2009
Virginia Department of Transportation
Daily Traffic Volume Estimates
Including Vehicle Classification Estimates

where available

Special Locality Report
148

Town of Richlands

Information in this report is included in Report

92

(Tazewell 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
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Annual Average Daily Traffic Volume Estimates By Section of Route
Town of Richlands

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: WCL Richland															
67	Town of Richlands	0.20	**6000**	**N**	94%	0%	1%	3%	2%	0%	N	0.092	N	0.534	6300	N
	To: Bus US 460 Front St															
	From: US 460 Raven															
67 460	Town of Richlands (Maint: 92)	1.38	**16000**	**G**	96%	0%	1%	1%	2%	0%	F	NA			17000	G
	To: CL Richlands															
	From: US 460; BUS US 460															
67 Bus 460 Front St	Town of Richlands	0.27	**14000**	**G**	97%	0%	1%	1%	1%	0%	C	0.079	F		15000	G
	To: BUS US 460 P, 2nd St															
	From:															
67 Bus 460 Front St	Town of Richlands	0.58	**6400**	**G**	97%	0%	1%	1%	1%	0%	F	0.089	F		6700	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		**14000**	**G**	98%	0%	1%	0%	1%	0%	F	NA			14000	G
	To:															
	From: SR 67 P Railroad Ave															
67 Bus 460 Bus 460P Front St	Town of Richlands	0.04	**6200**	**G**	99%	0%	1%	0%	0%	0%	F	0.092	F		6500	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		**10000**	**N**	96%	0%	1%	1%	2%	0%	N	NA			11000	N
	To:															
	From: BUS US 460 Front St															
67 Norfolk St	Town of Richlands	0.04	**1100**	**G**	98%	1%	1%	0%	0%	0%	C	0.103	F	0.639	1200	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		**1900**	**G**	96%	0%	1%	1%	1%	0%	F	NA			2000	G
	To: 2nd St															
	From: Norfolk St															
67 Bus 460P 2nd St	Town of Richlands	0.05	**4200**	**N**	92%	0%	1%	3%	4%	0%	N	0.087	N	0.647	4400	N
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		**10000**	**N**	96%	0%	1%	1%	2%	0%	N	NA			11000	N
	To: SR 67 Par, Bus US 460 Par Railroad St															
	From: SR 67 Par, Bus US 460 Par; 2nd St															
67 Railroad St	Town of Richlands	0.41	**4200**	**G**	92%	0%	1%	3%	4%	0%	F	0.087	F	0.647	4400	G
	To: US 460															
	From:															
67 Railroad St	Town of Richlands	0.92	**2800**	**G**	93%	0%	1%	3%	3%	0%	C	0.094	F		2900	G
	To: NCL Richlands															
	From: Bus US 460 Front St															
67P Railroad St	Town of Richlands	0.05	**830**	**G**	93%	0%	1%	3%	3%	0%	F	NA			850	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		**1900**	**G**	96%	0%	1%	1%	1%	0%	F	NA			2000	G
	To: SR 67 Second St															
	From: WCL Richlands															
460	Town of Richlands (Maint: 92)	0.23	**9300**	**N**	94%	1%	1%	2%	3%	0%	N	0.086	N		10000	N
	To: SR 67															
	From:															
460 67	Town of Richlands (Maint: 92)	1.38	**16000**	**G**	96%	0%	1%	1%	2%	0%	F	NA			17000	G
	To: Bus US 460															
	From:															
460	Town of Richlands (Maint: 92)	1.32	**17000**	**G**	96%	0%	1%	1%	2%	0%	F	0.079	F		18000	G
	To: SR 67															
	From:															
460	Town of Richlands (Maint: 92)	0.38	**15000**	**A**	96%	0%	1%	1%	2%	0%	C	0.099	A	0.504	16000	A
	To: ECL Richlands															

