St	City of Petersburg	0.30	12000	G	98%	1%	1%	0%	1%	F	0.076			12000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			26000	G	96%	1%	1%	1%	1%	F	0.088	F	0.641	28000	G	
		From:	South Crater Rd													
36 Wythe St	City of Petersburg	0.43	12000	G	97%	0%	0%	0%	2%	F	0.075			13000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			24000	G	97%	0%	0%	0%	2%	F	0.088	F	0.613	26000	G	
		From:	SR 36 Par, Washington St; Amelia St													
36 Washington St	City of Petersburg	0.87	26000	G	97%	0%	0%	0%	2%	F	0.089		0.595	28000	G	
		To:	Puddledock Rd													
36 Washington St	City of Petersburg	0.58	18000	G	97%	0%	0%	0%	2%	F	0.093		0.603	20000	G	
		From:	Prince George County Line													
		From:	SR 36; Market St													
36 1 Old St	City of Petersburg	0.13	3800	G	97%	0%	1%	1%	1%	F	0.09		0.559	4000	G	
Combined Traffic Estimates for Parallel Roadways on this Route:			NA								NA			NA		
		From:	Sycamore St													
36 1 Sycamore St	City of Petersburg	0.04	4100	G	97%	0%	1%	1%	1%	F	0.109		0.567	4400	G	
Combined Traffic Estimates for Parallel Roadways on this Route:			NA								NA			NA		
		From:	Bollingbrook St													
36 1 Bollingbrook St	City of Petersburg	0.10	3500	G	97%	0%	1%	1%	1%	F	0.098		0.641	3700	G	
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	4000	G	97%	0%	1%	1%	0%	F	0.107		0.707	4300	G	
Combined Traffic Estimates for Parallel Roadways on this Route:			NA								NA			NA		
		To:	US 1, ALT US 301 3rd 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: 3rd St															
  Bollingbrook St	City of Petersburg	0.15	<b>3800</b>	<b>G</b>	97%	0%	1%	1%	0%	0%	F	0.099	0.742	4100	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			<b>7700</b>	<b>G</b>	97%	0%	1%	1%	0%	0%	F	0.09	F	0.613	8200	G
	To: 5th St															
  Bollingbrook St	City of Petersburg	0.23	<b>3200</b>	<b>G</b>	97%	0%	1%	1%	0%	0%	C	0.096	0.677	3400	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			<b>7400</b>	<b>G</b>	97%	0%	1%	1%	0%	0%	C	0.096	F	0.557	7900	G
	To: Crater Rd															
  Crater Rd	City of Petersburg	0.14	<b>2400</b>	<b>G</b>	97%	0%	1%	1%	0%	0%	F	0.09	0.759	2600	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			<b>6700</b>	<b>G</b>	97%	0%	1%	1%	0%	0%	F	NA		7200	G	
	To: US 301 Par, Bank St															
  Crater Rd	City of Petersburg	0.18	<b>4100</b>	<b>G</b>	99%	0%	1%	0%	0%	0%	F	0.094	0.563	4400	G	
Combined Traffic Estimates for Parallel Roadways on this Route:			<b>NA</b>									NA		NA		
	To: US 301, BUS US 460 Crater Rd															
 Washington St	City of Petersburg	0.18	<b>12000</b>	<b>G</b>	97%	0%	0%	0%	0%	2%	F	0.107		13000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			<b>24000</b>	<b>G</b>	97%	0%	0%	0%	0%	2%	F	NA		26000	G	
	To: Burch St															
 Washington St	City of Petersburg	0.25	<b>12000</b>	<b>G</b>	97%	0%	0%	0%	2%	0%	F	0.105		14000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			<b>24000</b>	<b>G</b>	97%	0%	0%	0%	2%	0%	F	0.088	F	0.613	26000	G
	To: SR 36 Wythe St; Amelia St															
North  	City of Petersburg (Maint: 26)	1.01	<b>26000</b>	<b>A</b>	88%	1%	1%	1%	9%	1%	C	0.089		26000	A	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			<b>52000</b>	<b>A</b>	88%	1%	1%	1%	10%	1%	C	0.091	A	0.546	51000	A
	To: Squirrel Level Road															
North  	City of Petersburg (Maint: 26)	2.57	<b>29000</b>	<b>A</b>	88%	1%	1%	1%	9%	1%	F	0.087		30000	A	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			<b>58000</b>	<b>A</b>	88%	1%	1%	1%	10%	1%	F	0.09	A	0.53	58000	A
	To: Ramp To I-95 S															
North 	City of Petersburg (Maint: 26)	0.46	<b>24000</b>	<b>G</b>	88%	1%	1%	1%	9%	1%	F	0.091		23000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			<b>48000</b>	<b>G</b>	86%	1%	1%	1%	11%	1%	F	0.079	F	0.586	45000	G
	To: Ramp to Washington St; Wythe St															
North 	City of Petersburg (Maint: 26)	0.11	<b>20000</b>	<b>G</b>	88%	1%	1%	1%	9%	1%	F	0.087		20000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			<b>36000</b>	<b>G</b>	87%	1%	1%	1%	10%	1%	F	0.079	F	0.564	35000	G
	To: I-95 North															
	From: I-85 North															
North 	City of Petersburg (Maint: 26)	0.11	<b>1300</b>	<b>G</b>								0.096		1300	G	
	To: 123-9011 Squirrel Level Rd															
	From: I-85 North															
North  	City of Petersburg (Maint: 26)	0.10	<b>6300</b>	<b>A</b>	88%	0%	1%	1%	10%	0%	C	0.166		6600	A	
	To: I-95 South															

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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 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 85 Ramp	From: I-95 North City of Petersburg (Maint: 26)	0.22	5700	A										6100	A	
	To: Wythe St & Washington St															
North 85 Ramp	From: I-85 North Exit 68C City of Petersburg (Maint: 26)	0.17	2400	A										2700	A	
	To: CEUS 460-P Washington St															
North 85 Ramp	From: I-85 North Exit 68B City of Petersburg (Maint: 26)	0.07	3200	A										3500	A	
	To: CEUS 460 Wythe St															
