

**2004**

**Virginia Department of Transportation  
Daily Traffic Volume Estimates  
Including Vehicle Classification Estimates**

where available

**Special Locality Report**

**201**

Town of Courtland

Prepared By

**Virginia Department of Transportation  
Mobility Management Division**

In Cooperation With

**U.S. Department of Transportation  
Federal Highway Administration**

Virginia Department of Transportation  
Mobility Management 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 at VDOT Mobility Management’s 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’s Mobility Management 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 Peak Hour 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 Peak Hour 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



Secondary Route

## Special Routes



Bus - Business Route

Bypas - Bypass Route

Truck - Truck Route



ALT - Alternate Route

Wve - Wye Route connector

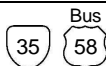

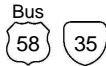



P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.



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  
 Mobility Management Division  
 2004  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 Town of Courtland

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
	From: CL Courtland															
	Town of Courtland (Maint: 87)	0.14	<b>3900</b>	<b>N</b>	91%	1%	1%	0%	6%	0%	N	0.095	N	0.545	3900	N
	From: BUS US 58															
	Town of Courtland (Maint: 87)	0.59	<b>5400</b>	<b>G</b>	77%	1%	1%	1%	20%	0%	F	0.077	F	0.516	5500	G
	From: WCL Courtland															
	Town of Courtland (Maint: 87)	0.14	<b>3900</b>	<b>N</b>	91%	1%	1%	0%	6%	0%	N	0.095	N	0.545	3900	N
	From: SR 35 Courtland															
	Town of Courtland (Maint: 87)	1.10	<b>6600</b>	<b>G</b>	91%	1%	1%	0%	6%	0%	C	0.08	F	0.52	6700	G
	To: ECL Courtland															

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						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Courtland</b>																
(611/87)	0.18	390	R			From: Bus US 58					NA			NA		07/03/2003
(611/87)	0.02	370	R			From: 87-1509					NA			NA		07/03/2003
(611/87)	0.13	1500	R			From: 87-1522					NA			NA		07/03/2003
(611/87)	0.10	610	R			From: 87-1506					NA			NA		07/03/2003
(611/87)						To: ECL Courtland										
(646/87)	0.48	920	G	95%	1%	1%	2%	1%	0%	F	0.092	F	0.617	940	G	2004
(646/87)						To: ECL Courtland										
(1501/87)	0.09	580	R			From: SR 35					NA			NA		07/03/2003
(1501/87)	0.09	120	R			From: 87-1503					NA			NA		07/03/2003
(1501/87)						To: 87-1504										
(1502/87)	0.09	220	R			From: SR 35					NA			NA		07/03/2003
(1502/87)	0.09	240	R			From: 87-1503					NA			NA		07/03/2003
(1502/87)	0.09	150	R			From: 87-1504					NA			NA		07/03/2003
(1502/87)						To: 87-1505										
(1503/87)	0.20	160	R			From: 87-646					NA			NA		07/03/2003
(1503/87)	0.05	110	R			From: 87-1508					NA			NA		07/03/2003
(1503/87)	0.05	70	R			From: 87-1514					NA			NA		07/03/2003
(1503/87)	0.10	90	R			From: 87-1502					NA			NA		07/03/2003
(1503/87)	0.20	440	R			From: 87-1501					NA			NA		07/03/2003
(1503/87)						To: 87-1529										
(1504/87)	0.10	40	R			From: 87-1508					NA			NA		07/03/2003
(1504/87)	0.10	150	R			From: 87-1502					NA			NA		07/03/2003
(1504/87)						To: 87-1501										
(1505/87)	0.14	300	R			From: 87-646					NA			NA		07/03/2003
(1505/87)	0.10	120	R			From: 87-1508					NA			NA		07/03/2003
(1505/87)						To: 87-1502										
(1506/87)	0.12	80	R			From: 87-1507					NA			NA		07/03/2003
(1506/87)						To: 87-611										
(1507/87)	0.08	100	R			From: 87-1522					NA			NA		07/03/2003
(1507/87)	0.03	8	R			From: 87-1506					NA			NA		12/15/2000
(1507/87)						To: Dead End										



