### 2008

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

where available

# Special Locality Report 223

Town of Glasgow

Information in this report is included in Report

81

(Rockbridge 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.

### Virginia Department of Transportation Traffic Engineering Division

### 2008 Annual Average Daily Traffic Volume Estimates By Section of Route Town of Glasgow

Route	Jurisdiction .	Length AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
	From:	WCL Glasgov	v												
(130) Rockbridge Rd	Town of Glasgow (Maint: 81)	1.60 <b>3600</b>	N	94%	0%	1%	1%	4%	0%	Ν	0.096	Ν	0.52	3800	Ν
$\smile$	To:	ECL Glasgow													

							I OWI1	of Glasg	JW								
F	Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town o	of Glasgow		Fron	1:			Г	ead End				1					
679	Second St	0.07	30	R								NA			NA		08/02/200
679 S	Second St	0.06	80 From	R				N, Catawh				NA			NA		10/03/200
679	Second St	0.07	500	R			81-1105	S, Catawb	a St			NA			NA		08/02/2004
81)			Te				WC	L Glasgow									
684 E	Blue Ridge Rd	0.50	90	R			D	ead End				NA			NA		07/28/200
(684) E	Blue Ridge Rd	0.18	3700	G	95%	0%	SR 130 1%	Rockbridge 1%	2%	0%	С	0.116	F	0.648	3900	G	2008
	Blue Ridge Rd	0.14	1800	G	95%	0%	81-783 <b>1%</b>	Anderson 1%	St 3%	0%	F	0.093	F	0.558	1900	G	2008
_	Blue Ridge Rd	0.26	1000 From	G	95%	0%	81-110 <b>1</b> %	6 Powhatar 1%	3%	0%	F	0.097	F	0.649	1100	G	2008
(N)			Fron	1:			81-110	4 Shawnee	St			$\Box$ —					
(684) E	Blue Ridge Rd	0.36	870	G	95%	0%	1% WC	1% L Glasgow	3%	0%	F	0.092	F	0.614	920	G	2008
(783) A	Anderson St	0.12	110	R			81-11	12 Twelfth	St			NA			NA		10/09/200
_	Anderson St	0.30	220 From	R			81-111	4 Eleventh	St			NA			NA		07/28/200
(783) A	Anderson St	0.28	2200 From	R				Blue Ridge				NA			NA		10/03/200
	Fanth Ct	0.07	Fron					101 Sixth S 11 Virginia							NΙΔ		07/29/200
(784)	Tenth St	0.07	140	R			81-111	0 Kanawha	St			NA ———			NA		07/28/200
784	Tenth St	0.06	150 From	R				Rockbridge				NA			NA		10/09/200
784	Tenth St	0.10	420 From	R								NA			NA		07/28/200
784	Γenth St	0.07	100 From	R				Anderson  McCulloc				NA			NA		10/09/200
_			Fron	1:				Rockbridge									
(826) F	Pine View Dr	0.05	100	R			81-11	18 Laurel F	₹d			NA			NA		07/12/200
(826) F	Pine View Rd	0.12	<b>80</b> From	R								NA			NA		07/12/200
			Fron	1:				ead End Anderson	C+								
(1101) 8	Sixth St	0.06	390	R								NA			NA		10/03/200
(1101) 5	Sixth St	0.06	520 From	R			81-1107	McCulloc	h St			NA			NA		10/03/200
_	Sixth St	0.12	1000	R			81-110	6 Powhatar	St			NA			NA		07/28/200
_	Sixth St	0.06	490	R			81-1115	Pocahonta	s St			NA			NA		10/03/200
_	Sixth St	0.06	50 From	R			81-110	05 Catawba	St			NA			NA		07/28/200
81/			Te	): 			81-110	4 Shawnee	St								
(1102) \$	Seventh St	0.05	70	R				Gordon P				NA	_		NA	_	10/03/200
$\overline{}$			To	1			81-11	08 Fitzlee	st								

