

2004

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

where available

Special Locality Report

123

City of Petersburg

Prepared By

**Virginia Department of Transportation
Mobility Management Division**

In Cooperation With

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

Virginia Department of Transportation
Mobility Management 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 at VDOT Mobility Management's 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’s Mobility Management 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 Peak Hour 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 Peak Hour 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



Secondary Route

Special Routes



Bus - Business Route

Bypas - Bypass Route

Truck - Truck Route



ALT - Alternate Route

Wve - Wye 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
 Mobility Management Division
 2004
 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%	0%	1%	0%	0%	F	0.091	F	0.544	14000	G
To: Summit St																
From: Summit St																
1 460 Bus Washington St	City of Petersburg	0.18	14000	G	98%	0%	0%	1%	0%	0%	F	0.094	F	0.519	15000	G
To: Elm St																
From: Elm St																
1 460 Bus Washington St	City of Petersburg	0.57	14000	G	96%	1%	2%	1%	1%	0%	C	0.090	F	0.535	16000	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	8200	G	95%	1%	2%	1%	1%	0%	C	0.085	F		8800	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			17000	G	95%	1%	2%	1%	1%	0%	F	NA			18000	G
To: Perry St																
From: Perry St																
1 460 Bus Wythe St	City of Petersburg	0.15	9800	G	95%	1%	2%	1%	1%	0%	F	0.087	F		11000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			20000	G	95%	1%	2%	1%	1%	0%	F	NA			22000	G
To: SR 36 Market St																
From: SR 36 Market St																
1 460 36 Bus Wythe St	City of Petersburg	0.20	10000	G	95%	1%	2%	1%	1%	0%	F	0.093	F		11000	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	14000	G	95%	1%	2%	1%	1%	0%	F	0.089	F		15000	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	3300	G	95%	1%	2%	1%	1%	0%	F	0.086	F	0.709	3600	G
Combined Traffic Estimates for Parallel Roadways on this Route:			NA									NA			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	870	G	95%	1%	2%	1%	1%	0%	F	0.108	F	0.813	940	G
Combined Traffic Estimates for Parallel Roadways on this Route:			NA									NA			NA	
To: Henry St																
From: Henry St																
1 301 ALT 3rd Street	City of Petersburg	0.05	1700	G	95%	1%	2%	1%	1%	0%	F	0.110	F		1800	G
Combined Traffic Estimates for Parallel Roadways on this Route:			NA									NA			NA	
To: US 301 Par, Bank St																
From: US 301 Par, Bank St																
1 301 ALT 3rd Street	City of Petersburg	0.05	2800	G	95%	1%	2%	1%	1%	0%	F	0.109	F		3000	G
Combined Traffic Estimates for Parallel Roadways on this Route:			NA									NA			NA	
To: US 301 Bollingbrook St																
From: US 301; 3RD STREET																
1 301 301 ALT 36 Bollingbrook St	City of Petersburg	0.08	6600	G	95%	0%	2%	1%	1%	0%	F	0.103	F		7100	G
Combined Traffic Estimates for Parallel Roadways on this Route:			NA									NA			NA	
To: US 1 Par; US 301 Par; Bollingbrook St																

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Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
1 301 2nd Street	City of Petersburg	From: US 1 Par; US 301 Par; Bollingbrook St	0.35	11000	G	99%	0%	0%	0%	0%	F	NA		12000	G	
		To: SCL Colonial Heights														
Bus 1 460 Washington St	City of Petersburg	From: US 1 Wythe St Battersea Lane	0.31	8900	G	96%	1%	2%	1%	1%	F	0.093	F	9600	G	
		Combined Traffic Estimates for 2 Parallel Roadways on this Route:	17000	G	95%	1%	2%	1%	1%	0%	F	NA		18000	G	
Bus 1 460 Washington St	City of Petersburg	From: 123-9025 West St	0.40	8800	G	96%	1%	2%	1%	1%	F	0.092	F	9500	G	
		Combined Traffic Estimates for 2 Parallel Roadways on this Route:	17000	G	95%	1%	2%	1%	1%	0%	F	NA		18000	G	
Bus 1 460 Washington St	City of Petersburg	From: 123-9029 South St	0.27	10000	G	96%	1%	2%	1%	1%	C	0.097	F	11000	G	
		Combined Traffic Estimates for 2 Parallel Roadways on this Route:	20000	G	95%	1%	2%	1%	1%	0%	F	NA		22000	G	
Bus 1 460 Washington St	City of Petersburg	From: Guarantee St	0.24	10000	G	95%	1%	2%	1%	2%	C	0.087	F	11000	G	
		Combined Traffic Estimates for 2 Parallel Roadways on this Route:	20000	G	95%	1%	2%	1%	2%	0%	F	NA		21000	G	
1 36 Market St	City of Petersburg	From: BUS US 460 Par; SR 36 Market St SR 36; Bus US 460 Par Washington St	0.38	3900	G	95%	1%	3%	1%	0%	C	0.089	F	0.505	4200	G
		Combined Traffic Estimates for Parallel Roadways on this Route:	NA									NA			NA	
1 36 Old St	City of Petersburg	From: SR 36 Grove Ave SR 36; Market St	0.13	3500	G	95%	1%	3%	1%	0%	F	0.095	F	0.759	3800	G
		Combined Traffic Estimates for Parallel Roadways on this Route:	NA									NA			NA	
1 36 Sycamore St	City of Petersburg	From: Sycamore St Old St	0.04	4100	G	95%	1%	3%	1%	0%	F	0.096	F	0.779	4500	G
		Combined Traffic Estimates for Parallel Roadways on this Route:	NA									NA			NA	
1 36 Bollingbrook St	City of Petersburg	From: Bollingbrook St Sycamore St	0.10	3200	G	95%	1%	3%	1%	0%	F	0.089	F	3400	G	
		Combined Traffic Estimates for Parallel Roadways on this Route:	NA									NA			NA	
36 Fleet St	City of Petersburg	From: US 1, US 301 2nd St														
		From: WCL Petersburg	0.12	11000	G	98%	1%	1%	0%	0%	C	0.094	F	0.504	11000	G
36 Grove Ave	City of Petersburg	To: Grove Ave														
		From: Fleet St	0.54	3700	G	95%	1%	2%	1%	1%	C	0.105	F	0.617	4000	G
36 1 Market St	City of Petersburg	To: US 1 Par; Market St														
		From: US 1	0.38	3900	G	95%	1%	3%	1%	0%	C	0.089	F	0.505	4200	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	From: US 1 Par; Bus US 460 Par, Washington St 0.11	5000	G	98%	0%	1%	0%	0%	0%	F	0.1	F	0.595	5000	G
36 1 460 Bus Wythe St	City of Petersburg	From: US 1, Bus US 460 Wythe St 0.20	10000	G	95%	1%	2%	1%	1%	0%	F	0.093	F		11000	G
Combined Traffic Estimates for Parallel Roadways on this Route:			NA											NA		
36 1 301 ALT Bus Wythe St	City of Petersburg	From: ALT US 301 Sycamore St 0.20	14000	G	95%	1%	2%	1%	1%	0%	F	0.089	F		15000	G
Combined Traffic Estimates for Parallel Roadways on this Route:			NA											NA		
36 460 Bus Wythe St	City of Petersburg	From: Bus US 460 0.20	15000	G	96%	1%	2%	0%	1%	0%	C	0.098	F		16000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			32000	G	93%	1%	2%	2%	2%	0%	C	NA			34000	G
36 460 Bus Wythe St	City of Petersburg	From: I-85, I-95 0.30	10000	G	96%	1%	2%	0%	1%	0%	F	0.084	F		11000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			23000	G	94%	1%	2%	1%	2%	0%	F	NA			25000	G
36 Wythe St	City of Petersburg	From: South Crater Rd To: US 301, Bus US 460 Crater Rd 0.43	11000	G	92%	1%	2%	1%	3%	0%	C	0.081	F		12000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			22000	G	92%	1%	2%	2%	3%	0%	C	NA			24000	G
36 Washington St	City of Petersburg	From: SR 36 Par, Washington St; Amelia St To: SR 36 Par, Wythe St; Amelia St 0.87	22000	G	97%	0%	1%	0%	1%	0%	F	0.086	F	0.526	24000	G
36 Washington St	City of Petersburg	From: Puddledock Rd To: Prince George County Line 0.58	16000	G	97%	0%	1%	0%	1%	0%	F	0.081	F	0.525	17000	G
36 1 Old St	City of Petersburg	From: SR 36; Market St 0.13	3500	G	95%	1%	3%	1%	0%	0%	F	0.095	F	0.759	3800	G
Combined Traffic Estimates for Parallel Roadways on this Route:			NA											NA		
36 1 Sycamore St	City of Petersburg	From: Sycamore St To: Old St 0.04	4100	G	95%	1%	3%	1%	0%	0%	F	0.096	F	0.779	4500	G
Combined Traffic Estimates for Parallel Roadways on this Route:			NA											NA		
36 1 Bollingbrook St	City of Petersburg	From: Bollingbrook St To: Sycamore St 0.10	3200	G	95%	1%	3%	1%	0%	0%	F	0.089	F		3400	G
Combined Traffic Estimates for Parallel Roadways on this Route:			NA											NA		
36 301 1 ALT 301 Bollingbrook St	City of Petersburg	From: US 1, US 301 2nd St To: US 1 Par, 2nd St 0.08	6600	G	95%	0%	2%	1%	1%	0%	F	0.103	F		7100	G
Combined Traffic Estimates for Parallel Roadways on this Route:			NA											NA		
			From: US 1, ALT US 301 3rd St													

