

**2020**  
**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**

The reported 2020 AADTs represent the best estimate of 2020 average daily traffic, however, this year's AADTs do vary from normal traffic in the years prior to 2020 due to COVID-19. The reported AADTs may not represent typical traffic for a given day or period within the year as the drastic seasonal variations were normalized through the factoring process. The 2020 publications are therefore colored to draw users attention to the fact that uses of the 2020 published estimates versus alternative data sources should be determined at users' discretion based on the objectives or nature of the analyses being performed.

The estimated 2020 DVMT for the entire state maintained network total to 208,000,000, which has trended down by 11 percent compared to the 2019 level of 234,000,000. For most traffic links across the state, the estimated 2020 AADTs are also seen to have decreased from their 2019 levels.

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 buses.

**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  
Wve - Wve 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  
 2020  
 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																
1 301 Boulevard	City of Colonial Heights	0.53	12000	G	99%	0%	0%	0%	0%	F	0.084	F	0.505	13000	G	
To: Dupuy Ave																
1 301 Boulevard	City of Colonial Heights	0.40	22000	G	99%	0%	0%	0%	0%	F	0.085	F	0.535	NA		
To: Westover Ave																
1 301 Boulevard	City of Colonial Heights	0.33	20000	A	99%	0%	0%	0%	0%	C	0.105	A	0.513	21000	A	
To: Branders Bridge Rd																
1 301 Boulevard	City of Colonial Heights	0.26	24000	G	99%	0%	0%	0%	0%	F	0.081	F	0.503	NA		
To: Temple Ave																
1 301 144 Boulevard	City of Colonial Heights	0.74	18000	G	99%	0%	0%	0%	0%	F	0.093	F	0.519	20000	G	
To: Lakeview Ave																
1 301 144 Boulevard	City of Colonial Heights	0.17	20000	G	99%	0%	0%	0%	0%	F	0.088	F	0.517	NA		
To: Ellerslie Ave																
1 301 144 Boulevard	City of Colonial Heights	0.19	25000	G	99%	0%	0%	0%	0%	F	0.091	F	0.501	NA		
To: Sherwood Ave																
1 301 144 Boulevard	City of Colonial Heights	0.62	21000	G	99%	0%	0%	0%	0%	F	0.093	F	0.54	22000	G	
To: NCL Colonial Heights																
From: I-95-S054A JB-20 FROM RT 95																
95 Ramp	City of Colonial Heights (Maint: 20)		14000	G							0.097	F	0.670	14000	G	
To: SR 144 FROM RT 95																
From: NCL Petersburg																
North 95	City of Colonial Heights (Maint: 20)	0.21	51000	A	90%	1%	1%	1%	8%	F	0.093	A		51000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		97000	A	89%	1%	1%	1%	8%	F	0.093	A	0.523	96000	A	
To: Southpark Blvd																
From: Southpark Blvd																
North 95	City of Colonial Heights (Maint: 20)	0.98	44000	A	90%	1%	1%	1%	8%	F	0.095	A		43000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		87000	A	89%	1%	1%	1%	8%	F	0.092	A	0.546	86000	A	
To: SR 144 Temple Ave																
From: SR 144 Temple Ave																
North 95	City of Colonial Heights (Maint: 20)	2.38	48000	A	90%	1%	1%	1%	8%	C	0.093	A		48000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		95000	A	89%	1%	1%	1%	8%	C	0.092	A	0.501	95000	A	
To: NCL Colonial Heights																
From: I-95 North																
North 95 Ramp	City of Colonial Heights (Maint: 20)	0.21	9500	A							0.113	A		9600	A	
To: 106-2 Southpark Blvd																
From: I-95 North																
North 95 Ramp	City of Colonial Heights (Maint: 20)		4600	G	98%	0%	0%	0%	1%	C	0.094	F		4900	G	
To: I-95 South Exit 54A Ramp																



