

2009

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

where available

Special Locality Report

123

City of Petersburg

Information in this report is included in Report

26

(Dinwiddie County)

Prepared By

**Virginia Department of Transportation
Traffic Engineering Division**

In Cooperation With

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

Virginia Department of Transportation
Traffic Engineering Division
Traffic Monitoring Section

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

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

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

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

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

Publication Notes

Parallel Roads

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

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

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

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

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

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

Glossary of Terms:

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

Length: Length of the traffic segment in miles.

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

QA: Quality of AADT:

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

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

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

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

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

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

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

QC: Quality of Classification Data:

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

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

QK: Quality of the K Factor estimate:

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

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

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

QW: Quality of AAWDT:

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

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

Route Shield Legend

Route Systems



Interstate Route

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



US Route



Virginia State Route



Frontage Road (F precedes frontage route number)



Secondary Route

Special Routes



Bus - Business Route

Bypas - Bypass Route

Truck - Truck Route



ALT - Alternate Route

Wve - Wve Route connector



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



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

Virginia Department of Transportation
Traffic Engineering Division
2009
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	WCL Petersburg City of Petersburg	0.40	13000	G	98%	0%	1%	1%	1%	0%	F	NA		14000	G	
From: [] To: [] Bus 1 460 Washington St	Summit St City of Petersburg	0.18	13000	G	98%	0%	1%	1%	1%	0%	F	NA		14000	G	
From: [] To: [] Bus 1 460 Washington St	Elm St City of Petersburg	0.57	14000	G	96%	1%	1%	1%	1%	0%	F	0.085	F	16000	G	
From: [] To: [] Bus 1 460 Wythe St	US 1 Par, Wythe St US 1 Par, Washington St; Battersea Lane City of Petersburg	1.08	7600	G	96%	1%	1%	1%	1%	0%	C	0.082	F	8300	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			16000	G	96%	1%	1%	1%	1%	0%	F	NA		18000	G	
From: [] To: [] Bus 1 460 Wythe St	Perry St City of Petersburg	0.15	9200	G	96%	1%	1%	1%	1%	0%	F	NA		10000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			19000	G	96%	1%	1%	1%	1%	0%	F	NA		20000	G	
From: [] To: [] Bus 1 460 36 Wythe St	SR 36 Market St City of Petersburg	0.20	9900	G	96%	1%	1%	1%	1%	0%	F	NA		11000	G	
From: [] To: [] ALT Bus 1 301 460 36 Wythe St	ALT US 301 Sycamore St City of Petersburg	0.20	12000	G	96%	1%	1%	1%	1%	0%	F	NA		13000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			27000	G	95%	1%	1%	1%	2%	0%	F	NA		29000	G	
From: [] To: [] ALT 1 301 Jefferson St	Bus US 460 Jefferson St Bus US 460 Wythe St City of Petersburg	0.09	3900	G	96%	1%	1%	1%	1%	0%	F	0.082	F	0.687	4300	G
From: [] To: [] ALT 1 301 Jefferson St	Bus US 460 Par, Washington St City of Petersburg	0.26	790	G	96%	1%	1%	1%	1%	0%	F	0.096	F	0.674	860	G
From: [] To: [] ALT 1 301 3rd St	Henry St City of Petersburg	0.05	330	G	96%	1%	1%	1%	1%	0%	F	0.115	F	0.573	350	G
From: [] To: [] ALT 1 301 3rd St	US 301 Par, Bank St City of Petersburg	0.05	400	G	96%	1%	1%	1%	1%	0%	F	0.11	F	0.634	430	G
From: [] To: [] ALT 1 301 301 36 Bollingbrook St	US 301 Bollingbrook St US 301; 3RD STREET City of Petersburg	0.08	4600	G	98%	0%	1%	0%	0%	0%	F	0.122	F	0.85	5100	G
From: [] To: [] 1 301 2nd St	US 1 Par; US 301 Par; Bollingbrook St SCL Colonial Heights City of Petersburg	0.35	13000	G	99%	0%	0%	0%	0%	0%	F	NA		13000	G	
From: [] To: [] Bus 1 460 Washington St	US 1 Wythe St Battersea Lane City of Petersburg	0.31	8500	G	97%	1%	1%	1%	1%	0%	F	0.089	F	9300	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			16000	G	96%	1%	1%	1%	1%	0%	F	NA		18000	G	
			To: 123-9025 West St													

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Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
Bus 1 460 Washington St	From: 123-9025 West St City of Petersburg	0.40	9100	G	97%	1%	1%	1%	1%	0%	F	0.089	F	9900	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			17000	G	97%	1%	1%	1%	1%	0%	F	NA		18000	G	
Bus 1 460 Washington St	From: 123-9029 South St City of Petersburg	0.27	9500	G	97%	1%	1%	1%	1%	0%	C	0.087	F	10000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			19000	G	96%	1%	1%	1%	1%	0%	F	NA		20000	G	
Bus 1 460 Washington St	From: Guarantee St City of Petersburg	0.24	9500	G	97%	1%	1%	1%	1%	0%	F	0.088	F	10000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			19000	G	96%	1%	1%	1%	1%	0%	F	NA		20000	G	
1 36 Market St	From: BUS US 460 Par; SR 36 Market St SR 36; Bus US 460 Par Washington St City of Petersburg	0.38	3300	G	97%	1%	1%	0%	0%	0%	C	0.089	F	3600	G	
1 36 Old St	From: SR 36 Grove Ave SR 36; Market St City of Petersburg	0.13	3500	G	97%	1%	1%	0%	0%	0%	F	0.094	F	3800	G	
1 36 Sycamore St	From: Sycamore St Old St City of Petersburg	0.04	3400	G	97%	1%	1%	0%	0%	0%	F	0.094	F	3700	G	
1 36 Bollingbrook St	From: Bollingbrook St Sycamore St City of Petersburg	0.10	3500	G	97%	1%	1%	0%	0%	0%	F	0.088	F	0.772	3800	G
36 Fleet St	From: US 1, US 301 2nd St WCL Petersburg City of Petersburg	0.12	7900	G	99%	0%	0%	0%	0%	0%	C	0.088	F	8400	G	
36 Grove Ave	From: Grove Ave Fleet St City of Petersburg	0.54	3000	G	97%	0%	1%	1%	0%	0%	C	0.101	F	0.609	3200	G
36 1 Market St	From: US 1 Par, Market St US 1 City of Petersburg	0.38	3300	G	97%	1%	1%	0%	0%	0%	C	0.089	F	3600	G	
36 Market St	From: US 1 Par; BUS US 460 Par, Washington St City of Petersburg	0.11	5700	G	99%	0%	0%	0%	0%	0%	F	0.09	F	0.769	6100	G
36 1 460 Bus Wythe St	From: US 1, Bus US 460 Wythe St City of Petersburg	0.20	9900	G	96%	1%	1%	1%	1%	0%	F	NA		11000	G	
36 1 301 ALT Bus Wythe St	From: ALT US 301 Sycamore St City of Petersburg	0.20	12000	G	96%	1%	1%	1%	1%	0%	F	NA		13000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			27000	G	95%	1%	1%	1%	2%	0%	F	NA		29000	G	
36 460 Bus Wythe St	From: Bus US 460 City of Petersburg	0.20	16000	G	97%	1%	1%	1%	1%	0%	C	0.087	F	17000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			31000	G	95%	1%	1%	1%	2%	0%	F	NA		34000	G	
	To: I-85, I-95															