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Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	
							2Axle	3+Axle	1Trail	2Trail							
36 301 Bollingbrook St	City of Petersburg	From: 3rd St	0.15	3500	G	95%	0%	1%	2%	2%	0%	C	0.090	F	3800	G	
		Combined Traffic Estimates for 2 Parallel Roadways on this Route:	6500	G	94%	1%	2%	2%	2%	0%	F	NA		7000	G		
36 301 Bollingbrook St	City of Petersburg	From: 5th St	0.23	3200	G	95%	0%	2%	1%	1%	0%	C	0.093	F	3400	G	
		Combined Traffic Estimates for 2 Parallel Roadways on this Route:	6600	G	94%	1%	3%	1%	1%	0%	C	NA		7100	G		
36 301 Crater Rd	City of Petersburg	From: Crater Rd To: Bollingbrook St	0.14	2900	G	93%	0%	1%	4%	2%	0%	C	0.102	F	3100	G	
		Combined Traffic Estimates for 2 Parallel Roadways on this Route:	6500	G	93%	1%	2%	3%	2%	0%	F	NA		7000	G		
36 301 Crater Rd	City of Petersburg	From: US 301 Par, Bank St	0.18	4500	G	96%	1%	2%	1%	1%	0%	F	0.103	F	0.584	4900	G
		Combined Traffic Estimates for Parallel Roadways on this Route:	NA									NA			NA		
36 Washington St	City of Petersburg	From: US 301, BUS US 460 Crater Rd	0.18	10000	G	97%	0%	1%	0%	1%	0%	F	0.092	F	11000	G	
		Combined Traffic Estimates for 2 Parallel Roadways on this Route:	21000	G	94%	1%	2%	1%	2%	0%	F	NA		23000	G		
36 Washington St	City of Petersburg	From: Burch St	0.25	12000	G	92%	1%	2%	2%	3%	0%	C	0.094	F	12000	G	
		Combined Traffic Estimates for 2 Parallel Roadways on this Route:	22000	G	92%	1%	2%	2%	3%	0%	C	NA		24000	G		
North 85 460	City of Petersburg (Maint: 26)	From: SCL Petersburg	1.01	25000	G	81%	1%	1%	1%	16%	1%	F	0.089	F	23000	G	
		Combined Traffic Estimates for 2 Parallel Roadways on this Route:	51000	G	81%	1%	1%	1%	16%	1%	F	NA		46000	G		
North 85 460	City of Petersburg (Maint: 26)	From: Squirrel Level Road	2.57	32000	G	81%	1%	1%	1%	16%	1%	F	0.089	F	29000	G	
		Combined Traffic Estimates for 2 Parallel Roadways on this Route:	60000	G	81%	1%	1%	1%	16%	1%	F	NA		54000	G		
South 85 460	City of Petersburg (Maint: 26)	From: I-95	1.25	26000	G	81%	1%	1%	1%	16%	1%	F	0.09	F	23000	G	
		Combined Traffic Estimates for 2 Parallel Roadways on this Route:	51000	G	81%	1%	1%	1%	16%	1%	F	NA		46000	G		
South 85 460	City of Petersburg (Maint: 26)	From: Squirrel Level Road	2.72	28000	G	81%	1%	1%	1%	16%	1%	F	0.091	F	25000	G	
		Combined Traffic Estimates for 2 Parallel Roadways on this Route:	60000	G	81%	1%	1%	1%	16%	1%	F	NA		54000	G		
North 95	City of Petersburg (Maint: 74)	From: I-95	1.15	13000	G	82%	1%	1%	1%	16%	0%	F	0.082	F	11000	G	
		Combined Traffic Estimates for 2 Parallel Roadways on this Route:	29000	G	82%	1%	1%	1%	15%	0%	F	NA		25000	G		
		From: Wagner Rd															

