

2005

**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
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 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

- 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 - 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
2005
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 | F | 98% | 0% | 1% | 1% | 1% | 0% | F | 0.09 | F | 0.569 | 14000 | F |
| To: Summit St | | | | | | | | | | | | | | | | |
| From: Summit St | | | | | | | | | | | | | | | | |
| 1 460 Bus Washington St | City of Petersburg | 0.18 | 14000 | F | 98% | 0% | 1% | 1% | 1% | 0% | F | 0.093 | F | 0.556 | 15000 | F |
| To: Elm St | | | | | | | | | | | | | | | | |
| From: Elm St | | | | | | | | | | | | | | | | |
| 1 460 Bus Washington St | City of Petersburg | 0.57 | 16000 | F | 97% | 1% | 1% | 1% | 1% | 0% | F | 0.093 | F | 0.506 | 17000 | F |
| To: US 1 Par, Wythe St | | | | | | | | | | | | | | | | |
| From: US 1 Par, Washington St; Battersea Lane | | | | | | | | | | | | | | | | |
| 1 460 Bus Wythe St | City of Petersburg | 1.08 | 8500 | F | 97% | 1% | 1% | 1% | 1% | 0% | C | 0.082 | F | | 9300 | F |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | | 18000 | F | 96% | 1% | 1% | 1% | 1% | 0% | F | NA | | | 20000 | F |
| To: Perry St | | | | | | | | | | | | | | | | |
| From: Perry St | | | | | | | | | | | | | | | | |
| 1 460 Bus Wythe St | City of Petersburg | 0.15 | 9700 | F | 97% | 1% | 1% | 1% | 1% | 0% | F | 0.088 | F | | 11000 | F |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | | 20000 | F | 96% | 1% | 1% | 1% | 1% | 0% | F | NA | | | 22000 | F |
| To: SR 36 Market St | | | | | | | | | | | | | | | | |
| From: SR 36 Market St | | | | | | | | | | | | | | | | |
| 1 460 36 Bus Wythe St | City of Petersburg | 0.20 | 9900 | F | 97% | 1% | 1% | 1% | 1% | 0% | F | 0.094 | F | | 11000 | F |
| 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 | 13000 | F | 97% | 1% | 1% | 1% | 1% | 0% | F | 0.088 | F | | 14000 | F |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | | 28000 | F | 96% | 1% | 2% | 1% | 1% | 0% | F | NA | | | 30000 | F |
| To: Bus US 460 Jefferson St | | | | | | | | | | | | | | | | |
| From: Bus US 460 Wythe St | | | | | | | | | | | | | | | | |
| 1 301 ALT Jefferson St | City of Petersburg | 0.09 | 3100 | F | 97% | 1% | 1% | 1% | 1% | 0% | F | 0.089 | F | 0.756 | 3300 | F |
| To: Bus US 460 Par, Washington St | | | | | | | | | | | | | | | | |
| From: Bus US 460 Par, Washington St | | | | | | | | | | | | | | | | |
| 1 301 ALT Jefferson St | City of Petersburg | 0.26 | 650 | F | 97% | 1% | 1% | 1% | 1% | 0% | F | 0.104 | F | 0.734 | 710 | F |
| To: Henry St | | | | | | | | | | | | | | | | |
| From: Henry St | | | | | | | | | | | | | | | | |
| 1 301 ALT 3rd Street | City of Petersburg | 0.05 | 340 | F | 97% | 1% | 1% | 1% | 1% | 0% | F | 0.131 | F | | 380 | F |
| To: US 301 Par, Bank St | | | | | | | | | | | | | | | | |
| From: US 301 Par, Bank St | | | | | | | | | | | | | | | | |
| 1 301 ALT 3rd Street | City of Petersburg | 0.05 | 350 | F | 97% | 1% | 1% | 1% | 1% | 0% | F | 0.102 | F | | 380 | F |
| To: US 301 Bollingbrook St | | | | | | | | | | | | | | | | |
| From: US 301; 3RD STREET | | | | | | | | | | | | | | | | |
| 1 301 301 ALT Bollingbrook St | City of Petersburg | 0.08 | 3700 | F | 97% | 0% | 1% | 0% | 1% | 0% | F | 0.101 | F | 0.913 | 4100 | F |
| To: US 1 Par; US 301 Par; Bollingbrook St | | | | | | | | | | | | | | | | |
| From: US 1 Par; US 301 Par; Bollingbrook St | | | | | | | | | | | | | | | | |
| 1 301 2nd Street | City of Petersburg | 0.35 | 11000 | G | 99% | 0% | 0% | 0% | 0% | 0% | F | NA | | | 11000 | G |
| To: SCL Colonial Heights | | | | | | | | | | | | | | | | |
| From: SCL Colonial Heights | | | | | | | | | | | | | | | | |
| From: US 1 Wythe St Battersea Lane | | | | | | | | | | | | | | | | |
| 1 460 Bus Washington St | City of Petersburg | 0.31 | 9600 | F | 96% | 1% | 1% | 1% | 1% | 0% | F | 0.101 | F | | 11000 | F |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | | 18000 | F | 96% | 1% | 1% | 1% | 1% | 0% | F | NA | | | 20000 | F |
| To: 123-9025 West St | | | | | | | | | | | | | | | | |

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

| Route | Jurisdiction | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW |
|---|---|--------|-------|----|-------|-----|-----------------|--------|--------|--------|----|-------------|----|---------------|-------|----|
| | | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| Bus 1 460 Washington St | From: 123-9025 West St City of Petersburg | 0.40 | 9500 | F | 96% | 1% | 1% | 1% | 1% | 0% | F | 0.096 | F | 10000 | F | |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | | 18000 | F | 96% | 1% | 1% | 1% | 1% | 0% | F | NA | | 20000 | F | |
| Bus 1 460 Washington St | From: 123-9029 South St City of Petersburg | 0.27 | 10000 | F | 96% | 1% | 1% | 1% | 1% | 0% | C | 0.093 | F | 11000 | F | |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | | 20000 | F | 96% | 1% | 1% | 1% | 1% | 0% | F | NA | | 22000 | F | |
| Bus 1 460 Washington St | From: Guarantee St City of Petersburg | 0.24 | 10000 | F | 96% | 1% | 1% | 1% | 1% | 0% | F | 0.094 | F | 11000 | F | |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | | 20000 | F | 96% | 1% | 1% | 1% | 1% | 0% | F | NA | | 22000 | F | |
| 1 36 Market St | From: BUS US 460 Par; SR 36 Market St City of Petersburg | 0.38 | 3500 | F | 98% | 1% | 1% | 0% | 0% | 0% | C | 0.099 | F | 0.508 | 3800 | F |
| 1 36 Old St | From: SR 36 Grove Ave City of Petersburg | 0.13 | 3400 | F | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.087 | F | 0.747 | 3800 | F |
| 1 36 Sycamore St | From: SR 36; Market St City of Petersburg | 0.04 | 3700 | F | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.085 | F | 0.771 | 4100 | F |
| 1 36 Bollingbrook St | From: Sycamore St City of Petersburg | 0.10 | 3000 | F | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.094 | F | 0.777 | 3200 | F |
| 36 Fleet St | From: Bollingbrook St City of Petersburg | 0.12 | 9800 | F | 99% | 0% | 1% | 0% | 0% | 0% | C | 0.1 | F | 0.523 | 10000 | F |
| 36 Grove Ave | From: US 1, US 301 2nd St City of Petersburg | 0.54 | 3000 | F | 97% | 1% | 1% | 0% | 0% | 0% | C | 0.096 | F | 0.628 | 3300 | F |
| 36 1 Market St | From: WCL Petersburg City of Petersburg | 0.38 | 3500 | F | 98% | 1% | 1% | 0% | 0% | 0% | C | 0.099 | F | 0.508 | 3800 | F |
| 36 Market St | From: Grove Ave City of Petersburg | 0.11 | 3800 | F | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.097 | F | 0.632 | 3900 | F |
| 36 1 460 Wythe St | From: Fleet St City of Petersburg | 0.20 | 9900 | F | 97% | 1% | 1% | 1% | 1% | 0% | F | 0.094 | F | 11000 | F | |
| 36 1 301 460 Wythe St | From: US 1 Par; BUS US 460 Par, Washington St City of Petersburg | 0.20 | 13000 | F | 97% | 1% | 1% | 1% | 1% | 0% | F | 0.088 | F | 14000 | F | |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | | 28000 | F | 96% | 1% | 2% | 1% | 1% | 0% | F | NA | | 30000 | F | |
| 36 460 Wythe St | From: ALT US 301 Sycamore St City of Petersburg | 0.20 | 16000 | F | 97% | 1% | 1% | 0% | 1% | 0% | C | 0.093 | F | 17000 | F | |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | | 31000 | F | 95% | 1% | 2% | 1% | 2% | 0% | F | NA | | 34000 | F | |
| | From: Bus US 460 City of Petersburg | | | | | | | | | | | | | | | |
| | To: I-85, I-95 | | | | | | | | | | | | | | | |

