#### 2008

# 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.

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 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	te
(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

- 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

### 2008 Annual Average Daily Traffic Volume Estimates By Section of Route City of Colonial Heights

			00.0					Tru	ck			K		Dir		
Route	Jurisdiction -	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
C C Paulaural	From:		CL Petersburg	_	000/	00/	00/	00/	00/	00/	_	0.007	_	0.504	40000	_
1 301 Boulevard	City of Colonial Height			G	99%	0%	0%	0%	0%	0%	F	0.087	F	0.584	12000	G
1 301 Boulevard	City of Colonial Height		Dupuy Ave 23000	G	99%	0%	0%	0%	0%	0%	F	0.084	F	0.507	24000	G
1 (301) Bodicvard	To:		Vestover Ave		3370	070	070	070	070	070	'	0.004	'	0.507	24000	0
1)(301)Boulevard	From: City of Colonial Height			Α	99%	0%	0%	0%	0%	0%	С	0.1	Α	0.594	25000	Α
~ ~ ·	To: From:	Bran	nders Bridge R	d			$\Box$ $\vdash$									
1 301 Boulevard	City of Colonial Height	ts 0.26	24000	G	99%	0%	0%	0%	0%	0%	F	0.084	F	0.524	26000	G
~~~	To: From:		Γemple Ave													
1 301 144 Boulevard	City of Colonial Height	ts 0.74	25000	G	99%	0%	0%	0%	0%	0%	F	0.091	F	0.519	27000	G
1 (301)(144)Boulevard	City of Colonial Height		24000	G	99%	0%	0%	0%	0%	0%	F	0.084	F	0.512	26000	G
1 301 144 Boulevard	Tro				0070	070	——————————————————————————————————————	070	070	070	•	0.004	•	0.012	20000	Ŭ
1)(301)(144)Boulevard	From:		29000	G	99%	0%	0%	0%	0%	0%	F	0.091	F	0.502	31000	G
	та.	Sł	nerwood Ave													
1)(301)(144)Boulevard	City of Colonial Height			G	99%	0%	0%	0%	0%	0%	F	0.093	F	0.524	29000	G
	To:	NCL (	Colonial Heigh	hts												
lorth	From:		CL Petersburg	_	000/	40/	40/	40/	00/	00/	F	NIA			52000	•
95	City of Colonial Heights (Ma Combined Traffic Estimates for 2 Parallel Roa	,			90% 90%	1% 1%	1% 1%	1% 1%	8% 8%	0% 0%	F	NA NA			53000 100000	G G
	To:				3070	170		170	070	070	<u>'</u>	INA			100000	
lorth	From:		outhpark Blvd	_	000/	40/	40/	40/	00/	00/	_	0.070	_		40000	_
95)	City of Colonial Heights (Ma Combined Traffic Estimates for 2 Parallel Roa	,			90% 90%	1% 1%	1% 1%	1% 1%	8% 8%	0% 0%	F	0.079 0.076	F F	0.525	43000 84000	F
	Combined Trainic Estimates for 2 Parallel Noa	<u> </u>			90 /6	1 /0	1 /0	1 /0	070	0 /6		0.076		0.525	04000	-
orth	From:		44 Temple Av			401		407								
95)	City of Colonial Heights (Ma Combined Traffic Estimates for 2 Parallel Roa				90% 90%	1% 1%	1% 1%	1% 1%	8% 8%	0% 0%	C C	0.091 NA	Α		46000 92000	A A
	To:		Colonial Heigh		90%	170	170	170	070	0%	C	INA			92000	А
lorth	From:		I-95 North													
