

**2013**

**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.

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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

-  Interstate Route      Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
-  US Route
-  Virginia State Route
-  Frontage Road (F precedes frontage route number)
-  Secondary Route

## Special Routes

-  Bus - Business Route
-  Bypass - Bypass Route
-  Truck - Truck Route
-  ALT - Alternate Route
-  Wye - Wye Route connector
  
-  P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.
  
-  The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Virginia Department of Transportation  
Traffic Engineering Division  
2013  
Annual Average Daily Traffic Volume Estimates By Section of Route  
City of Colonial Heights

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
From: NCL Petersburg To: [Redacted] 1 301 Boulevard	City of Colonial Heights	0.53	12000	G	99%	0%	0%	0%	0%	0%	F	0.090	F	0.569	13000	G
From: Dupuy Ave To: [Redacted] 1 301 Boulevard	City of Colonial Heights	0.40	21000	G	99%	0%	0%	0%	0%	0%	F	0.085	F	0.508	23000	G
From: Westover Ave To: [Redacted] 1 301 Boulevard	City of Colonial Heights	0.33	22000	A	99%	0%	0%	0%	0%	0%	C	0.105	A	0.506	23000	A
From: Branders Bridge Rd To: [Redacted] 1 301 Boulevard	City of Colonial Heights	0.26	23000	G	99%	0%	0%	0%	0%	0%	F	NA			24000	G
From: Temple Ave To: [Redacted] 1 301 144 Boulevard	City of Colonial Heights	0.74	22000	G	99%	0%	0%	0%	0%	0%	F	0.086	F	0.508	24000	G
From: Lakeview Ave To: [Redacted] 1 301 144 Boulevard	City of Colonial Heights	0.17	18000	G	95%	0%	1%	3%	1%	0%	C	0.086	F	0.548	20000	G
From: Ellerslie Ave To: [Redacted] 1 301 144 Boulevard	City of Colonial Heights	0.19	26000	G	99%	0%	0%	0%	0%	0%	F	0.091	F	0.514	27000	G
From: Sherwood Ave To: [Redacted] 1 301 144 Boulevard	City of Colonial Heights	0.62	23000	G	99%	0%	0%	0%	0%	0%	F	0.093	F	0.54	25000	G
From: NCL Colonial Heights To: [Redacted] 95 Ramp	City of Colonial Heights (Maint: 20)	0.18	NA									NA			NA	
From: SR 144 FROM RT 95 To: [Redacted] North 95	City of Colonial Heights (Maint: 20)	0.21	50000	A	92%	1%	1%	1%	6%	0%	F	0.094	A		49000	A
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			100000	A	91%	1%	1%	1%	6%	0%	F	0.092	A	0.504	99000	A
From: Southpark Blvd To: [Redacted] North 95	City of Colonial Heights (Maint: 20)	0.98	42000	A	92%	1%	1%	1%	6%	0%	F	0.094	A		42000	A
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			85000	A	91%	1%	1%	1%	6%	0%	F	0.092	A	0.514	84000	A
From: SR 144 Temple Ave To: [Redacted] North 95	City of Colonial Heights (Maint: 20)	2.38	47000	A	92%	1%	1%	1%	6%	0%	C	0.094	A		47000	A
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			94000	A	91%	1%	1%	1%	6%	0%	C	NA			94000	A
From: NCL Colonial Heights To: [Redacted] North 95 Ramp	City of Colonial Heights (Maint: 20)	0.21	10000	A								0.113	A		10000	A
From: 106-2 Southpark Blvd To: [Redacted] North 95 Ramp	City of Colonial Heights (Maint: 20)	0.31	6300	G	98%	0%	0%	0%	1%	0%	C	0.084	F		6300	G
From: I-95 North To: Ramp from I-95 South																