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

| Route | Jurisdiction | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW |
|---|--------------------------------------|--------|---|----|-------|-----|-----------------|--------|--------|--------|----|-------------|----|---------------|-------|----|
| | | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| 36 Bus 460 Wythe St | From: I-85, I-95 | | | | | | | | | | | | | | | |
| | City of Petersburg | 0.30 | 9800 | F | 97% | 1% | 1% | 0% | 1% | 0% | F | 0.08 | F | 11000 | F | |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | | 22000 | F | 95% | 1% | 2% | 1% | 2% | 0% | F | NA | | 24000 | F | |
| | | | To: South Crater Rd | | | | | | | | | | | | | |
| 36 Wythe St | From: US 301, Bus US 460 Crater Rd | | | | | | | | | | | | | | | |
| | City of Petersburg | 0.43 | 9500 | F | 97% | 0% | 1% | 0% | 1% | 0% | F | 0.078 | F | 10000 | F | |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | | 20000 | F | 97% | 0% | 1% | 0% | 1% | 0% | F | 0.083 | F | 0.595 | 22000 | F |
| | | | To: SR 36 Par, Washington St; Amelia St | | | | | | | | | | | | | |
| 36 Washington St | From: SR 36 Par; Wythe St; Amelia St | | | | | | | | | | | | | | | |
| | City of Petersburg | 0.87 | 21000 | F | 97% | 0% | 1% | 0% | 1% | 0% | F | 0.086 | F | 0.531 | 23000 | F |
| | | | To: Puddledock Rd | | | | | | | | | | | | | |
| 36 Washington St | From: Prince George County Line | | | | | | | | | | | | | | | |
| | City of Petersburg | 0.58 | 14000 | F | 97% | 0% | 1% | 0% | 1% | 0% | F | 0.082 | F | 0.542 | 15000 | F |
| | | | To: SR 36; Market St | | | | | | | | | | | | | |
| 36 1 Old St | From: Sycamore St | | | | | | | | | | | | | | | |
| | City of Petersburg | 0.13 | 3400 | F | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.087 | F | 0.747 | 3800 | F |
| | | | To: Old St | | | | | | | | | | | | | |
| 36 1 Sycamore St | From: Bollingbrook St | | | | | | | | | | | | | | | |
| | City of Petersburg | 0.04 | 3700 | F | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.085 | F | 0.771 | 4100 | F |
| | | | To: Sycamore St | | | | | | | | | | | | | |
| 36 1 Bollingbrook St | From: US 1, US 301 2nd St | | | | | | | | | | | | | | | |
| | City of Petersburg | 0.10 | 3000 | F | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.094 | F | 0.777 | 3200 | F |
| | | | To: US 1 Par, 2nd St | | | | | | | | | | | | | |
| 36 301 ALT 1 301 Bollingbrook St | From: US 1, ALT US 301 3rd St | | | | | | | | | | | | | | | |
| | City of Petersburg | 0.08 | 3700 | F | 97% | 0% | 1% | 0% | 1% | 0% | F | 0.101 | F | 0.913 | 4100 | F |
| | | | To: 3rd St | | | | | | | | | | | | | |
| 36 301 Bollingbrook St | From: 5th St | | | | | | | | | | | | | | | |
| | City of Petersburg | 0.15 | 3600 | F | 97% | 0% | 1% | 0% | 1% | 0% | F | 0.1 | F | 3900 | F | |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | | 5500 | F | 97% | 1% | 1% | 0% | 1% | 0% | F | 0.096 | F | 6000 | F | |
| | | | To: Crater Rd | | | | | | | | | | | | | |
| 36 301 Bollingbrook St | From: Bollingbrook St | | | | | | | | | | | | | | | |
| | City of Petersburg | 0.23 | 3400 | F | 97% | 0% | 1% | 0% | 1% | 0% | C | 0.098 | F | 0.845 | 3700 | F |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | | 5700 | F | 97% | 1% | 1% | 0% | 1% | 0% | C | 0.099 | F | 6200 | F | |
| | | | To: Crater Rd | | | | | | | | | | | | | |
| 36 301 Crater Rd | From: Bollingbrook St | | | | | | | | | | | | | | | |
| | City of Petersburg | 0.14 | 3100 | F | 97% | 0% | 1% | 0% | 1% | 0% | F | 0.094 | F | 3400 | F | |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | | 6700 | G | 97% | 1% | 1% | 0% | 1% | 0% | F | NA | | 7300 | G | |
| | | | To: US 301 Par, Bank St | | | | | | | | | | | | | |
| 36 301 Crater Rd | From: US 301, BUS US 460 Crater Rd | | | | | | | | | | | | | | | |
| | City of Petersburg | 0.18 | 4100 | F | 96% | 1% | 1% | 0% | 0% | 0% | F | 0.097 | F | 0.556 | 4500 | F |
| | | | To: Washington St | | | | | | | | | | | | | |
| 36 Washington St | From: Burch St | | | | | | | | | | | | | | | |
| | City of Petersburg | 0.18 | 11000 | F | 97% | 0% | 1% | 0% | 1% | 0% | F | 0.095 | F | 11000 | F | |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | | 20000 | F | 97% | 0% | 1% | 0% | 1% | 0% | F | NA | | 22000 | F | |
| | | | To: Burch 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 Washington St | From: Burch St | | | | | | | | | | | | | | | |
| | City of Petersburg | 0.25 | 10000 | F | 97% | 0% | 1% | 0% | 1% | 0% | F | 0.095 | F | 11000 | F | |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | | 20000 | F | 97% | 0% | 1% | 0% | 1% | 0% | F | 0.083 | F | 0.595 | 22000 | F |
| | | | To: SR 36 Wythe St; Amelia St | | | | | | | | | | | | | |
| North 85 460 | From: SCL Petersburg | | | | | | | | | | | | | | | |
| | City of Petersburg (Maint: 26) | 1.01 | 27000 | F | 81% | 1% | 1% | 1% | 16% | 1% | F | 0.086 | F | 25000 | F | |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | | 53000 | F | 81% | 1% | 1% | 1% | 16% | 1% | F | NA | | 49000 | F | |
| | | | To: Squirrel Level Road | | | | | | | | | | | | | |
| North 85 460 | From: Squirrel Level Road | | | | | | | | | | | | | | | |
| | City of Petersburg (Maint: 26) | 2.57 | 30000 | F | 81% | 1% | 1% | 1% | 16% | 1% | F | 0.087 | F | 29000 | F | |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | | 57000 | F | 81% | 1% | 1% | 1% | 16% | 1% | F | 0.078 | F | 0.53 | 53000 | F |
| | | | To: I-95 | | | | | | | | | | | | | |
| South 85 460 | From: SCL Petersburg | | | | | | | | | | | | | | | |
| | City of Petersburg (Maint: 26) | 1.25 | 26000 | F | 81% | 1% | 1% | 1% | 16% | 1% | F | 0.086 | F | 24000 | F | |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | | 53000 | F | 81% | 1% | 1% | 1% | 16% | 1% | F | NA | | 49000 | F | |
| | | | To: Squirrel Level Road | | | | | | | | | | | | | |
| South 85 460 | From: Squirrel Level Road | | | | | | | | | | | | | | | |
| | City of Petersburg (Maint: 26) | 2.72 | 27000 | F | 81% | 1% | 1% | 1% | 16% | 1% | F | 0.088 | F | 24000 | F | |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | | 57000 | F | 81% | 1% | 1% | 1% | 16% | 1% | F | 0.078 | F | 0.53 | 53000 | F |
| | | | To: I-95 | | | | | | | | | | | | | |
| North 95 | From: Rives Rd | | | | | | | | | | | | | | | |
| | City of Petersburg (Maint: 74) | 1.15 | 15000 | F | 82% | 1% | 1% | 0% | 15% | 0% | F | 0.076 | F | 13000 | F | |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | | 31000 | F | 83% | 1% | 1% | 0% | 15% | 0% | F | 0.075 | F | 0.558 | 27000 | F |
| | | | To: Wagner Rd | | | | | | | | | | | | | |
| North 95 | From: Wagner Rd | | | | | | | | | | | | | | | |
| | City of Petersburg (Maint: 74) | 2.79 | 20000 | F | 82% | 1% | 1% | 0% | 15% | 0% | F | 0.079 | F | 18000 | F | |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | | 40000 | F | 83% | 1% | 1% | 0% | 15% | 0% | F | 0.079 | F | 0.505 | 35000 | F |
| | | | To: US 460 West St | | | | | | | | | | | | | |
| North 95 | From: US 460 West St | | | | | | | | | | | | | | | |
| | City of Petersburg (Maint: 74) | 0.50 | 20000 | N | 82% | 1% | 1% | 0% | 15% | 0% | N | 0.079 | N | 18000 | N | |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | | 40000 | N | 83% | 1% | 1% | 0% | 15% | 0% | N | NA | | 35000 | N | |
| | | | To: I-85 | | | | | | | | | | | | | |
| North 95 | From: I-85 | | | | | | | | | | | | | | | |
| | City of Petersburg (Maint: 26) | 0.44 | 40000 | F | 89% | 1% | 1% | 1% | 8% | 0% | F | 0.08 | F | 41000 | F | |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | | 78000 | F | 89% | 1% | 1% | 1% | 8% | 0% | F | 0.077 | F | 0.532 | 78000 | F |
| | | | To: US 301; Bus US 460 Washington St | | | | | | | | | | | | | |
| North 95 | From: US 301; Bus US 460 Washington St | | | | | | | | | | | | | | | |
| | City of Petersburg (Maint: 26) | 0.64 | 52000 | F | 89% | 1% | 1% | 1% | 8% | 0% | F | 0.078 | F | 52000 | F | |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | | 98000 | F | 89% | 1% | 1% | 1% | 8% | 0% | F | 0.079 | F | 0.512 | 98000 | F |
| | | | To: SCL Colonial Heights | | | | | | | | | | | | | |
| South 95 | From: SCL Petersburg | | | | | | | | | | | | | | | |
| | City of Petersburg (Maint: 74) | 0.34 | 13000 | F | 83% | 1% | 1% | 1% | 15% | 0% | F | 0.078 | F | 11000 | F | |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | | 24000 | F | 83% | 1% | 1% | 0% | 15% | 0% | F | NA | | 21000 | F | |
| | | | To: Rives Rd | | | | | | | | | | | | | |

