

2003

**Virginia Department of Transportation
Daily Traffic Volume Estimates**

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

Route	Length	AADT	QA	Year
City of Petersburg				
From: WCL Petersburg				
1 Washington St	0.40	13000	G	2003
To: Summit St				
1 Washington St	0.18	13000	G	2003
To: Elm St				
1 Washington St	0.57	15000	G	2003
To: US 1 Par, Wythe St				
From: US 1 Par, Washington St, Battersea Lane				
1 Wythe St	1.08	8400	G	2003
Combined Traffic:		17000	G	
To: Perry St				
1 Wythe St	0.15	10000	G	2003
Combined Traffic:		20000	G	
To: SR 36 Market St				
1 Wythe St	0.20	10000	G	2003
Combined Traffic:		NA		
To: ALT US 301 Sycamore St				
1 Wythe St	0.20	14000	G	2003
Combined Traffic:		NA		
To: Bus US 460 Jefferson St				
From: Bus US 460 Wythe St				
1 Jefferson St	0.09	3400	G	2003
Combined Traffic:		NA		
To: Bus US 460 Par, Washington St				
1 Jefferson St	0.21	890	G	2003
Combined Traffic:		NA		
To: Henry St				
From: Jefferson St				
1 Henry St	0.05	560	G	2003
Combined Traffic:		NA		
To: 3rd St				
From: Henry St				
1 3rd Street	0.05	1700	G	2003
Combined Traffic:		NA		
To: US 301 Par, Bank St				
1 3rd Street	0.05	2800	G	2003
Combined Traffic:		NA		
To: US 301 Bollingbrook St				
From: US 301, 3RD STREET				
1 301 Bollingbrook St	0.08	6700	G	2003
Combined Traffic:		NA		
To: US 1 Par, US 301 Par, Bollingbrook St				
1 2nd Street	0.35	11000	G	2003
To: SCL Colonial Heights				
From: US 1 Wythe St Battersea Lane				
1 Washington St	0.31	9100	G	2003
Combined Traffic:		17000	G	
To: 123-9025 West St				
1 Washington St	0.40	9000	G	2003
Combined Traffic:		17000	G	
To: 123-9029 South St				
1 Washington St	0.27	10000	G	2003
Combined Traffic:		20000	G	
To: Guarantee St				
1 Washington St	0.24	10000	G	2003
Combined Traffic:		20000	G	
To: BUS US 460 Par, SR 36 Market St				

Route	Length	AADT	QA	Year
City of Petersburg				
From: SR 36; Bus US 460 Par Washington St				
1 Market St	0.38	4000	G	2003
Combined Traffic:		NA		
To: SR 36 Grove Ave				
From: SR 36; Market St				
1 Old St	0.13	3600	G	2003
Combined Traffic:		NA		
To: Sycamore St				
From: Old St				
1 Sycamore St	0.04	4200	G	2003
Combined Traffic:		NA		
To: Bollingbrook St				
From: Sycamore St				
1 Bollingbrook St	0.10	3300	G	2003
Combined Traffic:		NA		
To: US 1, US 301 2nd St				
From: WCL Petersburg				
36 Fleet St	0.12	11000	G	2003
To: Grove Ave				
From: Fleet St				
36 Grove Ave	0.54	3800	G	2003
To: US 1 Par, Market St				
From: US 1				
36 1 Market St	0.38	4000	G	2003
Combined Traffic:		NA		
To: US 1 Par, BUS US 460 Par, Washington St				
36 Market St	0.11	5100	G	2003
To: US 1, Bus US 460 Wythe St				
36 1 Wythe St	0.20	10000	G	2003
Combined Traffic:		NA		
To: ALT US 301 Sycamore St				
36 1 Wythe St	0.20	14000	G	2003
Combined Traffic:		NA		
To: Bus US 460				
36 Bus 460 Wythe St	0.20	16000	G	2003
Combined Traffic:		32000	G	
To: I-85, I-95				
36 Bus 460 Wythe St	0.30	10000	G	2003
Combined Traffic:		23000	G	
To: South Crater Rd				
From: US 301, Bus US 460 Crater Rd				
36 Wythe St	0.43	11000	G	2003
Combined Traffic:		22000	G	
To: SR 36 Par, Washington St; Amelia St				
From: SR 36 Par, Wythe St; Amelia St				
36 Washington St	0.87	22000	G	2003
To: Puddledock Rd				
36 Washington St	0.58	16000	G	2003
To: Prince George County Line				
From: SR 36; Market St				
36 1 Old St	0.13	3600	G	2003
Combined Traffic:		NA		
To: Sycamore St				
From: Old St				
36 1 Sycamore St	0.04	4200	G	2003
Combined Traffic:		NA		
To: Bollingbrook St				

