

2010

**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.

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 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
- 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
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
Traffic Engineering Division
2010
Annual Average Daily Traffic Volume Estimates By Section of Route
City of Hopewell

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
	From: WCL Hopewell															
10 Randolph Rd	City of Hopewell (Maint: 74)	0.10	19000	N	95%	0%	1%	1%	3%	0%	N	0.089	N	21000	N	
	To: Maintenance Boundary															
10 Randolph Rd	City of Hopewell	0.12	19000	G	95%	0%	1%	1%	3%	0%	F	0.089	F	21000	G	
	To: North 6th Ave															
10 Randolph Rd	City of Hopewell	0.40	12000	G	95%	0%	1%	1%	3%	0%	F	0.084	F	13000	G	
	To: Main St															
10 Randolph Rd	City of Hopewell	0.74	11000	G	95%	0%	1%	1%	3%	0%	F	0.085	F	12000	G	
	To: SR 156; Winston Churchill Dr															
10 156 Randolph Rd	City of Hopewell	1.26	9800	G	95%	0%	1%	1%	3%	0%	F	0.084	F	11000	G	
	To: ECL Hopewell															
	From: WCL Hopewell															
36 Oaklawn Blvd	City of Hopewell	0.52	28000	G	96%	0%	0%	1%	2%	0%	C	0.081	F	30000	G	
	To: 74-630 Jefferson Park Rd															
36 Oaklawn Blvd	City of Hopewell	0.65	27000	G	97%	0%	1%	1%	2%	0%	F	NA		29000	G	
	To: SR 36 Par															
36 Oaklawn Blvd	City of Hopewell	0.43	9700	G	97%	0%	1%	1%	2%	0%	F	NA		10000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		22000	G	97%	0%	1%	1%	2%	0%	F	NA		24000	G	
	To: SR 36 Par, Woodlawn St; Kenwood Ave															
36 Winston Churchill Dr	City of Hopewell	0.60	19000	G	97%	0%	1%	1%	2%	0%	F	NA		21000	G	
	To: Miles Ave															
36 Winston Churchill Dr	City of Hopewell	0.39	12000	G	97%	0%	1%	1%	2%	0%	F	0.082	F	13000	G	
	To: SR 156 High Ave															
36 156 Winston Churchill Dr	City of Hopewell	0.25	11000	G	97%	0%	1%	1%	2%	0%	F	0.081	F	12000	G	
	To: SR 156; Arlington Rd															
36 Arlington Rd	City of Hopewell	0.12	2000	G	97%	0%	1%	1%	2%	0%	F	0.094	F	0.553	2100	G
	To: 15th Ave															
36 15th Avenue	City of Hopewell	0.77	4900	G	99%	0%	0%	0%	0%	0%	C	0.089	F	5300	G	
	To: City Point Rd															
36 15th Avenue	City of Hopewell	0.22	2300	G	99%	0%	0%	0%	0%	0%	F	0.087	F	0.544	2500	G
	To: Broadway St															
36 Broadway St	City of Hopewell	0.44	6800	G	99%	0%	0%	0%	0%	0%	F	0.091	F	7400	G	
	To: 6th Ave															
36 6th Avenue	City of Hopewell	0.31	8800	G	99%	0%	0%	0%	0%	0%	F	NA		9500	G	
	To: SR 10 Randolph Rd															