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							2Axle	3+Axle	1Trail	2Trail						
North 95	From: Wagner Rd															
	City of Petersburg (Maint: 74)	2.79	20000	G	82%	1%	1%	1%	16%	0%	F	0.082	F		17000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		42000	G	82%	1%	1%	1%	15%	0%	F	NA		36000	G	
North 95	From: US 460 West St															
	City of Petersburg (Maint: 74)	0.50	20000	N	82%	1%	1%	1%	16%	0%	N	0.082	N		17000	N
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		42000	N	82%	1%	1%	1%	15%	0%	N	NA		36000	N	
North 95	From: I-85															
	City of Petersburg (Maint: 26)	0.44	41000	G	90%	1%	1%	1%	8%	0%	F	0.078	F		40000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		77000	G	89%	1%	1%	1%	8%	0%	F	0.077	F	0.522	75000	G
North 95	From: US 301, Bus US 460 Washington St															
	City of Petersburg (Maint: 26)	0.64	51000	G	90%	1%	1%	1%	8%	0%	F	0.082	F		50000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		96000	G	89%	1%	1%	1%	8%	0%	F	0.08	F	0.527	93000	G
South 95	From: SCL Colonial Heights															
	From: SCL Petersburg															
City of Petersburg (Maint: 74)	0.34	15000	G	83%	1%	1%	0%	15%	0%	F	0.08	F		13000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		27000	G	82%	1%	1%	1%	15%	0%	F	NA		23000	G	
South 95	From: Rives Rd															
	City of Petersburg (Maint: 74)	1.22	16000	G	83%	1%	1%	0%	15%	0%	F	0.082	F		13000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		29000	G	82%	1%	1%	1%	15%	0%	F	NA		25000	G	
South 95	From: Wagner Rd															
	City of Petersburg (Maint: 74)	2.29	22000	G	83%	1%	1%	0%	15%	0%	F	0.082	F		19000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		42000	G	82%	1%	1%	1%	15%	0%	F	NA		36000	G	
South 95	From: US 460; US 301 Crater Rd; County Rd															
	City of Petersburg (Maint: 74)	0.53	22000	N	83%	1%	1%	0%	15%	0%	N	0.082	N		19000	N
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		42000	N	82%	1%	1%	1%	15%	0%	N	NA		36000	N	
South 95	From: I-85															
	City of Petersburg (Maint: 26)	0.66	36000	G	89%	1%	1%	1%	8%	0%	F	0.077	F		35000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		77000	G	89%	1%	1%	1%	8%	0%	F	NA		75000	G	
South 95	From: US 301; US 460															
	City of Petersburg (Maint: 26)	0.48	44000	G	89%	1%	1%	1%	8%	0%	F	0.079	F		43000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		96000	G	89%	1%	1%	1%	8%	0%	F	NA		93000	G	
106 Courthouse Rd	From: US 460 County Rd															
	City of Petersburg	0.10	7100	G	95%	1%	1%	1%	2%	0%	F	0.093	F	0.51	7600	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:															
	From: ECL Petersburg															

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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						
109 Hickory Hill Rd	City of Petersburg	From: US 460 County Rd 0.88	8800	G	98%	0%	1%	0%	0%	0%	C	0.119	F	0.761	9500	G
109 Hickory Hill Rd	City of Petersburg	To: ECL Petersburg 0.03	8800	N	98%	0%	1%	0%	0%	0%	N	0.119	N	0.761	9500	N
		To: Dead End; Fort Lee Military Reservation, Mahone A														
142 Boydton Plank Rd	City of Petersburg	From: WCL Petersburg 0.16	3900	G	97%	1%	2%	0%	0%	0%	F	0.102	F	0.579	4200	G
142 Boydton Plank Rd	City of Petersburg	To: Dupuy Rd 1.24	3400	G	97%	1%	2%	0%	0%	0%	C	0.1	F	0.611	3700	G
142 Halifax Rd	City of Petersburg	From: Rt 604 Halifax Rd 0.06	6000	G	97%	1%	2%	0%	0%	0%	F	0.102	F	0.595	6500	G
		To: CSX RR														
301 Crater Rd	City of Petersburg	From: SCL Petersburg 0.21	7500	G	98%	0%	1%	0%	0%	0%	C	0.092	F	0.653	8200	G
301 Crater Rd	City of Petersburg	To: Rives Rd 0.90	9000	G	96%	1%	2%	0%	1%	0%	C	0.096	F	0.586	9700	G
301 Crater Rd	City of Petersburg	To: Wagner Rd 0.43	21000	G	96%	1%	2%	0%	1%	0%	F	0.091	F	0.510	23000	G
301 Crater Rd	City of Petersburg	To: Flank Rd 0.87	22000	G	96%	1%	2%	0%	1%	0%	F	0.095	F	0.506	24000	G
301 Crater Rd	City of Petersburg	To: ALT US 301 Sycamore St 0.26	16000	G	97%	1%	2%	0%	0%	0%	C	0.088	F	0.504	17000	G
301 Crater Rd	City of Petersburg	To: South Blvd 0.73	22000	G	97%	1%	2%	0%	0%	0%	F	0.09	F	0.519	23000	G
301 Crater Rd	City of Petersburg (Maint: 26)	From: I-95, Bus US 460 0.09	11000	N	96%	1%	2%	1%	1%	0%	N	0.088	N	0.552	12000	N
301 Crater Rd	City of Petersburg	To: I-95; Bus US 460 Par, Winfield Rd 0.98	11000	G	96%	1%	2%	1%	1%	0%	C	0.088	F	0.552	12000	G
		From: Maintenance Jurisdiction Change														
		Combined Traffic Estimates for Parallel Roadways on this Route: NA														
301 Crater Rd	City of Petersburg	From: SR 36, Bus US 460 Wythe St 0.10	7900	G	96%	1%	2%	1%	1%	0%	F	0.089	F	0.521	8600	G
		Combined Traffic Estimates for Parallel Roadways on this Route: NA														
301 Crater Rd	City of Petersburg	From: SR 36 Par, Bus US 460 Par, Washington St 0.18	4500	G	96%	1%	2%	1%	1%	0%	F	0.103	F	0.584	4900	G
		Combined Traffic Estimates for Parallel Roadways on this Route: NA														
		To: US 301 Par, Bank St														

