2012

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.

								Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
	From:	W	CL Hopewell	ı			ZAXIC	JIANIC	TTTAII	ZITAII		1 actor		1 actor		
10) Randolph Rd	City of Hopewell (Maint: 74)	0.10	17000	N	95%	0%	1%	1%	3%	0%	Ν	0.087	Ν	0.521	19000	Ν
10)	any arriapental (mainin 1.)					0,0		.,0	0,0	0,0	•	0.00.		0.02	.0000	
Dandelish Dd	From:		tenance Bound		050/	00/	40/	40/	20/	00/	F	0.007	F	0.504	40000	
10) Randolph Rd	City of Hopewell	0.12	17000	G	95%	0%	1%	1%	3%	0%	г	0.087	г	0.521	19000	G
	To: From:	N	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	12000	G
<u>~</u>	To:		Main St				<u> </u>									
10) Randolph Rd	City of Hopewell	0.74	10000	G	95%	0%	1%	1%	3%	0%	F	0.083	F	0.512	11000	G
10)	, T.	an 156 Y	777	1 '11 75			i									
10) (156) Randolph Rd	City of Hopewell	1.26	Winston Churce 9600	G	95%	0%	1%	1%	3%	0%	F	0.085	F	0.607	11000	G
10 156 Randolph Rd	City of Hopewell		CL Hopewell	G	95%	076	176	170	370	0%	Г	0.065	Г	0.607	11000	G
			*													
	From:		CL Hopewell				<u></u>				_		_			_
Oaklawn Blvd	City of Hopewell	0.52	31000	G	97%	0%	0%	0%	2%	0%	F	0.081	F	0.575	34000	G
<u>~</u>	To: From:	74-630	Jefferson Par	k Rd												
36) Oaklawn Blvd	City of Hopewell	0.65	26000	G	97%	0%	0%	0%	2%	0%	F	0.078	F	0.542	28000	G
<i></i>	To:		SR 36 Par													
36) Oaklawn Blvd	City of Hopewell	0.43	9500	G	97%	0%	0%	0%	2%	0%	F	0.079	F		10000	G
- /	ed Traffic Estimates for 2 Parallel Roadways o			G	01 70	070	070	070	270	070	•	NA	•		23000	G
Combine	- Tame Estimates for 21 arailer roadways o											INA			23000	
	From:	SR 36 Par, Wo	,			20/		00/	00/	201					40000	
Winston Churchill Dr	City of Hopewell	0.60	18000	G	97%	0%	0%	0%	2%	0%	F	NA			19000	G
<u> </u>	To: From:		Miles Ave													
36) Winston Churchill Dr	City of Hopewell	0.39	11000	G	97%	0%	0%	0%	2%	0%	F	0.079	F	0.505	12000	G
<u> </u>	To:	CD	156 High Av	Δ.												
36) (156) Winston Churchill Dr	City of Hopewell	0.25	10000	G	97%	0%	0%	0%	2%	0%	F	0.081	F	0.573	11000	G
36 \ \(\(\) \(\	To:		56; Arlington		31 70	070		070	270	070	•	0.001	•	0.070	11000	•
	From:		Winston Churc													
36) Arlington Rd	City of Hopewell	0.12	1800	G	97%	0%	0%	0%	2%	0%	F	0.090	F	0.53	2000	G
	To:		15th Ave													
	From:		Arlington Rd													
36) 15th Avenue	City of Hopewell	0.77	4900	G	99%	0%	0%	0%	0%	0%	С	0.085	F	0.512	5200	G
<u> </u>	To:	(City Point Rd				<u> </u>									
36) 15th Avenue	City of Hopewell	0.22	2300	G	99%	0%	0%	0%	0%	0%	F	0.094	F	0.561	2500	G
30)	To:]	Broadway St													
_	From:		15th Ave													
36) Broadway St	City of Hopewell	0.44	6600	G	99%	0%	0%	0%	0%	0%	F	0.089	F	0.634	7000	G
\smile	To:		6th Ave													
	From:		Broadway St													_
36) 6th Avenue	City of Hopewell	0.31	8600	G	99%	0%	0%	0%	0%	0%	F	0.091	F	0.579	9100	G
