

2002

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

where available

Special Locality Report

165

Town of Appomattox

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



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 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 Appomattox

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Town of Appomattox																
24 460	0.71	15000	N	93%	0%	From: CL Appomattox				N	0.076	N	0.577	16000	N	2002
24 460	0.72	11000	F	93%	0%	From: BUS US 460				F	0.072	F	0.557	11000	F	2002
						To: E RT 460										
131	1.06	3400	F	97%	0%	From: US 460 East Intersection				C	0.107	F	0.554	3400	F	2002
131 Bus 460	0.07	12000	N	96%	0%	From: Bus US 460				N	0.089	N	0.537	12000	N	2002
						To: CFUS 460/JB-165/STREET/NCL APPOMATTOX										
460	0.71	15000	N	93%	0%	From: WCL Appomattox				N	0.076	N	0.577	16000	N	2002
460	0.72	11000	F	93%	0%	From: Bus US 460				F	0.072	F	0.557	11000	F	2002
460	1.87	9000	F	93%	0%	From: SR 24, SR 131				F	0.064	F	0.521	9300	F	2002
460	0.26	11000	F	85%	1%	From: Bus US 460				F	0.071	F	0.533	11000	F	2002
						To: ECL Appomattox										
Bus 460	0.03	12000	N	96%	0%	From: WCL Appomattox				N	0.089	N	0.537	12000	N	2002
Bus 460	0.07	12000	N	96%	0%	From: NCL Appomattox, SR 131				N	0.089	N	0.537	12000	N	2002
Bus 460	0.71	9300	F	94%	0%	From: SR 131; 06-1012,				F	0.098	F	0.536	9900	F	2002
Bus 460	0.47	4300	F	94%	0%	From: SR 131				C	0.087	F	0.575	4600	F	2002
						To: ECL Appomattox										
631 06	0.47	1200	F	97%	0%	From: NCL Appomattox				C	0.103	F	0.658	1200	F	2002
						To: US 460 BUS; SR 131										
635 06	0.07	3000	F	97%	0%	From: SCL Appomattox				F	0.105	F	0.636	3000	F	2002
						To: US 460 BUS										
641 06	0.29	680	R			From: SCL Appomattox					NA			NA		03/18/2002
						To: 06-727										
662 06	0.17	120	R			From: 06-631					NA			NA		04/10/2002
						To: Dead End										
691 06	0.01	1500	N	98%	0%	From: WCL Appomattox				N	0.112	N	0.618	1500	N	2002
691 06	0.55	1100	F	98%	0%	From: 06-1008				F	0.201	F	0.679	1100	F	2002
						To: SR 131										
727 06	0.22	4600	F	96%	0%	From: SCL Appomattox				F	0.107	F	0.558	4700	F	2002
727 06	0.21	5400	F	96%	0%	From: 06-641				F	0.111	F	0.544	5400	F	2002
727 06	0.11	5900	F	96%	0%	From: 06-1001				F	0.099	F	0.530	5900	F	2002
						To: SR 131 SOUTH										