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							2Axle	3+Axle	1Trail	2Trail						
East 36 Ramp	City of Hopewell (Maint: 74)	SR 36 TO RT 295 SOUTHE	0.24	NA								NA		NA		
		To: I-295-E FROM RT 36 EAST														
East 36 Ramp	City of Hopewell (Maint: 74)	SR 36 I-295-W009B TO & FROM RT 29	0.22	NA								NA		NA		
		To: I-295-W FROM RT 36 EAST														
West 36 Ramp	City of Hopewell (Maint: 74)	SR 36 I-295-E009A TO & FROM RT 29	0.21	NA								NA		NA		
		To: I-295-E FROM RT 36 WEST														
West 36 Ramp	City of Hopewell (Maint: 74)	SR 36 TO RT 295 NORTHW	0.34	NA								NA		NA		
		To: I-295-W FROM RT 35 WEST														
36 Woodlawn St	City of Hopewell	From: SR 36 Oaklawn Blvd	0.61	12000	G	97%	0%	0%	1%	1%	0%	C	0.08	F	13000	G
		Combined Traffic Estimates for 2 Parallel Roadways on this Route:		22000	G	97%	0%	1%	1%	1%	2%	F	NA		24000	G
		To: Surry Ave														
36 Woodlawn St	City of Hopewell	From: Surry Ave	0.35	9400	G	97%	0%	0%	1%	2%	0%	C	0.083	F	10000	G
		Combined Traffic Estimates for 2 Parallel Roadways on this Route:		19000	G	97%	0%	1%	1%	1%	2%	F	NA		21000	G
		To: SR 36 Oaklawn Blvd; Kenwood Ave														
156 Arlington Rd	City of Hopewell	From: SCL Hopewell	0.56	9700	G	96%	1%	1%	1%	1%	0%	F	NA		11000	G
		To: Berry Street														
156 High Ave	City of Hopewell	From: Berry Street	0.38	5400	G	97%	1%	1%	1%	1%	0%	C	NA		5800	G
		To: Winston Churchill Rd														
156 36 Winston Churchill Dr	City of Hopewell	From: S RT 36	0.25	11000	G	97%	0%	1%	1%	2%	0%	F	0.081	F	12000	G
		To: N RT 36														
156 Winston Churchill Rd	City of Hopewell	From: Arlington Rd	0.55	18000	G	98%	0%	0%	1%	1%	0%	F	0.080	F	19000	G
		To: South 6th Ave														
156 Winston Churchill Dr	City of Hopewell	From: South 6th Ave	0.80	8800	G	98%	0%	0%	1%	1%	0%	F	0.085	F	9000	G
		To: SR 10; Randolph Rd														
156 10 Randolph Rd	City of Hopewell	From: S RT 10	1.26	9800	G	95%	0%	1%	1%	3%	0%	F	0.084	F	11000	G
		To: ECL Hopewell														
East 295	City of Hopewell (Maint: 74)	From: NCL Hopewell	3.30	15000	A	80%	1%	1%	1%	17%	0%	F	0.102	A	15000	A
		Combined Traffic Estimates for 2 Parallel Roadways on this Route:		31000	A	79%	1%	1%	1%	18%	0%	F	0.104	A	31000	A
		<i>East I-295 is signed as South I-295</i>														
		To: SR 36 Oaklawn Blvd; SCL Hopewell														

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							2Axle	3+Axle	1Trail	2Trail						
East 295 Ramp	From: I-295-E TO RT 36 EAST															
	City of Hopewell (Maint: 74)	0.17	NA									NA			NA	
	To: SR 36 SR 36-W012A TO & FROM RT 29															
East 295 Ramp	From: I-295-E TO RT 36 WEST															
	City of Hopewell (Maint: 74)	0.31	NA									NA			NA	
	To: SR 36 FROM RT 295 SOUTHE															
West 295	From: NCL Hopewell															
	City of Hopewell (Maint: 74)	3.30	16000	A	78%	0%	1%	1%	19%	0%	F	0.114	A	16000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route: 31000 A 79% 1% 1% 1% 18% 0% F 0.104 A 31000 A															
	To: SR 36 Oaklawn Blvd; SCL Hopewell															
West 295 Ramp	From: I-295-W TO RT 36 EAST															
	City of Hopewell (Maint: 74)	0.28	NA									NA			NA	
	To: SR 36 FROM RT 295 NORTHW															
West 295 Ramp	From: I-295-W TO RT 36 WEST															
	City of Hopewell (Maint: 74)	0.12	NA									NA			NA	
	To: SR 36 SR 36-E012B TO & FROM RT 29															