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							2Axle	3+Axle	1Trail	2Trail							
301 36 Crater Rd	City of Petersburg	From: US 301 Par, Bank St	0.14	2900	G	93%	0%	1%	4%	2%	0%	C	0.102	F	3100	G	
		To: Bollingbrook St	Combined Traffic Estimates for 2 Parallel Roadways on this Route:			6500	G	93%	1%	2%	3%	2%	0%	F	NA	7000	G
301 36 Bollingbrook St	City of Petersburg	From: Crater Rd	0.23	3200	G	95%	0%	2%	1%	1%	0%	C	0.093	F	3400	G	
		To: 5th St	Combined Traffic Estimates for 2 Parallel Roadways on this Route:			6600	G	94%	1%	3%	1%	1%	0%	C	NA	7100	G
301 36 Bollingbrook St	City of Petersburg	From: 3rd St	0.15	3500	G	95%	0%	1%	2%	2%	0%	C	0.090	F	3800	G	
		To: US 1, ALT US 301 3rd St	Combined Traffic Estimates for 2 Parallel Roadways on this Route:			6500	G	94%	1%	2%	2%	0%	F	NA	7000	G	
301 1 301 36 ALT Bollingbrook St	City of Petersburg	From: US 1, ALT US 301 3rd St	0.08	6600	G	95%	0%	2%	1%	1%	0%	F	0.103	F	7100	G	
		To: US 1 Par, 2nd St	Combined Traffic Estimates for Parallel Roadways on this Route:			NA							NA		NA		
301 1 2nd Street	City of Petersburg	From: N RT 1	0.35	11000	G	99%	0%	0%	0%	0%	0%	F	NA		12000	G	
		To: SCL Colonial Heights															
301 36 Bank St	City of Petersburg	From: US 301 Crater St	0.24	3400	G	93%	1%	3%	2%	1%	0%	C	0.1	F	3700	G	
		To: 5th St	Combined Traffic Estimates for 2 Parallel Roadways on this Route:			6600	G	94%	1%	3%	1%	1%	0%	C	NA	7100	G
301 36 Bank St	City of Petersburg	From: 5th St	0.15	3000	G	93%	1%	3%	2%	1%	0%	F	0.099	F	3200	G	
		To: 3rd St	Combined Traffic Estimates for 2 Parallel Roadways on this Route:			6500	G	94%	1%	2%	2%	2%	0%	F	NA	7000	G
301 1 301 36 ALT Bank St	City of Petersburg	From: 3rd St	0.09	4000	G	93%	1%	3%	2%	1%	0%	F	0.099	F	4400	G	
		To: ALT US 301 Par, 2nd St	Combined Traffic Estimates for 2 Parallel Roadways on this Route:			11000	G	94%	1%	3%	1%	1%	0%	F	NA	11000	G
301 36 2nd Street	City of Petersburg	From: ALT US 301 Par, Bank St	0.06	3600	G	93%	1%	3%	2%	1%	0%	F	0.103	F	3900	G	
		To: US 1, US 301 Bollingbrook St	Combined Traffic Estimates for 2 Parallel Roadways on this Route:			6500	G	93%	1%	2%	3%	2%	0%	F	NA	7000	G
ALT 301 Sycamore St	City of Petersburg	From: US 301 Crater Rd	0.30	8300	G	98%	0%	1%	0%	0%	0%	F	0.094	F	0.524	9000	G
		To: South Blvd															
ALT 301 Sycamore St	City of Petersburg	From: North Blvd	0.95	6300	G	98%	0%	1%	0%	0%	0%	C	0.089	F	0.615	6800	G
		To: Graham Rd															
ALT 301 Sycamore St	City of Petersburg	From: Graham Rd	0.42	10000	G	98%	0%	1%	0%	0%	0%	F	0.086	F	0.628	11000	G
		To: (blank)															

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							2Axle	3+Axle	1Trail	2Trail							
ALT 301 Sycamore St	City of Petersburg	From: Graham Rd To: US 1 Wythe St	0.56	12000	G	98%	0%	1%	0%	0%	0%	F	0.087	F	0.552	13000	G
ALT 301 1 Bus 460 36 Wythe St	City of Petersburg	From: US 1 To: Bus US 460 Jefferson St Bus US 460 Wythe St	0.20	14000	G	95%	1%	2%	1%	1%	0%	F	0.089	F	NA	15000	G
Combined Traffic Estimates for Parallel Roadways on this Route:			NA														
ALT 301 1 Jefferson St	City of Petersburg	From: Functional Class Change To: Bus US 460 Par, Washington St	0.07	3300	G	95%	1%	2%	1%	1%	0%	F	0.086	F	0.709	3600	G
Combined Traffic Estimates for Parallel Roadways on this Route:			NA														
ALT 301 1 Jefferson St	City of Petersburg	From: Henry St To: US 301 Par, Bank St	0.26	870	G	95%	1%	2%	1%	1%	0%	F	0.108	F	0.813	940	G
Combined Traffic Estimates for Parallel Roadways on this Route:			NA														
ALT 301 1 3rd Street	City of Petersburg	From: US 301 Bollingbrook St To: US 1, ALT US 301 3rd St	0.05	1700	G	95%	1%	2%	1%	1%	0%	F	0.110	F	NA	1800	G
Combined Traffic Estimates for Parallel Roadways on this Route:			NA														
ALT 301 1 3rd Street	City of Petersburg	From: US 301 To: US 301 Bollingbrook St	0.05	2800	G	95%	1%	2%	1%	1%	0%	F	0.109	F	NA	3000	G
Combined Traffic Estimates for Parallel Roadways on this Route:			NA														
ALT 301 301 1 36 Bollingbrook St	City of Petersburg	From: US 1, ALT US 301 3rd St To: US 301	0.08	6600	G	95%	0%	2%	1%	1%	0%	F	0.103	F	NA	7100	G
Combined Traffic Estimates for Parallel Roadways on this Route:			NA														
ALT 301 Sycamore St	City of Petersburg	From: US 1 Wythe St To: Bus US 460 Washington St Bus US 460 Par	0.09	7400	G	98%	0%	0%	1%	0%	0%	F	0.091	F	0.529	8000	G
ALT Bus Bus 301 460 460 36 Washington St	City of Petersburg	From: Bus US 460 Washington St To: Bus US 460 Washington St	0.09	15000	G	94%	1%	3%	2%	1%	0%	F	0.085	F	NA	17000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			29000			G 94% 1% 2% 1% 1% 0% F NA 32000 G											
ALT 301 Adams St	City of Petersburg	From: Franklin St To: Henry St	0.06	5000	G	98%	0%	0%	1%	0%	0%	F	0.092	F	0.715	5400	G
ALT 301 Adams St	City of Petersburg	From: Henry St To: Adams St	0.16	4700	G	98%	0%	0%	1%	0%	0%	F	0.095	F	0.757	5100	G
ALT 301 Henry St	City of Petersburg	From: Adams St To: Second St	0.04	3100	G	98%	0%	0%	1%	0%	0%	F	0.085	F	NA	3300	G
Combined Traffic Estimates for Parallel Roadways on this Route:			NA														

