2003
Virginia Department of Transportation
Daily Traffic Volume Estimates

Special Locality Report
221

Town of Gate City

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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Town of Gate City

Route	From / To	Length	AADT	QA	Year
Town of Gate City					
23	From: SCL Gate City	0.61	28000	N	2003
	To: Bus US 23 East of Gate City				
23	From: Bus US 23 East of Gate City	0.16	12000	B	2003
	To: NCL Gate City				
23	From: SCL Gate City	0.36	12000	N	2003
	To: NCL Gate City				
Bus 23	From: US 23 South of Gate City	0.23	18000	F	2003
	To: 84-836 Jones St				
Bus 23	From: 84-836	0.47	11000	F	2003
	To: SR 71				
Bus 23	From: SR 71	0.12	8000	F	2003
	To: 84-665 Moccasin Ave				
Bus 23	From: 84-665	0.15	6100	F	2003
	To: 84-763				
Bus 23	From: 84-763 Fir St	0.84	3900	F	2003
	To: 84-762 Starnes St				
Bus 23	From: 84-762	0.80	3200	F	2003
	To: WCL Gate City				
58 23	From: NCL Gate City	0.36	12000	N	2003
	To: SCL Gate City				
58 23	From: NCL Gate City	0.16	12000	B	2003
	To: Bus US 23 East of Gate City				
58 23	From: Bus US 23 East of Gate City	0.61	28000	N	2003
	To: SCL Gate City				
Bus Bus 58 23	From: CL Gate City	0.80	3200	F	2003
	To: 84-762				
Bus Bus 58 23	From: 84-762	0.84	3900	F	2003
	To: 84-763				
Bus Bus 58 23	From: 84-763	0.15	6100	F	2003
	To: 84-665				
Bus Bus 58 23	From: 84-665	0.12	8000	F	2003
	To: SR 71				
Bus Bus 58 23	From: SR 71	0.47	11000	F	2003
	To: 84-836				
Bus Bus 58 23	From: 84-836	0.23	18000	F	2003
	To: US 23 South of Gate City				
71	From: US 23 Bus	0.55	4900	F	2003
	To: 84-904				
71	From: 84-904	0.85	8200	F	2003
	To: ECL Gate City				
421 23	From: NCL Gate City	0.36	12000	N	2003
	To: SCL Gate City				

Route	From / To	Length	AADT	QA	Year
Town of Gate City					
421 23	From: NCL Gate City	0.16	12000	B	2003
	To: Bus US 23 East of Gate City				
421 23	From: Bus US 23 East of Gate City	0.61	28000	N	2003
	To: SCL Gate City				
Bus Bus 421 23	From: US 23 South of Gate City	0.23	18000	F	2003
	To: 84-836				
Bus Bus 421 23	From: 84-836	0.47	11000	F	2003
	To: SR 71				
Bus Bus 421 23	From: SR 71	0.12	8000	F	2003
	To: 84-665				
Bus Bus 421 23	From: 84-665	0.15	6100	F	2003
	To: 84-763				
Bus Bus 421 23	From: 84-763	0.84	3900	F	2003
	To: 84-762				
Bus Bus 421 23	From: 84-762	0.80	3200	F	2003
	To: CL Gate City				
619 84	From: US 23	0.21	510	R	01/08/2004
	To: ECL Gate City				
619 84	From: ECL Gate City	0.01	NA		01/08/2004
	To: 84-793				
619 84	From: 84-793	0.33	1200	R	01/08/2004
	To: SR 71				
619 84	From: SR 71	0.37	2100	R	01/08/2004
	To: NCL Gate City				
665 84	From: Dead End	0.04	920	R	01/08/2004
	To: US 23				
665 84	From: US 23	0.08	2200	F	2003
	To: 84-782				
665 84	From: 84-782	0.07	2000	F	2003
	To: 84-813				
665 84	From: 84-813	0.08	1700	F	2003
	To: 84-781				
665 84	From: 84-781	0.17	1600	F	2003
	To: 84-819				
665 84	From: 84-819 Moccasin St	0.26	1400	F	2003
	To: NCL Gate City				
666 84	From: NCL Gate City	0.29	710	R	01/08/2004
	To: SR 71				
762 84	From: US 23	0.14	240	R	01/08/2004
	To: Dead End				
763 84	From: 84-1422	0.40	220	R	01/08/2004
	To: US 23 BUS				
763 84	From: US 23 BUS	0.11	310	R	01/08/2004
	To: 84-783				