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							2Axle	3+Axle	1Trail	2Trail						
South 	From: NCL Petersburg															
	City of Colonial Heights (Maint: 20)	0.37	<b>46000</b>	<b>A</b>	89%	1%	1%	1%	8%	0%	F	0.097	A	46000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		<b>97000</b>	<b>A</b>	89%	1%	1%	1%	8%	0%	F	0.093	A	0.523	96000	A
South 	To: Southpark Blvd															
	City of Colonial Heights (Maint: 20)	1.05	<b>43000</b>	<b>A</b>	89%	1%	1%	1%	8%	0%	F	0.093	A	43000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		<b>87000</b>	<b>A</b>	89%	1%	1%	1%	8%	0%	F	0.092	A	0.546	86000	A
South 	To: SR 144 Temple Ave															
	City of Colonial Heights (Maint: 20)	2.15	<b>47000</b>	<b>A</b>	89%	1%	1%	1%	8%	0%	C	0.095	A	47000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		<b>95000</b>	<b>A</b>	89%	1%	1%	1%	8%	0%	C	0.092	A	0.501	95000	A
South 	To: NCL Colonial Heights															
South 	From: I-95 South															
Ramp	City of Colonial Heights (Maint: 20)	0.06	<b>2400</b>	<b>G</b>								0.098	F	2600	G	
South 	To: West Roslyn Rd															
South 	From: I-95 South															
Ramp	City of Colonial Heights (Maint: 20)		<b>9000</b>	<b>G</b>	97%	0%	1%	1%	1%	0%	C	0.100	F	9600	G	
South 	To: I-95 North Exit 54A Ramp															
	From: ECL Colonial Heights															
Temple Ave	City of Colonial Heights	0.93	<b>26000</b>	<b>G</b>	98%	0%	0%	0%	0%	0%	F	0.085	F	0.584	27000	G
	To: Conduit Rd															
Temple Ave	City of Colonial Heights		<b>29000</b>	<b>G</b>	98%	0%	0%	0%	0%	0%	F	0.089	F	0.54	30000	G
	To: I-95															
Temple Ave	City of Colonial Heights		<b>22000</b>	<b>G</b>	98%	0%	0%	0%	0%	0%	F	0.089	F	0.548	24000	G
	To: US 1 Boulevard															
	From: Lakeview Ave															
Boulevard	City of Colonial Heights	0.74	<b>18000</b>	<b>G</b>	99%	0%	0%	0%	0%	0%	F	0.093	F	0.519	20000	G
	To: Ellerslie Ave															
Boulevard	City of Colonial Heights	0.17	<b>20000</b>	<b>G</b>	99%	0%	0%	0%	0%	0%	F	0.088	F	0.517	NA	
	To: Sherwood Ave															
Boulevard	City of Colonial Heights	0.19	<b>25000</b>	<b>G</b>	99%	0%	0%	0%	0%	0%	F	0.091	F	0.501	NA	
	To: NCL Colonial Heights															
	From: SR 144 Temple Ave															
Ramp	City of Colonial Heights (Maint: 20)		<b>8800</b>	<b>G</b>	97%	0%	1%	1%	1%	0%	C	0.081	F	0.654	9300	G
	To: Ramp Split															
	From: SR 144 Ramp to I-95 North															
Ramp	City of Colonial Heights (Maint: 20)		<b>5500</b>	<b>G</b>	98%	0%	0%	1%	1%	0%	C	0.086	F	5900	G	
	To: I-95 South															
	From: SR 144 Ramp to I-95 South															
Ramp	City of Colonial Heights (Maint: 20)		<b>3200</b>	<b>G</b>	97%	0%	1%	1%	1%	0%	C	0.115	F	3500	G	
	To: I-95 North															