South 85 460	From: SCL Petersburg City of Petersburg (Maint: 26)	1.25	25000	A	87%	1%	1%	1%	10%	1%	C	0.103		25000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		52000	A	88%	1%	1%	1%	10%	1%	C	0.091	A	51000	A	
	To: Squirrel Level Road															
South 85 460	From: Squirrel Level Road City of Petersburg (Maint: 26)	2.23	28000	A	87%	1%	1%	1%	10%	1%	F	0.101		28000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		58000	A	88%	1%	1%	1%	10%	1%	F	0.09	A	58000	A	
	To: Ramp From I-95 N															
South 85 I-85 S Ramp	From: Ramp From I-95 N City of Petersburg (Maint: 26)	0.33	24000	G	84%	1%	1%	1%	12%	1%	F	0.101		22000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		48000	G	86%	1%	1%	1%	11%	1%	F	0.09	A	45000	G	
	To: Ramp From Washington Ave															
South 85 I-85 S Ramp	From: Ramp From Washington Ave City of Petersburg (Maint: 26)	0.16	16000	A	84%	1%	1%	1%	12%	1%	F	0.092		15000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		36000	G	87%	1%	1%	1%	10%	1%	F	0.079	F	35000	G	
	To: I-95 South															
South 85 Ramp	From: I-85-S City of Petersburg (Maint: 26)	0.13	4300	A										4800	A	
	To: 123-9011; Squirrel Level Rd															
North 95	From: Rives Rd City of Petersburg (Maint: 74)	1.15	19000	A	85%	1%	1%	0%	12%	0%	F	0.111		17000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		38000	A	86%	1%	1%	0%	12%	0%	F	0.103	A	34000	A	
	To: Wagner Rd															
North 95	From: Wagner Rd City of Petersburg (Maint: 74)	2.79	25000	A	85%	1%	1%	0%	12%	0%	F	0.102		24000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		50000	A	86%	1%	1%	0%	12%	0%	F	0.094	A	48000	A	
	To: US 460 County Rd; US 301 Crater Rd															
North 95	From: US 460 County Rd; US 301 Crater Rd City of Petersburg (Maint: 74)	0.03	21000	A	85%	1%	1%	0%	12%	0%	F	0.102		19000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		42000	A	86%	1%	1%	0%	12%	0%	F	0.094	A	40000	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	48000	A	92%	1%	1%	1%	6%	0%	F	0.090		47000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		94000	A	92%	1%	1%	1%	6%	0%	F	0.089	A	0.521	92000	A
North (95)	From: US 301, Bus US 460 Washington St City of Petersburg (Maint: 26)	0.64	55000	A	92%	1%	1%	1%	6%	0%	F	0.09		54000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		110000	A	91%	1%	1%	1%	6%	0%	F	0.088	A	0.523	108000	A
North (95) Ramp	From: I-95 North City of Petersburg (Maint: 74)	0.17	970	A								0.108		940	A	
	To: 123-9008 Rives Rd															
North (95) Ramp	From: I-95 North City of Petersburg (Maint: 74)	0.35	290	A								0.133		300	A	
	To: 123-9010 Wagner Rd															
North (95) Ramp	From: I-95 North City of Petersburg (Maint: 74)	0.23	690	G								0.097		690	G	
	To: 123-9010 Wagner Rd															
North (95) Ramp	From: I-95 North Collector Rd City of Petersburg (Maint: 74)	0.11	600	G								0.228		600	G	
	To: US 460 County Dr															
North (95) Ramp	From: I-95 Collector Rd City of Petersburg (Maint: 74)	0.14	500	G								0.1		500	G	
	To: BUS US 460 P															
North (95) Ramp	From: I-95 Collector Rd City of Petersburg (Maint: 74)	0.16	1900	G								0.131		1900	G	
	To: US 301															
North (95) I-95 North CD Rd at US 460; US 301	From: I-95 North City of Petersburg (Maint: 74)	0.04	3300	G								0.091		3300	G	
	To: Ramp to US 460 East															
North (95) I-95 North CD Rd at US 460; US 301	From: I-95 North City of Petersburg (Maint: 74)	0.15	2800	G								0.1		2800	G	
	To: Ramp From US 460 West															
North (95) I-95 North CD Rd at US 460; US 301	From: I-95 North City of Petersburg (Maint: 74)	0.26	11000	F								0.139		12000	F	
	To: Ramp to US 301 North															
North (95) I-95 North CD Rd at US 460; US 301	From: I-95 North City of Petersburg (Maint: 74)	0.22	NA									NA		NA		
	To: Ramp to US 301 South															
North (95) I-95 North CD Rd at US 460; US 301	From: I-95 North City of Petersburg (Maint: 74)	0.06	9700	G								0.134		9700	G	
	To: Ramp From US 301															
North (95) I-95 North CD Rd at US 460; US 301	From: I-95 North City of Petersburg (Maint: 74)	0.14	15000	A								0.119		16000	A	
	To: 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	NA			
	To: I-95 North																	
North (95)	From: I-95 North Collector Rd City of Petersburg (Maint: 26)	0.47	3600	G										0.094	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										0.112	5400	G		
	To: I-85 South																	
North (95)	From: I-95 North City of Petersburg (Maint: 74)	0.19	970	G										0.116	970	G		
	To: US 301 Par, Bank St																	
South (95)	From: SCL Petersburg City of Petersburg (Maint: 74)	0.34	16000	A	86%	1%	1%	0%	11%	0%	F	0.117		14000	A			
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		32000	A	86%	1%	1%	0%	12%	0%	F	NA		28000	A			
	To: Rives Rd																	
South (95)	From: Rives Rd City of Petersburg (Maint: 74)	1.22	19000	A	86%	1%	1%	0%	11%	0%	F	0.107		17000	A			
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		38000	A	86%	1%	1%	0%	12%	0%	F	0.103	A	0.607	34000	A		
