

2004

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

where available

Special Locality Report

247

Town of Kenbridge

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 - 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 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
 Mobility Management Division
 2004
 Annual Average Daily Traffic Volume Estimates By Section of Route
 Town of Kenbridge

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
40	From: WCL Kenbridge															
	Town of Kenbridge (Maint: 55)	1.33	6200	N	97%	0%	1%	1%	2%	0%	N	0.088	N	0.574	6400	N
40	From: 55-697															
	Town of Kenbridge (Maint: 55)	0.89	5700	F	97%	0%	1%	1%	2%	0%	F	0.093	F	0.571	5900	F
40	From: SR 137, SR 138															
	Town of Kenbridge (Maint: 55)	0.66	3600	F	97%	0%	1%	1%	2%	0%	F	0.089	F	0.569	3800	F
137 138	From: ECL Kenbridge															
	Town of Kenbridge (Maint: 55)	1.13	4300	F	91%	1%	1%	2%	6%	0%	F	0.104	F	0.591	4500	F
138 137	From: CL Kenbridge															
	Town of Kenbridge (Maint: 55)	1.13	4300	F	91%	1%	1%	2%	6%	0%	F	0.104	F	0.591	4500	F
	To: SR 40															

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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 Kenbridge																
637 55	0.57	1600	N	97%	0%	From: SCL Kenbridge To: SR 40				N	0.094	N	0.619	1700	N	2004
653 55	0.28	890	F	98%	0%	From: NCL Kenbridge To: 55-1136				F	0.099	F	0.581	920	F	2004
653 55	0.22	800	F	98%	0%	From: 55-1135 To: SR 40				C	0.096	F	0.803	830	F	2004
653 55	0.12	1000	F	94%	0%	From: 55-1135 To: SR 40				C	0.101	F	0.553	1100	F	2004
697 55	0.13	430	R			From: SR 40 To: NCL Kenbridge					NA		NA			05/25/2004
710 55	0.04	70	R			From: WCL Kenbridge To: NCL Kenbridge					NA		NA			05/25/2004
729 55	0.20	70	R			From: SCL Kenbridge To: SR 40					NA		NA			05/25/2004
748 55	0.15	90	R			From: Dead End To: SR 40					NA		NA			05/24/2004
757 55	0.11	60	R			From: Dead End To: SR 40					NA		NA			05/25/2004
761 55	0.25	40	R			From: SR 40 To: NCL Kenbridge					NA		NA			05/04/2004
1101 55	0.41	280	R			From: 55-1123 To: 55-1111					NA		NA			04/30/2001
1101 55	0.37	450	F	96%	0%	From: 55-1111 To: 55-1110				F	0.111	F	0.612	470	F	2004
1101 55	0.32	650	F	99%	0%	From: 55-1110 To: 55-1130				C	0.105	F	0.529	670	F	2004
1101 55	0.06	1300	F	96%	0%	From: 55-1130 To: SR 40 EAST				C	0.113	F	0.587	1300	F	2004
1101 55	0.31	800	F	96%	0%	From: SR 40 EAST To: SR 40 WEST				F	0.110	F	0.621	820	F	2004
1102 55	0.14	110	R			From: 55-653 To: 55-1117					NA		NA			03/29/2001
1103 55	0.15	110	R			From: 55-1101 To: 55-1108					NA		NA			04/30/2001
1104 55	0.11	120	R			From: SR 40 To: 55-1114 NORTH					NA		NA			03/27/2001
1104 55	0.06	40	R			From: 55-1114 SOUTH To: Dead End					NA		NA			03/27/2001
1105 55	0.13	90	R			From: 55-1107 To: 55-1106					NA		NA			03/29/2001
1105 55	0.10	80	R			From: 55-1106 To: 55-1125					NA		NA			03/29/2001

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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 Kenbridge																
(1106) 55	0.15	430	R			From: 55-1128 To: 55-637					NA			NA		03/29/2001
(1107) 55	0.14	300	R			From: SCL Kenbridge To: 55-637					NA			NA		03/29/2001
(1108) 55	0.03	30	R			From: Dead End To: 55-1110					NA			NA		04/30/2001
(1108) 55	0.32	180	R			From: 55-1121 To: 55-1117					NA			NA		04/30/2001
(1108) 55	0.24	340	R			From: 55-1126 To: SR 137; SR 138					NA			NA		04/30/2001
(1109) 55	0.16	260	R			From: SR 137; SR 138 To: 55-1108					NA			NA		04/30/2001
(1110) 55	0.18	280	R			From: 55-1101 To: 55-1108					NA			NA		04/30/2001
(1110) 55	0.05	90	R			From: 55-1108 To: 55-1112					NA			NA		04/30/2001
(1111) 55	0.14	390	R			From: SCL Kenbridge To: SR 137; SR 138					NA			NA		04/30/2001
(1112) 55	0.07	60	R			From: Dead End To: 55-1110; Gap Terminus					NA			NA		04/30/2001
(1112) 55	0.15	40	R			From: Dead End; Gap Terminus To: 55-1121					NA			NA		04/30/2001
(1112) 55	0.06	200	R			From: 55-1121 To: SR 40					NA			NA		04/30/2001
(1113) 55	0.10	500	R			From: SR 40 To: 55-1101					NA			NA		05/17/2001
(1113) 55	0.09	140	R			From: 55-1101 To: 55-1115					NA			NA		05/17/2001
(1114) 55	0.39	480	F	96%	1%	1%	1%	0%	0%	C	0.093	F	0.6	490	F	2004
(1115) 55	0.06	880	R			From: SR 40 To: 55-1116					NA			NA		04/30/2001
(1115) 55	0.13	180	R			From: 55-1116 To: 55-1117					NA			NA		05/07/2001
(1116) 55	0.06	140	R			From: Seventh Avenue To: 55-1101					NA			NA		05/07/2001
(1116) 55	0.08	550	F	98%	1%	1%	1%	1%	0%	C	0.119	F	0.515	570	F	2004
(1116) 55	0.15	270	F	98%	1%	1%	1%	1%	0%	F	0.116	F	0.645	280	F	2004
						From: 55-1115 To: 55-1102										

