2014
Virginia Department of Transportation
Daily Traffic Volume Estimates
Including Vehicle Classification Estimates

where available

Special Locality Report
166

Town of Ashland

Information in this report is included in Report

42

(Hanover 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

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 - Business Route
Bypas - Bypass Route
Truck - Truck Route

ALT - Alternate Route
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
2014
Annual Average Daily Traffic Volume Estimates By Section of Route
Town of Ashland

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	Truck 2Axle	Truck 3+Axle	Truck 1Trail	Truck 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW
	From: SCL Ashland															
1 Washington Hwy	Town of Ashland	1.41	**16000**	**F**	96%	1%	1%	1%	2%	0%	F	0.092	F	0.523	17000	F
	To: Ashcake Rd															
	From: Ashcake Rd															
1 Washington Hwy	Town of Ashland	0.85	**17000**	**F**	96%	1%	1%	1%	2%	0%	C	0.097	F	0.563	18000	F
	To: SR 54 England St															
	From: SR 54 England St															
1 Washington Hwy	Town of Ashland	0.23	**14000**	**F**	92%	1%	1%	2%	4%	0%	F	0.085	F	0.502	14000	F
	To: Randolph Circle															
	From: Randolph Circle															
1 Washington Hwy	Town of Ashland	1.94	**8300**	**F**	92%	1%	1%	2%	4%	0%	C	0.101	F	0.522	8900	F
	To: NCL Ashland															
	From: NCL Ashland															
54 Thompson St	Town of Ashland	0.96	**8100**	**F**	97%	2%	1%	0%	1%	0%	C	0.103	F	0.638	8600	F
	To: Dewey St															
	From: Dewy Street															
54 Thompson St	Town of Ashland	0.50	**9200**	**F**	97%	2%	1%	0%	1%	0%	F	0.089	F	0.662	9800	F
	To: Hanover Ave															
	From: Hanover Ave															
54 England St	Town of Ashland	0.56	**14000**	**F**	97%	2%	1%	0%	1%	0%	F	0.083	F	0.561	15000	F
	To: US 1 Washington Hwy															
	From: US 1 Washington Hwy															
54 England St	Town of Ashland	0.59	**22000**	**G**	90%	1%	1%	1%	7%	0%	C	NA			24000	G
	To: I-95															
	From: I-95															
54 East Patrick Henry Rd	Town of Ashland	0.81	**4700**	**F**	90%	1%	1%	1%	7%	0%	F	0.094	F	0.598	5100	F
	To: ECL Ashland															
	From: SCL Ashland															
North 95	Town of Ashland (Maint: 42)	0.53	**54000**	**A**	87%	1%	1%	1%	10%	0%	F	0.098	A		48000	A
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		**108000**	**A**	87%	1%	1%	1%	10%	0%	F	NA			97000	A
	To: SR 54 Ashland															
	From: SR 54 Ashland															
North 95	Town of Ashland (Maint: 42)	1.72	**50000**	**A**	87%	1%	1%	1%	10%	0%	F	0.104	A		44000	A
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		**101000**	**A**	87%	1%	1%	1%	10%	0%	F	NA			88000	A
	To: NCL Ashland															
	From: SCL Ashland															
South 95	Town of Ashland (Maint: 42)	0.87	**54000**	**A**	87%	1%	1%	1%	10%	0%	F	0.092	A		49000	A
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		**108000**	**A**	87%	1%	1%	1%	10%	0%	F	NA			97000	A
	To: SR 54 England St															
	From: SR 54 England St															
South 95	Town of Ashland (Maint: 42)	1.38	**51000**	**A**	87%	1%	1%	1%	10%	0%	F	0.096	A		44000	A
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		**101000**	**A**	87%	1%	1%	1%	10%	0%	F	NA			88000	A
	To: NCL Ashland															

