2019

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

where available

Special Locality Report 210

Town of Dublin

Information in this report is included in Report

77

(Pulaski 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.

1 Trail 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
- 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 81 | Interstate Route | Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined. |
|---------------|------------------|--|
| 29 | US Route | |
| $\overline{}$ | | |

Frontage Road (F precedes frontage route number)

(600) Secondary Route

Special Routes

| Bus | Bus - Business Route |
|-------|---------------------------|
| 29 | Bypas - Bypass Route |
| | Truck - Truck Route |
| ALT | ALT - Alternate Route |
| (220) | Wve - Wve Route connector |
| | |

Virginia State Route

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 2019

Annual Average Daily Traffic Volume Estimates By Section of Route Town of Dublin

| Route | Jurisdiction | Length AADT | QA | 4Tire | Bus | | Tru 3+Axle | | | QC | K Factor | QK | Dir Factor | AAWDT | QW |
|-------------|--|--|-------------|-------|-----|----|---------------|-----|----|-------|-------------|-------|---------------|-------|-------|
| 11 Broad St | Town of Dublin (Maint: 77) | WCL Dubl 0.16 13000 | in N | 98% | 1% | 1% | 0% | 0% | 0% | N | 0.106 | F | 0.543 | 14000 | N |
| 11 Broad St | To: From: Town of Dublin (Maint: 77) | SR 100 Oakwoo SR 100 Cleburr 0.97 14000 | | 96% | 0% | 1% | 1% | 2% | 0% | F | 0.091 | F | 0.526 | 15000 | G |
| | To From | SCL Dubli | n | 0.40/ | 00/ | | 40/ | 40/ | | | 0.004 | | 0.507 | 10000 | |
| 100 | Town of Dublin (Maint: 77) | 0.51 18000 US 11 Dub | | 94% | 0% | 1% | 1% | 4% | 0% | N | 0.094 | F | 0.537 | 19000 | N |
| 100) | Town of Dublin (Maint: 77) | 0.21 5900 NCL Dubl | N n | 91% | 1% | 1% | 3% | 5% | 0% | N | 0.094 | F | 0.547 | 6200 | N |

