

2002
Virginia Department of Transportation
Daily Traffic Volume Estimates

Special Locality Report

225

Town of Gordonsville

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.

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

Peak Hour: The estimate of the traffic volume for the 30th highest traffic volume occurring in a one-year period divided by the AADT for the same one-year period.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B Factor based on 30th Highest Hour Observed During Less than 12 Months 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 30th Highest 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

- North
 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
 Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route
- ALT
 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
 Mobility Management Division
 2002
 Annual Average Daily Traffic Volume Estimates By Section of Route
 Town of Gordonsville

Route	Length	AADT	QA	Year
Town of Gordonsville				
From: SCL Gordonsville				
15 Martinsburg Ave	1.12	8600	F	2002
To: S SR 231				
From: US 33				
15	0.18	12000	N	2002
To: NCL Gordonsville				
From: WCL Gordonsville				
33	0.01	5000	N	2002
To: SR 231 Old Blue Ridge Trmpk				
From: US 15				
33	0.15	6200	F	2002
To: S SR 231				
From: SCL Gordonsville				
33 15 Martinsburg Ave	1.12	8600	F	2002
To: SCL Gordonsville				
From: SCL Gordonsville				
231	0.58	4500	N	2002
To: US 15 South of Gordonsville				
From: RT 15 & RT 33 GORDONSVILLE				
231 33	0.15	6200	F	2002
To: US 33 WEST OF GORDONSVILLE				
From: NCL Gordonsville				
231	0.02	910	F	2002
To: 68-1014				
From: ECL Gordonsville				
643 88	0.32	590	F	2002
To: SCL Gordonsville				
From: 68-1015				
691 88	0.12	1000	R	11/18/2002
To: 68-1014				
From: Dead End				
1000 88	0.12	50	R	12/02/2002
To: 68-1002				
From: 68-1011				
1001 88	0.11	90	R	11/21/2002
To: 68-1001				
From: 68-1004				
1002 88	0.24	70	R	11/21/2002
To: Dead End				
From: 68-1004				
1003 88	0.10	110	R	11/18/2002
To: 68-1004				
From: SR 231				
1003 88	0.13	440	R	11/18/2002
To: Duke Street				
From: 68-1003				
1004 88	0.09	200	R	11/18/2002
To: 68-1003				
From: 68-1009				
1004 88	0.24	460	R	11/18/2002
To: 68-1009				
From: US 15				
1004 88	0.09	410	R	11/18/2002
To: US 15				
From: 68-1030				
1004 88	0.07	660	R	11/21/2002
To: 68-1030				
From: 68-643				
1004 88	0.41	670	R	11/21/2002
To: 68-1004				
From: 68-1004				
1005 88	0.34	140	R	11/21/2002
To: 68-1030				

Route	Length	AADT	QA	Year
Town of Gordonsville				
From: US 15				
1006 88	0.60	2900	F	2002
To: SR 231				
From: 68-1029				
1007 88	0.06	60	R	11/18/2002
To: 68-1006				
From: 68-1006				
1007 88	0.10	280	R	11/18/2002
To: Dead End				
From: 68-1006				
1008 88	0.16	340	R	11/18/2002
To: US 15				
From: 68-1004				
1008 88	0.24	170	R	11/21/2002
To: 68-1008				
From: 68-1008				
1009 88	0.10	30	R	11/18/2002
To: 68-1004				
From: 68-1011				
1010 88	0.08	120	R	11/21/2002
To: 68-1008				
From: US 15				
1011 88	0.18	530	R	11/21/2002
To: 68-1002				
From: 68-1024				
1012 88	0.11	420	R	11/18/2002
To: 68-1013				
From: 68-1013				
1012 88	0.10	940	F	2002
To: US 15				
From: 68-1028				
1012 88	0.26	240	R	11/18/2002
To: 68-1012				
From: 68-1012				
1013 88	0.08	620	F	2002
To: 68-1014				
From: 68-1024				
1014 88	0.16	300	R	11/18/2002
To: 68-1013				
From: 68-1013				
1014 88	0.04	450	F	2002
To: 68-643				
From: SCL Gordonsville				
1015 88	0.16	240	R	11/18/2002
To: 68-691				
From: 68-691				
1015 88	0.22	1200	R	11/18/2002
To: US 15				
From: 68-1008				
1016 88	0.11	60	R	11/18/2002
To: 68-1004				
From: 68-1004				
1016 88	0.16	80	R	11/18/2002
To: SR 231				
From: 68-1037				
1017 88	0.23	410	R	11/18/2002
To: 68-1006				
From: US 15				
1018 88	0.07	60	R	11/18/2002
To: 68-1017				
From: 68-1017				
1018 88	0.06	60	R	11/18/2002
To: 68-1012				

