

**2008**

**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

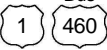


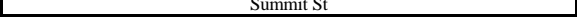

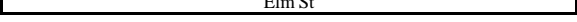

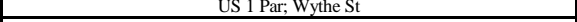




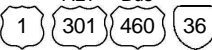
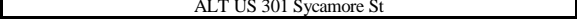

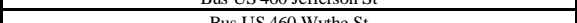
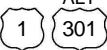
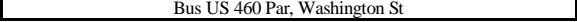
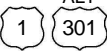
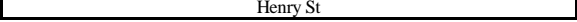
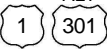
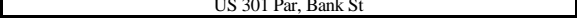


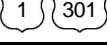
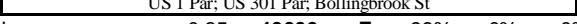
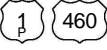

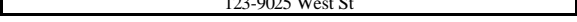
## Route Systems

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

Virginia Department of Transportation  
Traffic Engineering Division  
2008  
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:  Washington St	To: 	City of Petersburg	0.40	13000	F	98%	0%	1%	1%	1%	0%	F	NA		14000	F	
From:  Washington St	To: 	City of Petersburg	0.18	13000	F	98%	0%	1%	1%	1%	0%	F	NA		14000	F	
From:  Washington St	To: 	City of Petersburg	0.57	14000	F	96%	1%	1%	1%	1%	0%	F	0.085	F	16000	F	
From:  Wythe St	To: 	City of Petersburg	1.08	7700	F	96%	1%	1%	1%	1%	0%	C	0.082	F	8300	F	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:				16000	F	96%	1%	1%	1%	1%	0%	F	0.083	F	18000	F	
From:  Wythe St	To: 	City of Petersburg	0.15	9300	F	96%	1%	1%	1%	1%	0%	F	NA		10000	F	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:				19000	F	96%	1%	1%	1%	1%	0%	F	NA		20000	F	
From:  Wythe St	To: 	City of Petersburg	0.20	10000	F	96%	1%	1%	1%	1%	0%	F	NA		11000	F	
From:  Wythe St	To: 	City of Petersburg	0.20	12000	F	96%	1%	1%	1%	1%	0%	F	NA		13000	F	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:				27000	F	96%	1%	2%	1%	1%	0%	F	NA		29000	F	
From:  Jefferson St	To: 	City of Petersburg	0.09	3900	F	96%	1%	1%	1%	1%	0%	F	0.082	F	0.687	4300	F
From:  Jefferson St	To: 	City of Petersburg	0.26	800	F	96%	1%	1%	1%	1%	0%	F	0.096	F	0.674	870	F
From:  3rd St	To: 	City of Petersburg	0.05	330	F	96%	1%	1%	1%	1%	0%	F	0.115	F	0.573	360	F
From:  3rd St	To: 	City of Petersburg	0.05	400	F	96%	1%	1%	1%	1%	0%	F	0.11	F	0.634	440	F
From:  Bollingbrook St	To: 	City of Petersburg	0.08	4700	F	98%	0%	1%	0%	0%	0%	F	0.122	F	0.85	5100	F
From:  2nd St	To: 	City of Petersburg	0.35	13000	F	99%	0%	0%	0%	0%	0%	F	0.111	F	0.694	13000	F
From:  Washington St	To: 	City of Petersburg	0.31	8600	F	97%	1%	1%	1%	1%	0%	F	0.089	F		9300	F
Combined Traffic Estimates for 2 Parallel Roadways on this Route:				16000	F	96%	1%	1%	1%	1%	0%	F	0.083	F	18000	F	
	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						
Bus 1 460 Washington St	From: 123-9025 West St City of Petersburg	0.40	9200	F	97%	1%	1%	1%	1%	0%	F	0.089	F	10000	F	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			17000	F	97%	1%	1%	1%	1%	0%	F	NA		18000	F	
Bus 1 460 Washington St	To: 123-9029 South St From: City of Petersburg	0.27	9500	F	97%	1%	1%	1%	1%	0%	C	0.087	F	10000	F	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			19000	F	96%	1%	1%	1%	1%	0%	F	NA		20000	F	
Bus 1 460 Washington St	To: Guarantee St From: City of Petersburg	0.24	9600	F	97%	1%	1%	1%	1%	0%	F	0.088	F	10000	F	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			19000	F	96%	1%	1%	1%	1%	0%	F	NA		20000	F	
1 36 Market St	To: BUS US 460 Par; SR 36 Market St From: SR 36; Bus US 460 Par Washington St City of Petersburg	0.38	3300	F	97%	1%	1%	0%	0%	0%	C	0.089	F	3600	F	
1 36 Old St	To: SR 36 Grove Ave From: SR 36; Market St City of Petersburg	0.13	3500	F	97%	1%	1%	0%	0%	0%	F	0.094	F	3800	F	
1 36 Sycamore St	To: Sycamore St From: Old St City of Petersburg	0.04	3400	F	97%	1%	1%	0%	0%	0%	F	0.094	F	3700	F	
1 36 Bollingbrook St	To: Bollingbrook St From: Sycamore St City of Petersburg	0.10	3500	F	97%	1%	1%	0%	0%	0%	F	0.088	F	0.772	3800	F
36 Fleet St	To: US 1, US 301 2nd St From: WCL Petersburg City of Petersburg	0.12	7900	F	99%	0%	0%	0%	0%	0%	C	0.088	F	8500	F	
36 Grove Ave	To: Grove Ave From: Fleet St City of Petersburg	0.54	3000	F	97%	0%	1%	1%	0%	0%	C	0.101	F	0.609	3300	F
36 1 Market St	To: US 1 Par, Market St From: US 1 City of Petersburg	0.38	3300	F	97%	1%	1%	0%	0%	0%	C	0.089	F	3600	F	
36 Market St	To: US 1 Par; BUS US 460 Par, Washington St From: City of Petersburg	0.11	5700	F	99%	0%	1%	0%	0%	0%	F	0.09	F	0.769	6100	F
36 1 460 Bus Wythe St	To: US 1, Bus US 460 Wythe St From: City of Petersburg	0.20	10000	F	96%	1%	1%	1%	1%	0%	F	NA		11000	F	
36 1 301 ALT Bus Wythe St	To: ALT US 301 Sycamore St From: City of Petersburg	0.20	12000	F	96%	1%	1%	1%	1%	0%	F	NA		13000	F	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			27000	F	96%	1%	2%	1%	1%	0%	F	NA		29000	F	
36 460 Bus Wythe St	To: Bus US 460 From: City of Petersburg	0.20	16000	F	97%	1%	1%	1%	1%	0%	C	0.087	F	17000	F	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			31000	F	95%	1%	1%	1%	2%	0%	F	0.079	F	34000	F	
	To: I-85, I-95															

















