### 2017

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

where available

# Special Locality Report 106

City of Colonial Heights

Information in this report is included in Report

20

(Chesterfield 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	
7	Virginia State Rou	ute

Frontage Road (F precedes frontage route number)

(600) 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 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.

#### Virginia Department of Transportation Traffic Engineering Division 2017

#### Annual Average Daily Traffic Volume Estimates By Section of Route City of Colonial Heights

Route  1 301 Boulevard  1 301 Boulevard	Jurisdictio From City of Colonial I		NCI	AADT  L Petersburg	QA	4Tire	Bus		True 3+Axle	_		QC	K Factor	QK	Dir Factor	AAWDT	QW
	City of Colonial I	Heights 0		L Petersburg													
	City of Colonial I	Heights 0			_												
1 (301) Boulevard	To:	-	).53	14000	G	99%	0%	0%	0%	0%	0%	F	0.098		0.583	14000	G
1 301 Boulevard	From:			Dupuy Ave								_					
	City of Colonial I	Heights 0	).40	21000	G	99%	0%	0%	0%	0%	0%	F	0.085		0.535	22000	G
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From:			estover Ave		000/	00/		00/	00/	201	_	0.101		0.5	00000	
1 301 Boulevard	City of Colonial I	Heights U	).33	22000	Α	99%	0%	0%	0%	0%	0%	С	0.101		0.5	23000	Α
Paulauard	To- From:	Llaiabta 0		ders Bridge		000/	0%	00/	00/	00/	0%	F	0.081		0.500	20000	G
1 301 Boulevard	City of Colonial I	neignis 0		26000	G	99%	0%	0%	0%	0%	0%	Г	0.081		0.503	28000	G
Paulayard	From: City of Colonial I	Hajahta 0		emple Ave <b>20000</b>	G	99%	0%	0%	0%	0%	0%	F	0.09		0.530	22000	G
1 301 144 Boulevard	City of Colonial i	neights 0				99%	0%	0%	076	076	0%	Г	0.09		0.550	22000	G
1 301 144 Boulevard	From: City of Colonial I	Heights 0		keview Ave	G	99%	0%	0%	0%	0%	0%	F	0.088		0.517	23000	G
1 301 144 Boulevard	Oity of Goloman	rieiginis 0			G	33 /6	0 70	0 /0	0 /6	0 /6	0 /6	'	0.000		0.517	23000	u
1 (301)(144)Boulevard	From: City of Colonial I	Heights 0		llerslie Ave 24000	G	99%	0%	0%	0%	0%	0%	F	0.091		0.501	26000	G
1 301 144 Boulevard	Troil	ricigitio 0				00 /0	0 70		0 70	0 70	0 70	•	0.001		0.001	20000	u
(1)(301)(144)Boulevard	City of Colonial I	Heights 0		erwood Ave	G	99%	0%	0%	0%	0%	0%	F	0.087		0.567	26000	G
1) (301) (144) 200.014.10	To:	Tiolgino	-	Colonial Hei		0070	0 70		070	0 70	070		0.007		0.007	20000	<u> </u>
	From:	I-95-	-S054A	JB-20 FRO	M RT 9	)5											
95 Ramp	City of Colonial Height	ts (Maint: 20) 0	).18	NA									NA			NA	
	To:		SR 144	4 FROM RT	95												
North 95	From:	to (Maint: 20)		L Petersburg		000/	10/	10/	10/	C0/	00/	F	0.000			EE000	٨
95)	City of Colonial Height Combined Traffic Estimates for 2 Parallel	, ,		56000 110000	A A	92% 91%	1% 1%	1% 1%	1% 1%	6% 6%	0% 0%	F	0.089 0.087	Α	0.519	55000 109000	A A
,	Combined Trainc Estimates for 2 Faraner	Hoadways on this Ho				91/0	1 /0	1 /0	1 /0	0 /6	0 /0	'	0.067	^	0.519	109000	^
North	From:			uthpark Blvo													
95	City of Colonial Height	, ,		47000	Α	92%	1%	1%	1%	6%	0%	F	0.089			47000	A
<u> </u>	Combined Traffic Estimates for 2 Parallel	Roadways on this Ro	oute:	95000	Α	91%	1%	1%	1%	6%	0%	F	0.086	Α	0.523	94000	Α
North	To: From:		SR 14	44 Temple A	ve												
95)	City of Colonial Height	ts (Maint: 20) 2	2.38	53000	Α	92%	1%	1%	1%	6%	0%	С	0.088			53000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Ro			Α	91%	1%	1%	1%	6%	0%	С	0.087	Α	0.504	105000	Α
	To:			Colonial Hei	ghts												
North	From:	to (Maint: 20)		1-95 North	Α								0.105			11000	٨
95 Ramp	City of Colonial Height	is (iviaint: 20) 0		11000 Southpark E	A			_					0.105			11000	Α
				*													
North	From:	1	T	_05 North				ı									
North 95 Ramp	City of Colonial Height	ts (Maint: 20) 0	).31	5900	G	98%	0%	0%	0%	1%	0%	С	0.099			5900	G