	To: Wagner Rd																	
South (95)	From: Wagner Rd City of Petersburg (Maint: 74)	1.50	25000	A	86%	1%	1%	0%	11%	0%	F	0.097		24000	A			
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		50000	A	86%	1%	1%	0%	12%	0%	F	0.094	A	0.558	48000	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	22000	A	86%	1%	1%	0%	11%	0%	F	0.102		20000	A			
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		42000	A	86%	1%	1%	0%	12%	0%	F	0.094	A	0.558	40000	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	31000	A										0.091	31000	A		
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		52000	A										0.094	A	0.558	50000	A
	To: I-85																	
South (95)	From: I-85 City of Petersburg (Maint: 26)	0.66	46000	A	91%	1%	1%	1%	6%	0%	F	0.091		44000	A			
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		94000	A	92%	1%	1%	1%	6%	0%	F	0.089	A	0.521	92000	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	55000	A	91%	1%	1%	1%	6%	0%	F	0.089		54000	A			
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		110000	A	91%	1%	1%	1%	6%	0%	F	0.088	A	0.523	108000	A		
	To: SCL Colonial Heights																	
South (95)	From: I-95 South City of Petersburg (Maint: 74)	0.16	3500	G										0.113	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								0.109		2400	G	
South (95) Ramp	From: I-95 South City of Petersburg (Maint: 74) To: 123-9010 Wagner Rd	0.31	5400	A								0.098		5900	A	
South (95) Ramp	From: I-95 South Collector Rd City of Petersburg (Maint: 74) To: 123-9012 Graham Rd	0.09	5300	G	99%	0%	0%	0%	0%	0%	C	0.093		5300	G	
South (95) (460) Ramp	From: I-95 South City of Petersburg (Maint: 74) To: Ramp to Graham Rd	0.06	9600	A								0.098		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 I-85 N to I-95 S	0.07	11000	G	91%	0%	1%	1%	7%	0%	C	0.112		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 I-85 N to I-95 S	0.18	NA									NA		NA		
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: US 460 Ramp	0.27	12000	F								0.112		13000	F	
South (95) Ramp	From: US 460 Ramp City of Petersburg (Maint: 74) To: I-95 South	0.22	3500	G								0.082		3500	G	
South (95) Ramp	From: I-95 South City of Petersburg (Maint: 74) To: I-95-S052B to Washington Street	0.12	NA									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	7400	G	95%	1%	1%	1%	2%	0%	F	0.091	0.544	7800	G	
(109) Hickory Hill Rd	From: US 460 County Rd City of Petersburg To: ECL Petersburg	0.88	9600	G	99%	1%	0%	0%	0%	0%	C	0.123	0.845	10000	G	
(109) Hickory Hill Rd	From: ECL Petersburg City of Petersburg To: Dead End; Fort Lee Military Reservation, Mahone Av	0.03	9600	N	99%	1%	0%	0%	0%	0%	N	0.123	0.845	10000	N	
(142) Boydton Plank Rd	From: WCL Petersburg City of Petersburg To: Dupuy Rd	0.16	3000	G	97%	0%	0%	1%	1%	0%	F	0.101	0.64	3200	G	
(142) Boydton Plank Rd	From: Dupuy Rd City of Petersburg To: Rt 604 Halifax Rd	1.24	3200	G	97%	0%	0%	1%	1%	0%	C	0.098	0.609	3400	G	

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							2Axle	3+Axle	1Trail	2Trail						
	From: Rt 604 Halifax Rd															
142 Halifax Rd	City of Petersburg	0.06	5300	G	97%	0%	0%	1%	1%	0%	F	0.087	0.549	5600	G	
	To: CSX RR															
	From: SCL Petersburg															
301 Crater Rd	City of Petersburg	0.21	9500	G	99%	0%	0%	0%	0%	0%	F	0.086	0.611	10000	G	
	To: Rives Rd															
301 Crater Rd	City of Petersburg	0.90	11000	G	99%	0%	0%	0%	0%	0%	C	0.09	0.612	12000	G	
	To: Wagner Rd															
301 Crater Rd	City of Petersburg	0.43	23000	G	99%	0%	0%	0%	0%	0%	F	0.085	0.504	24000	G	
	To: Flank Rd															
301 Crater Rd	City of Petersburg	0.87	23000	G	99%	0%	0%	0%	0%	0%	F	0.085	0.511	25000	G	
	To: ALT US 301 Sycamore St															
301 Crater Rd	City of Petersburg	0.26	16000	G	99%	0%	1%	0%	0%	0%	C	0.083	0.515	17000	G	
	To: South Blvd															
301 Crater Rd	City of Petersburg	0.73	22000	G	99%	0%	1%	0%	0%	0%	F	0.083	0.52	24000	G	
	To: I-95, Bus US 460															
Bus 301 460 Crater Rd	City of Petersburg (Maint: 26)	0.09	11000	N	99%	0%	1%	0%	0%	0%	N	0.081	0.524	12000	N	
	To: I-95; Bus US 460 Par, Winfield Rd															
Bus 301 460 Crater Rd	City of Petersburg	0.98	11000	G	99%	0%	1%	0%	0%	0%	C	0.081	0.524	12000	G	
	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	7800	G	99%	0%	1%	0%	0%	0%	F	0.087	0.541	8400	G	
	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	4100	G	99%	0%	1%	0%	0%	0%	F	0.094	0.563	4400	G	
	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	2400	G	97%	0%	1%	1%	0%	0%	F	0.09	0.759	2600	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		6700	G	97%	0%	1%	1%	0%	0%	F	NA		7200	G	
	To: Bollingbrook St															
	From: Crater Rd															
301 36 Bollingbrook St	City of Petersburg	0.23	3200	G	97%	0%	1%	1%	0%	0%	C	0.096	0.677	3400	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		7400	G	97%	0%	1%	1%	0%	0%	C	0.096	F 0.557	7900	G	
	To: 5th St															
301 36 Bollingbrook St	City of Petersburg	0.15	3800	G	97%	0%	1%	1%	0%	0%	F	0.099	0.742	4100	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		7700	G	97%	0%	1%	1%	0%	0%	F	0.09	F 0.613	8200	G	