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City of Petersburg

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
36 Bus 460 Wythe St	From: I-85, I-95															
	City of Petersburg	0.30	11000	F	97%	1%	1%	1%	1%	0%	F	0.079	F	12000	F	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			24000	F	95%	1%	1%	1%	2%	0%	F	NA		26000	F	
			To: South Crater Rd													
36 Wythe St	From: US 301, Bus US 460 Crater Rd															
	City of Petersburg	0.43	9800	F	97%	0%	0%	1%	1%	0%	F	NA		10000	F	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			21000	F	97%	0%	0%	1%	1%	0%	F	NA		22000	F	
			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	F	97%	0%	0%	1%	1%	0%	F	0.081	F	22000	F	
			To: Puddledock Rd													
36 Washington St	From: Prince George County Line															
	City of Petersburg	0.58	16000	F	97%	0%	0%	1%	1%	0%	F	0.079	F	17000	F	
			To: SR 36; Market St													
36 1 Old St	From: Sycamore St															
	City of Petersburg	0.13	3500	F	97%	1%	1%	0%	0%	0%	F	0.094	F	3800	F	
			To: Old St													
36 1 Sycamore St	From: Bollingbrook St															
	City of Petersburg	0.04	3400	F	97%	1%	1%	0%	0%	0%	F	0.094	F	3700	F	
			To: Sycamore St													
36 1 Bollingbrook St	From: US 1, US 301 2nd St															
	City of Petersburg	0.10	3500	F	97%	1%	1%	0%	0%	0%	F	0.088	F	3800	F	
			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	4700	F	98%	0%	1%	0%	0%	0%	F	0.122	F	0.85	5100	F
			To: 3rd St													
36 301 Bollingbrook St	From: 5th St															
	City of Petersburg	0.15	4400	F	98%	0%	1%	0%	0%	0%	F	0.108	F	0.786	4800	F
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			6200	F	98%	0%	1%	0%	1%	0%	F	NA		6700	F	
			To: Crater Rd													
36 301 Bollingbrook St	From: Bollingbrook St															
	City of Petersburg	0.23	4200	F	98%	0%	1%	0%	0%	0%	C	0.116	F	4600	F	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			6400	F	98%	0%	1%	0%	1%	0%	C	0.108	F	6900	F	
			To: Crater Rd													
36 301 Crater Rd	From: Bollingbrook St															
	City of Petersburg	0.14	3700	F	98%	0%	1%	0%	0%	0%	F	0.115	F	0.839	4000	F
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			7700	G	97%	1%	1%	1%	1%	0%	F	NA		8400	G	
			To: US 301 Par, Bank St													
36 301 Crater Rd	From: US 301, BUS US 460 Crater Rd															
	City of Petersburg	0.18	3900	F	97%	1%	1%	0%	0%	0%	F	NA		4200	F	
			To: Washington St													
36 Washington St	From: Burch St															
	City of Petersburg	0.18	10000	F	97%	0%	0%	1%	1%	0%	F	0.09	F	11000	F	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			20000	F	97%	0%	0%	1%	1%	0%	F	NA		22000	F	
			To: Burch St													

Virginia Department of Transportation  
Traffic Engineering Division  
2008  
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						
36 Washington St	From: Burch St															
	City of Petersburg	0.25	11000	F	97%	0%	0%	1%	1%	0%	F	0.091	F	12000	F	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			21000	F	97%	0%	0%	1%	1%	0%	F	NA		22000	F	
		To: SR 36 Wythe St; Amelia St														
North 85 460	From: SCL Petersburg															
	City of Petersburg (Maint: 26)	1.01	26000	G	82%	1%	1%	1%	15%	1%	F	NA		24000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			52000	G	82%	1%	1%	1%	15%	1%	F	NA		47000	G	
		To: Squirrel Level Road														
North 85 460	From: Squirrel Level Road															
	City of Petersburg (Maint: 26)	2.57	31000	F	82%	1%	1%	1%	15%	1%	F	NA		29000	F	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			61000	F	82%	1%	1%	1%	15%	1%	F	NA		56000	F	
		To: I-95														
North 85 Ramp	From: I-95 N Exit 50D & I-85 N Exit 69															
	City of Petersburg (Maint: 26)	0.22	NA									NA		NA		
		To: Wythe St & Washington St														
South 85 460	From: SCL Petersburg															
	City of Petersburg (Maint: 26)	1.25	26000	F	81%	1%	1%	1%	15%	1%	F	NA		23000	F	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			52000	G	82%	1%	1%	1%	15%	1%	F	NA		47000	G	
		To: Squirrel Level Road														
South 85 460	From: Squirrel Level Road															
	City of Petersburg (Maint: 26)	2.72	30000	F	81%	1%	1%	1%	15%	1%	F	NA		27000	F	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			61000	F	82%	1%	1%	1%	15%	1%	F	NA		56000	F	
		To: I-95														
North 95	From: Rives Rd															
	City of Petersburg (Maint: 74)	1.15	15000	G	83%	1%	1%	0%	14%	0%	F	NA		13000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			30000	G	84%	1%	1%	1%	14%	0%	F	NA		26000	G	
		To: Wagner Rd														
North 95	From: Wagner Rd															
	City of Petersburg (Maint: 74)	2.79	20000	G	83%	1%	1%	0%	14%	0%	F	NA		17000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			39000	G	84%	1%	1%	1%	14%	0%	F	NA		33000	G	
		To: US 460 West St														
North 95	From: US 460 West St															
	City of Petersburg (Maint: 74)	0.50	20000	N	83%	1%	1%	0%	14%	0%	N	NA		17000	N	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			39000	N	84%	1%	1%	1%	14%	0%	N	NA		33000	N	
		To: I-85														
North 95	From: I-85															
	City of Petersburg (Maint: 26)	0.44	42000	G	90%	1%	1%	1%	8%	0%	F	NA		42000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			80000	G	90%	1%	1%	1%	8%	0%	F	NA		80000	G	
		To: US 301, Bus US 460 Washington St														
North 95	From: US 301, Bus US 460 Washington St															
	City of Petersburg (Maint: 26)	0.64	53000	G	90%	1%	1%	1%	8%	0%	F	NA		53000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			100000	G	90%	1%	1%	1%	8%	0%	F	NA		100000	G	
		To: SCL Colonial Heights														





