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|---------------------------|---------|------------|----------|-------|-------|---------------------------|---------|------|----|-------------|----|---------------|-------|----------|------------|
| Route | Length | AADT | QA | 4Tire | Bus | 2Axle 3+Ax | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
| Town of Dublin | | From | | | | | | 2114 | | 1 40101 | | 1 40101 | | | |
| Darst Ave | 0.11 | 370 | G | 97% | 1% | 77-747 Old Ro | | 0% | С | 0.192 | F | 0.676 | 370 | G | 2019 |
| (632) Darst Ave | | Tr. | | | . , , | 77-1032 Free | | | | ¬ | • | 0.07.0 | 0.0 | | |
| 632 Darst Ae | 0.06 | 380 From | G | 97% | 1% | 2% 1% | | 0% | С | 0.162 | F | 0.567 | 380 | G | 2019 |
| <u> </u> | 0.12 | 330 From | G | 97% | 1% | 77-1007 Keri 2% 0% | | 0% | С | 0.191 | F | 0.542 | 330 | G | 2019 |
| 632 Darst Ave | 0.12 | 700 To | .— | 01 70 | | | | | | | • | 0.042 | 000 | u | 2010 |
| 632 Dunlap Rd | 0.02 | 510 From | G | 89% | 5% | 927 Dublin Eleme 5% 0% | | 0% | С | 0.251 | F | 0.811 | 510 | G | 2019 |
| <u> </u> | | Te Fron | 2 | | | 77-1031 Zeigle | er Ave | | | | | | | | |
| 632 Dunlap Rd | 0.06 | 590 | G | 94% | 1% | 5% 0% | | 0% | С | 0.176 | F | 0.613 | 590 | G | 2019 |
| (632) Dunlap Rd | 0.06 | 510 From | G | 94% | 3% | 77-1035 Flanag 2% 0% | | 0% | С | 0.211 | F | 0.685 | 510 | G | 2019 |
| 632 Dunlap Rd | | Te | - | | | 77-1038 Huds | | | | | | | | | |
| 632 Dunlap Rd | 0.05 | 310 From | G | 99% | 0% | 1% 0% | | 0% | С | 0.127 | F | 0.513 | 310 | G | 2019 |
| <u> </u> | | To | o: | | | ECL Dubl | in | | | | | | | | |
| 633) Powell Ave | 0.03 | 700 | R | | | ECL Dubl | in | | | NA | | | NA | | 04/01/2014 |
| 633 Powell Ave | 0.03 | 700 | , T | | | 77 1005 Mar | 1- C4 | | | | | | INA | | 04/01/2014 |
| 633 Powell Ave | 0.06 | 500 From | R | | | 77-1005 Map | ie St | | | NA | | | NA | | 04/01/2014 |
| (633) Powell Ave | | To | | | | NCL Dubl | in | | | | | | | | |
| | | Fron | | | | SCL Dubli | in | | | | | | | | |
| 635 Baskerville St | 0.06 | 600 | R | | | | | | | NA | | | NA | | 03/20/2002 |
| (635) Baskerville St | 0.05 | 580 From | R | | | SR 100 | | | | NA | | | NA | | 04/15/2014 |
