2013

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

where available

Special Locality Report 116

City of Hopewell

Information in this report is included in Report

74

(Prince George County)

Prepared By

Virginia Department of Transportation Traffic Engineering Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Traffic Engineering Division Traffic Monitoring Section

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

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

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

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

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

Publication Notes

Parallel Roads

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

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

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

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

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

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

Glossary of Terms:

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

Length: Length of the traffic segment in miles.

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

QA: Quality of AADT:

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

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

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

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

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

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

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

QC: Quality of Classification Data:

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

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

QK: Quality of the K Factor estimate:

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

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

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

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- 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 81	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
29	US Route	

(F241)	Frontage Road (F precedes frontage route number)
\ /	

(600) Secondary Route

Special Routes

Bus	Bus - Business Route
29	Bypas - Bypass Route
	Truck - Truck Route
ALT	ALT - Alternate Route
(220)	Wye - Wye Route connector

Virginia State Route

- 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 Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

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

					_		Tru	ck			K	.	Dir		
Route	Jurisdiction	Length	AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۱
	From:		L Hopewell												
10) Randolph Rd	City of Hopewell (Maint: 74)	0.10	18000 N	95%	0%	1%	1%	3%	0%	Ν	0.087	Ν	0.521	20000	Ν
<u> </u>	To- From:	Mainter	nance Boundary												
10 Randolph Rd	City of Hopewell		18000 G	95%	0%	1%	1%	3%	0%	F	0.087	F	0.521	20000	(
	Τα.	No	rth 6th Ave												
10) Randolph Rd	City of Hopewell		11000 G	95%	0%	1%	1%	3%	0%	F	0.083	F	0.553	13000	(
10) Haridolphi Ha	only of Hoperion			0070	0 70		1 70	0,0	0 70	•	0.000	•	0.000	10000	•
Davidalah Bid	To:		Main St	050/	00/		40/	00/	00/		0.000		0.540	40000	
10) Randolph Rd	City of Hopewell	0.74	11000 G	95%	0%	1%	1%	3%	0%	F	0.083	F	0.512	12000	(
<u> </u>	To: From:	SR 156; W	inston Churchill												
10) (156) Randolph Rd	City of Hopewell	1.26	9900 G	91%	1%	1%	1%	6%	0%	С	0.085	F	0.607	11000	(
	То:	ECI	L Hopewell												
	From:	WC	L Hopewell												
36) Oaklawn Blvd	City of Hopewell	0.52	28000 G	96%	0%	0%	1%	2%	0%	С	0.081	F	0.575	31000	(
	Tα	74 620 I	efferson Park Rd	1											
36 Oaklawn Blvd	City of Hopewell		24000 G	97%	0%	0%	0%	2%	0%	F	0.078	F	0.542	27000	(
Oaklawn Blvd	Oity of Flopewell			37 76	0 70	<u> </u>	0 /0	270	0 70	'	0.070	•	0.542	27000	
	To: From:		R 36 Par							_					
36) Oaklawn Blvd	City of Hopewell		8900 G	97%	0%	0%	0%	2%	0%	F	0.079	F		9800	(
Combi	ned Traffic Estimates for 2 Parallel Roadways on	n this Route:	20000 G	97%	0%	0%	0%	2%	0%	F	NA			22000	•
	To: From:	SR 36 Par, Wood	dlawn St; Kenwo	ood Ave		_									
36) Winston Churchill Dr	City of Hopewell	0.60	17000 G	97%	0%	0%	0%	2%	0%	F	NA			18000	(
	Tα		files Ave												
36) Winston Churchill Dr	City of Hopewell		10000 G	97%	0%	0%	0%	2%	0%	F	0.079	F	0.505	11000	(
36) Winsterr Gridrenin Br	Oity of Flopewoii			01 /0	0 70	<u> </u>	0 /0	270	0 70	•	0.070	•	0.000	11000	
	To: From:		56 High Ave				221		221	_		_			
36 (156) Winston Churchill Dr	City of Hopewell		9400 G	97%	0%	0%	0%	2%	0%	F	0.081	F	0.573	10000	(
<u> </u>	ro: From:		; Arlington Rd	D.,											
36) Arlington Rd	City of Hopewell		inston Churchill I	97%	0%	0%	0%	2%	0%	F	0.090	F	0.53	1900	(
36) Annigion rid	To:		15th Ave	31 /6	0 70	70	0 /0	2 /0	0 70		0.000		0.55	1300	`
	From:		lington Rd												
36) 15th Avenue	City of Hopewell		4700 G	99%	0%	0%	0%	0%	0%	С	0.085	F	0.512	5000	(
30)	To	G':	D : . D !												
15th Avenue	City of Honouvall		y Point Rd 2200 G	99%	0%	0%	0%	0%	0%	F	0.094	F	0.561	2400	(
15th Avenue	City of Hopewell			99%	076	0%	0%	070	0%	Г	0.094	Г	0.561	2400	,
	From:		oadway St 15th Ave												
36) Broadway St	City of Hopewell		6300 G	99%	0%	0%	0%	0%	0%	F	0.089	F	0.634	6700	(
30)	To:		6th Ave	-0,0			- / 0	- / -	- / 0	-	2.300	,		2.00	
	From:		oadway St												
36) 6th Avenue	City of Hopewell		8300 G	99%	0%	0%	0%	0%	0%	F	0.091	F	0.579	8800	
5	To:	SR 10	0 Randolf Rd												