Virginia Department of Transportation  
Traffic Engineering Division  
2008  
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						
North  Ramp	From: _____ City of Petersburg (Maint: 74) To: _____	I-95 North 0.17	NA										NA		NA	
North  Ramp	From: _____ City of Petersburg (Maint: 74) To: _____	I-95 North 0.35	NA										NA		NA	
North  Ramp	From: _____ City of Petersburg (Maint: 74) To: _____	Ramp From US 301 0.14	NA										NA		NA	
South 	From: _____ City of Petersburg (Maint: 74) To: _____	SCL Petersburg 0.34	13000	G	84%	1%	1%	1%	14%	0%	F	NA		11000	G	
		Combined Traffic Estimates for 2 Parallel Roadways on this Route:		24000	G	84%	1%	1%	1%	14%	0%	F	NA	20000	G	
South 	From: _____ City of Petersburg (Maint: 74) To: _____	Rives Rd 1.22	15000	G	84%	1%	1%	1%	14%	0%	F	NA		13000	G	
		Combined Traffic Estimates for 2 Parallel Roadways on this Route:		30000	G	84%	1%	1%	1%	14%	0%	F	NA	26000	G	
South 	From: _____ City of Petersburg (Maint: 74) To: _____	Wagner Rd 2.29	19000	G	84%	1%	1%	1%	14%	0%	F	NA		16000	G	
		Combined Traffic Estimates for 2 Parallel Roadways on this Route:		39000	G	84%	1%	1%	1%	14%	0%	F	NA	33000	G	
South 	From: _____ City of Petersburg (Maint: 74) To: _____	US 460 County Rd; US 301 Crater Rd 0.53	19000	N	84%	1%	1%	1%	14%	0%	N	NA		16000	N	
		Combined Traffic Estimates for 2 Parallel Roadways on this Route:		39000	N	84%	1%	1%	1%	14%	0%	N	NA	33000	N	
South 	From: _____ City of Petersburg (Maint: 26) To: _____	I-85 0.66	39000	G	89%	1%	1%	1%	8%	0%	F	NA		38000	G	
		Combined Traffic Estimates for 2 Parallel Roadways on this Route:		80000	G	90%	1%	1%	1%	8%	0%	F	NA	80000	G	
South 	From: _____ City of Petersburg (Maint: 26) To: _____	US 301, Bus US 460 Washington St 0.48	47000	G	89%	1%	1%	1%	8%	0%	F	NA		47000	G	
		Combined Traffic Estimates for 2 Parallel Roadways on this Route:		100000	G	90%	1%	1%	1%	8%	0%	F	NA	100000	G	
South  Ramp	From: _____ City of Petersburg (Maint: 74) To: _____	I-95 South 0.31	NA										NA		NA	
South    Ramp from I-85 N to I-95 S	From: _____ City of Petersburg (Maint: 74) To: _____	Ramp from US 301 0.27	12000	F									NA	12000	F	
 Courthouse Rd	From: _____ City of Petersburg To: _____	US 460 County Rd 0.10	7500	F	95%	1%	1%	1%	2%	0%	F	0.089	F	8200	F	
		ECL Petersburg														

Virginia Department of Transportation  
Traffic Engineering Division  
2008  
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						
109 Hickory Hill Rd	City of Petersburg	0.88	6600	F	98%	0%	0%	1%	0%	0%	C	0.124	F	7200	F	
109 Hickory Hill Rd	City of Petersburg	0.03	6600	N	98%	0%	0%	1%	0%	0%	N	0.124	N	7200	N	
142 Boydton Plank Rd	City of Petersburg	0.16	3400	F	98%	0%	0%	0%	1%	0%	F	0.096	F	3700	F	
142 Boydton Plank Rd	City of Petersburg	1.24	3100	F	98%	0%	0%	0%	1%	0%	C	0.083	F	3400	F	
142 Halifax Rd	City of Petersburg	0.06	5800	F	98%	0%	0%	0%	1%	0%	F	0.079	F	6400	F	
301 Crater Rd	City of Petersburg	0.21	8700	F	99%	0%	0%	0%	0%	0%	F	0.096	F	9400	F	
301 Crater Rd	City of Petersburg	0.90	9800	F	99%	0%	0%	0%	0%	0%	C	0.091	F	11000	F	
301 Crater Rd	City of Petersburg	0.43	21000	F	99%	0%	0%	0%	0%	0%	F	NA		23000	F	
301 Crater Rd	City of Petersburg	0.87	23000	F	99%	0%	0%	0%	0%	0%	F	0.084	F	25000	F	
301 Crater Rd	City of Petersburg	0.26	16000	F	98%	0%	1%	0%	0%	0%	C	0.088	F	17000	F	
301 Crater Rd	City of Petersburg	0.73	22000	F	98%	0%	1%	0%	0%	0%	F	0.084	F	24000	F	
301 Bus 460 Crater Rd	City of Petersburg (Maint: 26)	0.09	11000	N	97%	1%	1%	0%	0%	0%	N	0.087	N	12000	N	
301 Bus 460 Crater Rd	City of Petersburg	0.98	11000	F	97%	1%	1%	0%	0%	0%	C	0.087	F	12000	F	
301 Bus 460 Crater Rd	City of Petersburg	0.10	7900	F	97%	1%	1%	0%	0%	0%	F	0.087	F	8600	F	
301 36 Crater Rd	City of Petersburg	0.18	3900	F	97%	1%	1%	0%	0%	0%	F	NA		4200	F	
301 36 Crater Rd	City of Petersburg	0.14	3700	F	98%	0%	1%	0%	0%	0%	F	0.115	F	4000	F	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			7700	G	97%	1%	1%	1%	1%	0%	F	NA		8400	G	