Virginia Department of Transportation  
 Traffic Engineering Division  
 2020  
 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															
301 1 Boulevard	City of Colonial Heights	0.53	12000	G	99%	0%	0%	0%	0%	F	0.084	F	0.505	13000	G	
	To: Dupuy Ave															
301 1 Boulevard	City of Colonial Heights	0.40	22000	G	99%	0%	0%	0%	0%	F	0.085	F	0.535	NA		
	To: Lynchburg Ave															
	From: Westover Ave															
301 1 Boulevard	City of Colonial Heights	0.33	20000	A	99%	0%	0%	0%	0%	C	0.105	A	0.513	21000	A	
	To: Branders Bridge Rd															
301 1 Boulevard	City of Colonial Heights	0.26	24000	G	99%	0%	0%	0%	0%	F	0.081	F	0.503	NA		
	To: Temple Ave															
301 1 144 Boulevard	City of Colonial Heights	0.74	18000	G	99%	0%	0%	0%	0%	F	0.093	F	0.519	20000	G	
	To: Lakeview Ave															
301 1 144 Boulevard	City of Colonial Heights	0.17	20000	G	99%	0%	0%	0%	0%	F	0.088	F	0.517	NA		
	To: Ellerslie Ave															
301 1 144 Boulevard	City of Colonial Heights	0.19	25000	G	99%	0%	0%	0%	0%	F	0.091	F	0.501	NA		
	To: Sherwood Ave															
301 1 144 Boulevard	City of Colonial Heights	0.62	21000	G	99%	0%	0%	0%	0%	F	0.093	F	0.54	22000	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		12000	G	99%	0%	1%	0%	0%	0%	F	0.087	F	0.526	13000	G	2020
② Southpark Blvd		19000	G	99%	0%	1%	0%	0%	0%	F	0.096	F	0.51	21000	G	2020
② Southpark Blvd		19000	G	99%	0%	1%	0%	0%	0%	F	0.085	F	0.504	21000	G	2020
② Southpark Blvd		8400	G	99%	0%	1%	0%	0%	0%	F	0.094	F	0.527	8900	G	2020
② Ramp		8300	G								0.092	F		8800	G	2020
② Ramp		2000	G								0.098	F		2100	G	2020
④ Sherwood Dr		2700	G	99%	0%	1%	0%	0%	0%	C	0.102	F	0.584	2900	G	2020
⑨020 Dupuy Ave		9100	G	99%	0%	1%	0%	0%	0%	C	0.083	F	0.512	9900	G	2020
⑨024 Westover Ave		5400	G	99%	0%	0%	0%	0%	0%	C	0.095	F	0.54	5700	G	2020
⑨026 Branders Bridge Rd		5100	G	99%	0%	0%	0%	0%	0%	C	0.092	F	0.565	5400	G	2020
⑨030 Lakeview Ave		6400	G	99%	0%	0%	0%	0%	0%	C	0.103	F	0.688	6900	G	2020
⑨032 E Ellerslie Ave		12000	G	99%	0%	0%	0%	0%	0%	C	0.089	F	0.515	13000	G	2020
⑨035 Washington Ave		580	G	99%	0%	1%	0%	0%	0%	C	0.106	F	0.8	620	G	2020
⑨035 Stuart Ave		1100	G	99%	0%	1%	0%	0%	0%	C	0.128	F	0.843	1200	G	2020
⑨035 Conduit Rd		1600	G	98%	0%	1%	1%	0%	0%	C	0.115	F	0.897	1700	G	2020
⑨035 Conduit Rd		2100	G	99%	0%	0%	0%	0%	0%	C	0.103	F	0.839	2200	G	2020
⑨035 Conduit Rd		4200	G	100%	0%	0%	0%	0%	0%	C	0.096	F	0.526	4500	G	2020
⑨035 Conduit Rd		8200	G	99%	0%	0%	0%	0%	0%	F	0.089	F	0.503	8800	G	2020
⑨035 Conduit Rd		17000	G	99%	0%	0%	0%	0%	0%	F	0.087	F	0.555	18000	G	2020
⑨035 Conduit Rd		4300	G	99%	0%	0%	0%	0%	0%	C	0.095	F	0.581	4600	G	2020
⑨035 Dunston Point Pkwy		690	G	99%	1%	0%	0%	0%	0%	C	0.122	F	0.639	740	G	2020

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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		390	G	98%	1%	1%	0%	0%	0%	C	0.110	F	0.517	420	G	2020
9037 Hamilton Ave		1600	G	99%	0%	1%	0%	0%	0%	C	0.099	F	0.531	1700	G	2020
9066 Lynchburg Ave		1700	G	99%	0%	0%	0%	0%	0%	C	0.105	F	0.502	1800	G	2020
Covington Rd		540	G	99%	0%	0%	0%	1%	0%	C	0.101	F	0.521	540	G	2020
Elmwood Dr		440	G	100%	0%	0%	0%	0%	0%	C	0.108	F	0.686	440	G	2020
Forestview Dr		300	G	98%	1%	1%	0%	0%	0%	C	0.094	F	0.705	300	G	2020
James Ave		620	G								0.098	F	0.747	670	G	2020
Lafayette Ave		320	G								0.091	F	0.512	340	G	2020
Longhorn Avenue		790	G	98%	0%	1%	0%	0%	0%	C	0.099	F	0.724	790	G	2020
Maple Avenue		1100	G	98%	0%	1%	0%	0%	0%	C	0.091	F	0.559	1100	G	2020
Ramp		6500	G	96%	0%	1%	2%	2%	0%	C	0.096	F		6500	G	2020
Richmond Ave		390	G								0.122	F	0.572	420	G	2020
Riverview Rd		140	G								0.142	F	0.689	140	G	2020
Snead Ave		970	G								0.092	F	0.695	1000	G	2020
Swift Creek Lane		590	G	99%	0%	1%	0%	0%	0%	C	0.098	F	0.552	590	G	2020
W Roslyn Ave		460	G								0.108	F	0.63	490	G	2020
Walnut Ave		190	G								0.122	F	0.667	210	G	2020
White Bank Rd		570	G	98%	0%	1%	0%	0%	0%	C	0.254	F	0.853	570	G	2020
Wrights Ave		300	G								0.113	F	0.65	320	G	2020