### 2009

# 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 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.

		City of Hop					Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q
	From:	WCL Hope	vo11			ZAXIE	STAXIE	IIIali	ZIIali		racioi		racioi		
0) Randolph Rd	City of Hopewell (Maint: 74)	0.10 <b>18000</b>	N N	95%	0%	1%	1%	3%	0%	N	0.089	N		21000	
U) Kandolphi Ku	Only of Flopewell (Maint: 74)			3370	070	1 70	170	370	070	14	0.000	11		21000	
	From:	Maintenance Bo	-				407			_		_			
0) Randolph Rd	City of Hopewell	0.12 <b>18000</b>	G	95%	0%	1%	1%	3%	0%	F	0.089	F		21000	
	To: From:	North 6th A													
0) Randolph Rd	City of Hopewell	0.40 <b>11000</b>	G	95%	0%	1%	1%	3%	0%	F	0.084	F		13000	
<u> </u>	To:	Main St				$\neg$ $\vdash$									
0) Randolph Rd	City of Hopewell	0.74 11000	G	95%	0%	1%	1%	3%	0%	F	0.085	F		12000	
9	Tol	CD 156 W				_									
0) (156) Randolph Rd	City of Hopewell	SR 156; Winston C 1.26 <b>9600</b>	hurchill L	95%	0%	1%	1%	3%	0%	F	0.084	F		11000	
0 156 Randolph Rd	City of Hopeweii	ECL Hopey		95%	0%	176	1 70	370	0%	Г	0.064	Г		11000	
	From:														
Oaldann Dhid		WCL Hope		000/	00/	-00/	40/	00/	00/	_	0.004	_		20000	
Oaklawn Blvd	City of Hopewell	0.52 <b>28000</b>	G	96%	0%	0%	1%	2%	0%	С	0.081	F		30000	
	To: From:	74-630 Jefferson	Park Rd												
<sub>6</sub> ) Oaklawn Blvd	City of Hopewell	0.65 <b>27000</b>	G	97%	0%	1%	1%	1%	0%	F	NA			29000	
<i></i>	To	SR 36 Pa	t												
Oaklawn Blvd	City of Hopewell	0.43 9700	G	97%	0%	1%	1%	1%	0%	F	NA			10000	
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 22000	G	97%	0%	1%	1%	1%	0%	F	NA			24000	
	Toc	SR 36 Par, Woodlawn S													
Winston Churchill Dr	City of Hopewell	0.60 <b>19000</b>	G Kellwoo	97%	0%	1%	1%	1%	0%	F	NA			21000	
6 Winston Churchill Dr	City of Flopeweii	0.00 19000		31 /0	070	1 /0	1 70	1 /0	070	•	INA			21000	
	To: From:	Miles Av													
(6) Winston Churchill Dr	City of Hopewell	0.39 <b>12000</b>	G	97%	0%	1%	1%	1%	0%	F	0.082	F		13000	
	To: From:	SR 156 High	Ave												
(156) Winston Churchill Dr	City of Hopewell	0.25 <b>11000</b>	G	97%	0%	1%	1%	1%	0%	F	0.081	F		12000	
	To:	SR 156; Arling													
	From:	SR 156 Winston C								_		_			
36) Arlington Rd	City of Hopewell	0.12 <b>2000</b>	G	97%	0%	1%	1%	1%	0%	F	0.094	F	0.553	2100	
	From:	15th Ave													
15th Avenue	City of Hopewell	0.77 <b>4900</b>	G	99%	0%	0%	0%	0%	0%	С	0.089	F		5300	
15th Avenue	Oity of Flopeweii			3370	070	070	070	070	070	O	0.000	'		3300	
<b></b>	From:	City Point										_			
6 15th Avenue	City of Hopewell	0.22 2300	G	99%	0%	0%	0%	0%	0%	F	0.087	F	0.544	2500	
	From:	Broadway 15th Ave													
Broadway St	City of Hopewell	0.44 <b>6800</b>	G	99%	0%	0%	0%	0%	0%	F	0.091	F		7400	
Broadway St	To:	6th Ave		JJ /0	070	070	070	070	070	•	0.001	'		7 400	
	From:	Broadway	St												
6th Avenue	City of Hopewell	0.31 <b>8800</b>	G	99%	0%	0%	0%	0%	0%	F	NA			9600	
-)	To:	SR 10 Rando	lf Dd												