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City of Hopewell

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
City of Hopewell																
① Perrymont St	0.34	3000	G	100%	0%	0%	0%	0%	0%	C	0.098	F		3200	G	2010
② Kippax Dr	0.19	2800	G	99%	0%	0%	0%	0%	0%	C	0.108	F		3000	G	2010
③ Old Iron Rd	0.42	3300	G	100%	0%	0%	0%	0%	0%	C	0.102	F		3500	G	2010
④ Jackson Farm Rd	0.61	1900	G	99%	1%	0%	0%	0%	0%	C	0.101	F		2100	G	2010
⑤ Western St	0.05	3900	G	100%	0%	0%	0%	0%	0%	F	0.096	F	0.629	4300	G	2010
⑥ Barkley St	0.13	30	G	99%	0%	0%	0%	0%	0%	F	0.169	F	0.727	30	G	2010
⑥ Old Woodlawn St	0.39	1200	G	99%	0%	0%	0%	0%	0%	C	0.09	F	0.521	1300	G	2010
⑨036 Danville St	0.03	1400	G	99%	1%	0%	0%	0%	0%	F	0.108	F		1500	G	2010
⑨036 Miles Ave	0.68	3700	G	99%	1%	0%	0%	0%	0%	C	0.102	F		4000	G	2010
⑨036 Oaklawn Blvd	0.18	8000	G	99%	0%	0%	0%	0%	0%	C	0.081	F		8700	G	2010
⑨036 Oaklawn Blvd	0.40	8000	G	99%	0%	0%	0%	0%	0%	F	0.08	F		8700	G	2010
⑨038 River Rd	1.01	5000	G	99%	0%	0%	0%	0%	0%	C	0.104	F		5400	G	2010
⑨040 City Point Rd	0.75	4300	G	99%	0%	0%	0%	0%	0%	C	0.086	F		4600	G	2010
⑨040 City Point Rd	0.41	6100	G	99%	0%	0%	0%	0%	0%	F	0.092	F		6600	G	2010
⑨040 City Point Rd	0.29	5900	G	99%	0%	0%	0%	0%	0%	F	0.105	F		6400	G	2010
⑨040 Main St	0.13	2600	G	99%	0%	0%	0%	0%	0%	F	0.113	F		2900	G	2010
⑨042 West Broadway St	0.39	1300	G	99%	0%	0%	0%	0%	0%	F	0.110	F	0.623	1400	G	2010
⑨042 West Broadway St	0.55	6500	G	99%	0%	0%	0%	0%	0%	C	0.096	F		7100	G	2010
⑨042 West Broadway St	0.13	5600	G	99%	0%	0%	0%	0%	0%	F	0.093	F		6100	G	2010
⑨042 West Broadway St	0.36	3900	G	99%	0%	0%	0%	0%	0%	F	0.102	F		4200	G	2010
⑨042 East Broadway St	0.63	1800	G	99%	0%	0%	0%	0%	0%	F	0.093	F	0.547	2000	G	2010

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						2Axle	3+Axle	1Trail	2Trail							
City of Hopewell																
(9043) Courthouse Rd	0.95	6000	G	99%	0%	0%	0%	0%	0%	C	0.09	F		6500	G	2010
			From: Ashland Ave													
			To: Berry St													
(9043) Berry St	0.29	6000	G	99%	0%	0%	0%	0%	0%	C	0.086	F		6600	G	2010
			From: Courthouse Rd													
			To: Arlington Rd													
(9043) Arlington Rd	0.12	4500	G	99%	0%	0%	0%	0%	0%	F	0.082	F		4900	G	2010
			From: High Ave													
			To: Freeman St													
(9043) Arlington Rd	0.38	5700	G	99%	0%	0%	0%	0%	0%	C	0.076	F		6200	G	2010
			From: Winston Churchill Dr													
			To: Winston Churchill Dr													
(9045) High Ave	0.09	2200	G	97%	1%	1%	0%	1%	0%	C	0.092	F	0.542	2400	G	2010
			From: Oaklawn Blvd													
(9047) Ashland St	0.06	3400	G	99%	0%	1%	0%	0%	0%	F	NA			3700	G	2010
			From: 116-9043 Courthouse Rd													
			To: SR 36 Oaklawn Blvd													
(9047) Ashland St	0.10	4300	G	99%	0%	1%	0%	0%	0%	F	NA			4700	G	2010
			From: SR 36-P Woodlawn St													
			To: 116-6 Western St													
(9047) Ashland St	0.10	7000	G	99%	0%	1%	0%	0%	0%	C	NA			7600	G	2010
			From: 116-6 Western St													
			To: 116-2 Kippax Dr													
(9047) Cedar Level Rd	0.89	6200	G	99%	0%	1%	0%	0%	0%	F	0.093	F		6700	G	2010
			From: 116-4 Jackson Farm Rd													
			To: 116-4; Cedar Level Rd													
(9047) Jackson Farm Rd	0.27	6000	G	99%	0%	0%	0%	0%	0%	C	0.095	F		6500	G	2010
			From: S Mesa Dr													
			To: Jackson Farm Rd													
(9047) S Mesa Dr	0.46	6500	G	99%	0%	0%	0%	0%	0%	F	0.089	F		7100	G	2010
			From: 116-9038 River Rd													
(9047) N Mesa Dr	0.23	8500	G	99%	0%	0%	0%	0%	0%	F	NA			9200	G	2010
			From: 166-9040 City Point Rd													
			To: 116-9042 Broadway St													
(9049) South 6Th Ave	0.52	8200	G	98%	1%	0%	0%	1%	0%	C	NA			8900	G	2010
			From: Winston Churchill Dr													
			To: City Point Rd													
(9049) North 6Th Ave	0.15	7200	G	98%	1%	0%	0%	1%	0%	F	NA			7900	G	2010
			From: West Broadway St													
(9051) North 21St Ave	0.53	3900	G	99%	0%	0%	0%	0%	0%	C	0.093	F		4200	G	2010
			From: West Broadway St													
			To: Riverside Ave													
(9051) Riverside Ave	0.32	3600	G	99%	0%	0%	0%	0%	0%	F	0.094	F		3900	G	2010
			From: North 21St Ave													
			To: Randolph Rd													
(9074) City Point Rd	0.14	4500	G	98%	0%	1%	0%	0%	0%	C	0.11	F		4900	G	2010
			From: Main St													
			To: Randolph Rd													
(9076) Cousins Ave	0.17	4000	G	100%	0%	0%	0%	0%	0%	F	0.096	F	0.655	4300	G	2010
			From: SR 36 Oaklawn Blvd													
			To: Western St													
(9076) Western St	0.50	3900	G	100%	0%	0%	0%	0%	0%	C	0.095	F		4300	G	2010
			From: Cousins Ave													
			To: 116-6 Barkey St; 116-5 Western St													

