

2005

**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
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 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



Frontage Road (F precedes frontage route number)



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 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
 Traffic Engineering Division
 2005
 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						
	From: WCL Kenbridge															
40	Town of Kenbridge (Maint: 55)	1.33	6200	N	97%	0%	1%	1%	2%	0%	N	0.088	N	0.574	6400	N
	To: 55-697															
	From: SR 137, SR 138															
40	Town of Kenbridge (Maint: 55)	0.89	5700	G	97%	0%	1%	1%	2%	0%	F	0.093	F	0.571	5900	G
	To: ECL Kenbridge															
	From: SR 40															
137 138	Town of Kenbridge (Maint: 55)	1.13	4300	G	91%	1%	1%	2%	6%	0%	F	0.104	F	0.591	4500	G
	To: ECL Kenbridge															
	From: CL Kenbridge															
138 137	Town of Kenbridge (Maint: 55)	1.13	4300	G	91%	1%	1%	2%	6%	0%	F	0.104	F	0.591	4500	G
	To: SR 40															

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						2Axle	3+Axle	1Trail	2Trail							
Town of Kenbridge																
637 55	0.57	1600	N	97%	0%	From: SCL Kenbridge				N	0.094	N	0.619	1700	N	2005
						To: SR 40										
653 55	0.28	890	G	98%	0%	From: NCL Kenbridge				F	0.099	F	0.581	920	G	2005
						To: 55-1136										
653 55	0.22	800	G	98%	0%	From: 55-1135				C	0.096	F	0.803	830	G	2005
						To: SR 40										
653 55	0.12	1000	G	98%	0%	From: 55-1135				F	0.101	F	0.553	1100	G	2005
						To: SR 40										
697 55	0.13	430	R			From: SR 40				NA			NA		05/25/2004	
						To: NCL Kenbridge										
710 55	0.04	70	R			From: WCL Kenbridge				NA			NA		05/25/2004	
						To: NCL Kenbridge										
729 55	0.20	70	R			From: SCL Kenbridge				NA			NA		05/25/2004	
						To: SR 40										
748 55	0.15	90	R			From: Dead End				NA			NA		05/24/2004	
						To: SR 40										
757 55	0.11	60	R			From: Dead End				NA			NA		05/25/2004	
						To: SR 40										
761 55	0.25	40	R			From: SR 40				NA			NA		05/04/2004	
						To: NCL Kenbridge										
1101 55	0.41	280	R			From: 55-1123				NA			NA		04/30/2001	
						To: 55-1111										
1101 55	0.37	450	G			From: 55-1110				0.111	F	0.612	470	G	2005	
						To: 55-1110										
1101 55	0.32	640	G	99%	0%	From: 55-1130				C	0.105	F	0.529	670	G	2005
						To: 55-1130										
1101 55	0.06	1300	G	99%	0%	From: 55-1130				F	0.113	F	0.587	1300	G	2005
						To: SR 40 EAST										
1101 55	0.31	800	G			From: SR 40 WEST				0.110	F	0.621	820	G	2005	
						To: SR 40 WEST										
1102 55	0.14	110	R			From: 55-653				NA			NA		03/29/2001	
						To: 55-1117										
1103 55	0.15	110	R			From: 55-1101				NA			NA		04/30/2001	
						To: 55-1108										
1104 55	0.11	120	R			From: SR 40				NA			NA		03/27/2001	
						To: 55-1114 NORTH										
1104 55	0.06	40	R			From: 55-1114 SOUTH				NA			NA		03/27/2001	
						To: Dead End										
1105 55	0.13	90	R			From: 55-1107				NA			NA		03/29/2001	
						To: 55-1106										
1105 55	0.10	80	R			From: 55-1125				NA			NA		03/29/2001	
						To: 55-1125										

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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											NA		03/29/2001
1107 55	0.14	300	R											NA		03/29/2001
1108 55	0.03	30	R											NA		04/30/2001
1108 55	0.32	180	R											NA		04/30/2001
1108 55	0.24	340	R											NA		04/30/2001
1109 55	0.16	260	R											NA		04/30/2001
1109 55	0.07	170	R											NA		04/30/2001
1110 55	0.18	280	R											NA		04/30/2001
1110 55	0.05	90	R											NA		04/30/2001
1111 55	0.14	390	R											NA		04/30/2001
1112 55	0.07	60	R											NA		04/30/2001
1112 55	0.15	40	R											NA		04/30/2001
1112 55	0.06	200	R											NA		04/30/2001
1113 55	0.10	500	R											NA		05/17/2001
1113 55	0.09	140	R											NA		05/17/2001
1114 55	0.39	470	G	96%	1%	1%	1%	0%	0%	C	0.093	F	0.6	490	G	2005
1115 55	0.06	880	R											NA		04/30/2001
1115 55	0.13	180	R											NA		05/07/2001
1116 55	0.06	140	R											NA		05/07/2001
1116 55	0.08	550	G	98%	1%	1%	1%	1%	0%	C	0.119	F	0.515	570	G	2005
1116 55	0.15	270	G	98%	1%	1%	1%	1%	0%	F	0.116	F	0.645	280	G	2005

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