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

Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus		Trι	-		QC	K	QK	Dir	AAWDT	OW
	From						2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
East 36 Ramp	City of Hopewell (6 Oaklawn I 190	G Blvd								0.176	F		190	G
36 Ramp	Oity of Hopeweil (. 0.24	I-295 East	G								0.170	'		130	ч
- aut	From	: cp 2	6 Oaklawn I	Dlvd												
East 36 Ramp	City of Hopewell (5300	G								0.158	F		5300	G
36) 1 14111	To:		I-295 West									0.100	•		0000	_
Vest	From	SR 36 I-295-E		EDOM	PT 20											
Ramp	City of Hopewell (1400	G	K1 23							0.103	F		1400	G
30) 1	To:		ROM RT 3		Γ								-			
Vest	From		O RT 295 NO													
36) Ramp	City of Hopewell (2400	G	<u>'</u>							0.14	F		2400	G
36)	To:		FROM RT 3	-	Т							• • • • • • • • • • • • • • • • • • • •				
	From		6 Oaklawn I													
36 Woodlawn St	City of Hope		11000	G	97%	0%	0%	1%	1%	0%	С	NA			12000	G
36) 11 30 31 31	Combined Traffic Estimates for 2 Parallel			G	97%	0%	0%	0%	2%	0%	F	NA			22000	G
	Tamo Estimates for E Farance	riodanayo on tino riodio.			07.70	0 / 0		070	_ /0	0 70	•				22000	Ŭ
36 Woodlawn St	City of Hope	ewell 0.35	Surry Ave 9500	G	97%	0%	1%	0%	2%	0%	С	0.078	F		10000	G
36 Woodlawn St											F		Г			
	Combined Traffic Estimates for 2 Parallel	SR 36 Oakla		G	97%	0%	1%	0%	2%	0%	г	NA			20000	G
	E				Ave											
156)Arlington Rd	City of Hope		CL Hopewel 8800	G	97%	1%	1%	1%	1%	09/	F	0.087	F	0.548	9400	G
156 Anington Ru	City of Hope	weii 0.56	0000	G	97%	170	170	170	170	0%	Г	0.067	Г	0.548	9400	G
	To:		Berry Street				 									
High Ave	City of Hope		4500	G	97%	0%	0%	1%	1%	0%	С	0.089	F	0.663	4800	G
<u>~</u>	To: From:	Wins	ton Churchil S RT 36	ll Rd												
(36) Winston Churchill	Dr City of Hope	ewell 0.25	9400	G	97%	0%	0%	0%	2%	0%	F	0.081	F	0.573	10000	G
Winston Churchill	To:	. 0.20	N RT 36		07.70	0 70		070	_ / 0	0 70	•	0.001	•	0.070	10000	
	From:	:	Arlington Rd													
156)Winston Churchill Rd	City of Hope	ewell 0.55	16000	G	99%	0%	0%	0%	0%	0%	F	0.081	F	0.587	16000	G
	To	S	outh 6th Ave	e.												
156)Winston Churchill Dr	City of Hope		7600	G	99%	0%	0%	0%	0%	0%	F	0.082	F	0.552	7900	G
	To:		0; Randolph	ı Rd												
	From:		S RT 10													
(156) (10) Randolph Rd	City of Hope		9900	G	91%	1%	1%	1%	6%	0%	С	0.085	F	0.607	11000	G
\smile	To	Е	CL Hopewel	11												
East	From:		CL Hopewe													
East 295	City of Hopewell (,	16000	Α	79%	1%	1%	1%	18%	0%	F	0.104	Α		16000	Α
\smile	Combined Traffic Estimates for 2 Parallel	•		Α	79%	1%	1%	1%	19%	0%	F	0.104	Α	0.577	32000	Α
		East I-295 is	signed as	Sout	h I-295											
	To:	SR 36 Oakla	wn Blvd; SC	CL Hope	ewell											

