

**2012**

**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



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  
2012  
Annual Average Daily Traffic Volume Estimates By Section of Route  
City of Petersburg

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
From: WCL Petersburg																
1 460 Bus Washington St	City of Petersburg	0.40	13000	G	98%	0%	1%	1%	1%	0%	F	0.095	F	0.52	13000	G
To: Summit St																
From: Summit St																
1 460 Bus Washington St	City of Petersburg	0.18	13000	G	98%	0%	1%	1%	1%	0%	F	0.096	F	0.555	13000	G
To: Elm St																
From: Elm St																
1 460 Bus Washington St	City of Petersburg	0.57	14000	G	97%	1%	1%	1%	1%	0%	F	0.093	F	0.548	15000	G
To: US 1 Par, Wythe St																
From: US 1 Par, Washington St; Battersea Lane																
1 460 Bus Wythe St	City of Petersburg	1.08	7000	G	97%	1%	1%	1%	1%	0%	C	0.091	F		7400	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			15000	G	97%	1%	1%	1%	1%	0%	F	0.09	F	0.539	16000	G
To: Perry St																
From: Perry St																
1 460 Bus Wythe St	City of Petersburg	0.15	8400	G	97%	1%	1%	1%	1%	0%	F	0.099	F		8900	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			18000	G	97%	1%	1%	1%	1%	0%	F	NA			19000	G
To: SR 36 Market St																
From: SR 36 Market St																
1 460 36 Bus Wythe St	City of Petersburg	0.20	8900	G	97%	1%	1%	1%	1%	0%	F	0.091	F		9400	G
Combined Traffic Estimates for Parallel Roadways on this Route:			NA									NA			NA	
To: ALT US 301 Sycamore St																
From: ALT US 301 Sycamore St																
1 301 460 36 ALT Bus Wythe St	City of Petersburg	0.20	12000	G	97%	1%	1%	1%	1%	0%	F	0.088	F		13000	G
Combined Traffic Estimates for Parallel Roadways on this Route:			NA									NA			NA	
To: Bus US 460 Jefferson St																
From: Bus US 460 Wythe St																
1 301 ALT Jefferson St	City of Petersburg	0.09	3000	G	97%	1%	1%	1%	1%	0%	F	0.129	F	0.624	3200	G
Combined Traffic Estimates for Parallel Roadways on this Route:			NA									0.129	F	0.624	NA	
To: Bus US 460 Par, Washington St																
From: Bus US 460 Par, Washington St																
1 301 ALT Jefferson St	City of Petersburg	0.26	960	G	97%	1%	1%	1%	1%	0%	F	0.119	F	0.701	1000	G
Combined Traffic Estimates for Parallel Roadways on this Route:			NA									0.119	F	0.701	NA	
To: Henry St																
From: Henry St																
1 301 ALT 3rd St	City of Petersburg	0.05	330	G	97%	1%	1%	1%	1%	0%	F	0.104	F	0.632	350	G
Combined Traffic Estimates for Parallel Roadways on this Route:			NA									0.104	F	0.632	NA	
To: US 301 Par, Bank St																
From: US 301 Par, Bank St																
1 301 ALT 3rd St	City of Petersburg	0.05	410	G	97%	1%	1%	1%	1%	0%	F	0.107	F	0.569	430	G
Combined Traffic Estimates for Parallel Roadways on this Route:			NA									0.107	F	0.569	NA	
To: US 301 Bollingbrook St																
From: US 301; 3RD STREET																
1 301 301 36 ALT Bollingbrook St	City of Petersburg	0.08	4300	G	98%	0%	1%	0%	0%	0%	F	0.104	F	0.82	4600	G
Combined Traffic Estimates for Parallel Roadways on this Route:			NA									0.104	F	0.82	NA	
To: US 1 Par; US 301 Par; Bollingbrook St																

Virginia Department of Transportation  
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2012  
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						
1 301 2nd St	From: US 1 Par; US 301 Par; Bollingbrook St															
	City of Petersburg	0.35	12000	G	99%	0%	0%	0%	0%	F	0.091	F	0.597	13000	G	
	To: SCL Colonial Heights															
Bus 1 460 Washington St	From: US 1 Wythe St Battersea Lane															
	City of Petersburg	0.31	8100	G	97%	1%	1%	1%	0%	F	0.096	F		8600	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		15000	G	97%	1%	1%	1%	0%	F	0.09	F	0.539	16000	G	
	To: 123-9025 West St															
Bus 1 460 Washington St	From: 123-9025 West St															
	City of Petersburg	0.40	8500	G	97%	1%	1%	1%	0%	F	0.091	F		9000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		15000	G	97%	1%	1%	1%	0%	F	NA			16000	G	
	To: 123-9029 South St															
Bus 1 460 Washington St	From: 123-9029 South St															
	City of Petersburg	0.27	9200	G	97%	1%	1%	1%	0%	C	0.091	F		9700	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		18000	G	97%	1%	1%	1%	0%	F	NA			19000	G	
	To: Guarantee St															
Bus 1 460 Washington St	From: Guarantee St															
	City of Petersburg	0.24	9200	G	97%	1%	1%	1%	0%	F	0.092	F		9800	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		18000	G	97%	1%	1%	1%	0%	F	NA			19000	G	
	To: BUS US 460 Par; SR 36 Market St															
1 36 Market St	From: SR 36; Bus US 460 Par Washington St															
	City of Petersburg	0.38	3000	G	98%	1%	1%	0%	0%	C	0.093	F	0.518	3200	G	
	Combined Traffic Estimates for Parallel Roadways on this Route:		NA								NA			NA		
	To: SR 36 Grove Ave															
1 36 Old St	From: SR 36; Market St															
	City of Petersburg	0.13	4100	G	98%	1%	1%	0%	0%	F	0.091	F	0.661	4300	G	
	Combined Traffic Estimates for Parallel Roadways on this Route:		NA								NA			NA		
	To: Sycamore St															
1 36 Sycamore St	From: Old St															
	City of Petersburg	0.04	3600	G	98%	1%	1%	0%	0%	F	0.095	F	0.763	3800	G	
	Combined Traffic Estimates for Parallel Roadways on this Route:		NA								NA			NA		
	To: Bollingbrook St															
1 36 Bollingbrook St	From: Sycamore St															
	City of Petersburg	0.10	3900	G	98%	1%	1%	0%	0%	F	0.090	F	0.644	4100	G	
	Combined Traffic Estimates for Parallel Roadways on this Route:		NA								NA			NA		
	To: US 1, US 301 2nd St															
36 Fleet St	From: WCL Petersburg															
	City of Petersburg	0.12	8200	G	99%	0%	0%	0%	0%	C	0.095	F	0.505	8400	G	
	To: Grove Ave															
36 Grove Ave	From: Fleet St															
	City of Petersburg	0.54	3200	G	99%	0%	1%	0%	0%	C	0.098	F	0.636	3400	G	
	To: US 1 Par, Market St															
36 1 Market St	From: US 1															
	City of Petersburg	0.38	3000	G	98%	1%	1%	0%	0%	C	0.093	F	0.518	3200	G	
	Combined Traffic Estimates for Parallel Roadways on this Route:		NA								NA			NA		
	To: US 1 Par; BUS US 460 Par, Washington St															