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City of Petersburg

| Route | Jurisdiction | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW |
|------------------|---|--------|-------|----|-------|-----|-----------------|--------|--------|--------|----|-------------|----|---------------|-------|----|
| | | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| South 95 | From: Rives Rd | | | | | | | | | | | | | | | |
| | City of Petersburg (Maint: 74) | 1.22 | 16000 | F | 83% | 1% | 1% | 1% | 15% | 0% | F | 0.081 | F | 14000 | F | |
| | Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | 31000 | F | 83% | 1% | 1% | 0% | 15% | 0% | F | 0.075 | F | 27000 | F | |
| South 95 | To: Wagner Rd | | | | | | | | | | | | | | | |
| | City of Petersburg (Maint: 74) | 2.29 | 19000 | F | 83% | 1% | 1% | 1% | 15% | 0% | F | 0.08 | F | 17000 | F | |
| | Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | 40000 | F | 83% | 1% | 1% | 0% | 15% | 0% | F | 0.079 | F | 35000 | F | |
| South 95 | To: US 460 County Rd; US 301 Crater Rd | | | | | | | | | | | | | | | |
| | City of Petersburg (Maint: 74) | 0.53 | 19000 | N | 83% | 1% | 1% | 1% | 15% | 0% | N | 0.08 | N | 17000 | N | |
| | Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | 40000 | N | 83% | 1% | 1% | 0% | 15% | 0% | N | NA | | 35000 | N | |
| South 95 | To: I-85 | | | | | | | | | | | | | | | |
| | City of Petersburg (Maint: 26) | 0.66 | 38000 | F | 89% | 1% | 1% | 1% | 9% | 0% | F | 0.075 | F | 38000 | F | |
| | Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | 78000 | F | 89% | 1% | 1% | 1% | 8% | 0% | F | 0.077 | F | 78000 | F | |
| South 95 | To: US 301, Bus US 460 Washington St | | | | | | | | | | | | | | | |
| | City of Petersburg (Maint: 26) | 0.48 | 46000 | F | 89% | 1% | 1% | 1% | 9% | 0% | F | 0.08 | F | 46000 | F | |
| | Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | 98000 | F | 89% | 1% | 1% | 1% | 8% | 0% | F | 0.079 | F | 98000 | F | |
| 106 | To: SCL Colonial Heights | | | | | | | | | | | | | | | |
| | From: US 460 County Rd | | | | | | | | | | | | | | | |
| Courthouse Rd | City of Petersburg | 0.10 | 7200 | F | 95% | 0% | 1% | 1% | 3% | 0% | F | 0.104 | F | 7900 | F | |
| 109 | To: ECL Petersburg | | | | | | | | | | | | | | | |
| | From: US 460 County Rd | | | | | | | | | | | | | | | |
| Hickory Hill Rd | City of Petersburg | 0.88 | 7100 | F | 99% | 0% | 0% | 0% | 0% | 0% | C | 0.111 | F | 7700 | F | |
| 109 | To: ECL Petersburg | | | | | | | | | | | | | | | |
| | From: US 460 County Rd | | | | | | | | | | | | | | | |
| Hickory Hill Rd | City of Petersburg | 0.03 | 7100 | N | 99% | 0% | 0% | 0% | 0% | 0% | N | 0.111 | N | 7700 | N | |
| | To: Dead End; Fort Lee Military Reservation, Mahone Av | | | | | | | | | | | | | | | |
| 142 | To: WCL Petersburg | | | | | | | | | | | | | | | |
| | From: US 460 County Rd | | | | | | | | | | | | | | | |
| Boydton Plank Rd | City of Petersburg | 0.16 | 2900 | F | 96% | 0% | 1% | 1% | 1% | 0% | F | 0.101 | F | 3100 | F | |
| 142 | To: Dupuy Rd | | | | | | | | | | | | | | | |
| | From: US 460 County Rd | | | | | | | | | | | | | | | |
| Boydton Plank Rd | City of Petersburg | 1.24 | 2700 | F | 96% | 0% | 1% | 1% | 1% | 0% | C | 0.104 | F | 3000 | F | |
| 142 | To: Rt 604 Halifax Rd | | | | | | | | | | | | | | | |
| | From: US 460 County Rd | | | | | | | | | | | | | | | |
| Halifax Rd | City of Petersburg | 0.06 | 5300 | F | 96% | 0% | 1% | 1% | 1% | 0% | F | 0.087 | F | 5800 | F | |
| 301 | To: CSX RR | | | | | | | | | | | | | | | |
| | From: SCL Petersburg | | | | | | | | | | | | | | | |
| Crater Rd | City of Petersburg | 0.21 | 7900 | F | 98% | 0% | 1% | 0% | 0% | 0% | C | 0.101 | F | 8600 | F | |
| 301 | To: Rives Rd | | | | | | | | | | | | | | | |
| | From: US 460 County Rd | | | | | | | | | | | | | | | |
| Crater Rd | City of Petersburg | 0.90 | 9200 | F | 98% | 0% | 1% | 0% | 0% | 0% | C | 0.102 | F | 10000 | F | |
| 301 | To: Wagner Rd | | | | | | | | | | | | | | | |
| | From: US 460 County Rd | | | | | | | | | | | | | | | |
| Crater Rd | City of Petersburg | 0.43 | 20000 | F | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.094 | F | 22000 | F | |
| | To: Flank Rd | | | | | | | | | | | | | | | |

