2020
Virginia Department of Transportation
Daily Traffic Volume Estimates
Including Vehicle Classification Estimates

where available

Special Locality Report
331

Town of Hurt

Information in this report is included in Report

71

(Pittsylvania County)

Prepared By

Virginia Department of Transportation
Traffic Engineering Division

In Cooperation With

U.S. Department of Transportation
Federal Highway Administration

The reported 2020 AADTs represent the best estimate of 2020 average daily traffic, however, this year's AADTs do vary from normal traffic in the years prior to 2020 due to COVID-19. The reported AADTs may not represent typical traffic for a given day or period within the year as the drastic seasonal variations were normalized through the factoring process. The 2020 publications are therefore colored to draw users attention to the fact that uses of the 2020 published estimates versus alternative data sources should be determined at users' discretion based on the objectives or nature of the analyses being performed.

The estimated 2020 DVMT for the entire state maintained network total to 208,000,000, which has trended down by 11 percent compared to the 2019 level of 234,000,000. For most traffic links across the state, the estimated 2020 AADTs are also seen to have decreased from their 2019 levels.

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.

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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 buses.

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
2020
Annual Average Daily Traffic Volume Estimates By Section of Route
Town of Hurt

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 29	From: WCL Hurt															
	Town of Hurt (Maint: 71)	1.17	**3300**	**N**	99%	0%	1%	0%	0%	0%	N	0.087	F	0.572	3300	N
	To: 71-924 Hurt Rd															
Bus 29	From:															
	Town of Hurt (Maint: 71)	0.28	**4000**	**G**	99%	0%	1%	0%	0%	0%	F	0.087	F	0.571	3900	G
	To: Campbell County Line															
Bus 29 Main St	From: Pittsylvania County Line															
	Town of Hurt (Maint: 15)	0.03	**4800**	**G**	98%	0%	1%	0%	0%	0%	C	0.096	F	0.596	4900	G
	To: SCL Altavista															

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Town of Hurt																
634 Prospect Rd	0.81	**1100**	**G**	99%	0%	0%	0%	0%	0%	C	0.090	F	0.585	1100	G	2020
From: SCL Hurt To: 71-1001 West Spencer Rd; East Spencer Rd																
634 Prospect Rd	0.90	**2600**	**G**	99%	0%	0%	0%	0%	0%	C	0.087	F	0.618	2500	G	2020
From: 71-1001 West Spencer Rd; East Spencer Rd To: 71-924 Hurt Rd																
637 Country Club Rd	0.50	**370**	**R**								NA			NA		04/21/2000
From: SCL Hurt To: 71-634 Prospect Rd																
668 Ricky Van Shelton Rd	0.52	**6400**	**G**	98%	0%	0%	0%	1%	0%	C	0.085	F	0.59	6200	G	2020
From: ECL Hurt To: Campbell County Line																
924 Pocket Rd		**420**	**G**	97%	1%	1%	0%	0%	0%	C	0.105	F	0.569	420	G	2020
From: WCL Hurt To: Bus US 29																
924 Hurt Rd	1.25	**660**	**G**	98%	0%	1%	0%	0%	0%	C	0.087	F	0.609	650	G	2020
From: Bus US 29 To: 71-668 Ricky Van Shelton Rd																
1001 East Spencer Rd	0.25	**120**	**R**								NA			NA		06/04/2015
From: Dead End To: 71-634 Prospect Rd																
1001 West Spencer Rd	1.26	**440**	**G**	99%	0%	1%	0%	0%	0%	C	0.097	F	0.595	430	G	2020
From: 71-634 Prospect Rd To: 71-924 Hurt Rd																
1010 Lynn St	0.18	**130**	**R**								NA			NA		06/11/2015
From: Dead End To: 71-1092 Oak St																
1010 Lynn St	0.15	**240**	**R**								NA			NA		06/11/2015
From: 71-1092 Oak St To: 71-1033 Grove St																
1010 Lynn St	0.07	**430**	**R**								NA			NA		06/11/2015
From: 71-1033 Grove St To: 71-1001 West Spencer Rd																
1010 Lynn St	0.22	**240**	**R**								NA			NA		06/11/2015
From: 71-1001 West Spencer Rd To: 71-1011 School Rd																
1010 School Rd	0.20	**530**	**R**								NA			NA		06/11/2015
From: 71-1011 School Rd To: 71-1019 Spring St																
1010 School Rd	0.11	**810**	**R**								NA			NA		06/11/2015
From: 71-1019 Spring St To: 71-634 Prospect Rd																
1011 School Rd	0.37	**420**	**R**								NA			NA		06/11/2015
From: 71-1010 School Rd; Lynn St To: 71-1012 Tanyard Rd																
1012 Tanyard Rd	0.54	**780**	**G**	100%	0%	0%	0%	0%	0%	C	0.089	F	0.636	760	G	2020
From: 71-924 Hurt Rd To: 71-634 N, Prospect Rd																
1012 Dogwood Lane	0.50	**550**	**R**								NA			NA		06/04/2015
From: 71-634 S, Prospect Rd To: Dead End																
1013 Knollwood Dr	0.25	**90**	**R**								NA			NA		06/04/2015
From: 71-924 Hurt Rd To: Dead End																
1014 Ramsey Rd	0.18	**140**	**R**								NA			NA		06/11/2015
From: Dead End To: 71-1019 Spring St																
1019 Spring St	0.36	**280**	**R**								NA			NA		06/11/2015
From: Dead End To: 71-1033 Grove St																
1019 Spring St	0.30	**380**	**R**								NA			NA		06/11/2015
From: 71-1033 Grove St To: 71-1014 Ramsey Rd																

