

2015
Virginia Department of Transportation
Daily Traffic Volume Estimates
Including Vehicle Classification Estimates
where available

Special Locality Report
123
City of Petersburg

Information in this report is included in Report
26
(Dinwiddie County)

Prepared By
Virginia Department of Transportation
Traffic Engineering Division

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

Virginia Department of Transportation
Traffic Engineering Division
Traffic Monitoring Section

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

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

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

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

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

Publication Notes

Parallel Roads

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

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

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

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

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

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

Glossary of Terms:

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

Length: Length of the traffic segment in miles.

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

QA: Quality of AADT:

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

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

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

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

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

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

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

QC: Quality of Classification Data:

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

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

QK: Quality of the K Factor estimate:

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

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

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

QW: Quality of AAWDT:

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

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

Route Shield Legend

Route Systems

- North
 Interstate Route Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
-  US Route
-  Virginia State Route
-  Frontage Road (F precedes frontage route number)
-  Secondary Route

Special Routes

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

Virginia Department of Transportation
Traffic Engineering Division
2015
Annual Average Daily Traffic Volume Estimates By Section of Route
City of Petersburg

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
From: [] To: [] Bus 460 Washington St	City of Petersburg	0.40	13000	G	98%	0%	1%	1%	0%	0%	F	0.093		0.537	13000	G
From: [] To: [] Bus 460 Washington St	City of Petersburg	0.18	13000	G	98%	0%	1%	1%	0%	0%	F	0.091		0.518	13000	G
From: [] To: [] Bus 460 Washington St	City of Petersburg	0.57	17000	G	97%	1%	1%	1%	1%	0%	F	0.08		0.548	18000	G
From: [] To: [] Bus 460 Wythe St	City of Petersburg	1.08	8200	G	97%	1%	1%	1%	1%	0%	C	0.090			8800	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			19000	G	97%	1%	1%	1%	1%	0%	F	0.085	F	0.578	20000	G
From: [] To: [] Bus 460 Wythe St	City of Petersburg	0.15	11000	G	97%	1%	1%	1%	1%	0%	F	0.093			12000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			22000	G	97%	1%	1%	1%	1%	0%	F	0.087	F	0.508	23000	G
From: [] To: [] Bus 460 36 Wythe St	City of Petersburg	0.20	11000	G	97%	1%	1%	1%	1%	0%	F	0.095			12000	G
Combined Traffic Estimates for Parallel Roadways on this Route:			NA									NA			NA	
From: [] To: [] ALT 301 Bus 460 36 Wythe St	City of Petersburg	0.20	16000	G	97%	1%	1%	1%	1%	0%	F	0.088			17000	G
Combined Traffic Estimates for Parallel Roadways on this Route:			NA									NA			NA	
From: [] To: [] ALT 301 Jefferson St	City of Petersburg	0.09	4200	G	97%	1%	1%	1%	1%	0%	F	0.081		0.748	4500	G
Combined Traffic Estimates for Parallel Roadways on this Route:			NA									0.129	F	0.624	NA	
From: [] To: [] ALT 301 Jefferson St	City of Petersburg	0.26	930	G	97%	1%	1%	1%	1%	0%	F	0.101		0.512	1000	G
Combined Traffic Estimates for Parallel Roadways on this Route:			NA									0.119	F	0.701	NA	
From: [] To: [] ALT 301 3rd St	City of Petersburg	0.05	400	G	97%	1%	1%	1%	1%	0%	F	0.094		0.521	420	G
Combined Traffic Estimates for Parallel Roadways on this Route:			NA									0.104	F	0.632	NA	
From: [] To: [] ALT 301 3rd St	City of Petersburg	0.05	430	G	97%	1%	1%	1%	1%	0%	F	0.122		0.555	460	G
Combined Traffic Estimates for Parallel Roadways on this Route:			NA									0.107	F	0.569	NA	
From: [] To: [] ALT 301 301 36 Bollingbrook St	City of Petersburg	0.08	4300	G	97%	0%	1%	1%	0%	0%	F	0.107		0.707	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													

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							2Axle	3+Axle	1Trail	2Trail						
		From:	US 1 Par; US 301 Par; Bollingbrook St													
1 301 2nd St	City of Petersburg	0.35	12000	G	99%	0%	0%	0%	0%	F	0.085		0.622	13000	G	
		To:	SCL Colonial Heights													
		From:	US 1 Wythe St Battersea Lane													
Bus 1 460 Washington St	City of Petersburg	0.31	10000	G	97%	1%	1%	1%	0%	F	0.096			11000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:															
			19000	G	97%	1%	1%	1%	0%	F	0.085	F	0.579	20000	G	
		To:	123-9025 West St													
Bus 1 460 Washington St	City of Petersburg	0.40	9600	G	97%	1%	1%	1%	0%	F	0.090			10000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:															
			18000	G	97%	1%	1%	1%	0%	F	NA			19000	G	
		To:	123-9029 South St													
Bus 1 460 Washington St	City of Petersburg	0.27	10000	G	97%	1%	1%	1%	0%	C	0.087			11000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:															
			22000	G	97%	1%	1%	1%	0%	F	NA			23000	G	
		To:	Guarantee St													
Bus 1 460 Washington St	City of Petersburg	0.24	12000	G	97%	1%	1%	1%	0%	F	0.094			13000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:															
			24000	G	97%	1%	1%	1%	0%	F	NA			25000	G	
		To:	BUS US 460 Par; SR 36 Market St													
1 36 Market St	City of Petersburg	0.38	3100	G	97%	0%	1%	1%	0%	C	0.089		0.540	3300	G	
	Combined Traffic Estimates for Parallel Roadways on this Route:															
			NA								NA			NA		
		To:	SR 36 Grove Ave													
		From:	SR 36; Market St													
1 36 Old St	City of Petersburg	0.13	4100	G	97%	0%	1%	1%	0%	F	0.09		0.559	4300	G	
	Combined Traffic Estimates for Parallel Roadways on this Route:															
			NA								NA			NA		
		To:	Sycamore St													
1 36 Sycamore St	City of Petersburg	0.04	4400	G	97%	0%	1%	1%	0%	F	0.109		0.567	4700	G	
	Combined Traffic Estimates for Parallel Roadways on this Route:															
			NA								NA			NA		
		To:	Bollingbrook St													
1 36 Bollingbrook St	City of Petersburg	0.10	3700	G	97%	0%	1%	1%	0%	F	0.098		0.641	4000	G	
	Combined Traffic Estimates for Parallel Roadways on this Route:															
			NA								NA			NA		
		To:	US 1, US 301 2nd St													
36 Fleet St	City of Petersburg	0.12	11000	G	99%	0%	0%	0%	0%	C	0.097		0.503	12000	G	
		To:	Grove Ave													
36 Grove Ave	City of Petersburg	0.54	4800	G	98%	0%	1%	1%	0%	C	0.105		0.612	5100	G	
		To:	US 1 Par; Market St													
36 1 Market St	City of Petersburg	0.38	3100	G	97%	0%	1%	1%	0%	C	0.089		0.540	3300	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						
		From: US 1 Par, Bus US 460 Par, Washington St														
36 Market St	City of Petersburg	0.11	3300	G	99%	0%	0%	0%	0%	F	0.087		0.585	3500	G	
		To: US 1, Bus US 460 Wythe St														
36 1 Bus 460 Wythe St	City of Petersburg	0.20	11000	G	97%	1%	1%	1%	1%	F	0.095			12000	G	
Combined Traffic Estimates for Parallel Roadways on this Route:			NA								NA			NA		
		From: ALT US 301 Sycamore St														
36 1 ALT 301 Bus 460 Wythe St	City of Petersburg	0.20	16000	G	97%	1%	1%	1%	1%	F	0.088			17000	G	
Combined Traffic Estimates for Parallel Roadways on this Route:			NA								NA			NA		
		From: Bus US 460														
36 460 Bus Wythe St	City of Petersburg	0.20	18000	G	98%	1%	1%	0%	1%	C	0.085			20000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			38000	G	96%	1%	1%	1%	1%	F	0.081	F	0.505	40000	G	
		From: I-85, I-95														
36 460 Bus Wythe St	City of Petersburg	0.30	12000	G	98%	1%	1%	0%	1%	F	0.076			13000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			28000	G	96%	1%	1%	1%	1%	F	0.088	F	0.641	30000	G	
		From: South Crater Rd														
36 Wythe St	City of Petersburg	0.43	13000	G	97%	0%	0%	0%	2%	F	0.075			15000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			28000	G	97%	0%	0%	0%	2%	F	0.088	F	0.613	30000	G	
		From: SR 36 Par, Washington St; Amelia St														
36 Washington St	City of Petersburg	0.87	30000	G	97%	0%	0%	0%	2%	F	0.089		0.595	33000	G	
		To: SR 36 Par, Wythe St; Amelia St														
		From: Puddledock Rd														
36 Washington St	City of Petersburg	0.58	21000	G	97%	0%	0%	0%	2%	F	0.093		0.603	23000	G	
		To: Prince George County Line														
		From: SR 36; Market St														
36 1 Old St	City of Petersburg	0.13	4100	G	97%	0%	1%	1%	1%	F	0.09		0.559	4300	G	
Combined Traffic Estimates for Parallel Roadways on this Route:			NA								NA			NA		
		From: Sycamore St														
36 1 Sycamore St	City of Petersburg	0.04	4400	G	97%	0%	1%	1%	1%	F	0.109		0.567	4700	G	
Combined Traffic Estimates for Parallel Roadways on this Route:			NA								NA			NA		
		From: Bollingbrook St														
36 1 Bollingbrook St	City of Petersburg	0.10	3700	G	97%	0%	1%	1%	1%	F	0.098		0.641	4000	G	
Combined Traffic Estimates for Parallel Roadways on this Route:			NA								NA			NA		
		From: US 1, US 301 2nd St														
36 301 1 ALT 301 Bollingbrook St	City of Petersburg	0.08	4300	G	97%	0%	1%	1%	0%	F	0.107		0.707	4600	G	
Combined Traffic Estimates for Parallel Roadways on this Route:			NA								0.104	F	0.82	NA		
		To: US 1, ALT US 301 3rd St														