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Route	Length	AADT	QA	Year
City of Petersburg				
From: Sycamore St				
  Bollingbrook St	0.10	3300	G	2003
Combined Traffic: NA				
To: US 1, US 301 2nd St				
From: US 1 Par, 2nd St				
  Bollingbrook St	0.08	6700	G	2003
Combined Traffic: NA				
To: US 1, ALT US 301 3rd St				
From: 3rd St				
  Bollingbrook St	0.15	3600	G	2003
Combined Traffic: 6600 G				
To: 5th St				
From: Bollingbrook St				
  Bollingbrook St	0.23	3300	G	2003
Combined Traffic: 6800 G				
To: Crater Rd				
From: Bollingbrook St				
  Crater Rd	0.14	3000	G	2003
Combined Traffic: 6700 G				
To: US 301 Par, Bank St				
From: Crater Rd				
  Crater Rd	0.18	4600	G	2003
Combined Traffic: NA				
To: US 301, BUS US 460 Crater Rd				
From: Washington St				
 Washington St	0.18	10000	G	2003
Combined Traffic: 21000 G				
To: Burch St				
From: Washington St				
 Washington St	0.25	12000	G	2003
Combined Traffic: 22000 G				
To: SR 36 Wythe St; Amelia St				
From: SCL Petersburg				
North 	1.01	25000	G	2003
Combined Traffic: 51000 G				
To: Squirrel Level Road				
From: SCL Petersburg				
North 	2.57	32000	G	2003
Combined Traffic: 60000 G				
To: I-95				
From: SCL Petersburg				
South 	1.25	26000	G	2003
Combined Traffic: 51000 G				
To: Squirrel Level Road				
From: SCL Petersburg				
South 	2.72	28000	G	2003
Combined Traffic: 60000 G				
To: I-95				
From: Rives Rd				
North 	1.15	13000	G	2003
Combined Traffic: 30000 G				
To: Wagner Rd				
From: Wagner Rd				
North 	2.79	20000	G	2003
Combined Traffic: 43000 G				
To: US 460 West St				
From: US 460 West St				
North 	0.50	20000	N	2003
Combined Traffic: 43000 N				
To: I-85				

Route	Length	AADT	QA	Year
City of Petersburg				
From: I-85				
North 	0.44	39000	G	2003
Combined Traffic: 75000 G				
To: US 301, Bus US 460 Washington St				
From: US 301, Bus US 460 Washington St				
North 	0.64	50000	G	2003
Combined Traffic: 93000 G				
To: SCL Colonial Heights				
From: SCL Petersburg				
South 	0.34	16000	G	2003
Combined Traffic: 28000 G				
To: Rives Rd				
From: Rives Rd				
South 	1.22	17000	G	2003
Combined Traffic: 30000 G				
To: Wagner Rd				
From: Wagner Rd				
South 	2.29	23000	G	2003
Combined Traffic: 43000 G				
To: US 460; US 301 Crater Rd; County Rd				
From: US 460; US 301 Crater Rd; County Rd				
South 	0.53	23000	N	2003
Combined Traffic: 43000 N				
To: I-85				
From: I-85				
South 	0.66	35000	G	2003
Combined Traffic: 75000 G				
To: US 301; US 460				
From: US 301; US 460				
South 	0.48	43000	G	2003
Combined Traffic: 93000 G				
To: SCL Colonial Heights				
From: US 460 County Rd				
 Courthouse Rd	0.10	7000	G	2003
To: ECL Petersburg				
From: US 460 County Rd				
 Hickory Hill Rd	0.88	8700	G	2003
To: ECL Petersburg				
From: ECL Petersburg				
 Hickory Hill Rd	0.03	8700	N	2003
Dead End; Fort Lee Military Reservation, Mahone A				
From: WCL Petersburg				
 Boydton Plank Rd	0.16	4000	G	2003
To: Dupuy Rd				
From: Dupuy Rd				
 Boydton Plank Rd	1.24	3500	G	2003
To: Rt 604 Halifax Rd				
From: Rt 604 Halifax Rd				
 Halifax Rd	0.06	6200	G	2003
To: CSX RR				
From: SCL Petersburg				
 Crater Rd	0.21	7600	F	2003
To: Rives Rd				
From: Rives Rd				
 Crater Rd	0.90	9200	G	2003
To: Wagner Rd				
From: Wagner Rd				
 Crater Rd	0.43	22000	G	2003
To: Flank Rd				
From: Flank Rd				
 Crater Rd	0.87	22000	G	2003
To: ALT US 301 Sycamore St				
From: ALT US 301 Sycamore St				
 Crater Rd	0.26	16000	G	2003
To: South Blvd				