						I own (	of Glasgow								
Route	Length	AADT	QA	4Tire	Bus		Truck 3+Axle 1Tr	ail 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of Glasgow		Fron	.ī							-1					
(1102) Seventh St	0.06	420	R			81-110	8 Fitzlee St			NA			NA		07/28/2004
(1102) Seventh St		Te Fron				81-783	Anderson St			<b>—</b>					
(1102) Seventh St	0.06	100	R							NA			NA		10/03/2007
		Fron				81-1107	McCulloch St			]					
Seventh St	0.06	90 To	R			81-	1106 Gap			NA			NA		10/03/2007
		Fron					1119 Gap			1					
Seventh St	0.06	70	R							NA 			NA		10/03/2007
(1102) Seventh St	0.06	170 Fron	R			81-1115	Pocahontas St			NA			NA		07/28/2004
Seventh St	0.00	170				91 110	Cotoviko Ct						INA		01/20/200-
(1102) Seventh St	0.06	360 From	R			81-110	5 Catawba St			NA			NA		10/03/2007
(1102) Seventh St		To	:			81-110	1 Shawnee St								
<u> </u>		Fron	<u> </u>			SR 130 I	Rockbridge Rd			J.,					
(1103) Eighth St	0.10	310	R							NA —			NA		07/28/2004
(1103) Eighth St	0.05	250 From	R			81-110	9 Gordon Pl			NA			NA		10/03/2007
(1103) Eighth St	0.00	<b>230</b>	·			81-	1108 Gap						14/4		10/03/2001
		Fron	:			81-684 I	Blue Ridge Rd								
Shawnee St	0.04	460	R							NA			NA		07/28/2004
		Fron				81-110	2 Seventh St			]					
1104 Shawnee St	0.12	80	R							NA 			NA		10/03/2007
Chauman Ct	0.12	Fron	<u> </u>			81-11	01 Sixth St						NIA		10/02/200
(1104) Shawnee St	0.13	60	R							NA			NA		10/03/2007
(1104) Shawnee St	0.13	60 From	R			81-11	20 Fifth St			NA			NA		10/03/2007
(1104) Shawnee St		т				81-11	17 Fourth St			٦					
(1104) Shawnee St	0.20	50 From	R			01 11	7 Touringt			NA			NA		07/28/2004
81		Te				De	ead End								
Cotombo Ct	0.40	Fron	Ļ			81-110	2 Seventh St						NIA		40/02/200
(1105) Catawba St	0.12	170	R							NA			NA		10/03/2007
(1105) Catawba St	0.13	400 From	R	-		81-11	01 Sixth St			NA			NA		07/28/2004
(1105) Catawba St	0.10	т	·`			81_11	20 Fifth St			¬					017207200
(1105) Catawba St	0.12	390 From	R			01-11	20 1 Hui St			NA			NA		10/03/2007
81		To Fron	:			81-11	17 Fourth St			_					
(1105) Catawba St	0.11	600	R							NA			NA		08/02/2004
		To Fron				81-11	16 Third St								
(1105) Catawba St	0.10	600	R							NA			NA		10/03/2007
	0.00	Fron				81-679	S, Second St			╌			NIA.		00/00/000
(1105) Catawba St	0.02	310	R							NA			NA		08/02/2004
(1105) Catawba St	0.12	40 From	R			81-679	N, Second St			NA			NA		10/03/2007
(1105) Catawba St	0.12	то	:	-		81-11	15, First St			<b>–</b>			14/3		10/03/2007
		Fron	-			81-684 I	Blue Ridge Rd								
Powhatan St	0.13	800	R							NA			NA		07/28/2004
		Fron	<u> </u>			81-110	2 Seventh St			]—					
1106 Powhatan St	0.12	790	R			01 11	01 Civ4h C4			NA			NA		10/03/2007
		Fron	<u> </u>				01 Sixth St								
(1107) McCulloch St	0.10	70	R			81-1114	4 Eleventh St			NA			NA		07/28/2004
(1107) McCulloch St		т				81-78	4 Tenth St								
·	· · · · · · · · · · · · · · · · · · ·	·								_				_	· <u></u>