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Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	Truck 2Axle	Truck 3+Axle	Truck 1Trail	Truck 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW
Bus 460 67 Front St	From: US 460															
	Town of Richlands	0.27	**14000**	**G**	97%	0%	1%	1%	1%	0%	C	0.079	F		15000	G
	To: From: Bus US 460 P, 2nd St															
Bus 460 67 Front St	Town of Richlands	0.58	**6400**	**G**	97%	0%	1%	1%	1%	0%	F	0.089	F		6700	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		**14000**	**G**	98%	0%	1%	0%	1%	0%	F	NA			14000	G
	To: From: SR 67 P Railroad Ave															
Bus 460 67 Front St	Town of Richlands	0.04	**6200**	**G**	99%	0%	1%	0%	0%	0%	F	0.092	F		6500	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		**10000**	**N**	96%	0%	1%	1%	2%	0%	N	NA			11000	N
	To: From: SR 67 Norfolk St															
Bus 460 Front St	Town of Richlands	0.18	**4100**	**G**	99%	0%	1%	0%	0%	0%	F	0.088	F		4300	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		**7500**	**G**	99%	0%	1%	0%	0%	0%	F	NA			7900	G
	To: From: Bus US 460 P 2nd St															
Bus 460 Front St	Town of Richlands	0.92	**7100**	**G**	99%	0%	1%	0%	0%	0%	C	0.086	F		7400	G
	To: WCL Cedar Bluff															
	From: Bus US 460 Front St															
Bus 460 P 67 2nd St	Town of Richlands	0.57	**7200**	**G**	99%	0%	1%	0%	0%	0%	C	0.088	F		7600	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		**14000**	**G**	98%	0%	1%	0%	1%	0%	F	NA			14000	G
	To: From: SR 67 Railroad Ave															
Bus 460 P 67 67 2nd St	Town of Richlands	0.05	**4200**	**N**	92%	0%	1%	3%	4%	0%	N	0.087	N	0.647	4400	N
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		**10000**	**N**	96%	0%	1%	1%	2%	0%	N	NA			11000	N
	To: From: SR 67 Norfolk St															
Bus 460 P 2nd St	Town of Richlands	0.25	**3400**	**G**	99%	0%	1%	0%	0%	0%	C	0.101	F		3600	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		**7500**	**G**	99%	0%	1%	0%	0%	0%	F	NA			7900	G
	To: Bus US 460 Front St															

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Town of Richlands																
5 Rec. Park Rd	0.72	**460**	**G**								0.148	F	0.582	460	G	2009
From: Dead End																
To: SCL Richlands																
6 Purcell Rd	0.25	**70**	**G**								0.203	F	0.625	70	G	2009
From: Dead End																
To: 148-4 Birmingham Rd																
6 Purcell Rd	0.65	**560**	**G**								0.104	F	0.518	560	G	2009
From: 148-4 Birmingham Rd																
To: SCL Richlands																
7 Burnett St	0.40	**1100**	**G**								0.088	F	0.503	1100	G	2009
From: Dead End																
To: WCL Richlands																
8 Sandy Lane	0.19	**110**	**G**								0.142	F	0.548	110	G	2009
From: Cul-de-Sac																
To: 148-13 Cresswood Dr																
8 Cresswood Dr	0.07	**270**	**G**								0.107	F	0.678	270	G	2009
From: 148-13 Cresswood Dr																
To: 148-12 Valley Dr																
8 Cresswood Dr	0.21	**440**	**G**								0.101	F	0.742	440	G	2009
From: 148-12 Valley Dr																
To: 148-11 Plantation Dr																
8 Cresswood Dr	0.16	**640**	**G**								0.107	F	0.657	640	G	2009
From: 148-11 Plantation Dr																
To: 148-9 Fairmont Dr																
8 Cresswood Dr	0.16	**930**	**G**								0.105	F	0.67	930	G	2009
From: 148-9 Fairmont Dr																
To: 148-15 Terry Dr																
8 Cresswood Dr	0.27	**1700**	**G**								0.101	F	0.583	1700	G	2009
From: 148-15 Terry Dr																
To: 148-4700 Kents Ridge Rd																
9 Fairmont Dr	0.07	**300**	**G**								0.12	F	0.714	300	G	2009
From: 148-10 Linwood Dr																
To: 148-8 Cresswood Dr																
10 Linwood Dr	0.20	**190**	**G**								0.13	F	0.63	190	G	2009
From: 148-9 Fairmont Dr																
To: 148-11 Plantation Dr																
10 Linwood Dr	0.08	**40**	**G**								0.196	F	0.55	40	G	2009
From: 148-11 Plantation Dr																
To: Cul-de-Sac																
11 Plantation Dr	0.07	**250**	**G**								0.124	F		250	G	2009
From: 148-15 Terry Dr																
To: 148-13 Cresswood Dr																
11 Plantation Dr	0.27	**70**	**G**								0.145	F		70	G	2009
From: 148-13 Cresswood Dr																
To: 148-8 Cresswood Dr																
11 Plantation Dr	0.06	**40**	**G**								0.138	F	0.539	40	G	2009
From: 148-8 Cresswood Dr																
To: 148-10 Linwood Dr																
12 Valley Dr	0.16	**90**	**G**								0.152	F	0.793	90	G	2009
From: 148-14 Cresswood Dr																
To: 148-8 Cresswood Dr																
13 Cresswood Dr	0.15	**440**	**G**								0.12	F		440	G	2009
From: 148-11 Plantation Dr																
To: 148-14 Valley Dr																
13 Cresswood Dr	0.10	**80**	**G**								0.179	F	0.594	80	G	2009
From: 148-14 Valley Dr																
To: 148-15 Hawthorn Ln																
13 Cresswood Dr	0.13	**140**	**G**								0.148	F	0.7	140	G	2009
From: 148-15 Hawthorn Ln																
To: 148-8 Cresswood Dr; Sandy Lane																
14 Valley Dr	0.06	**90**	**G**								0.152	F	0.793	90	G	2009
From: 148-13 Cresswood Dr																
To: 148-12 Valley Dr																