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							2Axle	3+Axle	1Trail	2Trail						
		From: 3rd St														
36 301 Bollingbrook St	City of Petersburg	0.15	4100	G	97%	0%	1%	1%	0%	0%	F	0.099	0.742	4400	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			8300	G	97%	0%	1%	1%	0%	0%	F	0.09	F	0.613	8800	G
		To: 5th St														
36 301 Bollingbrook St	City of Petersburg	0.23	3400	G	97%	0%	1%	1%	0%	0%	C	0.096	0.677	3700	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			8000	G	97%	0%	1%	1%	0%	0%	C	0.096	F	0.557	8500	G
		To: Crater Rd														
36 301 Crater Rd	City of Petersburg	0.14	2600	G	97%	0%	1%	1%	0%	0%	F	0.09	0.759	2800	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			6800	G	97%	0%	1%	1%	0%	0%	F	NA		7300	G	
		To: US 301 Par, Bank St														
36 301 Crater Rd	City of Petersburg	0.18	4400	G	99%	0%	1%	0%	0%	0%	F	0.094	0.563	4700	G	
Combined Traffic Estimates for Parallel Roadways on this Route:			NA									0.094	F	0.555	NA	
		To: US 301, BUS US 460 Crater Rd														
36 Washington St	City of Petersburg	0.18	14000	G	97%	0%	0%	0%	2%	0%	F	0.107		15000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			27000	G	97%	0%	0%	0%	2%	0%	F	NA		30000	G	
		To: Burch St														
36 Washington St	City of Petersburg	0.25	14000	G	97%	0%	0%	0%	2%	0%	F	0.105		16000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			28000	G	97%	0%	0%	0%	2%	0%	F	0.088	F	0.613	30000	G
		To: SR 36 Wythe St; Amelia St														
North 85 460	City of Petersburg (Maint: 26)	1.01	26000	A	88%	1%	1%	1%	9%	1%	C	0.093		26000	A	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			51000	A	88%	1%	1%	1%	10%	1%	C	0.094	A	0.564	50000	A
		To: Squirrel Level Road														
North 85 460	City of Petersburg (Maint: 26)	2.57	29000	A	88%	1%	1%	1%	9%	1%	F	0.089		29000	A	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			55000	A	88%	1%	1%	1%	10%	1%	F	0.091	A	0.527	55000	A
		To: Ramp To I-95 S														
North 85 I-85 N Ramp	City of Petersburg (Maint: 26)	0.46	23000	G	88%	1%	1%	1%	9%	1%	F	0.091		23000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			47000	G	86%	1%	1%	1%	11%	1%	F	0.079	F	0.586	45000	G
		To: Ramp to Washington St; Wythe St														
North 85 Ramp	City of Petersburg (Maint: 26)	0.11	20000	G	88%	1%	1%	1%	9%	1%	F	0.087		20000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			36000	G	86%	1%	1%	1%	11%	1%	F	0.079	F	0.564	35000	G
		To: I-95 North														
		From: I-85 North														
North 85 Ramp	City of Petersburg (Maint: 26)	0.11	1300	G								0.096		1300	G	
		To: 123-9011 Squirrel Level Rd														
		From: I-85 North														
North 85 460 Ramp	City of Petersburg (Maint: 26)	0.10	6200	A	88%	0%	1%	1%	10%	0%	C	0.156		6600	A	
		To: I-95 South														