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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 | | | | | | | | |
| 301 Crater Rd | City of Petersburg | 0.87 | 22000 | F | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.086 | F | 0.523 | 24000 | F | | |
| 301 Crater Rd | City of Petersburg | 0.26 | 15000 | F | 98% | 0% | 1% | 0% | 0% | 0% | C | 0.089 | F | 0.537 | 16000 | F | | |
| 301 Crater Rd | City of Petersburg | 0.73 | 21000 | F | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.084 | F | 0.52 | 22000 | F | | |
| 301 ^{Bus} 460 Crater Rd | City of Petersburg (Maint: 26) | 0.09 | 11000 | N | 96% | 1% | 1% | 0% | 0% | 0% | N | 0.084 | N | 0.525 | 12000 | N | | |
| 301 ^{Bus} 460 Crater Rd | City of Petersburg | 0.98 | 11000 | F | 96% | 1% | 1% | 0% | 0% | 0% | C | 0.084 | F | 0.525 | 12000 | F | | |
| 301 ^{Bus} 460 Crater Rd | City of Petersburg | 0.10 | 7500 | F | 96% | 1% | 1% | 0% | 0% | 0% | F | 0.083 | F | 0.538 | 8100 | F | | |
| 301 36 Crater Rd | City of Petersburg | 0.18 | 4100 | F | 96% | 1% | 1% | 0% | 0% | 0% | F | 0.097 | F | 0.556 | 4500 | F | | |
| 301 36 Crater Rd | City of Petersburg | 0.14 | 3100 | F | 97% | 0% | 1% | 0% | 1% | 0% | F | 0.094 | F | | 3400 | F | | |
| | | | Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | | 6700 | G | 97% | 1% | 1% | 0% | 1% | 0% | F | NA | | 7300 | G |
| 301 36 Bollingbrook St | City of Petersburg | 0.23 | 3400 | F | 97% | 0% | 1% | 0% | 1% | 0% | C | 0.098 | F | 0.845 | 3700 | F | | |
| | | | Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | | 5700 | F | 97% | 1% | 1% | 0% | 1% | 0% | C | 0.099 | F | 6200 | F |
| 301 36 Bollingbrook St | City of Petersburg | 0.15 | 3600 | F | 97% | 0% | 1% | 0% | 1% | 0% | F | 0.1 | F | | 3900 | F | | |
| | | | Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | | 5500 | F | 97% | 1% | 1% | 0% | 1% | 0% | F | 0.096 | F | 6000 | F |
| 301 1 301 36 Bollingbrook St | City of Petersburg | 0.08 | 3700 | F | 97% | 0% | 1% | 0% | 1% | 0% | F | 0.101 | F | 0.913 | 4100 | F | | |
| 301 1 2nd Street | City of Petersburg | 0.35 | 11000 | G | 99% | 0% | 0% | 0% | 0% | 0% | F | NA | | | 11000 | G | | |
| 301 36 Bank St | City of Petersburg | 0.24 | 2300 | F | 96% | 1% | 1% | 1% | 1% | 0% | C | 0.1 | F | | 2500 | F | | |
| | | | Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | | 5700 | F | 97% | 1% | 1% | 0% | 1% | 0% | C | 0.099 | F | 6200 | F |
| 301 36 Bank St | City of Petersburg | 0.15 | 1900 | F | 96% | 1% | 1% | 1% | 1% | 0% | F | 0.097 | F | | 2100 | F | | |
| | | | Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | | 5500 | F | 97% | 1% | 1% | 0% | 1% | 0% | F | 0.096 | F | 6000 | F |