4/10/2018 7

#### Virginia Department of Transportation Traffic Engineering Division 2017

#### Annual Average Daily Traffic Volume Estimates By Section of Route City of Colonial Heights

							_		Tru	ck			K		Dir		
Route	Jurisdictio	on	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
South	From:			CL Petersbu													
95)	City of Colonial Heigh	, ,	0.37	54000	Α	91%	1%	1%	1%	6%	0%	F	0.089				F
	Combined Traffic Estimates for 2 Parallel	Roadways on the	nis Route:	110000	Α	91%	1%	1%	1%	6%	0%	F	0.087	Α	0.519	109000	1
outh	To: From:		S	outhpark Bl	vd												
outh 95)	City of Colonial Heigh	its (Maint: 20)	1.05	48000	Α	91%	1%	1%	1%	6%	0%	F	0.088			47000	
93)	Combined Traffic Estimates for 2 Parallel	` ,			A	91%	1%	1%	1%	6%	0%	F	0.086	Α	0.523		
	Tool								.,.			-					
outh	From:			144 Temple													
95)	City of Colonial Heigh		2.15	52000	Α	91%	1%	1%	1%	6%	0%	С	0.089				
	Combined Traffic Estimates for 2 Parallel	Roadways on th			Α	91%	1%	1%	1%	6%	0%	С	0.087	Α	0.504	105000	
	10:		NCL	Colonial Ho	eights												
outh	From:	. (14 :	0.00	I-95 South									0.000			0000	
Ramp	City of Colonial Heigh	its (Maint: 20)	0.06	2900	G								0.099			2900	
-	100			est Roslyn	Ka												
outh	City of Colonial Heigh	to (Mainti 20)	0.06	I-95 South	G	97%	0%	 1%	1%	1%	0%	С	0.098			11000	
Ramp	City of Colonial Height	its (Mairit. 20)		11000 orth Exit 54		9170	076	170	170	1 70	0%	C	0.096			11000	
	From:	I.						L									
44)Temple Ave	City of Colonial	L Heights	0.93	Colonial He 30000	eights <b>G</b>	98%	0%	0%	0%	0%	0%	F	0.1		0.702	31000	
44) remple Ave	Oity of Goloman	ricigiits				30 70	0 70	0 70	0 70	0 70	0 70	•	0.1		0.702	31000	
Tomple Ave	From City of Colonial	Llaighta		Conduit Rd 35000	G	98%	0%	0%	0%	0%	0%	F	0.085		0.546	26000	
Temple Ave	City of Colonial	neignis	0.37	35000	G	96%	0%	U%	0%	0%	0%	Г	0.065		0.546	36000	
	To: From:		0.50	I-95		000/	00/		001	00/	201		0.000		0.550	07000	
Temple Ave	City of Colonial	Heights	0.50	26000	G	98%	0%	0%	0%	0%	0%	F	0.080		0.552	27000	
	To: From:			S 1 Bouleva													
44) (1) (301) Boulevard	City of Colonial	Heights	0.74	20000	G	99%	0%	0%	0%	0%	0%	F	0.09		0.530	22000	
<del></del>	To: From:		I	akeview Av	ve												
44) (1) (301) Boulevard	City of Colonial	Heights	0.17	21000	G	99%	0%	0%	0%	0%	0%	F	0.088		0.517	23000	
	To:		]	Ellerslie Av	e			$\neg$ $\vdash$									
44) 1 (301) Boulevard	City of Colonial	Heights	0.19	24000	G	99%	0%	0%	0%	0%	0%	F	0.091		0.501	26000	
	Te		S	herwood Av	ve.												
44) (1) (301) Boulevard	City of Colonial	Heights	0.62	24000	G	99%	0%	0%	0%	0%	0%	F	0.087		0.567	26000	
	To:		NCL	Colonial Ho	eights											26000	
	From:		SR	144 Temple	Ave												
44)Ramp	City of Colonial Heigh	ts (Maint: 20)	0.15	15000	G	97%	0%	1%	1%	1%	0%	С	0.088			15000	
J	Tor			Ramp Split													
Barrar	From:	to (Maint: 00)		Ramp to I-9			00/	00′	40/	10/	00/	_	0.000			7400	
44 Ramp	City of Colonial Heigh	its (Maint: 20)	0.27	<b>7400</b> I-95 South	G	98%	0%	0%	1%	1%	0%	С	0.083			7400	
		<u> </u>															
Domn	From:	to (Mainty 20)		Ramp to I-9			00/	10/	10/	10/	00/	_	0.11			E000	
Ramp	City of Colonial Heigh	is (Mairit: 20)	0.38	<b>5900</b> I-95 North	G	97%	0%	1%	1%	1%	0%	С	0.11			2900	(