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Town of Hurt																
(1019 71) Spring St	0.08	**510**	**R**								NA			NA		06/11/2015
From: 71-1014 Ramsey Rd To: 71-1001 West Spencer Rd																
(1019 71) Spring St	0.18	**510**	**R**								NA			NA		06/11/2015
From: 71-1001 West Spencer Rd To: 71-1010 School Rd																
(1020 71) Ridge St	0.25	**130**	**R**								NA			NA		06/04/2015
From: Dead End To: 71-634 Prospect Rd																
(1026 71) Longview Rd	0.16	**80**	**R**								NA			NA		06/04/2015
From: Dead End To: 71-1058 Oakwood Dr																
(1026 71) Longview Rd	0.23	**360**	**R**								NA			NA		06/04/2015
From: 71-1058 Oakwood Dr To: 71-1060 Smith Rd																
(1026 71) Longview Rd	0.15	**510**	**R**								NA			NA		06/04/2015
From: 71-1060 Smith Rd To: 71-634 Prospect Rd																
(1033 71) Grove St	0.05	**240**	**R**								NA			NA		06/11/2015
From: 71-1019 Spring St To: 71-1092 Oak St																
(1033 71) Grove St	0.27	**220**	**R**								NA			NA		06/11/2015
From: 71-1092 Oak St To: 71-1010 Lynn St																
(1037 71) Alta St	0.10	**60**	**R**								NA			NA		06/11/2015
From: 71-1001 West Spencer Rd To: Dead End																
(1058 71) Oakwood Dr	0.25	**270**	**R**								NA			NA		06/04/2015
From: 71-1026 Longview Rd To: Dead End																
(1059 71) Riverview Rd	0.37	**100**	**R**								NA			NA		06/04/2015
From: 71-924 Hurt Rd To: 71-924 Hurt Rd																
(1060 71) Smith Rd	0.17	**150**	**R**								NA			NA		06/04/2015
From: Dead End To: 71-1026 Longview Rd																
(1092 71) Oak St	0.10	**220**	**R**								NA			NA		06/11/2015
From: 71-1010 Lynn St To: 71-1097 High St																
(1092 71) Oak St	0.10	**200**	**R**								NA			NA		06/11/2015
From: 71-1097 High St To: 71-1033 Grove St																
(1097 71) High St	0.10	**170**	**R**								NA			NA		06/11/2015
From: Dead End To: 71-1092 Oak St																
(1107 71) Darrell Lane	0.56	**430**	**R**								NA			NA		06/04/2015
From: Cul-de-Sac To: 71-924 Hurt Rd																
(1178 71) Victoria Dr	0.05	**230**	**R**								NA			NA		06/11/2015
From: Dead End To: 71-924 Pocket Rd																
(1193 71) Vista View Lane	0.19	**150**	**R**								NA			NA		06/04/2015
From: Dead End To: 71-1107 Darrell Lane																
(1282 71) Kent Circle	0.10	**110**	**R**								NA			NA		06/04/2015
From: Dead End To: 71-634 Prospect Rd																
(9442 71) Hurt Elementary Sch	0.05	**130**	**R**								NA			NA		03/17/2015
From: Hurt Elem Sch To: 71-634 Prospect Rd																