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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 Hopewell																
Atlantic St		850	G				From: 20th Ave			0.096	F	0.624	920	G	2010	
							To: 21st Ave									
Broadway St		2900	G				From: Randolph Rd			NA			3100	G	2010	
							To: Hopewell St									
Camron Rd		70	G				From: Dead End			NA			70	G	2010	
							To: Atwater Rd									
Cloverdale Ave		150	G				From: Arcadia Ave			NA			170	G	2010	
							To: Delrose Dr									
Courthouse Rd		400	G				From: Sibyl St			0.090	F	0.548	440	G	2010	
							To: Caroline Ave									
Davidson Ave		80	G				From: Peterson Mill Rd			0.133	F		90	G	2010	
							To: Glendale St									
Day St		50	G				From: 20th Ave			0.161	F	0.526	60	G	2010	
							To: 16th Ave									
Dellrose Dr		250	G				From: Cloverdale Ave			NA			250	G	2010	
							To: Lincoln Sq									
Dinwiddie Avenue		800	G				From: Gilbert St			NA			800	G	2010	
							To: Courthouse Rd									
Fisher Avenue		90	G				From: Glendale St			NA			90	G	2010	
							To: Lee Lane									
Granby St		280	G				From: Roanoke Ave			0.099	F	0.531	300	G	2010	
							To: Sunnyside Ave									
Jackson St		380	G				From: 21st Ave			0.25	F	0.523	420	G	2010	
							To: 20th Ave									
Marion Ave		310	G				From: West Broadway St			0.124	F	0.546	330	G	2010	
							To: Norton St									
Maryland Avenue		410	G				From: Atlantic St			NA			410	G	2010	
							To: 15th Ave									
Prince George Ave		140	G				From: Day St			0.119	F	0.55	160	G	2010	
							To: West Broadway St									
Riverside Avenue		49	G				From: Weston St			NA			49	G	2010	
							To: Marks St									
Stewart Ave		110	G				From: Bassett St			0.11	F	0.714	120	G	2010	
							To: Perry St									
Sussex Dr		270	G				From: Dead End			NA			270	G	2010	
							To: Westhill Rd									
Terminal St		1400	G				From: SR 156 Winston Churchill Dr			NA			1400	G	2010	
							To: Booker St									

Virginia Department of Transportation
 Traffic Engineering Division
 2010
 Annual Average Daily Traffic Volume Estimates By Section of Route
 City of Hopewell

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail								
City of Hopewell																	
						From:	Heretick Ave										
Wilmington Avenue		340	G								NA			340	G	2010	
						To:	North Ave										