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							2Axle	3+Axle	1Trail	2Trail							
ALT 301 Second St	City of Petersburg	From: Henry St To: US 301 P Bank St	0.05	2800	G	98%	0%	0%	1%	0%	0%	F	0.086	F	3000	G	
460 85	City of Petersburg (Maint: 26)	From: SCL Petersburg To: Squirrel Level Road	1.01	See I-85 for directional traffic volume estimates for this segment.				1%	1%	1%	16%	1%	F	NA	46000	G	
460 85	City of Petersburg (Maint: 26)	From: Squirrel Level Road To: I-85 S	2.57	See I-85 for directional traffic volume estimates for this segment.				1%	1%	1%	16%	1%	F	NA	54000	G	
460 County Dr	City of Petersburg	From: Maintenance Jurisdiction Change To: SR 106 Courthouse Rd	2.64	9600	A	87%	1%	1%	1%	10%	0%	C	0.1	A	0.518	10000	A
460 County Dr	City of Petersburg	From: SR 106 Courthouse Rd To: ECL Petersburg	0.34	12000	G	87%	1%	1%	1%	10%	0%	F	0.082	F	0.572	12000	G
Bus 460 1 Washington St	City of Petersburg	From: WCL Petersburg To: Summit St	0.40	13000	G	98%	0%	0%	1%	0%	0%	F	0.091	F	0.544	14000	G
Bus 460 1 Washington St	City of Petersburg	From: Summit St To: Elm St	0.18	14000	G	98%	0%	0%	1%	0%	0%	F	0.094	F	0.519	15000	G
Bus 460 1 Washington St	City of Petersburg	From: Elm St To: US 1 Par; Wythe St	0.57	14000	G	96%	1%	2%	1%	1%	0%	C	0.090	F	0.535	16000	G
Bus 460 1 Wythe St	City of Petersburg	From: US 1 Par; Washington St; Battersea Lane To: Perry St	1.08	8200	G	95%	1%	2%	1%	1%	0%	C	0.085	F	8800	G	
Bus 460 1 Wythe St	City of Petersburg	From: Perry St To: SR 36 Market St	0.15	9800	G	95%	1%	2%	1%	1%	0%	F	0.087	F	11000	G	
Bus 460 1 36 Wythe St	City of Petersburg	From: SR 36 Market St To: ALT US 301 Sycamore St	0.20	10000	G	95%	1%	2%	1%	1%	0%	F	0.093	F	11000	G	
Bus 460 1 301 36 Wythe St	City of Petersburg	From: ALT US 301 Sycamore St To: US 1 Jefferson St	0.20	14000	G	95%	1%	2%	1%	1%	0%	F	0.089	F	15000	G	
Bus 460 36 Wythe St	City of Petersburg	From: US 1 Jefferson St To: I-85, I-95	0.20	15000	G	96%	1%	2%	0%	1%	0%	C	0.098	F	16000	G	
				Combined Traffic Estimates for 2 Parallel Roadways on this Route:					2%	2%	2%	0%	C	NA	34000	G	

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							2Axle	3+Axle	1Trail	2Trail						
Bus 460 36 Wythe St	City of Petersburg	0.30	10000	G	96%	1%	2%	0%	1%	0%	F	0.084	F	11000	G	
From: I-85, I-95			23000	G	94%	1%	2%	1%	2%	0%	F	NA		25000	G	
To: SR 36; US 301 Crater Rd			Combined Traffic Estimates for 2 Parallel Roadways on this Route:													
Bus 460 301 Crater Rd	City of Petersburg	0.96	11000	G	96%	1%	2%	1%	1%	0%	C	0.088	F	0.552	12000	G
From: SR 36; US 301 Wythe St			Combined Traffic Estimates for Parallel Roadways on this Route:													
To: I-95; BUS US 460 Par, Winfield Rd			NA													
Bus 460 301 Crater Rd	City of Petersburg (Maint: 26)	0.09	11000	N	96%	1%	2%	1%	1%	0%	N	0.088	N	0.552	12000	N
From: US 301 Crater Rd																
Bus 460 1 Washington St	City of Petersburg	0.31	8900	G	96%	1%	2%	1%	1%	0%	F	0.093	F	9600	G	
From: US 1 Wythe St Battersea Lane			17000	G	95%	1%	2%	1%	1%	0%	F	NA		18000	G	
To: 123-9025 West St			Combined Traffic Estimates for 2 Parallel Roadways on this Route:													
Bus 460 1 Washington St	City of Petersburg	0.40	8800	G	96%	1%	2%	1%	1%	0%	F	0.092	F	9500	G	
From: 123-9029 South St			17000	G	95%	1%	2%	1%	1%	0%	F	NA		18000	G	
To: 123-9029 South St			Combined Traffic Estimates for 2 Parallel Roadways on this Route:													
Bus 460 1 Washington St	City of Petersburg	0.27	10000	G	96%	1%	2%	1%	1%	0%	C	0.097	F	11000	G	
From: Guarantee St			20000	G	95%	1%	2%	1%	1%	0%	F	NA		22000	G	
To: North Market St			Combined Traffic Estimates for 2 Parallel Roadways on this Route:													
Bus 460 36 Washington St	City of Petersburg	0.19	13000	G	94%	1%	3%	2%	1%	0%	C	0.087	F	14000	G	
From: US 1 Par; SR 36 Market St			23000	G	94%	1%	2%	1%	1%	0%	F	NA		24000	G	
To: ALT US 301 Par, Sycamore St			Combined Traffic Estimates for 2 Parallel Roadways on this Route:													
Bus ALT 460 301 36 Washington St	City of Petersburg	0.09	15000	G	94%	1%	3%	2%	1%	0%	F	0.085	F	17000	G	
From: ALT US 301 Par, Adams St			29000	G	94%	1%	2%	1%	1%	0%	F	NA		32000	G	
To: ALT US 301 Par, Adams St			Combined Traffic Estimates for 2 Parallel Roadways on this Route:													
Bus ALT 460 301 36 Washington St	City of Petersburg	0.10	15000	G	94%	1%	3%	2%	1%	0%	F	0.082	F	16000	G	
From: US 1 Jefferson St			29000	G	94%	1%	2%	1%	1%	0%	F	NA		31000	G	
To: US 1 Jefferson St			Combined Traffic Estimates for 2 Parallel Roadways on this Route:													
Bus 460 36 Washington St	City of Petersburg	0.24	16000	G	90%	1%	2%	4%	4%	0%	C	0.079	F	18000	G	
From: I-95			32000	G	93%	1%	2%	2%	2%	0%	C	NA		34000	G	
To: I-95			Combined Traffic Estimates for 2 Parallel Roadways on this Route:													