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							2Axle	3+Axle	1Trail	2Trail						
36 Market St	City of Petersburg	0.11	3000	G	99%	0%	1%	0%	0%	0%	F	0.094	F	0.645	3000	G
From: US 1 Par; Bus US 460 Par, Washington St																
36 1 460 Bus Wythe St	City of Petersburg	0.20	8900	G	97%	1%	1%	1%	1%	0%	F	0.091	F		9400	G
From: US 1, Bus US 460 Wythe St																
Combined Traffic Estimates for Parallel Roadways on this Route:			NA									NA			NA	
36 1 301 460 Bus ALT Wythe St	City of Petersburg	0.20	12000	G	97%	1%	1%	1%	1%	0%	F	0.088	F		13000	G
From: ALT US 301 Sycamore St																
Combined Traffic Estimates for Parallel Roadways on this Route:			NA									NA			NA	
36 460 Bus Wythe St	City of Petersburg	0.20	14000	G	97%	1%	1%	1%	1%	0%	C	0.089	F		15000	G
From: Bus US 460																
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			29000	G	96%	1%	1%	1%	2%	0%	F	NA			31000	G
36 460 Bus Wythe St	City of Petersburg	0.30	10000	G	97%	1%	1%	1%	1%	0%	F	0.096	F		11000	G
From: I-85, I-95																
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			22000	G	96%	1%	1%	1%	2%	0%	F	0.093	F	0.650	24000	G
36 Wythe St	City of Petersburg	0.43	8600	G	97%	0%	0%	0%	2%	0%	F	0.084	F		9500	G
From: South Crater Rd																
From: US 301, Bus US 460 Crater Rd																
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			18000	G	97%	0%	0%	0%	2%	0%	F	0.095	F	0.629	20000	G
36 Washington St	City of Petersburg	0.87	19000	G	97%	0%	0%	0%	2%	0%	F	0.095	F	0.608	21000	G
From: SR 36 Par, Washington St; Amelia St																
From: SR 36 Par, Wythe St; Amelia St																
36 Washington St	City of Petersburg	0.58	15000	G	97%	0%	0%	0%	2%	0%	F	0.092	F	0.605	16000	G
From: Puddledock Rd																
From: Prince George County Line																
36 1 Old St	City of Petersburg	0.13	4100	G	98%	1%	1%	0%	0%	0%	F	0.091	F	0.661	4300	G
From: SR 36; Market St																
Combined Traffic Estimates for Parallel Roadways on this Route:			NA									NA			NA	
36 1 Sycamore St	City of Petersburg	0.04	3600	G	98%	1%	1%	0%	0%	0%	F	0.095	F	0.763	3800	G
From: Sycamore St																
From: Old St																
Combined Traffic Estimates for Parallel Roadways on this Route:			NA									NA			NA	
36 1 Bollingbrook St	City of Petersburg	0.10	3900	G	98%	1%	1%	0%	0%	0%	F	0.090	F	0.644	4100	G
From: Bollingbrook St																
From: Sycamore St																
Combined Traffic Estimates for Parallel Roadways on this Route:			NA									NA			NA	
36 301 1 301 Bus ALT Bollingbrook St	City of Petersburg	0.08	4300	G	98%	0%	1%	0%	0%	0%	F	0.104	F	0.82	4600	G
From: US 1, US 301 2nd St																
From: US 1 Par, 2nd St																
Combined Traffic Estimates for Parallel Roadways on this Route:			NA									0.104	F	0.82	NA	
From: US 1, ALT US 301 3rd St																

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							2Axle	3+Axle	1Trail	2Trail						
36 301 Bollingbrook St	From: 3rd St															
	City of Petersburg	0.15	4200	G	98%	0%	1%	0%	0%	0%	F	0.108	F	0.826	4400	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			6600	G	97%	0%	1%	0%	0%	0%	F	NA		7000	G	
36 301 Bollingbrook St	From: 5th St															
	City of Petersburg	0.23	3700	G	98%	0%	1%	0%	0%	0%	C	0.107	F	0.811	3900	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			6300	G	97%	0%	1%	1%	0%	0%	C	NA		6700	G	
36 301 Crater Rd	From: Crater Rd															
	City of Petersburg	0.14	2700	G	98%	0%	1%	0%	0%	0%	F	0.117	F	0.843	2800	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			6600	G	97%	0%	1%	1%	1%	0%	F	NA		7100	G	
36 301 Crater Rd	From: US 301 Par, Bank St															
	City of Petersburg	0.18	3700	G	98%	1%	1%	0%	0%	0%	F	0.094	F	0.555	3900	G
Combined Traffic Estimates for Parallel Roadways on this Route:			NA									0.094	F	0.555	NA	
36 Washington St	From: US 301, BUS US 460 Crater Rd															
	City of Petersburg	0.18	9600	G	97%	0%	0%	0%	2%	0%	F	0.113	F		11000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			18000	G	97%	0%	0%	0%	2%	0%	F	NA		20000	G	
36 Washington St	From: Burch St															
	City of Petersburg	0.25	9500	G	97%	0%	0%	0%	2%	0%	F	0.112	F		10000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			18000	G	97%	0%	0%	0%	2%	0%	F	0.095	F	0.629	20000	G
North 85 460	From: SCL Petersburg															
	City of Petersburg (Maint: 26)	1.01	24000	A	88%	1%	1%	1%	9%	1%	C	0.095	A		24000	A
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			47000	A	88%	1%	1%	1%	10%	1%	C	0.003	A		46000	A
North 85 460	From: Squirrel Level Road															
	City of Petersburg (Maint: 26)	2.57	27000	A	88%	1%	1%	1%	9%	1%	F	0.093	A		27000	A
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			51000	A	88%	1%	1%	1%	10%	1%	F	0.093	A	0.532	51000	A
North 85 I-85 N Ramp	From: Ramp To I-95 S															
	City of Petersburg (Maint: 26)	0.46	22000	G	88%	1%	1%	1%	9%	1%	F	NA		21000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			46000	G	85%	1%	1%	1%	11%	1%	F	NA		43000	G	
North 85 Ramp	From: Ramp to Washington St; Wythe St															
	City of Petersburg (Maint: 26)	0.11	19000	G	88%	1%	1%	1%	9%	1%	F	NA		18000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			39000	G	85%	1%	1%	1%	11%	1%	F	NA		37000	G	
North 85 Ramp	From: I-95 North															
	City of Petersburg (Maint: 26)	0.11	1300	G								NA		1300	G	
North 85 460 Ramp	From: 123-9011 Squirrel Level Rd															
	City of Petersburg (Maint: 26)	0.10	5800	F								0.101	A	6000	F	

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Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
North 85 Ramp	From: I-85 North Ramp to I-95 North City of Petersburg (Maint: 26)	0.06	2800	G								NA		2800	G	
	To: I-95 North															
North 85 Ramp	From: I-95 North City of Petersburg (Maint: 26)	0.22	5700	A								0.113	A	6200	A	
	To: Wythe St & Washington St															
North 85 Ramp	From: I-85 North Exit 68C City of Petersburg (Maint: 26)	0.17	3500	A								0.114	A	3900	A	
	To: CEUS 460-P Washington St															
North 85 Ramp	From: I-85 North Exit 68B City of Petersburg (Maint: 26)	0.07	2100	A								0.129	A	2300	A	
	To: CEUS 460 Wythe St															
South 85 460	From: SCL Petersburg City of Petersburg (Maint: 26)	1.25	23000	A	87%	1%	1%	1%	10%	1%	C	0.107	A	23000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		47000	A	88%	1%	1%	1%	10%	1%	C	NA		46000	A	
	To: Squirrel Level Road															
South 85 460	From: Squirrel Level Road City of Petersburg (Maint: 26)	2.23	24000	A	87%	1%	1%	1%	10%	1%	F	0.106	A	24000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		51000	A	88%	1%	1%	1%	10%	1%	F	0.093	A	51000	A	
	To: Ramp From I-95 N															
South 85 I-85 S Ramp	From: Ramp From I-95 N City of Petersburg (Maint: 26)	0.33	24000	G	83%	1%	1%	1%	14%	1%	F	0.106	N	22000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		46000	G	85%	1%	1%	1%	11%	1%	F	NA		43000	G	
	To: Ramp From Washington Ave															
South 85 I-85 S Ramp	From: Ramp From Washington Ave City of Petersburg (Maint: 26)	0.16	20000	G	83%	1%	1%	1%	14%	1%	F	NA		19000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		39000	G	85%	1%	1%	1%	11%	1%	F	NA		37000	G	
	To: I-95 South															
South 85 Ramp	From: I-85-S TO SQUIRREL LEVEL ROAD City of Petersburg (Maint: 26)	0.13	3000	A								0.108	A	3200	A	
	To: 123-9011; 123-9011- 1B TO & FROM RT															
North 95	From: Rives Rd City of Petersburg (Maint: 74)	1.15	15000	A	85%	1%	1%	0%	13%	0%	F	0.111	A	14000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		32000	A	87%	1%	1%	1%	11%	0%	F	0.102	A	29000	A	
	To: Wagner Rd															
North 95	From: Wagner Rd City of Petersburg (Maint: 74)	2.79	22000	A	85%	1%	1%	0%	13%	0%	F	0.101	A	21000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		45000	A	87%	1%	1%	1%	11%	0%	F	0.094	A	43000	A	
	To: US 460 County Rd; US 301 Crater Rd															
North 95	From: US 460 County Rd; US 301 Crater Rd City of Petersburg (Maint: 74)	0.03	19000	A	85%	1%	1%	0%	13%	0%	F	0.105	A	18000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		38000	A	87%	1%	1%	1%	11%	0%	F	0.098	A	36000	A	
	To: Maintenance Jurisdiction Change															