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City of Petersburg

| Route | Jurisdiction | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW |
|---|--------------------|--------|-------|----|-------|-----|-----------------|--------|--------|--------|----|-------------|----|---------------|-------|----|
| | | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| From: 3rd St | | | | | | | | | | | | | | | | |
| ALT 301 1 301 36 Bank St | City of Petersburg | 0.09 | 1900 | F | 96% | 1% | 1% | 1% | 1% | 0% | F | 0.095 | F | 2000 | F | |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | | 5600 | F | 97% | 1% | 1% | 0% | 1% | 0% | F | NA | | 6100 | F | |
| To: ALT US 301 Par, 2nd St | | | | | | | | | | | | | | | | |
| From: ALT US 301 Par; Bank St | | | | | | | | | | | | | | | | |
| 301 36 2nd Street | City of Petersburg | 0.06 | 3700 | G | 96% | 1% | 1% | 1% | 1% | 0% | F | NA | | 3900 | G | |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | | 6700 | G | 97% | 1% | 1% | 0% | 1% | 0% | F | NA | | 7300 | G | |
| To: US 1, US 301 Bollingbrook St | | | | | | | | | | | | | | | | |
| From: US 301 Crater Rd | | | | | | | | | | | | | | | | |
| ALT 301 Sycamore St | City of Petersburg | 0.30 | 8500 | F | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.094 | F | 0.538 | 9200 | F |
| To: South Blvd | | | | | | | | | | | | | | | | |
| From: South Blvd | | | | | | | | | | | | | | | | |
| ALT 301 Sycamore St | City of Petersburg | 0.95 | 6100 | F | 98% | 1% | 1% | 0% | 0% | 0% | C | 0.090 | F | 0.536 | 6700 | F |
| To: North Blvd | | | | | | | | | | | | | | | | |
| From: North Blvd | | | | | | | | | | | | | | | | |
| ALT 301 Sycamore St | City of Petersburg | 0.42 | 9200 | F | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.088 | F | 0.625 | 10000 | F |
| To: Graham Rd | | | | | | | | | | | | | | | | |
| From: Graham Rd | | | | | | | | | | | | | | | | |
| ALT 301 Sycamore St | City of Petersburg | 0.56 | 11000 | F | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.084 | F | 0.541 | 12000 | F |
| To: US 1 Wythe St | | | | | | | | | | | | | | | | |
| From: US 1 | | | | | | | | | | | | | | | | |
| ALT 301 1 Bus 460 36 Wythe St | City of Petersburg | 0.20 | 13000 | F | 97% | 1% | 1% | 1% | 1% | 0% | F | 0.088 | F | | 14000 | F |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | | 28000 | F | 96% | 1% | 2% | 1% | 1% | 0% | F | NA | | 30000 | F | |
| To: Bus US 460 Jefferson St | | | | | | | | | | | | | | | | |
| From: Bus US 460 Wythe St | | | | | | | | | | | | | | | | |
| ALT 301 1 Jefferson St | City of Petersburg | 0.09 | 3100 | F | 97% | 1% | 1% | 1% | 1% | 0% | F | 0.089 | F | 0.756 | 3300 | F |
| To: Bus US 460 Par; Washington St | | | | | | | | | | | | | | | | |
| From: Bus US 460 Par; Washington St | | | | | | | | | | | | | | | | |
| ALT 301 1 Jefferson St | City of Petersburg | 0.26 | 650 | F | 97% | 1% | 1% | 1% | 1% | 0% | F | 0.104 | F | 0.734 | 710 | F |
| To: Henry St | | | | | | | | | | | | | | | | |
| From: Henry St | | | | | | | | | | | | | | | | |
| ALT 301 1 3rd Street | City of Petersburg | 0.05 | 340 | F | 97% | 1% | 1% | 1% | 1% | 0% | F | 0.131 | F | | 380 | F |
| To: US 301 Par, Bank St | | | | | | | | | | | | | | | | |
| From: US 301 Par, Bank St | | | | | | | | | | | | | | | | |
| ALT 301 1 3rd Street | City of Petersburg | 0.05 | 350 | F | 97% | 1% | 1% | 1% | 1% | 0% | F | 0.102 | F | | 380 | F |
| To: US 301 Bollingbrook St | | | | | | | | | | | | | | | | |
| From: US 1, ALT US 301 3rd St | | | | | | | | | | | | | | | | |
| ALT 301 301 1 36 Bollingbrook St | City of Petersburg | 0.08 | 3700 | F | 97% | 0% | 1% | 0% | 1% | 0% | F | 0.101 | F | 0.913 | 4100 | F |
| To: US 301 | | | | | | | | | | | | | | | | |
| From: US 1 Wythe St | | | | | | | | | | | | | | | | |
| ALT 301 Sycamore St | City of Petersburg | 0.09 | 6600 | F | 98% | 0% | 1% | 1% | 1% | 0% | F | 0.090 | F | 0.576 | 7200 | F |
| To: Bus US 460 Washington St | | | | | | | | | | | | | | | | |
| From: Bus US 460 Par | | | | | | | | | | | | | | | | |
| ALT Bus Bus 301 460 460 36 Washington St | City of Petersburg | 0.09 | 15000 | F | 95% | 1% | 2% | 1% | 1% | 0% | F | 0.079 | F | | 16000 | F |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | | 28000 | F | 96% | 1% | 2% | 1% | 1% | 0% | F | NA | | 30000 | F | |
| To: Bus US 460 Washington 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 | | | | | | |
| ALT 301 Adams St | From: [] City of Petersburg | BUS US 460 Washington St 0.06 | 7100 | F | 98% | 0% | 1% | 1% | 1% | 0% | F | 0.090 | F | 0.642 | 7700 | F |
| | To: [] City of Petersburg | Franklin St 0.16 | 4700 | G | 98% | 0% | 1% | 1% | 1% | 0% | F | NA | | 5100 | G | |
| ALT 301 Henry St | From: [] City of Petersburg | Henry St Adams St 0.04 | 3100 | G | 98% | 0% | 1% | 1% | 1% | 0% | F | NA | | 3400 | G | |
| ALT 301 Second St | From: [] City of Petersburg | Second St Henry St 0.05 | 2800 | G | 98% | 0% | 1% | 1% | 1% | 0% | F | NA | | 3000 | G | |
| | To: [] City of Petersburg | US 301 P Bank St 1.01 | City of Petersburg (Maint: 26) | | | | See I-85 for directional traffic volume estimates for this segment. | | | | | | | | | |
| 460 85 | Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | 53000 | F | 81% | 1% | 1% | 1% | 16% | 1% | F | NA | | 49000 | F | |
| | To: [] City of Petersburg (Maint: 26) | Squirrel Level Road 2.57 | City of Petersburg (Maint: 26) | | | | See I-85 for directional traffic volume estimates for this segment. | | | | | | | | | |
| 460 85 | Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | 57000 | F | 81% | 1% | 1% | 1% | 16% | 1% | F | 0.078 | F | 0.53 | 53000 | F |
| | To: [] City of Petersburg | I-85 S Maintenance Jurisdiction Change 2.64 | 9800 | A | 88% | 1% | 1% | 1% | 9% | 0% | C | 0.098 | A | 0.538 | 10000 | A |
| 460 County Dr | From: [] City of Petersburg | SR 106 Courthouse Rd 0.34 | 13000 | F | 88% | 1% | 1% | 1% | 9% | 0% | F | 0.088 | F | 0.556 | 14000 | F |
| | To: [] City of Petersburg | ECL Petersburg 0.40 | 13000 | F | 98% | 0% | 1% | 1% | 1% | 0% | F | 0.09 | F | 0.569 | 14000 | F |
| Bus 460 1 Washington St | From: [] City of Petersburg | WCL Petersburg Summit St 0.18 | 14000 | F | 98% | 0% | 1% | 1% | 1% | 0% | F | 0.093 | F | 0.556 | 15000 | F |
| Bus 460 1 Washington St | From: [] City of Petersburg | Elm St 0.57 | 16000 | F | 97% | 1% | 1% | 1% | 1% | 0% | F | 0.093 | F | 0.506 | 17000 | F |
| Bus 460 1 Washington St | From: [] City of Petersburg | US 1 Par; Wythe St US 1 Par, Washington St; Battersea Lane 1.08 | 8500 | F | 97% | 1% | 1% | 1% | 1% | 0% | C | 0.082 | F | | 9300 | F |
| | Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | 18000 | F | 96% | 1% | 1% | 1% | 1% | 0% | F | NA | | 20000 | F | |
| | To: [] City of Petersburg | Perry St 0.15 | 9700 | F | 97% | 1% | 1% | 1% | 1% | 0% | F | 0.088 | F | | 11000 | F |
| Bus 460 1 Wythe St | Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | 20000 | F | 96% | 1% | 1% | 1% | 1% | 0% | F | NA | | 22000 | F | |
| | To: [] City of Petersburg | SR 36 Market St 0.20 | 9900 | F | 97% | 1% | 1% | 1% | 1% | 0% | F | 0.094 | F | | 11000 | F |
| Bus 460 1 36 Wythe St | From: [] City of Petersburg | ALT US 301 Sycamore 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 | | | | | | |
| From: ALT US 301 Sycamore St | | | | | | | | | | | | | | | | |
| Bus 460 1 301 36 Wythe St | City of Petersburg | 0.20 | 13000 | F | 97% | 1% | 1% | 1% | 1% | 0% | F | 0.088 | F | 14000 | F | |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | | 28000 | F | 96% | 1% | 2% | 1% | 1% | 0% | F | NA | | 30000 | F | |
| To: US 1 Jefferson St | | | | | | | | | | | | | | | | |
| Bus 460 36 Wythe St | City of Petersburg | 0.20 | 16000 | F | 97% | 1% | 1% | 0% | 1% | 0% | C | 0.093 | F | 17000 | F | |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | | 31000 | F | 95% | 1% | 2% | 1% | 2% | 0% | F | NA | | 34000 | F | |
| To: I-85, I-95 | | | | | | | | | | | | | | | | |
| Bus 460 36 Wythe St | City of Petersburg | 0.30 | 9800 | F | 97% | 1% | 1% | 0% | 1% | 0% | F | 0.08 | F | 11000 | F | |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | | 22000 | F | 95% | 1% | 2% | 1% | 2% | 0% | F | NA | | 24000 | F | |
| To: SR 36; US 301 Crater Rd | | | | | | | | | | | | | | | | |
| From: SR 36; US 301 Wythe St | | | | | | | | | | | | | | | | |
| Bus 460 301 Crater Rd | City of Petersburg | 0.98 | 11000 | F | 96% | 1% | 1% | 0% | 0% | 0% | C | 0.084 | F | 0.525 | 12000 | F |
| To: Maintenance Jurisdiction Change | | | | | | | | | | | | | | | | |
| From: I-95; BUS US 460 Par, Winfield Rd | | | | | | | | | | | | | | | | |
| Bus 460 301 Crater Rd | City of Petersburg (Maint: 26) | 0.09 | 11000 | N | 96% | 1% | 1% | 0% | 0% | 0% | N | 0.084 | N | 0.525 | 12000 | N |
| To: US 301 Crater Rd | | | | | | | | | | | | | | | | |
| From: US 1 Wythe St Battersea Lane | | | | | | | | | | | | | | | | |
| Bus 460 1 Washington St | City of Petersburg | 0.31 | 9600 | F | 96% | 1% | 1% | 1% | 1% | 0% | F | 0.101 | F | 11000 | F | |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | | 18000 | F | 96% | 1% | 1% | 1% | 1% | 0% | F | NA | | 20000 | F | |
| To: 123-9025 West St | | | | | | | | | | | | | | | | |
| From: 123-9025 West St | | | | | | | | | | | | | | | | |
| Bus 460 1 Washington St | City of Petersburg | 0.40 | 9500 | F | 96% | 1% | 1% | 1% | 1% | 0% | F | 0.096 | F | 10000 | F | |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | | 18000 | F | 96% | 1% | 1% | 1% | 1% | 0% | F | NA | | 20000 | F | |
| To: 123-9029 South St | | | | | | | | | | | | | | | | |
| From: 123-9029 South St | | | | | | | | | | | | | | | | |
| Bus 460 1 Washington St | City of Petersburg | 0.27 | 10000 | F | 96% | 1% | 1% | 1% | 1% | 0% | C | 0.093 | F | 11000 | F | |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | | 20000 | F | 96% | 1% | 1% | 1% | 1% | 0% | F | NA | | 22000 | F | |
| To: Guarantee St | | | | | | | | | | | | | | | | |
| From: Guarantee St | | | | | | | | | | | | | | | | |
| Bus 460 1 Washington St | City of Petersburg | 0.24 | 10000 | F | 96% | 1% | 1% | 1% | 1% | 0% | F | 0.094 | F | 11000 | F | |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | | 20000 | F | 96% | 1% | 1% | 1% | 1% | 0% | F | NA | | 22000 | F | |
| To: North Market St | | | | | | | | | | | | | | | | |
| From: US 1 Par; SR 36 Market St | | | | | | | | | | | | | | | | |
| Bus 460 36 Washington St | City of Petersburg | 0.19 | 12000 | F | 95% | 1% | 2% | 1% | 1% | 0% | C | 0.083 | F | 13000 | F | |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | | 22000 | F | 96% | 1% | 2% | 1% | 1% | 0% | F | NA | | 24000 | F | |
| To: ALT US 301 Par, Sycamore St | | | | | | | | | | | | | | | | |
| From: ALT US 301 Par, Sycamore St | | | | | | | | | | | | | | | | |
| Bus 460 301 36 Washington St | City of Petersburg | 0.09 | 15000 | F | 95% | 1% | 2% | 1% | 1% | 0% | F | 0.079 | F | 16000 | F | |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | | 28000 | F | 96% | 1% | 2% | 1% | 1% | 0% | F | NA | | 30000 | F | |
| To: ALT US 301 Par, Adams St | | | | | | | | | | | | | | | | |
| From: ALT US 301 Par, Adams St | | | | | | | | | | | | | | | | |
| Bus 460 301 36 Washington St | City of Petersburg | 0.10 | 15000 | F | 95% | 1% | 2% | 1% | 1% | 0% | F | 0.084 | F | 16000 | F | |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | | 27000 | F | 96% | 1% | 2% | 1% | 1% | 0% | F | NA | | 30000 | F | |
| To: US 1 Jefferson St | | | | | | | | | | | | | | | | |