| 635 Baskerville St | 0.03 | 700 Tr | T | | | 77-747 Old Ro | ute 11 | | | | | | INA | | 04/13/2014 |
| | | Fron | 1: | | | 77-1006 Locu | | | | | | | | | |
| 688 Dunlap Ave | 0.13 | 430 | R | | | | | | | NA | | | NA | | 01/23/2018 |
| | | To | | | | 77-632 Dunla | | | | | | | | | |
| (689) Newburn Rd | 0.24 | 100 | <u> </u> | | | Dead End | 1 | | | NA | | | NA | | 04/15/2014 |
| (689) Newburn Rd | 0.24 | To | : | | | 77-747 Old Ro | ute 11 | | | | | | 1471 | | 04/10/2014 |
| | | Fron | n: | | | 77-707 High | | | | | | | | | |
| 706 Circle Dr | 0.12 | 40 | R | | | | | | | NA | | | NA | | 04/11/2014 |
| | | To | | | | 77-1012 Walke | | | | | | | | | |
| (707) High St | 0.07 | 100 | <u> </u> | | | 77-1011 West | Ave | | | NA | | | NA | | 04/11/2014 |
| (70,7) High St | | Te | | | | 77-706 Circle | - Dr | | | | | | | | |
| (707) High St | 0.06 | 80 From | R | | | 77-700 CHC | . Di | | | NA | | | NA | | 04/11/2014 |
| 11) | | To | 0: | | | 77-1012 Walke | er Ave | | | | | | | | |
| Old Oller Dd | 0.00 | From | | 000/ | 00/ | 77-747 Old Ro | | 00/ | _ | | _ | 0.504 | 0500 | _ | 0010 |
| 746 Old Giles Rd | 0.08 | 2400 | G | 96% | 2% | 2% 1% | | 0% | F | 0.12 | F | 0.521 | 2500 | G | 2019 |
| (746) Giles Ave | 0.15 | 2600 From | G | 96% | 2% | US 11 Broad 2% 1% | | 0% | С | 0.149 | F | 0.602 | 2800 | G | 2019 |
| 746 Giles Ave | 0.10 | | | 0070 | 270 | | | 0 70 | | 0.140 | | 0.002 | 2000 | <u> </u> | 2010 |
| (746) Giles Ave | 0.28 | 2200 From | G | 94% | 2% | 77-1005 Thir 2% 1% | | 0% | С | 0.169 | F | 0.567 | 2300 | G | 2019 |
| (746) Giles Ave | | Tr | n. | | | NCL Dubl | | | | | | | | | |
| OH D : 11 | 2.25 | From | | | | SR 100 | | | | | | | N14 | | 04/00/00: |
| 747 Old Route 11 | 0.65 | 1500 | R | | | | | | | NA — | | | NA | | 04/03/2014 |
| Old Pouto 11 | 0.50 | From | | 020/ | 10/ | 77-746 Old Gil | | Λο/ | | 0.105 | | 0 603 | 1900 | C | 2010 |
| 747 Old Route 11 | 0.50 | 1700 | G | 98% | 1% | 1% 0% NCL Dubl | | 0% | С | 0.105 | F | 0.603 | 1800 | G | 2019 |
| | | From | 1: | | | 77-1002 Oakwo | | | | | | | | | |
| Fifth St | 0.12 | 270 | R | | | | | | | NA | | | NA | | 04/09/2014 |
| <i>\(\overline{\pi}\)</i> | | To | 00 | | | 77-1004 W, Trin | kle Ave | | | | | | | | |