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Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
North (95)	From: I-85															
	City of Petersburg (Maint: 26)	0.44	<b>43000</b>	<b>A</b>	91%	1%	1%	1%	6%	0%	F	0.093	A	42000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		<b>85000</b>	<b>A</b>	91%	1%	1%	1%	7%	0%	F	0.091	A	83000	A	
North (95)	From: US 301, Bus US 460 Washington St															
	City of Petersburg (Maint: 26)	0.64	<b>49000</b>	<b>A</b>	91%	1%	1%	1%	6%	0%	F	0.093	A	49000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		<b>99000</b>	<b>A</b>	91%	1%	1%	1%	7%	0%	F	NA		98000	A	
North (95) Ramp	From: I-95 North															
	City of Petersburg (Maint: 74)	0.17	<b>850</b>	<b>A</b>								0.106	A	830	A	
	To: 123-9008 Rives Rd															
North (95) Ramp	From: I-95 North															
	City of Petersburg (Maint: 74)	0.35	<b>280</b>	<b>A</b>								0.167	A	300	A	
	To: 123-9010 Wagner Rd															
North (95) Ramp	From: I-95 North															
	City of Petersburg (Maint: 74)	0.23	<b>690</b>	<b>G</b>								NA		690	G	
	To: 123-9010 Wagner Rd															
North (95) Ramp	From: I-95 North Collector Rd															
	City of Petersburg (Maint: 74)	0.11	<b>720</b>	<b>G</b>								NA		720	G	
	To: US 460 County Dr															
North (95) Ramp	From: I-95 Collector Rd															
	City of Petersburg (Maint: 74)	0.14	<b>500</b>	<b>G</b>								NA		500	G	
	To: BUS US 460 P															
North (95) Ramp	From: I-95 Collector Rd															
	City of Petersburg (Maint: 74)	0.16	<b>1900</b>	<b>G</b>								NA		1900	G	
	To: US 301															
North (95) I-95 North CD Rd at US 460; US 301	From: I-95 North															
	City of Petersburg (Maint: 74)	0.04	<b>NA</b>									NA		NA		
	To: Ramp to US 460 East															
North (95) I-95 North CD Rd at US 460; US 301	From: I-95 North															
	City of Petersburg (Maint: 74)	0.15	<b>2800</b>	<b>G</b>								NA		2800	G	
	To: Ramp From US 460 West															
North (95) I-95 North CD Rd at US 460; US 301	From: I-95 North															
	City of Petersburg (Maint: 74)	0.26	<b>10000</b>	<b>A</b>								0.145	A	11000	A	
	To: Ramp to US 301 North															
North (95) I-95 North CD Rd at US 460; US 301	From: I-95 North															
	City of Petersburg (Maint: 74)	0.22	<b>NA</b>									NA		NA		
	To: Ramp to US 301 South															
North (95) I-95 North CD Rd at US 460; US 301	From: I-95 North															
	City of Petersburg (Maint: 74)	0.06	<b>9700</b>	<b>G</b>								NA		9700	G	
	To: Ramp From US 301															
North (95) I-95 North CD Rd at US 460; US 301	From: I-95 North															
	City of Petersburg (Maint: 74)	0.14	<b>14000</b>	<b>A</b>								0.121	A	15000	A	
	To: Ramp to Wythe & Washington Streets															

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							2Axle	3+Axle	1Trail	2Trail						
North 95	From: Ramp to Wythe & Washington Streets City of Petersburg (Maint: 74) To: I-95 North	0.01	NA											NA		
North 95	Ramp From: I-95 North Collector Rd City of Petersburg (Maint: 26) To: I-85 North Exit 68B To Wythe St & Washington St	0.47	3600	G										NA	3600 G	
North 95	Ramp From: I-95 North City of Petersburg (Maint: 26) To: I-85 South	0.43	5400	G										NA	5400 G	
North 95	Ramp From: I-95-N TO RT 30100- BANK STREET City of Petersburg (Maint: 74) To: IUS 301-P FROM RT 95 NORTH	0.19	NA											NA	NA	
South 95	From: SCL Petersburg City of Petersburg (Maint: 74) Combined Traffic Estimates for 2 Parallel Roadways on this Route:	0.34	14000	A	89%	1%	1%	1%	9%	0%	F	0.120	A		12000 A	
	To: Rives Rd		27000	A	87%	1%	1%	1%	11%	0%	F	NA			24000 A	
South 95	From: Rives Rd City of Petersburg (Maint: 74) Combined Traffic Estimates for 2 Parallel Roadways on this Route:	1.22	16000	A	89%	1%	1%	1%	9%	0%	F	0.109	A		15000 A	
	To: Wagner Rd		32000	A	87%	1%	1%	1%	11%	0%	F	0.102	A	0.658	29000 A	
South 95	From: Wagner Rd City of Petersburg (Maint: 74) Combined Traffic Estimates for 2 Parallel Roadways on this Route:	1.50	23000	A	89%	1%	1%	1%	9%	0%	F	0.097	A		22000 A	
	To: US 460 County Rd; US 301 Crater Rd		45000	A	87%	1%	1%	1%	11%	0%	F	0.094	A	0.569	43000 A	
South 95	From: South of US 460 County Rd; US 301 Crater Rd City of Petersburg (Maint: 74) Combined Traffic Estimates for 2 Parallel Roadways on this Route:	0.91	19000	A	89%	1%	1%	1%	9%	0%	F	0.102	A		18000 A	
	To: North of US 460 County Rd; US 301 Crater Rd		38000	A	87%	1%	1%	1%	11%	0%	F	0.098	A	0.535	36000 A	
South 95	From: North of US 460 County Rd; US 301 Crater Rd City of Petersburg (Maint: 26) Combined Traffic Estimates for 2 Parallel Roadways on this Route:	0.41	29000	A								0.092	A		28000 A	
	To: I-85		48000	A								NA			46000 A	
South 95	From: I-85 City of Petersburg (Maint: 26) Combined Traffic Estimates for 2 Parallel Roadways on this Route:	0.66	42000	A	91%	1%	1%	1%	7%	0%	F	0.094	A		41000 A	
	To: US 301, Bus US 460 Washington St		85000	A	91%	1%	1%	1%	7%	0%	F	0.091	A	0.512	83000 A	
South 95	From: US 301, Bus US 460 Washington St City of Petersburg (Maint: 26) Combined Traffic Estimates for 2 Parallel Roadways on this Route:	0.48	50000	A	91%	1%	1%	1%	7%	0%	F	0.093	A		49000 A	
	To: SCL Colonial Heights		99000	A	91%	1%	1%	1%	7%	0%	F	NA			98000 A	
South 95	Ramp From: I-95 South City of Petersburg (Maint: 74) To: 123-9008 Rives Rd	0.16	3500	G										NA	3500 G	