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Route	From / To	Length	AADT	QA	Year
Town of Gate City					
764 84	From: 84-765	0.18	140	R	01/08/2004
	To: 84-763				
765 84	From: 84-763	0.03	90	R	01/08/2004
	To: US 23				
765 84	From: US 23	0.02	60	R	07/25/2000
	To: 84-764				
766 84	From: 84-763	0.03	90	R	07/25/2000
	To: US 23				
766 84	From: 84-831	0.07	320	R	07/25/2000
	To:				
767 84	From: 84-1415	0.39	930	R	07/31/2000
	To: SR 71				
767 84	From: 84-768	0.10	940	R	07/31/2000
	To:				
768 84	From: US 23	0.13	1500	R	07/31/2000
	To: SR 71				
768 84	From: 84-768 Begin Loop	0.62	730	R	07/25/2000
	To:				
769 84	From: US 23 BUS	0.07	690	R	07/31/2000
	To: Dead End; Gap Terminus				
769 84	From: SR 71	0.06	50	R	07/31/2000
	To:				
781 84	From: 84-665 Moccasin St	0.19	150	R	07/25/2000
	To: 84-767				
782 84	From: Dead End	0.24	180	R	07/25/2000
	To: 84-767				
783 84	From: Dead End	0.10	160	R	07/25/2000
	To: 84-763				
784 84	From: SR 23	0.06	170	R	07/25/2000
	To: 84-798				
785 84	From: US 23 BUS	0.07	NA		
	To: 84-782				
785 84	From: 84-782	0.16	170	R	07/25/2000
	To: 84-781				
785 84	From: 84-781	0.17	NA		
	To: 84-819				
793 84	From: 84-619	0.19	110	R	1992
	To: SR 71				
796 84	From: SR 71 WEST	0.11	30	R	07/25/2000
	To: ECL Gate City				
798 84	From: Dead End	0.48	190	R	07/25/2000
	To: 84-779				
Town of Gate City					
799 84	From: 84-798	0.07	220	R	07/25/2000
	To: US 23				
813 84	From: 84-814	0.07	130	R	07/25/2000
	To: 84-665 Moccasin St				
814 84	From: 84-819	0.28	60	R	07/25/2000
	To: Dead End				
819 84	From: 84-814	0.12	50	R	07/25/2000
	To: Dead End				
820 84	From: Dead End	0.07	40	R	07/25/2000
	To: 84-819				
823 84	From: 84-769	0.12	740	R	07/31/2000
	To: 84-836				
824 84	From: 84-835	0.37	150	R	07/25/2000
	To: 84-1419				
831 84	From: 84-832	0.04	320	R	07/25/2000
	To: 84-766				
832 84	From: Dead End	0.39	190	R	07/25/2000
	To: 84-831				
835 84	From: 84-824	0.22	120	R	07/25/2000
	To: Dead End				
836 84	From: US 23 BUS	0.06	12000	F	2003
	To: 84-823				
836 84	From: 84-823	0.41	1100	R	07/31/2000
	To: 84-1428				
838 84	From: 84-839	0.07	30	R	07/25/2000
	To: Dead End				
839 84	From: 84-838	0.05	80	R	07/25/2000
	To: 84-832				
842 84	From: 84-824	0.23	140	R	07/25/2000
	To: 84-768				
843 84	From: 84-798	0.06	140	R	07/25/2000
	To: 84-853				
844 84	From: 84-768	0.09	340	R	07/31/2000
	To: US 23 BUS				
844 84	From: US 23 BUS	0.15	180	R	07/31/2000
	To: Dead End				
849 84	From: 84-798	0.07	60	R	07/25/2000
	To: Dead End				