#### Virginia Department of Transportation Traffic Engineering Division 2017

#### Annual Average Daily Traffic Volume Estimates By Section of Route City of Colonial Heights

Route	lurisdiction	Longth	AADT	ΟΛ	4Tiro	Ruc		Trı	ıck		00	K	OK Dir	A A W D T	OW/
noute	Julisaiction	Lengin	AADI	QA	QA TITE		2Axle	3+Axle	1Trail	2Trail	QU	Factor	Factor	AAWDI	QVV
	From:	N	CL Petersbu	ırg											
(301) (1) Boulevard	City of Colonial Heights	0.53	14000	G	99%	0%	0%	0%	0%	0%	F	0.098	0.583	14000	G
<del>~</del> ~	To: From:		Dupuy Ave				_								
301 1 Boulevard	City of Colonial Heights	0.40	21000	G	99%	0%	0%	0%	0%	0%	F	0.085	0.535	22000	G
	To:	L	ynchburg Av	ve											
~~~	From:	7	Vestover Av	/e											
(301) (1) Boulevard	City of Colonial Heights   Dupuy Ave   City of Colonial Heights   City of Colon	Α													
	To: From:	Bra	nders Bridge	e Rd											
(301) (1) Boulevard	City of Colonial Heights	0.26	26000	G	99%	0%	0%	0%	0%	0%	F	0.081	0.503	28000	G
<del></del>	To: From:		Temple Ave	)											
(301) (1) (144) Boulevard	City of Colonial Heights	0.74	20000	G	99%	0%	0%	0%	0%	0%	F	0.09	0.530	22000	G
<del>~~~</del>	To: From:	I	akeview Av	/e											
(301) (1) (144) Boulevard	City of Colonial Heights	0.17	21000	G	99%	0%	0%	0%	0%	0%	F	0.088	0.517	23000	G
$\stackrel{\sim}{\longrightarrow}$	To		Ellerslie Ave	e											
(301) (1) (144) Boulevard	City of Colonial Heights	0.19	24000	G	99%	0%	0%	0%	0%	0%	F	0.091	0.501	26000	G
<del>*</del> * * *	To	S	herwood Av	ve											
301 1 144 Boulevard	City of Colonial Heights	Westover Ave			26000	G									
$\bigcirc$	To:	NCL	Colonial He	eights	•	•									

4/10/2018

# Virginia Department of Transportation Traffic Engineering Division 2017 Annual Average Daily Traffic Volume Estimates By Section of Route City of Colonial Heights

City of Colonial Heights						C	ity of Co	ioniai He	eights								
C H Dimmock Pkwy	Route	Length	AADT	QA	4Tire	Bus			•••		QC		QK		AAWDT	QW	Year
C H Dimmock Pkwy	City of Colonial Heights											<u>.</u>					
Temple Ave	O 0 11 B1	0.00		پ	202/	00/		•	00/	00/				0.500	10000	_	0047
2   Southpark Blvd   0.31   22000   G   99%   0%   0%   0%   0%   0%   0%   0	1 C H Dimmock Pkwy	0.69	13000	_ G	99%	0%			0%	0%	<u> </u>	0.088		0.526	13000	G	2017
2 Southpark Blvd 0.31 22000 G 99% 0% 0% 0% 0% 0% 0% 0% F 0.091 0.51 24000 G 201  2 Southpark Blvd 0.25 21000 G 99% 0% 0% 0% 0% 0% 0% 0% F 0.094 0.518 22000 G 201  2 Southpark Blvd 0.05 7600 G 99% 0% 0% 0% 0% 0% 0% F 0.099 0.646 8200 G 201  2 Ramp 0.05 9500 G West Roshya Rd 0.119 9500 G 201  2 Ramp 0.19 3000 G 0 105 Southpark Blvd 0.101 3000 G 201  4 Sherwood Dr 0.25 3100 G 99% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0%				<u> </u>													