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							2Axle	3+Axle	1Trail	2Trail						
South (95) Ramp	From: I-95 South City of Petersburg (Maint: 74) To: 123-9010 Wagner Rd	0.25	2400	G								NA		2400	G	
South (95) Ramp	From: I-95 South City of Petersburg (Maint: 74) To: 123-9010 Wagner Rd	0.31	5200	A								0.099	A	5600	A	
South (95) Ramp	From: I-95-S050X TO GRAHAM ROAD City of Petersburg (Maint: 74) To: 123-9012 FROM ROUTE 95 SOUTH	0.09	6300	F	99%	0%	0%	0%	0%	C	0.088	F		6300	F	
South (95) (460) Ramp	From: I-95 South City of Petersburg (Maint: 74) To: Ramp to Graham Rd	0.06	9300	A								0.099	A	10000	A	
South (95) (460) Ramp from I-85 N to I-95 S	From: Ramp from US 301 City of Petersburg (Maint: 74) To: Ramp from US 301	0.07	11000	F	91%	0%	1%	1%	7%	0%	C	0.112	F	11000	F	
South (95) (460) (Bus 460) Ramp from I-85 N to I-95 S	From: Ramp from US 301 City of Petersburg (Maint: 74) To: US 460 Ramp	0.18	NA									NA		NA		
South (95) (460) (Bus 460) Ramp from I-85 N to I-95 S	From: Ramp from US 301 City of Petersburg (Maint: 74) To: I-95 South	0.27	11000	A								0.121	A	12000	A	
South (95) Ramp	From: I-95-S TO WASHINGTON & WYTHE STS City of Petersburg (Maint: 74) To: I-95-S052B TO WASHINGTON STREET	0.12	NA									NA		NA		
South (95) Ramp	From: I-95-S052B TO WASHINGTON STREET City of Petersburg (Maint: 74) To: CEUS 460 FROM RT 95 SOUTH	0.19	NA									NA		NA		
(106) Courthouse Rd	From: US 460 County Rd City of Petersburg To: ECL Petersburg	0.10	7100	G	95%	2%	1%	1%	1%	0%	F	0.096	F	0.507	7500	G
(109) Hickory Hill Rd	From: US 460 County Rd City of Petersburg To: ECL Petersburg	0.88	8000	G	98%	0%	0%	1%	0%	0%	C	0.128	F	0.869	8500	G
(109) Hickory Hill Rd	From: ECL Petersburg City of Petersburg To: Dead End: Fort Lee Military Reservation, Mahone Av	0.03	8000	N	98%	0%	0%	1%	0%	0%	N	0.128	N	0.869	8500	N
(142) Boydton Plank Rd	From: WCL Petersburg City of Petersburg To: Dupuy Rd	0.16	3200	G	97%	0%	0%	1%	1%	0%	F	0.107	F	0.688	3400	G
(142) Boydton Plank Rd	From: Dupuy Rd City of Petersburg To: Rt 604 Halifax Rd	1.24	3200	G	97%	0%	0%	1%	1%	0%	C	0.103	F	0.669	3400	G

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							2Axle	3+Axle	1Trail	2Trail						
142 Halifax Rd	From: Rt 604 Halifax Rd															
	City of Petersburg	0.06	5400	G	97%	0%	0%	1%	1%	0%	F	0.096	F	0.516	5800	G
	To: CSX RR															
301 Crater Rd	From: SCL Petersburg															
	City of Petersburg	0.21	8300	G	99%	0%	0%	0%	0%	0%	F	0.098	F	0.651	8800	G
	To: Rives Rd															
301 Crater Rd	From: Wagner Rd															
	City of Petersburg	0.90	9500	G	99%	0%	0%	0%	0%	0%	C	0.097	F	0.612	10000	G
	To: Flank Rd															
301 Crater Rd	From: Flank Rd															
	City of Petersburg	0.43	22000	G	99%	0%	0%	0%	0%	0%	F	0.09	F	0.508	23000	G
	To: ALT US 301 Sycamore St															
301 Crater Rd	From: ALT US 301 Sycamore St															
	City of Petersburg	0.26	15000	G	99%	0%	0%	0%	0%	0%	C	0.087	F	0.528	16000	G
	To: South Blvd															
301 Crater Rd	From: South Blvd															
	City of Petersburg	0.73	20000	G	99%	0%	0%	0%	0%	0%	F	0.087	F	0.518	22000	G
	To: I-95, Bus US 460															
Bus 301 460 Crater Rd	City of Petersburg (Maint: 26)	0.09	10000	N	98%	1%	1%	0%	0%	0%	N	0.087	N	0.507	11000	N
	To: I-95; Bus US 460 Par, Winfield Rd															
Bus 301 460 Crater Rd	City of Petersburg	0.98	10000	G	98%	1%	1%	0%	0%	0%	C	0.087	F	0.507	11000	G
	From: Maintenance Jurisdiction Change															
	Combined Traffic Estimates for Parallel Roadways on this Route:		NA									0.087	F	0.507	NA	
	To: SR 36, Bus US 460 Wythe St															
Bus 301 460 Crater Rd	City of Petersburg	0.10	7100	G	98%	1%	1%	0%	0%	0%	F	0.09	F	0.559	7600	G
	From: SR 36, Bus US 460 Par, Washington St															
	Combined Traffic Estimates for Parallel Roadways on this Route:		NA									0.09	F	0.559	NA	
	To: US 301 Par, Bank St															
301 36 Crater Rd	City of Petersburg	0.18	3700	G	98%	1%	1%	0%	0%	0%	F	0.094	F	0.555	3900	G
	From: US 301 Par, Bank St															
	Combined Traffic Estimates for Parallel Roadways on this Route:		NA									0.094	F	0.555	NA	
	To: Bollingbrook St															
301 36 Bollingbrook St	City of Petersburg	0.23	3700	G	98%	0%	1%	0%	0%	0%	C	0.107	F	0.811	3900	G
	From: Crater Rd															
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		6600	G	97%	0%	1%	1%	1%	0%	F	NA			7100	G
	To: 5th St															
301 36 Bollingbrook St	City of Petersburg	0.15	4200	G	98%	0%	1%	0%	0%	0%	F	0.108	F	0.826	4400	G
	From: 5th St															
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		6600	G	97%	0%	1%	0%	0%	0%	F	NA			7000	G
	To: 3rd St															

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							2Axle	3+Axle	1Trail	2Trail															
From: US 1, ALT US 301 3rd St																									
Bollingbrook St	City of Petersburg	0.08	<b>4300</b>	<b>G</b>	98%	0%	1%	0%	0%	0%	F	0.104	F	0.82	4600	G									
Combined Traffic Estimates for Parallel Roadways on this Route:													<b>NA</b>												
To: US 1 Par, 2nd St																									
From: N RT 1																									
2nd St	City of Petersburg	0.35	<b>12000</b>	<b>G</b>	99%	0%	0%	0%	0%	0%	F	0.091	F	0.597	13000	G									
To: SCL Colonial Heights																									
From: US 301																									
Ramp	City of Petersburg (Maint: 74)	0.19	<b>6900</b>	<b>G</b>								0.077	F		6900	G									
To: I-95 Collector Rd																									
From: US 301; 123-9012 GRAHAM RD & RO RT 95																									
North Ramp	City of Petersburg (Maint: 74)	0.10	<b>1800</b>	<b>G</b>								0.081	F		1800	G									
To: I-95-S050X FROM ROUTE 301 NORTH																									
From: US 301 Crater Rd																									
South Bus Ramp US 301 S to I-95 S at Exit ???	City of Petersburg (Maint: 74)	0.20	<b>650</b>	<b>G</b>	97%	1%	1%	1%	0%	F	0.114	F		690	G										
To: I-95, US 460																									
From: US 301 Crater St																									
Bank St	City of Petersburg	0.24	<b>2600</b>	<b>G</b>	97%	0%	1%	1%	1%	0%	C	0.100	F	0.631	2800	G									
Combined Traffic Estimates for 2 Parallel Roadways on this Route:													<b>6300</b>	<b>G</b>	97%	0%	1%	1%	0%	0%	C	NA		6700	G
To: 5th St																									
From: 5th St																									
Bank St	City of Petersburg	0.15	<b>2400</b>	<b>G</b>	97%	0%	1%	1%	1%	0%	F	0.096	F		2600	G									
Combined Traffic Estimates for 2 Parallel Roadways on this Route:													<b>6600</b>	<b>G</b>	97%	0%	1%	0%	0%	0%	F	NA		7000	G
To: 3rd St																									
From: 3rd St																									
Bank St	City of Petersburg	0.09	<b>2400</b>	<b>G</b>	97%	0%	1%	1%	1%	0%	F	0.093	F		2500	G									
Combined Traffic Estimates for 2 Parallel Roadways on this Route:													<b>6700</b>	<b>G</b>	97%	0%	1%	0%	0%	0%	F	NA		7100	G
To: ALT US 301 Par, 2nd St																									
From: US 301 Crater Rd																									
Sycamore St	City of Petersburg	0.30	<b>7500</b>	<b>G</b>	99%	0%	0%	0%	0%	0%	F	0.095	F	0.576	7900	G									
To: South Blvd																									
From: South Blvd																									
Sycamore St	City of Petersburg	0.95	<b>6000</b>	<b>G</b>	99%	0%	0%	0%	0%	0%	C	0.094	F	0.597	6300	G									
To: North Blvd																									
From: North Blvd																									
Sycamore St	City of Petersburg	0.42	<b>9000</b>	<b>G</b>	99%	0%	0%	0%	0%	0%	F	0.090	F	0.642	9500	G									
To: Graham Rd																									
From: Graham Rd																									
Sycamore St	City of Petersburg	0.56	<b>9900</b>	<b>G</b>	99%	0%	0%	0%	0%	0%	F	0.091	F	0.572	10000	G									
To: US 1 Wythe St																									
From: US 1																									
Wythe St	City of Petersburg	0.20	<b>12000</b>	<b>G</b>	97%	1%	1%	1%	1%	0%	F	0.088	F		13000	G									
Combined Traffic Estimates for Parallel Roadways on this Route:													<b>NA</b>												
To: Bus US 460 Jefferson St																									