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Town of Richlands																
(15) Terry Dr	0.27	**100**	**G**								0.143	F		100	G	2009
From: 148-13 Cresswood Dr																
To: 148-11 Plantation Dr																
(15) Terry Dr	0.38	**450**	**G**								0.105	F		450	G	2009
From: 148-11 Plantation Dr																
To: 148-16 Gary Dr																
(15) Terry Dr	0.07	**670**	**G**								0.106	F		670	G	2009
From: 148-16 Gary Dr																
To: 148-8 Cresswood Dr																
(16) Gary Dr	0.37	**110**	**G**								0.142	F	0.556	110	G	2009
From: 148-15 Terry Dr																
To: Dead End																
(17) Oxford St	0.34	**350**	**G**								0.116	F	0.512	350	G	2009
From: Dead End																
To: 148-7 Burnett St																
(18) Hunter Ridge Rd	0.51	**180**	**G**								0.141	F	0.623	180	G	2009
From: Dead End																
To: WCL Richlands; Kents Ridge Rd																
(19) Daw Rd	0.73	**420**	**G**								0.105	F	0.511	420	G	2009
From: WCL Richlands																
To: 148-4700 Kents Ridge Rd																
(20) Laramie Rd	0.22	**720**	**G**								0.138	F	0.578	720	G	2009
From: SR 67																
To: Dead End																
(21) Birmingham Rd	1.20	**170**	**G**								0.15	F	0.583	170	G	2009
From: 148-4700 Kents Ridge Rd																
To: 148-6 Purcell Rd																
(4700) Kents Ridge Rd	0.46	**3000**	**G**	99%	0%	0%	0%	0%	0%	F	0.1	F	0.566	3200	G	2009
From: 92-609; SCL Richlands																
To: 148-2 Daw Rd																
(4700) Kents Ridge Rd	0.34	**3400**	**G**	99%	0%	0%	0%	0%	0%	F	0.098	F		3500	G	2009
From: 148-2 Daw Rd																
To: 148-8 Cresswood Dr																
(4700) Kents Ridge Rd	0.62	**4200**	**G**	99%	0%	0%	0%	0%	0%	C	0.099	F		4400	G	2009
From: 148-8 Cresswood Dr																
To: Burnett St																
(4700) Kent Ridge Rd	0.29	**5600**	**G**	98%	0%	1%	0%	0%	0%	C	0.1	F	0.619	5900	G	2009
From: Burnett St																
To: Veteran St																
(4700) Kent Ridge Rd	0.47	**5800**	**G**	99%	0%	0%	0%	0%	0%	F	0.092	F	0.573	6000	G	2009
From: Veteran Dr																
To: Bus US 460 Front St																
S Front St		**360**	**G**								0.139	F	0.573	400	G	2009
From: Kent Ridge Rd																
To: Clinch Rd																
US 460		**NA**									NA			NA		
From: SR 67																
To: ECL Richlands																
Veteran Dr		**2200**	**G**								0.096	F	0.754	2400	G	2009
From: Kent Ridge Rd																
To: 2nd St																