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| Route | Jurisdiction | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW |
|---|---|--------|-------|----|-------|-----|-----------------|--------|--------|--------|----|-------------|----|---------------|-------|----|
| | | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| Bus 460 36 Washington St | From: US 1 Jefferson St To: City of Petersburg | 0.24 | 16000 | F | 94% | 1% | 2% | 1% | 2% | 0% | F | 0.083 | F | 17000 | F | |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | | 31000 | F | 95% | 1% | 2% | 1% | 2% | 0% | F | NA | | 34000 | F | |
| Bus 460 36 Washington St | From: I-95 To: City of Petersburg | 0.24 | 13000 | F | 94% | 1% | 2% | 1% | 2% | 0% | C | 0.088 | F | 14000 | F | |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | | 22000 | F | 95% | 1% | 2% | 1% | 2% | 0% | F | NA | | 24000 | F | |
| Bus 460 301 Crater Rd | From: US 301 Crater Rd To: City of Petersburg | 0.10 | 7500 | F | 96% | 1% | 1% | 0% | 0% | 0% | F | 0.083 | F | 0.538 | 8100 | F |
| Bus 460 301 Crater Rd | From: SR 36, BUS US 460 Wythe St To: City of Petersburg | 0.98 | 11000 | F | 96% | 1% | 1% | 0% | 0% | 0% | C | 0.084 | F | 0.525 | 12000 | F |
| Bus 460 Winfield Rd | From: Maintenance Jurisdiction Change To: US 301 Crater Rd City of Petersburg | 0.43 | 1400 | F | 96% | 1% | 1% | 1% | 2% | 0% | C | 0.087 | F | 0.971 | 1500 | F |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | | 1400 | F | | | | | | | | NA | | NA | | |
| Bus 460 Winfield Rd | From: State Maintenance Boundary To: City of Petersburg (Maint: 26) | 0.09 | 1400 | F | 96% | 1% | 1% | 1% | 2% | 0% | C | 0.087 | F | 0.971 | 1500 | F |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | | 1400 | F | | | | | | | | NA | | NA | | |
| | From: US 460 County Rd | | | | | | | | | | | | | | | |

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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 | | | | | | | | | | | | | | | | |
| (F329) | 0.17 | NA | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (F330) | 2.93 | NA | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (F331) | 0.78 | NA | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (3) Vaughn Rd | 0.64 | 1100 | F | | | | | | | 0.092 | F | 0.654 | 1200 | F | 2005 | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (4) Wells Rd | 0.41 | 3900 | F | 91% | 0% | 1% | 1% | 7% | 0% | C | 0.085 | F | 0.509 | 4200 | F | 2005 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (9002) Halifax Rd | 0.18 | 6000 | F | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.087 | F | 0.531 | 6600 | F | 2005 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (9002) Halifax St | 0.58 | 4500 | F | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.089 | F | 0.553 | 4900 | F | 2005 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (9002) Halifax St | 0.19 | 5200 | F | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.088 | F | 0.533 | 5700 | F | 2005 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (9002) Halifax St | 0.37 | 7700 | F | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.088 | F | 0.612 | 8400 | F | 2005 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (9002) Halifax St | 0.29 | 7600 | F | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.087 | F | 0.532 | 8300 | F | 2005 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (9002) Halifax St | 0.28 | 8400 | F | 98% | 0% | 1% | 0% | 0% | 0% | C | 0.086 | F | 0.551 | 9200 | F | 2005 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (9002) Union St | 0.12 | 3800 | F | 96% | 1% | 2% | 0% | 0% | 0% | C | 0.093 | F | 0.887 | 4100 | F | 2005 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (9002) Union St | 0.17 | 1900 | F | 90% | 2% | 8% | 0% | 0% | 0% | C | 0.108 | F | 0.502 | 2100 | F | 2005 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (9004) Defense Rd | 0.47 | 2000 | F | 97% | 1% | 1% | 1% | 0% | 0% | C | 0.109 | F | 0.633 | 2100 | F | 2005 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (9004) Defense Dr | 1.77 | 3300 | F | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.093 | F | 0.505 | 3600 | F | 2005 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (9004) South Boulevard | 0.92 | 8300 | F | 98% | 1% | 1% | 0% | 0% | 0% | C | 0.093 | F | 0.549 | 9100 | F | 2005 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (9004) South Boulevard | 0.18 | 5400 | F | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.098 | F | 0.591 | 5900 | F | 2005 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (9004) South Boulevard | 0.72 | 2100 | F | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.088 | F | 0.612 | 2300 | F | 2005 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (9006) Flank Rd | 0.96 | 1700 | F | 99% | 0% | 1% | 0% | 0% | 0% | C | 0.094 | F | 0.575 | 1900 | F | 2005 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (9006) Flank Rd | 0.47 | 3000 | F | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.11 | F | 0.582 | 3300 | F | 2005 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (9006) Flank Rd | 0.75 | 2700 | F | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.118 | F | 0.602 | 3000 | F | 2005 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (9006) Flank Rd | 0.91 | 3200 | F | 99% | 0% | 0% | 0% | 0% | 0% | C | 0.116 | F | 0.598 | 3500 | F | 2005 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| (9006) Flank Rd (1-Way) | 0.13 | 2200 | F | 99% | 1% | 0% | 0% | 0% | 0% | C | 0.107 | F | | 2400 | F | 2005 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |

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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 | | | | | | | | | | | | | | | | |
| (9008) Rives Rd | 0.55 | 6400 | F | 99% | 0% | From: US 301 S Crater Rd | | | | C | 0.106 | F | 0.508 | 7000 | F | 2005 |
| (9008) Rives Rd | 0.27 | 5400 | F | 98% | 0% | From: I-95 | | | | C | 0.109 | F | 0.507 | 5900 | F | 2005 |
| (9009) Dupuy Rd | 1.24 | 420 | F | 96% | 1% | From: SR 142 Boydton Plank Rd | | | | F | 0.105 | F | 0.510 | 460 | F | 2005 |
| (9009) Dupuy St | 0.58 | 2000 | F | 96% | 1% | From: Grigg St | | | | F | 0.083 | F | 0.55 | 2200 | F | 2005 |
| (9009) Farmer St | 0.86 | 3300 | F | 96% | 1% | From: Youngs Rd | | | | C | 0.086 | F | 0.526 | 3600 | F | 2005 |
| (9009) Farmer St | 0.47 | 2800 | F | 96% | 1% | From: S. South St | | | | F | 0.086 | F | 0.534 | 3000 | F | 2005 |
| (9010) Wagner Rd | 0.73 | 15000 | F | 98% | 0% | From: S Crater Rd | | | | C | 0.088 | F | 0.546 | 16000 | F | 2005 |
| (9010) Wagner Rd | 1.60 | 9900 | F | 94% | 1% | From: I-95 | | | | C | 0.087 | F | 0.561 | 11000 | F | 2005 |
| (9011) Squirrel Level Rd | 0.82 | 810 | F | 99% | 0% | From: SCL Petersburg | | | | C | 0.109 | F | 0.656 | 880 | F | 2005 |
| (9011) Squirrel Level Rd | 0.25 | 4700 | F | 92% | 0% | From: Wells Rd | | | | C | 0.087 | F | 0.54 | 5100 | F | 2005 |
| (9011) Squirrel Level | 0.20 | 6800 | F | 97% | 1% | From: Ramp To I-85 | | | | F | 0.087 | F | 0.511 | 7500 | F | 2005 |
| (9011) Young Rd | 0.55 | 3900 | F | 96% | 1% | From: Boydton Plank Rd | | | | C | 0.086 | F | 0.513 | 4300 | F | 2005 |
| (9011) Young Rd | 0.59 | 2600 | F | 97% | 1% | From: Valor Dr | | | | C | 0.095 | F | 0.507 | 2900 | F | 2005 |
| (9012) Lee Ave | 0.56 | 2500 | F | 97% | 2% | From: 123-9009 Dupuy Rd | | | | C | 0.090 | F | 0.531 | 2700 | F | 2005 |
| (9012) Porterville St | 0.15 | 1200 | F | 99% | 0% | From: West St | | | | F | 0.090 | F | 0.588 | 1300 | F | 2005 |
| (9012) New St | 0.18 | 1100 | F | 99% | 0% | From: Halifax St | | | | C | 0.090 | F | 0.641 | 1200 | F | 2005 |
| (9012) Harrison St | 0.03 | 860 | F | 99% | 0% | From: Harding St | | | | F | 0.091 | F | | 940 | F | 2005 |
| (9012) Corling St | 0.09 | 390 | F | 99% | 0% | From: Harrison St | | | | F | 0.093 | F | | 430 | F | 2005 |
| (9012) Graham Rd | 0.83 | 5700 | F | 99% | 0% | From: New St | | | | F | 0.08 | F | 0.549 | 6200 | F | 2005 |
| (9012) Graham Rd | 0.14 | 10000 | F | 99% | 0% | From: Corling St | | | | C | 0.087 | F | 0.802 | 11000 | F | 2005 |
| (9013) Halifax Rd | 1.79 | 2500 | F | 92% | 0% | From: S. Sycamore St | | | | C | 0.087 | F | 0.547 | 2700 | F | 2005 |
| (9013) Halifax Rd | 0.98 | 470 | F | 98% | 0% | From: Ramp From I-95 | | | | C | 0.1 | F | 0.531 | 510 | F | 2005 |
| | | | | | | From: Crater Rd | | | | | | | | | | |
| | | | | | | From: SCL Petersburg | | | | | | | | | | |
| | | | | | | From: Wells Rd | | | | | | | | | | |
| | | | | | | From: Boydton Plank Rd | | | | | | | | | | |