							of Glasgow								
Route	Length	AADT	QA	4Tire	Bus		Truck 3+Axle 1Tı	ail 2Trail	$^{\circ}$	K Factor	QK F	Dir Factor	AAWDT	QW	Year
Town of Glasgow		Fron	J								•				
(1107) McCulloch St	0.17	160	R			81-78	4 Tenth St			NA			NA		10/09/2007
(1107) McCulloch St		Т	1.			81-684 F	Blue Ridge Rd								
McCulloch St	0.14	430 From	R			01 00 1 1	riae riiage ria			NA			NA		10/03/2007
		Fron	1:			81-110	2 Seventh St			_					
1107 McCulloch St	0.12	240	R							NA			NA		10/03/2007
<u> </u>		Т					01 Sixth St								
1108) Fitzlee St	0.24	180	" R			De	ead End			 NA			NA		07/28/2004
Fitzlee St	0.24	тоо				01 1112	Thintsouth Ct						1471		017207200-
1108 Fitzlee St	0.12	200 From	R			81-1113	Thirteenth St			NA			NA		10/09/2007
Fitzlee St		т	1			81-111	2 Twelfth St			<b>—</b>					
Fitzlee St	0.12	230 From	R			81-111	2 I wellul St			NA			NA		10/09/2007
Fitzlee St		т	<u>.</u>			81-1114	Eleventh St								
Fitzlee St	0.13	190 From	R			01 111	Lievenui St			NA			NA		10/09/2007
81		Ti	n:			81-78	4 Tenth St			<b>—</b>					
Fitzlee St	0.19	210	R							NA			NA		07/28/2004
81		Т	):				684 Gap								
1108) Fitzlee St	0.12	380	"L			81-1	1103 Gap			 NA			NA		10/03/2007
1108) Fitzlee St	0.12	300				01.110	20 10						IVA		10/03/200
1108) Fitzlee St	0.12	320 From	R			81-110	2 Seventh St			NA			NA		07/28/2004
Fitzlee St	0.12	т				De	ead End			<u> </u>			1471		017207200-
		From	ı:			81-110	3 Eighth St								
Gordon Place	0.12	60	R							NA			NA		10/03/2007
•••		Fron	):			81-110	2 Seventh St			_					
1109 Gordon Place	0.08	80	R							NA			NA		07/28/2004
81)		Т	1			De	ead End								
	0.05	Fron				81-111	2 Twelfth St						N10		40/00/000
Kanawha St	0.25	<b>60</b>	R			81-78	4 Tenth St			NA T			NA		10/09/2007
		Fron	1:				2 Twelfth St								
Virginia St	0.25	80	R			01 111	2 I wentin bt			NA			NA		07/28/2004
81)		Т	):			81-78	4 Tenth St								
		Fron	1:			De	ead End								
Twelfth St	0.03	80	R							NA			NA		10/09/2007
		Fron	1:				1111 Gap 1110 Gap								
Twelfth St	0.07	180	R							NA			NA		07/28/2004
81)		Fron	):				130 Gap								
Twelfth St	0.07	70	R			81-1	1108 Gap			NA			NA		10/09/2007
1 Welfth St	0.01	Т	_			81-783	Anderson St			<b>-</b>			107		10/00/2001
		From	1:				Rockbridge Rd								
Thirteenth St	0.08	110	R				Ĭ			NA			NA		07/28/2004
81)		Fron				81-110	8 Fitzlee St			1—					
Thirteenth St	0.02	40	R							NA			NA		1986
01)		Ti	).			De	ead End								
	0.05	From				81-110	8 Fitzlee St			]					07/00/000
Eleventh St	0.05	60	R				-			NA —			NA		07/28/2004
C Flavorite Cr	0.00	From		-		81-783	Anderson St						N 1 A		40/00/000
Eleventh St	0.06	<b>50</b>	R			81 1107	McCulloch St			NA T			NA		10/09/2007
		Fron								+					
1115) Pocahontas St	0.12	120	R			81-110	2 Seventh St			NA			NA		10/03/2007
Pocahontas St	U.12	1 <b>20</b>				81-11	01 Sixth St			¬```					. 5, 55, 2001

							0. 0.00	.,								
Route	Length	AADT	QA	4Tire	Bus			uck 1Trail	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of Glasgow			_			ZANE	JTAXIC	TITAL	ZTTall		i actor		i actor			
		From				81-1	101 Sixth	St								
Pocahontas St	0.25	520	R								NA			NA		08/02/2004
_		To From				81-11	17 Fourth	St								
Pocahontas St	0.09	290	R								NA			NA		10/03/2007
		To From				81-11	116 Third	St			$\neg$ —					
Pocahontas St	0.06	60	R								NA			NA		08/02/2004
		To	:				d End; Ga	р								
Pocahontas St	0.40	From	Щ_			81	-679 Gap							NIA		40/00/000
	0.12	60 To	R				Pead End				NA			NA		10/03/2007
			1								<u> </u>					
1116 Third St	0.07	From	<u> </u>			81-1115	Pocahont	as St						NA		00/00/200
	0.07	<b>230</b>	R			Q1 110	)5 Catawb	a St			NA			INA		08/02/2004
			1													
Fourth St	0.07	From	R			81-1115	Pocahont	as St						NIA		10/02/2007
	0.07	290									NA 			NA		10/03/2007
(1117) Fourth St		From				81-110	)5 Catawb	a St								
	0.06	60	R								NA			NA		08/02/2004
<u> </u>		To	2				4 Shawne									
		From	<u> </u>			81-826	Pine Viev	v Rd			<u> </u>					.=
(1118) Laurel Rd	0.05	<b>40</b>	R				1.1.6				NA			NA		07/12/2001
			I .				ul-de-Sac									
0:45.00	0.40	From				81-110	02 Seventl	ı St						NIA		40/00/000
Sixth St	0.13	<b>70</b>	R			01.1	101 0: 4	G.			NA			NA		10/03/2007
			1				101 Sixth									
C:44 C4	0.00	From	Щ_			81-110	)5 Catawb	a St						NIA		07/00/000
Fifth St	0.06	10 To	R			81 110	4 Shawne	a St			NA			NA		07/28/2004
		From						CSI			_					
	0.13	NA					81-1123				 NA			NA		
(1121)	0.13	NA To	:			CD 120	Rockbridg	n Dd			INA			INA		
		From	1					ge Ku								
	0.13	NA Prom	<u> </u>			8	81-1123				 NA			NA		
(1122)	0.13	To	:			SR 130	Rockbridg	re Rd						INA		
		From						,c Nu			-					
	0.18	NA	<u> </u>			}	81-1122				NA			NA		
(1123)	0.10	INA To	:			C	ul-de-Sac				$\dashv$			INA		
						C	ur-uc-sac									