### Virginia Department of Transportation Traffic Engineering Division

### 2009 Annual Average Daily Traffic Volume Estimates By Section of Route City of Hopewell

						_		Tru	ıck			K		Dir		
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	SR 3	6 Oaklawn	Blvd												
(36) Woodlawn St	City of Hopev	vell 0.61	12000	G	97%	0%	0%	1%	1%	0%	С	0.08	F		13000	G
P	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	22000	G	97%	0%	1%	1%	1%	0%	F	NA			24000	G
	To: From:		Surry Ave				$\neg$ $\vdash$									
(36) Woodlawn St	City of Hopev	vell 0.35	9500	G	97%	0%	0%	1%	2%	0%	С	0.083	F		10000	G
P	Combined Traffic Estimates for 2 Parallel			G	97%	0%	<u>1%</u>	1%	2%	0%	F	NA			21000	G
	To:	SR 36 Oakla	wn Blvd; K	enwood	Ave											
	From:	S	CL Hopewe	11												
156 Arlington Rd	City of Hopev	vell 0.56	9700	G	96%	1%	1%	1%	1%	0%	F	NA			11000	G
	Tou		Berry Street	:			<b>—</b> —									
156 High Ave	City of Hopev		5400	G	97%	1%	1%	1%	1%	0%	С	NA			5900	G
	To:	Wins	ton Churchi	ll Rd												
	From:		S RT 36													
(36) Winston Churchill Dr	City of Hopey	vell 0.25	11000	G	97%	0%	1%	1%	1%	0%	F	0.081	F		12000	G
	To: From:		N RT 36 Arlington Ro	1												
Winston Churchill Rd	L City of Hopev		18000	G	98%	0%	0%	1%	1%	0%	F	0.080	F		18000	G
198)	- F					0,0		.,,	.,0	0,0	•	0.000	•		.0000	
Winston Churchill Dr	City of Hopey		outh 6th Av 8700	e G	98%	0%	0%	1%	1%	0%	F	0.085	F		8900	G
156 Winston Churchill Dr	сіцу от пореч		07 00 10; Randolpl		90%	0%	0%	170	170	0%	Г	0.065	Г		6900	G
	From:	SK.	S RT 10	ıı Ku												
156) (10) Randolph Rd	City of Hopev	vell 1.26	9600	G	95%	0%	1%	1%	3%	0%	F	0.084	F		11000	G
	To:	E	CL Hopewe	:11												
East	From:	N	CL Hopewe	211												
East 295	City of Hopewell (N	laint: 74) 3.30	16000	F	81%	1%	1%	1%	17%	0%	F	NA			15000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	32000	F	81%	1%	1%	1%	16%	0%	F	NA			30000	F
		East I-295 is	signed as	s Souti	n I-295											
	To:	SR 36 Oakla	wn Blvd; S0	CL Hope	well											
West	From:	N	CL Hopewe	:11												
West 295	City of Hopewell (N	laint: 74) 3.30	16000	F	82%	1%	1%	1%	16%	0%	F	NA			15000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	32000	F	81%	1%	1%	1%	16%	0%	F	NA			30000	F
		West I-295 is	s signed a	s Nort	h I-295											
	To:	SR 36 Oakla														

6/12/2010 8

						City o	t Hopewe	<del>)</del> II								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Hopewell																
Pornument St	0.24	From	G	100%	0%	0%	estern St 0%	0%	0%	С	0.098	F		3200	G	2009
1 Perrymont St	0.34	3000 To		100%	0%		ppax Dr	076	0%		0.096	Г		3200	G	2009
		From	1								1					
(2) Kippax Dr	0.19	2800	G	99%	0%	0%	rymont St 0%	0%	0%	С	0.108	F		3000	G	2009
2 Kippax Dr	0.10	То	Ť	3370	070		r Level Rd		070			•		0000	Ü	2000
		From					Hopewell				1					
3 Old Iron Rd	0.42	3300	G	100%	0%	0%	0%	0%	0%	С	0.102	F		3600	G	2009
(3)		То					thouse Rd									
		From			,	Dead End	near Pin Oa	ak Dr								
4 Jackson Farm Rd	0.61	1900	G	99%	1%	0%	0%	0%	0%	С	0.101	F		2100	G	2009
		To				116-9047	Cedar Leve	el Rd								
