

2002

**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

Peak Hour: The estimate of the traffic volume for the 30th highest traffic volume occurring in a one-year period divided by the AADT for the same one-year period.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B Factor based on 30th Highest Hour Observed During Less than 12 Months 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 30th Highest 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
-  Secondary Route

Special Routes

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

Virginia Department of Transportation
 Mobility Management Division
 2002
 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	F	2002
To: Summit St				
1 Washington St	0.18	13000	F	2002
To: Elm St				
1 Washington St	0.57	14000	F	2002
To: US 1 Par; Wythe St				
From: US 1 Par; Washington St; Battersea Lane				
1 Wythe St	1.08	8300	F	2002
Combined Traffic:		17000	F	
To: Perry St				
1 Wythe St	0.15	9900	F	2002
Combined Traffic:		20000	F	
To: SR 36 Market St				
1 Wythe St	0.20	10000	F	2002
Combined Traffic:		0	F	
To: ALT US 301 Sycamore St				
1 Wythe St	0.20	14000	F	2002
Combined Traffic:		0	F	
To: Bus US 460 Jefferson St				
From: Bus US 460 Wythe St				
1 Jefferson St	0.09	3400	F	2002
Combined Traffic:		0	F	
To: Bus US 460 Par; Washington St				
1 Jefferson St	0.21	870	F	2002
Combined Traffic:		0	F	
To: Henry St				
From: Jefferson St				
1 Henry St	0.05	560	F	2002
Combined Traffic:		0	F	
To: 3rd St				
From: Henry St				
1 3rd St	0.05	1700	F	2002
Combined Traffic:		0	F	
To: US 301 Par; Bank St				
1 3rd St	0.05	2800	F	2002
Combined Traffic:		0	F	
To: US 301 Bollingbrook St				
From: US 301; 3RD STREET				
1 301 Bollingbrook St	0.08	6700	F	2002
Combined Traffic:		0	F	
To: US 1 Par; US 301 Par; Bollingbrook St				
1 2nd St	0.35	12000	G	2002
To: SCL Colonial Heights				
From: US 1 Wythe St Battersea Lane				
1 Washington St	0.31	8900	F	2002
Combined Traffic:		17000	F	
To: 123-9025 West St				
1 Washington St	0.40	8900	F	2002
Combined Traffic:		17000	F	
To: 123-9029 South St				
1 Washington St	0.27	10000	F	2002
Combined Traffic:		20000	F	
To: Guarantee St				
1 Washington St	0.24	10000	F	2002
Combined Traffic:		20000	F	
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	3900	F	2002
Combined Traffic:		0	F	
To: SR 36 Grove Ave				
From: SR 36; Market St				
1 Old St	0.13	3600	F	2002
Combined Traffic:		0	F	
To: Sycamore St				
From: Old St				
1 Sycamore St	0.04	4200	F	2002
Combined Traffic:		0	F	
To: Bollingbrook St				
From: Sycamore St				
1 Bollingbrook St	0.10	3200	F	2002
Combined Traffic:		0	F	
To: US 1, US 301 2nd St				
From: WCL Petersburg				
36 Fleet St	0.12	11000	F	2002
To: Grove Ave				
From: Fleet St				
36 Grove Ave	0.54	3800	F	2002
To: US 1 Par; Market St				
From: RT 1				
36 1 Market St	0.38	3900	F	2002
Combined Traffic:		0	F	
To: US 1 Par; BUS US 460 Par; Washington St				
36 Market St	0.11	5000	F	2002
To: US 1; Bus US 460 Wythe St				
From: 1 Wythe St				
36 1 Wythe St	0.20	10000	F	2002
Combined Traffic:		0	F	
To: ALT US 301 Sycamore St				
From: 1 Wythe St				
36 1 Wythe St	0.20	14000	F	2002
Combined Traffic:		0	F	
To: RT 460 BUS				
From: Bus 460 Wythe St				
36 460 Wythe St	0.20	15000	F	2002
Combined Traffic:		32000	F	
To: I-85, I-95				
From: Bus 460 Wythe St				
36 460 Wythe St	0.30	10000	F	2002
Combined Traffic:		23000	F	
To: SOUTH CRATER ROAD				
From: US 301; Bus US 460 Crater Rd				
36 Wythe St	0.43	11000	F	2002
Combined Traffic:		22000	F	
To: SR 36 Par; Washington St; Amelia St				
From: SR 36 Par; Wythe St; Amelia St				
36 Washington St	0.87	21000	F	2002
To: Puddledock Rd				
From: Washington St				
36 Washington St	0.58	15000	F	2002
To: Prince George County Line				
From: SR 36; Market St				
36 1 Old St	0.13	3600	F	2002
Combined Traffic:		0	F	
To: Sycamore St				
From: Old St				
36 1 Sycamore St	0.04	4200	F	2002
Combined Traffic:		0	F	
To: Bollingbrook St				

