

2015
Virginia Department of Transportation
Daily Traffic Volume Estimates
Including Vehicle Classification Estimates

where available

Special Locality Report

192

Town of Clarksville

Information in this report is included in Report

58

(Mecklenburg 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
 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
 Bypass - 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
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 2015
 Annual Average Daily Traffic Volume Estimates By Section of Route
 Town of Clarksville

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
	From: SCL Clarksville															
15 College St	Town of Clarksville (Maint: 58)	0.73	3100	N	93%	1%	1%	1%	5%	0%	N	0.089	0.539	3100	N	
	To: US 58 Virginia Ave															
	From: US 58; College St															
15 58 49 Virginia Ave	Town of Clarksville (Maint: 58)	0.88	7000	G	99%	0%	0%	0%	1%	0%	C	0.088	0.515	7200	G	
	To: NCL Clarksville															
	From: WCL Clarksville															
49 58 Virginia Ave	Town of Clarksville (Maint: 58)	0.97	3800	G	98%	0%	1%	0%	0%	0%	C	0.093	0.519	3900	G	
	To: US 15, US 58															
	From: US 15 W, College St															
49 15 58 Virginia Ave	Town of Clarksville (Maint: 58)	0.88	7000	G	99%	0%	0%	0%	1%	0%	C	0.088	0.515	7200	G	
	To: NCL Clarksville															
	From: WCL Clarksville															
58 49 Virginia Ave	Town of Clarksville (Maint: 58)	0.97	3800	G	98%	0%	1%	0%	0%	0%	C	0.093	0.519	3900	G	
	To: US 15 W, College St															
	From: US 15 W, College St															
58 15 49 Virginia Ave	Town of Clarksville (Maint: 58)	0.88	7000	G	99%	0%	0%	0%	1%	0%	C	0.088	0.515	7200	G	
	To: NCL Clarksville															

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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							
Town of Clarksville																
(722) 58 Noblin Farm Rd	0.13	770	R								0.13		0.503	NA		06/13/2013
			From: WCL Clarksville													
			To: ECL Clarksville													
(723) 58 Shiney Rock Rd	0.53	470	G	96%	1%	1%	1%	1%	0%	F	0.114		0.608	480	G	2015
			From: SCL Clarksville													
			To: US 15 College St													
(750) 58 Buffalo Rd	0.76	870	G	99%	1%	0%	0%	0%	0%	F	0.118		0.607	890	G	2015
			From: WCL Clarksville													
			To: 58-1125 Woodland Dr													
(750) 58 Buffalo Rd	0.64	700	G	99%	1%	0%	0%	0%	0%	C	0.095		0.551	720	G	2015
			From: US 58 EAST													
(750) 58 8th St	0.09	230	R									NA		NA		07/09/2013
			From: 58-1103 Market St													
(750) 58 8th St	0.09	220	R									NA		NA		07/09/2013
			From: Caroline St													
			To: 58-750 Buffalo Rd													
(1040) 58 Russell St	0.04	130	R									NA		NA		03/30/2010
			From: WCL Clarksville													
			To: US 58													
(1101) 58 Russell St	0.23	310	G	97%	0%	0%	1%	1%	0%	C	0.11		0.559	320	G	2015
			From: 58-750 Buffalo Rd													
			To: 58-1109 East St													
(1102) 58 5th St	0.35	70	R									NA		NA		09/04/2013
			From: US 58													
(1102) 58 5th St	0.17	670	R									NA		NA		09/04/2013
			From: 58-1108 Rose Hill Ave													
			To: 58-1124, 9th St													
(1103) 58 Market St	0.20	200	R									NA		NA		07/18/2013
			From: 58-1107, 7th St													
			To: 58-1102, 5th St													
(1104) 58 Market St	0.10	200	R									NA		NA		07/18/2013
			From: 58-1105, 4th St													
(1104) 58 Market St	0.26	290	G	98%	1%	1%	0%	0%	0%	C	0.121		0.694	300	G	2015
			From: 58-1105 4th Street													
			To: US 58; 2nd St													
(1105) 58 4th St	0.19	250	R									NA		NA		07/18/2013
			From: Dead End													
(1105) 58 4th St	0.28	440	G	99%	1%	0%	0%	0%	0%	C	0.097		0.585	450	G	2015
			From: 58-1109 East St													
(1105) 58 4th St	0.08	810	G	99%	1%	0%	0%	0%	0%	F	0.132		0.58	830	G	2015
			From: 58-1104 Market St													
(1105) 58 4th St	0.25	550	R									NA		NA		07/18/2013
			From: US 58													
(1105) 58 4th St	0.09	180	R									NA		NA		07/18/2013
			From: 58-1108 Rose Hill Ave													
			To: 58-1110 Dan Circle													
(1106) 58 3rd St	0.09	130	R									NA		NA		07/18/2013
			From: 58-1109 East St													
			To: Commerce St, Gap													
(1106) 58 3rd St	0.18	180	R									NA		NA		07/16/2013
			From: US 58, Gap													
			To: 58-1108 Rose Hill Ave													
(1107) 58 7th St	0.09	160	R									NA		NA		07/18/2013
			From: 58-1123 Commerce St													
			To: 58-1117 Carolina 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							
Town of Clarksville																
1107 58 7th St	0.18	200	G	97%	2%	1%	0%	0%	0%	C	0.101	0.524	200	G	2015	
1108 58 Rose Hill Ave	0.19	380	G	98%	1%	0%	0%	0%	0%	C	0.113	0.512	390	G	2015	
1108 58 Rose Hill Ave	0.12	500	R								NA		NA		07/16/2013	
1108 58 Rose Hill Ave	0.32	500	R								NA		NA		07/16/2013	
1109 58 East St	0.17	130	R								NA		NA		07/18/2013	
1110 58 Dan Circle	0.19	45	R								NA		NA		07/16/2013	
1111 58 Forest Hill St	0.82	190	R								NA		NA		07/16/2013	
1112 58 Carol Ave	0.08	90	R								NA		NA		07/16/2013	
1113 58 Mecklenburg Blvd	0.08	70	R								NA		NA		07/16/2013	
1113 58 Mecklenburg Blvd	0.13	48	R								NA		NA		07/16/2013	
1114 58 Sunnyside St	0.08	150	R								NA		NA		07/16/2013	
1115 58 Chandler St	0.09	190	R								NA		NA		07/16/2013	
1116 58 Adams St	0.09	90	R								NA		NA		07/16/2013	
1117 58 Carolina St	0.14	140	R								NA		NA		07/18/2013	
1118 58 Grace St	0.18	30	R								NA		NA		07/16/2013	
1119 58 Ferry St	0.12	130	R								NA		NA		07/16/2013	
1119 58 Ferry St	0.23	80	R								NA		NA		07/16/2013	
1120 58 Fontaine Garrett Dr	0.04	500	R								NA		NA		07/18/2013	
1121 58 Sizemore St	0.04	80	R								NA		NA		07/18/2013	