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							2Axle	3+Axle	1Trail	2Trail						
36 Bus 460 Wythe St	From: I-85, I-95															
	City of Petersburg	0.30	11000	G	97%	1%	1%	1%	1%	0%	F	0.079	F	12000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			24000	G	95%	1%	1%	1%	2%	0%	F	NA		26000	G	
			To: South Crater Rd													
36 Wythe St	From: US 301, Bus US 460 Crater Rd															
	City of Petersburg	0.43	9900	G	97%	0%	1%	1%	1%	0%	F	NA		11000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			21000	G	97%	0%	1%	1%	1%	0%	F	NA		22000	G	
			To: SR 36 Par, Washington St; Amelia St													
36 Washington St	From: SR 36 Par; Wythe St; Amelia St															
	City of Petersburg	0.87	20000	G	97%	0%	1%	1%	1%	0%	F	0.081	F	22000	G	
			To: Puddledock Rd													
36 Washington St	From: Prince George County Line															
	City of Petersburg	0.58	16000	G	97%	0%	1%	1%	1%	0%	F	0.079	F	18000	G	
			To: SR 36; Market St													
36 1 Old St	From: Sycamore St															
	City of Petersburg	0.13	3500	G	97%	1%	1%	0%	0%	0%	F	0.094	F	3800	G	
			To: Old St													
36 1 Sycamore St	From: Bollingbrook St															
	City of Petersburg	0.04	3400	G	97%	1%	1%	0%	0%	0%	F	0.094	F	3700	G	
			To: Sycamore St													
36 1 Bollingbrook St	From: US 1, US 301 2nd St															
	City of Petersburg	0.10	3500	G	97%	1%	1%	0%	0%	0%	F	0.088	F	3800	G	
			To: US 1 Par, 2nd St													
36 301 1 301 ALT Bollingbrook St	From: US 1, ALT US 301 3rd St															
	City of Petersburg	0.08	4600	G	98%	0%	1%	0%	0%	0%	F	0.122	F	5100	G	
			To: 3rd St													
36 301 Bollingbrook St	From: 5th St															
	City of Petersburg	0.15	4400	G	98%	0%	1%	0%	0%	0%	F	0.108	F	4800	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			6100	G	98%	0%	1%	0%	1%	0%	F	NA		6700	G	
			To: Crater Rd													
36 301 Bollingbrook St	From: Bollingbrook St															
	City of Petersburg	0.23	4200	G	98%	0%	1%	0%	0%	0%	C	0.116	F	4600	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			6300	G	98%	0%	1%	0%	1%	0%	C	NA		6900	G	
			To: Crater Rd													
36 301 Crater Rd	From: US 301 Par, Bank St															
	City of Petersburg	0.14	3700	G	98%	0%	1%	0%	0%	0%	F	0.115	F	4000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			7600	G	97%	1%	1%	1%	1%	0%	F	NA		8200	G	
			To: US 301, BUS US 460 Crater Rd													
36 301 Crater Rd	From: Burch St															
	City of Petersburg	0.18	3900	G	97%	1%	1%	0%	0%	0%	F	NA		4200	G	
			To: US 301, BUS US 460 Crater Rd													
36 Washington St	From: Burch St															
	City of Petersburg	0.18	11000	G	97%	0%	1%	1%	1%	0%	F	0.09	F	11000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			20000	G	97%	0%	1%	1%	1%	0%	F	NA		22000	G	
			To: Burch St													

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							2Axle	3+Axle	1Trail	2Trail						
36 Washington St	From: Burch St															
	City of Petersburg	0.25	11000	G	97%	0%	1%	1%	1%	0%	F	0.091	F	12000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			21000	G	97%	0%	1%	1%	1%	0%	F	NA		22000	G	
		To: SR 36 Wythe St; Amelia St														
North 85 460	From: SCL Petersburg															
	City of Petersburg (Maint: 26)	1.01	23000	F	88%	1%	1%	1%	9%	1%	C	0.088	F	24000	F	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			47000	F	88%	1%	1%	1%	10%	1%	C	0.088	F	46000	F	
		To: Squirrel Level Road														
North 85 460	From: Squirrel Level Road															
	City of Petersburg (Maint: 26)	2.57	25000	F	88%	1%	1%	1%	9%	1%	F	NA		26000	F	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			52000	F	88%	1%	1%	1%	10%	1%	F	NA		50000	F	
		To: I-95														
North 85 460 Ramp	From: I-85 North															
	City of Petersburg (Maint: 26)	0.10	5600	B								0.110	A	5700	B	
		To: I-95 South														
North 85 Ramp	From: I-95 North															
	City of Petersburg (Maint: 26)	0.22	5600	B								0.107	A	6000	B	
		To: Wythe St & Washington St														
North 85 Ramp	From: I-85 North Exit 68C															
	City of Petersburg (Maint: 26)	0.17	NA									NA		NA		
		To: CEUS 460-P Washington St														
North 85 Ramp	From: I-85 North Exit 68B															
	City of Petersburg (Maint: 26)	0.07	NA									NA		NA		
		To: CEUS 460 Wythe St														
South 85 460	From: SCL Petersburg															
	City of Petersburg (Maint: 26)	1.25	24000	F	87%	1%	1%	1%	10%	1%	C	0.104	A	22000	F	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			47000	F	88%	1%	1%	1%	10%	1%	C	NA		46000	F	
		To: Squirrel Level Road														
South 85 460	From: Squirrel Level Road															
	City of Petersburg (Maint: 26)	2.72	27000	F	87%	1%	1%	1%	10%	1%	F	NA		24000	F	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			52000	F	88%	1%	1%	1%	10%	1%	F	NA		50000	F	
		To: I-95														
North 95	From: Rives Rd															
	City of Petersburg (Maint: 74)	1.15	15000	A	85%	1%	1%	0%	13%	0%	F	0.118	A	14000	A	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			31000	A	85%	1%	1%	0%	13%	0%	F	0.107	A	0.571	29000	A
		To: Wagner Rd														
North 95	From: Wagner Rd															
	City of Petersburg (Maint: 74)	2.79	19000	B	85%	1%	1%	0%	13%	0%	F	0.109	A	18000	B	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			43000	B	85%	1%	1%	0%	13%	0%	F	0.096	A	0.564	40000	B
		To: US 460 West St														
North 95	From: US 460 West St															
	City of Petersburg (Maint: 74)	0.50	19000	N	85%	1%	1%	0%	13%	0%	N	0.109	N	18000	N	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			43000	N	85%	1%	1%	0%	13%	0%	N	NA		40000	N	
		To: I-85														