	To: 3rd 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: [ ] To: [ ]																
301 1 ALT 301 36 Bollingbrook St	City of Petersburg	0.08	4000	G	97%	0%	1%	1%	0%	0%	F	0.107	0.707	4300	G	
Combined Traffic Estimates for Parallel Roadways on this Route:			NA								NA			NA		
From: [ ] To: [ ]																
301 1 2nd St	City of Petersburg	0.35	14000	G	99%	0%	0%	0%	0%	0%	F	0.085	0.622	14000	G	
From: [ ] To: [ ]																
301 Ramp	City of Petersburg (Maint: 74)	0.19	6900	G								0.077		6900	G	
From: [ ] To: [ ]																
North 301 Ramp	City of Petersburg (Maint: 74)	0.10	1800	G								0.081		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	700	G	98%	1%	1%	0%	1%	0%	F	0.114		740	G	
From: [ ] To: [ ]																
301 36 Bank St	City of Petersburg	0.24	4200	G	97%	0%	1%	2%	1%	0%	C	0.099	0.547	4500	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			7400	G	97%	0%	1%	1%	0%	0%	C	0.096	F	0.557	7900	G
From: [ ] To: [ ]																
301 36 Bank St	City of Petersburg	0.15	3900	G	97%	0%	1%	2%	1%	0%	F	0.083		4200	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			7700	G	97%	0%	1%	1%	0%	0%	F	0.09	F	0.613	8200	G
From: [ ] To: [ ]																
301 1 ALT 301 36 Bank St	City of Petersburg	0.09	3700	G	97%	0%	1%	2%	1%	0%	F	0.095		4000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			7800	G	97%	0%	1%	1%	0%	0%	F	NA		8300	G	
From: [ ] To: [ ]																
ALT 301 Sycamore St	City of Petersburg	0.30	7900	G	99%	0%	1%	0%	0%	0%	F	0.081	0.51	8500	G	
From: [ ] To: [ ]																
ALT 301 Sycamore St	City of Petersburg	0.95	6100	G	99%	0%	1%	0%	0%	0%	C	0.086	0.568	6500	G	
From: [ ] To: [ ]																
ALT 301 Sycamore St	City of Petersburg	0.42	10000	G	99%	0%	1%	0%	0%	0%	F	0.083	0.585	11000	G	
From: [ ] To: [ ]																
ALT 301 Sycamore St	City of Petersburg	0.56	10000	G	99%	0%	1%	0%	0%	0%	F	0.087	0.536	11000	G	
From: [ ] To: [ ]																
ALT 301 1 Bus 460 36 Wythe St	City of Petersburg	0.20	15000	G	97%	1%	1%	1%	1%	0%	F	0.088		16000	G	
Combined Traffic Estimates for Parallel Roadways on this Route:			NA									NA		NA		
From: [ ] To: [ ]																



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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						
ALT 301 1 Jefferson St	From: Bus US 460 Wythe St City of Petersburg	0.09	3900	G	97%	1%	1%	1%	1%	0%	F	0.081	0.748	4200	G	
Combined Traffic Estimates for Parallel Roadways on this Route:			NA								NA			NA		
ALT 301 1 Jefferson St	To: Bus US 460 Par. Washington St From: City of Petersburg	0.26	870	G	97%	1%	1%	1%	1%	0%	F	0.101	0.512	930	G	
Combined Traffic Estimates for Parallel Roadways on this Route:			NA								NA			NA		
ALT 301 1 3rd St	To: Henry St From: City of Petersburg	0.05	370	G	97%	1%	1%	1%	1%	0%	F	0.094	0.521	400	G	
Combined Traffic Estimates for Parallel Roadways on this Route:			NA								NA			NA		
ALT 301 1 3rd St	To: US 301 Par. Bank St From: City of Petersburg	0.05	400	G	97%	1%	1%	1%	1%	0%	F	0.122	0.555	430	G	
Combined Traffic Estimates for Parallel Roadways on this Route:			NA								NA			NA		
ALT 301 301 1 36 Bollingbrook St	To: US 301 Bollingbrook St From: US 1, ALT US 301 3rd St City of Petersburg	0.08	4000	G	97%	0%	1%	1%	0%	0%	F	0.107	0.707	4300	G	
Combined Traffic Estimates for Parallel Roadways on this Route:			NA								NA			NA		
ALT 301 Sycamore St	To: US 301 From: US 1 Wythe St City of Petersburg	0.09	7900	G	98%	0%	1%	0%	0%	0%	F	0.084	0.595	8500	G	
Combined Traffic Estimates for Parallel Roadways on this Route:			NA								NA			NA		
ALT Bus Bus 301 460 460 36 Washington St	To: Bus US 460 Washington St From: Bus US 460 Par City of Petersburg	0.09	17000	G	97%	1%	1%	1%	1%	0%	F	0.089		18000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			32000	G	97%	1%	1%	1%	1%	0%	F	NA		34000	G	
ALT 301 Adams St	To: Bus US 460 Washington St From: City of Petersburg	0.06	9900	G	98%	0%	1%	0%	0%	0%	F	0.091	0.535	11000	G	
Combined Traffic Estimates for Parallel Roadways on this Route:			NA								NA			NA		
ALT 301 Adams St	To: Franklin St From: City of Petersburg	0.16	8800	G	98%	0%	1%	0%	0%	0%	C	0.087	0.562	9300	G	
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:			52000	A	88%	1%	1%	1%	10%	1%	C	0.091	A	0.546	51000	A
460 85	To: Squirrel Level Road From: City of Petersburg (Maint: 26)	2.57														
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			58000	A	88%	1%	1%	1%	10%	1%	F	0.09	A	0.53	58000	A
	To: I-85 S															

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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: I-85 S															
  Ramp	City of Petersburg (Maint: 26)	0.10														
	To: I-95 SB															
	From: I-85															
  Ramp	City of Petersburg (Maint: 74)	0.06														
	To: Graham Rd															
  Ramp from I-85 N to I-95 S	City of Petersburg (Maint: 74)	0.07														
	To: I-95 SB Collector Ramp															
