2003
Virginia Department of Transportation
Daily Traffic Volume Estimates

Special Locality Report
210

Town of Dublin

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

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 - 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 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.

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Annual Average Daily Traffic Volume Estimates By Section of Route
Town of Dublin

Route	From / To	Length	AADT	QA	Year
Town of Dublin					
11	From: WCL Dublin	0.16	**15000**	**N**	2003
11	To: SR 100 / From: SR 100	0.97	**15000**	**G**	2003
100	To: ECL Dublin / From: SCL Dublin	0.51	**17000**	**N**	2003
100	To: US 11 Dublin / From: US 11 Dublin	0.21	**5300**	**G**	2003
632 77	To: NCL Dublin / From: 77-747	0.11	**590**	**R**	03/26/2002
632 77	To: 77-1032 / From: 77-1032	0.06	**500**	**R**	03/28/2002
632 77	To: 77-1007 / From: 77-1007	0.12	**350**	**R**	03/28/2002
632 77	To: 77-9927 / From: 77-9927	0.02	**420**	**R**	03/28/2002
632 77	To: 77-1031 / From: 77-1031	0.06	**400**	**R**	03/28/2002
632 77	To: 77-1035 / From: 77-1035	0.06	**430**	**R**	03/28/2002
632 77	To: 77-1038 / From: 77-1038	0.05	**330**	**R**	03/28/2002
633 77	To: ECL Dublin / From: ECL Dublin	0.03	**700**	**R**	03/20/2002
633 77	To: 77-1005 / From: 77-1005	0.06	**700**	**R**	03/20/2002
635 77	To: NCL Dublin / From: SCL Dublin	0.06	**600**	**R**	03/20/2002
635 77	To: SR 100 / From: SR 100	0.05	**450**	**R**	03/28/2002
688 77	To: 77-747 / From: 77-1006	0.13	**330**	**R**	1995
689 77	To: 77-632 / From: Dead End	0.24	**130**	**R**	03/26/2002
706 77	To: 77-747 / From: 77-707	0.12	**30**	**R**	03/26/2002
707 77	To: 77-1012 / From: 77-1011	0.07	**100**	**R**	03/26/2002
707 77	To: 77-706 / From: 77-706	0.06	**80**	**R**	03/26/2002
746 77	To: 77-1012 / From: 77-747	0.08	**2900**	**G**	2003
746 77	To: US 11 / From: US 11	0.15	**2700**	**G**	2003
746 77	To: 77-1005 / From: 77-1005	0.28	**2300**	**G**	2003
747 77	To: NCL Dublin / From: SR 100	0.65	**1600**	**R**	03/26/2002
747 77	To: 77-746 / From: 77-746	0.50	**1800**	**G**	2003
1001 77	To: NCL Dublin / From: 77-1002	0.12	**280**	**R**	1986
1001 77	To: 77-1004 WEST / From: 77-1004 WEST	0.02	**300**	**R**	1986
1001 77	To: 77-1004 EAST / From: 77-1004 EAST	0.08	**430**	**R**	1995
1002 77	To: 77-746 / From: 77-1003	0.07	**480**	**R**	1995
1002 77	To: 77-1001 / From: 77-1001	0.05	**250**	**R**	1986
1003 77	To: 77-1009 / From: SR 100	0.05	**810**	**R**	1995
1003 77	To: 77-1002 / From: 77-1002	0.13	**420**	**R**	1986
1004 77	To: 77-1004 / From: US 11	0.09	**760**	**R**	1986
1004 77	To: 77-1013 / From: 77-1013	0.07	**600**	**R**	1986
1004 77	To: 77-1005 / From: 77-1005	0.08	**550**	**R**	1995
1004 77	To: 77-1003 / From: 77-1003	0.08	**290**	**R**	1986
1004 77	To: 77-1001 / From: 77-1001	0.04	**810**	**R**	1995
1005 77	To: 77-1009 / From: Dead End	0.13	**220**	**R**	1986
1005 77	To: 77-1004 / From: 77-1004	0.08	**600**	**R**	1995
1005 77	To: 77-746 / From: 77-746	0.12	**1400**	**R**	1995
1005 77	To: 77-1023 / From: 77-1023	0.01	**960**	**R**	1986
1005 77	To: 77-1015 / From: 77-1015	0.15	**1100**	**R**	1995
1005 77	To: 77-1033 / From: 77-1033	0.10	**840**	**R**	1986
1005 77	To: 77-1016 / From: 77-1016	0.02	**1000**	**R**	1995
1005 77	To: 77-1083 / From: 77-1083	0.13	**700**	**R**	1986
	To: 77-1024				

