

**2007**

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

where available

**Special Locality Report**

**225**

Town of Gordonsville

Information in this report is included in Report

**68**

(Orange 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.

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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 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  
 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
-  Frontage Road (F precedes frontage route number)
-  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  
 Traffic Engineering Division  
 2007  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 Town of Gordonsville

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
15 33 Martinsburg Ave	From: SCL Gordonsville															
	Town of Gordonsville (Maint: 68)	1.12	11000	G	86%	1%	1%	1%	11%	0%	F	0.083	F	0.661	11000	G
15 James Madison Hwy	From: SR 231 S, Gordonsville Circle															
	Town of Gordonsville (Maint: 68)	0.18	11000	N	90%	1%	2%	1%	6%	0%	N	0.083	N	0.564	11000	N
33 Spotswood Trail	From: NCL Gordonsville															
	Town of Gordonsville (Maint: 68)	0.01	5100	N	93%	1%	1%	1%	4%	0%	N	0.099	N	0.511	5300	N
33 231 Spotswood Trail	From: SR 231 Blue Ridge Tpke															
	Town of Gordonsville (Maint: 68)	0.15	6400	G	94%	1%	1%	1%	4%	0%	C	0.096	F	0.517	6600	G
33 15 Martinsburg Ave	From: US 15 James Madison Hwy															
	Town of Gordonsville (Maint: 68)	1.12	11000	G	86%	1%	1%	1%	11%	0%	F	0.083	F	0.661	11000	G
231 Gordon Ave	From: S SR 231															
	Town of Gordonsville (Maint: 68)	0.58	5200	N	95%	1%	2%	1%	2%	0%	N	0.096	N	0.548	5300	N
231 33 Spotswood Trail	From: SCL Gordonsville															
	Town of Gordonsville (Maint: 68)	0.15	6400	G	94%	1%	1%	1%	4%	0%	C	0.096	F	0.517	6600	G
231 Blue Ridge Tpke	From: US 15, US 33 Gordonsville Circle															
	Town of Gordonsville (Maint: 68)	0.02	1100	G	95%	1%	1%	1%	2%	0%	F	0.104	F	0.533	1100	G
	From: Blue Ridge Turnpike															
	Town of Gordonsville (Maint: 68)	0.02	1100	G	95%	1%	1%	1%	2%	0%	F	0.104	F	0.533	1100	G
	From: US 33 Spotswood Trail															
	Town of Gordonsville (Maint: 68)	0.02	1100	G	95%	1%	1%	1%	2%	0%	F	0.104	F	0.533	1100	G
	From: NCL Gordonsville															

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						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Gordonsville</b>																
643 68 East St	0.32	690	G	98%	1%	From: 68-1014 Mill St				C	0.114	F	0.544	710	G	2007
						To: ECL Gordonsville										
691 68 Old Louisa Rd	0.12	1000	R			From: Louisa County Line; SCL Gordonsville				NA			NA		11/18/2002	
						To: 68-1015 Pendleton St; South Main St										
1000 68 Church St	0.12	150	R			From: 68-1014 Mill St				NA			NA		04/05/2005	
						To: End State Maintenance										
1001 68 Commerce St	0.11	90	R			From: 68-1002 Linney St				NA			NA		11/21/2002	
						To: 68-1011 Market St										
1002 68 Linney St	0.24	70	R			From: 68-1001 Commerce St				NA			NA		11/21/2002	
						To: 68-1004, East Baker St										
1003 68 Wright St	0.10	110	R			From: Dead End				NA			NA		11/18/2002	
						To: 68-1004, West Baker St										
1003 68 Wright St	0.13	440	R			From: 68-1004, West Baker St				NA			NA		11/18/2002	
						To: SR 231 Gordon Ave										
1004 68 West Baker St	0.09	240	R			From: Duke Street				NA			NA		04/05/2005	
						To: 68-1003 Wright St										
1004 68 West Baker St	0.24	460	R			From: 68-1003 Wright St				NA			NA		11/18/2002	
						To: 68-1009 Pendleton St										
1004 68 West Baker St	0.09	410	R			From: 68-1009 Pendleton St				NA			NA		11/18/2002	
						To: US 15 Martinsburg Ave										
1004 68 East Baker St	0.07	660	R			From: US 15 Martinsburg Ave				NA			NA		11/21/2002	
						To: 68-1030 Gentry Dr										
1004 68 East Baker St	0.41	670	R			From: 68-1030 Gentry Dr				NA			NA		11/21/2002	
						To: 68-643 East St										
1005 68 Cadmus Dr	0.34	150	R			From: 68-1004, East Baker St				NA			NA		11/21/2002	
						To: 68-1030 Gentry Ave										
1006 68 High St	0.60	4000	G	71%	2%	2%	7%	16%	0%	C	0.078	F	0.554	4100	G	2007
						From: US 15 Martinsburg Ave										
1007 68 Orange Ave	0.06	60	R			From: 68-1029 Martinsville Ave				NA			NA		11/18/2002	
						To: 68-1006 High St										
1007 68 Mayhugh Ave	0.10	280	R			From: 68-1006 High St				NA			NA		11/18/2002	
						To: Dead End										
1008 68 West King St	0.16	340	R			From: 68-1006 High St				NA			NA		11/18/2002	
						To: US 15 Martinsburg Ave										
1008 68 East King St	0.24	170	R			From: US 15 Martinsburg Ave				NA			NA		11/21/2002	
						To: 68-1004, East Baker St										
1009 68 Pendleton St	0.10	30	R			From: 68-1008, West King St				NA			NA		11/18/2002	
						To: 68-1004, West Baker St										
1010 68 Weaver St	0.08	120	R			From: 68-1011 Market St				NA			NA		11/21/2002	
						To: 68-1008, East King St										