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						2Axle	3+Axle	1Trail	2Trail							
Town of Appomattox																
727 06	0.19	5100	F			From: SR 131 NORTH					0.085	F	0.5	5100	F	2002
727 06	0.06	5400	R			From: US 460 BUS					NA			NA		04/15/2002
						To: 06-1004										
748 06	0.22	140	R			From: Dead End					NA			NA		1999
						To: SR 131										
1001 06	0.03	840	R			From: Dead End					NA			NA		1999
						To: 06-727										
1001 06	0.46	1300	F	98%	0%	1%	0%	0%	0%	C	0.117	F	0.526	1300	F	2002
						From: Dead End										
1002 06	0.07	230	R			To: 06-727 NORTH					NA			NA		1999
						From: 06-727 SOUTH										
1002 06	0.17	1500	F	89%	0%	8%	1%	1%	0%	C	0.157	F	0.576	1500	F	2002
						To: SCL Appomattox; 06-1043										
1003 06	0.09	1000	R			From: SR 131					NA			NA		1999
						To: 06-1018										
1003 06	0.06	880	R			From: 06-1016					NA			NA		1999
						To: 06-1008										
1003 06	0.15	580	R			From: 06-1008					NA			NA		1999
						To: Dead End										
1003 06	0.11	320	R			From: Dead End					NA			NA		1999
						To: US 460										
1004 06	0.20	840	R			From: US 460					NA			NA		1999
						To: 06-1009										
1004 06	0.07	700	R			From: 06-1009					NA			NA		1999
						To: 06-727										
1004 06	0.02	490	R			From: 06-727					NA			NA		1999
						To: 06-1021										
1004 06	0.20	500	R			From: 06-1021					NA			NA		1999
						To: 06-631										
1005 06	0.05	480	R			From: US 460					NA			NA		1999
						To: 06-1019										
1005 06	0.07	450	R			From: 06-1019					NA			NA		1999
						To: SR 131										
1006 06	0.06	130	R			From: US 460					NA			NA		04/10/2002
						To: 06-1026										
1006 06	0.05	80	R			From: 06-1026					NA			NA		04/10/2002
						To: 06-1007										
1007 06	0.08	70	R			From: 06-1007					NA			NA		04/10/2002
						To: 06-631										
1007 06	0.12	80	R			From: 06-631					NA			NA		04/10/2002
						To: 06-1006										
1008 06	0.52	2600	F	94%	0%	5%	0%	1%	0%	C	0.109	F	0.730	2600	F	2002
						From: 06-691										
						To: SR 131										

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						2Axle	3+Axle	1Trail	2Trail							
Town of Appomattox																
1009 06	0.55	300	R			From: 06-1004					NA		NA			1999
1009 06	0.06	190	R			To: 06-1040					NA		NA			1999
1009 06	0.02	9	R			From: 06-1041					NA		NA			1999
						To: Dead End										
1010 06	0.18	110	R			From: Dead End					NA		NA			04/10/2002
						To: Dead End										
1011 06	0.06	80	R			From: SR 24					NA		NA			1999
						To: Dead End										
1012 06	0.14	560	R			From: US 460; SR 131					NA		NA			1999
1012 06	0.25	280	R			To: 0.14 MN US 460					NA		NA			1999
1012 06	0.07	130	R			From: 06-1014					NA		NA			1999
						To: Dead End										
1013 06	0.07	2100	R			From: SR 131					NA		NA			04/10/2002
1013 06	0.02	2200	R			To: 06-1019					NA		NA			04/10/2002
						To: US 460										
1014 06	0.10	340	R			From: SR 24					NA		NA			1999
1014 06	0.04	210	R			To: 06-1012					NA		NA			1999
						To: Dead End										
1015 06	0.36	140	R			From: 06-641					NA		NA			1999
						To: Dead End										
1016 06	0.13	130	R			From: 06-1003					NA		NA			1999
						To: 06-1008										
1018 06	0.18	100	R			From: 06-1003					NA		NA			1999
						To: 06-1008										
1019 06	0.10	110	R			From: 06-1030					NA		NA			04/10/2002
1019 06	0.07	250	R			To: 06-1005					NA		NA			04/10/2002
						To: 06-1013										
1020 06	0.13	130	R			From: 06-1037					NA		NA			04/08/2002
1020 06	0.07	220	R			To: 06-691					NA		NA			04/08/2002
						To: Dead End										
1021 06	0.16	150	R			From: 06-1004					NA		NA			1999
						To: Dead End										
1022 06	0.10	190	R			From: US 460					NA		NA			1999
						To: Dead End										