95) Ramp	City of Colonial Heights (Ma	· · · · · · · · · · · · · · · · · · ·	NA									NA			NA	
<u> </u>	To:		Southpark Bl													
outh	City of Colonial Heights (Ma		CL Petersburg		89%	1%	10/	10/	00/	00/	_	NIA			47000	_
95)	City of Colonial Heights (Ma Combined Traffic Estimates for 2 Parallel Roa	•			90%	1% 1%	1% 1%	1% 1%	8% 8%	0% 0%	F	NA NA			100000	G G
	Tollied Hame Estimates for 2 Faidlier Roa			-	JU /0	1 /0	1 /0	1 /0	0 /0	U /0		14/4			100000	
outh	From:		outhpark Blvd			401					_		_		1000-	
95	City of Colonial Heights (Ma Combined Traffic Estimates for 2 Parallel Roa				89% 90%	1% 1%	1% 1%	1% 1%	8% 8%	0% 0%	F	0.074 0.076	F	0.525	40000 84000	F
	Complined Traffic Estimates for 2 Parallel Poa	aware on this Polito.										01076	_		2/11/1/1	

#### Virginia Department of Transportation Traffic Engineering Division

### 2008 Annual Average Daily Traffic Volume Estimates By Section of Route City of Colonial Heights

Douto	li vio diction	Longth AADT	- 04	4Tiro	Due		Tru	ıck			K	QK	Dir	AAWDT	. 014
Route	Jurisdiction	Length AAD1		4Tire	bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QN	Factor	AAWDI	QVI
South	From:	SR 144 Temp		000/	40/	40/	40/	00/	00/	0	0.005	٨		40000	^
95	City of Colonial Heights (Maint: 20			89%	1%	1%	1%	8%	0%	С	0.095	Α		46000	A
	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route: 92000 NCL Colonial		90%	1%	1%	1%	8%	0%	С	NA			92000	A
															_
Temple Ave	City of Colonial Heights	ECL Colonial 0.93 <b>3000</b> 0		98%	0%	0%	1%	1%	0%	F	0.092	F	0.569	30000	G
Temple Ave	City of Colonial Heights	0.93 30000	,	90%	0%	U%	170	170	0%	Г	0.092	Г	0.309	30000	
	To: From:	Conduit										_			
Temple Ave	City of Colonial Heights	0.37 <b>3200</b> 0	) F	98%	0%	0%	1%	1%	0%	С	0.084	F		33000	F
<u> </u>	To: From:	I-95													
44)Temple Ave	City of Colonial Heights	0.50 <b>2900</b> 0	) G	98%	0%	0%	1%	1%	0%	F	0.085	F	0.542	30000	(
<u> </u>	To:	US 1 Boule	evard			$\neg$ $\vdash$									
44) (1) (301) Boulevard	City of Colonial Heights	0.74 <b>2500</b> 0		99%	0%	0%	0%	0%	0%	F	0.091	F	0.519	27000	(
	To:	Lakeview													
144) (1) (301) Boulevard	From: City of Colonial Heights	0.17 <b>2400</b>		99%	0%	0%	0%	0%	0%	F	0.084	F	0.512	26000	(
Boulevard	City of Colonial Flogrito			0070	070		070	070	070	•	0.004	•	0.012	20000	`
Davidsusand	City of Colonial Uninhte	Ellerslie A		000/	007		00/	00/	00/		0.004		0.500	24000	
44 1 301 Boulevard	City of Colonial Heights	0.19 <b>2900</b> 0	) G	99%	0%	0%	0%	0%	0%	F	0.091	F	0.502	31000	(
	To: From:	Sherwood													
44) (1) (301) Boulevard	City of Colonial Heights	0.62 <b>2700</b> 0		99%	0%	0%	0%	0%	0%	F	0.093	F	0.524	29000	(