	From: Ramp from US 301 South															
   Ramp from I-85 N to I-95 S	City of Petersburg (Maint: 74)	0.18														
	To: Ramp from US 301 North															
	From: Ramp from US 301															
   Ramp from I-85 N to I-95 S	City of Petersburg (Maint: 74)	0.27														
	To: US 460															
	From: I-95															
 County Dr	City of Petersburg	0.60	<b>18000</b>	<b>G</b>	89%	0%	1%	1%	8%	0%	F	0.105	0.521	19000	G	
	To: SR 109 Hickory Hill Rd															
	From: SR 109 Hickory Hill Rd															
 County Dr	City of Petersburg	2.16	<b>9700</b>	<b>G</b>	89%	0%	1%	1%	8%	0%	C	0.105	0.521	10000	G	
	To: SR 106 Courthouse Rd															
	From: SR 106 Courthouse Rd															
 County Dr	City of Petersburg	0.34	<b>12000</b>	<b>G</b>	89%	0%	1%	1%	8%	0%	F	0.082	0.528	13000	G	
	To: ECL Petersburg															
	From: WCL Petersburg															
  Washington St	City of Petersburg	0.40	<b>13000</b>	<b>G</b>	97%	0%	1%	1%	1%	0%	F	0.093	0.537	13000	G	
	To: Summit St															
	From: Summit St															
  Washington St	City of Petersburg	0.18	<b>13000</b>	<b>G</b>	97%	0%	1%	1%	1%	0%	F	0.091	0.518	13000	G	
	To: Elm St															
	From: Elm St															
  Washington St	City of Petersburg	0.57	<b>16000</b>	<b>G</b>	97%	1%	1%	1%	1%	0%	F	0.08	0.548	17000	G	
	To: US 1 Par, Wythe St															
	From: US 1 Par, Washington St; Battersea Lane															
  Wythe St	City of Petersburg	1.08	<b>7700</b>	<b>G</b>	97%	1%	1%	1%	1%	0%	C	0.090		8200	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route: <b>17000</b> <b>G</b> 97% 1% 1% 1% 1% 0% F 0.085 F 0.578 18000 G															
	To: Perry St															
	From: Perry St															
  Wythe St	City of Petersburg	0.15	<b>11000</b>	<b>G</b>	97%	1%	1%	1%	1%	0%	F	0.093		11000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route: <b>20000</b> <b>G</b> 97% 1% 1% 1% 1% 0% F 0.087 F 0.508 22000 G															
	To: SR 36 Market St															
	From: SR 36 Market St															
   Wythe St	City of Petersburg	0.20	<b>11000</b>	<b>G</b>	97%	1%	1%	1%	1%	0%	F	0.095		11000	G	
	Combined Traffic Estimates for Parallel Roadways on this Route: <b>NA</b> NA NA															
	To: ALT US 301 Sycamore St															

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							2Axle	3+Axle	1Trail	2Trail						
From: ALT US 301 Sycamore St To: Wythe St Bus 460 1 301 36	City of Petersburg	0.20	15000	G	97%	1%	1%	1%	1%	0%	F	0.088		16000	G	
Combined Traffic Estimates for Parallel Roadways on this Route:			NA									NA		NA		
From: US 1 Jefferson St To: Wythe St Bus 460 36	City of Petersburg	0.20	17000	G	98%	1%	1%	0%	1%	0%	C	0.085		18000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			35000	G	96%	1%	1%	1%	1%	0%	F	0.081	F	0.505	37000	G
From: I-85, I-95 To: Wythe St Bus 460 36	City of Petersburg	0.30	12000	G	98%	1%	1%	0%	1%	0%	F	0.076		12000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			26000	G	96%	1%	1%	1%	1%	0%	F	0.088	F	0.641	28000	G
From: SR 36; US 301 Crater Rd To: Crater Rd Bus 460 301	City of Petersburg	0.98	11000	G	99%	0%	1%	0%	0%	0%	C	0.081	0.524	12000	G	
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 Bus 460 301	City of Petersburg (Maint: 26)	0.09	11000	N	99%	0%	1%	0%	0%	0%	N	0.081	0.524	12000	N	
From: US 301 Crater Rd To: US 301 Bus 460 301	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 Bus 460 95 460	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: Bus US 460 Bus 460 95 460	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 Bus 460	City of Petersburg (Maint: 26)	0.24	5900	G								0.109		5900	G	
From: CEUS 460 Exit 6C To: Ramp Bus 460	City of Petersburg (Maint: 26)	0.27	4400	G								0.101		4400	G	
From: I-95 South To: Ramp Bus 460	City of Petersburg (Maint: 74)	0.11	8600	G								0.112		8600	G	
From: CEUS 460-P002B CEUS 460-E006B FROM To: I-95-N FROM RT 460 BUS00- WASHINGTON & Bus 460	City of Petersburg (Maint: 74)	0.11	8600	G								0.112		8600	G	
From: CEUS 460 Exit 6A To: Ramp Bus 460	City of Petersburg (Maint: 26)	0.08	3300	G								0.114		3300	G	
From: I-85 South To: Ramp Bus 460	City of Petersburg (Maint: 26)	0.17	3500	G								0.094		3500	G	
From: CEUS 460 TO RTS 85 & 95 SOUTHBOUND To: CEUS 460-P002A TO RTS 85 & 95 SOUTHBOUND Bus 460	City of Petersburg (Maint: 26)	0.17	3500	G								0.094		3500	G	

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Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
Bus 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 Combined Traffic Estimates for 2 Parallel Roadways on this Route:	0.31	9600	G	97%	1%	1%	1%	0%	F	0.096			10000	G	
Bus 460 1 Washington St	From: 123-9025 West St City of Petersburg To: 123-9029 South St Combined Traffic Estimates for 2 Parallel Roadways on this Route:	0.40	9000	G	97%	1%	1%	1%	0%	F	0.090			9600	G	
Bus 460 1 Washington St	From: 123-9029 South St City of Petersburg To: Guarantee St Combined Traffic Estimates for 2 Parallel Roadways on this Route:	0.27	9700	G	97%	1%	1%	1%	0%	C	0.087			10000	G	