| | | | | | | | vn of D | | | | | | | | |
|--------------------|--------|------------------------|--------|-------|-----|--------|------------|--------------------|--------|-------------|----|---------------|-------|----|------------------|
| Route | Length | AADT | QA | 4Tire | Bus | | | ·Truck xle 1Tra | \cap | K Factor | QK | Dir Factor | AAWDT | QW | Year |
| Town of Dublin | | From | | | | | | | | 1 | | | | | |
| Fifth St | 0.02 | 310 | R | | | //-100 | 04 W, So | ouii Ave | | NA | | | NA | | 04/09/2014 |
| | 0.00 | From | | | | 77-100 | 04 E, Trin | nkle Ave | | \supset | | | NIA | | 04/00/0040 |
| Fifth St | 0.08 | 350 | R | | | 77-74 | 16 Old Gi | iles Rd | | NA L | | | NA | | 01/23/2018 |
| | | From | | | | 77-1 | 1003 Fou | rth St | | | | | | | |
| Oakwood Ave | 0.07 | 330 | R | | | | | | | NA | | | NA | | 04/09/2014 |
| Oakwood Ave | 0.05 | 620 From | R | | | 77- | -1001 Fif | th St | | NA | | | NA | | 04/09/2014 |
| (1002) Oakwood Ave | | To | : | | | 77- | 1009 Six | th St | | | | | | | |
| <u> </u> | | From | | | | SR 1 | 00 Clebo | one Rd | | <u> </u> | | | | | 0.1.10.0.10.0.10 |
| Fourth St | 0.05 | 840 | R | | | | | | | NA | | | NA | | 01/23/2018 |
| (1003) Fourth St | 0.13 | 650 From | R | | | 77-100 | 02 Oakwo | ood Ave | | NA | | | NA | | 04/09/2014 |
| Fourth St | | To | : | | | 77-10 | 004 Trink | de Ave | | | | | | | |
| | | Fron | c | | | US | S 11 Broa | nd St | | | | | | | |
| Trinkle Ave | 0.09 | 920 | R | | | | | | | NA | | | NA | | 01/23/2018 |
| Trinkle Ave | 0.07 | From 620 | | | | 77-1 | 013 Seco | ond St | | NA | | | NA | | 04/09/2014 |
| Trinkle Ave | 0.07 | 02U To | R | | | 77 | 1005 TL: | 1 04 | | INA | | | INA | | 04/09/2014 |
| Trinkle Ave | 0.08 | 670 From | 1 R | | | //- | 1005 Thi | ird St | | NA | | | NA | | 04/09/2014 |
| 177 | | Te | 4 | | | 77-1 | 1003 Fou | rth St | | | | | | | |
| Trinkle Ave | 0.08 | 120 | R | | | | | | | NA | | | NA | | 04/09/2014 |
| <u> </u> | | To From | | | | 77- | -1001 Fif | th St | | | | | | | |
| Trinkle Ave | 0.04 | 50 | R | | | 77 | 1009 Six | rth St | | NA | | | NA | | 04/09/2014 |
| | | Fron | 1 | | | | Dead En | | | | | | | | |
| 1005 Third St | 0.13 | 60 | R | | | | Deua En | iu | | NA | | | NA | | 01/23/2018 |
| <u></u> | | T _e From | | | | 77-10 | 004 Trink | de Ave | | | | | | | |
| 1005 Third St | 0.08 | 770 | R | | | | | | | NA | | | NA | | 01/23/2018 |
| | 0.10 | From | | | | 77-74 | 16 Old Gi | iles Rd | | \supset | | | NIA | | 01/02/2010 |
| Maple St | 0.12 | 1400 | R | | | | | | | NA | | | NA | | 01/23/2018 |
| 1005 Maple St | 0.01 | 1800 | R | | | 77-1 | 023 Wal | nut St | | NA | | | NA | | 04/09/2014 |
| 10999 | | Te | 4 | | | 77-10 |)15 Gleno | dv Ave | | | | | | | |
| Maple St | 0.15 | 1300 | R | | | | | | | NA | | | NA | | 01/23/2018 |
| | | From | | | | 77-10 | 033 Blac | k Ave | | | | | | | |
| 1005 Maple St | 0.10 | 1500 | R | | | | | | | NA | | | NA | | 04/09/2014 |
| (1005) Maple St | 0.02 | 1700 From | R | | | 77-10 | 16 Linko | ous Ave | | NA | | | NA | | 04/09/2014 |
| (1005) Maple St | 0.02 | 1700 | | | | 77.10 | 002 Haul | Iro. A vvo | | | | | INA | | 04/03/2014 |
| (1005) Maple St | 0.13 | 1100 From | R | | | //-10 | 083 Hank | ks Ave | | NA | | | NA | | 04/09/2014 |
| 77) | | T _e | | | | 77-10 | 24 Meba | ine Ave | | _ | | | | | |
| (1005) Maple St | 0.08 | 790 | R | | | | | | | NA | | | NA | | 01/23/2018 |
| | | To | | | | | 33 Powe | | | | | | | | |
| (1006) Locust St | 0.06 | 410 | R | | | 77-68 | 88 Dunla | ıp Ave | | NA | | | NA | | 01/23/2018 |
| Locust St | | To | | | | | 007 S, Joi | | | | | | | | |
| (1006) Locust | 0.02 | 910 | R | | | 77-1 | 1007 S, Jo | ordon | | NA | | | NA | | 04/11/2014 |
| Locust | 0.02 | To | ··· | | | 77 1 | 1007 N, I | Kerry | | | | | IVA | | 31,11,2014 |
| Locust Locust | 0.08 | 890 From | R | | | / /-1 | 1007 11, 1 | ixiiy | | NA | | | NA | | 04/11/2014 |
| <u> </u> | | To | c | | | | Dead En | ıd | | | | | | | |