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Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
North 95	From: I-85															
	City of Petersburg (Maint: 26)	0.44	44000	B	91%	1%	1%	1%	7%	0%	F	0.094	A	43000	B	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			87000	B	91%	1%	1%	1%	7%	0%	F	0.091	A	0.518	84000	B
North 95	From: US 301, Bus US 460 Washington St															
	City of Petersburg (Maint: 26)	0.64	NA									NA		NA		
Combined Traffic Estimates for Parallel Roadways on this Route:			NA									NA		NA		
North 95 Ramp	From: I-95 North															
	City of Petersburg (Maint: 74)	0.17	840	A								NA		830	A	
To: 123-9008 Rives Rd																
North 95 Ramp	From: I-95 North															
	City of Petersburg (Maint: 74)	0.35	290	A								0.198	B	320	A	
To: 123-9010 Wagner Rd																
North 95 Ramp	From: Ramp From US 460 West															
	City of Petersburg (Maint: 74)	0.26	10000	A								0.139	A	11000	A	
To: Ramp to US 301 North																
North 95 Ramp	From: Ramp From US 301															
	City of Petersburg (Maint: 74)	0.14	14000	B								0.119	A	15000	B	
To: Ramp to Wythe & Washington Streets																
South 95	From: SCL Petersburg															
	City of Petersburg (Maint: 74)	0.34	14000	A	85%	1%	1%	0%	13%	0%	F	0.117	A	13000	A	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			28000	A	85%	1%	1%	0%	13%	0%	F	NA		25000	A	
South 95	From: Rives Rd															
	City of Petersburg (Maint: 74)	1.22	16000	A	85%	1%	1%	0%	13%	0%	F	0.113	A	15000	A	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			31000	A	85%	1%	1%	0%	13%	0%	F	0.107	A	0.571	29000	A
South 95	From: Wagner Rd															
	City of Petersburg (Maint: 74)	2.29	23000	B	85%	1%	1%	0%	13%	0%	F	0.097	A	22000	B	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			43000	B	85%	1%	1%	0%	13%	0%	F	0.096	A	0.564	40000	B
South 95	From: US 460 County Rd; US 301 Crater Rd															
	City of Petersburg (Maint: 74)	0.53	23000	N	85%	1%	1%	0%	13%	0%	N	0.097	N	22000	N	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			43000	N	85%	1%	1%	0%	13%	0%	N	NA		40000	N	
South 95	From: I-85															
	City of Petersburg (Maint: 26)	0.66	43000	B	90%	1%	1%	1%	7%	0%	F	0.095	A	41000	B	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			87000	B	91%	1%	1%	1%	7%	0%	F	0.091	A	0.518	84000	B
South 95	From: US 301, Bus US 460 Washington St															
	City of Petersburg (Maint: 26)	0.48	NA									NA		NA		
Combined Traffic Estimates for Parallel Roadways on this Route:			NA									NA		NA		
To: SCL Colonial Heights																

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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						
South 95 Ramp	From: I-95 South City of Petersburg (Maint: 74) To: 123-9010 Wagner Rd	0.31	4900	B								0.100	A	5400	B	
South 95 460 Ramp	From: I-95 South City of Petersburg (Maint: 74) To: Ramp to Graham Rd	0.06	8900	B								0.101	A	9700	B	
South 95 460 460 Bus 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	11000	A								0.118	A	12000	A	
106 Courthouse Rd	From: US 460 County Rd City of Petersburg To: ECL Petersburg	0.10	7500	G	95%	1%	1%	1%	2%	0%	F	0.089	F	8100	G	
109 Hickory Hill Rd	From: US 460 County Rd City of Petersburg To: ECL Petersburg	0.88	6600	G	98%	0%	0%	1%	0%	0%	C	0.124	F	7100	G	
109 Hickory Hill Rd	From: ECL Petersburg City of Petersburg To: Dead End; Fort Lee Military Reservation, Mahone Av	0.03	6600	N	98%	0%	0%	1%	0%	0%	N	0.124	N	7100	N	
142 Boydton Plank Rd	From: WCL Petersburg City of Petersburg To: Dupuy Rd	0.16	3400	G	98%	0%	0%	0%	1%	0%	F	0.096	F	3700	G	
142 Boydton Plank Rd	From: Dupuy Rd City of Petersburg To: Rt 604 Halifax Rd	1.24	3100	G	98%	0%	0%	0%	1%	0%	C	0.083	F	3400	G	
142 Halifax Rd	From: Rt 604 Halifax Rd City of Petersburg To: CSX RR	0.06	5800	G	98%	0%	0%	0%	1%	0%	F	0.079	F	0.524	6300	G
301 Crater Rd	From: SCL Petersburg City of Petersburg To: Rives Rd	0.21	8600	G	99%	0%	0%	0%	0%	0%	F	0.096	F	9400	G	
301 Crater Rd	From: Rives Rd City of Petersburg To: Wagner Rd	0.90	9800	G	99%	0%	0%	0%	0%	0%	C	0.091	F	11000	G	
301 Crater Rd	From: Wagner Rd City of Petersburg To: Flank Rd	0.43	21000	G	99%	0%	0%	0%	0%	0%	F	NA		23000	G	
301 Crater Rd	From: Flank Rd City of Petersburg To: ALT US 301 Sycamore St	0.87	22000	G	99%	0%	0%	0%	0%	0%	F	0.084	F	24000	G	
301 Crater Rd	From: ALT US 301 Sycamore St City of Petersburg To: South Blvd	0.26	16000	G	98%	0%	1%	0%	0%	0%	C	0.088	F	17000	G	
301 Crater Rd	From: South Blvd City of Petersburg To: I-95, Bus US 460	0.73	22000	G	98%	0%	1%	0%	0%	0%	F	0.084	F	24000	G	
Bus 301 460 Crater Rd	From: I-95, Bus US 460 City of Petersburg (Maint: 26) To: I-95; Bus US 460 Par, Winfield Rd	0.09	11000	N	97%	1%	1%	0%	0%	0%	N	0.087	N	12000	N	