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							2Axle	3+Axle	1Trail	2Trail						
ALT 301 1 Jefferson St	From: Bus US 460 Wythe St City of Petersburg	0.09	3000	G	97%	1%	1%	1%	1%	0%	F	0.129	F	0.624	3200	G
Combined Traffic Estimates for Parallel Roadways on this Route:			NA									0.129	F	0.624	NA	
ALT 301 1 Jefferson St	To: Bus US 460 Par, Washington St From: City of Petersburg	0.26	960	G	97%	1%	1%	1%	1%	0%	F	0.119	F	0.701	1000	G
Combined Traffic Estimates for Parallel Roadways on this Route:			NA									0.119	F	0.701	NA	
ALT 301 1 3rd St	To: Henry St From: City of Petersburg	0.05	330	G	97%	1%	1%	1%	1%	0%	F	0.104	F	0.632	350	G
Combined Traffic Estimates for Parallel Roadways on this Route:			NA									0.104	F	0.632	NA	
ALT 301 1 3rd St	To: US 301 Par, Bank St From: City of Petersburg	0.05	410	G	97%	1%	1%	1%	1%	0%	F	0.107	F	0.569	430	G
Combined Traffic Estimates for Parallel Roadways on this Route:			NA									0.107	F	0.569	NA	
ALT 301 301 1 36 Bollingbrook St	To: US 301 Bollingbrook St From: US 1, ALT US 301 3rd St City of Petersburg	0.08	4300	G	98%	0%	1%	0%	0%	0%	F	0.104	F	0.82	4600	G
Combined Traffic Estimates for Parallel Roadways on this Route:			NA									0.104	F	0.82	NA	
ALT 301 Sycamore St	To: US 301 From: US 1 Wythe St City of Petersburg	0.09	6800	G	98%	0%	1%	0%	0%	0%	F	0.158	F	0.617	7200	G
Combined Traffic Estimates for Parallel Roadways on this Route:			NA									NA			NA	
ALT Bus Bus 301 460 460 36 Washington St	To: Bus US 460 Washington St From: Bus US 460 Par City of Petersburg	0.09	14000	G	97%	1%	1%	1%	1%	0%	F	0.083	F		15000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			26000	G	97%	1%	1%	1%	1%	0%	F	NA			28000	G
ALT 301 Adams St	To: Bus US 460 Washington St From: City of Petersburg	0.06	9500	G	98%	0%	1%	0%	0%	0%	F	0.087	F	0.59	10000	G
Combined Traffic Estimates for Parallel Roadways on this Route:			NA									NA			NA	
ALT 301 Adams St	To: Franklin St From: City of Petersburg	0.16	8400	G	98%	0%	1%	0%	0%	0%	C	0.088	F	0.583	8900	G
Combined Traffic Estimates for Parallel Roadways on this Route:			NA									NA			NA	
460 85	From: SCL Petersburg City of Petersburg (Maint: 26)	1.01	See I-85 for directional traffic volume estimates for this segment.				1%	1%	10%	1%		C	0.003	A	46000	A
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			47000	A	88%	1%	1%	10%	1%							
460 85	To: Squirrel Level Road From: City of Petersburg (Maint: 26)	2.57	See I-85 for directional traffic volume estimates for this segment.				1%	1%	10%	1%		F	0.093	A	51000	A
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			51000	A	88%	1%	1%	10%	1%							
			To: I-85 S													

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Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
460 85 Ramp	From: I-85 S	0.10														
	To: I-85 S															
460 95 Ramp	From: I-95 SB	0.06														
	To: I-85															
460 95 Ramp from I-85 N to I-95 S	From: Graham Rd	0.07														
	To: I-95 SB Collector Ramp															
460 95 Bus 460 Ramp from I-85 N to I-95 S	From: Ramp from US 301 South	0.18														
	To: Ramp from US 301 North															
460 95 Bus 460 Ramp from I-85 N to I-95 S	From: Ramp from US 301	0.27														
	To: US 460															
460 County Dr	City of Petersburg	0.60	18000	G	90%	0%	1%	1%	8%	0%	F	0.105	N	0.531	19000	G
460 County Dr	From: SR 109 Hickory Hill Rd	2.16	9000	A	90%	0%	1%	1%	8%	0%	C	0.105	A	0.531	9400	A
	To: SR 106 Courthouse Rd															
460 County Dr	From: SR 106 Courthouse Rd	0.34	13000	G	90%	0%	1%	1%	8%	0%	F	0.083	F	0.545	13000	G
	To: ECL Petersburg															
460 1 Bus Washington St	From: WCL Petersburg	0.40	13000	G	98%	0%	1%	1%	1%	0%	F	0.095	F	0.52	13000	G
	To: Summit St															
460 1 Bus Washington St	From: Elm St	0.18	13000	G	98%	0%	1%	1%	1%	0%	F	0.096	F	0.555	13000	G
	To: US 1 Par, Wythe St															
460 1 Bus Washington St	From: US 1 Par, Washington St; Battersea Lane	0.57	14000	G	97%	1%	1%	1%	1%	0%	F	0.093	F	0.548	15000	G
	To: US 1 Par, Washington St; Battersea Lane															
460 1 Bus Wythe St	From: US 1 Par, Washington St; Battersea Lane	1.08	7000	G	97%	1%	1%	1%	1%	0%	C	0.091	F		7400	G
	To: US 1 Par, Washington St; Battersea Lane															
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 15000 G 97% 1% 1% 1% 1% 0% F 0.09 F 0.539 16000 G																
460 1 Bus Wythe St	From: Perry St	0.15	8400	G	97%	1%	1%	1%	1%	0%	F	0.099	F		8900	G
	To: SR 36 Market St															
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 18000 G 97% 1% 1% 1% 1% 0% F NA 19000 G																
460 1 36 Bus Wythe St	From: SR 36 Market St	0.20	8900	G	97%	1%	1%	1%	1%	0%	F	0.091	F		9400	G
	To: ALT US 301 Sycamore St															
Combined Traffic Estimates for Parallel Roadways on this Route: NA NA NA																

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							2Axle	3+Axle	1Trail	2Trail						
From: ALT US 301 Sycamore St To: Wythe St City of Petersburg	0.20	12000	G	97%	1%	1%	1%	1%	0%	F	0.088	F		13000	G	
Combined Traffic Estimates for Parallel Roadways on this Route:			NA								NA			NA		
From: US 1 Jefferson St To: Wythe St City of Petersburg	0.20	14000	G	97%	1%	1%	1%	1%	0%	C	0.089	F		15000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			29000	G	96%	1%	1%	1%	2%	F	NA			31000	G	
From: I-85, I-95 To: Wythe St City of Petersburg	0.30	10000	G	97%	1%	1%	1%	1%	0%	F	0.096	F		11000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			22000	G	96%	1%	1%	1%	2%	F	0.093	F	0.650	24000	G	
From: SR 36; US 301 Crater Rd To: Crater Rd City of Petersburg	0.98	10000	G	98%	1%	1%	0%	0%	0%	C	0.087	F	0.507	11000	G	
Combined Traffic Estimates for Parallel Roadways on this Route:			NA								0.087	F	0.507	NA		
From: Maintenance Jurisdiction Change To: I-95; BUS US 460 Par, Winfield Rd City of Petersburg (Maint: 26)	0.09	10000	N	98%	1%	1%	0%	0%	0%	N	0.087	N	0.507	11000	N	
From: US 301 Crater Rd To: Ramp US 301 S to I-95 S at Exit ??? City of Petersburg (Maint: 74)	0.20															
See US 301 for directional traffic volume estimates for this segment.																
From: I-95 CD Road To: Ramp from US 301 South City of Petersburg (Maint: 74)	0.18															
See I-95 for directional traffic volume estimates for this segment.																
From: Ramp from US 301 North To: Ramp from I-85 N to I-95 S City of Petersburg (Maint: 74)	0.27															
See I-95 for directional traffic volume estimates for this segment.																
From: CEUS 460 Exit 6A To: Ramp City of Petersburg (Maint: 26)	0.24	7800	G								NA			7800	G	
From: CEUS 460 Exit 6C To: Ramp City of Petersburg (Maint: 26)	0.27	4400	G								NA			4400	G	
From: I-95 South To: CEUS 460-P002B CEUS 460-E006B FROM City of Petersburg (Maint: 74)	0.11	8600	G								0.112	F		8600	G	
From: I-95-N FROM RT 460 BUS00- WASHINGTON & To: CEUS 460 Exit 6A City of Petersburg (Maint: 26)	0.08	3300	G								NA			3300	G	
From: I-85 South To: CEUS 460 TO RTS 85 & 95 SOUTHBOUND City of Petersburg (Maint: 26)	0.17	3500	G								0.094	F		3500	G	
From: CEUS 460-P002A TO RTS 85 & 95 SOUTHBOUND																

