

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.

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
Wye - Wye 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
 2013
 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	18000	N	95%	0%	1%	1%	3%	0%	N	0.087	N	0.521	20000	N
	To: Maintenance Boundary															
10 Randolph Rd	City of Hopewell	0.12	18000	G	95%	0%	1%	1%	3%	0%	F	0.087	F	0.521	20000	G
	From: North 6th Ave															
10 Randolph Rd	City of Hopewell	0.40	11000	G	95%	0%	1%	1%	3%	0%	F	0.083	F	0.553	13000	G
	To: Main St															
10 Randolph Rd	City of Hopewell	0.74	11000	G	95%	0%	1%	1%	3%	0%	F	0.083	F	0.512	12000	G
	To: SR 156; Winston Churchill Dr															
10 156 Randolph Rd	City of Hopewell	1.26	9900	G	91%	1%	1%	1%	6%	0%	C	0.085	F	0.607	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	0.575	31000	G
	To: 74-630 Jefferson Park Rd															
36 Oaklawn Blvd	City of Hopewell	0.65	24000	G	97%	0%	0%	0%	2%	0%	F	0.078	F	0.542	27000	G
	To: SR 36 Par															
36 Oaklawn Blvd	City of Hopewell	0.43	8900	G	97%	0%	0%	0%	2%	0%	F	0.079	F		9800	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		20000	G	97%	0%	0%	0%	2%	0%	F	NA			22000	G
	To: SR 36 Par, Woodlawn St; Kenwood Ave															
36 Winston Churchill Dr	City of Hopewell	0.60	17000	G	97%	0%	0%	0%	2%	0%	F	NA			18000	G
	To: Miles Ave															
36 Winston Churchill Dr	City of Hopewell	0.39	10000	G	97%	0%	0%	0%	2%	0%	F	0.079	F	0.505	11000	G
	To: SR 156 High Ave															
36 156 Winston Churchill Dr	City of Hopewell	0.25	9400	G	97%	0%	0%	0%	2%	0%	F	0.081	F	0.573	10000	G
	To: SR 156; Arlington Rd															
36 Arlington Rd	City of Hopewell	0.12	1700	G	97%	0%	0%	0%	2%	0%	F	0.090	F	0.53	1900	G
	To: 15th Ave															
36 15th Avenue	City of Hopewell	0.77	4700	G	99%	0%	0%	0%	0%	0%	C	0.085	F	0.512	5000	G
	To: City Point Rd															
36 15th Avenue	City of Hopewell	0.22	2200	G	99%	0%	0%	0%	0%	0%	F	0.094	F	0.561	2400	G
	To: Broadway St															
36 Broadway St	City of Hopewell	0.44	6300	G	99%	0%	0%	0%	0%	0%	F	0.089	F	0.634	6700	G
	To: 6th Ave															
36 6th Avenue	City of Hopewell	0.31	8300	G	99%	0%	0%	0%	0%	0%	F	0.091	F	0.579	8800	G
	To: SR 10 Randolph Rd															

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							2Axle	3+Axle	1Trail	2Trail						
East 36 Ramp	From: SR 36 Oaklawn Blvd City of Hopewell (Maint: 74) To: I-295 East	0.24	190	G							0.176	F		190	G	
East 36 Ramp	From: SR 36 Oaklawn Blvd City of Hopewell (Maint: 74) To: I-295 West	0.22	5300	G							0.158	F		5300	G	
West 36 Ramp	From: SR 36 I-295-E009A TO & FROM RT 29 City of Hopewell (Maint: 74) To: I-295-E FROM RT 36 WEST	0.21	1400	G							0.103	F		1400	G	
West 36 Ramp	From: SR 36 TO RT 295 NORTHW City of Hopewell (Maint: 74) To: I-295-W FROM RT 35 WEST	0.34	2400	G							0.14	F		2400	G	
36 Woodlawn St	From: SR 36 Oaklawn Blvd City of Hopewell Combined Traffic Estimates for 2 Parallel Roadways on this Route:	0.61	11000	G	97%	0%	0%	1%	1%	0%	C	NA		12000	G	
			20000	G	97%	0%	0%	0%	2%	0%	F	NA		22000	G	
36 Woodlawn St	From: Surry Ave City of Hopewell Combined Traffic Estimates for 2 Parallel Roadways on this Route:	0.35	9500	G	97%	0%	1%	0%	2%	0%	C	0.078	F	10000	G	
			18000	G	97%	0%	1%	0%	2%	0%	F	NA		20000	G	
156 Arlington Rd	From: SCL Hopewell City of Hopewell To: Berry Street	0.56	8800	G	97%	1%	1%	1%	1%	0%	F	0.087	F	0.548	9400	G
156 High Ave	From: Berry Street City of Hopewell To: Winston Churchill Rd	0.38	4500	G	97%	0%	0%	1%	1%	0%	C	0.089	F	0.663	4800	G
156 36 Winston Churchill Dr	From: S RT 36 City of Hopewell To: N RT 36	0.25	9400	G	97%	0%	0%	0%	2%	0%	F	0.081	F	0.573	10000	G
156 Winston Churchill Rd	From: Arlington Rd City of Hopewell To: South 6th Ave	0.55	16000	G	99%	0%	0%	0%	0%	0%	F	0.081	F	0.587	16000	G
156 Winston Churchill Dr	From: South 6th Ave City of Hopewell To: SR 10; Randolph Rd	0.80	7600	G	99%	0%	0%	0%	0%	0%	F	0.082	F	0.552	7900	G
156 10 Randolph Rd	From: S RT 10 City of Hopewell To: ECL Hopewell	1.26	9900	G	91%	1%	1%	1%	6%	0%	C	0.085	F	0.607	11000	G
East 295	From: NCL Hopewell City of Hopewell (Maint: 74) Combined Traffic Estimates for 2 Parallel Roadways on this Route:	3.30	16000	A	79%	1%	1%	1%	18%	0%	F	0.104	A	16000	A	
			32000	A	79%	1%	1%	1%	19%	0%	F	0.104	A	0.577	32000	A
	<i>East I-295 is signed as South I-295</i>															
	From: SR 36 Oaklawn Blvd; SCL Hopewell															