2 Southpark Blvd 0.25 21000 G 99% 0% 0% 0% 0% 0% F 0.094 0.518 22000 G 201  2 Southpark Blvd 0.05 7600 G 99% 0% 0% 0% 0% 0% 0% F 0.099 0.646 8200 G 201  2 Ramp 0.05 9500 G 9500 G 9500 G 201  2 Ramp 0.19 3000 G 9500 G 9500 G 201  2 Ramp 0.19 3000 G 9500 G 201  3 Toronto	2 Southpark Blvd	0.31			99%	0%				0%	F	0.091		0.51	24000	G	2017
C H Dimmonds Pkovy   Southpark Blvd   0.05   7600   G   99%   0%   0%   0%   0%   0%   F   0.099   0.646   8200   G   201	<u> </u>		From:														
Southpark Blvd   0.05   7600   G   99%   0%   0%   0%   0%   0%   F   0.099   0.646   8200   G   201	(2) Southpark Blvd	0.25	21000	_G	99%	0%				0%	F	0.094		0.518	22000	G	2017
2 Southpark Blvd 0.05 7600 G 99% 0% 0% 0% 0% 0% 0% F 0.099 0.646 8200 G 201  Temple Ave			From:														
Temple Ave	2 Southpark Blvd	0.05	7600	G	99%	0%				0%	F	0.099		0.646	8200	G	2017
2 Ramp 0.05 9500 G 1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-	$\cup$		To				Ten	nple Ave									
1-95 South   1-9			From:				West	Roslyn Rd									
2   Ramp   0.19   3000   G     106-2 Southpark Blvd     0.101   3000   G   201	2 Ramp	0.05	9500	G								0.119			9500	G	2017
2   Ramp   0.19   3000   G	<u> </u>		To:				I-9	5 South									
1-95 North   1-9	_	-	From:	4			106-2 Sc	uthpark B	lvd								-
Sherwood Dr	(2) Ramp	0.19	3000	G					_			0.101			3000	G	2017
Sherwood Dr   0.25   3100   G   99%   0%   0%   0%   0%   0%   0%   0	$\overline{}$		To:	<u> </u>			I-9	5 North									
Secondary   Seco	O -:																
Supply Ave   0.42   11000   G   99%   0%   1%   0%   0%   0%   0%   C   0.087   0.573   11000   G   201	(4) Sherwood Dr	0.25	3100	G	99%	0%			0%	0%	С	0.094		0.599	3400	G	2017
Second   S	<u> </u>		To:	<u>1</u>			US 1	Boulevard									
Stuart Ave   0.66   5700   G   100%   0%   0%   0%   0%   0%   0%	<u> </u>															_	
Westover Ave   0.66   5700   G   100%   0%   0%   0%   0%   0%   0%	(9020) Dupuy Ave	0.42	11000	G	99%	0%				0%	С	0.087		0.573	11000	G	2017
Westover Ave   0.66   5700   G   100%   0%   0%   0%   0%   0%   0%			To	<u></u>			US 1	Boulevard									
Conduit Rd   WCL Colonial Heights   US I Boulevard   WCL Colonial Heights   US I Boulevard   WCL Colonial Heights   WCL Colonial Heights   US I Boulevard   WCL Colonial Heights   WCL Colonial Heights   US I Boulevard   WCL Colonial Heights   WCL Colonial Heights   WCL Colonial Heights   US I Boulevard   WCL Colonial Heights	<u> </u>				16-											_	
WCL Colonial Heights   US I Boulevard   WCL Colonial Heights   WCL Colonial Heights   WCL Colonial Heights   US I Boulevard   WCL Colonial Heights   US I Boulevard   WCL Colonial Heights   WCL Colonial Heights   WCL Colonial Heights   US I Boulevard   WCL Colonial Heights   WCL Colonial Heights   US I Boulevard   WCL Colonial Heights   WCL	(9024) Westover Ave	0.66	5700	G	100%	0%			0%	0%	С	0.092		0.552	6200	G	2017
Stuart Ave   Stu			To:	<u> </u>			Cor	nduit Rd									
Stuart Ave   Stu	<u> </u>	0.00		ь	0001	0-1				061	-				0.400	_	00:-