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

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tri 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
East	From:		I-295 East													
East (295) Ramp	City of Hopewell (Maint: 74)	0.17	1600	G								0.143	F		1600	G
	To:	SR 3	6 Oaklawn	Blvd			-									
East	From:		I-295 East													
East 295 Ramp	City of Hopewell (Maint: 74)	0.31	5000	G								0.141	F		5000	G
	To:	SR 3	6 Oaklawn	Blvd												
West	From:	N	CL Hopewe	-11												
West 295	City of Hopewell (Maint: 74)	3.30	16000	A	78%	1%	1%	1%	19%	0%	F	0.113	Α		16000	Α
293)	Combined Traffic Estimates for 2 Parallel Roadways		32000	A	79%	1%	1%	1%	19%	0%	F	0.104	Α	0.577	32000	Α
	combined traine communes for a random coadinayer	West I-295 is				. , 0	. , 0	. , ,	.0,0	0 / 0	•	01.0.		0.07.	02000	
	To:	SR 36 Oakla														
	From:			од 110р.	, , , , , , , , , , , , , , , , , , ,											
West			I-295 West	_								0.104	F		1500	0
295 Ramp	City of Hopewell (Maint: 74)	0.28	1500	G								0.104	Г		1500	G
	10.	SR 3	6 Oaklawn	Blvd												
West 295 Ramp	From:		I-295 West													
295 Ramp	City of Hopewell (Maint: 74)	0.12	NA									NA			NA	
\smile	To:	SR 3	6 Oaklawn	Blvd												