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

Route	Length	AADT	QA	Year
City of Petersburg				
From: South Blvd				
301 Crater Rd	0.73	22000	G	2003
To: I-95, Bus US 460				
301 Crater Rd	0.09	11000	N	2003
To: I-95; Bus US 460 Par, Winfield Rd				
From: Maintenance Jurisdiction Change				
301 Crater Rd	0.98	11000	G	2003
Combined Traffic:		NA		
To: SR 36, Bus US 460 Wythe St				
301 Crater Rd	0.10	8100	G	2003
Combined Traffic:		NA		
To: SR 36 Par, Bus US 460 Par, Washington St				
301 Crater Rd	0.18	4600	G	2003
Combined Traffic:		NA		
To: US 301 Par, Bank St				
301 Crater Rd	0.14	3000	G	2003
Combined Traffic:		6700	G	
To: Bollingbrook St				
From: Crater Rd				
301 Bollingbrook St	0.23	3300	G	2003
Combined Traffic:		6800	G	
To: 5th St				
301 Bollingbrook St	0.15	3600	G	2003
Combined Traffic:		6600	G	
To: 3rd St				
From: US 1, ALT US 301 3rd St				
301 Bollingbrook St	0.08	6700	G	2003
Combined Traffic:		NA		
To: US 1 Par, 2nd St				
From: N RT 1				
301 1 2nd Street	0.35	11000	G	2003
To: SCL Colonial Heights				
From: US 301 Crater St				
301 Bank St	0.24	3500	G	2003
Combined Traffic:		6800	G	
To: 5th St				
301 Bank St	0.15	3000	G	2003
Combined Traffic:		6600	G	
To: 3rd St				
301 Bank St	0.09	4100	G	2003
Combined Traffic:		11000	G	
To: ALT US 301 Par, 2nd St				
From: ALT US 301 Par, Bank St				
301 2nd Street	0.06	3700	G	2003
Combined Traffic:		6700	G	
To: US 1, US 301 Bollingbrook St				
From: US 301 Crater Rd				
ALT 301 Sycamore St	0.30	8500	G	2003
To: South Blvd				
From: South Blvd				
ALT 301 Sycamore St	0.95	6400	G	2003
To: North Blvd				
From: North Blvd				
ALT 301 Sycamore St	0.42	10000	G	2003
To: Graham Rd				
From: Graham Rd				
ALT 301 Sycamore St	0.56	12000	G	2003
To: US 1 Wythe St				