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 Town of Gordonsville

Route	Length	AADT	QA	Year
Town of Gordonsville				
From: 1019 RR	68-1037	0.11	140	R 11/18/2002
To: 1019 RR	US 15	0.10	NA	
From: 1020 RR	68-1011	0.10	20	R 11/21/2002
To: 1020 RR	68-1008			
From: 1021 RR	68-1012	0.09	NA	
To: 1021 RR	68-1007	0.09	130	R 11/18/2002
From: 1021 RR	Dead End; Gap Terminus			
To: 1021 RR	68-1004	0.21	320	R 11/18/2002
From: 1021 RR	SR 231			
From: 1022 RR	68-1015	0.20	220	R 11/18/2002
To: 1022 RR	68-1014			
From: 1023 RR	68-1002	0.17	40	R 11/21/2002
To: 1023 RR	68-1008			
From: 1024 RR	Dead End	0.10	180	R 11/18/2002
To: 1024 RR	68-1012			
From: 1024 RR	68-1014	0.07	160	R 11/18/2002
To: 1024 RR	68-1014	0.27	80	R 11/18/2002
From: 1024 RR	68-225, ECL Gordonsville			
From: 1025 RR	SR 231	0.10	900	R 11/18/2002
To: 1025 RR	NCL Gordonsville			
From: 1026 RR	68-1014	0.11	230	R 11/18/2002
To: 1026 RR	Dead End			
From: 1028 RR	68-1012	0.09	70	R 11/18/2002
To: 1028 RR	Dead End			
From: 1029 RR	68-1012	0.21	40	R 11/18/2002
To: 1029 RR	Dead End			
From: 1030 RR	68-1004	0.24	330	R 11/21/2002
To: 1030 RR	68-1005			
From: 1030 RR	68-1005	0.04	580	R 11/21/2002
To: 1030 RR	US 15			
From: 1031 RR	Dead End	0.04	40	R 11/21/2002
To: 1031 RR	68-1030			
From: 1032 RR	68-1030	0.08	60	R 11/21/2002
To: 1032 RR	68-1005			
From: 1033 RR	68-1030	0.14	40	R 11/21/2002
To: 1033 RR	68-1005			

Route	Length	AADT	QA	Year
Town of Gordonsville				
From: 1034 RR	Dead End	0.23	800	R 11/18/2002
To: 1034 RR	68-1006			
From: 1035 RR	WCL Gordonsville	0.11	110	R 1999
To: 1035 RR	68-1036			
From: 1035 RR	68-1036	0.05	210	R 1999
To: 1035 RR	68-1017			
From: 1036 RR	WCL Gordonsville	0.04	180	R 1999
To: 1036 RR	68-1035			
From: 1037 RR	SCL Louisa	0.10	130	R 11/18/2002
To: 1037 RR	68-1019			
From: 1037 RR	68-1019	0.08	130	R 11/18/2002
To: 1037 RR	68-1017			
From: 1038 RR	Dead End	0.13	50	R 11/18/2002
To: 1038 RR	68-1004			
From: 9302 RR	68-1004	0.08	130	R 1999
To: 9302 RR	Gordonsville Elem Sch			