| | | | | | | | iii oi bab | | | | | | | | |
|-------------------|--------|------------|---|-------|-----|--------|--------------------------|-------|------|------------|----|--------------|-------|----|----------------|
| Route | Length | AADT | QA | 4Tire | Bus | | Tr e 3+Axle | | QC F | K actor | 1K | Dir actor | AAWDT | QW | Year |
| Town of Dublin | | Grov | ,i | | | | | | | ī | | | | | |
| Jordon St | 0.10 | 240 | R | | | 77-1 | 011 West A | Ave | | NA | | | NA | | 04/09/2014 |
| Jordon St | 0.03 | 280 From | R | | | 77-10 | 12 Walker | Ave | | NA | | | NA | | 04/09/2014 |
| <u> </u> | 0.07 | 420 | R | | | 77-103 | 34 Vaughan | Ave | |]—— NA | | | NA | | 04/09/2014 |
| Jordon St | 0.07 | 420 T | <u>. </u> | | | 77.10 | 10 Dumbon | Avia | | \ | | | INA | | 04/03/2014 |
| Jordon St | 0.21 | 370 From | R | | | | 10 Dunbar . | | | NA | | | NA | | 04/09/2014 |
| <u></u> | | Fron | 1: | | | | 006 Locust 1006 Locus | | | | | | | | |
| 1007 Kerry St | 0.04 | 140 | R | | | | | | | NA | | | NA | | 04/09/2014 |
| (1007) Kerry St | 0.05 | 60 | R | | | 77-10 | 008 Galway | St | | NA | | | NA | | 01/23/2018 |
| 1007 Kerry St | 0.10 | 70 From | R | | | 77-6 | 32 Dunlap l | Rd | |]—— NA | | | NA | | 04/09/2014 |
| | | | | | | 77-10 | 31 Zeigler | Ave | | 1 | | | | | |
| 1007 Kerry St | 0.06 | 150 Prof | R | | | | | | | NA | | | NA | | 04/09/2014 |
| (1007) Kerry St | 0.06 | 70 From | R | | | 77-1 | 035 Flanag | an | | NA | | | NA | | 04/09/2014 |
| 1007) Reny Gr | 0.00 | Т | | | | 77-10 | 38 Hudson | Dr | | 1 | | | 1471 | | 04/00/2014 |
| | | Fron | | | | 77-68 | 38 Dunlap A | Ave | | | | | | | |
| Galway St | 0.09 | 60 T | R | | | 77 1 | 007 Vorm | C+ | | NA T | | | NA | | 01/23/2018 |
| | | Fron | 1: | | | | 007 Kerry 2 Oakwood | | | 1 | | | | | |
| 1009 Sixth St | 0.12 | 180 | R | | | 77-100 | 2 Oakwood | IAVC | | NA | | | NA | | 04/09/2014 |
| 77) | | Т |): | | | 77-10 | 04 Trinkle | Ave | | | | | | | |
| | 0.40 | From | | | | S | CL Dublin | | | | | | | | 0.4/4.4/0.04.4 |
| Dunbar Ave | 0.13 | 40 | R | | | | | | | NA | | | NA | | 04/11/2014 |
| 1010) Dunbar Ave | 0.15 | 410 | R | | | 77-1 | 007 Jordon | St | | J—— NA | | | NA | | 01/23/2018 |
| Dunbar Ave | 0.10 | 410 |): | | | 77-74 | 7 Old Route | e 11 | | 1 | | | 1471 | | 01/20/2010 |
| | | Fron | 1: | | | | 7 Old Route | | | | | | | | |
| 1011 West Ave | 0.03 | 340 | R | | | | | | | NA | | | NA | | 01/23/2018 |
| | | Fror | 1: | | | 77- | 707 High S | St | |]—— | | | | | |
| West Ave | 0.05 | 230 | R_ | | | 77 1 | 007 Jordon | St | | NA T | | | NA | | 04/11/2014 |
| | | Fror | 1: | | | | 007 Jordon | | | | | | | | |
| 1012 Walker Ave | 0.03 | 120 | R | | | //-1 | 007 Jordon | . St | | NA | | | NA | | 04/11/2014 |
| (77) | | Т |): | | | | 707 Jordon | | | | | | | | |
| (1012) Walker Ave | 0.06 | 130 | " R | | | 77- | 707 High S | St | | J NA | | | NA | | 04/11/2014 |
| (1012) Walker Ave | 0.00 | 100 | | | | 77.7 | 706 Cirrata I | S | | 7 | | | 1471 | | 04/11/2014 |
| 1012) Walker Ave | 0.08 | 350 From | R | | | //- | 706 Circle I | Jr . | | NA | | | NA | | 01/23/2018 |
| Walker Ave | | Т | | | | 77-74 | 7 Old Route | e 11 | | | | | | | |
| | | From | 1. | | | 77-10 | 04 Trinkle | Ave | | | | | | | |
| 1013 Second St | 0.08 | 200 | R | | | | | | | NA | | | NA | | 04/09/2014 |
| <u></u> | | Т | 1. | | | | 6 Old Giles | | | | | | | | |
| (1014) Church St | 0.10 | 300 | R | | | US | 11 Broad S | St | | J NA | | | NA | | 01/23/2018 |
| Church St | 5.10 | Т | | | | 77 10 | 15 Glendy | Δνε | | | | | | | , 5, _ 5 10 |
| (1014) Church St | 0.23 | 210 From | R | | | 77-10 | 10 Olefluy | 1110 | | NA | | | NA | | 01/23/2018 |
| 77) | | Т | | | | 77-10 | 16 Linkous | Ave | | | | | | | |
| | | Fron | | | | 77-1 | 014 Church | St | | | | | | | |
| 1015 Glendy Ave | 0.06 | 220 | R | | | | | | | NA | | | NA | | 04/09/2014 |
| $\overline{}$ | | Т | o: | | | 77-102 | 22 Roseberi | ry St | | 1 | | | | | |