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							2Axle	3+Axle	1Trail	2Trail						
Bus 460 Ramp	From: CEUS 460 TO RT 95 NORTH City of Petersburg (Maint: 74) To: CEUS 460-P002B CEUS 460- 6B FROM	0.20	12000	G								0.097	F	12000	G	
Bus 460 1 Washington St	From: US 1 Wythe St Battersea Lane City of Petersburg To: 123-9025 West St Combined Traffic Estimates for 2 Parallel Roadways on this Route:	0.31	8100	G	97%	1%	1%	1%	1%	0%	F	0.096	F	8600	G	
			15000	G	97%	1%	1%	1%	1%	0%	F	0.09	F	16000	G	
Bus 460 1 Washington St	From: 123-9025 West St City of Petersburg To: 123-9029 South St Combined Traffic Estimates for 2 Parallel Roadways on this Route:	0.40	8500	G	97%	1%	1%	1%	1%	0%	F	0.091	F	9000	G	
			15000	G	97%	1%	1%	1%	1%	0%	F	NA		16000	G	
Bus 460 1 Washington St	From: 123-9029 South St City of Petersburg To: Guarantee St Combined Traffic Estimates for 2 Parallel Roadways on this Route:	0.27	9200	G	97%	1%	1%	1%	1%	0%	C	0.091	F	9700	G	
			18000	G	97%	1%	1%	1%	1%	0%	F	NA		19000	G	
Bus 460 1 Washington St	From: Guarantee St City of Petersburg To: North Market St US 1 Par; SR 36 Market St Combined Traffic Estimates for 2 Parallel Roadways on this Route:	0.24	9200	G	97%	1%	1%	1%	1%	0%	F	0.092	F	9800	G	
			18000	G	97%	1%	1%	1%	1%	0%	F	NA		19000	G	
Bus 460 36 Washington St	From: North Market St City of Petersburg To: US 1 Par; SR 36 Market St Combined Traffic Estimates for 2 Parallel Roadways on this Route:	0.19	11000	G	97%	1%	1%	1%	1%	0%	C	0.087	F	11000	G	
			20000	G	97%	1%	1%	1%	1%	0%	F	NA		21000	G	
Bus ALT 460 301 36 Washington St	From: ALT US 301 Par, Sycamore St City of Petersburg To: ALT US 301 Par, Adams St Combined Traffic Estimates for 2 Parallel Roadways on this Route:	0.09	14000	G	97%	1%	1%	1%	1%	0%	F	0.083	F	15000	G	
			26000	G	97%	1%	1%	1%	1%	0%	F	NA		28000	G	
Bus ALT 460 301 36 Washington St	From: ALT US 301 Par, Adams St City of Petersburg To: US 1 Jefferson St Combined Traffic Estimates for 2 Parallel Roadways on this Route:	0.10	14000	G	97%	1%	1%	1%	1%	0%	F	0.086	F	15000	G	
			26000	G	97%	1%	1%	1%	1%	0%	F	NA		28000	G	
Bus 460 36 Washington St	From: US 1 Jefferson St City of Petersburg To: I-95 Combined Traffic Estimates for 2 Parallel Roadways on this Route:	0.24	15000	G	95%	1%	1%	1%	2%	0%	F	0.088	F	16000	G	
			29000	G	96%	1%	1%	1%	2%	0%	F	NA		31000	G	
Bus 460 36 Washington St	From: I-95 City of Petersburg To: US 301 Crater Rd Combined Traffic Estimates for 2 Parallel Roadways on this Route:	0.24	12000	G	95%	1%	1%	1%	2%	0%	C	0.105	F	13000	G	
			22000	G	96%	1%	1%	1%	2%	0%	F	0.093	F	0.650	24000	G
Bus 460 301 Crater Rd	From: US 301 Crater Rd City of Petersburg To: SR 36, BUS US 460 Wythe St Combined Traffic Estimates for Parallel Roadways on this Route:	0.10	7100	G	98%	1%	1%	0%	0%	0%	F	0.09	F	0.559	7600	G
			NA									0.09	F	0.559	NA	

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							2Axle	3+Axle	1Trail	2Trail						
Bus 460 301 Crater Rd	From: SR 36, BUS US 460 Wythe St City of Petersburg	0.98	10000	G	98%	1%	1%	0%	0%	0%	C	0.087	F	0.507	11000	G
Combined Traffic Estimates for Parallel Roadways on this Route:			NA									0.087	F	0.507	NA	
To: Maintenance Jurisdiction Change																
Bus 460 Winfield Rd	From: US 301 Crater Rd City of Petersburg	0.43	1300	G	96%	2%	1%	1%	0%	0%	C	0.096	F	0.966	1400	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			2000	G	96%	1%	1%	1%	1%	0%	F	NA			2100	G
To: State Maintenance Boundary																
Bus 460 Winfield Rd	From: City of Petersburg (Maint: 26)	0.09	1300	G	96%	2%	1%	1%	0%	0%	C	0.096	F	0.966	1400	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			2000	G	96%	1%	1%	1%	1%	0%	F	NA			2100	G
To: US 460 County Rd																
Bus 460 Ramp	From: CEUS 460-P TO RTS 85 & 95 SOUTHBOUND City of Petersburg (Maint: 26)	0.26	4400	G								0.094	F		4400	G
To: CEUS 460-E006A TO RTS 85 & 95 SOUTHBOUND																
Bus 460 Ramp	From: CEUS 460 City of Petersburg (Maint: 74)	0.08	NA									NA			NA	
To: CEUS 460-E006B CEUS 460- 6B FROM																

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						2Axle	3+Axle	1Trail	2Trail							
<b>City of Petersburg</b>																
(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	940	G								0.085	F	0.676	1000	G	2012
From: SCL Petersburg; 26-675 Vaughan Rd																
To: 123-9013 Halifax Rd																
(4) Wells Rd	0.41	4300	G	88%	0%	1%	2%	9%	0%	C	0.083	F	0.508	4500	G	2012
From: Halifax Rd																
To: Squirrel Level Rd																
(9002) Halifax Rd	0.18	6000	G	98%	1%	1%	0%	0%	0%	F	0.088	F	0.543	6400	G	2012
From: CSX RR																
To: Patterson St																
(9002) Halifax St	0.58	4600	G	98%	1%	1%	0%	0%	0%	F	0.085	F	0.558	4900	G	2012
From: Bayers Lane																
(9002) Halifax St	0.19	5300	G	98%	1%	1%	0%	0%	0%	F	0.09	F	0.537	5600	G	2012
From: Virginia Ave																
(9002) Halifax St	0.37	7800	G	98%	1%	1%	0%	0%	0%	F	0.084	F	0.592	8300	G	2012
From: Lee Ave																
(9002) Halifax St	0.29	7800	G	98%	1%	1%	0%	0%	0%	F	0.09	F	0.535	8300	G	2012
From: Liberty St																
(9002) Halifax St	0.28	8300	G	98%	1%	1%	0%	0%	0%	C	0.087	F	0.535	8800	G	2012
From: US 1, US 460 W Wythe St																
(9002) Union St	0.12	3100	G	98%	1%	1%	0%	0%	0%	C	0.092	F	0.902	3300	G	2012
From: US 1, US 460 W Washington St																
(9002) Union St	0.17	1400	G	97%	1%	1%	1%	0%	0%	C	0.106	F	0.592	1500	G	2012
From: W Tabb St																
To: Boynton Plank Rd																
(9004) Defense Rd	0.47	2000	G	98%	0%	1%	0%	1%	0%	C	0.101	F	0.611	2100	G	2012
From: Squirrel Level Rd																
(9004) Defense Dr	1.77	3100	G	99%	0%	0%	0%	0%	0%	F	0.108	F	0.565	3300	G	2012
From: Johnson Rd																
(9004) South Boulevard	0.92	7300	G	99%	0%	0%	0%	0%	0%	C	0.095	F	0.525	7800	G	2012
From: S. Sycamore St																
(9004) South Boulevard	0.18	5200	G	99%	0%	0%	0%	0%	0%	F	0.085	F	0.518	5500	G	2012
From: Crater Rd																
(9004) South Boulevard	0.72	1900	G	99%	0%	0%	0%	0%	0%	F	0.098	F	0.72	2000	G	2012
From: Anderson St																
To: Halifax Rd																
(9006) Flank Rd	0.96	1800	G	99%	0%	1%	0%	0%	0%	C	0.102	F	0.59	1900	G	2012
From: Johnson Rd																
(9006) Flank Rd	0.47	3200	G	99%	0%	1%	0%	0%	0%	F	0.102	F	0.683	3400	G	2012
From: Birdsong Rd																
(9006) Flank Rd	0.75	2700	G	99%	0%	1%	0%	0%	0%	F	0.093	F	0.51	2800	G	2012
From: Fort Hayes Dr																
(9006) Flank Rd	0.91	3000	G	99%	0%	0%	0%	0%	0%	C	0.093	F	0.548	3100	G	2012
From: Flank Rd N																