Bus 460 1 Washington St	From: Guarantee St City of Petersburg To: North Market St Combined Traffic Estimates for 2 Parallel Roadways on this Route:	0.24	11000	G	97%	1%	1%	1%	0%	F	0.094			12000	G	
Bus 460 36 Washington St	From: North Market St City of Petersburg To: US 1 Par; SR 36 Market St Combined Traffic Estimates for 2 Parallel Roadways on this Route:	0.19	12000	G	97%	1%	1%	1%	0%	C	0.093			13000	G	
Bus 460 ALT 301 36 Washington St	From: US 1 Par; SR 36 Market St City of Petersburg To: ALT US 301 Par, Sycamore St Combined Traffic Estimates for 2 Parallel Roadways on this Route:	0.09	17000	G	97%	1%	1%	1%	0%	F	0.089			18000	G	
Bus 460 ALT 301 36 Washington St	From: ALT US 301 Par, Sycamore St City of Petersburg To: ALT US 301 Par, Adams St Combined Traffic Estimates for 2 Parallel Roadways on this Route:	0.10	16000	G	97%	1%	1%	1%	0%	F	0.079			17000	G	
Bus 460 36 Washington St	From: ALT US 301 Par, Adams St City of Petersburg To: US 1 Jefferson St Combined Traffic Estimates for 2 Parallel Roadways on this Route:	0.24	18000	G	95%	1%	1%	2%	0%	F	0.079			19000	G	
Bus 460 36 Washington St	From: US 1 Jefferson St City of Petersburg To: I-95 Combined Traffic Estimates for 2 Parallel Roadways on this Route:	0.24	14000	G	95%	1%	1%	2%	0%	C	0.101			15000	G	
Bus 460 301 Crater Rd	From: I-95 City of Petersburg To: US 301 Crater Rd Combined Traffic Estimates for Parallel Roadways on this Route:	0.10	7800	G	99%	0%	1%	0%	0%	F	0.087		0.541	8400	G	
	From: US 301 Crater Rd City of Petersburg To: SR 36, BUS US 460 Wythe St		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	11000	G	99%	0%	1%	0%	0%	0%	C	0.081	0.524	12000	G	
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	1400	G	96%	1%	1%	0%	1%	0%	C	0.094	0.959	1500	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			2100	G	97%	1%	1%	0%	1%	0%	F	NA		2300	G	
To: State Maintenance Boundary																
Bus 460 Winfield Rd	From: State Maintenance Boundary City of Petersburg (Maint: 26)	0.09	1400	G	96%	1%	1%	0%	1%	0%	C	0.094	0.959	1500	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			2100	G	97%	1%	1%	0%	1%	0%	F	NA		2300	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								0.094		4400	G	
To: CEUS 460-E006A TO RTS 85 & 95 SOUTHBOUND																
Bus 460 Ramp	From: CEUS 460 City of Petersburg (Maint: 74)	0.08	2800	G								0.116		2800	G	
To: CEUS 460-E006B CEUS 460- 6B FROM																

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						2Axle	3+Axle	1Trail	2Trail							
<b>City of Petersburg</b>																
(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	880	G			From: SCL Petersburg; 26-675 Vaughan Rd				0.093		0.685		940	G	2016
						To: 123-9013 Halifax Rd										
(4) Wells Rd	0.41	5200	G	89%	0%	1%	2%	7%	0%	C	0.082		0.533	5500	G	2016
						From: Halifax Rd										
						To: Squirrel Level Rd										
(9002) Halifax Rd	0.18	5700	G	99%	0%	1%	0%	0%	0%	F	0.085		0.538	6000	G	2016
						From: CSX RR										
						To: Patterson St										
(9002) Halifax St	0.58	4300	G	99%	0%	1%	0%	0%	0%	F	0.088		0.531	4600	G	2016
						From: Bayers Lane										
(9002) Halifax St	0.19	5100	G	99%	0%	1%	0%	0%	0%	F	0.088		0.513	5500	G	2016
						From: Virginia Ave										
(9002) Halifax St	0.37	7700	G	99%	0%	1%	0%	0%	0%	F	0.086		0.591	8200	G	2016
						From: Lee Ave										
(9002) Halifax St	0.29	7600	G	99%	0%	1%	0%	0%	0%	F	0.086		0.526	8100	G	2016
						From: Liberty St										
(9002) Halifax St	0.28	8400	G	99%	0%	1%	0%	0%	0%	C	0.080		0.552	8900	G	2016
						From: US 1, US 460 W Wythe St										
(9002) Union St	0.12	4400	G	97%	1%	1%	1%	0%	0%	F	0.086		0.875	4700	G	2016
						From: US 1, US 460 W Washington St										
(9002) Union St	0.17	1800	G	97%	1%	1%	1%	0%	0%	C	0.121		0.578	1900	G	2016
						From: W Tabb St										
(9004) Defense Rd	0.47	2100	G	97%	0%	1%	1%	1%	0%	C	0.097		0.643	2300	G	2016
						From: Boydton Plank Rd										
(9004) Defense Dr	1.77	3600	G	98%	1%	1%	0%	0%	0%	F	0.098		0.537	3800	G	2016
						From: Squirrel Level Rd										
(9004) South Boulevard	0.92	8500	G	98%	1%	1%	0%	0%	0%	C	0.084		0.523	9000	G	2016
						From: Johnson Rd										
(9004) South Boulevard	0.18	5700	G	98%	1%	1%	0%	0%	0%	F	0.089		0.565	6000	G	2016
						From: S. Sycamore St										
(9004) South Boulevard	0.72	2400	G	98%	1%	1%	0%	0%	0%	F	0.096		0.574	2500	G	2016
						From: Crater Rd										
						To: Anderson St										
(9006) Flank Rd	0.96	2000	G	99%	0%	0%	0%	0%	0%	C	0.109		0.53	2200	G	2016
						From: Halifax Rd										
(9006) Flank Rd	0.47	3200	G	99%	0%	0%	0%	0%	0%	F	0.094		0.505	3400	G	2016
						From: Johnson Rd										
(9006) Flank Rd	0.75	2700	G	99%	0%	0%	0%	0%	0%	F	0.09		0.566	2900	G	2016
						From: Birdsong Rd										
(9006) Flank Rd	0.91	3100	G	100%	0%	0%	0%	0%	0%	C	0.093		0.657	3300	G	2016
						From: Fort Hayes Dr										
						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	2600	G	99%	0%	0%	0%	0%	0%	C	0.112		2800	G	2016	
(9008) Rives Rd	0.48	7500	G	98%	0%	1%	0%	0%	0%	C	0.1	0.543	8000	G	2016	