Stuart Ave   O.85   Good   Good   September   Stuart Ave   O.85   Good	(9026) Branders Bridge Rd	0.30	5600	_G	99%	υ%				0%	С	0.085		0.579	6100	G	2017
Stuart Ave   0.85   6900   G   99%   0%   0%   0%   0%   0%   0%   0			10	$\vdash$													
Stuart Ave   O.10   1200   G   98%   0%   1%   0%   0%   0%   0%   0%   0	Lakavian Ava	0.05		<u></u>	000/	00/				00/		0.000		0.664	7500	C	2017
Stuart Ave   1.15   1200   G   99%   0%   0%   0%   0%   0%   0%   0	(9030) Lakeview Ave	0.85			99%	υ%			υ%	υ%	U	0.099		0.004	7500	G	2017
Stuart Ave   0.10   1200   G   98%   0%   0%   0%   0%   0%   0%   0%				<u> </u>													
Conduit Rd   From   US 1 Boulevard   U	E Ellorelia Ava	1 15			000/	00/			00/	No/		0.002		0.517	12000	G	2017
9035) Washington Ave 0.37 710 G 98% 0% 1% 0% 0% 0% C 0.092 0.635 770 G 201  To Stuart Ave Washington Ave 0.10 1200 G 98% 0% 1% 0% 0% 0% F 0.097 0.621 1300 G 201  Bristol Ave Bristol Ave 0.10 1200 G 98% 0% 1% 0% 0% 0% F 0.097 0.621 1300 G 201	9032 E Ellersile Ave	1.15	1 <b>∠∪∪∪</b> Tα		<b>33</b> %	U%			U %	υ%	U	0.093		0.517	13000	G	2017
9035) Washington Ave 0.37 710 G 98% 0% 1% 0% 0% 0% C 0.092 0.635 770 G 201    Stuart Ave   Stuart Ave   Washington Ave   Washington Ave			**	<u> </u>								_					
Stuart Ave   Washington Ave	Washington Avo	0.27			020/	Nº/				Nº/		0.002		0.625	770	G	2017
Washington Ave	9035) Washington Ave	0.37	<b>/ 1 U</b> Τα		JU 70	U 7/0			U /o	U 70	U	0.092		0.033	770	G	2017
9035) Stuart Ave 0.10 1200 G 98% 0% 1% 0% 0% F 0.097 0.621 1300 G 201			From:	t													
Bristol Ave	9035 Stuart Ave	0.10	1200	G	98%	0%				0%	F	0.097		0.621	1300	G	2017
	$\cup$		To	_			Rri	stol Ave									
10000)	Gn35) Conduit Rd	0.05		G	98%	0%			0%	0%	F	0.108		0.535	2100	G	2017
									- * =			<del>-</del>					
	Conduit Rd	0.24	2400		08%	Nº/-			Nº/-	Nº/-	F	0 109		0.576	2600	G	2017
0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	9035 Conduit Nu	0.24	4 <del>1</del> 00		JO 70	U /0			U /0	U /0	1	0.100		0.576	2000	G	2017
9035 Conduit Rd 0.24 <b>2400 G</b> 98% 0% 1% 0% 0% F 0.108 0.576 2600 G 201	O contain B.	0.00	From		0001	001			001	001				0.504	5000		001=
Good Conduit Rd 0.24 2400 G 98% 0% 1% 0% 0% 0% F 0.108 0.576 2600 G 201	(9035) Conduit Rd	0.22	4600	G	99%	0%	0%	0%	υ%	0%	С	0.105		0.504	5000	G	2017
Good Conduit Rd 0.24 <b>2400 G</b> 98% 0% 1% 0% 0% 0% F 0.108 0.576 2600 G 201	<u> </u>		To:	:			West										
Gold   G   98%   0%   1%   0%   0%   0%   F   0.108   0.576   2600   G   201	(9035) Conduit Rd	0.47	8400	G	98%	0%	1%	0%	0%	0%	F	0.096		0.531	9100	G	2017
Conduit Rd 0.24 2400 G 98% 0% 1% 0% 0% 0% F 0.108 0.576 2600 G 201    Solid   From   Lynchburg Ave	$\overline{}$		To:				Ten	nple Ave									
Good   Game	(9035) Conduit Rd	0.54	18000	G	98%	0%	1%	0%	0%	0%	F	0.088		0.532	20000	G	2017