<i>y</i>	To:	NCL Colonial	Heights												
~~~	From:	NCL Peters													
Boulevard	City of Colonial Heights	0.53 <b>1100</b> 0	) G	99%	0%	0%	0%	0%	0%	F	0.087	F	0.584	12000	(
~ ~	To: From:	Dupuy A	ve			=									
Boulevard	City of Colonial Heights	0.40 23000	) G	99%	0%	0%	0%	0%	0%	F	0.084	F	0.507	24000	(
~~ <u>~</u>	То:	Lynchburg													
~~~.	From:	Westover		200/	00/		00/	00/	00/	_	0.4		0.504	05000	
Boulevard	City of Colonial Heights	0.33 <b>2400</b> 0	) A	99%	0%	0%	0%	0%	0%	С	0.1	Α	0.594	25000	P
	To: From:	Branders Bri	dge Rd												
Boulevard	City of Colonial Heights	0.26 <b>2400</b> 0	) G	99%	0%	0%	0%	0%	0%	F	0.084	F	0.524	26000	(
~ ~	To:	Temple A	ve												
801 1 144 Boulevard	City of Colonial Heights	0.74 <b>2500</b> 0		99%	0%	0%	0%	0%	0%	F	0.091	F	0.519	27000	(
	To	Lakeview	Δνε												
01) (1) (144) Boulevard	City of Colonial Heights	0.17 <b>2400</b>		99%	0%	0%	0%	0%	0%	F	0.084	F	0.512	26000	(
101) (144) 200.010.010					3,3	<del></del>	- / 0	- / 0	-,0	•		•	<b>-</b> -	_3000	`
301 1 (144) Boulevard	City of Colonial Heights	0.19 <b>Ellerslie</b> 2		99%	0%	0%	0%	0%	0%	F	0.004	F	0.502	31000	
B01 1 144 Boulevard	City of Colonial Heights	0.19 <b>2900</b> 0	) G	99%	υ%	U%	υ%	υ%	υ%	Г	0.091	г	0.502	31000	C
~~~	To: From:	Sherwood													
301 \	City of Colonial Heights	0.62 <b>2700</b> 0		99%	0%	0%	0%	0%	0%	F	0.093	F	0.524	29000	G
~ ~ ~	To:	NCL Colonial	Heights												

## Virginia Department of Transportation Traffic Engineering Division 2008 Annual Average Daily Traffic Volume Estimates By Section of Route City of Colonial Heights

Route	QW Yes G 200 G 200 G 200	- Q'	AAWDT		QK		c,	QC			Bus	4Tire	QA	AADT	Length	Doute
C H Dimmock Pkwy	G 200			i actor			ı	ill .	21	2Axle 3+Axle 1Trail				ועאא	Lengur	Route
C H Dimmock Pkwy	G 200					1										City of Colonial Heights
Temple Ave   Tem	G 200	,	4.4000	0.500	_					•	00/	2001	_		0.00	O 0 11 B1
2 Southpark Blvd 0.31 22000 G 99% 0% 0% 0% 0% 0% 0% 0% F 0.100 F 0.539 23000  2 Southpark Blvd 0.25 2600 G 99% 0% 0% 0% 0% 0% 0% 0% F 0.096 F 0.515 28000  2 Southpark Blvd 0.05 9100 G 99% 0% 0% 0% 0% 0% 0% F 0.096 F 0.515 28000  2 Southpark Blvd 0.05 9100 F 0.599 0% 0% 0% 0% 0% 0% 0% F 0.101 F 0.505 9700  2 Southpark Blvd 0.05 9100 F 0.599 0% 0% 0% 0% 0% 0% 0% 0% F 0.101 F 0.505 9700  3 Southpark Blvd 0.05 9100 F 0.599 0% 0% 0% 0% 0% 0% 0% C 0.092 F 0.586 4500  4 Sherwood Dr 0.25 4200 F 0.599 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0%		(	14000	0.500	F	0.086		<u> </u>	0		0%	99%	G	13000	y 0.69	1 CH Dimmock Pkwy
2 Southpark Blvd										Temple Ave				To-		