Virginia Department of Transportation Traffic Engineering Division 2019 e Daily Traffic Volume Estimates By Section of Route

An

| inuai Average Daily | Traffic volume Esti |
|---------------------|---------------------|
| | Town of Dublin |
| | |

| 0.09 0.06 0.09 0.10 0.24 0.10 0.05 | From 170 To From 1200 From 110 From 110 From 130 From From 170 From From 170 From From From From From From From From | R | | | 77-100 77-101- 77-1022 77-10 | Roseberry St 25 Maple St 4 Church St Roseberry St 205 Maple | | | NA NA NA | Factor | NA NA | | 04/09/2014 |
|--|--|---|-------------------------|--|--|---|----------------|----------------|----------------|------------|---|----------------|----------------|
| 0.06 0.09 0.10 0.24 | 170 From 1200 To 680 To From 110 To From 130 To | R R R | | | 77-100 77-101- 77-1022 77-10 | 95 Maple St 4 Church St Roseberry St | | |]] | | | | |
| 0.06 0.09 0.10 0.24 | From 1200 From 680 From 110 To From 130 From From From 170 | R R R | | | 77-101- 77-1022 77-10 | 4 Church St Roseberry St | | |] J NA | | | | 0.1/05/22: |
| 0.09 0.10 0.24 | 1200 From 110 From 110 From 130 From 170 From 170 From 170 From 170 | R | | | 77-1022 | Roseberry St | | | NA | | NA | | 0.4/0.6/20: |
| 0.09 0.10 0.24 | From 110 To From 130 From From 170 From From 170 From 170 | R | | | 77-10 | - | | | NA T | | NA | | 04/00/00: |
| 0.10 0.24 0.10 | From 110 130 From From To Fr | R | | | 77-10 | - | | | 7 | | | | 04/09/2014 |
| 0.10 0.24 0.10 | 110 130 To | R | | | | 005 Maple | | | | | | | |
| 0.24 | 110 110 From 130 From | R | | | | 005 Maple | | | NA | | NA | | 04/09/2014 |
| 0.24 | 110 From To | R | | | De | | | | | | | | |
| 0.24 | From To | | | | - 20 | ead End | | | J NA | | NA | | 04/09/2014 |
| 0.10 | 130 | R | | | | | | | 7 | | IVA | | 04/03/201- |
| 0.10 | From | | | | 77-1015 | Glendy Ave | | | NA | | NA | | 04/09/2014 |
| | | | | | 77-1016 | Linkous Ave | - | - | 1 | | INA | | 04/03/2014 |
| | | | | | |)5 Maple St | | | <u> </u> | | | | |
| 0.05 | 500 | R | | | 77 100 | 33 Maple St | | | NA | | NA | | 04/09/2014 |
| 0.05 | To | | | | 77-1049 | Vermilion St | | | 1 | | | | |
| | 410 From | R | | | ,,-10 4 9 | . criminon ot | | | NA | | NA | | 04/09/2014 |
| | То | | | | 77-102 | 25 Long St | | | 1 | | | | |
| | From | c | | | 77-100 |)5 Maple St | | | | | | | |
| 0.04 | 500 | R | | | | | | | ΝA | | NA | | 04/09/2014 |
| | To | | | | 77-1049 | Vermilion St | | | — — | | | | |
| 0.04 | 420 | R | | | | | | | NA | | NA | | 12/07/201 |
| | To | · | | | NCI | L Dublin | | |] | | | | |