\smile	To:	SR	10 Randolf R	d												

D 1				47.			Tru	ıck			K	01/	Dir	A A14/DT	014
Route	Jurisdiction	Length A	AADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
ast	From:		Daklawn Blvd												_
Ramp	City of Hopewell (Maint: 74		190 G								NA			190	G
	10.		295 East												
East	From:		Daklawn Blvd								NIA			F200	
Ramp	City of Hopewell (Maint: 74		5300 G 95 West								NA			5300	G
	Francis					_									
Vest 36) Ramp	City of Hopewell (Maint: 74	SR 36 I-295-E009	NA	RT 29							NA			NA	
36) Ramp	City of Flopewell (Maint. 74	,	OM RT 36 WES	Т							INA			INA	
1t	From		T 295 NORTHV												
Vest 36 Ramp	City of Hopewell (Maint: 74		2400 G	N							NA			2400	G
36) Kump	To:	,	OM RT 35 WES	T							1471			2400	
	From:		Daklawn Blvd												
36 Woodlawn St	City of Hopewell		2000 G								NA			13000	G
40)	Combined Traffic Estimates for 2 Parallel Roadw										NA			23000	G
	To					_									Ī
36) Woodlawn St	City of Hopewell		9800 G	97%	0%	1%	0%	2%	0%	С	0.078	F		10000	G
Woodlawn St	Combined Traffic Estimates for 2 Parallel Roadw			97%	0%	1%	0%	2%	0%	F	NA	•		21000	(
	To:	SR 36 Oaklawn			070		070	270	070	•	147			21000	Č
	From:	SCL	Hopewell												
156)Arlington Rd	City of Hopewell		9200 G	97%	1%	1%	1%	1%	0%	F	0.087	F	0.548	9700	G
	To:	Por	ry Street												
High Ave	City of Hopewell		4700 G	97%	0%	0%	1%	1%	0%	С	0.089	F	0.663	5000	G
36). "9.17.00	To:		Churchill Rd	0170	070		170	170	070	Ü	0.000	•	0.000	0000	Ĭ
	From:		RT 36												
(36)(36) Winston Churchill Dr	City of Hopewell		0000 G	97%	0%	0%	0%	2%	0%	F	0.081	F	0.573	11000	G
	To:		RT 36												
Winston Churchill Rd	City of Hopewell		ngton Rd 6000 G	99%	0%	0%	0%	0%	0%	F	0.081	F	0.587	16000	G
156) Wiriston Charchill Ru	City of Hopewell			9976	070	0 /6	0 /0	076	076	-	0.001	-	0.567	10000	٠
	From:		h 6th Ave							_		_			
Winston Churchill Dr	City of Hopewell		7700 G	99%	0%	0%	0%	0%	0%	F	0.082	F	0.552	8000	G
	From:		Randolph Rd RT 10												
156) (10) Randolph Rd	City of Hopewell		9600 G	95%	0%	1%	1%	3%	0%	F	0.085	F	0.607	11000	G
30) (10)	То:		Hopewell												
ast	From:	NCL	Hopewell			ī									
295)	City of Hopewell (Maint: 74		5000 A	79%	1%	1%	1%	18%	0%	F	0.106	Α		15000	A
	Combined Traffic Estimates for 2 Parallel Roadw			79%	1%	1%	1%	19%	0%	F	0.107	Α	0.550	31000	Δ
		East I-295 is sig									-				
	То:	SR 36 Oaklawn													

lurisdiction	Length	AADT	ΩΔ	4Tire	Rue		Tr	uck		00	K	OK	Dir	ΔΔΙΛΙΠΤ	OW
Junsuiction	Lengur	אאטו	W.T.	41116	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QIV	Factor	AAWDI	QVV
From:		I-295 East													
City of Hopewell (Maint: 74)	0.17	1600	G								NA			1600	G
То:	SR 3	6 Oaklawn I	3lvd												
From:		I-295 East													
City of Hopewell (Maint: 74)	0.31	5000	G			<u> </u>					NA			5000	G