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							2Axle	3+Axle	1Trail	2Trail						
North 85 Ramp	From: I-85 North Ramp to I-95 North City of Petersburg (Maint: 26)	0.06	2800	G										2800	G	
	To: I-95 North Exit 51A to Wythe St & Washington St															
North 85 Ramp	From: I-95 North City of Petersburg (Maint: 26)	0.22	5700	A										6100	A	
	To: Wythe St & Washington St															
North 85 Ramp	From: I-85 North Exit 68C City of Petersburg (Maint: 26)	0.17	2500	A										2800	A	
	To: CEUS 460-P Washington St															
North 85 Ramp	From: I-85 North Exit 68B City of Petersburg (Maint: 26)	0.07	3100	A										3400	A	
	To: CEUS 460 Wythe St															
South 85 460	From: SCL Petersburg City of Petersburg (Maint: 26)	1.25	25000	A	87%	1%	1%	1%	10%	1%	C	0.105		24000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		51000	A	88%	1%	1%	1%	10%	1%	C	0.094	A	0.564	50000	A
	To: Squirrel Level Road															
South 85 460	From: Squirrel Level Road City of Petersburg (Maint: 26)	2.23	26000	A	87%	1%	1%	1%	10%	1%	F	0.103		26000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		55000	A	88%	1%	1%	1%	10%	1%	F	0.091	A	0.527	55000	A
	To: Ramp From I-95 N															
South 85 I-85 S Ramp	From: Ramp From I-95 N City of Petersburg (Maint: 26)	0.33	24000	G	84%	1%	1%	1%	13%	1%	F	0.103		22000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		47000	G	86%	1%	1%	1%	11%	1%	F	0.091	A	0.527	45000	G
	To: Ramp From Washington Ave															
South 85 I-85 S Ramp	From: Ramp From Washington Ave City of Petersburg (Maint: 26)	0.16	16000	A	84%	1%	1%	1%	13%	1%	F	0.093		15000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		36000	G	86%	1%	1%	1%	11%	1%	F	0.079	F	0.564	35000	G
	To: I-95 South															
South 85 Ramp	From: I-85-S City of Petersburg (Maint: 26)	0.13	3000	A										3200	A	
	To: 123-9011; Squirrel Level Rd															
North 95	From: Rives Rd City of Petersburg (Maint: 74)	1.15	18000	A	85%	1%	1%	1%	13%	0%	F	0.111		16000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		36000	A	86%	1%	1%	0%	12%	0%	F	0.104	A	0.51	33000	A
	To: Wagner Rd															
North 95	From: Wagner Rd City of Petersburg (Maint: 74)	2.79	24000	A	85%	1%	1%	1%	13%	0%	F	0.101		23000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		49000	A	86%	1%	1%	0%	12%	0%	F	0.096	A	0.515	47000	A
	To: US 460 County Rd; US 301 Crater Rd															
North 95	From: US 460 County Rd; US 301 Crater Rd City of Petersburg (Maint: 74)	0.03	21000	A	85%	1%	1%	1%	13%	0%	F	0.107		19000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		42000	A	86%	1%	1%	0%	12%	0%	F	0.096	A	0.515	39000	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	47000	G	92%	1%	1%	1%	6%	0%	F	0.094		46000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			92000	G	91%	1%	1%	1%	6%	0%	F	0.091	A	0.507	89000	G
North (95)	From: US 301, Bus US 460 Washington St															
	City of Petersburg (Maint: 26)	0.64	54000	A	92%	1%	1%	1%	6%	0%	F	0.090		53000	A	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			108000	G	91%	1%	1%	1%	6%	0%	F	0.091	A	0.503	106000	G
North (95) Ramp	From: I-95 North															
	City of Petersburg (Maint: 74)	0.17	1000	A								0.259		1000	A	
North (95) Ramp	From: I-95 North															
	City of Petersburg (Maint: 74)	0.35	290	A								0.139		300	A	
North (95) Ramp	From: I-95 North															
	City of Petersburg (Maint: 74)	0.23	690	G								0.097		690	G	
North (95) Ramp	From: I-95 North Collector Rd															
	City of Petersburg (Maint: 74)	0.11	600	G								0.228		600	G	
North (95) Ramp	From: I-95 Collector Rd															
	City of Petersburg (Maint: 74)	0.14	500	G								0.1		500	G	
North (95) Ramp	From: I-95 Collector Rd															
	City of Petersburg (Maint: 74)	0.16	1900	G								0.131		1900	G	
North (95) I-95 North CD Rd at US 460; US 301	From: I-95 North															
	City of Petersburg (Maint: 74)	0.04	3300	G								0.091		3300	G	
North (95) I-95 North CD Rd at US 460; US 301	From: Ramp to US 460 East															
	City of Petersburg (Maint: 74)	0.15	2800	G								0.1		2800	G	
North (95) I-95 North CD Rd at US 460; US 301	From: Ramp From US 460 West															
	City of Petersburg (Maint: 74)	0.26	10000	A								0.139		12000	A	
North (95) I-95 North CD Rd at US 460; US 301	From: Ramp to US 301 North															
	City of Petersburg (Maint: 74)	0.22	NA									NA		NA		
North (95) I-95 North CD Rd at US 460; US 301	From: Ramp to US 301 South															
	City of Petersburg (Maint: 74)	0.06	9700	G								0.134		9700	G	
North (95) I-95 North CD Rd at US 460; US 301	From: Ramp From US 301															
	City of Petersburg (Maint: 74)	0.14	14000	A								0.118		15000	A	
Ramp to Wythe & Washington Streets																

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							2Axle	3+Axle	1Trail	2Trail						
North (95)	From: Ramp to Wythe & Washington Streets City of Petersburg (Maint: 74)	0.01	NA											NA	NA	
	To: I-95 North															
North (95)	From: I-95 North Collector Rd City of Petersburg (Maint: 26)	0.47	3600	G										0.094	3600	G
	To: I-85 North Exit 68B To Wythe St & Washington St															
North (95)	From: I-95 North City of Petersburg (Maint: 26)	0.43	5400	G										0.112	5400	G
	To: I-85 South															
North (95)	From: I-95 North City of Petersburg (Maint: 74)	0.19	970	G										0.116	970	G
	To: US 301 Par, Bank St															
South (95)	From: SCL Petersburg City of Petersburg (Maint: 74)	0.34	16000	A	86%	1%	1%	0%	11%	0%	F	0.118			14000	A
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		31000	A	86%	1%	1%	0%	12%	0%	F	NA			27000	A
	To: Rives Rd															
South (95)	From: Rives Rd City of Petersburg (Maint: 74)	1.22	19000	A	86%	1%	1%	0%	11%	0%	F	0.109			17000	A
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		36000	A	86%	1%	1%	0%	12%	0%	F	0.104	A	0.51	33000	A
	To: Wagner Rd															
South (95)	From: Wagner Rd City of Petersburg (Maint: 74)	1.50	25000	A	86%	1%	1%	0%	11%	0%	F	0.097			24000	A
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		49000	A	86%	1%	1%	0%	12%	0%	F	0.096	A	0.515	47000	A
	To: US 460 County Rd; US 301 Crater Rd															
South (95)	From: South of US 460 County Rd; US 301 Crater Rd City of Petersburg (Maint: 74)	0.91	21000	A	86%	1%	1%	0%	11%	0%	F	0.097			20000	A
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		42000	A	86%	1%	1%	0%	12%	0%	F	0.096	A	0.515	39000	A
	To: North of US 460 County Rd; US 301 Crater Rd															
South (95)	From: North of US 460 County Rd; US 301 Crater Rd City of Petersburg (Maint: 26)	0.41	31000	A										0.097	30000	A
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		52000	A										0.096	50000	A
	To: I-85															
South (95)	From: I-85 City of Petersburg (Maint: 26)	0.66	45000	A	91%	1%	1%	1%	7%	0%	F	0.091			43000	A
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		92000	G	91%	1%	1%	1%	6%	0%	F	0.091	A	0.507	89000	G
	To: US 301, Bus US 460 Washington St															
South (95)	From: US 301, Bus US 460 Washington St City of Petersburg (Maint: 26)	0.48	54000	G	91%	1%	1%	1%	7%	0%	F	0.092			53000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		108000	G	91%	1%	1%	1%	6%	0%	F	0.091	A	0.503	106000	G
	To: SCL Colonial Heights															
South (95)	From: I-95 South City of Petersburg (Maint: 74)	0.16	3500	G										0.113	3500	G
	To: 123-9008 Rives Rd															