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 City of Petersburg

Route	Length	AADT	QA	Year
City of Petersburg				
From: Sycamore St				
  Bollingbrook St	0.10	3200	F	2002
Combined Traffic:		0	F	
To: US 1, US 301 2nd St				
From: US 1 Par, 2nd St				
  Bollingbrook St	0.08	6700	F	2002
Combined Traffic:		0	F	
To: US 1, ALT US 301 3rd St				
From: 3rd St				
  Bollingbrook St	0.15	3600	F	2002
Combined Traffic:		6600	F	
To: 5th St				
From: Bollingbrook St				
  Bollingbrook St	0.23	3200	F	2002
Combined Traffic:		6700	F	
To: Crater Rd				
From: Bollingbrook St				
  Crater Rd	0.14	3000	F	2002
Combined Traffic:		6700	F	
To: US 301 Par, Bank St				
From: Crater Rd				
  Crater Rd	0.18	4600	F	2002
Combined Traffic:		0	F	
To: US 301, BUS US 460 Crater Rd				
From: Washington St				
 Washington St	0.18	11000	F	2002
Combined Traffic:		22000	F	
To: Burch St				
From: Washington St				
 Washington St	0.25	11000	F	2002
Combined Traffic:		0	F	
To: SR 36 Wythe St; Amelia St				
From: SCL Petersburg				
North 	1.01	24000	F	2002
Combined Traffic:		49000	F	
To: Squirrel Level Road				
From: Squirrel Level Road				
North 	2.57	31000	F	2002
Combined Traffic:		58000	F	
To: I-95				
From: SCL Petersburg				
South 	1.25	25000	F	2002
Combined Traffic:		49000	F	
To: Squirrel Level Road				
From: Squirrel Level Road				
South 	2.72	27000	F	2002
Combined Traffic:		58000	F	
To: I-95				
From: Rives Rd				
North 	1.15	13000	F	2002
Combined Traffic:		29000	F	
To: Wagner Rd				
From: Wagner Rd				
North 	2.79	19000	F	2002
Combined Traffic:		43000	F	
To: US 460 West St				
From: US 460 West St				
North 	0.50	19000	N	2002
Combined Traffic:		45000	N	
To: I-85				