		From	:		1	166-6 Bark	ley St; 116	-9076								
5 Western St	0.05	3900	G	100%	0%	0%	0%	0%	0%	F	0.096	F	0.629	4300	G	2009
<u> </u>		To				116-1 I	Perrymont S	St								
		From				116-907	6 Western	St	-						-	
6 Barkley St	0.13	30	G	99%	0%	0%	0%	0%	0%	F	0.169	F	0.727	30	G	2009
<u> </u>		To					oodlawn S									
<u> </u>		From	ليا				ırkley St					_				
(6) Old Woodlawn St	0.39	1200	G	99%	0%	0%	0%	0%	0%	С	0.09	F	0.521	1300	G	2009
<u> </u>		То				116-9047	Cedar Leve	el Rd								
		From					h Mesa Dr									
(9036) Danville St	0.03	1400	G	99%	1%	0%	0%	0%	0%	F	0.108	F		1500	G	2009
		To					iles Ave									
(9036) Miles Ave	0.68	3700	G	99%	1%	0%	0%	0%	0%	С	0.102	F		4000	G	2009
9036) Willes 7 (VC	0.00	То	Ť	3370	170		land Blvd	070	070		7	•		4000	Ü	2000
		From			S		ston Churcl	nill Dr								
(9036) Oaklawn Blvd	0.18	8000	G	99%	0%	0%	0%	0%	0%	С	0.081	F		8700	G	2009
<u> </u>		To From	-			Sho	ort Street									
(9036) Oaklawn Blvd	0.40	8000	G	99%	0%	0%	0%	0%	0%	F	0.08	F		8700	G	2009
		To			SR	36 15th Av	venue; Arli	ngton Rd								
		From				WCL	Hopewell									
9038) River Rd	1.01	5000	G	99%	0%	0%	0%	0%	0%	С	0.104	F		5400	G	2009
$\bigcirc$		To				South	h Mesa Dr									
		From				North	h Mesa Dr									
(9040) City Point Rd	0.75	4300	G	99%	0%	0%	0%	0%	0%	С	0.086	F		4600	G	2009
$\overline{}$		To				South	h 15th Ave				<b>—</b>					
(9040) City Point Rd	0.41	6100 From	G	99%	0%	0%	0%	0%	0%	F	0.092	F		6600	G	2009
,		To									_					
(9040) City Point Rd	0.29	5900	G	99%	0%	O%	th 6th Ave 0%	0%	0%	F	0.105	F		6400	G	2009
(9040) City Point Rd	0.23	79 <b>00</b>		JJ /0	J /0		1ain St	J /0	U /0	- 1	0.103	-		0400	J	2003
		From					Point Rd									
(9040) Main St	0.13	2600	G	99%	0%	0%	0%	0%	0%	F	0.113	F		2900	G	2009
$\bigcirc$		To				Ran	dolph Rd									
_		From				Col	lonial Dr									
(9042) West Broadway St	0.39	1300	G	99%	0%	0%	0%	0%	0%	F	0.110	F	0.623	1400	G	2009
$\overline{}$		To					7 N Mesa	Dr								
Wood Brandway C	0.55	From	<u> </u>	000/	00/		h Mesa Dr	00/	00/		0.000	_		7400	0	2000
(9042) West Broadway St	0.55	6500	G	99%	0%	0%	0%	0%	0%	С	0.096	F		7100	G	2009
~		To From			_		n 21St Ave		_							
(9042) West Broadway St	0.13	5600	G	99%	0%	0%	0%	0%	0%	F	0.093	F		6100	G	2009
$\overline{}$		To					15Th Ave	:								
West Broadway St	0.36		G	000/	0%		h 6Th Ave	∩0/	00/	F	0.102	_		4200	G	2009
(9042) West Broadway St	0.36	3900	<u> </u>	99%	υ%	0%	0%	0%	0%	Г	0.102	F		4200	G	2009
O = 1 = 1		From	<u> </u>				dolph Rd						0 = :=	225-		000-
(9042) East Broadway St	0.63	1800	G	99%	0%	0%	0%	0%	0%	F	0.093	F	0.547	2000	G	2009
<u> </u>		To				Ce	dar Lane									

						City of i									
Route	Length	AADT	QA	4Tire	Bus		Truck 3+Axle 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Hopewell															
O	0.05	From	<u> </u>	000/	00/		and Ave				_		0500	0	0000
9043 Courthouse Rd	0.95	6000	G	99%	0%	0%	0% 0%	0%	С	0.09	F		6500	G	2009
<u> </u>		From					rry St nouse Rd			_					
9043) Berry St	0.29	6100	G	99%	0%	0%	0% 0%	0%	С	0.086	F		6600	G	2009