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							2Axle	3+Axle	1Trail	2Trail						
South (95) Ramp	From: I-95 South City of Petersburg (Maint: 74) To: 123-9010 Wagner Rd	0.25	2400	G										2400	G	
South (95) Ramp	From: I-95 South City of Petersburg (Maint: 74) To: 123-9010 Wagner Rd	0.31	5400	A										6000	A	
South (95) Ramp	From: I-95 South Collector Rd City of Petersburg (Maint: 74) To: 123-9012 Graham Rd	0.09	5300	G	99%	0%	0%	0%	0%	C	0.093			5300	G	
South (95) (460) Ramp	From: I-95 South City of Petersburg (Maint: 74) To: Ramp to Graham Rd	0.06	9500	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	G	91%	0%	1%	1%	7%	C	0.112			11000	G	
South (95) (460) (Bus 460) Ramp from I-85 N to I-95 S	From: Ramp from US 301 City of Petersburg (Maint: 74) To: Ramp from US 301	0.18	NA								NA			NA		
South (95) (460) (Bus 460) Ramp from I-85 N to I-95 S	From: US 460 Ramp City of Petersburg (Maint: 74) To: I-95 South	0.27	12000	A							0.112			13000	A	
South (95) Ramp	From: I-95 South City of Petersburg (Maint: 74) To: I-95 South	0.22	3500	G							0.082			3500	G	
South (95) Ramp	From: I-95-S052B to Washington Street City of Petersburg (Maint: 74) To: CEUS 460 FROM RT 95 SOUTH	0.12	NA								NA			NA		
(106) Courthouse Rd	From: US 460 County Rd City of Petersburg To: ECL Petersburg	0.10	7900	G	95%	1%	1%	1%	2%	F	0.091	0.544		8400	G	
(109) Hickory Hill Rd	From: US 460 County Rd City of Petersburg To: ECL Petersburg	0.88	10000	G	99%	1%	0%	0%	0%	C	0.123	0.845		11000	G	
(109) Hickory Hill Rd	From: ECL Petersburg City of Petersburg To: Dead End; Fort Lee Military Reservation, Mahone Av	0.03	10000	N	99%	1%	0%	0%	0%	N	0.123	0.845		11000	N	
(142) Boydton Plank Rd	From: WCL Petersburg City of Petersburg To: Dupuy Rd	0.16	3200	G	97%	0%	0%	1%	1%	F	0.101	0.64		3400	G	
(142) Boydton Plank Rd	From: Dupuy Rd City of Petersburg To: Rt 604 Halifax Rd	1.24	3400	G	97%	0%	0%	1%	1%	C	0.098	0.609		3600	G	

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							2Axle	3+Axle	1Trail	2Trail						
	From: Rt 604 Halifax Rd															
142 Halifax Rd	City of Petersburg	0.06	5700	G	97%	0%	0%	1%	1%	0%	F	0.087	0.549	6000	G	
	To: CSX RR															
	From: SCL Petersburg															
301 Crater Rd	City of Petersburg	0.21	10000	G	99%	0%	0%	0%	0%	0%	F	0.086	0.611	11000	G	
	To: Rives Rd															
301 Crater Rd	City of Petersburg	0.90	12000	G	99%	0%	0%	0%	0%	0%	C	0.09	0.612	12000	G	
	To: Wagner Rd															
301 Crater Rd	City of Petersburg	0.43	24000	G	99%	0%	0%	0%	0%	0%	F	0.085	0.504	26000	G	
	To: Flank Rd															
301 Crater Rd	City of Petersburg	0.87	25000	G	99%	0%	0%	0%	0%	0%	F	0.085	0.511	26000	G	
	To: ALT US 301 Sycamore St															
301 Crater Rd	City of Petersburg	0.26	17000	G	99%	0%	1%	0%	0%	0%	C	0.083	0.515	18000	G	
	To: South Blvd															
301 Crater Rd	City of Petersburg	0.73	24000	G	99%	0%	1%	0%	0%	0%	F	0.083	0.52	26000	G	
	To: I-95, Bus US 460															
Bus 301 460 Crater Rd	City of Petersburg (Maint: 26)	0.09	12000	N	99%	0%	1%	0%	0%	0%	N	0.081	0.524	13000	N	
	To: I-95; Bus US 460 Par, Winfield Rd															
Bus 301 460 Crater Rd	City of Petersburg	0.98	12000	G	99%	0%	1%	0%	0%	0%	C	0.081	0.524	13000	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	8400	G	99%	0%	1%	0%	0%	0%	F	0.087	0.541	9000	G	
	Combined Traffic Estimates for Parallel Roadways on this Route:		NA									0.09	F 0.559	NA		
	To: SR 36 Par, Bus US 460 Par, Washington St															
301 36 Crater Rd	City of Petersburg	0.18	4400	G	99%	0%	1%	0%	0%	0%	F	0.094	0.563	4700	G	
	Combined Traffic Estimates for Parallel Roadways on this Route:		NA									0.094	F 0.555	NA		
	To: US 301 Par, Bank St															
301 36 Crater Rd	City of Petersburg	0.14	2600	G	97%	0%	1%	1%	0%	0%	F	0.09	0.759	2800	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		6800	G	97%	0%	1%	1%	0%	0%	F	NA		7300	G	
	To: Bollingbrook St															
	From: Crater Rd															
301 36 Bollingbrook St	City of Petersburg	0.23	3400	G	97%	0%	1%	1%	0%	0%	C	0.096	0.677	3700	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		8000	G	97%	0%	1%	1%	0%	0%	C	0.096	F 0.557	8500	G	
	To: 5th St															
301 36 Bollingbrook St	City of Petersburg	0.15	4100	G	97%	0%	1%	1%	0%	0%	F	0.099	0.742	4400	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		8300	G	97%	0%	1%	1%	0%	0%	F	0.09	F 0.613	8800	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	4300	G	97%	0%	1%	1%	0%	0%	F	0.107		4600	G	
Combined Traffic Estimates for Parallel Roadways on this Route:			NA									0.104	F	0.82	NA	
To: US 1 Par, 2nd St																
From: N RT 1																
2nd St	City of Petersburg	0.35	12000	G	99%	0%	0%	0%	0%	0%	F	0.085		13000	G	
To: SCL Colonial Heights																
From: US 301																
Ramp	City of Petersburg (Maint: 74)	0.19	6900	G								0.077		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	1800	G								0.081		1800	G	
To: I-95-S050X FROM ROUTE 301 NORTH																
From: US 301 Crater Rd																
South Ramp US 301 S to I-95 S at Exit ???	City of Petersburg (Maint: 74)	0.20	750	G	98%	1%	1%	0%	1%	0%	F	0.114		790	G	
To: I-95, US 460																
From: US 301 Crater St																
Bank St	City of Petersburg	0.24	4500	G	97%	0%	1%	2%	1%	0%	C	0.099		4800	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			8000	G	97%	0%	1%	1%	0%	0%	C	0.096	F	0.557	8500	G
To: 5th St																
From: 5th St																
Bank St	City of Petersburg	0.15	4200	G	97%	0%	1%	2%	1%	0%	F	0.083		4500	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			8300	G	97%	0%	1%	1%	0%	0%	F	0.09	F	0.613	8800	G
To: 3rd St																
From: 3rd St																
Bank St	City of Petersburg	0.09	4000	G	97%	0%	1%	2%	1%	0%	F	0.095		4300	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			8300	G	97%	0%	1%	1%	0%	0%	F	NA		8900	G	
To: ALT US 301 Par, 2nd St																
From: US 301 Crater Rd																
Sycamore St	City of Petersburg	0.30	8500	G	99%	0%	1%	0%	0%	0%	F	0.081		9100	G	
To: South Blvd																
From: South Blvd																
Sycamore St	City of Petersburg	0.95	6500	G	99%	0%	1%	0%	0%	0%	C	0.086		7000	G	
To: North Blvd																
From: North Blvd																
Sycamore St	City of Petersburg	0.42	11000	G	99%	0%	1%	0%	0%	0%	F	0.083		12000	G	
To: Graham Rd																
From: Graham Rd																
Sycamore St	City of Petersburg	0.56	11000	G	99%	0%	1%	0%	0%	0%	F	0.087		12000	G	
To: US 1 Wythe St																
From: US 1																
Wythe St	City of Petersburg	0.20	16000	G	97%	1%	1%	1%	1%	0%	F	0.088		17000	G	
Combined Traffic Estimates for Parallel Roadways on this Route:			NA									NA		NA		
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	4200	G	97%	1%	1%	1%	1%	0%	F	0.081	0.748	4500	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	930	G	97%	1%	1%	1%	1%	0%	F	0.101	0.512	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	400	G	97%	1%	1%	1%	1%	0%	F	0.094	0.521	420	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	430	G	97%	1%	1%	1%	1%	0%	F	0.122	0.555	460	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	97%	0%	1%	1%	0%	0%	F	0.107	0.707	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	8500	G	98%	0%	1%	0%	0%	0%	F	0.084	0.595	9100	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	18000	G	97%	1%	1%	1%	1%	0%	F	0.089		20000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			34000	G	97%	1%	1%	1%	1%	0%	F	NA		37000	G	
ALT 301 Adams St	To: Bus US 460 Washington St From: City of Petersburg	0.06	11000	G	98%	0%	1%	0%	0%	0%	F	0.091	0.535	11000	G	
Combined Traffic Estimates for Parallel Roadways on this Route:			NA									NA		NA		
ALT 301 Adams St	To: Franklin St From: City of Petersburg	0.16	9400	G	98%	0%	1%	0%	0%	0%	C	0.087	0.562	10000	G	
Combined Traffic Estimates for Parallel Roadways on this Route:			NA									NA		NA		
460 85	To: SCL Petersburg From: City of Petersburg (Maint: 26)	1.01														
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			51000	A	88%	1%	1%	1%	10%	1%	C	0.094	A	0.564	50000	A
460 85	To: Squirrel Level Road From: City of Petersburg (Maint: 26)	2.57														
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			55000	A	88%	1%	1%	1%	10%	1%	F	0.091	A	0.527	55000	A
	To: I-85 S															