Route	Length	AADT	QA	Year
City of Petersburg				
From: I-85				
North 	0.44	38000	F	2002
Combined Traffic:		70000	F	
To: US 301, Bus US 460 Washington St				
From: US 301, Bus US 460 Washington St				
North 	0.64	48000	F	2002
Combined Traffic:		88000	F	
To: SCL Colonial Heights				
From: SCL Petersburg				
South 	0.34	16000	F	2002
Combined Traffic:		27000	F	
To: Rives Rd				
From: Rives Rd				
South 	1.22	16000	F	2002
Combined Traffic:		29000	F	
To: Wagner Rd				
From: Wagner Rd				
South 	2.29	23000	F	2002
Combined Traffic:		43000	F	
To: US 460; US 301 Crater Rd; County Rd				
From: US 460; US 301 Crater Rd; County Rd				
South 	0.53	NA		2002
Combined Traffic:		NA		
To: I-85				
From: I-85				
South 	0.66	32000	F	2002
Combined Traffic:		70000	F	
To: US 301; US 460				
From: US 301; US 460				
South 	0.48	39000	F	2002
Combined Traffic:		88000	F	
To: SCL Colonial Heights				
From: US 460 County Rd				
 Courthouse Rd	0.10	7000	F	2002
To: ECL Petersburg				
From: US 460 County Rd				
 Hickory Hill Rd	0.88	8600	F	2002
To: ECL Petersburg				
From: ECL Petersburg				
 Hickory Hill Rd	0.03	8600	N	2002
To: Dead End; Fort Lee Military Reservation, Mahone A				
From: WCL Petersburg				
 Boydton Plank Rd	0.16	3900	F	2002
To: Dupuy Rd				
From: Dupuy Rd				
 Boydton Plank Rd	1.24	3400	F	2002
To: Rt 604 Halifax Rd				
From: Rt 604 Halifax Rd				
 Halifax Rd	0.06	6100	F	2002
To: CSX RR				
From: SCL Petersburg				
 Crater Rd	0.21	8200	F	2002
To: Rives Rd				
From: Rives Rd				
 Crater Rd	0.90	9100	F	2002
To: Wagner Rd				
From: Wagner Rd				
 Crater Rd	0.43	22000	F	2002
To: Flank Rd				
From: Flank Rd				
 Crater Rd	0.87	22000	F	2002
To: ALT US 301 Sycamore St				
From: ALT US 301 Sycamore St				
 Crater Rd	0.26	16000	F	2002
To: South Blvd				

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 City of Petersburg

Route	Length	AADT	QA	Year
City of Petersburg				
From: South Blvd				
301 Crater Rd	0.73	22000	F	2002
To: I-95, Bus US 460				
301 Crater Rd	0.09	11000	N	2002
To: I-95; Bus US 460 Par, Winfield Rd				
From: I-95				
301 Crater Rd	0.96	11000	F	2002
Combined Traffic:		0	F	
To: SR 36, Bus US 460 Wythe St				
301 Crater Rd	0.10	8000	F	2002
Combined Traffic:		0	F	
To: SR 36 Par, Bus US 460 Par, Washington St				
301 Crater Rd	0.18	4600	F	2002
Combined Traffic:		0	F	
To: US 301 Par, Bank St				
301 Crater Rd	0.14	3000	F	2002
Combined Traffic:		6700	F	
To: Bollingbrook St				
From: Crater Rd				
301 Bollingbrook St	0.23	3200	F	2002
Combined Traffic:		6700	F	
To: 5th St				
301 Bollingbrook St	0.15	3600	F	2002
Combined Traffic:		6600	F	
To: 3rd St				
From: US 1, ALT US 301 3rd St				
301 Bollingbrook St	0.08	6700	F	2002
Combined Traffic:		0	F	
To: US 1 Par, 2nd St				
From: N RT 1				
301 1 2nd St	0.35	12000	G	2002
To: SCL Colonial Heights				
From: US 301 Crater St				
301 Bank St	0.24	3500	F	2002
Combined Traffic:		0	F	
To: 5th St				
From: 5th St				
301 Bank St	0.15	3000	F	2002
Combined Traffic:		6600	F	
To: 3rd St				
From: 3rd St				
301 Bank St	0.09	4100	F	2002
Combined Traffic:		0	F	
To: ALT US 301 Par, 2nd St				
From: ALT US 301 Par, Bank St				
301 2nd St	0.06	3600	F	2002
Combined Traffic:		0	F	
To: US 1, US 301 Bollingbrook St				
From: US 301 Crater Rd				
ALT 301 Sycamore St	0.30	8400	F	2002
To: South Blvd				
From: South Blvd				
ALT 301 Sycamore St	0.95	6300	F	2002
To: North Blvd				
From: North Blvd				
ALT 301 Sycamore St	0.42	10000	F	2002
To: Graham Rd				
From: Graham Rd				
ALT 301 Sycamore St	0.56	12000	F	2002
To: US 1 Wythe St				