Southpark Blvd   0.25   28000   G   99%   0%   0%   0%   0%   0%   0%   0										NB Ramp To I-95				From:		
2 Southpark Blvd  0.25 26000 G 99% 0% 0% 0% 0% 0% 0% F 0.096 F 0.515 28000  1	G 200	(	23000	0.539	F	0.100	-	F	0	0% 0% 0%	0%	99%	G	22000	0.31	2 Southpark Blvd
2 Southpark Blvd  0.25 26000 G 99% 0% 0% 0% 0% 0% 0% F 0.096 F 0.515 28000  CH Dirmock Pikusy  Southpark Blvd  0.05 9100 G 99% 0% 0% 0% 0% 0% 0% F 0.101 F 0.505 9700  Temple Ave  Forestriew Dr  US 1 Boulevand  1 1000 G 99% 0% 0% 0% 0% 0% 0% 0.092 F 0.586 4500  1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	G 200					٦				South Ave				To:		<u> </u>
2 Southpark Blvd 0.05 9100 G 99% 0% 0% 0% 0% 0% F 0.101 F 0.505 9700  4 Sherwood Dr 0.25 4200 G 99% 0% 0% 0% 0% 0% 0% C 0.092 F 0.586 4500  5	0 200	(	28000	0.515	F	0.096	-	F	0		0%	99%	G	26000	0.25	2 Southpark Blvd
Southpark Blvd   0.05   9100   G   99%   0%   0%   0%   0%   0%   0%   0				0.0.0	•			•			0,0	0070		To:	0.20	2) 300
2 Southpark Blvd 0.05 9100														From:		
Temple Ave	G 200		9700	0.505	F	0.101	-	F	0	0% 0% 0%	0%	99%	G	9100	0.05	2 Southpark Blvd
4 Sherwood Dr    1										Temple Ave				To:		
4 Sherwood Dr 0.25 4200 G 99% 0% 0% 0% 0% 0% 0 0% C 0.092 F 0.586 4500    Standard   Sta						1				Foractulasy Dr				From:		
13000   Dupuy Ave   0.42   13000   G   99%   0%   0%   0%   0%   0%   0%   0	G 200	(	4500	0.586	F	 n na2			Λ		0%	99%	G	4200	0.25	Sherwood Dr
No.	0 200		4000	0.500	'	7			- 0		070	3370	Ŭ	<b>7200</b> To:	0.20	4 Grici Wood Bi
Second   S						-										
Westover Ave   0.66   7300   G   100%   0%   0%   0%   0%   0%   0%	0	_	45000	0.54.	_				-		001	0001			<b>.</b>	O 5
Westover Ave   0.66   7300   G   100%   0%   0%   0%   0%   0%   0%	G 200	(	15000	0.514	F	0.082	,	<u> </u>	0		υ%	99%	G	13000	0.42	9020 Dupuy Ave
9024) Westover Ave 0.66 7300 G 100% 0% 0% 0% 0% 0% 0% 0% 0 000 C 0.091 F 0.558 7900    Conduit Rd										US I Boulevard				To-		<u> </u>
Second   S										US 1 Boulevard				From:		_
Second   S	G 200	(	7900	0.558	F	0.091	;	C	0	0% 0% 0%	0%	100%	G	7300	0.66	9024) Westover Ave
Stuart Ave   Stu										Conduit Rd				To:		$\smile$
Stuart Ave   Stu										VCL Colonial Heights				From:		
Start Ave   O.85   Stort Ave   O.85   O.86	G 200	C	6300	0.566	F	0.09	;	С	0		0%	99%	G	5800	d 0.30	onge Branders Bridge Rd
Stuart Ave   Stu						Ť										9020) =
9030 Lakeview Ave 0.85 8500 G 99% 0% 1% 0% 0% 0% 0% C 0.095 F 0.661 9100    Start Ave   Stuart A						1								Grom:		
Stuart Ave   Stu	0 000	,	0400	0.004	_				_		00/	000/	_		0.05	A sheed from A co
Stuart Ave   Stu	G 200	(	9100	0.001	Г	0.095	,		U		0%	99%	G	0000	0.65	9030) Lakeview Ave