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Town of Ashland																
(1) Berkley St	0.29	**1100**	**G**	98%	1%	1%	0%	0%	0%	C	NA			1200	G	2014
From: Henry St																
To: US 1 Washington Hwy																
(2) Center St	0.93	**1300**	**F**	99%	0%	0%	0%	0%	0%	C	0.101	F	0.532	1400	F	2014
From: SCL Ashland																
To: SR 54 England St																
(2) Center St	0.10	**1000**	**F**	99%	0%	0%	0%	0%	0%	F	0.103	F	0.553	1100	F	2014
From: Henry Clay Rd; College Ave																
(3) College Ave	0.17	**1300**	**F**	99%	0%	0%	0%	0%	0%	C	0.106	F	0.526	1400	F	2014
From: Center St																
To: Henry St																
(4) College Ave	0.35	**730**	**F**	99%	0%	0%	0%	0%	0%	C	0.104	F	0.771	780	F	2014
From: Henry St																
To: US 1 Washington Hwy																
(5) Henry St	0.29	**2100**	**F**	95%	4%	1%	1%	0%	0%	F	0.092	F	0.531	2300	F	2014
From: SR 54																
To: East Patrick St																
(5) Henry St	0.59	**1100**	**F**	95%	4%	1%	1%	0%	0%	C	0.121	F	0.544	1100	F	2014
From: East Patrick St																
To: Vaughan Rd																
(6) Myrtle Ave	0.55	**1800**	**F**	99%	0%	1%	0%	0%	0%	C	0.113	F	0.601	1900	F	2014
From: Center St																
To: US 1 Washington Hwy																
(7) Pleasants St	0.16	**770**	**F**	98%	1%	1%	0%	0%	0%	C	0.107	F	0.644	830	F	2014
From: Taylor St																
To: US 1 Washington Hwy																
(8) Taylor St	0.33	**760**	**F**	98%	1%	1%	0%	0%	0%	C	0.093	F	0.512	810	F	2014
From: Pleasants St																
To: Myrtle Ave																
(8) Taylor St	0.12	**860**	**F**	98%	1%	1%	0%	0%	0%	F	0.105	F	0.523	910	F	2014
From: Myrtle Ave																
To: SR 54 England St																
(9) Archie Cannon Dr	0.39	**1300**	**F**	96%	1%	1%	1%	1%	0%	C	0.12	F	0.583	1400	F	2014
From: 166-5 NW Henry Street																
To: US 1 Washington Hwy																
(10) Hill Carter Pkwy	0.58	**3900**	**F**	98%	0%	1%	0%	1%	0%	C	0.109	F	0.596	4100	F	2014
From: 166-1518 Ashcake Rd																
To: Junction Dr																
(10) N Carter Rd	0.53	**750**	**F**	98%	0%	1%	0%	1%	0%	F	0.083	F	0.91	800	F	2014
From: SR 54																
To: Dead End																
(1518) Ashcake Rd	0.80	**7600**	**F**	95%	0%	1%	2%	2%	0%	C	0.113	F	0.581	8100	F	2014
From: WCL Ashland, 42-657																
To: US 1 Washington Hwy																
(1518) Ashcake Rd	0.64	**5400**	**F**	95%	0%	1%	2%	2%	0%	F	0.112	F	0.608	5800	F	2014
From: US 1 Washington Hwy																
To: ECL Ashland, 42-657																
(1525) Hanover Ave	0.60	**1400**	**F**	98%	1%	1%	1%	0%	0%	C	0.116	F	0.575	1500	F	2014
From: WCL Ashland																
To: SR 54 England St; Thompson St																
Arlington St		**90**	**F**								0.225	F	0.532	90	F	2014
From: Center St																
To: Virginia St																
Elm St		**170**	**F**								0.165	F	0.536	170	F	2014
From: James St																
To: Park St																
Henry Clay St		**520**	**F**	97%	2%	2%	0%	0%	0%	C	0.133	F	0.756	520	F	2014
From: N Snead St																
To: N James St																

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						2Axle	3+Axle	1Trail	2Trail							
Town of Ashland																
		From:	SR 54													
James St		**840**	**F**								0.104	F	0.662	900	F	2014
		To:	W Patrick St													
		From:	Mechumps Dr													
Mount Hermon Rd		**630**	**G**	98%	0%	2%	0%	0%	0%	C	NA			630	G	2014
		To:	Patrick Henry Rd													
		From:	US 1													
Quarles Rd		**370**	**F**								0.145	F	0.754	390	F	2014
		To:	Dead End													