Route	Length	AADT	QA	Year
City of Petersburg				
From: US 1				
ALT 301 1 Wythe St	0.20	14000	G	2003
Combined Traffic:		NA		
To: Bus US 460 Jefferson St				
From: Bus US 460 Wythe St				
ALT 301 1 Jefferson St	0.07	3400	G	2003
Combined Traffic:		NA		
To: Functional Class Change				
From: Bus US 460 Par, Washington St				
ALT 301 1 Jefferson St	0.21	890	G	2003
Combined Traffic:		NA		
To: Henry St				
From: Jefferson St				
ALT 301 1 Henry St	0.05	560	G	2003
Combined Traffic:		NA		
To: 3rd St				
From: Henry St				
ALT 301 1 3rd Street	0.05	1700	G	2003
Combined Traffic:		NA		
To: US 301 Par, Bank St				
From: 3rd Street				
ALT 301 1 3rd Street	0.05	2800	G	2003
Combined Traffic:		NA		
To: US 301 Bollingbrook St				
From: US 1, ALT US 301 3rd St				
ALT 301 301 Bollingbrook St	0.08	6700	G	2003
Combined Traffic:		NA		
To: US 301				
From: US 1 Wythe St				
ALT 301 Sycamore St	0.09	7600	G	2003
To: Bus US 460 Washington St				
From: Bus US 460 Par				
ALT Bus 301 460 Washington St	0.09	16000	G	2003
Combined Traffic:		30000	G	
To: Bus US 460 Washington St				
From: Adams St				
ALT 301 Adams St	0.06	5200	G	2003
To: Franklin St				
From: Franklin St				
ALT 301 Adams St	0.16	4700	G	2003
To: Henry St				
From: Adams St				
ALT 301 Henry St	0.04	3200	G	2003
Combined Traffic:		NA		
To: Second St				
From: Henry St				
ALT 301 Second St	0.05	2900	G	2003
To: US 301 P Bank St				
From: SCL Petersburg				
460 85	1.01		See I-85	
Combined Traffic:		51000	G	
To: Squirrel Level Road				
From: Squirrel Level Road				
460 85	2.57		See I-85	
Combined Traffic:		60000	G	
To: I-85 S				
From: Maintenance Jurisdiction Change				
460 County Dr	2.64	10000	A	2003
To: SR 106 Courthouse Rd				
From: SR 106 Courthouse Rd				
460 County Dr	0.34	12000	G	2003
To: ECL Petersburg				

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Route	Length	AADT	QA	Year
City of Petersburg				
Bus 460 1 From: WCL Petersburg To: Washington St	0.40	13000	G	2003
Bus 460 1 From: Summit St To: Washington St	0.18	13000	G	2003
Bus 460 1 From: Elm St To: Washington St	0.57	15000	G	2003
Bus 460 1 From: US 1 Par, Wythe St To: US 1 Par, Washington St; Battersea Lane	1.08	8400	G	2003
		Combined Traffic:	17000	G
Bus 460 1 From: Perry St To: Wythe St	0.15	10000	G	2003
		Combined Traffic:	20000	G
Bus 460 1 From: SR 36 Market St To: Wythe St	0.20	10000	G	2003
		Combined Traffic:	NA	
Bus 460 1 From: ALT US 301 Sycamore St To: Wythe St	0.20	14000	G	2003
		Combined Traffic:	NA	
Bus 460 From: US 1 Jefferson St To: Wythe St	0.20	16000	G	2003
		Combined Traffic:	32000	G
Bus 460 From: I-85, I-95 To: Wythe St	0.30	10000	G	2003
		Combined Traffic:	23000	G
Bus 460 301 From: SR 36; US 301 Crater Rd To: Crater Rd	0.96	11000	G	2003
		Combined Traffic:	NA	
Bus 460 301 From: I-95; BUS US 460 Par, Winfield Rd To: US 301 Crater Rd	0.09	11000	N	2003
Bus 460 1 From: US 1 Wythe St Battersea Lane To: Washington St	0.31	9100	G	2003
		Combined Traffic:	17000	G
Bus 460 1 From: 123-9025 West St To: Washington St	0.40	9000	G	2003
		Combined Traffic:	17000	G
Bus 460 1 From: 123-9029 South St To: Washington St	0.27	10000	G	2003
		Combined Traffic:	20000	G
Bus 460 1 From: Guarantee St To: Washington St	0.24	10000	G	2003
		Combined Traffic:	20000	G
Bus 460 From: North Market St To: US 1 Par, SR 36 Market St	0.19	13000	G	2003
		Combined Traffic:	23000	G
To: ALT US 301 Par, Sycamore St				