To:	SR 3	6 Oaklawn I	Blvd												
From:	N	CL Hopewe	11												
City of Hopewell (Maint: 74)	3.30	16000	Α	78%	0%	1%	1%	19%	0%	F	0.117	Α		16000	Α
Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	31000	Α	79%	1%	1%	1%	19%	0%	F	0.107	Α	0.550	31000	Α
•			s Nort												
То:															
From:		I-295 West				$-\overline{\Box}$									
City of Hopewell (Maint: 74)	0.28		G								NA			1500	G
To:															
From:		I-295 West													
City of Hopewell (Maint: 74)											NA			NA	
To:			Blvd												
	City of Hopewell (Maint: 74) To: From: City of Hopewell (Maint: 74) To: City of Hopewell (Maint: 74) Combined Traffic Estimates for 2 Parallel Roadway To: City of Hopewell (Maint: 74) Combined Traffic Estimates for 2 Parallel Roadway	City of Hopewell (Maint: 74) 0.17 Tot	City of Hopewell (Maint: 74) 0.17 1600 Tor SR 36 Oaklawn From: I-295 East City of Hopewell (Maint: 74) 0.31 5000 Tor SR 36 Oaklawn From: NCL Hopewell City of Hopewell (Maint: 74) 3.30 16000 Combined Traffic Estimates for 2 Parallel Roadways on this Route: 31000 West I-295 is signed as Tor SR 36 Oaklawn Blvd; SO SR 36 Oaklawn Blvd; SO City of Hopewell (Maint: 74) 0.28 1500 Tor SR 36 Oaklawn Blvd; SO City of Hopewell (Maint: 74) 0.28 1500 Tor SR 36 Oaklawn Blvd; SO City of Hopewell (Maint: 74) 0.28 1500 Tor SR 36 Oaklawn Blvd; SO City of Hopewell (Maint: 74) 0.12 NA	City of Hopewell (Maint: 74) 0.17 1600 G To	City of Hopewell (Maint: 74)	City of Hopewell (Maint: 74) 0.17 1600 G To	Length AADT QA 4Tire Bus 2Axle	Length AADT QA 4Tire Bus 2Axle 3+Axle	Length AADT QA 4Tire Bus 2Axle 3+Axle 1Trail	City of Hopewell (Maint: 74) 0.17 1600 G	Length AADT QA 4Tire Bus 2Axle 3+Axle 1Trail 2Trail QC	Length AADT QA 4Tire Bus 2Axle 3+Axle 1Trail 2Trail QC Factor 1-295 East 1-295 East	Length AADT QA 4Tire Bus 2Axle 3+Axle 1Trail 2Trail QC Factor QK	Length AADT QA 4Tire Bus 2Axle 3+Axle 1Trail 2Trail QC Factor Promise 1-295 East 1-295 East	Length AADT QA 4Tire Bus 2Axle 3+Axle 1Trail 2Trail QC Factor Factor

						City of Hopew	CII								
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Hopewell		From:	1			W C.									
1 Perrymont St	0.34	3000 To	G	99%	0%	Western St 0% 0% Kippax Dr	0%	0%	С	0.093	F	0.598	3200	G	2012
		From:				Perrymont St									
2 Kippax Dr	0.19	2500	G	99%	0%	0% 0% Cedar Level Ro	0% I	0%	С	0.091	F	0.562	2700	G	2012
		From:				SCL Hopewell				i					
3 Old Iron Rd	0.42	3200 _{To:}	G	98%	1%	0% 1% Courthouse Rd	0%	0%	С	0.086	F	0.564	3300	G	2012
		From:				Dead End near Pin C									
4 Jackson Farm Rd	0.61	2100	G	99%	0%	0% 0% 116-9047 Cedar Lev	0% el Rd	0%	С	0.093	F	0.559	2200	G	2012
		From:				166-6 Barkley St; 116									
5 Western St	0.05	3700	G	99%	0%	0% 0%	0%	0%	F	0.097	F	0.583	3900	G	2012
\bigcirc		To				116-1 Perrymont	St								