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						2Axle	3+Axle	1Trail	2Trail							
Town of Appomattox																
1023 06	0.07	300	R			From: 06-1008					NA		NA			04/08/2002
1023 06	0.31	320	R			From: 06-1038					NA		NA			04/08/2002
						To: SR 131										
1025 06	0.06	280	R			From: US 460					NA		NA			04/10/2002
1025 06	0.06	200	R			From: 06-1026					NA		NA			04/10/2002
1025 06	0.07	180	R			To: 06-1007					NA		NA			04/10/2002
						To: 06-1027										
1026 06	0.12	30	R			From: 06-1006					NA		NA			04/10/2002
						To: 06-1025										
1027 06	0.04	40	R			From: 06-1031					NA		NA			04/10/2002
1027 06	0.13	40	R			From: 06-1042					NA		NA			04/10/2002
1027 06	0.10	180	R			To: 06-1025					NA		NA			04/10/2002
						To: Dead End										
1028 06	0.11	80	R			From: SR 24					NA		NA			1999
						To: Dead End										
1030 06	0.07	600	R			From: SR 131					NA		NA			04/10/2002
1030 06	0.08	570	R			To: 06-1019					NA		NA			04/10/2002
						To: US 460										
1031 06	0.19	80	R			From: 06-1027					NA		NA			04/10/2002
						To: US 460										
1033 06	0.20	240	R			From: 06-1056					NA		NA			04/10/2002
						To: 06-1001										
1036 06	0.16	120	R			From: 06-727					NA		NA			04/10/2002
						To: Dead End										
1037 06	0.11	70	R			From: Dead End					NA		NA			04/08/2002
1037 06	0.06	50	R			To: 06-691					NA		NA			04/08/2002
						To: 06-1020										
1038 06	0.06	60	R			From: Dead End					NA		NA			04/08/2002
						To: 06-1023										
1039 06	0.06	1400	R			From: SR 131					NA		NA			04/10/2002
1039 06	0.11	1000	R			To: 06-1058					NA		NA			04/10/2002
						To: 06-727										
1040 06	0.06	50	R			From: Dead End					NA		NA			04/10/2002
						To: 06-1009										

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						2Axle	3+Axle	1Trail	2Trail							
Town of Appomattox																
1040 06	0.15	130	R			From: 06-1009					NA		NA			04/10/2002
						To: Dead End										
1041 06	0.06	60	R			From: Dead End					NA		NA			04/10/2002
						To: 06-1009										
1042 06	0.19	60	R			From: 06-1027					NA		NA			04/10/2002
						To: US 460										
1043 06	0.11	380	R			From: SCL Appomattox					NA		NA			04/10/2002
						To: 06-1056										
1043 06	0.14	470	R			From: 06-1056					NA		NA			04/10/2002
						To: 06-1044										
1043 06	0.07	800	R			From: 06-1044					NA		NA			04/10/2002
						To: 06-1001										
1044 06	0.06	680	R			From: 06-1043					NA		NA			04/10/2002
						To: Dead End										
1056 06	0.17	80	R			From: 06-727					NA		NA			04/10/2002
						To: 06-1033										
1056 06	0.06	100	R			From: 06-1033					NA		NA			04/10/2002
						To: 06-1043										
1058 06	0.09	450	R			From: 06-727					NA		NA			04/10/2002
						To: 06-1059										
1058 06	0.08	400	R			From: 06-1059					NA		NA			04/10/2002
						To: 06-1039										
1059 06	0.03	510	R			From: SR 131					NA		NA			04/15/2002
						To: 06-1060										
1059 06	0.01	280	R			From: 06-1060					NA		NA			04/15/2002
						To: 0.01 MN 06-1060										
1059 06	0.07	330	R			From: 0.01 MN 06-1060					NA		NA			04/15/2002
						To: 06-1058										
1060 06	0.08	820	R			From: 06-1059					NA		NA			04/10/2002
						To: SR 131										
1060 06	0.15	430	R			From: SR 131					NA		NA			04/10/2002
						To: Dead End										
1061 06	0.08	60	R			From: Dead End					NA		NA			04/10/2002
						To: 06-631										
1062 06	0.02	80	R			From: 06-9021					NA		NA			04/10/2002
						To: Dead End										
1070 06	0.06	20	R			From: Lee Grant Ave					NA		NA			04/08/2002
						To: Dead End										
9020 06	0.14	250	R			From: US 460					NA		NA			1999
						To: SR 131 E Harrell										

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Town of Appomattox																
9021 06	0.04	340	R	From: 06-1004							NA			NA		1999
				To: 06-1062												
9021 06	0.07	830	R	From: US 460							NA			NA		1999
				To: Cul-de-Sac												
9583 06	0.23	720	R	From: 06-1008							NA			NA		1999
				To: 06-1008												