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							2Axle	3+Axle	1Trail	2Trail						
	From: I-85 S															
460 85 Ramp	City of Petersburg (Maint: 26)	0.10														
	To: I-95 SB															
	From: I-85															
460 95 Ramp	City of Petersburg (Maint: 74)	0.06														
	To: Graham Rd															
460 95 Ramp from I-85 N to I-95 S	City of Petersburg (Maint: 74)	0.07														
	To: I-95 SB Collector Ramp															
	From: Ramp from US 301 South															
460 95 Bus 460 Ramp from I-85 N to I-95 S	City of Petersburg (Maint: 74)	0.18														
	To: Ramp from US 301 North															
	From: Ramp from US 301															
460 95 Bus 460 Ramp from I-85 N to I-95 S	City of Petersburg (Maint: 74)	0.27														
	To: US 460															
	From: I-95															
460 County Dr	City of Petersburg	0.60	18000	G	89%	0%	1%	1%	8%	0%	F	0.105	0.521	19000	G	
	To: SR 109 Hickory Hill Rd															
	From: SR 109 Hickory Hill Rd															
460 County Dr	City of Petersburg	2.16	9700	F	89%	0%	1%	1%	8%	0%	C	0.105	0.521	10000	F	
	To: SR 106 Courthouse Rd															
	From: SR 106 Courthouse Rd															
460 County Dr	City of Petersburg	0.34	12000	G	89%	0%	1%	1%	8%	0%	F	0.082	0.528	13000	G	
	To: ECL Petersburg															
	From: WCL Petersburg															
460 1 Bus 460 Washington St	City of Petersburg	0.40	13000	G	98%	0%	1%	1%	0%	0%	F	0.093	0.537	13000	G	
	To: Summit St															
	From: Summit St															
460 1 Bus 460 Washington St	City of Petersburg	0.18	13000	G	98%	0%	1%	1%	0%	0%	F	0.091	0.518	13000	G	
	To: Elm St															
	From: Elm St															
460 1 Bus 460 Washington St	City of Petersburg	0.57	17000	G	97%	1%	1%	1%	1%	0%	F	0.08	0.548	18000	G	
	To: US 1 Par, Wythe St															
	From: US 1 Par, Washington St; Battersea Lane															
460 1 Bus 460 Wythe St	City of Petersburg	1.08	8200	G	97%	1%	1%	1%	1%	0%	C	0.090		8800	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route: 19000 G 97% 1% 1% 1% 1% 0% F 0.085 F 0.578 20000 G															
	To: Perry St															
	From: Perry St															
460 1 Bus 460 Wythe St	City of Petersburg	0.15	11000	G	97%	1%	1%	1%	1%	0%	F	0.093		12000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route: 22000 G 97% 1% 1% 1% 1% 0% F 0.087 F 0.508 23000 G															
	To: SR 36 Market St															
	From: SR 36 Market St															
460 1 36 Bus 460 Wythe St	City of Petersburg	0.20	11000	G	97%	1%	1%	1%	1%	0%	F	0.095		12000	G	
	Combined Traffic Estimates for Parallel Roadways on this Route: NA NA NA															
	To: ALT US 301 Sycamore St															