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							2Axle	3+Axle	1Trail	2Trail						
From: Maintenance Jurisdiction Change																
Bus 301 460 Crater Rd	City of Petersburg	0.98	11000	G	97%	1%	1%	0%	0%	0%	C	0.087	F	12000	G	
To: SR 36, Bus US 460 Wythe St																
From: SR 36, Bus US 460 Wythe St																
Bus 301 460 Crater Rd	City of Petersburg	0.10	7800	G	97%	1%	1%	0%	0%	0%	F	0.087	F	8500	G	
To: SR 36 Par, Bus US 460 Par, Washington St																
From: SR 36 Par, Bus US 460 Par, Washington St																
301 36 Crater Rd	City of Petersburg	0.18	3900	G	97%	1%	1%	0%	0%	0%	F	NA		4200	G	
To: US 301 Par, Bank St																
From: US 301 Par, Bank St																
301 36 Crater Rd	City of Petersburg	0.14	3700	G	98%	0%	1%	0%	0%	0%	F	0.115	F	0.839	4000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			7600	G	97%	1%	1%	1%	1%	0%	F	NA		8200	G	
To: Bollingbrook St																
From: Bollingbrook St																
301 36 Bollingbrook St	City of Petersburg	0.23	4200	G	98%	0%	1%	0%	0%	0%	C	0.116	F	4600	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			6300	G	98%	0%	1%	0%	0%	0%	C	NA		6900	G	
To: 5th St																
From: 5th St																
301 36 Bollingbrook St	City of Petersburg	0.15	4400	G	98%	0%	1%	0%	0%	0%	F	0.108	F	0.786	4800	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			6100	G	98%	0%	1%	0%	0%	0%	F	NA		6700	G	
To: 3rd St																
From: 3rd St																
301 1 301 36 Bollingbrook St	City of Petersburg	0.08	4600	G	98%	0%	1%	0%	0%	0%	F	0.122	F	0.85	5100	G
To: US 1 Par, 2nd St																
From: US 1 Par, 2nd St																
301 1 2nd St	City of Petersburg	0.35	13000	G	99%	0%	0%	0%	0%	0%	F	NA		13000	G	
To: SCL Colonial Heights																
From: SCL Colonial Heights																
301 36 Bank St	City of Petersburg	0.24	2100	G	96%	1%	1%	1%	1%	0%	C	0.102	F	2300	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			6300	G	98%	0%	1%	0%	0%	0%	C	NA		6900	G	
To: 5th St																
From: 5th St																
301 36 Bank St	City of Petersburg	0.15	1700	G	96%	1%	1%	1%	1%	0%	F	0.105	F	1900	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			6100	G	98%	0%	1%	0%	0%	0%	F	NA		6700	G	
To: 3rd St																
From: 3rd St																
301 1 301 36 Bank St	City of Petersburg	0.09	1600	G	96%	1%	1%	1%	1%	0%	F	0.100	F	1800	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			6300	G	98%	0%	1%	0%	0%	0%	F	NA		6800	G	
To: ALT US 301 Par, 2nd St																
From: ALT US 301 Par, 2nd St																
ALT 301 Sycamore St	City of Petersburg	0.30	7600	G	99%	0%	0%	0%	0%	0%	F	NA		8200	G	
To: South Blvd																
From: South Blvd																
ALT 301 Sycamore St	City of Petersburg	0.95	5000	G	99%	0%	0%	0%	0%	0%	C	0.084	F	5500	G	
To: North Blvd																
From: North Blvd																
ALT 301 Sycamore St	City of Petersburg	0.42	7300	G	99%	0%	0%	0%	0%	0%	F	0.075	F	8000	G	
To: Graham Rd																

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							2Axle	3+Axle	1Trail	2Trail						
ALT 301 Sycamore St	From: Graham Rd City of Petersburg To: US 1 Wythe St	0.56	9600	G	99%	0%	0%	0%	0%	0%	F	0.078	F	10000	G	
ALT 301 1 Bus 460 36 Wythe St	From: US 1 City of Petersburg To: Bus US 460 Jefferson St	0.20	12000	G	96%	1%	1%	1%	1%	0%	F	NA	F	13000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 27000 G 95% 1% 1% 1% 2% 0% F NA 29000 G																
ALT 301 1 Jefferson St	From: Bus US 460 Wythe St City of Petersburg To: Bus US 460 Par, Washington St	0.09	3900	G	96%	1%	1%	1%	1%	0%	F	0.082	F	0.687	4300	G
ALT 301 1 Jefferson St	From: Bus US 460 Par, Washington St City of Petersburg To: Henry St	0.26	790	G	96%	1%	1%	1%	1%	0%	F	0.096	F	0.674	860	G
ALT 301 1 3rd St	From: Henry St City of Petersburg To: US 301 Par, Bank St	0.05	330	G	96%	1%	1%	1%	1%	0%	F	0.115	F	0.573	350	G
ALT 301 1 3rd St	From: US 301 Par, Bank St City of Petersburg To: US 301 Bollingbrook St	0.05	400	G	96%	1%	1%	1%	1%	0%	F	0.11	F	0.634	430	G
ALT 301 301 1 36 Bollingbrook St	From: US 1, ALT US 301 3rd St City of Petersburg To: US 301	0.08	4600	G	98%	0%	1%	0%	0%	0%	F	0.122	F	0.85	5100	G
ALT 301 Sycamore St	From: US 1 Wythe St City of Petersburg To: Bus US 460 Washington St	0.09	6700	G	99%	0%	0%	0%	0%	0%	F	NA	F	7300	G	
ALT Bus Bus 301 460 460 36 Washington St	From: Bus US 460 Par City of Petersburg To: Bus US 460 Washington St	0.09	14000	G	93%	1%	1%	2%	3%	0%	F	0.079	F	16000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 27000 G 95% 1% 1% 1% 2% 0% F NA 29000 G																
ALT 301 Adams St	From: Bus US 460 Washington St City of Petersburg To: Franklin St	0.06	7600	G	99%	0%	0%	0%	0%	0%	F	NA	F	8200	G	
ALT 301 Adams St	From: Franklin St City of Petersburg To: Henry St	0.16	7300	G	99%	0%	0%	0%	0%	0%	C	NA	F	8000	G	
460 85	From: SCL Petersburg City of Petersburg (Maint: 26) To: Squirrel Level Road	1.01					See I-85 for directional traffic volume estimates for this segment.									
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 47000 F 88% 1% 1% 1% 10% 1% C 0.088 F 46000 F																
460 85	From: Squirrel Level Road City of Petersburg (Maint: 26) To: I-85 S	2.57					See I-85 for directional traffic volume estimates for this segment.									
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 52000 F 88% 1% 1% 1% 10% 1% F NA 50000 F																
460 85 Ramp	From: I-85 S City of Petersburg (Maint: 26) To: I-95 SB	0.10					See I-85 for directional traffic volume estimates for this segment.									