9043) Berry St	0.20	То	Ť	0070	070		gton Rd		<u> </u>		•		0000	Ü	2000
		From					h Ave								
9043) Arlington Rd	0.12	4500	G	99%	0%	0%	0% 0%	0%	F	0.082	F		4900	G	2009
$\cup$		To				Free	man St								
9043) Arlington Rd	0.38	5700 From	G	99%	0%	0%	0% 0%	0%	С	0.076	F		6200	G	2009
9043)		To					Churchill Dr				•			_	
		From													
9045) High Ave	0.09	2200	G	97%	1%	1%	Churchill Dr 0% 1%	0%	С	0.092	F	0.542	2400	G	2009
9045 High Ave	0.09	<b>2200</b> To		9170	170		wn Blvd	0%		0.092	Г	0.342	2400	G	2009
A-11 10:	2.22	From	ب	0001	001		Courthouse Rd			<u>ا</u>			0700	^	0000
Ashland St	0.06	3400	G	99%	0%	1%	0% 0%	0%	F	NA			3700	G	2009
<u>~</u>		From				SR 36 Oa	aklawn Blvd			$\supset$ —					
9047) Ashland St	0.10	4400	G	99%	0%	1%	0% 0%	0%	F	NA			4700	G	2009
$\mathcal{O}$		To				CD 26 D V	Voodlawn St								
9047) Ashland St	0.10	7000	G	99%	0%	1%	0% 0%	0%	С	NA			7600	G	2009
9047 Ashland St	0.10	1000		<i>33 /</i> 0	U /0			U /0					1000	J	2008
$\overline{}$		To From					Vestern St								
9047) Ashland St	0.07	6900	G	99%	0%	1%	0% 0%	0%	F	NA			7500	G	2009
$\overline{}$		To				116-2 F	Kippax Dr			$\neg$ —					
9047) Cedar Level Rd	0.89	6200 From	G	99%	0%	1%	0% 0%	0%	F	0.093	F		6700	G	2009
9047)		To					son Farm Rd			$\overline{}$				_	
		From					dar Level Rd								
Jackson Farm Rd	0.27	6000	G	99%	0%	0%	0% 0%	0%	С	0.095	F		6500	G	2009
$\mathcal{O}$		To				S M	lesa Dr								
$\sim$		From				Jackson	n Farm Rd								
<sub>9047</sub> S Mesa Dr	0.46	6500	G	99%	0%	0%	0% 0%	0%	F	0.089	F		7100	G	2009
$\overline{}$		To				116-9039	8 River Rd			$\neg$ —					
9047) N Mesa Dr	0.23	8500 From	G	99%	0%	0%	0% 0%	0%	F	NA			9200	G	2009
9047) 11 11 1000 21	0.20			0070	0,0								0200	•	_000
		From					City Point Rd			<u> </u>					
9047) N Mesa Dr	0.20	5300	G	99%	0%	0%	0% 0%	0%	F	NA			5700	G	2009
<u> </u>		To													
						116-9042	Broadway St								
Cauth CTh Area		From					Broadway St Churchill Dr			<u> </u>					
9049 South 6Th Ave	0.52	From <b>8200</b>	G	98%	1%			0%	С	NA	=		9000	G	2009
9049 South 61h Ave	0.52	8200	G	98%	1%	Winston C	Churchill Dr 0% 1%	0%	С	NA			9000	G	2009
North CTh Ave		8200 From				Winston C	Churchill Dr 0% 1% Point Rd								
North CTh Ave	0.52	8200	G G	98%	1%	Winston C 0% City P 0%	Churchill Dr  0% 1%  Point Rd  0% 1%	0%	C F	NA NA NA			9000	G G	
		7200 To				Winston C 0% City P 0% West Br	Churchill Dr 0% 1% Point Rd 0% 1% roadway St								
North 6Th Ave	0.15	7200 From To	G	98%	1%	Winston C 0% City P 0% West Br	Churchill Dr 0% 1% Point Rd 0% 1% roadway St Coadway St	0%	F	NA			7900	G	2009
North 6Th Ave		7200 To				Winston C 0% City P 0% West Br West Br	Churchill Dr 0% 1% Point Rd 0% 1% roadway St 0% 0%				F				2009
North 6Th Ave	0.15	7200 From To	G	98%	1%	Winston C 0% City P 0% West Br West Br 0% Rivers	Churchill Dr  0% 1%  Point Rd  0% 1%  roadway St  0% 0%  side Ave	0%	F	NA	F		7900	G	2009
North 6Th Ave  North 21St Ave	0.15	7200 To From 3900 To From	G G	98%	1%	Winston C 0% City P 0% West Br West Br 0% Rivers North 2	Churchill Dr  0% 1%  Point Rd  0% 1%  roadway St  roadway St  0% 0%  side Ave  21St Ave	0%	F C	NA			7900	G G	2009