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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail								
<b>Town of Gordonsville</b>																	
(1011) 68	Market St	0.18	530	R										NA		11/21/2002	
(1012) 68	Depot St	0.11	420	R										NA		11/18/2002	
(1012) 68	Depot St	0.10	880	G	98%	1%	1%	0%	0%	0%	C	0.086	F	0.564	900	G	2007
(1012) 68	Grove Ave	0.26	240	R										NA		11/18/2002	
(1013) 68	East Central St	0.08	530	G	99%	0%	1%	0%	0%	0%	C	0.096	F	0.608	540	G	2007
(1014) 68	Mill St	0.16	300	R										NA		11/18/2002	
(1014) 68	Mill St	0.04	480	G	99%	0%	1%	0%	0%	0%	F	0.124	F	0.574	500	G	2007
(1015) 68	South Main St	0.16	240	R										NA		11/18/2002	
(1015) 68	Pendleton St	0.22	1200	R										NA		11/18/2002	
(1016) 68	North Church St	0.11	60	R										NA		11/18/2002	
(1016) 68	North Church St	0.16	80	R										NA		11/18/2002	
(1017) 68	Stonewall Ave	0.23	410	R										NA		11/18/2002	
(1018) 68	Noble Avenue	0.07	60	R										NA		11/18/2002	
(1018) 68	Noble Ave	0.06	90	R										NA		04/05/2005	
(1019) 68	Holladay Ave	0.11	140	R										NA		11/18/2002	
(1019) 68	Holladay Ave	0.10	70	R										NA		04/05/2005	
(1020) 68	Piedmont St	0.10	20	R										NA		11/21/2002	
(1021) 68	South Faulconer St	0.09	280	R										NA		04/05/2005	
(1021) 68	South Faulconer St	0.09	250	R										NA		04/05/2005	
(1021) 68	North Faulconer St	0.21	320	R										NA		11/18/2002	
(1022) 68	Cobb St	0.20	220	R										NA		11/18/2002	

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						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Gordonsville</b>																
1023 68 Allen St	0.17	40	R			From: 68-1002 Linney St					NA			NA		11/21/2002
						To: 68-1008, East King St										
1024 68 Charles St	0.10	180	R			From: Dead End					NA			NA		11/18/2002
						To: 68-1012 Depot St										
1024 68 Charles St	0.07	160	R			From: 68-1012 Depot St					NA			NA		11/18/2002
						To: 68-1014 Mill St										
1024 68 Charles St	0.27	80	R			From: 68-1014 Mill St					NA			NA		11/18/2002
						To: ECL Gordonsville										
1025 68 Cleveland St	0.10	900	R			From: SR 231 Gordon Ave					NA			NA		11/18/2002
						To: NCL Gordonsville										
1026 68 Cobb St	0.11	230	R			From: 68-1014 Mill St					NA			NA		11/18/2002
						To: End State Maintenance										
1028 68 Paynor Ave	0.09	70	R			From: 68-1012 Grove Ave					NA			NA		11/18/2002
						To: Dead End										
1029 68 Martinsville Ave	0.21	40	R			From: 68-1012 Grove Ave					NA			NA		11/18/2002
						To: Dead End										
1030 68 Gentry Dr	0.24	330	R			From: 68-1004, East Baker St					NA			NA		11/21/2002
						To: 68-1005 Cadmus Dr										
1030 68 Gentry Dr	0.04	580	R			From: 68-1005 Cadmus Dr					NA			NA		11/21/2002
						To: US 15 James Madison Hwy										
1031 68 Gentry Dr	0.04	40	R			From: Dead End					NA			NA		11/21/2002
						To: 68-1030 Gentry Dr										
1032 68 Cadmus Circle	0.08	70	R			From: 68-1030 Gentry Dr					NA			NA		11/21/2002
						To: 68-1005 Cadmus Dr										
1033 68 Partlow Dr	0.14	40	R			From: 68-1030 Gentry Dr					NA			NA		11/21/2002
						To: 68-1005 Cadmus Dr										
1034 68 Taylor Ave	0.23	800	R			From: Dead End					NA			NA		11/18/2002
						To: 68-1006 High St										
1035 68 Jackson St	0.11	280	R			From: WCL Gordonsville					NA			NA		04/05/2005
						To: 68-1036 Lee Lane										
1035 68 Jackson St	0.05	290	R			From: 68-1036 Lee Lane					NA			NA		04/05/2005
						To: 68-1017 Stonewall Ave										
1036 68 Lee Lane	0.04	220	R			From: WCL Gordonsville					NA			NA		04/05/2005
						To: 68-1035 Jackson St										
1037 68 Holladay Ave	0.10	130	R			From: SCL Louisa					NA			NA		11/18/2002
						To: 68-1019 Holladay Ave										
1037 68 Holladay Ave	0.08	130	R			From: 68-1019 Holladay Ave					NA			NA		11/18/2002
						To: 68-1017 Stonewall Ave										
1038 68 Duke St	0.13	50	R			From: Dead End					NA			NA		11/18/2002
						To: 68-1004, West Baker St										

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						2Axle	3+Axle	1Trail	2Trail								
<b>Town of Gordonsville</b>																	
						From:	68-1004, West Baker St										
 Gordonsville Elem Sch	0.08	350	R			To:	68-1006 High St				NA			NA		03/24/2005	