Virginia Department of Transportation  
Traffic Engineering Division  
2008  
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: Crater Rd																
  Bollingbrook St	City of Petersburg	0.23	<b>4200</b>	<b>F</b>	98%	0%	1%	0%	0%	0%	C	0.116	F	4600	F	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			<b>6400</b>	<b>F</b>	98%	0%	1%	0%	1%	0%	C	0.108	F	6900	F	
To: 5th St																
From: 5th St																
  Bollingbrook St	City of Petersburg	0.15	<b>4400</b>	<b>F</b>	98%	0%	1%	0%	0%	0%	F	0.108	F	4800	F	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			<b>6200</b>	<b>F</b>	98%	0%	1%	0%	1%	0%	F	NA	F	6700	F	
To: 3rd St																
From: US 1, ALT US 301 3rd St																
    Bollingbrook St	City of Petersburg	0.08	<b>4700</b>	<b>F</b>	98%	0%	1%	0%	0%	0%	F	0.122	F	0.85	5100	F
To: US 1 Par, 2nd St																
From: N RT 1																
  2nd St	City of Petersburg	0.35	<b>13000</b>	<b>F</b>	99%	0%	0%	0%	0%	0%	F	0.111	F	0.694	13000	F
To: SCL Colonial Heights																
From: US 301 Crater St																
  Bank St	City of Petersburg	0.24	<b>2100</b>	<b>F</b>	96%	1%	1%	1%	1%	0%	C	0.102	F	2300	F	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			<b>6400</b>	<b>F</b>	98%	0%	1%	0%	1%	0%	C	0.108	F	6900	F	
To: 5th St																
From: 5th St																
  Bank St	City of Petersburg	0.15	<b>1700</b>	<b>F</b>	96%	1%	1%	1%	1%	0%	F	0.105	F	1900	F	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			<b>6200</b>	<b>F</b>	98%	0%	1%	0%	1%	0%	F	NA	F	6700	F	
To: 3rd St																
From: 3rd St																
    Bank St	City of Petersburg	0.09	<b>1700</b>	<b>F</b>	96%	1%	1%	1%	1%	0%	F	0.100	F	1800	F	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			<b>6300</b>	<b>F</b>	98%	0%	1%	0%	1%	0%	F	NA	F	6900	F	
To: ALT US 301 Par, 2nd St																
From: US 301 Crater Rd																
 Sycamore St	City of Petersburg	0.30	<b>7600</b>	<b>F</b>	99%	0%	0%	0%	0%	0%	F	NA	F	8300	F	
To: South Blvd																
From: South Blvd																
 Sycamore St	City of Petersburg	0.95	<b>5000</b>	<b>F</b>	99%	0%	0%	0%	0%	0%	C	0.084	F	5500	F	
To: North Blvd																
From: North Blvd																
 Sycamore St	City of Petersburg	0.42	<b>7400</b>	<b>F</b>	99%	0%	0%	0%	0%	0%	F	0.075	F	8000	F	
To: Graham Rd																
From: Graham Rd																
 Sycamore St	City of Petersburg	0.56	<b>9600</b>	<b>F</b>	99%	0%	0%	0%	0%	0%	F	0.078	F	10000	F	
To: US 1 Wythe St																
From: US 1																
    Wythe St	City of Petersburg	0.20	<b>12000</b>	<b>F</b>	96%	1%	1%	1%	1%	0%	F	NA	F	13000	F	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			<b>27000</b>	<b>F</b>	96%	1%	2%	1%	1%	0%	F	NA	F	29000	F	
To: Bus US 460 Jefferson St																
From: Bus US 460 Wythe St																
  Jefferson St	City of Petersburg	0.09	<b>3900</b>	<b>F</b>	96%	1%	1%	1%	1%	0%	F	0.082	F	0.687	4300	F
To: Bus US 460 Par, Washington St																

Virginia Department of Transportation  
Traffic Engineering Division  
2008  
Annual Average Daily Traffic Volume Estimates By Section of Route  
City of Petersburg

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							2Axle	3+Axle	1Trail	2Trail						
ALT 301 1 Jefferson St	City of Petersburg	0.26	800	F	96%	1%	1%	1%	1%	0%	F	0.096	F	0.674	870	F
ALT 301 1 3rd St	City of Petersburg	0.05	330	F	96%	1%	1%	1%	1%	0%	F	0.115	F	0.573	360	F
ALT 301 1 3rd St	City of Petersburg	0.05	400	F	96%	1%	1%	1%	1%	0%	F	0.11	F	0.634	440	F
ALT 301 301 1 36 Bollingbrook St	City of Petersburg	0.08	4700	F	98%	0%	1%	0%	0%	0%	F	0.122	F	0.85	5100	F
ALT 301 Sycamore St	City of Petersburg	0.09	6800	F	99%	0%	0%	0%	0%	0%	F	NA		7300	F	
ALT Bus Bus 301 460 460 36 Washington St	City of Petersburg	0.09	15000	F	95%	1%	2%	1%	1%	0%	F	0.079	F	16000	F	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			27000	F	96%	1%	2%	1%	1%	0%	F	NA		29000	F	
ALT 301 Adams St	City of Petersburg	0.06	7600	F	99%	0%	0%	0%	0%	0%	F	NA		8300	F	
ALT 301 Adams St	City of Petersburg	0.16	7400	F	99%	0%	0%	0%	0%	0%	C	0.088	F	0.625	8000	F
460 85	City of Petersburg (Maint: 26)	1.01														
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			52000	G	82%	1%	1%	15%	1%		F	NA		47000	G	
460 85	City of Petersburg (Maint: 26)	2.57														
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			61000	F	82%	1%	1%	15%	1%		F	NA		56000	F	
460 95 Bus 460 Ramp from I-85 N to I-95 S	City of Petersburg (Maint: 74)	0.27														
See I-95 for directional traffic volume estimates for this segment.																
460 County Dr	City of Petersburg	0.60	19000	F	92%	0%	1%	1%	6%	0%	C	0.096	F	20000	F	
460 County Dr	City of Petersburg	2.16	9500	A	88%	1%	1%	1%	9%	0%	C	0.099	A	0.535	10000	A
460 County Dr	City of Petersburg	0.34	13000	F	88%	1%	1%	1%	9%	0%	F	0.087	F	14000	F	