Route	Length	AADT	QA	Year
City of Petersburg				
From: RT 1				
ALT 301 1 Wythe St	0.20	14000	F	2002
Combined Traffic:		0	F	
To: BUS US 460 Jefferson St				
From: BUS US 460 Wythe St				
ALT 301 1 Jefferson St	0.09	3400	F	2002
Combined Traffic:		0	F	
To: Bus US 460 Par, Washington St				
From: Jefferson St				
ALT 301 1 Jefferson St	0.21	870	F	2002
Combined Traffic:		0	F	
To: Henry St				
From: Jefferson St				
ALT 301 1 Henry St	0.05	560	F	2002
Combined Traffic:		0	F	
To: 3rd St				
From: Henry St				
ALT 301 1 3rd St	0.05	1700	F	2002
Combined Traffic:		0	F	
To: US 301 Par, Bank St				
From: 3rd St				
ALT 301 1 3rd St	0.05	2800	F	2002
Combined Traffic:		0	F	
To: US 301 Bollingbrook St				
From: US 1, ALT US 301 3rd St				
ALT 301 301 Bollingbrook St	0.08	6700	F	2002
Combined Traffic:		0	F	
To: RT 301				
From: US 1 Wythe St				
ALT 301 Sycamore St	0.09	7500	F	2002
Combined Traffic:		0	F	
To: Bus US 460 Washington St				
From: RT 460 BUS P				
ALT 301 460 Washington St	0.09	16000	F	2002
Combined Traffic:		30000	F	
To: BUS US 460 Washington St				
From: Adams St				
ALT 301 Adams St	0.06	5100	F	2002
Combined Traffic:		0	F	
To: Franklin St				
From: Franklin St				
ALT 301 Adams St	0.16	4600	F	2002
Combined Traffic:		0	F	
To: Henry St				
From: Adams St				
ALT 301 Henry St	0.04	3100	F	2002
Combined Traffic:		0	F	
To: Second St				
From: Henry St				
ALT 301 Second St	0.05	2800	F	2002
Combined Traffic:		0	F	
To: US 301 P Bank St				
From: SCL Petersburg				
460 85	1.01		See I-85	
Combined Traffic:		49000	F	
To: Squirrel Level Road				
From: Squirrel Level Road				
460 85	2.57		See I-85	
Combined Traffic:		58000	F	
To: I-85 S				
From: Maintenance Jurisdiction Change				
460 County Dr	2.44	10000	A	2002
To: SR 106 Courthouse Rd				

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Route	Length	AADT	QA	Year
City of Petersburg				
From: SR 106 Courthouse Rd				
To: ECL Petersburg	0.34	13000	F	2002
Bus From: WCL Petersburg				
To: Washington St	0.40	13000	F	2002
Bus From: Summit St				
To: Washington St	0.18	13000	F	2002
Bus From: Elm St				
To: Washington St	0.57	14000	F	2002
Bus From: US 1 Par, Wythe St				
To: US 1 Par, Washington St; Battersea Lane	1.08	8300	F	2002
Combined Traffic:		17000	F	
Bus From: Perry St				
To: Wythe St	0.15	9900	F	2002
Combined Traffic:		20000	F	
Bus From: SR 36 Market St				
To: Wythe St	0.20	10000	F	2002
Combined Traffic:		0	F	
Bus From: ALT US 301 Sycamore St				
To: Wythe St	0.20	14000	F	2002
Combined Traffic:		0	F	
Bus From: US 1 JEFFERSON STREET				
To: US 1 Jefferson St	0.20	15000	F	2002
Combined Traffic:		32000	F	
Bus From: I-85, I-95				
To: Wythe St	0.30	10000	F	2002
Combined Traffic:		23000	F	
Bus From: SR 36; US 301 Crater Rd				
To: Crater Rd	0.96	11000	F	2002
Combined Traffic:		0	F	
Bus From: I-95; BUS US 460 Par, Winfield Rd				
To: Crater Rd	0.09	11000	N	2002
Bus From: US 301 Crater Rd				
To: Washington St	0.31	8900	F	2002
Combined Traffic:		17000	F	
Bus From: 123-9025 West St				
To: Washington St	0.40	8900	F	2002
Combined Traffic:		17000	F	
Bus From: 123-9029 South St				
To: Washington St	0.27	10000	F	2002
Combined Traffic:		20000	F	
Bus From: Guarantee St				
To: Washington St	0.24	10000	F	2002
Combined Traffic:		20000	F	
Bus From: North Market St				
To: US 1 Par, SR 36 Market St	0.19	13000	F	2002
Combined Traffic:		23000	F	
Bus From: ALT US 301 Par, Sycamore St				