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Route	From / To	Length	AADT	QA	Year
Town of Gate City					
850 84	From: 84-851	0.06	30	R	07/25/2000
	To: Dead End				
851 84	From: 84-762	0.19	160	R	07/25/2000
	To: 84-850				
853 84	From: 84-850	0.11	130	R	07/25/2000
	To: 84-843				
889 84	From: 84-836	0.19	280	R	07/31/2000
	To: 84-619				
898 84	From: 84-1425	0.15	90	R	07/25/2000
	To: 84-768				
904 84	From: 84-836	0.23	8600	F	2003
	To: SR 71				
905 84	From: SR 71	0.04	160	R	07/25/2000
	To: SR 906				
906 84	From: Dead End	0.07	90	R	05/18/2000
	To: 84-905				
906 84	From: 84-905	0.10	70	R	05/18/2000
	To: 84-619				
930 84	From: 84-836	0.08	70	R	1994
	To: 84-931				
931 84	From: 84-836	0.10	60	R	1994
	To: 84-930				
931 84	From: 0.03	20	R	1994	
	To: Dead End				
932 84	From: Dead End	0.04	20	R	1992
	To: 84-842				
1401 84	From: SR 71	0.07	150	R	1992
	To: 84-1403				
1402 84	From: SR 71	0.07	46	R	1992
	To: 84-1403				
1403 84	From: 84-1401	0.12	60	R	1992
	To: 84-1402				
1404 84	From: SR 71	0.06	20	R	1994
	To: Dead End				
1405 84	From: US 23 BUS	0.16	140	R	1992
	To: Dead End				
1406 84	From: Dead End	0.15	50	R	1992
	To: 84-1405				

Route	From / To	Length	AADT	QA	Year
Town of Gate City					
1407 84	From: US 23 BUS	0.10	60	R	1992
	To: 84-1406				
1408 84	From: 84-1409	0.10	70	R	1992
	To: 84-1406				
1409 84	From: 84-1408	0.06	110	R	1992
	To: 84-1407				
1410 84	From: 84-906	0.12	220	R	1996
	To: Dead End				
1411 84	From: 84-665	0.15	NA		
	To: US 23 BUS				
1412 84	From: 84-1413	0.11	50	R	1994
	To: 0.11 MN 84-1413				
1412 84	From: 0.15	150	R	1992	
	To: US 23 BUS				
1413 84	From: Dead End	0.03	20	R	1994
	To: 84-1412				
1413 84	From: 0.04	130	R	1994	
	To: Dead End				
1414 84	From: 84-01413(L)/	0.10	NA		
	To: Dead End/				
1415 84	From: 84-767	0.34	180	R	1992
	To: Dead End				
1416 84	From: 84-785	0.05	30	R	1996
	To: Dead End				
1417 84	From: 84-781	0.04	50	R	1996
	To: Dead End				
1419 84	From: SR 71	0.04	NA		
	To: 84-824				
1420 84	From: 84-1401	0.07	10	R	1994
	To: 84-1421				
1420 84	From: 0.06	30	R	1994	
	To: 84-1402				
1421 84	From: 84-1420	0.05	30	R	1994
	To: 84-1403				
1422 84	From: Dead End	0.02	NA		
	To: 84-763				
1423 84	From: Dead End/	0.08	NA		
	To: 84-01410(B)/				
1424 84	From: Dead End/	0.12	NA		
	To: 84-01410(R)/				

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Route	From / To	Length	AADT	QA	Year
Town of Gate City					
1425 84	From: 84-898	0.19	**50**	**R**	1994
	To: Dead End				
1427 84	From: SR 71	0.24	**210**	**R**	05/18/2000
	To: Dead End				
1428 84	From: Dead End	0.13	**3**	**R**	1994
	To: 84-836; 84-931				
9380 84	From: 84-836	0.15	**90**	**R**	1986
	To: Scott Co Voc School				
9380 84	From:	0.11	**150**	**R**	1986
	To: Dead End				
9763 84	From: US 23 BUS	0.15	**870**	**R**	1986
	To: Gate City High Sch				
9839 84	From: Shoemaker Elem Sch	0.12	**520**	**R**	1986
	To: 84-769				