Virginia Department of Transportation  
Traffic Engineering Division  
2008  
Annual Average Daily Traffic Volume Estimates By Section of Route  
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Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
Bus 460 1 Washington St	From: WCL Petersburg City of Petersburg	0.40	13000	F	98%	0%	1%	1%	1%	0%	F	NA		14000	F	
Bus 460 1 Washington St	To: Summit St From: City of Petersburg	0.18	13000	F	98%	0%	1%	1%	1%	0%	F	NA		14000	F	
Bus 460 1 Washington St	To: Elm St From: City of Petersburg	0.57	14000	F	96%	1%	1%	1%	1%	0%	F	0.085	F	16000	F	
Bus 460 1 Wythe St	To: US 1 Par, Wythe St From: US 1 Par, Washington St; Battersea Lane City of Petersburg	1.08	7700	F	96%	1%	1%	1%	1%	0%	C	0.082	F	8300	F	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		16000	F	96%	1%	1%	1%	1%	0%	F	0.083	F	18000	F	
Bus 460 1 Wythe St	To: Perry St From: City of Petersburg	0.15	9300	F	96%	1%	1%	1%	1%	0%	F	NA		10000	F	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		19000	F	96%	1%	1%	1%	1%	0%	F	NA		20000	F	
Bus 460 1 36 Wythe St	To: SR 36 Market St From: City of Petersburg	0.20	10000	F	96%	1%	1%	1%	1%	0%	F	NA		11000	F	
Bus 460 1 ALT 301 36 Wythe St	To: ALT US 301 Sycamore St From: City of Petersburg	0.20	12000	F	96%	1%	1%	1%	1%	0%	F	NA		13000	F	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		27000	F	96%	1%	2%	1%	1%	0%	F	NA		29000	F	
Bus 460 36 Wythe St	To: US 1 Jefferson St From: City of Petersburg	0.20	16000	F	97%	1%	1%	1%	1%	0%	C	0.087	F	17000	F	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		31000	F	95%	1%	1%	1%	2%	0%	F	0.079	F	34000	F	
Bus 460 36 Wythe St	To: I-85, I-95 From: City of Petersburg	0.30	11000	F	97%	1%	1%	1%	1%	0%	F	0.079	F	12000	F	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		24000	F	95%	1%	1%	1%	2%	0%	F	NA		26000	F	
Bus 460 301 Crater Rd	To: SR 36; US 301 Crater Rd From: SR 36; US 301 Wythe St City of Petersburg	0.98	11000	F	97%	1%	1%	0%	0%	0%	C	0.087	F	12000	F	
Bus 460 301 Crater Rd	To: Maintenance Jurisdiction Change 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	
Bus 460 95 460 Ramp from I-85 N to I-95 S	To: US 301 Crater Rd From: Ramp from US 301 North City of Petersburg (Maint: 74)	0.27														
	To: Bus US 460															
Bus 460 1 Washington St	To: US 1 Wythe St Battersea Lane From: City of Petersburg	0.31	8600	F	97%	1%	1%	1%	1%	0%	F	0.089	F	9300	F	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		16000	F	96%	1%	1%	1%	1%	0%	F	0.083	F	18000	F	
	To: 123-9025 West St															

Virginia Department of Transportation  
Traffic Engineering Division  
2008  
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						
Bus 460 1 Washington St	From: 123-9025 West St City of Petersburg	0.40	9200	F	97%	1%	1%	1%	1%	0%	F	0.089	F	10000	F	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			17000	F	97%	1%	1%	1%	1%	0%	F	NA		18000	F	
Bus 460 1 Washington St	From: 123-9029 South St City of Petersburg	0.27	9500	F	97%	1%	1%	1%	1%	0%	C	0.087	F	10000	F	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			19000	F	96%	1%	1%	1%	1%	0%	F	NA		20000	F	
Bus 460 1 Washington St	From: Guarantee St City of Petersburg	0.24	9600	F	97%	1%	1%	1%	1%	0%	F	0.088	F	10000	F	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			19000	F	96%	1%	1%	1%	1%	0%	F	NA		20000	F	
Bus 460 36 Washington St	From: North Market St US 1 Par; SR 36 Market St City of Petersburg	0.19	12000	G	95%	1%	2%	1%	1%	0%	C	NA		14000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			22000	G	96%	1%	2%	1%	1%	0%	F	NA		25000	G	
Bus ALT 460 301 36 Washington St	From: ALT US 301 Par, Sycamore St City of Petersburg	0.09	15000	F	95%	1%	2%	1%	1%	0%	F	0.079	F	16000	F	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			27000	F	96%	1%	2%	1%	1%	0%	F	NA		29000	F	
Bus ALT 460 301 36 Washington St	From: ALT US 301 Par, Adams St City of Petersburg	0.10	14000	F	95%	1%	2%	1%	1%	0%	F	0.081	F	16000	F	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			27000	F	96%	1%	2%	1%	1%	0%	F	NA		29000	F	
Bus 460 36 Washington St	From: US 1 Jefferson St City of Petersburg	0.24	16000	F	93%	1%	1%	2%	3%	0%	F	0.079	F	17000	F	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			31000	F	95%	1%	1%	1%	2%	0%	F	0.079	F	34000	F	
Bus 460 36 Washington St	From: I-95 City of Petersburg	0.24	13000	F	93%	1%	1%	2%	3%	0%	C	0.088	F	14000	F	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			24000	F	95%	1%	1%	1%	2%	0%	F	NA		26000	F	
Bus 460 301 Crater Rd	From: US 301 Crater Rd City of Petersburg	0.10	7900	F	97%	1%	1%	0%	0%	0%	F	0.087	F	8600	F	
Bus 460 301 Crater Rd	From: SR 36, BUS US 460 Wythe St City of Petersburg	0.98	11000	F	97%	1%	1%	0%	0%	0%	C	0.087	F	12000	F	
Bus 460 Winfield Rd	From: Maintenance Jurisdiction Change US 301 Crater Rd City of Petersburg	0.43	1500	F	97%	1%	1%	0%	1%	0%	C	0.096	F	0.969	1600	F
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			1500	F								NA		NA		
Bus 460 Winfield Rd	From: State Maintenance Boundary City of Petersburg (Maint: 26)	0.09	1500	F	97%	1%	1%	0%	1%	0%	C	0.096	F	0.969	1600	F
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			1500	F								NA		NA		
			To: US 460 County Rd													