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							2Axle	3+Axle	1Trail	2Trail						
Bus 460 36 Washington St	City of Petersburg	0.24	13000	G	93%	1%	2%	2%	2%	0%	C	0.089	F	14000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			23000	G	94%	1%	2%	1%	2%	0%	F	NA		25000	G	
Bus 460 301 Crater Rd	City of Petersburg	0.10	7900	G	96%	1%	2%	1%	1%	0%	F	0.089	F	8600	G	
Combined Traffic Estimates for Parallel Roadways on this Route:			NA									NA		NA		
Bus 460 301 Crater Rd	City of Petersburg	0.96	11000	G	96%	1%	2%	1%	1%	0%	C	0.088	F	12000	G	
Combined Traffic Estimates for Parallel Roadways on this Route:			NA									NA		NA		
Bus 460 Winfield Rd	City of Petersburg	0.43	1700	G	94%	1%	2%	1%	2%	0%	C	0.095	F	1900	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			1700	G								NA		NA		
Bus 460 Winfield Rd	City of Petersburg (Maint: 26)	0.09	1700	G	94%	1%	2%	1%	2%	0%	C	0.095	F	1900	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			1700	G								NA		NA		

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						2Axle	3+Axle	1Trail	2Trail							
City of Petersburg																
(329) FR	0.17	NA				From: Dead End					NA			NA		
						To: 74-1102										
(3) Vaughn Rd	0.64	NA				From: SCL Petersburg; 26-675					NA			NA		
						To: 123-9013 Halifax Rd										
(4) Wells Rd	0.41	3500	G	88%	1%	3%	2%	6%	0%	C	0.093	F		3800	G	2004
						From: Halifax Rd										
						To: Squirrel Level Rd										
(9002) Halifax Rd	0.18	6500	G	95%	1%	2%	1%	0%	0%	F	0.099	F	0.609	7000	G	2004
						From: CSX RR										
						To: Patterson St										
(9002) Halifax St	0.58	5100	G	95%	1%	2%	1%	0%	0%	F	0.107	F	0.617	5500	G	2004
						From: Bayers Ln										
(9002) Halifax St	0.19	6000	G	95%	1%	2%	1%	0%	0%	F	0.101	F	0.579	6500	G	2004
						From: Virginia Ave										
(9002) Halifax St	0.37	8900	G	95%	1%	2%	1%	0%	0%	F	0.084	F	0.580	9600	G	2004
						From: Lee Ave										
(9002) Halifax St	0.29	8200	G	95%	1%	2%	1%	0%	0%	F	0.085	F	0.511	8800	G	2004
						From: Liberty St										
(9002) Halifax St	0.28	9100	G	95%	1%	2%	1%	0%	0%	C	0.083	F	0.548	9800	G	2004
						From: US 1, US 460 W Wythe St										
(9002) Union St	0.12	4400	G								0.099	F	0.874	4700	G	2004
						From: US 1, US 460 W Washington St										
(9002) Union St	0.17	2200	G	91%	3%	4%	1%	0%	0%	C	0.108	F	0.587	2400	G	2004
						To: W Tabb St										
(9004) Defense Rd	0.47	2400	G	97%	1%	1%	0%	1%	0%	C	0.118	F	0.699	2600	G	2004
						From: Boydton Plank Rd										
(9004) Defense Dr	1.77	6600	G	97%	1%	1%	1%	0%	0%	F	NA			6900	G	2004
						From: Squirrel Level Rd										
(9004) South Boulevard	0.92	8700	G	97%	1%	1%	1%	0%	0%	C	0.093	F	0.504	9400	G	2004
						From: Johnson Rd										
(9004) South Boulevard	0.18	5400	G	97%	1%	1%	1%	0%	0%	F	0.093	F	0.558	5800	G	2004
						From: S. Sycamore St										
(9004) South Boulevard	0.72	2500	G	97%	1%	1%	1%	0%	0%	F	0.090	F	0.605	2700	G	2004
						From: Crater Rd										
						To: Anderson St										
(9006) Flank Rd	0.96	1800	G	96%	0%	3%	0%	1%	0%	C	0.102	F	0.592	2000	G	2004
						From: Halifax Rd										
(9006) Flank Rd	0.47	3200	G	96%	0%	3%	0%	1%	0%	F	0.118	F	0.674	3500	G	2004
						From: Johnson Rd										
(9006) Flank Rd	0.75	2800	G	96%	0%	3%	0%	1%	0%	F	0.121	F	0.606	3000	G	2004
						From: Birdsong Rd										
(9006) Flank Rd	0.91	3100	G	90%	1%	1%	6%	1%	0%	C	0.112	F	0.647	3400	G	2004
						From: Fort Hayes Dr										
(9006) Flank Rd (1-Way)	0.13	2000	G	97%	1%	2%	0%	0%	0%	C	0.105	F		2200	G	2004
						From: Flank Rd N										
						To: US 301 S Crater Rd										
(9008) Rives Rd	0.55	6400	G	98%	0%	1%	0%	1%	0%	C	0.097	F	0.515	7100	G	2004
						From: US 301 S Crater Rd										
(9008) Rives Rd	0.27	4800	G	97%	1%	2%	0%	1%	0%	C	0.103	F	0.568	5200	G	2004
						From: I- 95										
						To: ECL Petersburg										