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							2Axle	3+Axle	1Trail	2Trail						
From: ALT US 301 Sycamore St To: Wythe St Bus 460 1 301 36	City of Petersburg	0.20	16000	G	97%	1%	1%	1%	1%	0%	F	0.088		17000	G	
Combined Traffic Estimates for Parallel Roadways on this Route:			NA									NA		NA		
From: US 1 Jefferson St To: Wythe St Bus 460 36	City of Petersburg	0.20	18000	G	98%	1%	1%	0%	1%	0%	C	0.085		20000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			38000	G	96%	1%	1%	1%	1%	0%	F	0.081	F	0.505	40000	G
From: I-85, I-95 To: Wythe St Bus 460 36	City of Petersburg	0.30	12000	G	98%	1%	1%	0%	1%	0%	F	0.076		13000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			28000	G	96%	1%	1%	1%	1%	0%	F	0.088	F	0.641	30000	G
From: SR 36; US 301 Crater Rd To: Crater Rd Bus 460 301	City of Petersburg	0.98	12000	G	99%	0%	1%	0%	0%	0%	C	0.081	0.524	13000	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 Bus 460 301	City of Petersburg (Maint: 26)	0.09	12000	N	99%	0%	1%	0%	0%	0%	N	0.081	0.524	13000	N	
From: US 301 Crater Rd To: US 301 Bus 460 301	City of Petersburg (Maint: 74)	0.20	See US 301 for directional traffic volume estimates for this segment.													
From: I-95 CD Road To: Ramp from US 301 South Bus 460 95 460	City of Petersburg (Maint: 74)	0.18	See I-95 for directional traffic volume estimates for this segment.													
From: Ramp from US 301 North To: Ramp from I-85 N to I-95 S Bus 460 95 460	City of Petersburg (Maint: 74)	0.27	See I-95 for directional traffic volume estimates for this segment.													
From: CEUS 460 Exit 6A To: Ramp Bus 460	City of Petersburg (Maint: 26)	0.24	5900	G								0.109		5900	G	
From: CEUS 460 Exit 6C To: Ramp Bus 460	City of Petersburg (Maint: 26)	0.27	4400	G								0.101		4400	G	
From: CEUS 460-P002B CEUS 460-E006B FROM To: I-95-N FROM RT 460 BUS00- WASHINGTON & Bus 460	City of Petersburg (Maint: 74)	0.11	8600	G								0.112		8600	G	
From: CEUS 460 Exit 6A To: I-85 South Bus 460	City of Petersburg (Maint: 26)	0.08	3300	G								0.114		3300	G	
From: CEUS 460 TO RTS 85 & 95 SOUTHBOUND To: CEUS 460-P002A TO RTS 85 & 95 SOUTHBOUND Bus 460	City of Petersburg (Maint: 26)	0.17	3500	G								0.094		3500	G	

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							2Axle	3+Axle	1Trail	2Trail						
Bus 460 Ramp	From: CEUS 460 TO RT 95 NORTH City of Petersburg (Maint: 74) To: CEUS 460-P002B CEUS 460- 6B FROM	0.20	12000	G										12000	G	
Bus 460 1 Washington St	From: US 1 Wythe St Battersea Lane City of Petersburg To: 123-9025 West St Combined Traffic Estimates for 2 Parallel Roadways on this Route:	0.31	10000	G	97%	1%	1%	1%	0%	F	0.096			11000	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	9600	G	97%	1%	1%	1%	0%	F	0.090			10000	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	10000	G	97%	1%	1%	1%	0%	C	0.087			11000	G	
Bus 460 1 Washington St	From: Guarantee St City of Petersburg To: North Market St Combined Traffic Estimates for 2 Parallel Roadways on this Route:	0.24	12000	G	97%	1%	1%	1%	0%	F	0.094			13000	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	13000	G	97%	1%	1%	1%	0%	C	0.093			14000	G	
Bus 460 ALT 301 36 Washington St	From: US 1 Par; SR 36 Market St City of Petersburg To: ALT US 301 Par, Sycamore St Combined Traffic Estimates for 2 Parallel Roadways on this Route:	0.09	18000	G	97%	1%	1%	1%	0%	F	0.089			20000	G	
Bus 460 ALT 301 36 Washington St	From: ALT US 301 Par, Sycamore St City of Petersburg To: ALT US 301 Par, Adams St Combined Traffic Estimates for 2 Parallel Roadways on this Route:	0.10	17000	G	97%	1%	1%	1%	0%	F	0.079			18000	G	
Bus 460 36 Washington St	From: ALT US 301 Par, Adams St City of Petersburg To: US 1 Jefferson St Combined Traffic Estimates for 2 Parallel Roadways on this Route:	0.24	19000	G	95%	1%	1%	2%	0%	F	0.079			20000	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%	2%	0%	C	0.101			16000	G	
Bus 460 36 Washington St	From: I-95 City of Petersburg To: US 301 Crater Rd Combined Traffic Estimates for Parallel Roadways on this Route:	0.10	8400	G	99%	0%	1%	0%	0%	F	0.087		0.541	9000	G	
	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:		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	12000	G	99%	0%	1%	0%	0%	0%	C	0.081	0.524	13000	G							
Combined Traffic Estimates for Parallel Roadways on this Route: NA													0.087	F	0.507	NA						
Bus 460 Winfield Rd	From: Maintenance Jurisdiction Change To: US 301 Crater Rd City of Petersburg	0.43	1500	G	96%	1%	1%	0%	1%	0%	C	0.094	0.959	1600	G							
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 2300 G													97%	1%	1%	0%	1%	0%	F	NA	2400	G
Bus 460 Winfield Rd	From: State Maintenance Boundary To: City of Petersburg (Maint: 26)	0.09	1500	G	96%	1%	1%	0%	1%	0%	C	0.094	0.959	1600	G							
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 2300 G													97%	1%	1%	0%	1%	0%	F	NA	2400	G
Bus 460 Ramp	From: CEUS 460-P TO RTS 85 & 95 SOUTHBOUND To: CEUS 460-E006A TO RTS 85 & 95 SOUTHBOUND City of Petersburg (Maint: 26)	0.26	4400	G								0.094		4400	G							
Bus 460 Ramp	From: CEUS 460 To: CEUS 460-E006B CEUS 460- 6B FROM City of Petersburg (Maint: 74)	0.08	2800	G								0.116		2800	G							

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						2Axle	3+Axle	1Trail	2Trail							
City of Petersburg																
(F329) Lake Shore Dr	0.17	10	R								NA			NA		03/17/2008
(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	940	G								0.093		0.685	1000	G	2015
(4) Wells Rd	0.41	5600	G	89%	0%	1%	2%	7%	0%	C	0.082		0.533	5900	G	2015
(9002) Halifax Rd	0.18	6100	G	99%	0%	1%	0%	0%	0%	F	0.085		0.538	6500	G	2015
(9002) Halifax St	0.58	4700	G	99%	0%	1%	0%	0%	0%	F	0.088		0.531	5000	G	2015
(9002) Halifax St	0.19	5500	G	99%	0%	1%	0%	0%	0%	F	0.088		0.513	5900	G	2015
(9002) Halifax St	0.37	8200	G	99%	0%	1%	0%	0%	0%	F	0.086		0.591	8800	G	2015
(9002) Halifax St	0.29	8200	G	99%	0%	1%	0%	0%	0%	F	0.086		0.526	8700	G	2015
(9002) Halifax St	0.28	9000	G	99%	0%	1%	0%	0%	0%	C	0.080		0.552	9600	G	2015
(9002) Union St	0.12	4700	G	97%	1%	1%	1%	0%	0%	F	0.086		0.875	5000	G	2015
(9002) Union St	0.17	1900	G	97%	1%	1%	1%	0%	0%	C	0.121		0.578	2000	G	2015
(9004) Defense Rd	0.47	2300	G	97%	0%	1%	1%	1%	0%	C	0.097		0.643	2500	G	2015
(9004) Defense Dr	1.77	3800	G	98%	1%	1%	0%	0%	0%	F	0.098		0.537	4100	G	2015
(9004) South Boulevard	0.92	9100	G	98%	1%	1%	0%	0%	0%	C	0.084		0.523	9700	G	2015
(9004) South Boulevard	0.18	6100	G	98%	1%	1%	0%	0%	0%	F	0.089		0.565	6500	G	2015
(9004) South Boulevard	0.72	2500	G	98%	1%	1%	0%	0%	0%	F	0.096		0.574	2700	G	2015
(9006) Flank Rd	0.96	2200	G	99%	0%	0%	0%	0%	0%	C	0.109		0.53	2300	G	2015
(9006) Flank Rd	0.47	3500	G	99%	0%	0%	0%	0%	0%	F	0.094		0.505	3700	G	2015
(9006) Flank Rd	0.75	2900	G	99%	0%	0%	0%	0%	0%	F	0.09		0.566	3100	G	2015
(9006) Flank Rd	0.91	3300	G	100%	0%	0%	0%	0%	0%	C	0.093		0.657	3500	G	2015