North 6Th Ave  North 21St Ave	0.15	7200 From 3900	G	98%	1%	Winston C 0% City P 0% West Br West Br 0% Rivers North 2 0%	Churchill Dr  0% 1%  Point Rd  0% 1%  roadway St  roadway St  0% 0%  side Ave 21St Ave  0% 0%	0%	F	NA	F		7900	G	2009
North 6Th Ave  North 21St Ave	0.15	8200 To From 3900 To From 3600	G G	98%	1%	Winston C 0% City P 0% West Br 0% Rivers North 2 0% Rando	Churchill Dr  0% 1%  Point Rd  0% 1%  roadway St  roadway St  0% 0%  side Ave  21St Ave  0% 0%  olph Rd	0%	F C	NA			7900	G G	2009 2009 2009 2009
North 6Th Ave  North 21St Ave  Riverside Ave	0.15 0.53 0.32	8200 To From 3900 To From 3600 To From From To	G G G	98%	1% 0% 0%	Winston C 0% City P 0% West Br 0% Rivers North 2 0% Rando	Churchill Dr  O% 1%  Point Rd  O% 1%  roadway St  O% 0%  side Ave  21St Ave  O% 0%  olph Rd  ain St	0%	F C	NA 0.093 0.094	F		7900 4200 3900	G G G	2009
North 6Th Ave  9049 North 6Th Ave  9051 North 21St Ave  9051 Riverside Ave	0.15	8200 To From 3900 To From 3600 To From 4500	G G	98%	1%	Winston C 0% City P 0% West Br 0% Rivers North 2 0% Rando	Churchill Dr  0% 1%  Point Rd  0% 1%  roadway St  roadway St  0% 0%  side Ave  21St Ave  0% 0%  olph Rd  ain St  0% 0%	0%	F C	NA			7900	G G	2009
North 6Th Ave  9049 North 6Th Ave  9051 North 21St Ave  9051 Riverside Ave	0.15 0.53 0.32	8200 To From 3900 To From 4500 To To From To	G G G	98%	1% 0% 0%	Winston C 0% City P 0% West Br 0% Rivers North 2 0% Rande	Churchill Dr  0% 1%  Point Rd  0% 1%  roadway St  roadway St  0% 0%  side Ave  21St Ave  0% 0%  olph Rd  ain St  0% 0%	0%	F C	NA 0.093 0.094	F		7900 4200 3900	G G G	2009
North 6Th Ave  North 21St Ave  Riverside Ave  Oth Point Rd	0.15 0.53 0.32	8200 To From 3900 To From 4500 To From From 4500	G G G G	98% 99% 99%	1% 0% 0%	Winston C  0%  City P  0%  West Br  0%  Rivers  North 2  0%  Rande  Ma  1%  Rande  SR 36 Oa	Churchill Dr  0% 1%  Point Rd  0% 1%  roadway St  roadway St  0% 0%  side Ave  21St Ave  0% 0%  olph Rd  ain St  0% 0%  olph Rd  aklawn Blvd	0%	F C C	NA 0.093 0.094 0.11	F		7900 4200 3900 4900	G G G	2009 2009 2009 2009
North 6Th Ave  9049 North 6Th Ave  9051 North 21St Ave  9051 Riverside Ave  9074 City Point Rd	0.15 0.53 0.32	8200 To From 3900 To From 4500 To To From To	G G G	98%	1% 0% 0%	Winston C 0% City P 0% West Br 0% Rivers North 2 0% Rande Ma 1% Rande SR 36 Oa 0%	Churchill Dr  0% 1%  Point Rd  0% 1%  roadway St  roadway St  0% 0%  side Ave  21St Ave  0% 0%  olph Rd  ain St  0% 0%  olph Rd  aklawn Blvd  0% 0%	0%	F C	NA 0.093 0.094	F	0.655	7900 4200 3900	G G G	2009 2009 2009 2009
9049 North 6Th Ave 9051 North 21St Ave 9051 Riverside Ave 9074 City Point Rd	0.15 0.53 0.32	8200 To From 3900 To From 4500 From 44000 To	G G G G	98% 99% 99%	1% 0% 0%	Winston C  0%  City P  0%  West Br  0%  Rivers  North 2  0%  Rande  SR 36 Oa  0%  West	Churchill Dr  0% 1%  Point Rd  0% 1%  roadway St  roadway St  0% 0%  side Ave  21St Ave  0% 0%  olph Rd  ain St  0% 0%  olph Rd  aklawn Blvd  0% 0%  stern St	0%	F C C	NA 0.093 0.094 0.11	F	0.655	7900 4200 3900 4900	G G G	2009 2009 2009 2009