Gooduit Rd  0.24  2400  G  98%  0%  1%  0%  0%  F  0.108  0.576  2600  G  201  Lynchburg Ave  1	$\cup$		To	_			E Ell	erslie Ave									
Gooduit Rd   O.24   2400   G   98%   0%   1%   0%   0%   0%   F   O.108   O.576   2600   G   201					99%	0%			0%	0%	С	0.104		0.559	5200	G	2017
Conduit Rd   0.24   2400   G   98%   0%   1%   0%   0%   0%   F   0.108   0.576   2600   G   201	(9035) Conduit Rd	2.02	4800	G													
Conduit Rd   0.24   2400   G   98%   0%   1%   0%   0%   0%   F   0.108   0.576   2600   G   201	(9035) Conduit Rd	2.02	4800	<u> </u>								<del></del>					
Conduit Rd   0.24   2400   G   98%   0%   1%   0%   0%   0%   F   0.108   0.576   2600   G   201			To: From:				Wate	erfront Dr				0 117		0.577	1000	G	2017
	9035) Washington Ave 9035) Stuart Ave 9035) Conduit Rd	0.37 0.10 0.05	710 To From 1200 To From 1200 To From 1500 To From 1500	G G G	98% 98% 98%	0%	0% Cor US 1 1% Stu Washi 1% Bri: 1%	0% hduit Rd  Boule vard 0% hart Ave ington Ave 0% stol Ave 0% ey Ave	0%	0%	C F	0.092 0.097 0.108		0.635 0.621 0.535	770 1300 2100	G G G	:
	(9035) Conduit Rd	0.24	2400		98%	0%			0%	0%	F	0.108		0.576	2600	G	2017
0 1 1 D 1 000 0 000 00 00 00 00 00 00 00 00 00	$\overline{}$		Τα	_			Luna	abura Ave									
(9035) Conduit Rd 0.24 <b>2400 G</b> 98% 0% 1% 0% 0% 0% F 0.108 0.576 2600 G 201	(9035) Conduit Rd	0.22			99%	0%			0%	0%	С	0.105		0.504	5000	G	2017
G035 Conduit Rd 0.24 <b>2400 G</b> 98% 0% 1% 0% 0% 0% F 0.108 0.576 2600 G 201			Τα				<b>W</b> 7	torran Avic									
Conduit Rd 0.24 <b>2400 G</b> 98% 0% 1% 0% 0% 0% F 0.108 0.576 2600 G 201    State   Conduit Rd   C	(9035) Conduit Rd	0.47	8400	G	98%	0%			0%	0%	F	0.096		0.531	9100	G	2017
Gooduit Rd  0.24  2400  G  98%  0%  1%  0%  0%  F  0.108  0.576  2600  G  201  Lynchburg Ave  0.22  4600  G  99%  0%  0%  0%  0%  0%  0%  0%  0%  0	<u> </u>		To:	•			Ten	nple Ave				$\neg$ $\vdash$					
Q035  Conduit Rd   0.24   2400   G   98%   0%   1%   0%   0%   0%   F   0.108   0.576   2600   G   201	(9035) Conduit Rd	0.54	18000	G	98%	0%	1%	0%	0%	0%	F	0.088		0.532	20000	G	2017
Gooduit Rd   0.24   2400   G   98%   0%   1%   0%   0%   0%   F   0.108   0.576   2600   G   201	<u> </u>		To:				E Elle	erslie Ave									
Q035  Conduit Rd   0.24   2400   G   98%   0%   1%   0%   0%   0%   F   0.108   0.576   2600   G   201					99%	0%			0%	0%	С	0.104		0.559	5200	G	2017
9035 Conduit Rd 0.24 2400 G 98% 0% 1% 0% 0% 0% F 0.108 0.576 2600 G 201    State   Sta	(9035) Conduit Rd	2.02	4800	G	00 /0			- , -	- , -								
Conduit Rd   0.24   2400   G   98%   0%   1%   0%   0%   0%   F   0.108   0.576   2600   G   201	9035 Conduit Rd	2.02	To	<u> </u>	0070												
Q035   Conduit Rd   Q14   Q400   G   98%   0%   1%   0%   0%   0%   F   0.108   0.576   2600   G   201			To: From:				Wate	erfront Dr				0.117		0.577	1000	G	2017

4/10/2018 10