Route	Length	AADT	QA	Year
City of Petersburg				
Bus 460 From: ALT US 301 Par, Sycamore St To: Washington St	0.09	16000	G	2003
		Combined Traffic:	30000	G
Bus 460 From: ALT US 301 Par, Adams St To: Washington St	0.10	15000	G	2003
		Combined Traffic:	30000	G
Bus 460 From: US 1 Jefferson St To: Washington St	0.24	17000	G	2003
		Combined Traffic:	32000	G
Bus 460 From: I-95 To: Washington St	0.24	13000	G	2003
		Combined Traffic:	23000	G
Bus 460 301 From: US 301 Crater Rd To: Crater Rd	0.10	8100	G	2003
		Combined Traffic:	NA	
Bus 460 301 From: SR 36, BUS US 460 Wythe St To: Crater Rd	0.96	11000	G	2003
		Combined Traffic:	NA	
Bus 460 From: I-95; BUS US 460 Par, Winfield Rd To: US 301 Crater Rd	0.43	1800	G	2003
		Combined Traffic:	1800	G
Bus 460 From: State Maintenance Boundary To: Winfield Rd	0.09	1800	G	2003
		Combined Traffic:	1800	G
To: US 460 County Rd				
From: JB-26-123; 26-675				
3 To: Vaughn Rd	0.64	NA		
To: 123-9013 Halifax Rd				
From: Halifax Rd				
4 To: Wells Rd	0.41	3500	G	2003
To: Squirrel Level Rd				
From: CSX RR				
9002 To: Halifax Rd	0.18	6600	G	2003
To: Patterson St				
9002 To: Halifax St	0.58	5200	G	2003
To: Bayers Ln				
9002 To: Halifax St	0.19	6100	G	2003
To: Virginia Ave				
9002 To: Halifax St	0.37	9100	G	2003
To: Lee Ave				
9002 To: Halifax St	0.29	8400	G	2003
To: Liberty St				
9002 To: Halifax St	0.28	9300	G	2003
To: US 1, US 460 W Wythe St				
9002 To: Union St	0.12	4500	G	2003
To: US 1, US 460 W Washington St				
9002 To: Union St	0.17	2300	G	2003
To: W Tabb St				
From: Boynton Plank Rd				
9004 To: Defense Rd	0.47	2500	G	2003
To: Squirrel Level Rd				

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City of Petersburg				
From: Squirrel Level Rd				
9004 Defense Dr	1.77	6700	G	2003
To: Johnson Rd				
From: Johnson Rd				
9004 South Boulevard	0.92	8900	G	2003
To: S. Sycamore St				
From: S. Sycamore St				
9004 South Boulevard	0.18	5500	G	2003
To: Crater Rd				
From: Crater Rd				
9004 South Boulevard	0.72	2500	G	2003
To: Anderson St				
From: Anderson St				
From: Halifax Rd				
9006 Flank Rd	0.96	1800	G	2003
To: Johnson Rd				
From: Johnson Rd				
9006 Flank Rd	0.47	3200	G	2003
To: Birdsong Rd				
From: Birdsong Rd				
9006 Flank Rd	0.75	2800	G	2003
To: Fort Hayes Dr				
From: Fort Hayes Dr				
9006 Flank Rd	0.91	3100	G	2003
To: Flank Rd N				
From: Flank Rd N				
9006 Flank Rd (1-Way)	0.13	2000	G	2003
To: US 301 S Crater Rd				
From: US 301 S Crater Rd				
9008 Rives Rd	0.55	6400	F	2003
To: I- 95				
From: I- 95				
9008 Rives Rd	0.27	4800	G	2003
To: ECL Petersburg				
From: ECL Petersburg				
From: SR 142 Boydton Plank Rd				
9009 Dupuy Rd	1.24	640	G	2003
To: Grigg St				
From: Grigg St				
9009 Dupuy St	0.58	2100	G	2003
To: Youngs Rd				
From: Youngs Rd				
9009 Farmer St	0.86	3900	G	2003
To: S. South St				
From: S. South St				
9009 Farmer St	0.47	2900	G	2003
To: Halifax St				
From: Halifax St				
From: S Crater Rd				
9010 Wagner Rd	0.73	14000	G	2003
To: I-95				
From: I-95				
9010 Wagner Rd	1.60	9600	G	2003
To: County Dr				
From: County Dr				
From: SCL Petersburg				
9011 Squirrel Level Rd	0.82	870	G	2003
To: Wells Rd				
From: Wells Rd				
9011 Squirrel Level Rd	0.25	4700	G	2003
To: Ramp To I- 85				
From: Ramp To I- 85				
9011 Squirrel Level	0.20	6900	G	2003
To: Boydton Plank Rd				
From: Boydton Plank Rd				
9011 Young Rd	1.14	4300	G	2003
To: Dupuy Rd				
From: Dupuy Rd				
From: West St				
9012 Lee Ave	0.56	3100	G	2003
To: Halifax St				
From: Halifax St				
9012 Porterville St	0.15	1600	G	2003
To: Harding St				