		Anr	nual A	verage [ttic Engir 2 raffic Vol	2013			tion o	f Route					
Douto	Langth					City of	Hopewe	ell			K	OK	Dir	AAMDT	OW	Veer
Route	Lengin	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW	Year
City of Hopewell		From				We	stern St									
1 Perrymont St	0.34	2900 _{To}	G	99%	0%	0%	0%	0%	0%	С	0.093	F	0.598	3100	G	2013
		From					opax Dr ymont St				1					
(2) Kippax Dr	0.19	2400	G	99%	0%	0%	0%	0%	0%	С	0.091	F	0.562	2600	G	2013
		To					Level Rd									
3 Old Iron Rd	0.42	3000	G	98%	1%	SCL 0%	Hopewell 1%	0%	0%	С	0.086	F	0.564	3200	G	2013
3 545 11511114	<u> </u>	То		00,0	.,,		thouse Rd	0,70	0,0			•				
<u> </u>		From				Dead End r						_				
4 Jackson Farm Rd	0.61	2000 To	G	99%	0%	0% 116-9047 (0% Cedar Leve	0%	0%	С	0.093	F	0.559	2100	G	2013
		From				66-6 Barkl										
(5) Western St	0.05	3500	G	99%	0%	0%	0%	0%	0%	F	0.097	F	0.583	3700	G	2013
		To					Perrymont S									
6 Barkley St	0.13	From	L	99%	1%	116-907 0%	6 Western 0%	St 0%	0%	F	0.198	F	0.588	40	G	2013
0 1 1, 11		To					mount Rd									
6 Old Woodlawn St	0.39	1100 From	G	99%	1%	0%	0%	0%	0%	С	0.096	F	0.729	1200	G	2013
		To				116-9047 (l Rd								
(9036) Danville St	0.03	1200	G	99%	0%	South 0%	Mesa Dr 0%	0%	0%	F	0.103	F	0.5	1300	G	2013
5000		To					les Ave									
(9036) Miles Ave	0.68	3100	G	99%	0%	Danv 0%	ille Street 0%	0%	0%	С	0.092	F	0.572	3300	G	2013
5000		To				Oakl	awn Blvd									
9036) Oaklawn Blvd	0.18	6800	G	98%	S 0%	R 36 Wins 1%	ton Church	ill Dr 0%	0%	С	0.082	F	0.544	7300	G	2013
		To From				Sho	rt Street									
(9036) Oaklawn Blvd	0.40	7000 From	G	99%	0%	1%	0%	0%	0%	С	0.083	F	0.523	7400	G	2013
		To			SR :	36 15th Av		ngton Rd								
9038) River Rd	1.01	4100	G	99%	0%	0%	Hopewell 0%	0%	0%	С	0.089	F	0.508	4300	G	2013
		То					Mesa Dr									
0: 0: 10:	0.75	From		000/	00/		Mesa Dr	22/	201	_		_	0.040	1000		2012
(9040) City Point Rd	0.75	4000	G	99%	0%	0%	0%	0%	0%	С	0.091	F	0.642	4200	G	2013
(9040) City Point Rd	0.41	5600	G	91%	1%	South 1%	15th Ave 2%	5%	0%	F	0.087	F	0.5	5900	G	2013
3040)		То	_		-		h 6th Ave									
(9040) City Point Rd	0.29	5300 From	G	91%	1%	1%	2%	5%	0%	F	0.092	F	0.562	5600	G	2013
		To					Iain St Point Rd									
(9040) Main St	0.13	2300	G	91%	1%	1%	2%	5%	0%	С	0.099	F	0.51	2400	G	2013
		То					dolph Rd									
(9042) West Broadway St	0.39	1100	G	99%	0%	Col 0%	onial Dr 0%	0%	0%	F	0.099	F	0.585	1200	G	2013
9042) 11001 51000 110		To		3370	0 /0	116-904	7 N Mesa I		J /0		0.000	•	0.500		<u> </u>	
(9042) West Broadway St	0.55	6000	G	99%	0%	North 0%	Mesa Dr 0%	0%	0%	С	0.095	F	0.61	6400	G	2013
9042) West Broadway St	0.55			JJ /0	U /0		21St Ave	U /0	U /0		0.090		0.01	J400	<u> </u>	2010
(9042) West Broadway St	0.13	5200 From	G	96%	0%	1%	3%	1%	0%	F	0.088	F	0.661	5500	G	2013
		То				North	15Th Ave									

North 15Th Ave North 6Th Ave

Randolph Rd

Cedar Lane

3%

2%

1%

2%

С

С

0.093

0.078

0.604

0.546

G

G

2013

2013

3800

1800

0%

0%

1%

8/4/2014 10

3600

1700

0.36

0.63

9042

West Broadway St

(9042) East Broadway St

G

G

96%

95%

0%

0%

Virginia Department of Transportation Traffic Engineering Division 2013 Annual Average Daily Traffic Volume Estimates By Section of Route City of Hopewell