Route	Length	AADT	QA	Year
City of Petersburg				
Bus From: ALT US 301 Par, Sycamore St				
To: Washington St	0.09	16000	F	2002
Combined Traffic:		30000	F	
Bus From: ALT US 301 Par, Adams St				
To: Washington St	0.10	15000	F	2002
Combined Traffic:		29000	F	
Bus From: US 1 Jefferson St				
To: Washington St	0.24	17000	F	2002
Combined Traffic:		32000	F	
Bus From: I-95				
To: Washington St	0.24	13000	F	2002
Combined Traffic:		23000	F	
Bus From: US 301 Crater Rd				
To: Crater Rd	0.10	8000	F	2002
Combined Traffic:		0	F	
Bus From: SR 36, BUS US 460 Wythe St				
To: Crater Rd	0.96	11000	F	2002
Combined Traffic:		0	F	
Bus From: I-95; BUS US 460 Par, Winfield Rd				
To: Winfield Rd	0.43	1800	F	2002
Combined Traffic:		NA		
Bus From: State Maintenance Boundary				
To: Winfield Rd	0.09	1800	F	2002
Combined Traffic:		NA		
Bus From: US 460 County Rd				
To: Vaughn Rd	0.64	NA		
Bus From: Halifax Rd				
To: Wells Rd	0.41	3400	F	2002
Bus From: CSX RR				
To: Halifax Rd	0.18	6600	F	2002
Bus From: Patterson St				
To: Halifax St	0.58	5200	F	2002
Bus From: Bayers Ln				
To: Halifax St	0.19	6100	F	2002
Bus From: Virginia Ave				
To: Halifax St	0.37	9000	F	2002
Bus From: Lee Ave				
To: Halifax St	0.29	8300	F	2002
Bus From: Liberty St				
To: Halifax St	0.28	9200	F	2002
Bus From: US 1, US 460 W Wythe St				
To: Union St	0.12	4400	F	2002
Bus From: US 1, US 460 W Washington St				
To: Union St	0.17	2200	F	2002
Bus From: W Tabb St				
To: Defense Rd	0.47	2500	F	2002
Bus From: Squirrel Level Rd				

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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: Squirrel Level Rd 9004 Defense Dr	1.77	6500	G	2002
To: Johnson Rd 9004 South Boulevard	0.92	8800	F	2002
To: S. Sycamore St 9004 South Boulevard	0.18	5500	F	2002
To: Crater Rd 9004 South Boulevard	0.72	2500	F	2002
To: Anderson St 9006 Flank Rd	0.96	1800	F	2002
To: Johnson Rd 9006 Flank Rd	0.47	3200	F	2002
To: Birdsong Rd 9006 Flank Rd	0.75	2700	F	2002
To: Fort Hayes Dr 9006 Flank Rd	0.91	3300	F	2002
To: Flank Rd N 9006 Flank Rd (1-Way)	0.13	2000	F	2002
To: US 301 S Crater Rd 9008 Rives Rd	0.55	6600	F	2002
To: I- 95 9008 Rives Rd	0.27	4700	F	2002
To: ECL Petersburg 9009 Dupuy Rd	1.24	630	F	2002
To: Grigg St 9009 Dupuy St	0.58	2100	F	2002
To: Youngs Rd 9009 Farmer St	0.86	3900	F	2002
To: S. South St 9009 Farmer St	0.47	2900	F	2002
To: Halifax St 9010 Wagner Rd	0.73	14000	F	2002
To: I-95 9010 Wagner Rd	1.60	9500	F	2002
To: County Dr 9011 Squirrel Level Rd	0.82	860	F	2002
To: SCL Petersburg 9011 Squirrel Level Rd	0.25	4700	F	2002
To: Wells Rd 9011 Squirrel Level	0.20	6900	F	2002
To: Ramp To I- 85 9011 Young Rd	1.14	4200	F	2002
To: Boydton Plank Rd 9012 Lee Ave	0.56	3000	F	2002
To: West St 9012 Porterville St	0.15	1600	F	2002
To: Halifax St 9012 Porterville St				
To: Harding St				