Virginia Department of Transportation  
Traffic Engineering Division  
2008  
Annual Average Daily Traffic Volume Estimates By Section of Route  
City of Petersburg

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						2Axle	3+Axle	1Trail	2Trail							
<b>City of Petersburg</b>																
(F329) Lake Shore Dr	0.17	10	R								NA		NA			03/17/2008
(F330) N Normandy Dr	2.93	3700	R								NA		NA			03/17/2008
(F331) Service Rd	0.78	1400	R								NA		NA			03/17/2008
(3) Vaughn Rd	0.64	1000	F								0.087	F	0.689	1100	F	2008
(4) Wells Rd	0.41	3900	F	87%	0%	1%	3%	8%	0%	C	0.087	F	0.559	4300	F	2008
(9002) Halifax Rd	0.18	6400	F	99%	1%	1%	0%	0%	0%	F	0.08	F	0.526	7000	F	2008
(9002) Halifax St	0.58	5600	F	99%	1%	1%	0%	0%	0%	F	0.084	F		6100	F	2008
(9002) Halifax St	0.19	5900	F	99%	1%	1%	0%	0%	0%	F	0.08	F		6400	F	2008
(9002) Halifax St	0.37	8300	F	99%	1%	1%	0%	0%	0%	F	0.077	F		9100	F	2008
(9002) Halifax St	0.29	8000	F	99%	1%	1%	0%	0%	0%	F	0.078	F		8700	F	2008
(9002) Halifax St	0.28	8500	F	99%	1%	1%	0%	0%	0%	C	0.078	F		9300	F	2008
(9002) Union St	0.12	4000	G	96%	1%	2%	0%	0%	0%	C	NA			4300	G	2008
(9002) Union St	0.17	1400	F	93%	1%	4%	1%	1%	0%	C	0.116	F	0.523	1500	F	2008
(9004) Defense Rd	0.47	2200	F	98%	0%	0%	1%	1%	0%	C	0.096	F	0.649	2400	F	2008
(9004) Defense Dr	1.77	3700	F	99%	1%	0%	0%	0%	0%	F	0.076	F	0.639	4000	F	2008
(9004) South Boulevard	0.92	8200	F	99%	1%	0%	0%	0%	0%	C	0.091	F		9000	F	2008
(9004) South Boulevard	0.18	5600	F	99%	1%	0%	0%	0%	0%	F	0.095	F	0.501	6100	F	2008
(9004) South Boulevard	0.72	2100	F	99%	1%	0%	0%	0%	0%	F	0.087	F	0.571	2200	F	2008
(9006) Flank Rd	0.96	1900	F	96%	0%	0%	3%	0%	0%	C	0.099	F	0.609	2100	F	2008
(9006) Flank Rd	0.47	3200	F	96%	0%	0%	3%	0%	0%	F	0.086	F	0.573	3400	F	2008
(9006) Flank Rd	0.75	2600	F	96%	0%	0%	3%	0%	0%	F	0.086	F	0.503	2800	F	2008
(9006) Flank Rd	0.91	3100	F	98%	0%	1%	0%	1%	0%	C	0.082	F	0.581	3400	F	2008
(9006) Flank Rd ( 1-Way )	0.13	2400	F	98%	1%	1%	0%	0%	0%	C	0.082	F		2600	F	2008

Virginia Department of Transportation  
Traffic Engineering Division  
2008  
Annual Average Daily Traffic Volume Estimates By Section of Route  
City of Petersburg

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						2Axle	3+Axle	1Trail	2Trail							
<b>City of Petersburg</b>																
9008 Rives Rd	0.55	6700	F	98%	0%	1%	0%	1%	0%	C	0.09	F		7300	F	2008
						From: US 301 S Crater Rd										
9008 Rives Rd	0.27	5400	F	98%	0%	0%	0%	1%	0%	C	0.1	F		5900	F	2008
						From: I-95										
						To: ECL Petersburg										
9009 Dupuy Rd	1.24	440	F	98%	1%	1%	0%	0%	0%	F	0.105	F	0.531	470	F	2008
						From: SR 142 Boydton Plank Rd										
9009 Dupuy St	0.58	2000	F	98%	1%	1%	0%	0%	0%	F	0.084	F	0.506	2100	F	2008
						From: Grigg St										
9009 Farmer St	0.86	3600	F	98%	1%	1%	0%	0%	0%	C	0.085	F		3900	F	2008
						From: Youngs Rd										
9009 Farmer St	0.47	2800	F	98%	1%	1%	0%	0%	0%	F	0.114	F	0.656	3100	F	2008
						From: S. South St										
						To: Halifax St										
9010 Wagner Rd	0.73	15000	F	98%	0%	0%	0%	1%	0%	C	0.088	F		17000	F	2008
						From: S Crater Rd										
9010 Wagner Rd	1.60	11000	F	94%	0%	1%	1%	4%	0%	C	0.090	F		12000	F	2008
						From: I-95										
						To: I-95										
						To: County Dr										
9011 Squirrel Level Rd	0.82	870	F	99%	0%	0%	0%	0%	0%	C	0.135	F	0.555	950	F	2008
						From: SCL Petersburg										
9011 Squirrel Level Rd	0.25	4900	F	90%	0%	1%	3%	7%	0%	C	0.089	F		5300	F	2008
						From: Wells Rd										
9011 Squirrel Level	0.20	7500	F	98%	1%	1%	0%	0%	0%	F	0.08	F		8200	F	2008
						From: Ramp To I-85										
9011 Young Rd	0.55	4000	F	98%	1%	1%	0%	0%	0%	F	0.082	F	0.569	4400	F	2008
						From: Boydton Plank Rd										
9011 Young Rd	0.59	2600	F	98%	1%	1%	0%	0%	0%	C	0.085	F	0.534	2900	F	2008
						From: Valor Dr										
						To: 123-9009 Dupuy Rd										
9012 Lee Ave	0.56	2800	F	97%	2%	1%	0%	0%	0%	C	0.087	F	0.557	3000	F	2008
						From: West St										
9012 Porterville St	0.15	1300	F	99%	1%	0%	0%	0%	0%	F	0.080	F	0.518	1400	F	2008
						From: Halifax St										
9012 New St	0.18	1200	F	99%	1%	0%	0%	0%	0%	C	0.086	F	0.627	1300	F	2008
						From: Harding St										
9012 Harrison St	0.03	940	F	99%	1%	0%	0%	0%	0%	F	0.088	F		1000	F	2008
						From: Harrison St										
						To: New St										
9012 Corling St	0.09	510	F	99%	1%	0%	0%	0%	0%	F	0.08	F		550	F	2008
						From: Corling St										
						To: Harrison St										
9012 Graham Rd	0.83	6800	F	99%	0%	0%	0%	0%	0%	F	0.083	F	0.548	7400	F	2008
						From: S. Sycamore St										
9012 Graham Rd	0.14	11000	F	99%	0%	0%	0%	0%	0%	C	0.086	F		12000	F	2008
						From: Ramp From I-95										
						To: Crater Rd										
9013 Halifax Rd	1.79	3200	F	89%	0%	1%	4%	6%	0%	C	0.087	F	0.567	3500	F	2008
						From: SCL Petersburg										
9013 Halifax Rd	0.98	510	F	98%	0%	1%	0%	1%	0%	C	0.104	F	0.517	550	F	2008
						From: Wells Rd										
						To: Boydton Plank Rd										