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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 | | | | | | | | | | | | | | | | |
| (9015) Johnson Rd | 0.01 | 2500 | F | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.125 | F | 0.562 | 2700 | F | 2005 |
| | | | | | | From: SCL Petersburg | | | | | | | | | | |
| | | | | | | To: Flank Rd | | | | | | | | | | |
| (9015) Johnson Rd | 0.54 | 1100 | F | 99% | 0% | 1% | 0% | 0% | 0% | C | 0.101 | F | 0.608 | 1200 | F | 2005 |
| | | | | | | From: Birdsong Rd | | | | | | | | | | |
| | | | | | | To: South Blvd | | | | | | | | | | |
| (9015) Johnson Rd | 1.39 | 5100 | F | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.126 | F | 0.576 | 5600 | F | 2005 |
| | | | | | | From: North Blvd | | | | | | | | | | |
| | | | | | | To: North Blvd | | | | | | | | | | |
| (9015) Johnson Rd | 0.37 | 4000 | F | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.087 | F | 0.563 | 4400 | F | 2005 |
| | | | | | | From: St Luke St | | | | | | | | | | |
| | | | | | | To: Virginia Ave | | | | | | | | | | |
| (9015) High Pearl St | 0.20 | 3700 | F | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.087 | F | 0.522 | 4100 | F | 2005 |
| | | | | | | From: Virginia Ave | | | | | | | | | | |
| | | | | | | To: ST Matthew St | | | | | | | | | | |
| (9015) Harding St | 0.22 | 1400 | F | 97% | 1% | 2% | 0% | 0% | 0% | C | 0.091 | F | 0.631 | 1600 | F | 2005 |
| | | | | | | From: ST Matthews St | | | | | | | | | | |
| | | | | | | To: Porterville St | | | | | | | | | | |
| (9015) Harding St | 0.27 | 800 | F | 97% | 1% | 2% | 0% | 0% | 0% | F | 0.099 | F | | 880 | F | 2005 |
| | | | | | | From: Portersville St | | | | | | | | | | |
| | | | | | | To: Halifax St | | | | | | | | | | |
| (9017) Birdsong Rd | 0.62 | 470 | F | 98% | 1% | 1% | 0% | 0% | 0% | C | 0.117 | F | 0.530 | 510 | F | 2005 |
| | | | | | | From: SCL Petersburg | | | | | | | | | | |
| | | | | | | To: Johnson Rd | | | | | | | | | | |
| (9021) N Sycamore St | 0.18 | 3900 | F | 97% | 1% | 2% | 0% | 0% | 0% | F | 0.097 | F | 0.605 | 4200 | F | 2005 |
| | | | | | | From: W Washington St | | | | | | | | | | |
| | | | | | | To: W Tabb St | | | | | | | | | | |
| (9021) N Sycamore St | 0.15 | 2800 | F | 97% | 1% | 2% | 0% | 0% | 0% | C | 0.102 | F | 0.557 | 3100 | F | 2005 |
| | | | | | | From: Bollingbrook St | | | | | | | | | | |
| | | | | | | To: Johnson Rd | | | | | | | | | | |
| (9023) North Blvd | 0.57 | 3100 | F | 98% | 1% | 1% | 0% | 0% | 0% | C | 0.087 | F | 0.588 | 3400 | F | 2005 |
| | | | | | | From: S Sycamore St | | | | | | | | | | |
| | | | | | | To: Gates Lane | | | | | | | | | | |
| (9025) Virginia Ave | 0.22 | 600 | F | 95% | 4% | 2% | 0% | 0% | 0% | C | 0.139 | F | | 660 | F | 2005 |
| | | | | | | From: Harding Street | | | | | | | | | | |
| | | | | | | To: Halifax Street | | | | | | | | | | |
| (9025) Young Ave | 0.20 | 2300 | F | 98% | 1% | 1% | 0% | 0% | 0% | C | 0.088 | F | 0.524 | 2500 | F | 2005 |
| | | | | | | From: Arlington Street | | | | | | | | | | |
| | | | | | | To: West Street Young Avenue | | | | | | | | | | |
| (9025) S West St | 0.28 | 3500 | F | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.088 | F | 0.508 | 3800 | F | 2005 |
| | | | | | | From: Augusta Avenue | | | | | | | | | | |
| | | | | | | To: Farmer St | | | | | | | | | | |
| (9025) S West St | 0.23 | 4000 | F | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.096 | F | 0.548 | 4400 | F | 2005 |
| | | | | | | From: W Wythe St | | | | | | | | | | |
| | | | | | | To: W Washington St | | | | | | | | | | |
| (9025) S West St | 0.07 | 3000 | F | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.1 | F | 0.534 | 3200 | F | 2005 |
| | | | | | | From: Halifax St | | | | | | | | | | |
| | | | | | | To: Young Ave | | | | | | | | | | |
| (9027) S West St | 0.63 | 2100 | F | 98% | 0% | 1% | 0% | 0% | 0% | C | 0.086 | F | 0.528 | 2300 | F | 2005 |
| | | | | | | From: Lee Ave | | | | | | | | | | |
| | | | | | | To: US 1 Wythe St | | | | | | | | | | |
| (9029) S. South St | 0.36 | 2800 | F | 99% | 1% | 0% | 0% | 0% | 0% | C | 0.081 | F | 0.504 | 3000 | F | 2005 |