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							2Axle	3+Axle	1Trail	2Trail						
South 95	From: NCL Petersburg															
	City of Colonial Heights (Maint: 20)	0.37	50000	A	91%	1%	1%	1%	7%	0%	F	0.094	A	49000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		100000	A	91%	1%	1%	1%	6%	0%	F	0.092	A	0.504	99000	A
South 95	From: Southpark Blvd															
	City of Colonial Heights (Maint: 20)	1.05	43000	A	91%	1%	1%	1%	7%	0%	F	0.094	A	42000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		85000	A	91%	1%	1%	1%	6%	0%	F	0.092	A	0.514	84000	A
South 95	From: SR 144 Temple Ave															
	City of Colonial Heights (Maint: 20)	2.15	47000	A	91%	1%	1%	1%	7%	0%	C	0.096	A	46000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		94000	A	91%	1%	1%	1%	6%	0%	C	NA		94000	A	
South 95 Ramp	From: I-95 South															
	City of Colonial Heights (Maint: 20)	0.06	2900	G								0.099	F	2900	G	
	To: West Roslyn Rd															
South 95 Ramp	From: I-95 South															
	City of Colonial Heights (Maint: 20)	0.06	10000	G	97%	0%	1%	1%	1%	0%	C	NA		10000	G	
	To: Ramp from I-95 North															
144 Temple Ave	From: ECL Colonial Heights															
	City of Colonial Heights	0.93	27000	G	99%	0%	0%	0%	0%	0%	F	0.086	F	0.637	28000	G
144 Temple Ave	From: Conduit Rd															
	City of Colonial Heights	0.37	32000	G	98%	0%	0%	1%	1%	0%	C	0.085	F	0.51	33000	G
144 Temple Ave	From: I-95															
	City of Colonial Heights	0.50	26000	G	99%	0%	0%	0%	0%	0%	F	0.085	F	0.525	27000	G
144 1 301 Boulevard	From: US 1 Boulevard															
	City of Colonial Heights	0.74	22000	G	99%	0%	0%	0%	0%	0%	F	0.086	F	0.508	24000	G
144 1 301 Boulevard	From: Lakeview Ave															
	City of Colonial Heights	0.17	18000	G	95%	0%	1%	3%	1%	0%	C	0.086	F	0.548	20000	G
144 1 301 Boulevard	From: Ellerslie Ave															
	City of Colonial Heights	0.19	26000	G	99%	0%	0%	0%	0%	0%	F	0.091	F	0.514	27000	G
144 1 301 Boulevard	From: Sherwood Ave															
	City of Colonial Heights	0.62	23000	G	99%	0%	0%	0%	0%	0%	F	0.093	F	0.54	25000	G
144 Ramp	From: SR 144 Temple Ave															
	City of Colonial Heights (Maint: 20)	0.15	15000	G	97%	0%	1%	1%	1%	0%	C	NA		15000	G	
144 Ramp	From: Ramp Split															
	City of Colonial Heights (Maint: 20)	0.27	7400	G	98%	0%	0%	1%	1%	0%	C	0.083	F	7400	G	
144 Ramp	From: I-95 South															
	City of Colonial Heights (Maint: 20)	0.38	5900	G	97%	0%	1%	1%	1%	0%	C	NA		5900	G	
	To: I-95 North															



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							2Axle	3+Axle	1Trail	2Trail						
	From: NCL Petersburg															
301 1 Boulevard	City of Colonial Heights	0.53	12000	G	99%	0%	0%	0%	0%	F	0.090	F	0.569	13000	G	
	To: Dupuy Ave															
	From: Lynchburg Ave															
301 1 Boulevard	City of Colonial Heights	0.40	21000	G	99%	0%	0%	0%	0%	F	0.085	F	0.508	23000	G	
	To: Westover Ave															
	From: Branders Bridge Rd															
301 1 Boulevard	City of Colonial Heights	0.33	22000	A	99%	0%	0%	0%	0%	C	0.105	A	0.506	23000	A	
	To: Temple Ave															
	From: Lakeview Ave															
301 1 144 Boulevard	City of Colonial Heights	0.26	23000	G	99%	0%	0%	0%	0%	F	NA			24000	G	
	To: Ellerslie Ave															
	From: Lakeview Ave															
301 1 144 Boulevard	City of Colonial Heights	0.74	22000	G	99%	0%	0%	0%	0%	F	0.086	F	0.508	24000	G	
	To: Ellerslie Ave															
	From: Lakeview Ave															
301 1 144 Boulevard	City of Colonial Heights	0.17	18000	G	95%	0%	1%	3%	1%	C	0.086	F	0.548	20000	G	
	To: Ellerslie Ave															
	From: Ellerslie Ave															
301 1 144 Boulevard	City of Colonial Heights	0.19	26000	G	99%	0%	0%	0%	0%	F	0.091	F	0.514	27000	G	
	To: Sherwood Ave															
	From: Sherwood Ave															
301 1 144 Boulevard	City of Colonial Heights	0.62	23000	G	99%	0%	0%	0%	0%	F	0.093	F	0.54	25000	G	
	To: NCL Colonial Heights															