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						2Axle	3+Axle	1Trail	2Trail							
Town of Clarksville																
(1122/58) 6th St	0.17	140	G	97%	1%	1%	0%	0%	0%	C	0.167	0.652	150	G	2015	
(1123/58) Commerce St	0.10	180	R								NA		NA		07/18/2013	
(1124/58) 9th St	0.09	240	R								NA		NA		07/18/2013	
(1125/58) Woodland Dr	0.31	410	G	98%	1%	1%	1%	0%	0%	C	0.126	0.66	420	G	2015	
(1126/58) Nero St	0.04	80	R								NA		NA		07/16/2013	
(1127/58) Easley St	0.08	40	R								NA		NA		07/18/2013	
(1128/58) Crescent Dr	0.03	80	R								NA		NA		07/18/2013	
(1128/58) Crescent Dr	0.20	180	R								NA		NA		07/18/2013	
(1129/58) Park Ave	0.07	50	R								NA		NA		07/23/2013	
(1130/58) Altavista Dr	0.10	40	R								NA		NA		07/18/2013	
(1131/58) Mansion Dr	0.34	200	R								NA		NA		07/17/2013	
(1131/58) Mansion Dr	0.20	200	R								NA		NA		07/17/2013	
(1132/58) Park Ave	0.17	60	R								NA		NA		07/16/2013	
(1140/58) Cedar St	0.09	40	R								NA		NA		07/16/2013	
(1141/58) Pine Valley Ave	0.15	20	R								NA		NA		07/16/2013	
(1142/58) Venable Lane	0.22	70	R								NA		NA		07/17/2013	
(1143/58) Marshall Dr	0.30	150	R								NA		NA		07/18/2013	
(1144/58) Willow Oak Dr	0.17	30	R								NA		NA		07/17/2013	
(1145/58) Westview Lane	0.05	100	R								NA		NA		07/17/2013	

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						2Axle	3+Axle	1Trail	2Trail							
Town of Clarksville																
(1145/58) Westview Lane	0.12	90	R			From: 58-1148 Fairfield Dr	To: 58-1143 Marshall Dr					NA		NA		07/23/2013
(1146/58) Oakview Dr	0.09	80	R			From: 58-1111 Forest Hill St	To: 58-1147 Inlet Court					NA		NA		07/16/2013
(1146/58) Oakview Dr	0.10	80	R			From: 58-1147 Inlet Court	To: Cul-de-Sac					NA		NA		07/16/2013
(1147/58) Inlet Court	0.05	10	R			From: Cul-de-Sac	To: 58-1146 Oakview Dr					NA		NA		07/16/2013
(1148/58) Fairfield Dr	0.17	30	R			From: 58-1142 Venable Lane	To: 58-1145 Westview Lane					NA		NA		07/17/2013
(1149/58) Marrow St	0.10	50	R			From: WCL Clarksville	To: 58-1131 Mansion Dr					NA		NA		07/17/2013