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							2Axle	3+Axle	1Trail	2Trail						
East  Ramp	From: I-295 East City of Hopewell (Maint: 74) To: SR 36 Oaklawn Blvd	0.17	1600	G							0.143	F		1600	G	
East  Ramp	From: I-295 East City of Hopewell (Maint: 74) To: SR 36 Oaklawn Blvd	0.31	5000	G							0.141	F		5000	G	
West 	From: NCL Hopewell City of Hopewell (Maint: 74) Combined Traffic Estimates for 2 Parallel Roadways on this Route: <i>West I-295 is signed as North I-295</i> To: SR 36 Oaklawn Blvd; SCL Hopewell	3.30	16000	A	78%	1%	1%	1%	19%	0%	F	0.113	A	16000	A	
West  Ramp	From: I-295 West City of Hopewell (Maint: 74) To: SR 36 Oaklawn Blvd	0.28	1500	G							0.104	F		1500	G	
West  Ramp	From: I-295 West City of Hopewell (Maint: 74) To: SR 36 Oaklawn Blvd	0.12	NA								NA			NA		

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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																
① Perrymont St	0.34	2900	G	99%	0%	0%	0%	0%	0%	C	0.093	F	0.598	3100	G	2013
② Kippax Dr	0.19	2400	G	99%	0%	0%	0%	0%	0%	C	0.091	F	0.562	2600	G	2013
③ Old Iron Rd	0.42	3000	G	98%	1%	0%	1%	0%	0%	C	0.086	F	0.564	3200	G	2013
④ Jackson Farm Rd	0.61	2000	G	99%	0%	0%	0%	0%	0%	C	0.093	F	0.559	2100	G	2013
⑤ Western St	0.05	3500	G	99%	0%	0%	0%	0%	0%	F	0.097	F	0.583	3700	G	2013
⑥ Barkley St	0.13	30	G	99%	1%	0%	0%	0%	0%	F	0.198	F	0.588	40	G	2013
⑥ Old Woodlawn St	0.39	1100	G	99%	1%	0%	0%	0%	0%	C	0.096	F	0.729	1200	G	2013
9036 Danville St	0.03	1200	G	99%	0%	0%	0%	0%	0%	F	0.103	F	0.5	1300	G	2013
9036 Miles Ave	0.68	3100	G	99%	0%	0%	0%	0%	0%	C	0.092	F	0.572	3300	G	2013
9036 Oaklawn Blvd	0.18	6800	G	98%	0%	1%	0%	0%	0%	C	0.082	F	0.544	7300	G	2013
9036 Oaklawn Blvd	0.40	7000	G	99%	0%	1%	0%	0%	0%	C	0.083	F	0.523	7400	G	2013
9038 River Rd	1.01	4100	G	99%	0%	0%	0%	0%	0%	C	0.089	F	0.508	4300	G	2013
9040 City Point Rd	0.75	4000	G	99%	0%	0%	0%	0%	0%	C	0.091	F	0.642	4200	G	2013
9040 City Point Rd	0.41	5600	G	91%	1%	1%	2%	5%	0%	F	0.087	F	0.5	5900	G	2013
9040 City Point Rd	0.29	5300	G	91%	1%	1%	2%	5%	0%	F	0.092	F	0.562	5600	G	2013
9040 Main St	0.13	2300	G	91%	1%	1%	2%	5%	0%	C	0.099	F	0.51	2400	G	2013
9042 West Broadway St	0.39	1100	G	99%	0%	0%	0%	0%	0%	F	0.099	F	0.585	1200	G	2013
9042 West Broadway St	0.55	6000	G	99%	0%	0%	0%	0%	0%	C	0.095	F	0.61	6400	G	2013
9042 West Broadway St	0.13	5200	G	96%	0%	1%	3%	1%	0%	F	0.088	F	0.661	5500	G	2013
9042 West Broadway St	0.36	3600	G	96%	0%	1%	3%	1%	0%	C	0.093	F	0.604	3800	G	2013
9042 East Broadway St	0.63	1700	G	95%	0%	1%	2%	2%	0%	C	0.078	F	0.546	1800	G	2013