<u> </u>		From:				116-9076 Westerr									
6 Barkley St	0.13	40	G	99%	1%	0% 0%	0%	0%	F	0.198	F	0.588	40	G	2012
	0.00	From		200/	407	Perrymount Rd		00/			_	2.700	4000		0010
6 Old Woodlawn St	0.39	1200 To:	G	99%	1%	0% 0% 116-9047 Cedar Lev	0%	0%	С	0.096	F	0.729	1200	G	2012
		From:								<u> </u>					
9036) Danville St	0.03	1300	G	99%	0%	South Mesa Dr 0% 0%	0%	0%	F	0.103	F	0.5	1400	G	2012
9030) 2 4	0.00	To:		0070	0,0	Miles Ave	0,0	0,0	•		•	0.0		•	_0
O		From:				Danville Street								_	
9036 Miles Ave	0.68	3200 To:	G	99%	0%	0% 0%	0%	0%	С	0.092	F	0.572	3400	G	2012
		From			S	Oaklawn Blvd SR 36 Winston Churc	hill Dr								
9036) Oaklawn Blvd	0.18	7100	G	98%	0%	1% 0%	0%	0%	С	0.082	F	0.544	7500	G	2012
		To. From:				Short Street									
9036) Oaklawn Blvd	0.40	7300	G	98%	0%	1% 0%	0%	0%	F	0.083	F	0.523	7700	G	2012
		To			SR	36 15th Avenue; Arl	ington Rd								
		From				WCL Hopewel	l								
9038) River Rd	1.01	4200	G	99%	0%	0% 0%	0%	0%	С	0.089	F	0.508	4500	G	2012
<u> </u>		To:				South Mesa Dr									
City Point Pd	0.75	4100	G	99%	0%	North Mesa Dr 0% 0%	0%	0%	С	0.091	F	0.642	4400	G	2012
9040 City Point Rd	0.75	4100		9970	0%			076		0.091	г	0.042	4400	G	2012
City Deliet Dd	0.44	From	<u> </u>	000/	00/	South 15th Ave		00/		0.007		0.5	0400		2042
9040 City Point Rd	0.41	5800	G	99%	0%	0% 0%	0%	0%	F	0.087	F	0.5	6100	G	2012
9040) City Point Rd	0.20	From	<u> </u>	000/	00/	South 6th Ave		00/	F	0.002	F	0.560	F000		2012
9040) City Point Rd	0.29	5500 To	G	99%	0%	0% 0% Main St	0%	0%	Г	0.092	Г	0.562	5800	G	2012
		From				City Point Rd									
9040) Main St	0.13	2400	G	99%	0%	0% 0%	0%	0%	F	0.099	F	0.51	2500	G	2012
$\overline{}$		To				Randolph Rd									
\sim		From:				Colonial Dr									
9042 West Broadway St	0.39	1200 _{To:}	G	99%	0%	0% 0%	0%	0%	F	0.099	F	0.585	1200	G	2012
		From:				North Mesa Dr									
9042) West Broadway St	0.55	6200	G	99%	0%	0% 0%	0%	0%	С	0.095	F	0.61	6600	G	2012
· .		To	_			North 21St Ave				— —					
9042) West Broadway St	0.13	5400 From:	G	99%	0%	0% 0%	0%	0%	F	0.088	F	0.661	5700	G	2012
, ,		To				North 15Th Av	e								
		From	ب	000/	001	North 6Th Ave		001			_	0.004	0000	_	0010
9042 West Broadway St	0.36	3700	G	99%	0%	0% 0%	0%	0%	F	0.093	F	0.604	3900	G	2012
O =		From				Randolph Rd									a - · ·
9042 East Broadway St	0.63	1800	G	99%	0%	0% 0%	0%	0%	F	0.078	F	0.546	1900	G	2012
<u>~</u>		To:				Cedar Lane									

						Oity of	Поремен								
Route	Length	AADT	QA	4Tire	Bus		Truck 3+Axle 1Trail	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Hopewell		From:	1							-					
O continue Dd	0.05		<u> </u>	000/	00/		and Ave	00/	_		_	0.500	0400	0	0040
(9043) Courthouse Rd	0.95	5700	G	99%	0%	0%	0% 0%	0%	С	0.085	F	0.568	6100	G	2012
		From:					erry St house Rd								
(9043) Berry St	0.29	5800	G	99%	0%	0%	0% 0%	0%	С	0.083	F	0.577	6100	G	2012