Route	Length	AADT	QA	Year
City of Petersburg				
From: Harding St				
9012 New St	0.18	1500	G	2003
To: Harrison St				
From: Harrison St				
9012 Harrison St	0.03	1300	G	2003
To: Corling St				
From: Corling St				
9012 Corling St	0.09	570	G	2003
To: Harrison St				
From: Harrison St				
From: S. Sycamore St				
9012 Graham Rd	0.83	5500	G	2003
To: Ramp From I-95				
From: Ramp From I-95				
9012 Graham Rd	0.14	11000	G	2003
To: Crater Rd				
From: Crater Rd				
From: SCL Petersburg				
9013 Halifax Rd	1.79	2700	G	2003
To: Wells Rd				
From: Wells Rd				
9013 Halifax Rd	0.98	500	G	2003
To: Boydton Plank Rd				
From: Boydton Plank Rd				
From: SCL Petersburg				
9015 Johnson Rd	0.01	2700	G	2003
To: Flank Rd				
From: Flank Rd				
9015 Johnson Rd	0.54	1100	G	2003
To: Birdsong Rd				
From: Birdsong Rd				
9015 Johnson Rd	1.39	5500	G	2003
To: South Blvd				
From: South Blvd				
9015 Johnson Rd	0.46	4900	G	2003
To: North Blvd				
From: North Blvd				
9015 Johnson Rd	0.37	4300	G	2003
To: St Luke St				
From: St Luke St				
9015 High Pearl St	0.20	4100	G	2003
To: Virginia Ave				
From: Virginia Ave				
9015 High Pearl St	0.08	3100	G	2003
To: ST Matthew St				
From: ST Matthews St				
9015 Harding St	0.22	2000	G	2003
To: Porterville St				
From: Porterville St				
9015 Harding St	0.27	950	G	2003
To: Halifax St				
From: Halifax St				
From: SCL Petersburg				
9017 Birdsong Rd	0.62	570	G	2003
To: Johnson Rd				
From: Johnson Rd				
From: W Washington St				
9021 N Sycamore St	0.18	3900	G	2003
To: W Tabb St				
From: W Tabb St				
9021 N Sycamore St	0.11	3900	G	2003
To: E Bank St				
From: E Bank St				
9021 Sycamore St	0.04	NA		
To: Bollingbrook St				
From: Bollingbrook St				
From: Johnson Rd				
9023 North Blvd	0.57	2200	G	2003
To: S Sycamore St				
From: S Sycamore St				
From: Gates Lane				
9025 Virginia Ave	0.05	220	G	2003
To: Jefferson Lane				
From: Jefferson Lane				
9025 Virginia Ave	0.06	240	G	2003
To: Diamond Street				

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City of Petersburg				
From: Diamond Street 9025 Virginia Ave	0.11	420	G	2003
To: Harding Street 9025 Virginia Ave	0.32	2100	G	2003
To: Halifax Street 9025 Young Ave	0.20	2400	G	2003
To: Arlington Street 9025 Young Ave	0.11	3000	G	2003
To: West Street Young Avenue 9025 S West St	0.28	3600	G	2003
To: Augusta Avenue 9025 S West St	0.23	5100	G	2003
To: Farmer St 9025 S West St	0.14	4100	G	2003
To: W Wythe St 9025 S West St	0.07	3700	G	2003
To: W Washington St 9027 S West St	0.63	2200	G	2003
To: Lee Ave 9029 S. South St	0.36	2200	G	2003
To: US 1 Wythe St 9029 S. South St	0.09	8800	G	2003
To: Washington St 9029 N. South St	0.20	6400	G	2003
To: High St 9029 High St	0.02	830	G	2003
To: Canal St 9029 Canal St	0.20	6300	G	2003
To: Grove Ave 9031 Byrne St	0.40	840	G	2003
To: Halifax St 9031 S. Market St	0.03	2700	G	2003
To: Brown St 9031 S. Market St	0.09	2800	G	2003
To: Wythe St 9033 Apollo St	0.14	2800	G	2003
To: Jefferson St 9033 Jefferson St	0.58	2800	G	2003
To: Apollo St 9033 Jefferson St				
To: E Wythe St 9033 Henry St	0.04	1300	G	2003
To: 3rd Street 9033 Henry St				
To: N Adams St 9038 Puddledock Rd	0.40	4400	G	2003
To: E Washington St 9038 Puddledock Rd				
To: ECL Petersburg 9046 High St	0.58	1100	G	2003
To: Canal St 9046 High St				
To: N Market St 9046 High St				