| | | | | | De | ead End | | | | | | | |
| 0.05 | 870 | R | | | | | | | NA | | NA | | 04/09/201 |
| | 10 | | | | | | | | <u> </u> | | | | |
| 0.07 | | <u> </u> | | | WC. | L Dublin | | |] | | NIA | | 01/00/0019 |
| 0.07 | 810 | | | | | | | | IVA | | INA | | 01/23/2018 |
| 0.07 | From | <u> </u> | | | S | R 100 | | | <u></u> | | | | 04/00/004/ |
| 0.07 | 78U | _ K | | | 77 747 (| Old Pouts 11 | | | NA T | | NA | | 01/23/2018 |
| | From | .I | | | | | | | | | | | |
| 0.12 | | | | | 17-632 | Duniap Rd | | | J NA | | NA | | 04/11/2014 |
| 0 | To | | | | 77.100 | 07.17 G | | | 7 | | | | 0 1/ 1 1/20 1 |
| 0.06 | 730 From | | | | 77-100 | 07 Kerry St | | - | NA NA | | NA | | 04/11/2014 |
| 0.00 | 7.00 | | | | == 10 | | | | 7 | | 1471 | | 04/11/201- |
| 0.04 | 750 | | | | 77-10 | 32 Free St | - | - | NΔ | | NΔ | | 04/11/2014 |
| 0.04 | 750 | | | | | | | | 7 | | IVA | | 04/11/201- |
| 0.08 | From | <u></u> | | | 77-1037 | 7 Hudson Dr | | | NA | | NΙΛ | | 01/23/2018 |
| 0.00 | | | | | 77-747 (| Old Route 11 | | | 1 | | INA | | 01/25/2010 |
| | From | c | | | | | | | 1 | | | | |
| 0.10 | | R | | | 11-032 | . Dumap Ku | | | NA | | NA | | 04/11/2014 |
| | To | | | | 77-1031 | Zeigler Ave | | | 1 | | | | |
| | From | c | | | De | ead End | | | 1 | | | | |
| 0.05 | 40 | R | | | | | | | NA | | NA | | 01/23/2018 |
| | То | c | | | 77-100 | 5 Maple St | | | 1 | | | | |
| | From | | | | SCI | L Dublin | | |] | | | | |
| 0.05 | 160 | N | | | | | | | NA | | NA | | 04/11/2014 |
| | From | | | _ | 77-1050 | Armstrong St | | |] | | | | |
| 0.09 | | | | | | - | | | NA T | | NA | | 04/11/2014 |
| | | | | | | | | | | | | | |
| 0.11 | | R | | | 77-632 | Dunlap Rd | | | 1 | | | | |
| U. I I | 120 | | | | _ | | | | NA | | NA | | 04/11/2014 |
| | 0.04 0.05 0.07 0.07 0.12 0.06 0.04 0.08 | 0.04 500 0.04 420 Tr 0.05 870 Te 0.07 810 0.07 780 Te 0.07 780 Te 0.08 640 Te 0.08 640 Te 0.005 Te 0.005 Te 0.007 Te Te 0.008 Te 0.009 310 Te From 0.009 Te | 0.04 500 R To From | 0.04 500 R Trow Trow | 0.04 500 R 0.04 420 R To From: 0.05 870 R To R 0.07 780 R 0.07 780 R 0.12 630 R 0.06 730 R 0.08 640 R To From: 0.10 40 R To From: 0.10 40 R To From: 0.05 40 R To From: 0.05 40 R To From: 0.07 R 0.08 640 R To From: 0.10 R To From: 0.10 R To R 0.10 R | O.04 500 R | O.04 500 R | 0.04 500 R | 0.04 500 R | 0.04 500 R | 0.04 500 R NA 77-1049 Vermillion St 0.04 420 R NCL Dublin 0.05 870 R NA 76 NCL Dublin 0.07 810 R NA 15 NA 16 NA 17 NA 17 NA 18 NA 19 NA 19 NA 10 NA 10 | 0.04 500 R | 0.04 500 R |