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							2Axle	3+Axle	1Trail	2Trail						
From: I-85 To: Ramp City of Petersburg (Maint: 74)	0.06															
See I-95 for directional traffic volume estimates for this segment.																
From: Graham Rd To: Ramp from US 301 City of Petersburg (Maint: 74)	0.27															
See I-95 for directional traffic volume estimates for this segment.																
From: US 460 To: I-95 City of Petersburg	0.60	18000	G	92%	0%	1%	1%	6%	0%	C	0.096	F		20000	G	
From: SR 109 Hickory Hill Rd To: County Dr City of Petersburg	2.16	9300	A	89%	1%	1%	1%	8%	0%	C	0.099	A	0.501	9800	A	
From: SR 106 Courthouse Rd To: County Dr City of Petersburg	0.34	13000	G	89%	1%	1%	1%	8%	0%	F	0.087	F		14000	G	
From: ECL Petersburg To: County Dr City of Petersburg	0.40	13000	G	98%	0%	1%	1%	1%	0%	F	NA			14000	G	
From: WCL Petersburg To: Washington St City of Petersburg	0.18	13000	G	98%	0%	1%	1%	1%	0%	F	NA			14000	G	
From: Summit St To: Washington St City of Petersburg	0.57	14000	G	96%	1%	1%	1%	1%	0%	F	0.085	F		16000	G	
From: Elm St To: Washington St City of Petersburg	1.08	7600	G	96%	1%	1%	1%	1%	0%	C	0.082	F		8300	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 16000 G 96% 1% 1% 1% 1% 0% F NA 18000 G																
From: Perry St To: Wythe St City of Petersburg	0.15	9200	G	96%	1%	1%	1%	1%	0%	F	NA			10000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 19000 G 96% 1% 1% 1% 1% 0% F NA 20000 G																
From: SR 36 Market St To: Wythe St City of Petersburg	0.20	9900	G	96%	1%	1%	1%	1%	0%	F	NA			11000	G	
From: ALT US 301 Sycamore St To: Wythe St City of Petersburg	0.20	12000	G	96%	1%	1%	1%	1%	0%	F	NA			13000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 27000 G 95% 1% 1% 1% 2% 0% F NA 29000 G																
From: US 1 Jefferson St To: Wythe St City of Petersburg	0.20	16000	G	97%	1%	1%	1%	1%	0%	C	0.087	F		17000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 31000 G 95% 1% 1% 1% 2% 0% F NA 34000 G																
From: I-85, I-95 To: Wythe St City of Petersburg	0.30	11000	G	97%	1%	1%	1%	1%	0%	F	0.079	F		12000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 24000 G 95% 1% 1% 1% 2% 0% F NA 26000 G																
From: SR 36; US 301 Crater Rd																

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							2Axle	3+Axle	1Trail	2Trail						
Bus 460 301 Crater Rd	From: SR 36; US 301 Wythe St City of Petersburg	0.98	11000	G	97%	1%	1%	0%	0%	0%	C	0.087	F	12000	G	
	To: Maintenance Jurisdiction Change															
Bus 460 301 Crater Rd	From: I-95; BUS US 460 Par, Winfield Rd City of Petersburg (Maint: 26)	0.09	11000	N	97%	1%	1%	0%	0%	0%	N	0.087	N	12000	N	
	To: US 301 Crater Rd															
Bus 460 95 460 Ramp from I-85 N to I-95 S	From: Ramp from US 301 North City of Petersburg (Maint: 74)	0.27														
	To: Bus US 460															
Bus 460 1 Washington St	From: US 1 Wythe St Battersea Lane City of Petersburg	0.31	8500	G	97%	1%	1%	1%	1%	0%	F	0.089	F	9300	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		16000	G	96%	1%	1%	1%	1%	0%	F	NA		18000	G	
	To: 123-9025 West St															
Bus 460 1 Washington St	From: 123-9025 West St City of Petersburg	0.40	9100	G	97%	1%	1%	1%	1%	0%	F	0.089	F	9900	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		17000	G	97%	1%	1%	1%	1%	0%	F	NA		18000	G	
	To: 123-9029 South St															
Bus 460 1 Washington St	From: 123-9029 South St City of Petersburg	0.27	9500	G	97%	1%	1%	1%	1%	0%	C	0.087	F	10000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		19000	G	96%	1%	1%	1%	1%	0%	F	NA		20000	G	
	To: Guarantee St															
Bus 460 1 Washington St	From: Guarantee St City of Petersburg	0.24	9500	G	97%	1%	1%	1%	1%	0%	F	0.088	F	10000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		19000	G	96%	1%	1%	1%	1%	0%	F	NA		20000	G	
	To: North Market St															
Bus 460 36 Washington St	From: US 1 Par; SR 36 Market St City of Petersburg	0.19	12000	G	93%	1%	1%	2%	3%	0%	F	NA		13000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		22000	G	95%	1%	1%	1%	2%	0%	F	NA		24000	G	
	To: ALT US 301 Par, Sycamore St															
Bus ALT 460 301 36 Washington St	From: ALT US 301 Par, Sycamore St City of Petersburg	0.09	14000	G	93%	1%	1%	2%	3%	0%	F	0.079	F	16000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		27000	G	95%	1%	1%	1%	2%	0%	F	NA		29000	G	
	To: ALT US 301 Par, Adams St															
Bus ALT 460 301 36 Washington St	From: ALT US 301 Par, Adams St City of Petersburg	0.10	14000	G	93%	1%	1%	2%	3%	0%	F	0.081	F	15000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		27000	G	95%	1%	1%	1%	2%	0%	F	NA		29000	G	
	To: US 1 Jefferson St															
Bus 460 36 Washington St	From: US 1 Jefferson St City of Petersburg	0.24	15000	G	93%	1%	1%	2%	3%	0%	F	0.079	F	17000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		31000	G	95%	1%	1%	1%	2%	0%	F	NA		34000	G	
	To: I-95															
Bus 460 36 Washington St	From: I-95 City of Petersburg	0.24	13000	G	93%	1%	1%	2%	3%	0%	C	0.088	F	14000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		24000	G	95%	1%	1%	1%	2%	0%	F	NA		26000	G	
	To: US 301 Crater Rd															