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						2Axle	3+Axle	1Trail	2Trail							
City of Petersburg																
9006	Flank Rd (1-Way)	0.13	2800	G	99%	0%	0%	0%	0%	C	0.112			3000	G	2015
9008	Rives Rd	0.48	8100	G	98%	0%	1%	0%	0%	C	0.1	0.543		8600	G	2015
9008	Rives Rd	0.34	7900	G	97%	0%	1%	0%	2%	C	0.095	0.555		8400	G	2015
9008	Ramp	0.17	920	A							0.209			960	A	2015
9008	Ramp	0.16	3200	G							0.11			3200	G	2015
9009	Dupuy Rd	1.24	420	G	96%	1%	2%	0%	0%	F	0.119	0.522		440	G	2015
9009	Dupuy St	0.58	2100	G	96%	1%	2%	0%	0%	F	0.096	0.524		2200	G	2015
9009	Farmer St	0.86	4100	G	96%	1%	2%	0%	0%	C	0.102	0.509		4400	G	2015
9009	Farmer St	0.47	3200	G	96%	1%	2%	0%	0%	F	0.091	0.51		3500	G	2015
9010	Wagner Rd	0.73	18000	G	99%	0%	1%	0%	1%	C	0.085	0.539		20000	G	2015
9010	Wagner Rd	1.60	13000	G	96%	0%	0%	0%	3%	C	0.089	0.542		14000	G	2015
9010	East Ramp	0.30	930	G							0.105			930	G	2015
9010	West Ramp	0.25	260	G							0.133			260	G	2015
9010	West Ramp	0.34	3300	G							0.107			3300	G	2015
9011	Squirrel Level Rd	0.82	1100	G	99%	0%	1%	0%	0%	C	0.106	0.582		1100	G	2015
9011	Squirrel Level Rd	0.25	6600	G	91%	0%	1%	2%	6%	C	0.079	0.503		7100	G	2015
9011	Squirrel Level	0.20	9300	G	98%	1%	1%	0%	0%	F	0.083	0.503		9900	G	2015
9011	Young Rd	0.55	4400	G	98%	1%	1%	0%	0%	F	0.086	0.513		4700	G	2015
9011	Young Rd	0.59	2800	G	98%	1%	1%	0%	0%	C	0.101	0.565		3000	G	2015
9011	Ramp	0.15	4500	A							0.097			4900	A	2015
9011	Ramp	0.22	700	G							0.099			700	G	2015

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						2Axle	3+Axle	1Trail	2Trail							
City of Petersburg																
(9012) Lee Ave	0.56	2300	G	95%	3%	2%	0%	0%	0%	C	0.104		0.583	2400	G	2015
(9012) Porterville St	0.15	1100	G	98%	1%	1%	0%	0%	0%	F	0.088		0.602	1200	G	2015
(9012) New St	0.18	1100	G	98%	1%	1%	0%	0%	0%	C	0.091		0.558	1200	G	2015
(9012) Harrison St	0.03	870	G	98%	1%	1%	0%	0%	0%	F	0.096			930	G	2015
(9012) Corling St	0.09	510	G	98%	1%	1%	0%	0%	0%	F	0.114			540	G	2015
(9012) Graham Rd	0.83	4100	G	99%	0%	0%	0%	0%	0%	F	0.085		0.588	4400	G	2015
(9012) Graham Rd	0.14	11000	G	99%	0%	0%	0%	0%	0%	C	0.086		0.761	12000	G	2015
(9013) Halifax Rd	1.79	4800	G	90%	0%	1%	2%	7%	0%	C	0.084		0.552	5100	G	2015
(9013) Halifax Rd	0.98	460	G	97%	0%	0%	0%	2%	0%	C	0.122		0.5	490	G	2015
(9015) Johnson Rd	0.01	2500	G	96%	3%	1%	0%	0%	0%	F	0.099		0.734	2700	G	2015
(9015) Johnson Rd	0.54	1100	G	99%	0%	0%	0%	0%	0%	C	0.093		0.522	1100	G	2015
(9015) Johnson Rd	1.39	5300	G	96%	3%	1%	0%	0%	0%	C	0.106		0.592	5600	G	2015
(9015) Johnson Rd	0.46	6900	G	96%	3%	1%	0%	0%	0%	F	0.082		0.542	7300	G	2015
(9015) Johnson Rd	0.37	5100	G	96%	3%	1%	0%	0%	0%	F	0.083		0.537	5400	G	2015
(9015) High Pearl St	0.20	4600	G	96%	3%	1%	0%	0%	0%	F	0.088		0.526	4900	G	2015
(9015) High Pearl St	0.08	3300	G	98%	1%	0%	0%	0%	0%	F	0.087		0.669	3500	G	2015
(9015) Harding St	0.22	1700	G	98%	1%	0%	0%	0%	0%	C	0.09		0.569	1800	G	2015
(9015) Harding St	0.27	800	G	98%	1%	0%	0%	0%	0%	F	0.115			850	G	2015
(9017) Birdsong Rd	0.62	520	G	99%	0%	1%	0%	0%	0%	C	0.102		0.522	560	G	2015
(9021) N Sycamore St	0.18	4300	G	98%	0%	1%	0%	0%	0%	F	0.092		0.521	4600	G	2015
(9021) N Sycamore St	0.15	3800	G	98%	0%	1%	0%	0%	0%	C	0.087		0.575	4000	G	2015
(9023) North Blvd	0.57	2700	G	97%	0%	2%	0%	0%	0%	C	0.081		0.635	2900	G	2015