| | | | | | | TOWIT OF DUDIN | | | | | | | | |
|-----------------------------|---------|------------|----------|-------|-----|---------------------------|---|----|--------------------|----|---------------|-------|----|----------------|
| Route | Length | AADT | QA | 4Tire | Bus | Truck 2Axle 3+Axle 1Tr | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
| Town of Dublin | | Grown | | | | 77 1007 W G | | | | | | | | |
| (1035) Flanagan | 0.15 | 90 | R | | | 77-1007 Kerry St | | | NA | | | NA | | 04/11/2014 |
| (1035) Flanagan | | To | | | | 77-1037 Hudson Dr | | | | | | | | |
| | | From | | | | 77-632 Dunlap Rd | | | | | | | | |
| 1037 Hudson Dr | 0.07 | 30 | R | | | | | | NA | | | NA | | 01/23/2018 |
| (1037) Hudson Dr | 0.08 | 190 From | R | | | 77-1031 Zeiglar Ave | | | NA | | | NA | | 04/11/2014 |
| <u> </u> | 0.07 | From | | | | 77-1035 Flanagan | | | <u> </u> | | | NIA | | 04/44/004 |
| Hudson Dr | 0.07 | 100 | R | | | 77-1038 Hudson Dr | | | NA T | | | NA | | 04/11/2014 |
| | | From | | | | 77-632 Dunlap Rd | | | | | | | | |
| 1038 Hudson Dr | 0.11 | 100 | R | | | 77-032 Dumap Ku | | | NA | | | NA | | 04/11/2014 |
| | | To From | | | | 77-1007 Kerry St | | | | | | | | |
| 1038 Hudson Dr | 0.17 | 80 | R | | | | | | NA | | | NA | | 04/11/2014 |
| | | To | | | | 77-1037 Hudson Dr | | | | | | | | |
| (1049) Vermillion St | 0.05 | From | Ļ_ | | | 77-1023 Walnut St | | | | | | NIA | | 04/00/004 |
| (1049) Vermillion St | 0.25 | 260 | R | | | | | | NA — | | | NA | | 04/09/2014 |
| Vormilian St | 0.15 | From | <u> </u> | | | 77-1083 Hanks Ave | | | _ NA | | | NA | | 04/09/2014 |
| (1049) Vermilion St | 0.15 | 90 To | R | | | 77-1024 Mebane Ave | | | | | | INA | | 04/09/2014 |
| | | From | : | | | SCL Dublin | | | | | | | | |
| 1050 Armstrong St | 0.13 | 390 | R | | | SCL Dublin | | | NA | | | NA | | 04/11/2014 |
| 0 | | To | | | | SCL Dublin | | | | | | | | |
| | | From | | | | 77-1005 Maple | | | | | | | | |
| (1083) Hanks Ave | 0.07 | 780 | R | | | | | | NA | | | NA | | 04/09/2014 |
| _ | | From | | | | 77-1049 Vermilion St | | | \Box | | | | | |
| (1083) Hanks Ave | 0.06 | 530 | R | | | | | | NA | | | NA | | 01/23/2018 |
| | | - | | | | NCL Dublin; Gap | | | | | | | | |
| (1090) Locust Ave Extension | 0.13 | 610 | L R | | | SCL Dublin | | | NA | | | NA | | 03/28/2002 |
| Locust Ave Extension | 0.13 | To | | | | 77-688; 77-1006 | | | | | | INA | | 03/20/2007 |
| | | From | | | | 77-1023 Walnut St | | | | | | | | |
| 1094) Pine St | 0.02 | 40 | R | | | 77 1025 Wallat St | | | NA | | | NA | | 12/12/2017 |
| (11) | | To | : | | | Dead End | | | | | | | | |
| | | From | | | S | R 100; 77-682 Newbern R | d | | | | | | | |
| 1097 Dublin Park Rd | 0.04 | 1500 | R | | | | | | NA | | | NA | | 01/23/2018 |
| | | To From | | | | 77-1098 Town Center Dr | | | _ | | | | | |
| (1097) Dublin Park Rd | 0.11 | 670 | R | | | | | | NA | | | NA | | 01/23/2018 |
| | | To | | | | Dead End | | | | | | | | |
| O T O D | 0.00 | From | | | | 77-682 Newbern Rd | | | | | | | | 04/00/004 |
| Town Center Dr | 0.09 | 760 | R | | | | | | NA | | | NA | | 01/23/2018 |
| O T O D | 0.10 | From | | | | 77-1097 Dublin Park Rd | | | | | | N.1.0 | | 04 /00 /00 : 1 |
| Town Center Dr | 0.18 | 1000 Te | R | | | SR 100 Cleburne Blvd | | | NA | | | NA | | 01/23/2018 |
| | | From | ! : | | | 77-746 Old Giles Rd | | | <u> </u> | | | | | |
| 9520 Dublin Middle School | 0.24 | 440 | R | | | 77-740 Old Giles Kd | | | NA | | | NA | | 04/11/2014 |
| 9520 Dublin Middle School | | To | | | | Dublin School | | | ٦̈́ | | | | | |
| | | From | 1 | | | Dublin Mid School | | | | | | | | · · |
| 9927 Dublin Elementary Sch | 1000.26 | 660 | R | | | | | | NA | | | NA | | 04/11/2014 |
| <i>\(\omega\)</i> | | To | : | | | 77-632 Dunlap Rd | | | | | | | | |
| | | | | | | | | | | | | | | |