9043) Borry ot	0.20	To:	Ť	0070	070		ngton Rd	070		0.000	•	0.011	0100	Ŭ	2012
		From:					gh Ave			1					
(9043) Arlington Rd	0.12	4300	G	99%	0%	0%	0% 0%	0%	F	0.084	F	0.590	4500	G	2012
3		To								_					
Arlington Dd	0.20	From:	┶	000/	00/		eman St	00/	С	0.000	F	0.600	F700		2012
9043 Arlington Rd	0.38	5400 To-	G	99%	0%	0%	0% 0%	0%		0.088	Г	0.602	5700	G	2012
							Churchill Dr								
		From:					Churchill Dr							_	
(9045) High Ave	0.09	1900	G	98%	0%	0%	1% 0%	0%	С	0.106	F	0.523	2000	G	2012
<u> </u>		To:				Oakla	ıwn Blvd								
		From:				116-9043	Courthouse Rd								
(9047) Ashland St	0.06	4000	G	99%	0%	1%	0% 0%	0%	F	0.088	F	0.735	4300	G	2012
\cup		To:				SB 36 O	aklawn Blvd								
9047 Ashland St	0.10	5000 From:	G	99%	0%	1%	0% 0%	0%	F	0.090	F	0.732	5400	G	2012
(9047) Ashland St	0.10	5500		J3 /0	J /0	1 /0	070 070	U /0	1	0.030		0.132	J -1 00	J	2012
		To:				SR 36-P	Woodlawn St								
(9047) Ashland St	0.10	7200	G	99%	0%	1%	0% 0%	0%	С	0.083	F	0.533	7700	G	2012
$\overline{}$		To:				116-6	Western St								
9047) Ashland St	0.13	8200 From:	G	99%	0%	1%	0% 0%	0%	F	0.081	F	0.562	8700	G	2012
19047) Admini Ot	0.10	0200		0070	070			070		0.001	•	0.002	0700	Ŭ	2012
		From:					Kippax Dr								
(9047) Cedar Level Rd	0.89	7200	G	99%	0%	1%	0% 0%	0%	F	0.081	F	0.501	7600	G	2012
$\overline{}$		To:					kson Farm Rd								
O	0.07	From:	<u> </u>	000/	00/		edar Level Rd	201			_	0.540	7.400	_	0010
(9047) Jackson Farm Rd	0.27	7000	G	99%	0%	0%	0% 0%	0%	С	0.083	F	0.518	7400	G	2012
<u> </u>		To:					lesa Dr								
C Mass Dr	0.46		<u> </u>	000/	00/		n Farm Rd	00/		0.005	_	0.50	7600	0	2012
9047) S Mesa Dr	0.46	7100	G	99%	0%	0%	0% 0%	0%	F	0.085	F	0.52	7600	G	2012
		To: From:				116-903	88 River Rd								
(9047) N Mesa Dr	0.23	9300	G	99%	0%	0%	0% 0%	0%	F	0.084	F	0.511	9800	G	2012
\bigcirc		To:				166 9040	City Point Rd								
9047 N Mesa Dr	0.20	5700	G	99%	0%	0%	0% 0%	0%	F	0.087	F	0.526	6100	G	2012
(9047) N Mesa Dr	0.20	J1 00 To:		33 70	0 70		Broadway St	070	-	0.007	•	0.520	0100	G	2012
										<u>_</u>					
O 0	-	From:	پ	000	66:		Churchill Dr		_		_	0 ===	***	_	
9049 South 6Th Ave	0.52	8500	G	98%	0%	0%	1% 0%	0%	С	0.086	F	0.527	9000	G	2012
		To: From:				City	Point Rd								
(9049) North 6Th Ave	0.15	6900	G	98%	0%	0%	1% 0%	0%	F	0.082	F	0.576	7400	G	2012
	-	To:			-		roadway St					-			
		From:					roadway St			i					
9051 North 21St Ave	0.53	3300	G	100%	0%	0%	0% 0%	0%	С	0.103	F	0.543	3500	G	2012
(9051) North 21St Ave	0.00	To-		100/0	J /0		rside Ave	U /0	-	0.103		0.040	3300	J	2012
		From:					21St Ave								
(9051) Riverside Ave	0.32	3400	G	100%	0%	0%	0% 0%	0%	F	0.11	F	0.616	3600	G	2012
3001)	3.02	To-			- / 0		lolph Rd	2,0	•	<u> </u>	•		- 500	-	_J. _
		From:	1							-					
City Boint Dd	0.44		<u> </u>	000/	10/		ain St	00/			_	0.500	4400	C	2042