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>City of Colonial Heights</b>																
① C H Dimmock Pkwy	0.69	12000	G	99%	1%	1%	0%	0%	0%	F	0.089	F	0.514	13000	G	2013
② Southpark Blvd	0.31	19000	G	99%	1%	1%	0%	0%	0%	F	0.096	F	0.51	21000	G	2013
② Southpark Blvd	0.25	19000	G	99%	1%	1%	0%	0%	0%	F	0.094	F	0.518	20000	G	2013
② Southpark Blvd	0.05	9500	G	99%	1%	1%	0%	0%	0%	F	0.098	F	0.508	10000	G	2013
② Ramp	0.05	NA									NA			NA		
② Ramp	0.19	3000	G								0.101	F		3000	G	2013
④ Sherwood Dr	0.25	3600	F	99%	1%	1%	0%	0%	0%	C	0.090	F	0.603	3800	F	2013
9020 Dupuy Ave	0.42	16000	G	99%	0%	0%	0%	0%	0%	C	0.083	F	0.512	17000	G	2013
9024 Westover Ave	0.66	6800	G	100%	0%	0%	0%	0%	0%	C	0.100	F	0.607	7300	G	2013
9026 Branders Bridge Rd	0.30	5600	G	99%	0%	0%	0%	0%	0%	C	0.095	F	0.568	6000	G	2013
9030 Lakeview Ave	0.85	7100	G	99%	0%	0%	0%	0%	0%	C	0.101	F	0.658	7600	G	2013
9032 E Ellerslie Ave	1.15	14000	G	99%	0%	0%	0%	0%	0%	C	0.092	F	0.526	14000	G	2013
9035 Washington Ave	0.37	630	G	97%	1%	1%	0%	0%	0%	C	0.099	F	0.667	670	G	2013
9035 Stuart Ave	0.10	1000	G	100%	0%	0%	0%	0%	0%	C	0.111	F	0.647	1100	G	2013
9035 Conduit Rd	0.05	1700	G	97%	1%	1%	0%	0%	0%	F	0.142	F	0.732	1900	G	2013
9035 Conduit Rd	0.24	2600	G	97%	1%	1%	0%	0%	0%	F	0.12	F	0.711	2800	G	2013
9035 Conduit Rd	0.22	5200	G	98%	1%	0%	0%	0%	0%	C	0.105	F	0.564	5600	G	2013
9035 Conduit Rd	0.47	10000	G	97%	1%	1%	0%	0%	0%	F	0.090	F	0.505	11000	G	2013
9035 Conduit Rd	0.54	19000	G	97%	1%	1%	0%	0%	0%	F	0.089	F	0.576	20000	G	2013
9035 Conduit Rd	2.02	5100	G	99%	0%	0%	0%	0%	0%	C	0.096	F	0.634	5500	G	2013
9035 Dunston Point Pkwy	0.28	940	G	99%	0%	0%	0%	0%	0%	F	0.114	F	0.597	1000	G	2013

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>City of Colonial Heights</b>																
9037 Hamilton Ave	0.67	430	G	98%	1%	From US I Boulevard				C	0.131	F	0.508	460	G	2013
						To E Westover Ave										
9037 Hamilton Ave	0.55	2100	G	99%	0%	From Westover Ave				F	0.095	F	0.508	2200	G	2013
						To Temple Ave										
9066 Lynchburg Ave	0.65	1900	G	99%	0%	From US I Boulevard				C	0.111	F	0.547	2100	G	2013
						To Conduit Rd										
Covington Rd		590	G	99%	0%	From Cedarwood Ave				C	NA		590	G	2013	
						To Appomatox Dr										
Elmwood Dr		470	G	100%	0%	From Greenwood Ave				C	NA		470	G	2013	
						To Cedarwood Ave										
Forestview Dr		320	G	98%	1%	From Sherwood Ave				C	NA		320	G	2013	
						To Brookhill Ave										
James Ave		810	G			From Snead Ave					0.092	F	0.703	860	G	2013
						To Hamilton Ave										
Lafayette Ave		370	G			From US I					0.123	F	0.519	390	G	2013
						To Danville Ave										
Longhorn Avenue		850	G	98%	0%	From Angus Lane				C	NA		850	G	2013	
						To Honeycreek Ct										
Maple Avenue		1200	G	98%	0%	From Meridian Ave				C	NA		1200	G	2013	
						To Cottage Grove Ave										
Ramp		4800	G	96%	0%	From SR 144 Temple Ave				C	0.097	F		4800	G	2013
						To I-95 North										
Richmond Ave		570	G			From US I					NA		600	G	2013	
						To Hill Pl										
Riverview Rd		160	G			From Roslyn Ave					NA		160	G	2013	
						To Pinehurst Ave										
Snead Ave		1100	G			From Walnut Ave					NA		1200	G	2013	
						To MacArther Ave										
Swift Creek Lane		640	G	99%	0%	From Flintlock Dr				C	NA		640	G	2013	
						To Biltmore Dr										
W Roslyn Ave		510	G			From Conduit Rd					0.108	F	0.667	550	G	2013
						To Washington Ave										
Walnut Ave		230	G			From Hamilton Ave					0.106	F	0.614	240	G	2013
						To Elk Ave										
White Bank Rd		620	G	98%	0%	From Moose Ave				C	NA		620	G	2013	
						To Dunston Point Pkwy										
Wrights Ave		550	G			From Meridian Ave					0.122	F	0.717	590	G	2013
						To Battery Pl										