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						2Axle	3+Axle	1Trail	2Trail							
<b>City of Petersburg</b>																
(9006) Flank Rd ( 1-Way )	0.13	2400	G	99%	1%	1%	0%	0%	0%	C	0.105	F		2600	G	2012
(9008) Rives Rd	0.48	6600	G	98%	0%	1%	0%	1%	0%	C	0.098	F	0.51	7000	G	2012
(9008) Rives Rd	0.34	5900	G	97%	0%	1%	0%	1%	0%	C	0.098	F	0.530	6300	G	2012
(9008) Ramp	0.17	860	G								0.138	A		880	G	2012
(9008) Ramp	0.16	3200	G								NA			3200	G	2012
(9009) Dupuy Rd	1.24	380	G	97%	2%	1%	0%	0%	0%	F	0.099	F	0.535	410	G	2012
(9009) Dupuy St	0.58	1400	G	97%	2%	1%	0%	0%	0%	F	0.101	F	0.534	1500	G	2012
(9009) Farmer St	0.86	3100	G	97%	2%	1%	0%	0%	0%	C	0.086	F	0.532	3300	G	2012
(9009) Farmer St	0.47	2600	G	97%	2%	1%	0%	0%	0%	F	0.088	F	0.523	2800	G	2012
(9010) Wagner Rd	0.73	16000	G	98%	0%	0%	0%	1%	0%	C	0.087	F	0.539	17000	G	2012
(9010) Wagner Rd	1.60	10000	G	95%	0%	1%	0%	3%	0%	C	0.092	F	0.531	11000	G	2012
East (9010) Ramp	0.30	930	G								0.105	F		930	G	2012
West (9010) Ramp	0.25	260	G								0.133	F		260	G	2012
West (9010) Ramp	0.34	3300	G								0.107	F		3300	G	2012
(9011) Squirrel Level Rd	0.82	860	G	99%	0%	0%	0%	0%	0%	C	0.11	F	0.696	910	G	2012
(9011) Squirrel Level Rd	0.25	4600	G	90%	0%	1%	2%	8%	0%	C	0.087	F	0.545	4900	G	2012
(9011) Squirrel Level	0.20	7800	G	98%	1%	1%	0%	0%	0%	F	0.085	F	0.545	8300	G	2012
(9011) Young Rd	0.55	3900	G	98%	1%	1%	0%	0%	0%	F	0.089	F	0.515	4200	G	2012
(9011) Young Rd	0.59	2400	G	98%	1%	1%	0%	0%	0%	C	0.101	F	0.565	2600	G	2012
(9011) Ramp	0.15	4400	A								0.102	A		4700	A	2012
(9011) Ramp	0.22	700	G								NA			700	G	2012

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						2Axle	3+Axle	1Trail	2Trail							
<b>City of Petersburg</b>																
(9012) Lee Ave	0.56	2300	G	96%	3%	1%	0%	0%	0%	C	0.099	F	0.506	2400	G	2012
			From: West St													
			To: Halifax St													
(9012) Porterville St	0.15	1500	G	98%	1%	0%	0%	0%	0%	F	0.081	F	0.585	1600	G	2012
			From: Harding St													
			To: Harrison St													
(9012) New St	0.18	1300	G	98%	1%	0%	0%	0%	0%	C	0.086	F	0.520	1400	G	2012
			From: New St													
			To: Corling St													
(9012) Harrison St	0.03	1200	G	98%	1%	0%	0%	0%	0%	F	0.092	F		1300	G	2012
			From: Corling St													
			To: Harrison St													
(9012) Corling St	0.09	560	G	98%	1%	0%	0%	0%	0%	F	0.087	F		590	G	2012
			From: Harrison St													
			To: S. Sycamore St													
(9012) Graham Rd	0.83	4200	G	99%	0%	0%	0%	0%	0%	F	0.087	F	0.504	4500	G	2012
			From: Ramp From I-95													
			To: Crater Rd													
(9012) Graham Rd	0.14	9500	G	99%	0%	0%	0%	0%	0%	C	0.083	F	0.783	10000	G	2012
			From: Crater Rd													
			To: SCL Petersburg													
(9013) Halifax Rd	1.79	3600	G	90%	0%	1%	2%	7%	0%	C	0.088	F	0.582	3800	G	2012
			From: SCL Petersburg													
			To: Wells Rd													
(9013) Halifax Rd	0.98	400	G	96%	0%	0%	1%	3%	0%	C	0.136	F	0.527	420	G	2012
			From: Wells Rd													
			To: Boydton Plank Rd													
(9015) Johnson Rd	0.01	2500	G	96%	3%	1%	0%	0%	0%	F	0.115	F	0.734	2600	G	2012
			From: SCL Petersburg													
			To: Flank Rd													
(9015) Johnson Rd	0.54	950	G	99%	0%	0%	0%	0%	0%	C	0.093	F	0.541	1000	G	2012
			From: Flank Rd													
			To: Birdsong Rd													
(9015) Johnson Rd	1.39	4700	G	96%	3%	1%	0%	0%	0%	C	0.11	F	0.603	4900	G	2012
			From: Birdsong Rd													
			To: South Blvd													
(9015) Johnson Rd	0.46	6200	G	96%	3%	1%	0%	0%	0%	F	0.08	F	0.501	6600	G	2012
			From: South Blvd													
			To: North Blvd													
(9015) Johnson Rd	0.37	4800	G	96%	3%	1%	0%	0%	0%	F	0.092	F	0.504	5100	G	2012
			From: North Blvd													
			To: St Luke St													
(9015) High Pearl St	0.20	4100	G	96%	3%	1%	0%	0%	0%	F	0.082	F	0.521	4400	G	2012
			From: St Luke St													
			To: Virginia Ave													
(9015) High Pearl St	0.08	2800	G	98%	1%	0%	0%	0%	0%	F	0.088	F	0.607	2900	G	2012
			From: Virginia Ave													
			To: ST Matthew St													
(9015) Harding St	0.22	1500	G	98%	1%	0%	0%	0%	0%	C	0.086	F	0.568	1600	G	2012
			From: ST Matthew St													
			To: Porterville St													
(9015) Harding St	0.27	770	G	98%	1%	0%	0%	0%	0%	F	0.094	F		810	G	2012
			From: Porterville St													
			To: Porterville St													
			To: Halifax St													
(9017) Birdsong Rd	0.62	530	G	97%	1%	2%	0%	0%	0%	C	0.126	F	0.554	570	G	2012
			From: SCL Petersburg													
			To: Johnson Rd													
(9021) N Sycamore St	0.18	3000	G	98%	1%	2%	0%	0%	0%	F	0.097	F	0.574	3200	G	2012
			From: Johnson Rd													
			To: W Washington St													
(9021) N Sycamore St	0.15	2700	G	98%	1%	2%	0%	0%	0%	C	0.094	F	0.522	2800	G	2012
			From: W Washington St													
			To: W Tabb St													
			To: 3US 01-P Bollingbrook St													
(9023) North Blvd	0.57	2400	G	99%	1%	0%	0%	0%	0%	C	0.089	F	0.662	2500	G	2012
			From: Johnson Rd													
			To: S Sycamore St													