Route	Length	AADT	QA	Year
City of Petersburg				
From: Harding St 9012 New St	0.18	1500	F	2002
To: Harrison St 9012 Harrison St	0.03	1300	F	2002
To: New St 9012 Harrison St				
To: Corling St 9012 Corling St	0.09	560	F	2002
To: Harrison St 9012 Corling St				
To: S. Sycamore St 9012 Graham Rd	0.83	5500	F	2002
To: Ramp From I-95 9012 Graham Rd	0.14	11000	F	2002
To: Crater Rd 9013 Halifax Rd	1.79	2700	F	2002
To: SCL Petersburg 9013 Halifax Rd				
To: Wells Rd 9013 Halifax Rd	0.98	500	F	2002
To: Boydton Plank Rd 9015 Johnson Rd	0.01	2700	F	2002
To: SCL Petersburg 9015 Johnson Rd				
To: Flank Rd 9015 Johnson Rd	0.54	1100	F	2002
To: Birdsong Rd 9015 Johnson Rd	1.39	5400	F	2002
To: South Blvd 9015 Johnson Rd	0.46	4800	F	2002
To: North Blvd 9015 Johnson Rd	0.37	4200	F	2002
To: St Luke St 9015 High Pearl St	0.20	4100	F	2002
To: Virginia Ave 9015 High Pearl St	0.08	3100	F	2002
To: ST Matthew St 9015 High Pearl St				
To: ST Matthews St 9015 Harding St	0.22	2000	F	2002
To: Porterville St 9015 Harding St	0.27	940	F	2002
To: PortersvilleSt 9015 Harding St				
To: Halifax St 9017 Birdsong Rd	0.62	570	F	2002
To: SCL Petersburg 9021 N Sycamore St	0.18	3800	G	2002
To: W Washington St 9021 N Sycamore St				
To: W Tabb St 9021 N Sycamore St	0.11	4000	F	2002
To: E Bank St 9021 Sycamore St	0.04	3100	G	2002
To: Bollingbrook St 9023 North Blvd	0.57	2200	F	2002
To: Johnson Rd 9023 North Blvd				
To: S Sycamore St 9025 Virginia Ave				
To: Gates Lane 9025 Virginia Ave	0.05	220	F	2002
To: Jefferson Lane 9025 Virginia Ave	0.06	230	F	2002
To: Diamond Street				