9074 City Point Rd	0.14	3900 To:	G	98%	1%	1%	0% 1%	0%	С	0.1	F	0.508	4100	G	2012
							lolph Rd								
		From:					aklawn Blvd								
(9076) Cousins Ave	0.17	3700	G	100%	0%	0%	0% 0%	0%	F	0.1	F	0.611	4000	G	2012
$\overline{}$		To:					stern St								
		From:	<u> </u>				sins Ave								
(9076) Western St	0.50	3700	G	100%	0%	0%	0% 0%	0%	С	0.097	F	0.582	3900	G	2012
$\overline{}$		To:			116-	6 Barkey S	t; 116-5 Westem S	St							

					City of Hopewell							
Route	Length AADT	QA	4Tire	Bus	Truck2Axle 3+Axle 1Trail 2Trai	Ω C	K Factor	QK	Dir Factor	AAWDT	QW	Yea
ty of Hopewell	From	1			201. 4							
Atlantic St	680	G			20th Ave		0.113	F	0.531	730	G	2012
/ tidi tio Ot	Tra	Ť			21st Ave		7	•	0.001	700	Ü	2012
	From				Randolph Rd							
Broadway St	2000	G			•		0.086	F	0.56	2100	G	2012
	To				Hopewell St							
	From				Dead End						_	
Camron Rd	70	G			A D.1		NA			70	G	201
	From	I			Atwater Rd							
Cloverdale Ave	160	G			Arcadia Ave		0.096	F	0.622	170	G	201
Olovordale / tvo	To	Ť			Delrose Dr		0.000	•	0.022	170	Ü	201
	From				Sibyl St							
Courthouse Rd	330	G			230,7-23		0.107	F	0.619	350	G	201
	To				Caroline Ave							
	From				Peterson Mill Rd							
Davidson Ave	60	G			a		0.149	F	0.762	60	G	201
	To				Glendale St							
D 01	From	<u> </u>			20th Ave			_	0.040	40	_	004
Day St	45	G			16th Ave		0.132	F	0.643	48	G	201
	From				Cloverdale Ave		1					
Dellrose Dr	250	G			Cloverdale Ave		NA			250	G	201
20000 2.	To	Ť			Lincoln Sq		1					_0.
	From				Gilbert St							
Dinwiddie Avenue	800	G					NA			800	G	201
	To				Courthouse Rd							
	From	<u> </u>			Glendale St							
Fisher Avenue	90	G					NA			90	G	201
	To				Lee Lane							
Granby St	250	G			Roanoke Ave		0.14	F	0.517	270	G	201
Granby St	230 To				Sunnyside Ave		0.14		0.517	210	G	201
	From				21st Ave							
Jackson St	370	G			Zistrive		0.296	F	0.693	390	G	201
	To				20th Ave							
	From				West Broadway St							
Marion Ave	280	G					0.148	F	0.645	300	G	201
	To				Norton St							
	From				Atlantic St							
Maryland Avenue	410	G			15th Ave		NA			410	G	201
	From	l										
Prince George Ave	110	G			Day St		0.133	F	0.541	120	G	201
Timoc Ocorge 7.ve	To	Ť			West Broadway St		1	•	0.041	120	Ü	201
	From				Weston St							
Riverside Avenue	49	G					NA			49	G	201
	To				Marks St							
	From				Bassett St							
Stewart Ave	150	G					0.117	F	0.585	150	G	201
	To	<u> </u>			Perry St							
0	From				Dead End							
Sussex Dr	270	G			Westhill Rd		NA			270	G	201
	From	<u> </u>		-								
Terminal St	1400	G		SI	R 156 Winston Churchhill Dr		NA			1400	G	201
	To				Booker St						•	_01
		-					•					

Route City of Hopewell	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
		From	=			Heretick Ave							
Wilmington Avenue		340	G					NA			340	G	2012
		To				North Ave							