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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 | | | | | | | | | | | | | | | | |
| 9029 S. South St | 0.09 | 4300 | F | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.085 | F | 0.584 | 4700 | F | 2005 |
| | | | | | | From: US 1 Wythe St | | | | | | | | | | |
| 9029 N. South St | 0.20 | 7100 | F | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.094 | F | 0.547 | 7800 | F | 2005 |
| | | | | | | From: Washington St | | | | | | | | | | |
| 9029 High St | 0.02 | 960 | F | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.092 | F | 0.519 | 1000 | F | 2005 |
| | | | | | | From: High St | | | | | | | | | | |
| 9029 Canal St | 0.20 | 6900 | F | 99% | 0% | 0% | 0% | 0% | 0% | C | 0.092 | F | 0.549 | 7600 | F | 2005 |
| | | | | | | From: Canal St | | | | | | | | | | |
| | | | | | | From: High St | | | | | | | | | | |
| 9031 Byrne St | 0.40 | 740 | F | 98% | 1% | 2% | 0% | 0% | 0% | C | 0.108 | F | | 810 | F | 2005 |
| | | | | | | From: New St | | | | | | | | | | |
| | | | | | | To: Halifax St | | | | | | | | | | |
| 9031 S. Market St | 0.12 | 2300 | F | 98% | 1% | 2% | 0% | 0% | 0% | F | 0.092 | F | 0.625 | 2500 | F | 2005 |
| | | | | | | From: Halifax Rd | | | | | | | | | | |
| | | | | | | To: Wythe St | | | | | | | | | | |
| 9033 Apollo St | 0.14 | 1600 | F | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.096 | F | 0.597 | 1700 | F | 2005 |
| | | | | | | From: Sycamore St | | | | | | | | | | |
| | | | | | | To: Jefferson St | | | | | | | | | | |
| 9033 Jefferson St | 0.58 | 2900 | F | 99% | 0% | 1% | 0% | 0% | 0% | C | 0.094 | F | 0.571 | 3200 | F | 2005 |
| | | | | | | From: Apollo St | | | | | | | | | | |
| | | | | | | To: E Wythe St | | | | | | | | | | |
| 9033 Henry St | 0.04 | NA | | | | | | | | | NA | | | NA | | |
| | | | | | | From: 3rd Street | | | | | | | | | | |
| | | | | | | To: N Adams St | | | | | | | | | | |
| 9038 Puddledock Rd | 0.40 | 4600 | F | 91% | 1% | 2% | 4% | 3% | 0% | C | 0.09 | F | 0.533 | 5100 | F | 2005 |
| | | | | | | From: E Washington St | | | | | | | | | | |
| | | | | | | To: ECL Petersburg | | | | | | | | | | |
| 9046 High St | 0.58 | 950 | F | 98% | 1% | 1% | 0% | 0% | 0% | C | 0.116 | F | 0.661 | 1000 | F | 2005 |
| | | | | | | From: Canal St | | | | | | | | | | |
| | | | | | | To: N Market St | | | | | | | | | | |
| 9046 W Bank St | 0.14 | 2200 | F | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.108 | F | | 2400 | F | 2005 |
| | | | | | | From: N Market St | | | | | | | | | | |
| 9046 E Bank St | 0.11 | 3000 | F | 99% | 0% | 1% | 0% | 0% | 0% | C | 0.1 | F | | 3300 | F | 2005 |
| | | | | | | From: N Sycamore St | | | | | | | | | | |
| | | | | | | To: 2Nd St | | | | | | | | | | |
| 9046 Bank St | 0.25 | 2700 | F | 96% | 1% | 2% | 1% | 1% | 0% | C | 0.104 | F | 0.507 | 3000 | F | 2005 |
| | | | | | | From: US 301 N Crater Rd | | | | | | | | | | |
| | | | | | | To: East St | | | | | | | | | | |
| 9046 Bank St | 0.21 | 2900 | F | 96% | 1% | 2% | 1% | 1% | 0% | F | 0.104 | F | 0.561 | 3200 | F | 2005 |
| | | | | | | From: SR 36 E Washington St | | | | | | | | | | |
| | | | | | | To: N Market St | | | | | | | | | | |
| 9048 W Tabb St | 0.09 | 1400 | F | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.128 | F | 0.662 | 1500 | F | 2005 |
| | | | | | | From: N Market St | | | | | | | | | | |
| | | | | | | To: Union St | | | | | | | | | | |
| 9048 W Tabb St | 0.06 | 1800 | F | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.112 | F | 0.622 | 1900 | F | 2005 |
| | | | | | | From: Union St | | | | | | | | | | |
| | | | | | | To: N Sycamore St | | | | | | | | | | |
| 9048 E Tabb St | 0.12 | 1200 | F | 98% | 1% | 1% | 0% | 0% | 0% | C | 0.124 | F | 0.535 | 1300 | F | 2005 |
| | | | | | | From: N Sycamore St | | | | | | | | | | |
| | | | | | | To: N Adams St | | | | | | | | | | |
| 9053 Baylors Ln | 0.65 | 1800 | F | 98% | 1% | 1% | 0% | 0% | 0% | C | 0.113 | F | 0.597 | 2000 | F | 2005 |
| | | | | | | From: Defense Rd | | | | | | | | | | |
| | | | | | | To: Halifax St | | | | | | | | | | |
| 9055 Madison St | 0.05 | 1700 | F | 96% | 1% | 1% | 1% | 1% | 0% | F | 0.091 | F | 0.914 | 1900 | F | 2005 |
| | | | | | | From: E Washington St | | | | | | | | | | |
| | | | | | | To: Franklin St | | | | | | | | | | |
| 9055 Madison St | 0.18 | 1500 | F | 96% | 1% | 1% | 1% | 1% | 0% | C | 0.096 | F | 0.910 | 1600 | F | 2005 |
| | | | | | | From: Franklin St | | | | | | | | | | |
| | | | | | | To: E Bank St | | | | | | | | | | |

Virginia Department of Transportation
Traffic Engineering Division
2005
Annual Average Daily Traffic Volume Estimates By Section of Route
City of Petersburg

| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|---------------------------|--------|------|----|-------|-----|-------|--------|--------|--------|----|----------|----|------------|-------|----|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| City of Petersburg | | | | | | | | | | | | | | | | |
| (9055) Madison St | 0.07 | 880 | F | 96% | 1% | 1% | 1% | 1% | 0% | F | 0.105 | F | 0.835 | 960 | F | 2005 |
| | | | | | | | | | | | | | | | | |
| (9057) Fifth St | 0.05 | 400 | F | | | | | | | | 0.112 | F | 0.697 | 440 | F | 2005 |
| (9057) Fifth St | 0.08 | 530 | F | 85% | 4% | 2% | 4% | 6% | 0% | C | 0.133 | F | 0.653 | 580 | F | 2005 |
| (9059) Flank Rd N | 0.20 | 4100 | F | 98% | 1% | 1% | 0% | 0% | 0% | C | 0.095 | F | 0.673 | 4400 | F | 2005 |
| (9065) S Adams St | 0.10 | 4400 | F | | | | | | | | 0.09 | F | 0.613 | 4800 | F | 2005 |
| Accomack St | | 260 | F | | | | | | | | 0.12 | F | | 290 | F | 2005 |
| Cameron St | | 280 | F | | | | | | | | 0.1 | F | | 310 | F | 2005 |
| Culpeper Ave | | 330 | F | | | | | | | | 0.106 | F | | 360 | F | 2005 |
| Custer St | | 410 | F | | | | | | | | 0.092 | F | | 450 | F | 2005 |
| Darby Dr | | 240 | F | | | | | | | | 0.138 | F | | 260 | F | 2005 |
| Gordon Dr | | 260 | F | | | | | | | | 0.099 | F | | 290 | F | 2005 |
| Homestead Dr | | 560 | F | | | | | | | | 0.118 | F | | 620 | F | 2005 |
| Jefferson St | | 3300 | F | | | | | | | | 0.091 | F | | 3600 | F | 2005 |
| Kirkham Street | | 410 | F | | | | | | | | 0.106 | F | 0.5 | 440 | F | 2005 |
| North Park Dr | | 1000 | F | | | | | | | | 0.111 | F | | 1100 | F | 2005 |
| Oakmont Dr | | 90 | F | | | | | | | | 0.141 | F | 0.571 | 100 | F | 2005 |
| Old Church St | | 260 | F | | | | | | | | 0.103 | F | | 290 | F | 2005 |
| Patterson Ave | | 900 | F | | | | | | | | 0.163 | F | | 980 | F | 2005 |
| Pleasants Ln | | 880 | F | | | | | | | | 0.111 | F | | 960 | F | 2005 |

Virginia Department of Transportation
 Traffic Engineering Division
 2005
 Annual Average Daily Traffic Volume Estimates By Section of Route
 City of Petersburg

| Route | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|---------------------------|--------|------|----|-------|-----|----------------------|--------|--------|--------|-------|-------------|----|---------------|-------|----|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| City of Petersburg | | | | | | | | | | | | | | | | |
| Richmond Ave | | 710 | F | | | From: Ash St | | | | 0.096 | F | | | 780 | F | 2005 |
| | | | | | | To: Nash St | | | | | | | | | | |
| Rollingwood Rd | | 100 | F | | | From: Valley St | | | | 0.167 | F | | | 110 | F | 2005 |
| | | | | | | To: Homestead Dr | | | | | | | | | | |
| South Park Dr | | 1300 | F | | | From: Forest Hill Rd | | | | 0.094 | F | | | 1400 | F | 2005 |
| | | | | | | To: West Park Dr | | | | | | | | | | |
| St Matthew St | | 3500 | F | | | From: High Pearl St | | | | 0.099 | F | | | 3900 | F | 2005 |
| | | | | | | To: Harding St | | | | | | | | | | |
| Talley Ave | | 580 | F | | | From: Custer St | | | | 0.292 | F | | | 640 | F | 2005 |
| | | | | | | To: Edmonds Ct | | | | | | | | | | |