# Virginia Department of Transportation Traffic Engineering Division 2017 Annual Average Daily Traffic Volume Estimates By Section of Route City of Colonial Heights

					С	ity of Colonial H	eights								
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	K Factor	QK Fac	$\Delta\Delta M$	/DT	QW	Year
City of Colonial Heights															
9037) Hamilton Ave	0.67	540	G	98%	0%	US 1 Boulevard	0%	0%	С	0.117	0.5	07 59	0	G	2017
<u> </u>		To From				E Westover Ave									
9037 Hamilton Ave	0.55	1900	G	99%	0%	1% 0%	0%	0%	F	0.101	0.5	55 210	00	G	2017
$\bigcup$		To				Temple Ave									
<u> </u>		From				US 1 Boulevard									
9066 Lynchburg Ave	0.65	1500	G	99%	0%	0% 0%	0%	0%	С	0.1	0.5	51 160	00	G	2017
<u> </u>		То				Conduit Rd									
Covington Pd		From	G	99%	0%	Cedarwood Ave	1%	0%	С	0.101	0.5	21 59	10	G	2017
Covington Rd		590		9970	076	Appomatox Dr		076		0.101	0.5	21 59	0	G	2017
		From				Greenwood Ave									
Elmwood Dr		470	G	100%	0%	0% 0%	0%	0%	С	0.108	0.6	86 47	0	G	2017
		То				Cedarwood Ave									
		From				Sherwood Ave									
Forestview Dr		320	G	98%	1%	1% 0%	0%	0%	С	0.094	0.7	05 32	.0	G	2017
		To				Brookhill Ave									
		From				Snead Ave									
James Ave		730	G							0.103	0.6	56 80	0	G	2017
		То				Hamilton Ave									
		From	Ļ			US 1							_	_	
Lafayette Ave		310	G			D				0.097	0.7	07 34	.0	G	2017
		P	1			Danville Ave									
Longhorn Avenue		850	G	98%	0%	Angus Lane 1% 0%	0%	0%	С	0.099	0.7	24 85	.0	G	2017
Longhorn Avenue		To		30 /6	0 /6	Honeycreek Ct		0 /6		0.033	0.7	24 00	.0	ч	2017
		From				Meridian Ave				l					
Maple Avenue		1200	G	98%	0%	1% 0%	0%	0%	С	0.091	0.5	59 120	00	G	2017
•		To				Cottage Grove A	ve								
		From				SR 144 Temple A	ve								
Ramp		7400	G	96%	0%	1% 2%	2%	0%	С	0.096		740	00	G	2017
		To				I-95 North									
		From				US 1									
Richmond Ave		310	G							0.110	0.5	56 34	.0	G	2017
		То				Hill Pl									
Diversion Del		From	<u> </u>			Roslyn Ave				0.142	0.0	00 10		_	0017
Riverview Rd		160 To	G			Pinehurst Ave				0.142	0.6	89 16	iU	G	2017
		From								<u>_</u>					
Snead Ave		1000	G			Walnut Ave				0.104	0.6	44 110	20	G	2017
Onodd 7170		To	Ť			Mac Arthur Ave	e				0.0			<u> </u>	2017
		From				Flintlock Dr									
Swift Creek Lane		640	G	99%	0%	1% 0%	0%	0%	С	0.098	0.5	52 64	0	G	2017
		То				Biltmore Dr									
		From				Conduit Rd						<u> </u>			
W Rosylyn Ave		490	G							0.132	0.5	51 54	0	G	2017
		To				Washington Ave	e								
		From				Hamilton Ave								_	
Walnut Ave		220	G							0.107	0.5	24 24	0	G	2017
		То	<u> </u>			Elko Ave									
Milete Dead D.		From	لب	0001	001	Moose Ave	001	00/		0.05.4	2.2	FO 00	-	_	001
White Bank Rd		620 To	G	98%	0%	1% 0%	0%	0%	С	0.254	0.8	53 62	:U	G	2017
						Dunston Point Pk	wy								
Wrights Ave		380	G			Meridian Ave				0.118	0.6	67 41	Ω	G	2017
Wingins Ave		38U To				Battery Pl				0.110	0.0	,, 41	J	G	2017
			1			Dattery FT									

4/10/2018 11