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						2Axle	3+Axle	1Trail	2Trail							
City of Hopewell																
9043	Courthouse Rd	0.95	5500	G	99%	0%	0%	0%	0%	C	0.085	F	0.568	5800	G	2013
9043	Berry St	0.29	5500	G	99%	0%	0%	0%	0%	C	0.083	F	0.577	5900	G	2013
9043	Arlington Rd	0.12	4100	G	99%	0%	0%	0%	0%	F	0.084	F	0.590	4400	G	2013
9043	Arlington Rd	0.38	5200	G	99%	0%	0%	0%	0%	C	0.088	F	0.602	5500	G	2013
9045	High Ave	0.09	1800	G	98%	0%	0%	1%	0%	C	0.106	F	0.523	1900	G	2013
9047	Ashland St	0.06	3900	G	99%	0%	1%	0%	0%	F	0.088	F	0.735	4100	G	2013
9047	Ashland St	0.10	4900	G	99%	0%	1%	0%	0%	F	0.090	F	0.732	5200	G	2013
9047	Ashland St	0.10	7000	G	99%	0%	1%	0%	0%	C	0.083	F	0.533	7400	G	2013
9047	Ashland St	0.13	7900	G	99%	0%	1%	0%	0%	F	0.081	F	0.562	8400	G	2013
9047	Cedar Level Rd	0.89	6900	G	99%	1%	1%	0%	0%	C	0.081	F	0.501	7400	G	2013
9047	Jackson Farm Rd	0.27	6800	G	99%	0%	0%	0%	0%	C	0.083	F	0.518	7200	G	2013
9047	S Mesa Dr	0.46	6900	G	98%	0%	1%	1%	0%	C	0.085	F	0.52	7300	G	2013
9047	N Mesa Dr	0.23	8900	G	98%	0%	1%	0%	0%	C	0.084	F	0.511	9500	G	2013
9047	N Mesa Dr	0.20	5500	G	99%	0%	0%	0%	0%	F	0.087	F	0.526	5900	G	2013
9049	South 6Th Ave	0.52	8200	G	98%	0%	0%	1%	0%	C	0.086	F	0.527	8700	G	2013
9049	North 6Th Ave	0.15	6700	G	96%	0%	2%	1%	1%	C	0.082	F	0.576	7100	G	2013
9051	North 21St Ave	0.53	3200	G	100%	0%	0%	0%	0%	C	0.103	F	0.543	3400	G	2013
9051	Riverside Ave	0.32	3200	G	96%	0%	1%	1%	2%	C	0.11	F	0.616	3400	G	2013
9074	City Point Rd	0.14	3700	G	98%	1%	1%	0%	1%	C	0.1	F	0.508	4000	G	2013
9076	Cousins Ave	0.17	3600	G	100%	0%	0%	0%	0%	F	0.1	F	0.611	3800	G	2013
9076	Western St	0.50	3500	G	100%	0%	0%	0%	0%	C	0.097	F	0.582	3800	G	2013

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						2Axle	3+Axle	1Trail	2Trail							
City of Hopewell																
Atlantic St		660	G								0.113	F	0.531	700	G	2013
Broadway St		2000	G								0.086	F	0.56	2100	G	2013
Camron Rd		70	G								NA			70	G	2013
Cloverdale Ave		160	G								0.096	F	0.622	170	G	2013
Courthouse Rd		320	G								0.107	F	0.619	340	G	2013
Davidson Ave		60	G								0.149	F	0.762	60	G	2013
Day St		40	G								0.132	F	0.643	46	G	2013
Dellrose Dr		250	G	97%	2%	1%	0%	0%	0%	C	NA			250	G	2013
Dinwiddie Avenue		800	G	99%	0%	0%	0%	0%	0%	C	NA			800	G	2013
Fisher Avenue		90	G								NA			90	G	2013
Granby St		240	G								0.14	F	0.517	260	G	2013
Jackson St		360	G								0.296	F	0.693	380	G	2013
Marion Ave		270	G								0.148	F	0.645	290	G	2013
Maryland Avenue		410	G	97%	1%	1%	1%	1%	0%	C	NA			410	G	2013
Prince George Ave		110	G								0.133	F	0.541	120	G	2013
Riverside Avenue		49	G	100%	0%	0%	0%	0%	0%	C	NA			49	G	2013
Stewart Ave		140	G								0.117	F	0.585	150	G	2013
Sussex Dr		270	G	98%	0%	2%	0%	0%	0%	C	NA			270	G	2013
Terminal St		1400	G	97%	1%	2%	0%	1%	0%	C	NA			1400	G	2013

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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																
Wilmington Avenue		340	G			From Heretick Ave					NA		340	G	2013	
					To North Ave											