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						2Axle	3+Axle	1Trail	2Trail							
Town of Kenbridge																
1117 55	0.18	280	R			From: North Street							NA		NA	05/07/2001
1117 55	0.05	290	R			From: 55-1132							NA		NA	05/07/2001
1117 55	0.22	120	R			From: 55-1102							NA		NA	05/07/2001
1117 55						To: 55-1136										
1118 55	0.08	330	R			From: 55-637							NA		NA	05/07/2001
1118 55	0.08	230	R			From: 55-1124							NA		NA	05/07/2001
1118 55						To: 55-1119										
1119 55	0.15	200	R			From: 55-1114							NA		NA	05/07/2001
1119 55						To: SR 40										
1120 55	0.28	160	R			From: 55-1114							NA		NA	03/27/2001
1120 55						To: Dead End										
1121 55	0.07	200	R			From: SR 137; SR 138							NA		NA	04/30/2001
1121 55	0.05	100	R			From: 55-1108							NA		NA	04/30/2001
1121 55						To: 55-1112										
1123 55	0.09	210	R			From: 55-1101							NA		NA	04/30/2001
1123 55						To: SR 137; SR 138										
1124 55	0.14	350	R			From: 55-1114							NA		NA	05/14/2001
1124 55						To: SR 40										
1125 55	0.08	120	R			From: 55-1105							NA		NA	03/29/2001
1125 55	0.08	290	R			From: 55-637							NA		NA	03/29/2001
1125 55						To: 55-1124										
1126 55	0.15	1000	R			From: 55-1109							NA		NA	04/30/2001
1126 55						To: SR 40										
1127 55	0.07	50	R			From: SR 137; SR 138							NA		NA	04/30/2001
1127 55						To: NCL Kenbridge										
1128 55	0.10	460	R			From: 55-1106							NA		NA	03/29/2001
1128 55						To: Dead End										
1130 55	0.06	220	R			From: 55-1126							NA		NA	04/30/2001
1130 55						To: 55-1101										
1131 55	0.09	30	R			From: 55-1142							NA		NA	03/29/2001
1131 55	0.05	290	R			From: 55-1138							NA		NA	03/29/2001
1131 55						To: SR 40										
1132 55	0.12	110	R			From: 55-1116							NA		NA	05/07/2001
1132 55						To: 55-1117										

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						2Axle	3+Axle	1Trail	2Trail							
Town of Kenbridge																
1133 55	0.07	40	R			From: 55-1133						NA		NA		03/27/2001
1133 55	0.11	140	R			From: 55-1134						NA		NA		03/27/2001
						To: 55-637										
1134 55	0.14	110	R			From: Dead End						NA		NA		03/27/2001
						To: 55-1133										
1135 55	0.31	190	R			From: 55-653						NA		NA		03/29/2001
						To: Dead End										
1136 55	0.09	140	R			From: 55-1117						NA		NA		03/29/2001
						To: 55-653										
1137 55	0.08	30	R			From: Dead End						NA		NA		05/25/2004
						To: 55-1133										
1138 55	0.06	80	R			From: Dead End						NA		NA		03/29/2001
						To: 55-1131										
1139 55	0.06	310	R			From: SR 40						NA		NA		03/29/2001
						To: 55-1135										
1139 55	0.19	300	R			From: 55-653						NA		NA		03/29/2001
						To: 55-653										
1140 55	0.04	80	R			From: Dead End						NA		NA		03/29/2001
						To: 55-1131										
1141 55	0.14	50	R			From: 55-1142						NA		NA		03/29/2001
						To: SR 40										
1142 55	0.22	40	R			From: 55-1131						NA		NA		05/14/2001
						To: 55-1141										
9926 55	0.10	100	R			From: 55-653						NA		NA		05/25/2004
						To: Kenbridge Primary Sch										