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						2Axle	3+Axle	1Trail	2Trail							
City of Petersburg																
(9025) Virginia Ave	0.22	390	G	97%	2%	1%	0%	0%	0%	C	0.101			420	G	2015
			From: Gates Lane													
			To: Harding Street													
(9025) Virginia Ave	0.32	2400	G	97%	2%	1%	0%	0%	0%	F	0.099		0.613	2500	G	2015
			From: Halifax Street													
			To: Arlington Street													
(9025) Young Ave	0.20	2100	G	98%	1%	1%	0%	0%	0%	C	0.081		0.55	2300	G	2015
			From: West Street Young Avenue													
			To: Augusta Avenue													
(9025) S West St	0.28	3200	G	98%	1%	1%	0%	0%	0%	F	0.108		0.629	3400	G	2015
			From: Farmer St													
			To: W Wythe St													
(9025) S West St	0.23	4200	G	98%	1%	1%	0%	0%	0%	F	0.110		0.609	4400	G	2015
			From: W Washington St													
			To: Halifax St													
(9025) S West St	0.14	3500	G	98%	1%	1%	0%	0%	0%	F	0.118		0.537	3700	G	2015
			From: Young Ave													
			To: Lee Ave													
(9027) S West St	0.63	1900	G	98%	1%	0%	1%	0%	0%	C	0.109		0.657	2000	G	2015
			From: US 1 Wythe St													
			To: Washington St													
(9029) S. South St	0.36	2000	G	98%	1%	1%	1%	0%	0%	C	0.084		0.535	2100	G	2015
			From: High St													
			To: N South St													
(9029) S. South St	0.09	3300	G	99%	0%	0%	0%	0%	0%	F	0.092		0.67	3600	G	2015
			From: Canal St													
			To: High St													
(9029) N. South St	0.20	5800	G	99%	0%	0%	0%	0%	0%	F	0.085		0.539	6200	G	2015
			From: Grove Ave													
			To: New St													
(9029) High St	0.02	980	G	99%	0%	0%	0%	0%	0%	F	0.088		0.522	1000	G	2015
			From: Sycamore St													
			To: S Adams St													
(9029) Canal St	0.20	6000	G	99%	0%	0%	0%	0%	0%	C	0.085		0.517	6400	G	2015
			From: Graham Rd													
			To: E Wythe St													
(9031) Byrne St	0.40	460	G	98%	1%	1%	0%	0%	0%	C	0.095			490	G	2015
			From: 3rd Street													
			To: N Adams St													
(9031) S. Market St	0.12	2400	G	98%	1%	1%	0%	0%	0%	F	0.095		0.564	2500	G	2015
			From: E Washington St													
			To: ECL Petersburg													
(9033) Apollo St	0.14	110	G	98%	1%	1%	0%	0%	0%	F	0.136		0.667	120	G	2015
			From: Canal St													
			To: N Market St													
(9033) Jefferson St	0.58	2100	G	98%	1%	1%	0%	0%	0%	C	0.087		0.585	2200	G	2015
			From: N Manket St													
			To: N Sycamore St													
(9033) Henry St	0.04	990	G	98%	1%	1%	0%	0%	0%	F	0.117		0.535	1100	G	2015
			From: N Adams St													
			To: ECL Petersburg													
(9038) Puddledock Rd	0.40	8800	G	95%	0%	1%	2%	1%	0%	C	0.095		0.542	9300	G	2015
			From: Canal St													
			To: N Market St													
(9046) High St	0.58	1700	G	98%	0%	0%	0%	0%	0%	C	0.096		0.528	1800	G	2015
			From: N Manket St													
			To: N Sycamore St													
(9046) W Bank St	0.14	3300	G	98%	0%	0%	0%	0%	0%	F	0.092		0.696	3500	G	2015

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
City of Petersburg																
(9046) E Bank St	0.11	4200	G	98%	1%	1%	1%	1%	0%	C	0.090		0.698	4500	G	2015
						From: N Sycamore St										
						To: 2nd St										
(9046) Bank St	0.25	4000	G	96%	1%	1%	1%	1%	0%	C	0.099		0.582	4300	G	2015
						From: US 301 N Crater Rd										
						To: East St										
(9046) Bank St	0.21	4500	G	96%	1%	1%	1%	1%	0%	F	0.102		0.516	4800	G	2015
						From: SR 36 E Washington St										
						To: N Market St										
(9048) W Tabb St	0.09	1200	G	98%	0%	1%	1%	0%	0%	F	0.109		0.631	1300	G	2015
						From: Union St										
						To: N Sycamore St										
(9048) W Tabb St	0.06	1700	G	98%	0%	1%	1%	0%	0%	F	0.110		0.550	1800	G	2015
						From: N Sycamore St										
						To: N Adams St										
(9048) E Tabb St	0.12	1200	G	98%	0%	1%	1%	0%	0%	C	0.105		0.644	1300	G	2015
						From: N Adams St										
						To: Defense Rd										
(9053) Baylors Ln	0.65	2000	G	98%	1%	0%	0%	0%	0%	C	0.094		0.571	2100	G	2015
						From: Halifax St										
						To: E Washington St										
(9055) Madison St	0.05	2000	G	97%	1%	2%	0%	1%	0%	F	0.103		0.798	2100	G	2015
						From: Franklin St										
						To: E Bank St										
(9055) Madison St	0.18	1800	G	97%	1%	2%	0%	1%	0%	C	0.107		0.825	2000	G	2015
						From: E Bank St										
						To: Bollingbrook St										
(9055) Madison St	0.07	840	G	97%	1%	2%	0%	1%	0%	F	0.097		0.827	890	G	2015
						From: Bollingbrook St										
						To: E Bank St										
(9057) Fifth St	0.05	400	G								0.138		0.509	420	G	2015
						From: Bollingbrook St										
						To: River St										
(9057) Fifth St	0.08	320	G	93%	0%	3%	3%	1%	0%	C	0.135		0.579	340	G	2015
						From: River St										
						To: Flank Rd One-Way										
(9059) Flank Rd N	0.20	4200	G	98%	0%	1%	0%	0%	0%	C	0.084		0.759	4500	G	2015
						From: US 301 S Crater Rd										
						To: E Wythe St										
(9065) S Adams St	0.10	5600	G								0.084		0.506	6000	G	2015
						From: E Washington St										
						To: 6Th St										
Accomack St		390	G								0.091		0.531	410	G	2015
						From: 7Th St										
						To: Old Church St										
Cameron St		380	G								0.135		0.528	410	G	2015
						From: Center St										
						To: Prince George Ave										
Culpeper Ave		550	G								0.108		0.811	580	G	2015
						From: Brunswick St										
						To: Halifax Rd										
Custer St		520	G								0.108		0.569	560	G	2015
						From: Hawk St										
						To: Busby St										
Darby Dr		290	G								0.114		0.525	310	G	2015
						From: Halcun Dr										
						To: Dering Rd										
Gordon Dr		320	G								0.158		0.6	330	G	2015
						From: Hoke Dr										

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						2Axle	3+Axle	1Trail	2Trail							
City of Petersburg																
Homestead Dr		780	G			From Valley Dr				0.097			0.625	830	G	2015
						To Midland Rd										
Jefferson St		2400	G			From Filmore St				0.083			0.542	2500	G	2015
						To ST Andrews St										
North Park Dr		920	G			From Nivram St				0.095			0.598	980	G	2015
						To Retang Rd										
Oakmont Dr		80	G			From Homestead Dr				0.175			0.556	90	G	2015
						To Midland Rd										
Old Church St		390	G			From Bollingbrook St				0.132			0.547	410	G	2015
						To Miller St										
Patterson Ave		1100	G			From Floyd St				0.144			0.588	1200	G	2015
						To Carver St										
Pleasants Ln		1200	G			From Valor Dr				0.131			0.529	1200	G	2015
						To Dupuy Rd										
Richmond Ave		780	G			From Ash St				0.097			0.518	830	G	2015
						To Nash St										
Rollingwood Rd		120	G			From Valley St				0.1			0.524	120	G	2015
						To Homestead Dr										
South Park Dr		2200	G			From Forest Hill Rd				0.097			0.562	2300	G	2015
						To West Park Dr										
St Luke St		610	G			From Bolling Street				0.091			0.53	650	G	2015
						To Chestnut Street										
St Matthew St		2700	G			From High Pearl St				0.087			0.501	2900	G	2015
						To Harding St										
Talley Ave		660	G			From Custer St				0.237			0.604	700	G	2015
						To Edmonds Ct										