Virginia Department of Transportation  
Traffic Engineering Division  
2008  
Annual Average Daily Traffic Volume Estimates By Section of Route  
City of Petersburg

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						2Axle	3+Axle	1Trail	2Trail							
<b>City of Petersburg</b>																
(9015) Johnson Rd	0.01	1500	F	99%	0%	0%	0%	0%	0%	F	0.124	F	0.63	1700	F	2008
						From: SCL Petersburg										
						To: Flank Rd										
(9015) Johnson Rd	0.54	1000	F	99%	0%	0%	0%	0%	0%	C	0.095	F	0.623	1100	F	2008
						From: Birdsong Rd										
(9015) Johnson Rd	1.39	5300	F	99%	0%	0%	0%	0%	0%	F	0.107	F	0.609	5800	F	2008
						From: South Blvd										
(9015) Johnson Rd	0.46	6200	F	99%	0%	0%	0%	0%	0%	F	0.084	F	0.595	6700	F	2008
						From: North Blvd										
(9015) Johnson Rd	0.37	4700	F	99%	0%	0%	0%	0%	0%	F	0.086	F	0.591	5200	F	2008
						From: St Luke St										
(9015) High Pearl St	0.20	4900	F	99%	0%	0%	0%	0%	0%	F	0.083	F	0.516	5400	F	2008
						From: Virginia Ave										
(9015) High Pearl St	0.08	3400	F	98%	1%	1%	0%	0%	0%	F	0.087	F	0.545	3700	F	2008
						From: ST Matthew St										
						To: ST Matthews St										
(9015) Harding St	0.22	1700	F	98%	1%	1%	0%	0%	0%	C	0.082	F	0.569	1800	F	2008
						From: Porterville St										
						To: Portersville St										
(9015) Harding St	0.27	870	F	98%	1%	1%	0%	0%	0%	F	0.087	F		950	F	2008
						From: Halifax St										
(9017) Birdsong Rd	0.62	840	F	98%	1%	1%	0%	0%	0%	C	0.098	F	0.885	910	F	2008
						From: SCL Petersburg										
						To: Johnson Rd										
(9021) N Sycamore St	0.18	3000	F	96%	1%	3%	0%	0%	0%	F	0.099	F		3200	F	2008
						From: W Washington St										
(9021) N Sycamore St	0.15	2600	F	96%	1%	3%	0%	0%	0%	C	0.093	F		2800	F	2008
						From: W Tabb St										
						To: Bollingbrook St										
(9023) North Blvd	0.57	2800	F	99%	0%	0%	0%	0%	0%	C	0.088	F	0.653	3000	F	2008
						From: Johnson Rd										
						To: S Sycamore St										
(9025) Virginia Ave	0.22	430	F	96%	3%	1%	1%	0%	0%	C	0.108	F		460	F	2008
						From: Gates Lane										
(9025) Virginia Ave	0.32	2200	F	96%	3%	1%	1%	0%	0%	F	0.090	F	0.616	2400	F	2008
						From: Harding Street										
(9025) Young Ave	0.20	2300	F	98%	1%	1%	0%	0%	0%	C	0.087	F	0.528	2500	F	2008
						From: Halifax Street										
(9025) Young Ave	0.11	3200	F	98%	1%	1%	0%	0%	0%	F	0.095	F	0.530	3500	F	2008
						From: Arlington Street										
(9025) S West St	0.28	3600	F	98%	1%	1%	0%	0%	0%	F	0.088	F	0.541	3900	F	2008
						From: West Street Young Avenue										
(9025) S West St	0.23	4700	F	98%	1%	1%	0%	0%	0%	F	0.085	F	0.511	5100	F	2008
						From: Augusta Avenue										
(9025) S West St	0.14	3700	F	98%	1%	1%	0%	0%	0%	F	0.085	F	0.534	4000	F	2008
						From: Farmer St										
(9025) S West St	0.07	2800	F	98%	1%	1%	0%	0%	0%	F	0.087	F	0.531	3100	F	2008
						From: W Wythe St										
(9027) S West St	0.63	2000	F	98%	1%	1%	0%	0%	0%	C	0.082	F	0.558	2200	F	2008
						From: Halifax St										
						To: Young Ave										
(9029) S. South St	0.36	2500	F	99%	0%	0%	0%	0%	0%	C	0.082	F		2700	F	2008
						From: Lee Ave										
						To: US 1 Wythe St										