Route	Length	AADT	QA	Year
City of Petersburg				
From: N Market St 9046 W Bank St	0.14	2300	G	2003
To: N Sycamore St 9046 E Bank St	0.11	3600	G	2003
To: 2Nd St 9046 Bank St	0.25	2900	G	2003
To: US 301 N Crater Rd 9046 Bank St				
To: East St 9046 Bank St	0.21	2800	G	2003
To: SR 36 E Washington St 9048 W Tabb St	0.09	1600	G	2003
To: N Market St 9048 W Tabb St				
To: Union St 9048 W Tabb St	0.06	2000	G	2003
To: N Sycamore St 9048 E Tabb St	0.12	1100	G	2003
To: N Adams St 9053 Bayers Ln	0.65	1800	G	2003
To: Defense Rd 9053 Bayers Ln				
To: Halifax St 9055 Madison St	0.05	2100	G	2003
To: E Washington St 9055 Madison St				
To: Franklin St 9055 Madison St	0.18	1800	G	2003
To: E Bank St 9055 Madison St	0.07	1200	G	2003
To: Bollingbrook St 9057 Fifth St	0.05	530	G	2003
To: E Bank St 9057 Fifth St				
To: Bollingbrook St 9057 Fifth St	0.08	560	G	2003
To: River St 9059 Flank Rd N	0.20	3800	G	2003
To: Flank Rd One-Way 9059 Flank Rd N				
To: US 301 S Crater Rd 9065 S Adams St	0.10	4500	G	2003
To: E Wythe St 9065 S Adams St				
To: E Washington St Accomack St		310	G	2003
To: 6Th St Accomack St				
To: 7Th St Cameron St		400	G	2003
To: Old Church St Cameron St				
To: Center St Culpeper Ave		570	G	2003
To: Prince George Ave Culpeper Ave				
To: Brunswick St Custer St		440	G	2003
To: Halifax Rd Custer St				
To: Hawk St Darby Dr		310	G	2003
To: Busby St Darby Dr				
To: Halcun Dr Gordon Dr		280	G	2003
To: Dering Rd Gordon Dr				
To: Hoke Dr Gordon Dr				

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City of Petersburg				
From: Valley Dr				
Homestead Dr		1000	G	2003
To: Midland Rd				
From: Filmore St				
Jefferson St		3700	G	2003
To: ST Andrews St				
From: Bolling Street				
Kirkham Street		490	G	2003
To: Chestnut Street				
From: Nivram St				
North Park Dr		1200	G	2003
To: Retang Rd				
From: Homestead Dr				
Oakmont Dr		90	G	2003
To: Midland Rd				
From: Bollingbrook St				
Old Church St		360	G	2003
To: Miller St				
From: Floyd St				
Patterson Ave		1100	G	2003
To: Carver St				
From: Valor Dr				
Pleasants Ln		1000	G	2003
To: Dupuy Rd				
From: Ash St				
Richmond Ave		990	G	2003
To: Nash St				
From: Valley St				
Rollingwood Rd		100	G	2003
To: Homestead Dr				
From: Forest Hill Rd				
South Park Dr		1800	G	2003
To: West Park Dr				
From: High Pearl St				
St Matthew St		2800	G	2003
To: Harding St				
From: Custer St				
Talley Ave		880	G	2003
To: Edmonds Ct				