9049 North 6Th Ave 9051 North 21St Ave 9051 Riverside Ave 9074 City Point Rd	0.15 0.53 0.32	8200 To From 3900 To From 4500 To From From 4500	G G G G	98% 99% 99%	1% 0% 0%	Winston C  0%  City P  0%  West Br  0%  Rivers  North 2  0%  Rande  SR 36 Oa  0%  West	Churchill Dr  0% 1%  Point Rd  0% 1%  roadway St  roadway St  0% 0%  side Ave  21St Ave  0% 0%  olph Rd  ain St  0% 0%  olph Rd  aklawn Blvd  0% 0%	0%	F C C	NA 0.093 0.094 0.11	F	0.655	7900 4200 3900 4900	G G G	2009

					City of Hopewell								
Route	Length AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1		O.C.	K Factor	QK	Dir Factor	AAWDT	QW	Yea
y of Hopewell	From				20th Ave			1					
Atlantic St	850	G			20117140			0.096	F	0.624	920	G	2009
	To				21st Ave								
	From				Randolph Rd								
Broadway St	2900	G						NA			3100	G	2009
	То				Hopewell St								
	From	L			Dead End			J					
Camron Rd	<b>70</b>	G			A			NA			70	G	200
	From				Atwater Rd			_					
Cloverdale Ave	150	G			Arcadia Ave			NA			170	G	200
Oloverdale 7 (ve	To				Delrose Dr			Τ΄``			170	Ü	200
	From				Sibyl St								
Courthouse Rd	410	G						0.090	F	0.548	440	G	200
	То				Caroline Ave								
	From				Peterson Mill Rd								
Davidson Ave	80	G						0.133	F		90	G	200
	То	<u> </u>			Glendale St			<u> </u>					
	From	<u> </u>			20th Ave				_				
Day St	50 <sub>To</sub>	G			16th A			0.161	F	0.526	60	G	200
	From				16th Ave								
Dellrose Dr	250	G			Cloverdale Ave			NA			250	G	200
Delilose Di	<b>230</b> To	_			Lincoln Sq						230	G	200
	From				Gilbert St								
Dinwiddie Avenue	800	G			Glibert St			NA			800	G	200
	To				Courthouse Rd								
	From				Glendale St								
Fisher Avenue	90	G						NA			90	G	200
	То				Lee Lane								
	From				Roanoke Ave								
Granby St	280 <sub>то</sub>	G						0.099	F	0.531	300	G	200
					Sunnyside Ave								
laakaan Ct	From	<u> </u>			21st Ave			0.25	_	0.500	420	0	200
Jackson St	380 To	G			20th Avo			0.25	F	0.523	420	G	200
	From				20th Ave			+					
Marion Ave	310	G			West Broadway St			0.124	F	0.546	330	G	200
Walloff / WC	То				Norton St			7	•	0.040	000	Ü	200
	From				Atlantic St								
Maryland Avenue	410	G						NA			410	G	200
	То				15th Ave								
	From				Day St								
Prince George Ave	140	G						0.119	F	0.55	160	G	200
	То				West Broadway St								
	From				Weston St							_	
Riverside Avenue	49	G			M. 1. C.			NA			49	G	200
					Marks St								
Stewart Ave	From <b>110</b>	G			Bassett St			0.11	F	0.714	120	G	200
Stewart AVE	To				Perry St			0.11	٢	0.7 14	120	G	∠00
	From				•								
Sussex Dr	270	G			Dead End			NA			270	G	200
24000A D1	To	Ť			Westhill Rd			¬"`				_	_00
	From			SI	R 156 Winston Churchhi	l Dr		Ī					
Terminal St	1400	G						NA			1400	G	200

City of H	opewell
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Route City of Hopewell	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Wilmington Avenue		From: 340	G			Heretick Ave  North Ave		NA			340	G	2009