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Route	From / To	Length	AADT	QA	Year
Town of Dublin					
1005 77	From: 77-1024	0.08	620	R	1986
	To: 77-633				
1006 77	From: 77-688	0.06	240	R	1995
	To: 77-1007 SOUTH				
1006 77	From: 77-1007 SOUTH	0.02	440	R	1986
	To: 77-1007 NORTH				
1006 77	From: 77-1007 NORTH	0.08	500	R	1995
	To: Dead End				
1007 77	From: 77-1011	0.10	340	R	1986
	To: 77-1012				
1007 77	From: 77-1012	0.03	520	R	1986
	To: 77-1034				
1007 77	From: 77-1034	0.07	690	R	1995
	To: 77-1010				
1007 77	From: 77-1010	0.21	500	R	1986
	To: 77-1006				
1007 77	From: 77-1006	0.04	320	R	1986
	To: 77-1008				
1007 77	From: 77-1008	0.05	80	R	1995
	To: 77-632				
1007 77	From: 77-632	0.10	130	R	1986
	To: 77-1031				
1007 77	From: 77-1031	0.06	210	R	1986
	To: 77-1035				
1007 77	From: 77-1035	0.06	160	R	1986
	To: 77-1038				
1008 77	From: 77-688	0.09	80	R	1995
	To: 77-1007				
1009 77	From: 77-1002	0.12	200	R	1995
	To: 77-1004				
1010 77	From: SCL Dublin	0.13	280	R	1995
	To: 77-1007				
1010 77	From: 77-1007	0.15	750	R	1995
	To: 77-747				
1011 77	From: 77-747	0.03	600	R	1995
	To: 77-707				
1011 77	From: 77-707	0.05	430	R	1986
	To: 77-1007				
1012 77	From: 77-1007	0.03	270	R	1986
	To: 77-707				
1012 77	From: 77-707	0.06	280	R	1995
	To: 77-706				
1012 77	From: 77-706	0.08	370	R	1986
	To: 77-747				
1013 77	From: 77-1004	0.08	150	R	1995
	To: 77-746				
Town of Dublin					
1014 77	From: US 11	0.10	410	R	1995
	To: 77-1015				
1014 77	From: 77-1015	0.23	240	R	1995
	To: 77-1016				
1015 77	From: 77-1014	0.06	300	R	1995
	To: 77-1022				
1015 77	From: 77-1022	0.09	190	R	1995
	To: 77-1005				
1016 77	From: 77-1014	0.06	600	R	1995
	To: 77-1022				
1016 77	From: 77-1022	0.09	350	R	1995
	To: 77-1005				
1022 77	From: Dead End	0.10	90	R	1995
	To: 77-1015				
1022 77	From: 77-1015	0.24	160	R	1995
	To: 77-1016				
1023 77	From: 77-1005	0.10	500	R	1995
	To: 77-1049				
1023 77	From: 77-1049	0.05	200	R	1995
	To: 77-1025				
1024 77	From: 77-1005	0.04	290	R	1995
	To: 77-1049				
1024 77	From: 77-1049	0.04	240	R	1995
	To: NCL Dublin				
1025 77	From: Dead End	0.05	270	R	1995
	To: 77-1023				
1026 77	From: WCL Dublin	0.07	1100	R	1995
	To: SR 100				
1026 77	From: SR 100	0.07	980	R	1986
	To: 77-747				
1031 77	From: 77-632	0.12	260	R	1986
	To: 77-1007				
1031 77	From: 77-1007	0.06	360	R	1995
	To: 77-1032				
1031 77	From: 77-1032	0.04	570	R	1986
	To: 77-1037				
1031 77	From: 77-1037	0.08	460	R	1995
	To: 77-747				
1032 77	From: 77-632	0.10	40	R	1995
	To: 77-1031				
1033 77	From: Dead End	0.05	30	R	1995
	To: 77-1005				
1034 77	From: SCL Dublin	0.05	540	N	1986
	To: 77-1050				

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Route		Length	AADT	QA	Year
Town of Dublin					
1034 77	From: 77-1050	0.09	**650**	**R**	1995
	To: 77-1007				
1035 77	From: 77-632	0.11	**120**	**R**	1995
	To: 77-1007				
1035 77	From:	0.15	**100**	**R**	1995
	To: 77-1037				
1037 77	From: 77-632	0.07	**NA**		
	To: 77-1031				
1037 77	From:	0.08	**120**	**R**	1995
	To: 77-1035				
1037 77	From:	0.07	**150**	**R**	1986
	To: 77-1038				
1038 77	From: 77-632	0.11	**140**	**R**	1995
	To: 77-1007				
1038 77	From:	0.17	**190**	**R**	1986
	To: 77-1037				
1049 77	From: 77-1023	0.25	**200**	**R**	1995
	To: 77-1083				
1049 77	From:	0.15	**120**	**R**	1995
	To: 77-1024				
1050 77	From: SCL Dublin	0.13	**430**	**R**	1993
	To: SCL Dublin				
1083 77	From: 77-1005	0.07	**400**	**R**	1986
	To: 77-1049				
1083 77	From:	0.06	**370**	**R**	1986
	To: NCL Dublin; Gap Terminus				
1090 77	From: SCL Dublin	0.13	**610**	**R**	03/28/2002
	To: 77-688; 77-1006				
1094 77	From: 77-01023(B)/	0.02	**NA**		
	To: Dead End/				
1097 77	From: SR 100; 77-682	0.04	**1600**	**R**	1999
	To: 77-1098				
1097 77	From:	0.11	**350**	**R**	1999
	To: Dead End				
1098 77	From: 77-682	0.09	**940**	**R**	1999
	To: 77-1097				
1098 77	From:	0.18	**1000**	**R**	1999
	To: SR 100				
9346 77	From: 77-1004	0.05	**170**	**R**	1986
	To: 77-1001				
9346 77	From:	0.09	**160**	**R**	1986
	To: 77-746				
Town of Dublin					
9520 77	From: 77-746	0.24	**710**	**R**	1991
	To: Dublin High School				
9927 77	From: Dublin Mid School	0.26	**1200**	**R**	1991
	To: 77-632				