						Oity 0	THOPCIVO	"								
Route	Length	AADT	QA	4Tire	Bus		Truc			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Hopewell																
		From					nland Ave					_			_	
(9043) Courthouse Rd	0.95	5500	G	99%	0%	0%	0%	0%	0%	С	0.085	F	0.568	5800	G	2013
		From					Berry St rthouse Rd									
(9043) Berry St	0.29	5500	G	99%	0%	0%	0%	0%	0%	С	0.083	F	0.577	5900	G	2013
(9043)		To					ington Rd									
		From					igh Ave									
(9043) Arlington Rd	0.12	4100	G	99%	0%	0%	0%	0%	0%	F	0.084	F	0.590	4400	G	2013
\bigcirc		To	_			Fre	eeman St				\neg					
9043) Arlington Rd	0.38	5200 From	G	99%	0%	0%	0%	0%	0%	С	0.088	F	0.602	5500	G	2013
3043)		To					n Churchill I)r								
		From					n Churchill I									
(9045) High Ave	0.09	1800	G	98%	0%	0%	1%	0%	0%	С	0.106	F	0.523	1900	G	2013
(9045) Tilgit 7 (VO	0.00	To	r <u> </u>	0070	0 70		lawn Blvd	0 70	070		0.100	•	0.020	1000	ŭ	2010
		From						D.4			<u> </u>					
9047 Ashland St	0.06	3900	G	99%	0%	116-9043	Courthouse 0%	0%	0%	F	0.088	F	0.735	4100	G	2013
Ashland St	0.00	3300	<u> </u>	J3 /0	U /0	1 /0	J /0	U /0	J /0	'	0.000	'	0.733	+100	u	2013
<u> </u>		From					Daklawn Blv									
(9047) Ashland St	0.10	4900	G	99%	0%	1%	0%	0%	0%	F	0.090	F	0.732	5200	G	2013
<u> </u>		To From				SR 36-P	Woodlawn	St								
(9047) Ashland St	0.10	7000	G	99%	0%	1%	0%	0%	0%	С	0.083	F	0.533	7400	G	2013
\bigcirc		To				116 6	Western St									
9047) Ashland St	0.13	7900	G	99%	0%	1%	0%	0%	0%	F	0.081	F	0.562	8400	G	2013
(9047) Ashland St	0.10	. 550		0070	0 /0			0 70	0 /0	'	0.001	•	0.002	0-100	J	2010
O 0 1 1 1 1 - 1		From					Kippax Dr		• • •							
(9047) Cedar Level Rd	0.89	6900	G	99%	1%	1%	0%	0%	0%	С	0.081	F	0.501	7400	G	2013
<u> </u>		To					ckson Farm									
9047 Jackson Farm Rd	0.27	6800	G	99%	0%	0%	Cedar Level I 0%	0%	0%	С	0.083	F	0.518	7200	G	2013
(9047) Jackson Farm Rd	0.21	To		0070	0 /0		Mesa Dr	0 70	0 /0		J.505	•	0.010	, 200	J	2010
		From					on Farm Rd									
(9047) S Mesa Dr	0.46	6900	G	98%	0%	1%	1%	0%	0%	С	0.085	F	0.52	7300	G	2013
(0047)		To				116.00	20 D: D	,								
9047) N Mesa Dr	0.23	8900 From	G	98%	0%	1%	0% River Ro	0%	0%	С	0.084	F	0.511	9500	G	2013
(9047) N Mesa Dr	0.23	0900		30 /6	0 /6	1 /0	0 /6	0 /0	0 /6	U	0.004	'	0.511	9300	G	2013
<u> </u>		From					City Point					_			_	
(₉₀₄₇) N Mesa Dr	0.20	5500	G	99%	0%	0%	0%	0%	0%	F	0.087	F	0.526	5900	G	2013
$\overline{}$		To	1			116-9042	2 Broadway	St								
		From				Winstor	n Churchill I)r								
(9049) South 6Th Ave	0.52	8200	G	98%	0%	0%	1%	0%	0%	С	0.086	F	0.527	8700	G	2013
$\overline{}$		To	4			City	Point Rd									
(9049) North 6Th Ave	0.15	6700 From	G	96%	0%	2%	1%	1%	0%	С	0.082	F	0.576	7100	G	2013
	-	To	Ť				Broadway St						-			
		From					Broadway St				l					
9051 North 21St Ave	0.53	3200	G	100%	0%	0%	0%	0%	0%	С	0.103	F	0.543	3400	G	2013
3031) 1131111 2131 7100	3.00	То	Ť	10070	0 /0		erside Ave	0 /0	0 /0			•	0.040	0 100	J	_5.5
		From					h 21St Ave									
(9051) Riverside Ave	0.32	3200	G	96%	0%	1%	1%	2%	0%	С	0.11	F	0.616	3400	G	2013
\bigcirc		То				Ran	ndolph Rd									
		From	:				Main St		-					-		
(9074) City Point Rd	0.14	3700	G	98%	1%	1%	0%	1%	0%	С	0.1	F	0.508	4000	G	2013
		To					ndolph Rd	•					-			_
		From						ıd.			i					
9076 Cousins Ave	0.17	3600	G	100%	0%	0%	Oaklawn Blv 0%	0%	0%	F	0.1	F	0.611	3800	G	2013
(9076) Cousins Ave	0.17	To		100/0	U /0		estern St	U /0	U /0		—	'	0.011	3000	u	2013
		From					usins Ave									
(9076) Western St	0.50	3500	G	100%	0%	0%	0%	0%	0%	С	0.097	F	0.582	3800	G	2013
		To					St; 116-5 W				—		-		-	
					110	Durkey	J., 110-J W	cotton D	•							