## 1.15 ## 1800 ## 1.15 ## 1.1										US I Boulevard				10.		
Tor   Conduit Rd   Stuart Ave   O.37   S60   G   97%   1%   2%   0%   0%   0%   C   0.092   F   0.528   610	_															
Stuart Ave   O.37   Stuart Ave   O.10   1100   G   97%   1%   2%   0%   0%   0%   0%   C   0.092   F   0.528   610	G 200	(	19000	0.517	F	0.092	;	. C	0		0%	99%	G		1.15	( <sub>9032</sub> ) E Ellerslie Ave
9035) Washington Ave 0.37 560 G 97% 1% 2% 0% 0% 0% C 0.092 F 0.528 610    Stuart Ave										Conduit Rd				To:		<u> </u>
Stuart Ave   Washington Ave   Washingt										US 1 Boulevard				From:		
Stuart Ave   Washington Ave   Washingt	G 200		610	0.528	F	0.092	;	С	0	2% 0% 0%	1%	97%	G	560	0.37	9035) Washington Ave
9035) Stuart Ave 0.10 1100 G 97% 1% 2% 0% 0% 0% F 0.120 F 0.685 1200    Stuart Ave   O.10   1100 G 97% 1% 2% 0% 0% 0% F 0.120 F 0.685   1200										Stuart Ave				To:		$\bigcirc$
9035) Conduit Rd 0.05 1800 G 97% 1% 2% 0% 0% 0% F 0.102 F 0.567 2000    Second Conduit Rd   Second Conduit										Washington Ave				From:		
9035 Conduit Rd 0.05 <b>1800 G</b> 97% 1% 2% 0% 0% 0% F 0.102 F 0.567 2000    Second Conduit Rd 0.24 <b>2600 G</b> 97% 1% 2% 0% 0% 0% F 0.113 F 0.629 2800   Conduit Rd 0.24 <b>2600 G</b> 97% 1% 2% 0% 0% 0% F 0.113 F 0.629 2800	G 200		1200	0.685	F	0.120	-	F	0	2% 0% 0%	1%	97%	G	1100	0.10	9035) Stuart Ave
9035) Conduit Rd 0.05 <b>1800 G</b> 97% 1% 2% 0% 0% 0% F 0.102 F 0.567 2000    Second Conduit Rd   Second Con										Brietol Ava				To:		$\bigcirc$
Second	G 200	(	2000	0.567	F	 0.102		F	Λ		1%	97%	G	1800	0.05	Conduit Rd
9035 Conduit Rd 0.24 <b>2600 G</b> 97% 1% 2% 0% 0% 0% F 0.113 F 0.629 2800	200		2000	0.001	•	J. 10Z			U	270 070 070	1 /0	J1 /0		.000	0.00	9030) 30114411 144
Lynchburg Ave  Lynchy Ave						$oldsymbol{oldsymbol{eta}}$								From:		$\overline{}$
O	G 200	(	2800	0.629	F	0.113	-	F	0	2% 0% 0%	1%	97%	G	2600	0.24	(9035) Conduit Rd
O						<b>—</b>				Lynchburg Ave				- To:		$\overline{}$
3.55	G 200	(	6400	0.535	F	0.105	;	С	0		1%	98%	G		0.22	9035) Conduit Rd
		`	00		-	<i></i> -					.,•		_		J	0000
Westover Ave  Vestover Ave			40000								401	0001	<u> </u>		2 1=	0
(9035) Conduit Rd 0.47 <b>17000 F</b> 98% 1% 0% 0% 0% C 0.091 F 18000	F 200	F	18000		F	u.091	,	C	0	U% U% U%	1%	98%	F	1/000	0.47	(9035) Conduit Rd
Temple Ave						_				Temple Ave				To- From-		_
9035) Conduit Rd 0.54 <b>23000 G</b> 97% 1% 2% 0% 0% 0% F 0.094 F 0.609 25000	G 200	(	25000	0.609	F	0.094		F	0		1%	97%	G	23000	0.54	9035) Conduit Rd
		_				_				E Ellowsii - A-						$\overline{}$
Form E Ellerslie Ave	G 200	,	6000	0.522		0.004	•		^		00/	000/	G	From:	2.02	Conduit Pd
G <sub>035</sub> Conduit Rd 2.02 <b>6400 G</b> 99% 0% 0% 0% 0% 0 C 0.094 F 0.532 6900	G 200	(	0900	0.532	r	0.094	_	_	_ 0	U/0 U%0 U%	U%	99%	G	0400	2.02	9035) Coriduit Ku
To Waterfront Dr						]—				Waterfront Dr		-		To: From:		-
9035) Dunston Point Pkwy 0.28 <b>730 G</b> 99% 0% 0% 0% 0% F 0.107 F 0.61 780	G 200	(	780	0.61	F	0.107	_ 7	F	0	0% 0%	0%	99%	G	730	y 0.28	9035) Dunston Point Pkwy
To: Dead End										Dead End						
From: US 1 Boulevard										US 1 Roulevard				From:		
User New Ave 0.07 F00 0.000/ .000 0.	G 200	,	560	0.55	F	 0 115	`		0		O°/-	08%	- G		0.67	Hamilton Ave
9037) Hamilton Ave 0.67 <b>520 G</b> 98% 0% 1% 0% 0% 0 00 C 0.115 F 0.55 560	200	(	300	0.00	'	7	,		U		U /0	JU /0	9		0.07	903/) 1 13111111011 7.46
From: Westover Ave Westover Ave						+										
O 11 11 A 2 5 5 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6	G 200	c	2300	0.585	F	0.094		F	Ω		0%	99%	G	2100	0.55	Hamilton Ave
(9037) Hamilton Ave 0.55 <b>2100 G</b> 99% 0% 0% 0% 0% 0% F 0.094 F 0.585 2300		•	_500	0.000	•	7					U /U	5576	Ť	00 To:	0.00	9037
- 1empie Ave	200									i emple Ave				10.		