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						2Axle	3+Axle	1Trail	2Trail							
<b>City of Petersburg</b>																
(9025) Virginia Ave	0.22	490	G	97%	2%	2%	0%	0%	0%	C	0.104	F		520	G	2012
						From: Gates Lane										
						To: Harding Street										
(9025) Virginia Ave	0.32	2000	G	97%	2%	2%	0%	0%	0%	F	0.093	F	0.553	2100	G	2012
						From: Halifax Street										
(9025) Young Ave	0.20	2000	G	97%	1%	1%	0%	1%	0%	C	0.089	F	0.591	2100	G	2012
						From: Arlington Street										
(9025) Young Ave	0.11	3000	G	97%	1%	1%	0%	1%	0%	F	0.090	F	0.509	3100	G	2012
						From: West Street Young Avenue										
(9025) S West St	0.28	3400	G	97%	1%	1%	0%	1%	0%	F	0.090	F	0.529	3600	G	2012
						From: Augusta Avenue										
(9025) S West St	0.23	3600	G	97%	1%	1%	0%	1%	0%	F	0.093	F	0.507	3800	G	2012
						From: Farmer St										
(9025) S West St	0.14	2900	G	97%	1%	1%	0%	1%	0%	F	0.094	F	0.542	3100	G	2012
						From: W Wythe St										
(9025) S West St	0.07	2300	G	97%	1%	1%	0%	1%	0%	F	0.089	F	0.513	2400	G	2012
						To: W Washington St										
						From: Halifax St										
(9027) S West St	0.63	1800	G	98%	1%	1%	0%	0%	0%	C	0.096	F	0.508	1900	G	2012
						To: Young Ave										
						From: Lee Ave										
(9029) S. South St	0.36	2000	G	98%	1%	1%	0%	0%	0%	C	0.094	F	0.6	2100	G	2012
						To: US 1 Wythe St										
(9029) S. South St	0.09	3200	G	99%	0%	0%	0%	0%	0%	F	0.092	F	0.607	3400	G	2012
						From: Washington St										
(9029) N. South St	0.20	5800	G	99%	0%	0%	0%	0%	0%	F	0.09	F	0.578	6200	G	2012
						To: High St										
(9029) High St	0.02	850	G	99%	0%	0%	0%	0%	0%	F	0.088	F	0.522	900	G	2012
						From: Canal St										
(9029) Canal St	0.20	6100	G	99%	0%	0%	0%	0%	0%	C	0.088	F	0.55	6400	G	2012
						To: Grove Ave										
						From: New St										
(9031) Byrne St	0.40	620	G	99%	1%	0%	0%	0%	0%	C	0.091	F		650	G	2012
						To: Halifax St										
						From: Halifax Rd										
(9031) S. Market St	0.12	2500	G	99%	1%	0%	0%	0%	0%	F	0.093	F	0.646	2700	G	2012
						To: Wythe St										
						From: Sycamore St										
(9033) Apollo St	0.14	100	G	99%	1%	0%	0%	0%	0%	F	0.180	F	0.514	100	G	2012
						To: S Adams St										
						From: Apollo St										
(9033) Jefferson St	0.58	1800	G	99%	1%	0%	0%	0%	0%	C	0.093	F	0.582	1900	G	2012
						To: E Wythe St										
						From: 3rd Street										
(9033) Henry St	0.04	870	G	99%	1%	0%	0%	0%	0%	F	0.099	F	0.632	930	G	2012
						To: N Adams St										
						From: E Washington St										
(9038) Puddledock Rd	0.40	6700	G	93%	1%	2%	2%	2%	0%	C	0.095	F	0.568	7100	G	2012
						To: ECL Petersburg										
						From: Canal St										
(9046) High St	0.58	980	G	98%	1%	1%	0%	0%	0%	C	0.097	F	0.612	1000	G	2012
						To: N Market St										
						From: N Market St										
(9046) W Bank St	0.14	1800	G	98%	1%	1%	0%	0%	0%	F	0.094	F		1900	G	2012
						To: N Sycamore St										

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<b>City of Petersburg</b>																
(9046) E Bank St	0.11	2500	G	98%	1%	1%	0%	1%	0%	C	0.101	F	0.842	2700	G	2012
(9046) Bank St	0.25	2600	G	96%	1%	2%	0%	1%	0%	C	0.109	F	0.517	2700	G	2012
(9046) Bank St	0.21	3500	G	96%	1%	2%	0%	1%	0%	F	0.1	F	0.513	3700	G	2012
(9048) W Tabb St	0.09	1100	G	97%	1%	2%	0%	0%	0%	F	0.113	F	0.732	1200	G	2012
(9048) W Tabb St	0.06	1500	G	97%	1%	2%	0%	0%	0%	F	0.114	F	0.535	1600	G	2012
(9048) E Tabb St	0.12	910	G	97%	1%	2%	0%	0%	0%	C	0.112	F	0.684	970	G	2012
(9053) Baylors Ln	0.65	1600	G	98%	1%	1%	0%	0%	0%	C	0.099	F	0.57	1600	G	2012
(9055) Madison St	0.05	1600	G	96%	1%	2%	1%	1%	0%	F	0.107	F	0.813	1700	G	2012
(9055) Madison St	0.18	1400	G	96%	1%	2%	1%	1%	0%	C	0.110	F	0.898	1500	G	2012
(9055) Madison St	0.07	890	G	96%	1%	2%	1%	1%	0%	F	0.104	F	0.793	940	G	2012
(9057) Fifth St	0.05	300	G								0.162	F	0.537	320	G	2012
(9057) Fifth St	0.08	510	G								NA			560	G	2012
(9059) Flank Rd N	0.20	3700	G	99%	0%	0%	0%	0%	0%	C	0.085	F	0.764	3900	G	2012
(9065) S Adams St	0.10	4600	G								0.092	F	0.525	4900	G	2012
Accomack St		370	G								0.111	F	0.578	390	G	2012
Cameron St		330	G								0.096	F	0.521	350	G	2012
Culpeper Ave		390	G								0.120	F	0.808	420	G	2012
Custer St		420	G								0.091	F	0.541	440	G	2012
Darby Dr		210	G								0.123	F	0.567	220	G	2012
Gordon Dr		270	G								0.113	F	0.622	290	G	2012

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<b>City of Petersburg</b>																
Homestead Dr		660	G			From: Valley Dr				0.095	F	0.585	700	G	2012	
						To: Midland Rd										
Jefferson St		2400	G			From: Filmore St				0.085	F	0.586	2500	G	2012	
						To: ST Andrews St										
North Park Dr		820	G			From: Nivram St				0.088	F	0.618	870	G	2012	
						To: Retang Rd										
Oakmont Dr		100	G			From: Homestead Dr				0.117	F	0.615	100	G	2012	
						To: Midland Rd										
Old Church St		580	G			From: Bollingbrook St				0.124	F	0.62	620	G	2012	
						To: Miller St										
Patterson Ave		770	G			From: Floyd St				0.161	F	0.695	820	G	2012	
						To: Carver St										
Pleasants Ln		930	G			From: Valor Dr				0.118	F	0.523	990	G	2012	
						To: Dupuy Rd										
Richmond Ave		700	G			From: Ash St				0.093	F	0.516	750	G	2012	
						To: Nash St										
Rollingwood Rd		70	G			From: Valley St				0.175	F	0.636	70	G	2012	
						To: Homestead Dr										
South Park Dr		1900	G			From: Forest Hill Rd				0.098	F	0.556	2000	G	2012	
						To: West Park Dr										
St Luke St		430	G			From: Bolling Street				0.104	F	0.62	460	G	2012	
						To: Chestnut Street										
St Matthew St		2700	G			From: High Pearl St				0.093	F	0.577	2900	G	2012	
						To: Harding St										
Talley Ave		590	G			From: Custer St				0.222	F	0.655	630	G	2012	
						To: Edmonds Ct										