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							2Axle	3+Axle	1Trail	2Trail						
Bus 460 301 Crater Rd	From: US 301 Crater Rd City of Petersburg	0.10	7800	G	97%	1%	1%	0%	0%	0%	F	0.087	F	8500	G	
Bus 460 301 Crater Rd	To: SR 36, BUS US 460 Wythe St From: City of Petersburg	0.98	11000	G	97%	1%	1%	0%	0%	0%	C	0.087	F	12000	G	
Bus 460 Winfield Rd	To: Maintenance Jurisdiction Change From: US 301 Crater Rd City of Petersburg	0.43	1500	G	97%	1%	1%	0%	1%	0%	C	0.096	F	0.969	1600	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		1500	G								NA		NA		
Bus 460 Winfield Rd	To: State Maintenance Boundary From: City of Petersburg (Maint: 26)	0.09	1500	G	97%	1%	1%	0%	1%	0%	C	0.096	F	0.969	1600	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		1500	G								NA		NA		
	To: US 460 County Rd															

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						2Axle	3+Axle	1Trail	2Trail							
City of Petersburg																
(F329) Lake Shore Dr	0.17	10	R								NA		NA			03/17/2008
From: Dead End																
To: 74-1102 Lakeshore Dr																
(F330) N Normandy Dr	2.93	3700	R								NA		NA			03/17/2008
From: Dead End																
To: FR-331 Service Rd																
(F331) Service Rd	0.78	1400	R								NA		NA			03/17/2008
From: Dead End																
To: Dead End																
(3) Vaughn Rd	0.64	1000	G								0.087	F	0.689	1100	G	2009
From: SCL Petersburg; 26-675																
To: 123-9013 Halifax Rd																
(4) Wells Rd	0.41	3900	G	87%	0%	1%	3%	8%	0%	C	0.087	F	0.559	4300	G	2009
From: Halifax Rd																
To: Squirrel Level Rd																
(9002) Halifax Rd	0.18	6400	G	99%	1%	1%	0%	0%	0%	F	0.08	F	0.526	7000	G	2009
From: CSX RR																
To: Patterson St																
(9002) Halifax St	0.58	5600	G	99%	1%	1%	0%	0%	0%	F	0.084	F		6100	G	2009
From: Bayers Lane																
To: Virginia Ave																
(9002) Halifax St	0.19	5900	G	99%	1%	1%	0%	0%	0%	F	0.08	F		6400	G	2009
From: Lee Ave																
To: Virginia Ave																
(9002) Halifax St	0.37	8300	G	99%	1%	1%	0%	0%	0%	F	0.077	F		9000	G	2009
From: Lee Ave																
To: Liberty St																
(9002) Halifax St	0.28	8500	G	99%	1%	1%	0%	0%	0%	C	0.078	F		9200	G	2009
From: US 1, US 460 W Wythe St																
To: US 1, US 460 W Washington St																
(9002) Union St	0.12	3800	G								NA			4200	G	2009
From: US 1, US 460 W Washington St																
To: W Tabb St																
(9004) Defense Rd	0.47	2200	G	98%	0%	0%	1%	1%	0%	C	0.096	F	0.649	2400	G	2009
From: Boynton Plank Rd																
To: Squirrel Level Rd																
(9004) Defense Dr	1.77	3700	G	99%	1%	0%	0%	0%	0%	F	0.076	F	0.639	4000	G	2009
From: Johnson Rd																
To: Johnson Rd																
(9004) South Boulevard	0.92	8200	G	99%	1%	0%	0%	0%	0%	C	0.091	F		8900	G	2009
From: S. Sycamore St																
To: S. Sycamore St																
(9004) South Boulevard	0.18	5600	G	99%	1%	0%	0%	0%	0%	F	0.095	F	0.501	6100	G	2009
From: Crater Rd																
To: Crater Rd																
(9004) South Boulevard	0.72	2100	G	99%	1%	0%	0%	0%	0%	F	0.087	F	0.571	2200	G	2009
From: Anderson St																
To: Anderson St																
(9006) Flank Rd	0.96	1900	G	96%	0%	0%	3%	0%	0%	C	0.099	F	0.609	2100	G	2009
From: Halifax Rd																
To: Johnson Rd																
(9006) Flank Rd	0.47	3100	G	96%	0%	0%	3%	0%	0%	F	0.086	F	0.573	3400	G	2009
From: Johnson Rd																
To: Birdsong Rd																
(9006) Flank Rd	0.75	2500	G	96%	0%	0%	3%	0%	0%	F	0.086	F	0.503	2800	G	2009
From: Birdsong Rd																
To: Fort Hayes Dr																
(9006) Flank Rd	0.91	3100	G	98%	0%	1%	0%	1%	0%	C	0.082	F	0.581	3400	G	2009
From: Fort Hayes Dr																
To: Flank Rd N																
(9006) Flank Rd (1-Way)	0.13	2400	G	98%	1%	1%	0%	0%	0%	C	0.082	F		2600	G	2009
From: Flank Rd N																
To: US 301 S Crater Rd																