Virginia Department of Transportation Traffic Engineering Division 2013 Annual Average Daily Traffic Volume Estimates By Section of Route City of Hopewell

Route	Length AADT	QA	4Tire	Bus	2Axle 3+A			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
v of Hopewell														
Atlantic St	660	G			20th Av	re			0.113	F	0.531	700	G	2013
Atlantic St	To				21st Av	re.			0.113	'	0.551	700	G	2013
	From				Randolph									
Broadway St	2000	G			Kandoipii	Ru			0.086	F	0.56	2100	G	2013
,	To				Hopewel	l St								
	From				Dead E	nd								
Camron Rd	70	G							NA			70	G	2013
	To				Atwater	Rd								
	From				Arcadia A	Ave								
Cloverdale Ave	160	G							0.096	F	0.622	170	G	2013
	To				Delrose	Dr								
	From				Sibyl S	t								
Courthouse Rd	320	G							0.107	F	0.619	340	G	2013
	To				Caroline .	Ave								
	From				Peterson M	ill Rd								
Davidson Ave	60	G							0.149	F	0.762	60	G	2013
	To				Glendale	St								
	From				20th Av	ve								
Day St	40	G			2				0.132	F	0.643	46	G	201
	10				16th Av									
D = D	From	<u> </u>	070/	00/	Cloverdale		00/	_	٠,,			050	•	004
Dellrose Dr	250 _{то}	G	97%	2%	1% 09		0%	С	NA			250	G	2013
					Lincoln									
Diamidalia Arramo	From	<u> </u>	000/	00/	Gilbert		00/					000	0	001
Dinwiddie Avenue	800 _{To}	G	99%	0%	0% 09		0%	С	NA			800	G	2013
					Courthous									
Fisher Avenue	90	G			Glendale	St			 NA			90	G	201
risher Avenue	To				Lee Lat	10						30	u	201
	From	l							+					
Granby St	240	G			Roanoke	Ave			0.14	F	0.517	260	G	201
Grandy Gr	To	Ĕ			Sunnyside	Ave			–	•	0.017	200	ŭ	
	From				21st Av									
Jackson St	360	G			218t AV				0.296	F	0.693	380	G	201
	To	Ť			20th Av	re .				•	0.000	000	<u>.</u>	_0
	From				West Broad									
Marion Ave	270	G			West Bload	way St			0.148	F	0.645	290	G	201
	To				Norton	St								
	From				Atlantic									
Maryland Avenue	410	G	97%	1%	1% 19		0%	С	NA			410	G	201
,	To				15th Av									
	From				Day S	1								
Prince George Ave	110	G			Duy				0.133	F	0.541	120	G	201
	To				West Broad	way St								
	From				Weston	St								
Riverside Avenue	49	G	100%	0%	0% 09		0%	С	NA			49	G	201
	To				Marks	St								
	From				Bassett	St						<u> </u>		
Stewart Ave	140	G							0.117	F	0.585	150	G	201
	To				Perry S	t								
	From				Dead E	nd						-		
Sussex Dr	270	G	98%	0%	2% 09		0%	С	NA			270	G	201
	To				Westhill									
	From			SR	156 Winston C	hurchhill Dr								
	1400	G	97%	1%			00/	С	NA			1400	G	2013
Terminal St	1400	G	0.70	1 /0	2% 09	% 1%	0%	O	INA			1400	G	2010

Virginia Department of Transportation Traffic Engineering Division 2013 Annual Average Daily Traffic Volume Estimates By Section of Route City of Hopewell

Route City of Hopewell	Length	AADT	QA	4Tire	Bus	Truck2Axle 3+Axle 1Trail 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Wilmington Avenue		340 From	G			Heretick Ave		NA			340	G	2013
		To				North Ave							