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Route	Length	AADT	QA	Year
City of Petersburg				
From: Diamond Street To: Virginia Ave (9025)	0.11	420	F	2002
From: Harding Street To: Virginia Ave (9025)	0.32	2100	F	2002
From: Halifax Street To: Young Ave (9025)	0.20	2400	F	2002
From: Arlington Street To: Young Ave (9025)	0.11	3100	F	2002
From: West Street Young Avenue To: S West St (9025)	0.28	3600	F	2002
From: Augusta Avenue To: S West St (9025)	0.23	5100	F	2002
From: Farmer St To: S West St (9025)	0.14	4000	F	2002
From: W Wythe St To: S West St (9025)	0.07	3700	F	2002
From: W Washington St To: S West St (9027)	0.63	2200	F	2002
From: Lee Ave To: S. South St (9029)	0.36	2100	F	2002
From: US 1 Wythe St To: S. South St (9029)	0.09	8600	G	2002
From: Washington St To: N. South St (9029)	0.20	6400	F	2002
From: High St To: N South St (9029)	0.02	820	F	2002
From: Canal St To: High St (9029)	0.20	6200	F	2002
From: Grove Ave To: Byrne St (9031)	0.40	840	F	2002
From: Halifax St To: S. Market St (9031)	0.03	2700	F	2002
From: Brown St To: S. Market St (9031)	0.09	2800	F	2002
From: Wythe St To: Apollo St (9033)	0.14	2800	F	2002
From: Jefferson St To: Apollo St (9033)	0.58	2800	F	2002
From: E Wythe St To: 3rd Street (9033)	0.04	1200	G	2002
From: N Adams St To: Puddledock Rd (9038)	0.40	4300	F	2002
From: E Washington St To: ECL Petersburg (9046)	0.58	1000	F	2002

Route	Length	AADT	QA	Year
City of Petersburg				
From: N Market St To: W Bank St (9046)	0.14	2300	F	2002
From: N Sycamore St To: E Bank St (9046)	0.11	3500	G	2002
From: 2Nd St To: US 301 N Crater Rd (9046)	0.25	2800	F	2002
From: East St To: Bank St (9046)	0.21	2800	F	2002
From: SR 36 E Washington St To: W Tabb St (9048)	0.09	1800	F	2002
From: Union St To: W Tabb St (9048)	0.06	2200	F	2002
From: N Sycamore St To: E Tabb St (9048)	0.12	1100	G	2002
From: N Adams St To: Defense Rd (9053)	0.65	1800	F	2002
From: Halifax St To: E Washington St (9055)	0.05	2100	F	2002
From: Franklin St To: Madison St (9055)	0.18	1800	F	2002
From: E Bank St To: Madison St (9055)	0.07	1200	F	2002
From: Bollingbrook St To: E Bank St (9057)	0.05	540	F	2002
From: Bollingbrook St To: Fifth St (9057)	0.08	550	F	2002
From: River St To: Flank Rd One-Way (9059)	0.20	3800	F	2002
From: US 301 S Crater Rd To: E Wythe St (9065)	0.10	4600	F	2002
From: E Washington St To: 6Th St Accomack St	310	F	2002	
From: 7Th St To: Old Church St Cameron St	400	F	2002	
From: Center St To: Prince George Ave Culpeper Ave	570	F	2002	
From: Brunswick St To: Halifax Rd Custer St	450	F	2002	
From: Hawk St To: Busby St Darby Dr	320	F	2002	
From: Halcun Dr To: Dering Rd Gordon Dr	290	F	2002	
From: Hoke Dr				

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Route	Length	AADT	QA	Year
From: Valley Dr				
Homestead Dr		1000	F	2002
To: Midland Rd				
From: Filmore St				
Jefferson St		3700	F	2002
To: ST Andrews St				
From: Bolling Street				
Kirkham Street		500	F	2002
To: Chestnut Street				
From: Nivram St				
North Park Dr		1200	F	2002
To: Retang Rd				
From: Homestead Dr				
Oakmont Dr		90	F	2002
To: Midland Rd				
From: Bollingbrook St				
Old Church St		360	F	2002
To: Miller St				
From: Floyd St				
Patterson Ave		1100	F	2002
To: Carver St				
From: Valor Dr				
Pleasants Ln		1000	F	2002
To: Dupuy Rd				
From: Ash St				
Richmond Ave		1000	F	2002
To: Nash St				
From: Valley St				
Rollingwood Rd		100	F	2002
To: Homestead Dr				
From: Forest Hill Rd				
South Park Dr		1800	F	2002
To: West Park Dr				
From: High Pearl St				
St Matthew St		2900	F	2002
To: Harding St				
From: Custer St				
Talley Ave		880	F	2002
To: Edmonds Ct				