(9008) Rives Rd	0.34	7300	G	97%	0%	1%	0%	2%	0%	C	0.095	0.555	7800	G	2016	
(9008) Ramp	0.17	880	A								0.131		900	A	2016	
(9008) Ramp	0.16	3200	G								0.11		3200	G	2016	
(9009) Dupuy Rd	1.24	390	G	96%	1%	2%	0%	0%	0%	F	0.119	0.522	410	G	2016	
(9009) Dupuy St	0.58	1900	G	96%	1%	2%	0%	0%	0%	F	0.096	0.524	2000	G	2016	
(9009) Farmer St	0.86	3800	G	96%	1%	2%	0%	0%	0%	C	0.102	0.509	4100	G	2016	
(9009) Farmer St	0.47	3000	G	96%	1%	2%	0%	0%	0%	F	0.091	0.51	3200	G	2016	
(9010) Wagner Rd	0.73	17000	G	99%	0%	1%	0%	1%	0%	C	0.085	0.539	18000	G	2016	
(9010) Wagner Rd	1.60	12000	G	96%	0%	0%	0%	3%	0%	C	0.089	0.542	13000	G	2016	
East (9010) Ramp	0.30	930	G								0.105		930	G	2016	
West (9010) Ramp	0.25	260	G								0.133		260	G	2016	
West (9010) Ramp	0.34	3300	G								0.107		3300	G	2016	
(9011) Squirrel Level Rd	0.82	990	G	99%	0%	1%	0%	0%	0%	C	0.106	0.582	1100	G	2016	
(9011) Squirrel Level Rd	0.25	6200	G	91%	0%	1%	2%	6%	0%	C	0.079	0.503	6600	G	2016	
(9011) Squirrel Level	0.20	8700	G	98%	1%	1%	0%	0%	0%	F	0.083	0.503	9300	G	2016	
(9011) Young Rd	0.55	4100	G	98%	1%	1%	0%	0%	0%	F	0.086	0.513	4400	G	2016	
(9011) Young Rd	0.59	2600	G	98%	1%	1%	0%	0%	0%	C	0.101	0.565	2800	G	2016	
(9011) Ramp	0.15	4700	A								0.098		5100	A	2016	
(9011) Ramp	0.22	700	G								0.099		700	G	2016	

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<b>City of Petersburg</b>																
(9012) Lee Ave	0.56	2100	G	95%	3%	2%	0%	0%	0%	C	0.104		0.583	2300	G	2016
(9012) Porterville St	0.15	1000	R								0.088		0.602	NA		03/24/2014
(9012) New St	0.18	960	G	98%	1%	1%	0%	0%	0%	C	0.091		0.558	1000	G	2016
(9012) Harrison St	0.03	810	G	98%	1%	1%	0%	0%	0%	F	0.096			860	G	2016
(9012) Corling St	0.09	470	R								0.114			NA		03/24/2014
(9012) Graham Rd	0.83	3800	G	99%	0%	0%	0%	0%	0%	F	0.085		0.588	4100	G	2016
(9012) Graham Rd	0.14	10000	G	99%	0%	0%	0%	0%	0%	C	0.086		0.761	11000	G	2016
(9013) Halifax Rd	1.79	4500	G	90%	0%	1%	2%	7%	0%	C	0.084		0.552	4800	G	2016
(9013) Halifax Rd	0.98	430	G	97%	0%	0%	0%	2%	0%	C	0.122		0.5	460	G	2016
(9015) Johnson Rd	0.01	2300	G	96%	3%	1%	0%	0%	0%	F	0.099		0.734	2500	G	2016
(9015) Johnson Rd	0.54	990	G	99%	0%	0%	0%	0%	0%	C	0.093		0.522	1000	G	2016
(9015) Johnson Rd	1.39	4900	G	96%	3%	1%	0%	0%	0%	C	0.106		0.592	5200	G	2016
(9015) Johnson Rd	0.46	6400	G	96%	3%	1%	0%	0%	0%	F	0.082		0.542	6800	G	2016
(9015) Johnson Rd	0.37	4700	G	96%	3%	1%	0%	0%	0%	F	0.083		0.537	5000	G	2016
(9015) High Pearl St	0.20	4300	G	96%	3%	1%	0%	0%	0%	F	0.088		0.526	4600	G	2016
(9015) High Pearl St	0.08	3000	G	98%	1%	0%	0%	0%	0%	F	0.087		0.669	3200	G	2016
(9015) Harding St	0.22	1400	G	98%	1%	0%	0%	0%	0%	C	0.09		0.569	1500	G	2016
(9015) Harding St	0.27	560	R								0.115			NA		03/18/2014
(9017) Birdsong Rd	0.62	490	G	99%	0%	1%	0%	0%	0%	C	0.102		0.522	520	G	2016
(9021) N Sycamore St	0.18	4000	G	98%	0%	1%	0%	0%	0%	F	0.092		0.521	4300	G	2016
(9021) N Sycamore St	0.15	3500	G	98%	0%	1%	0%	0%	0%	C	0.087		0.575	3800	G	2016
(9023) North Blvd	0.57	2500	G	97%	0%	2%	0%	0%	0%	C	0.081		0.635	2700	G	2016



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<b>City of Petersburg</b>																
(9025) Virginia Ave	0.22	360	G	97%	2%	1%	0%	0%	0%	C	0.101			390	G	2016
			From: Gates Lane													
			To: Harding Street													
(9025) Virginia Ave	0.32	2200	G	97%	2%	1%	0%	0%	0%	F	0.099		0.613	2300	G	2016
			From: Halifax Street													
			To: Arlington Street													
(9025) Young Ave	0.20	2000	G	98%	1%	1%	0%	0%	0%	C	0.081		0.55	2100	G	2016
			From: West Street Young Avenue													
			To: Augusta Avenue													
(9025) S West St	0.28	3000	G	98%	1%	1%	0%	0%	0%	F	0.108		0.629	3200	G	2016
			From: Farmer St													
			To: W Wythe St													
(9025) S West St	0.23	3900	G	98%	1%	1%	0%	0%	0%	F	0.110		0.609	4100	G	2016
			From: W Washington St													
			To: Halifax St													
(9025) S West St	0.14	3300	G	98%	1%	1%	0%	0%	0%	F	0.118		0.537	3500	G	2016
			From: Young Ave													
			To: Lee Ave													
(9027) S West St	0.63	1800	G	98%	1%	0%	1%	0%	0%	C	0.109		0.657	1900	G	2016
			From: US 1 Wythe St													
			To: Washington St													
(9029) S. South St	0.36	1800	G	98%	1%	1%	1%	0%	0%	C	0.084		0.535	2000	G	2016
			From: High St													
			To: N South St													
(9029) S. South St	0.09	3100	G	99%	0%	0%	0%	0%	0%	F	0.092		0.67	3300	G	2016
			From: Canal St													
			To: High St													
(9029) N. South St	0.20	5400	G	99%	0%	0%	0%	0%	0%	F	0.085		0.539	5800	G	2016
			From: Grove Ave													
			To: New St													
(9029) High St	0.02	920	G	99%	0%	0%	0%	0%	0%	F	0.088		0.522	970	G	2016
			From: Halifax St													
			To: Halifax Rd													
(9029) Canal St	0.20	5600	G	99%	0%	0%	0%	0%	0%	C	0.085		0.517	6000	G	2016
			From: Wythe St													
			To: Sycamore St													
(9031) Byrne St	0.40	390	G	98%	1%	1%	0%	0%	0%	C	0.095			420	G	2016
			From: S Adams St													
			To: Graham Rd													
(9031) S. Market St	0.12	2200	G	98%	1%	1%	0%	0%	0%	F	0.095		0.564	2400	G	2016