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						2Axle	3+Axle	1Trail	2Trail								
City of Petersburg																	
9008 Rives Rd	0.55	6700	G	98%	0%	1%	0%	1%	0%	C	0.09	F		7200	G	2009	
						From: US 301 S Crater Rd											
						To: I-95											
9008 Rives Rd	0.27	5400	G	98%	0%	0%	0%	1%	0%	C	0.1	F		5800	G	2009	
						From: ECL Petersburg											
						To: 123-9008 Rives Rd											
9008 Ramp	0.17	800	A								0.138	A		820	A	2009	
						From: I-95 South											
						To: SR 142 Boydton Plank Rd											
9009 Dupuy Rd	1.24	430	G	98%	1%	1%	0%	0%	0%	F	0.105	F	0.531	470	G	2009	
						From: Grigg St											
9009 Dupuy St	0.58	2000	G	98%	1%	1%	0%	0%	0%	F	0.084	F	0.506	2100	G	2009	
						From: Youngs Rd											
9009 Farmer St	0.86	3600	G	98%	1%	1%	0%	0%	0%	C	0.085	F		3900	G	2009	
						From: S. South St											
9009 Farmer St	0.47	2800	G	98%	1%	1%	0%	0%	0%	F	0.114	F	0.656	3100	G	2009	
						From: Halifax St											
						To: S Crater Rd											
9010 Wagner Rd	0.73	15000	G	98%	0%	0%	0%	1%	0%	C	0.088	F		17000	G	2009	
						From: I-95											
9010 Wagner Rd	1.60	11000	G	94%	0%	1%	1%	4%	0%	C	0.090	F		12000	G	2009	
						From: County Dr											
						To: SCL Petersburg											
9011 Squirrel Level Rd	0.82	860	G	99%	0%	0%	0%	0%	0%	C	0.135	F	0.555	940	G	2009	
						From: Wells Rd											
9011 Squirrel Level Rd	0.25	4900	G	90%	0%	1%	3%	7%	0%	C	0.089	F		5300	G	2009	
						From: Ramp To I-85											
9011 Squirrel Level	0.20	7500	G	98%	1%	1%	0%	0%	0%	F	0.08	F		8100	G	2009	
						From: Boydton Plank Rd											
9011 Young Rd	0.55	4000	G	98%	1%	1%	0%	0%	0%	F	0.082	F	0.569	4400	G	2009	
						From: Valor Dr											
9011 Young Rd	0.59	2600	G	98%	1%	1%	0%	0%	0%	C	0.085	F	0.534	2800	G	2009	
						From: 123-9009 Dupuy Rd											
						To: 123-9011 I-85-N065A FROM & TO RT 8											
9011 Ramp	0.15	4100	F								NA			4400	F	2009	
						From: I-85-N FROM SQUIRREL LEVEL ROAD											
						To: West St											
9012 Lee Ave	0.56	2700	G	97%	2%	1%	0%	0%	0%	C	0.087	F	0.557	3000	G	2009	
						From: Halifax St											
9012 Porterville St	0.15	1300	G	99%	1%	0%	0%	0%	0%	F	0.080	F	0.518	1400	G	2009	
						From: Harding St											
9012 New St	0.18	1200	G	99%	1%	0%	0%	0%	0%	C	0.086	F	0.627	1300	G	2009	
						From: Harrison St											
						To: New St											
9012 Harrison St	0.03	930	G	99%	1%	0%	0%	0%	0%	F	0.088	F		1000	G	2009	
						From: Corling St											
						To: Harrison St											
9012 Corling St	0.09	500	G	99%	1%	0%	0%	0%	0%	F	0.08	F		550	G	2009	
						From: S. Sycamore St											
9012 Graham Rd	0.83	6800	G	99%	0%	0%	0%	0%	0%	F	0.083	F	0.548	7400	G	2009	
						From: Ramp From I-95											
9012 Graham Rd	0.14	11000	G	99%	0%	0%	0%	0%	0%	C	0.086	F		12000	G	2009	
						From: Crater Rd											

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						2Axle	3+Axle	1Trail	2Trail							
City of Petersburg																
(9013) Halifax Rd	1.79	3200	G	89%	0%	From: SCL Petersburg				C	0.087	F	0.567	3500	G	2009
(9013) Halifax Rd	0.98	510	G	98%	0%	From: Wells Rd				C	0.104	F	0.517	550	G	2009
						To: Boydton Plank Rd										
(9015) Johnson Rd	0.01	1500	G	99%	0%	From: SCL Petersburg				F	0.124	F	0.63	1700	G	2009
(9015) Johnson Rd	0.54	1000	G	99%	0%	From: Flank Rd				C	0.095	F	0.623	1100	G	2009
(9015) Johnson Rd	1.39	5300	G	99%	0%	From: Birdsong Rd				F	0.107	F	0.609	5700	G	2009
(9015) Johnson Rd	0.46	6200	G	99%	0%	From: South Blvd				F	0.084	F	0.595	6700	G	2009
(9015) Johnson Rd	0.37	4700	G	99%	0%	From: North Blvd				F	0.086	F	0.591	5100	G	2009
(9015) High Pearl St	0.20	4900	G	99%	0%	From: St Luke St				F	0.083	F	0.516	5300	G	2009
(9015) High Pearl St	0.08	3400	G	98%	1%	From: Virginia Ave				F	0.087	F	0.545	3700	G	2009
(9015) Harding St	0.22	1700	G	98%	1%	From: ST Matthew St ST Matthews St				C	0.082	F	0.569	1800	G	2009
(9015) Harding St	0.27	860	G	98%	1%	From: Porterville St PortersvilleSt				F	0.087	F		940	G	2009
(9017) Birdsong Rd	0.62	840	G	98%	1%	From: SCL Petersburg				C	0.098	F	0.885	910	G	2009
						To: Johnson Rd										
(9021) N Sycamore St	0.18	3000	G	96%	1%	From: W Washington St				F	0.099	F		3200	G	2009
(9021) N Sycamore St	0.15	2500	G	96%	1%	From: W Tabb St				C	0.093	F		2800	G	2009
						To: Bollingbrook St										
(9023) North Blvd	0.57	2800	G	99%	0%	From: Johnson Rd				C	0.088	F	0.653	3000	G	2009
						To: S Sycamore St										
(9025) Virginia Ave	0.22	420	G	96%	3%	From: Gates Lane				C	0.108	F		460	G	2009
(9025) Virginia Ave	0.32	2200	G	96%	3%	From: Harding Street				F	0.090	F	0.616	2400	G	2009
(9025) Young Ave	0.20	2300	G	98%	1%	From: Halifax Street				C	0.087	F	0.528	2500	G	2009
(9025) Young Ave	0.11	3200	G	98%	1%	From: Arlington Street				F	0.095	F	0.530	3500	G	2009
(9025) S West St	0.28	3500	G	98%	1%	From: West Street Young Avenue				F	0.088	F	0.541	3900	G	2009
(9025) S West St	0.23	4700	G	98%	1%	From: Augusta Avenue				F	0.085	F	0.511	5100	G	2009
(9025) S West St	0.14	3600	G	98%	1%	From: Farmer St				F	0.085	F	0.534	4000	G	2009
(9025) S West St	0.07	2800	G	98%	1%	From: W Wythe St				F	0.087	F	0.531	3100	G	2009
						To: W Washington St										