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						2Axle	3+Axle	1Trail	2Trail							
City of Petersburg																
(9009) Dupuy Rd	1.24	640	G	96%	2%	1%	0%	0%	0%	F	0.104	F	0.536	690	G	2004
				From:	SR 142 Boydton Plank Rd											
				To:	Grigg St											
(9009) Dupuy St	0.58	2100	G	96%	2%	1%	0%	0%	0%	F	0.102	F	0.533	2300	G	2004
				From:	Youngs Rd											
				To:	S. South St											
(9009) Farmer St	0.86	3900	G	96%	2%	1%	0%	0%	0%	C	0.087	F	0.531	4300	G	2004
				From:	Halifax St											
				To:	S Crater Rd											
(9010) Wagner Rd	0.73	14000	G	97%	1%	1%	0%	1%	0%	C	0.096	F	0.525	15000	G	2004
				From:	I-95											
				To:	I -95											
(9010) Wagner Rd	1.60	9400	G	93%	1%	3%	0%	4%	0%	C	0.095	F	0.514	10000	G	2004
				From:	County Dr											
				To:	SCL Petersburg											
(9011) Squirrel Level Rd	0.82	870	G	98%	0%	2%	1%	0%	0%	C	0.101	F	0.722	940	G	2004
				From:	Wells Rd											
				To:	Ramp To I- 85											
(9011) Squirrel Level	0.20	7000	G	96%	2%	1%	0%	1%	0%	F	0.083	F	0.504	7500	G	2004
				From:	Boydton Plank Rd											
				To:	Valor Dr											
(9011) Young Rd	0.55	4300	G	96%	1%	2%	0%	0%	0%	C	NA			4700	G	2004
				From:	123-9009 Dupuy Rd											
				To:	West St											
(9012) Lee Ave	0.56	3100	G	97%	2%	1%	0%	0%	0%	C	0.089	F	0.516	3300	G	2004
				From:	Halifax St											
				To:	Harding St											
(9012) Porterville St	0.15	1600	G	97%	1%	1%	1%	0%	0%	F	0.077	F	0.588	1800	G	2004
				From:	Harrison St											
				To:	New St											
(9012) New St	0.18	1500	G	97%	1%	1%	1%	0%	0%	C	0.088	F	0.514	1600	G	2004
				From:	Corling St											
				To:	Harrison St											
(9012) Harrison St	0.03	1300	G	97%	1%	1%	1%	0%	0%	F	0.1	F		1400	G	2004
				From:	S. Sycamore St											
				To:	Ramp From I-95											
(9012) Corling St	0.09	550	G	97%	1%	1%	1%	0%	0%	F	0.11	F		600	G	2004
				From:	Crater Rd											
				To:	SCL Petersburg											
(9012) Graham Rd	0.83	5400	G	98%	0%	1%	0%	0%	0%	F	0.088	F	0.513	5900	G	2004
				From:	Wells Rd											
				To:	Boydton Plank Rd											
(9012) Graham Rd	0.14	11000	G	98%	0%	1%	0%	0%	0%	C	0.088	F	0.817	11000	G	2004
				From:	SCL Petersburg											
				To:	Wells Rd											
(9013) Halifax Rd	1.79	2700	G	92%	0%	3%	1%	4%	0%	C	0.094	F	0.536	2900	G	2004
				From:	Boydton Plank Rd											
				To:	SCL Petersburg											
(9013) Halifax Rd	0.98	510	G	95%	0%	2%	1%	2%	0%	C	0.114	F	0.574	550	G	2004
				From:	Flank Rd											
				To:	Birdsong Rd											
(9015) Johnson Rd	0.01	2700	G	98%	0%	2%	0%	0%	0%	F	0.135	F	0.637	2900	G	2004
				From:	South Blvd											
				To:	SCL Petersburg											
(9015) Johnson Rd	0.54	1100	G	98%	0%	2%	0%	0%	0%	C	0.089	F	0.692	1200	G	2004
				From:	South Blvd											
				To:	SCL Petersburg											
(9015) Johnson Rd	1.39	5400	G	98%	0%	2%	0%	0%	0%	F	0.118	F	0.568	5800	G	2004
				From:	South Blvd											
				To:	SCL Petersburg											

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						2Axle	3+Axle	1Trail	2Trail							
City of Petersburg																
(9015) Johnson Rd	0.46	4800	G	98%	0%	From: South Blvd To: Johnson Rd				F	0.087	F	0.52	5100	G	2004
(9015) Johnson Rd	0.37	4200	G	96%	2%	From: North Blvd To: Johnson Rd				C	0.087	F	0.535	4500	G	2004
(9015) High Pearl St	0.20	4100	G	98%	0%	From: St Luke St To: High Pearl St				F	0.087	F	0.506	4400	G	2004
(9015) High Pearl St	0.08	3000	G	95%	3%	From: Virginia Ave To: High Pearl St				F	0.085	F	0.596	3300	G	2004
(9015) Harding St	0.22	2000	G	95%	3%	From: ST Matthew St To: Harding St				C	0.085	F	0.605	2100	G	2004
(9015) Harding St	0.27	930	G	95%	3%	From: Porterville St To: Portersville St				F	0.100	F		1000	G	2004
(9017) Birdsong Rd	0.62	580	G	95%	2%	From: SCL Petersburg To: Johnson Rd				C	0.103	F	0.5	630	G	2004
(9021) N Sycamore St	0.18	3900	G	92%	0%	From: W Washington St To: N Sycamore St				C	NA			4100	G	2004
(9021) N Sycamore St	0.15	3800	G	92%	0%	From: W Tabb St To: N Sycamore St				F	0.095	F	0.558	4100	G	2004
(9023) North Blvd	0.57	2200	G	97%	1%	From: Bollingbrook St To: Johnson Rd				C	0.088	F	0.574	2400	G	2004
(9025) Virginia Ave	0.22	410	G	98%	1%	From: S Sycamore St To: Gates Lane				C	0.121	F		450	G	2004
(9025) Virginia Ave	0.32	2000	G	94%	2%	From: Harding Street To: Virginia Ave				C	0.088	F	0.525	2200	G	2004
(9025) Young Ave	0.20	2300	G	96%	1%	From: Halifax Street To: Young Ave				C	0.094	F	0.518	2500	G	2004
(9025) Young Ave	0.11	3000	G	93%	1%	From: Arlington Street To: Young Ave				C	0.098	F	0.559	3200	G	2004
(9025) S West St	0.28	3500	G	95%	1%	From: West Street Young Avenue To: S West St				C	0.084	F	0.523	3800	G	2004
(9025) S West St	0.23	5000	G	96%	1%	From: Augusta Avenue To: S West St				F	0.086	F	0.507	5400	G	2004
(9025) S West St	0.14	4000	G	96%	1%	From: Farmer St To: S West St				F	0.096	F	0.512	4300	G	2004
(9025) S West St	0.07	3600	G	96%	1%	From: W Wythe St To: S West St				F	0.099	F	0.51	3900	G	2004
(9027) S West St	0.63	2200	G	97%	0%	From: W Washington St To: Halifax St				C	0.091	F	0.521	2400	G	2004
(9029) S. South St	0.36	2100	G	98%	1%	From: Young Ave To: Lee Ave				C	0.089	F	0.529	2300	G	2004
(9029) S. South St	0.09	8700	G	98%	0%	From: US 1 Wythe St To: S. South St				F	NA			9200	G	2004
(9029) N. South St	0.20	6300	G	98%	0%	From: Washington St To: High St				F	0.093	F	0.584	6800	G	2004