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						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Courtland</b>																
(1508/87)	0.08	240	R			From: SR 35						NA		NA		07/03/2003
(1508/87)	0.09	220	R			To: 87-1503						NA		NA		07/03/2003
(1508/87)	0.09	100	R			From: 87-1504						NA		NA		07/03/2003
(1508/87)						To: 87-1505										
(1509/87)	0.09	570	R			From: 87-611						NA		NA		07/03/2003
(1509/87)	0.10	570	R			To: 87-1510						NA		NA		07/03/2003
(1509/87)	0.10	440	R			From: 87-1515						NA		NA		07/03/2003
(1509/87)						To: 87-646										
(1510/87)	0.20	180	R			From: Bus US 58						NA		NA		07/03/2003
(1510/87)						To: 87-1509										
(1511/87)	0.11	730	R			From: 87-646						NA		NA		07/03/2003
(1511/87)						To: Bus US 58										
(1512/87)	0.06	100	R			From: Dead End						NA		NA		07/03/2003
(1512/87)						To: SR 35										
(1513/87)	0.08	180	R			From: Dead End						NA		NA		07/03/2003
(1513/87)						To: Bus US 58										
(1514/87)	0.08	70	R			From: SR 35						NA		NA		07/03/2003
(1514/87)						To: 87-1503										
(1515/87)	0.07	180	R			From: Dead End						NA		NA		07/03/2003
(1515/87)						To: 87-1509										
(1516/87)	0.08	150	R			From: 87-1526						NA		NA		07/03/2003
(1516/87)						To: 87-1517										
(1516/87)	0.24	360	R			From: 87-1517						NA		NA		07/03/2003
(1516/87)						To: Bus US 58										
(1517/87)	0.10	80	R			From: 87-1518						NA		NA		07/03/2003
(1517/87)						To: 87-1516										
(1517/87)	0.05	40	R			From: 87-1516						NA		NA		07/03/2003
(1517/87)						To: Dead End										
(1518/87)	0.14	70	R			From: Dead End						NA		NA		07/03/2003
(1518/87)						To: 87-1521										
(1518/87)	0.22	520	R			From: 87-1521						NA		NA		07/03/2003
(1518/87)						To: 87-1517										
(1518/87)	0.21	570	R			From: 87-1517						NA		NA		07/03/2003
(1518/87)						To: 87-1520										
(1518/87)	0.17	330	R			From: 87-1520						NA		NA		07/03/2003
(1518/87)						To: 87-1519										
(1518/87)	0.09	700	R			From: 87-1519						NA		NA		07/03/2003
(1518/87)						To: Bus US 58										

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						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Courtland</b>																
1519 87	0.05	70	R			From: 87-1518						NA		NA		07/03/2003
						To: Dead End										
1520 87	0.14	90	R			From: 87-1518						NA		NA		07/03/2003
						To: Dead End										
1521 87	0.54	1900	R			From: 87-1526						NA		NA		07/03/2003
						To: Bus US 58										
1522 87	0.40	710	R			From: Bus US 58						NA		NA		07/03/2003
						To: 87-611										
1523 87	0.15	130	R			From: 87-1522						NA		NA		07/03/2003
						To: Dead End										
1526 87	0.22	240	R			From: SCL Courtland						NA		NA		12/19/2000
						To: 87-1521; Gap Terminus										
1526 87	0.53	230	R			From: Dead End; Gap Terminus						NA		NA		12/19/2000
						To: Dead End										
1528 87	0.08	140	R			From: 87-1530						NA		NA		07/03/2003
						To: 87-1522										
1531 87	0.18	780	R			From: Dead End						NA		NA		07/03/2003
						To: SR 35										
1535 87	0.10	160	R			From: 87-1522						NA		NA		07/03/2003
						To: Dead End										
9954 87	0.11	360	R			From: 87-1505						NA		NA		09/03/2003
						To: Courtland Elem School										