## Virginia Department of Transportation Traffic Engineering Division 2008 Annual Average Daily Traffic Volume Estimates By Section of Route City of Colonial Heights

							Oloriiai i ie									
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
ity of Colonial Heights		From:									-					
066) Lynchburg Ave	0.65	2100	G	99%	0%	0%	1 Boulevard 0%	0%	0%	С	0.115	F	0.504	2300	G	2008
Lynchburg Ave	0.05	Z 100	-	99 /6	0 /6		onduit Rd	0 /0	076	C	0.113		0.504	2300	G	2000
		From:					arwood Ave				i					
Covington Rd		590	G			Ceu	ai wood Ave				0.101	F	0.521	590	G	2008
gram gram ru		To:				Apr	omatox Dr					-	• • • • • • • • • • • • • • • • • • • •		-	
		From:					enwood Ave	:								
Elmwood Dr		470	G								0.108	F	0.686	470	G	2008
		To:				Ced	arwood Ave									
		From:				She	rwood Ave									
Forestview Dr		320	G								0.094	F	0.705	320	G	200
		To:				Bro	okhill Ave									
		From:				S	nead Ave									
James Ave		920	G								0.113	F	0.636	990	G	200
		To:				Hai	milton Ave									
		From:					US 1									
Lafayette Ave		390	G								0.117	F		420	G	200
		To:				Da	nville Ave									
		From:				Aı	ngus Lane									
Longhorn Avenue		850	G								0.099	F	0.724	850	G	200
		To-				Hor	neycreek Ct									
		From:				Me	ridian Ave									
Maple Avenue		1200	G								0.091	F	0.559	1200	G	200
·		To:				Cottag	ge Grove Av	/e								
		From:				SR 14	4 Temple A	ve								
Ramp		6000	F	96%	0%	1%	2%	2%	0%	С	0.091	F		6000	F	200
· 		To-				I-	95 North									
		From:					US 1									
Richmond Ave		670	G								0.115	F		720	G	200
		To:					Hill Pl.									
		From:				Re	oslyn Ave									
Riverview Rd		160	G				331311110				0.142	F	0.689	160	G	200
		To:				Pin	ehurst Ave									
		From:				W	alnut Ave									
Snead Ave		1400	G								0.114	F		1500	G	200
		To:				Mac	Arther Ave									
		From:				Fl	intlock Dr									
Swift Creek Lane		640	G								0.098	F	0.552	640	G	200
		To:				Bi	ltmore Dr									
		From:				C	onduit Rd									
W Rosylyn Ave		630	G								0.108	F		680	G	200
		To:				Was	hington Ave	<del>-</del>								
		From:				Нат	milton Ave									
Walnut Ave		230	G								0.111	F		250	G	200
<u> </u>		To:				]	Elk Ave									
		From:					loose Ave									
White Bank Rd		620	G			141					0.254	F	0.853	620	G	200
		To-				Dunsto	on Point Pk	wy								
		From:					eridian Ave				<u>.</u>					
Wrights Ave		530	G			IVIC	ardidii AVC				0.107	F		570	G	200