			From: E Wythe St													
			To: 3rd Street													
(9033) Apollo St	0.14	100	G	98%	1%	1%	0%	0%	0%	F	0.136		0.667	110	G	2016
			From: N Adams St													
			To: E Washington St													
(9033) Jefferson St	0.58	1900	G	98%	1%	1%	0%	0%	0%	C	0.087		0.585	2100	G	2016
			From: ECL Petersburg													
			To: Canal St													
(9033) Henry St	0.04	850	G	98%	1%	1%	0%	0%	0%	F	0.117		0.535	900	G	2016
			From: N Market St													
			To: N Adams St													
(9038) Puddledock Rd	0.40	8200	G	95%	0%	1%	2%	1%	0%	C	0.095		0.542	8700	G	2016
			From: Canal St													
			To: N Market St													
(9046) High St	0.58	1600	G	98%	0%	0%	0%	0%	0%	C	0.096		0.528	1700	G	2016
			From: N Sycamore St													
			To: N Sycamore St													
(9046) W Bank St	0.14	3100	G	98%	0%	0%	0%	0%	0%	F	0.092		0.696	3300	G	2016

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<b>City of Petersburg</b>																
(9046) E Bank St	0.11	3900	G	98%	1%	1%	1%	1%	0%	C	0.090		0.698	4200	G	2016
						From: N Sycamore St										
						To: 2nd St										
(9046) Bank St	0.25	3700	G	96%	1%	1%	1%	1%	0%	C	0.099		0.582	4000	G	2016
						From: US 301 N Crater Rd										
						To: East St										
(9046) Bank St	0.21	4200	G	96%	1%	1%	1%	1%	0%	F	0.102		0.516	4500	G	2016
						From: SR 36 E Washington St										
						To: N Market St										
(9048) W Tabb St	0.09	1100	G	98%	0%	1%	1%	0%	0%	F	0.109		0.631	1200	G	2016
						From: Union St										
						To: N Sycamore St										
(9048) W Tabb St	0.06	1600	G	98%	0%	1%	1%	0%	0%	F	0.110		0.550	1700	G	2016
						From: N Sycamore St										
						To: N Adams St										
(9048) E Tabb St	0.12	1200	G	98%	0%	1%	1%	0%	0%	C	0.105		0.644	1200	G	2016
						From: N Adams St										
						To: Defense Rd										
(9053) Baylors Ln	0.65	1900	G	98%	1%	0%	0%	0%	0%	C	0.094		0.571	2000	G	2016
						From: Defense Rd										
						To: Halifax St										
(9055) Madison St	0.05	1900	G	97%	1%	2%	0%	1%	0%	F	0.103		0.798	2000	G	2016
						From: E Washington St										
						To: Franklin St										
(9055) Madison St	0.18	1700	G	97%	1%	2%	0%	1%	0%	C	0.107		0.825	1800	G	2016
						From: Franklin St										
						To: E Bank St										
(9055) Madison St	0.07	780	G	97%	1%	2%	0%	1%	0%	F	0.097		0.827	830	G	2016
						From: E Bank St										
						To: Bollingbrook St										
(9057) Fifth St	0.05	370	G								0.138		0.509	400	G	2016
						From: E Bank St										
						To: Bollingbrook St										
(9057) Fifth St	0.08	300	G	93%	0%	3%	3%	1%	0%	C	0.135		0.579	320	G	2016
						From: Bollingbrook St										
						To: River St										
(9059) Flank Rd N	0.20	3900	G	98%	0%	1%	0%	0%	0%	C	0.084		0.759	4200	G	2016
						From: Flank Rd One-Way										
						To: US 301 S Crater Rd										
(9065) S Adams St	0.10	5200	G								0.084		0.506	5600	G	2016
						From: E Wythe St										
						To: E Washington St										
Accomack St		360	G								0.091		0.531	390	G	2016
						From: 6Th St										
						To: 7Th St										
Cameron St		350	G								0.135		0.528	380	G	2016
						From: Old Church St										
						To: Center St										
Culpeper Ave		510	G								0.108		0.811	540	G	2016
						From: Prince George Ave										
						To: Brunswick St										
Custer St		490	G								0.108		0.569	520	G	2016
						From: Halifax Rd										
						To: Hawk St										
Darby Dr		270	G								0.114		0.525	280	G	2016
						From: Busby St										
						To: Halcun Dr										
Gordon Dr		290	G								0.158		0.6	310	G	2016
						From: Dering Rd										
						To: Hoke Dr										

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<b>City of Petersburg</b>																
Homestead Dr		730	G			From Valley Dr				0.097			0.625	770	G	2016
						To Midland Rd										
Jefferson St		2200	G			From Filmore St				0.083			0.542	2400	G	2016
						To ST Andrews St										
North Park Dr		850	G			From Nivram St				0.095			0.598	910	G	2016
						To Retang Rd										
Oakmont Dr		80	G			From Homestead Dr				0.175			0.556	80	G	2016
						To Midland Rd										
Old Church St		360	G			From Bollingbrook St				0.132			0.547	390	G	2016
						To Miller St										
Patterson Ave		1000	G			From Floyd St				0.144			0.588	1100	G	2016
						To Carver St										
Pleasants Ln		1100	G			From Valor Dr				0.131			0.529	1100	G	2016
						To Dupuy Rd										
Richmond Ave		730	G			From Ash St				0.097			0.518	780	G	2016
						To Nash St										
Rollingwood Rd		110	G			From Valley St				0.1			0.524	120	G	2016
						To Homestead Dr										
South Park Dr		2000	G			From Forest Hill Rd				0.097			0.562	2200	G	2016
						To West Park Dr										
St Luke St		570	G			From Bolling Street				0.091			0.53	600	G	2016
						To Chestnut Street										
St Matthew St		2600	G			From High Pearl St				0.087			0.501	2700	G	2016
						To Harding St										
Talley Ave		610	G			From Custer St				0.237			0.604	650	G	2016
						To Edmonds Ct										