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						2Axle	3+Axle	1Trail	2Trail							
City of Petersburg																
(9027) S West St	0.63	2000	G	98%	1%	1%	0%	0%	0%	C	0.082	F	0.558	2200	G	2009
(9029) S. South St	0.36	2400	G	99%	0%	0%	0%	0%	0%	C	0.082	F		2700	G	2009
(9029) S. South St	0.09	4100	G	99%	0%	0%	0%	0%	0%	F	0.092	F		4500	G	2009
(9029) N. South St	0.20	6800	G	99%	0%	0%	0%	0%	0%	F	0.081	F		7400	G	2009
(9029) High St	0.02	1100	G	99%	0%	0%	0%	0%	0%	F	0.084	F	0.595	1200	G	2009
(9029) Canal St	0.20	6500	G	99%	0%	0%	0%	0%	0%	C	0.08	F		7100	G	2009
(9031) Byrne St	0.40	640	G	96%	1%	3%	0%	0%	0%	C	0.09	F		700	G	2009
(9031) S. Market St	0.12	4100	G	96%	1%	3%	0%	0%	0%	F	0.089	F		4500	G	2009
(9033) Apollo St	0.14	1800	G	99%	0%	0%	0%	0%	0%	F	0.097	F	0.505	1900	G	2009
(9033) Jefferson St	0.58	2700	G	99%	0%	0%	0%	0%	0%	C	0.091	F	0.633	3000	G	2009
(9033) Henry St	0.04	660	G	99%	0%	0%	0%	0%	0%	F	0.099	F	0.536	720	G	2009
(9038) Puddledock Rd	0.40	6200	G	93%	0%	1%	4%	2%	0%	C	0.094	F		6700	G	2009
(9046) High St	0.58	1200	G	99%	0%	1%	0%	0%	0%	C	0.088	F	0.69	1300	G	2009
(9046) W Bank St	0.14	2100	G	99%	0%	1%	0%	0%	0%	F	0.108	F		2300	G	2009
(9046) E Bank St	0.11	2700	G	98%	0%	1%	0%	0%	0%	C	0.108	F		2900	G	2009
(9046) Bank St	0.25	2500	G	96%	1%	2%	1%	1%	0%	C	0.101	F		2800	G	2009
(9046) Bank St	0.21	3200	G	96%	1%	2%	1%	1%	0%	F	0.094	F		3400	G	2009
(9048) W Tabb St	0.09	1600	G	98%	1%	1%	0%	0%	0%	F	0.124	F	0.674	1700	G	2009
(9048) W Tabb St	0.06	1600	G	98%	1%	1%	0%	0%	0%	F	0.108	F	0.632	1700	G	2009
(9048) E Tabb St	0.12	1000	G	98%	1%	1%	0%	0%	0%	C	0.116	F	0.586	1100	G	2009
(9053) Baylors Ln	0.65	1800	G	99%	1%	0%	0%	0%	0%	C	0.097	F	0.595	1900	G	2009

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						2Axle	3+Axle	1Trail	2Trail							
City of Petersburg																
(9055) Madison St	0.05	1700	G	95%	1%	2%	1%	2%	0%	F	0.098	F	0.925	1800	G	2009
						From: E Washington St										
						To: Franklin St										
(9055) Madison St	0.18	1200	G	95%	1%	2%	1%	2%	0%	C	0.085	F	0.766	1300	G	2009
						From: E Bank St										
						To: Bollingbrook St										
(9055) Madison St	0.07	880	G	95%	1%	2%	1%	2%	0%	F	0.096	F	0.811	960	G	2009
						From: E Bank St										
						To: Bollingbrook St										
(9057) Fifth St	0.05	380	G								0.126	F	0.804	420	G	2009
						From: Bollingbrook St										
						To: River St										
(9057) Fifth St	0.08	530	G	87%	2%	2%	3%	5%	0%	C	0.104	F	0.729	580	G	2009
						From: Flank Rd One-Way										
						To: US 301 S Crater Rd										
(9059) Flank Rd N	0.20	3900	G	98%	1%	1%	0%	0%	0%	C	0.09	F		4300	G	2009
						From: E Wythe St										
						To: E Washington St										
(9065) S Adams St	0.10	5200	G								0.090	F		5600	G	2009
						From: 6Th St										
						To: 7Th St										
Accomack St		280	G								0.097	F	0.702	310	G	2009
						From: Old Church St										
						To: Center St										
Cameron St		380	G								0.184	F	0.512	420	G	2009
						From: Prince George Ave										
						To: Brunswick St										
Culpeper Ave		410	G								0.108	F	0.695	440	G	2009
						From: Halifax Rd										
						To: Hawk St										
Custer St		400	G								0.108	F	0.58	430	G	2009
						From: Busby St										
						To: Halcun Dr										
Darby Dr		260	G								0.127	F	0.528	280	G	2009
						From: Dering Rd										
						To: Hoke Dr										
Gordon Dr		340	G								0.093	F		370	G	2009
						From: Valley Dr										
						To: Midland Rd										
Homestead Dr		690	G								0.115	F		750	G	2009
						From: Filmore St										
						To: ST Andrews St										
Jefferson St		3200	G								0.088	F	0.624	3400	G	2009
						From: Bolling Street										
						To: Chestnut Street										
Kirkham St		440	G								0.087	F	0.532	480	G	2009
						From: Nivram St										
						To: Retang Rd										
North Park Dr		850	G								0.098	F		930	G	2009
						From: Homestead Dr										
						To: Midland Rd										
Oakmont Dr		110	G								0.114	F	0.741	120	G	2009
						From: Bollingbrook St										
						To: Miller St										

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						2Axle	3+Axle	1Trail	2Trail							
City of Petersburg																
Patterson Ave		1000	G			From: Floyd St				0.125	F	0.635	1100	G	2009	
						To: Carver St										
Pleasants Ln		890	G			From: Valor Dr				0.143	F	0.684	960	G	2009	
						To: Dupuy Rd										
Richmond Ave		850	G			From: Ash St				0.084	F	0.547	920	G	2009	
						To: Nash St										
Rollingwood Rd		110	G			From: Valley St				0.141	F		120	G	2009	
						To: Homestead Dr										
South Park Dr		2000	G			From: Forest Hill Rd				0.09	F		2200	G	2009	
						To: West Park Dr										
St Matthew St		3100	G			From: High Pearl St				0.078	F	0.565	3300	G	2009	
						To: Harding St										
Talley Ave		690	G			From: Custer St				0.265	F	0.581	750	G	2009	
						To: Edmonds Ct										