Virginia Department of Transportation  
Traffic Engineering Division  
2008  
Annual Average Daily Traffic Volume Estimates By Section of Route  
City of Petersburg

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						2Axle	3+Axle	1Trail	2Trail							
<b>City of Petersburg</b>																
9029 S. South St	0.09	4100	F	99%	0%	0%	0%	0%	0%	F	0.092	F		4500	F	2008
						From: US 1 Wythe St										
9029 N. South St	0.20	6800	F	99%	0%	0%	0%	0%	0%	F	0.081	F		7400	F	2008
						From: Washington St										
9029 High St	0.02	1100	F	99%	0%	0%	0%	0%	0%	F	0.084	F	0.595	1200	F	2008
						From: High St										
9029 Canal St	0.20	6600	F	99%	0%	0%	0%	0%	0%	C	0.08	F		7200	F	2008
						From: N South St										
						To: Canal St										
9031 Byrne St	0.40	650	F	96%	1%	3%	0%	0%	0%	C	0.09	F		700	F	2008
						From: New St										
9031 S. Market St	0.12	4100	F	96%	1%	3%	0%	0%	0%	F	0.089	F		4500	F	2008
						From: Halifax St										
						To: Halifax Rd										
9033 Apollo St	0.14	1800	F	99%	0%	0%	0%	0%	0%	F	0.097	F	0.505	1900	F	2008
						From: Wythe St										
9033 Jefferson St	0.58	2800	F	99%	0%	0%	0%	0%	0%	C	0.091	F	0.633	3000	F	2008
						From: Sycamore St										
9033 Henry St	0.04	660	F	99%	0%	0%	0%	0%	0%	F	0.099	F	0.536	720	F	2008
						From: Jefferson St										
						To: Apollo St										
9038 Puddledock Rd	0.40	6200	F	93%	0%	1%	4%	2%	0%	C	0.094	F		6800	F	2008
						From: E Wythe St										
						To: 3rd Street										
9046 High St	0.58	1200	F	99%	0%	1%	0%	0%	0%	C	0.088	F	0.69	1300	F	2008
						From: N Adams St										
9046 W Bank St	0.14	2100	F	99%	0%	1%	0%	0%	0%	F	0.108	F		2300	F	2008
						From: E Washington St										
9046 E Bank St	0.11	2700	F	98%	0%	1%	0%	0%	0%	C	0.108	F		2900	F	2008
						From: ECL Petersburg										
9046 Bank St	0.25	2600	F	96%	1%	2%	1%	1%	0%	C	0.101	F		2800	F	2008
						From: Canal St										
9046 Bank St	0.21	3200	F	96%	1%	2%	1%	1%	0%	F	0.094	F		3500	F	2008
						From: N Market St										
9048 W Tabb St	0.09	1600	F	98%	1%	1%	0%	0%	0%	F	0.124	F	0.674	1700	F	2008
						From: 2Nd St										
9048 W Tabb St	0.06	1600	F	98%	1%	1%	0%	0%	0%	F	0.108	F	0.632	1700	F	2008
						From: US 301 N Crater Rd										
9048 E Tabb St	0.12	1000	F	98%	1%	1%	0%	0%	0%	C	0.116	F	0.586	1100	F	2008
						From: East St										
9053 Baylors Ln	0.65	1800	F	99%	1%	0%	0%	0%	0%	C	0.097	F	0.595	1900	F	2008
						From: SR 36 E Washington St										
9055 Madison St	0.05	1700	F	95%	1%	2%	1%	2%	0%	F	0.098	F	0.925	1800	F	2008
						From: N Adams St										
9055 Madison St	0.18	1200	F	95%	1%	2%	1%	2%	0%	C	0.085	F	0.766	1300	F	2008
						From: Defense Rd										
						To: Franklin St										
						To: E Bank St										

Virginia Department of Transportation  
Traffic Engineering Division  
2008  
Annual Average Daily Traffic Volume Estimates By Section of Route  
City of Petersburg

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>City of Petersburg</b>																
(9055) Madison St	0.07	880	F	95%	1%	2%	1%	2%	0%	F	0.096	F	0.811	960	F	2008
(9057) Fifth St	0.05	380	F								0.126	F	0.804	420	F	2008
(9057) Fifth St	0.08	540	F	87%	2%	2%	3%	5%	0%	C	0.104	F	0.729	580	F	2008
(9059) Flank Rd N	0.20	3900	F	98%	1%	1%	0%	0%	0%	C	0.09	F		4300	F	2008
(9065) S Adams St	0.10	5200	F								0.090	F		5700	F	2008
Accomack St		290	F								0.097	F	0.702	310	F	2008
Cameron St		390	F								0.184	F	0.512	420	F	2008
Culpeper Ave		410	F								0.108	F	0.695	450	F	2008
Custer St		400	F								0.108	F	0.58	440	F	2008
Darby Dr		260	F								0.127	F	0.528	280	F	2008
Gordon Dr		350	F								0.093	F		380	F	2008
Homestead Dr		700	F								0.115	F		760	F	2008
Jefferson St		3200	F								0.088	F	0.624	3500	F	2008
Kirkham St		450	F								0.087	F	0.532	490	F	2008
North Park Dr		860	F								0.098	F		930	F	2008
Oakmont Dr		110	F								0.114	F	0.741	120	F	2008
Old Church St		460	F								0.088	F	0.521	500	F	2008
Patterson Ave		1000	F								0.125	F	0.635	1100	F	2008
Pleasants Ln		890	F								0.143	F	0.684	970	F	2008

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						2Axle	3+Axle	1Trail	2Trail							
<b>City of Petersburg</b>																
Richmond Ave		850	F			From: Ash St				0.084	F	0.547	930	F	2008	
						To: Nash St										
Rollingwood Rd		110	F			From: Valley St				0.141	F	120	F	2008		
						To: Homestead Dr										
South Park Dr		2000	F			From: Forest Hill Rd				0.09	F	2200	F	2008		
						To: West Park Dr										
St Matthew St		3100	F			From: High Pearl St				0.078	F	0.565	3400	F	2008	
						To: Harding St										
Talley Ave		690	F			From: Custer St				0.265	F	0.581	750	F	2008	
						To: Edmonds Ct										