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City of Petersburg																
9029 High St	0.02	810	G	98%	0%	1%	0%	0%	0%	F	0.099	F	0.534	880	G	2004
				From:	N South St											
				To:	Canal St											
9029 Canal St	0.20	6100	G	98%	0%	1%	0%	0%	0%	C	0.094	F	0.594	6600	G	2004
				From:	High St											
				To:	Grove Ave											
9031 Byrne St	0.40	850	G	94%	3%	2%	0%	0%	0%	C	0.104	F		920	G	2004
				From:	New St											
				To:	Halifax St											
9031 S. Market St	0.12	2800	G	94%	3%	2%	0%	0%	0%	F	0.099	F	0.65	3100	G	2004
				From:	Halifax Rd											
				To:	Wythe St											
9033 Apollo St	0.14	2700	G	97%	1%	1%	0%	0%	0%	F	0.089	F	0.55	3000	G	2004
				From:	Sycamore St											
				To:	Jefferson St											
9033 Jefferson St	0.58	2700	G	97%	1%	1%	0%	0%	0%	C	0.094	F	0.601	3000	G	2004
				From:	Apollo St											
				To:	E Wythe St											
9033 Henry St	0.04	1300	G	97%	1%	1%	0%	0%	0%	F	NA			1300	G	2004
				From:	3rd Street											
				To:	N Adams St											
9038 Puddledock Rd	0.40	4400	G	89%	0%	3%	3%	4%	0%	C	0.095	F	0.586	4800	G	2004
				From:	E Washington St											
				To:	ECL Petersburg											
9046 High St	0.58	1000	G								0.099	F	0.706	1100	G	2004
				From:	Canal St											
				To:	N Market St											
9046 W Bank St	0.14	2200	G								0.092	F		2400	G	2004
				From:	N Market St											
				To:	N Sycamore St											
9046 E Bank St	0.11	3500	G	97%	0%	2%	1%	0%	0%	C	NA			3700	G	2004
				From:	2Nd St											
				To:	US 301 N Crater Rd											
9046 Bank St	0.25	2800	G	93%	1%	4%	1%	1%	0%	C	0.104	F	0.538	3000	G	2004
				From:	East St											
				To:	SR 36 E Washington St											
9048 W Tabb St	0.09	1700	G	90%	0%	0%	7%	2%	1%	F	0.11	F	0.655	1800	G	2004
				From:	N Market St											
				To:	Union St											
9048 W Tabb St	0.06	2100	G	90%	0%	0%	7%	2%	1%	F	0.116	F	0.612	2200	G	2004
				From:	Union St											
				To:	N Sycamore St											
9048 E Tabb St	0.12	1200	G	90%	0%	0%	7%	2%	1%	C	NA			1200	G	2004
				From:	N Sycamore St											
				To:	N Adams St											
9053 Baylors Ln	0.65	1800	G	98%	1%	1%	0%	0%	0%	C	0.102	F	0.574	2000	G	2004
				From:	Defense Rd											
				To:	Halifax St											
9055 Madison St	0.05	2100	G	94%	1%	2%	1%	1%	0%	F	0.105	F	0.841	2300	G	2004
				From:	E Washington St											
				To:	Franklin St											
9055 Madison St	0.18	1800	G	94%	1%	2%	1%	1%	0%	C	0.104	F	0.85	2000	G	2004
				From:	Franklin St											
				To:	E Bank St											
9055 Madison St	0.07	1200	G	94%	1%	2%	1%	1%	0%	F	0.098	F	0.635	1300	G	2004
				From:	E Bank St											
				To:	Bollingbrook St											
9057 Fifth St	0.05	540	G								0.133	F	0.746	580	G	2004
				From:	E Bank St											
				To:	Bollingbrook St											

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City of Petersburg																
(9057) Fifth St	0.08	560	G	82%	4%	4%	4%	6%	0%	C	0.105	F	0.515	610	G	2004
				From:	Bollingbrook St											
				To:	River St											
(9059) Flank Rd N	0.20	3900	G	97%	1%	1%	0%	0%	0%	C	0.086	F	0.786	4200	G	2004
				From:	Flank Rd One-Way											
				To:	US 301 S Crater Rd											
(9065) S Adams St	0.10	4400	G								0.095	F	0.71	4800	G	2004
				From:	E Wythe St											
				To:	E Washington St											
Accomack St		310	G								0.094	F		340	G	2004
				From:	6Th St											
				To:	7Th St											
Cameron St		400	G								0.108	F		430	G	2004
				From:	Old Church St											
				To:	Center St											
Culpeper Ave		570	G								0.141	F		620	G	2004
				From:	Prince George Ave											
				To:	Brunswick St											
Custer St		450	G								0.106	F		480	G	2004
				From:	Halifax Rd											
				To:	Hawk St											
Darby Dr		320	G								0.094	F		340	G	2004
				From:	Busby St											
				To:	Halcun Dr											
Gordon Dr		290	G								0.11	F		310	G	2004
				From:	Dering Rd											
				To:	Hoke Dr											
Homestead Dr		1000	G								0.096	F		1100	G	2004
				From:	Valley Dr											
				To:	Midland Rd											
Jefferson St		3700	G								0.088	F		4000	G	2004
				From:	Filmore St											
				To:	ST Andrews St											
Kirkham Street		500	G								0.101	F	0.591	540	G	2004
				From:	Bolling Street											
				To:	Chestnut Street											
North Park Dr		1200	G								0.09	F		1300	G	2004
				From:	Nivram St											
				To:	Retang Rd											
Oakmont Dr		90	G								0.12	F	0.5	100	G	2004
				From:	Homestead Dr											
				To:	Midland Rd											
Old Church St		360	G								0.108	F		390	G	2004
				From:	Bollingbrook St											
				To:	Miller St											
Patterson Ave		1100	G								0.119	F		1100	G	2004
				From:	Floyd St											
				To:	Carver St											
Pleasants Ln		1000	G								0.104	F		1100	G	2004
				From:	Valor Dr											
				To:	Dupuy Rd											
Richmond Ave		990	G								0.093	F		1100	G	2004
				From:	Ash St											
				To:	Nash St											
Rollingwood Rd		100	G								0.109	F		110	G	2004
				From:	Valley St											
				To:	Homestead Dr											

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City of Petersburg																
South Park Dr		1800	G	From: Forest Hill Rd				0.095	F	1900	G	2004				
				To: West Park Dr												
St Matthew St		2900	G	From: High Pearl St				0.087	F	3100	G	2004				
				To: Harding St												
Talley Ave		880	G	From: Custer St				0.234	F	950	G	2004				
				To: Edmonds Ct												