2004
Virginia Department of Transportation
Daily Traffic Volume Estimates
Including Vehicle Classification Estimates

where available

Special Locality Report
281

Town of Pennington Gap

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
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.

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Town of Pennington Gap

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	Truck 2Axle	Truck 3+Axle	Truck 1Trail	Truck 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW
ALT 58	From: WCL Pennington Gap															
	Town of Pennington Gap (Maint: 52)	1.79	**7300**	**N**	92%	0%	1%	5%	2%	0%	N	0.079	N	0.503	7600	N
	To: US 421 W / From:															
ALT 58 421	Town of Pennington Gap (Maint: 52)	0.40	**13000**	**F**	92%	0%	1%	5%	2%	0%	F	0.087	F	0.521	14000	F
	To: US 421 E / From:															
ALT 58	Town of Pennington Gap (Maint: 52)	0.23	**6600**	**F**	92%	0%	1%	5%	2%	0%	C	0.084	F	0.509	6800	F
	To: ECL Pennington Gap															
	From: NCL Pennington Gap															
421	Town of Pennington Gap (Maint: 52)	0.77	**4600**	**N**	93%	1%	2%	1%	4%	0%	N	0.081	N	0.55	4800	N
	To: ALT US 58 W / From:															
421 ALT 58	Town of Pennington Gap (Maint: 52)	0.40	**13000**	**F**	92%	0%	1%	5%	2%	0%	F	0.087	F	0.521	14000	F
	To: ALT US 58 E / From:															
421	Town of Pennington Gap (Maint: 52)	0.18	**6200**	**F**	92%	1%	1%	4%	3%	0%	F	0.105	F	0.619	6400	F
	To: SCL Pennington Gap															

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Town of Pennington Gap																
633 52	0.45	**8**	**R**	From: SCL PENNINGTON GAP To: NCL PENNINGTON GAP							NA			NA		04/02/2001
640 52	0.11	**690**	**F**	From: 52-1106 To: 52-1123	97%	1%	2%	0%	0%	0%	F	0.087	F	0.608	710	F	2004
640 52	0.25	**710**	**F**	From: 52-1123 To: 52-1117	97%	1%	2%	0%	0%	0%	F	0.087	F	0.605	740	F	2004
640 52	0.20	**1700**	**G**	From: 52-1117 To: US 58 ALT	97%	1%	2%	0%	0%	0%	F	NA			1700	G	2004
706 52	0.67	**3000**	**R**	From: US 58 ALT; 52-1111 To: US 421								NA			NA		1998
706 52	0.08	**NA**		From: US 421 To: Dead End								NA			NA		
721 52	0.11	**2500**	**N**	From: WCL Pennington Gap To: US 58 ALT								NA			NA		1998
764 52	0.66	**720**	**R**	From: US 421 To: 52-1104								NA			NA		05/16/2001
764 52	0.20	**600**	**R**	From: 52-1104 To: 52-1114								NA			NA		05/16/2001
764 52	0.26	**510**	**R**	From: 52-1114 To: 52-706								NA			NA		05/16/2001
1100 52	0.06	**40**	**R**	From: 52-1116 To: Dead End								NA			NA		05/16/2001
1101 52	0.20	**750**	**R**	From: US 58 ALT To: 52-1133								NA			NA		05/16/2001
1101 52	0.10	**100**	**R**	From: 52-1133 To: NCL Pennington Gap								NA			NA		05/16/2001
1102 52	0.14	**350**	**R**	From: US 58 ALT To: Dead End								NA			NA		05/16/2001
1103 52	0.27	**90**	**R**	From: Dead End To: 52-1101								NA			NA		05/16/2001
1103 52	0.50	**330**	**R**	From: 52-1101 To: 52-1102								NA			NA		05/16/2001
1103 52	0.18	**110**	**R**	From: 52-1102 To: Dead End								NA			NA		05/16/2001
1104 52	0.06	**500**	**R**	From: 52-764 To: US 58 ALT								NA			NA		05/16/2001
1104 52	0.12	**500**	**N**	From: US 58 ALT To: 52-1114								NA			NA		05/16/2001
1104 52	0.06	**170**	**R**	From: 52-1114 To: 52-1134 EAST								NA			NA		05/16/2001
1104 52	0.11	**70**	**R**	From: 52-1134 WEST To: 52-1136								NA			NA		05/16/2001

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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 Pennington Gap																
1105 52	0.28	**160**	**R**	From: 52-764 To: 52-1113							NA			NA		05/16/2001
1106 52	0.28	**80**	**R**	From: 52-640 SCL PENN GAP To: Dead End							NA			NA		04/04/2001
1108 52	0.25	**160**	**R**	From: 52-1104 To: US 421							NA			NA		05/16/2001
1108 52	0.17	**130**	**R**	From: To: Dead End							NA			NA		05/16/2001
1109 52	0.33	**210**	**R**	From: Dead End To: US 421							NA			NA		05/16/2001
1109 52	0.26	**230**	**R**	From: To: 52-1137							NA			NA		05/16/2001
1110 52	0.06	**10**	**R**	From: 52-1103 To: Dead End							NA			NA		05/16/2001
1111 52	0.69	**1500**	**R**	From: 52-706 To: US 58 ALT							NA			NA		05/16/2001
1112 52	0.05	**1000**	**R**	From: 52-1111 To: US 58 ALT							NA			NA		05/16/2001
1112 52	0.04	**50**	**R**	From: To: Dead End							NA			NA		05/16/2001
1113 52	0.18	**100**	**R**	From: Dead End To: US 421							NA			NA		05/16/2001
1114 52	0.12	**90**	**R**	From: 52-764 To: 52-1104 Gap Terminus							NA			NA		05/16/2001
1114 52	0.25	**140**	**R**	From: US 421 Gap Terminus To: Dead End							NA			NA		05/16/2001
1115 52	0.08	**220**	**R**	From: 52-1116 To: 52-1101							NA			NA		05/16/2001
1116 52	0.22	**530**	**R**	From: US 58 ALT To: Dead End							NA			NA		05/16/2001
1117 52	0.12	**160**	**R**	From: Dead End To: 52-640							NA			NA		04/04/2001
1118 52	0.06	**60**	**R**	From: 52-1117 To: 52-1119							NA			NA		04/04/2001
1119 52	0.07	**40**	**R**	From: Dead End To: 52-1118							NA			NA		04/04/2001
1120 52	0.06	**40**	**R**	From: Dead End To: 52-1103							NA			NA		05/16/2001
1120 52	0.07	**100**	**R**	From: To: US 58 ALT							NA			NA		05/16/2001

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Town of Pennington Gap																
1120 52	0.05	**270**	**R**	From: US 58 ALT To: 52-1111							NA			NA		05/16/2001
1120 52	0.06	**200**	**R**	From: To: Dead End							NA			NA		05/16/2001
1121 52	0.25	**290**	**R**	From: Dead End To: 52-1116							NA			NA		05/16/2001
1123 52	0.10	**60**	**R**	From: 52-640 To: 52-1140							NA			NA		04/04/2001
1124 52	0.08	**150**	**R**	From: 52-764 To: US 58 ALT							NA			NA		05/16/2001
1125 52	0.26	**880**	**R**	From: 52-1104 To: US 421; US 58 ALT							NA			NA		05/16/2001
1126 52	0.17	**460**	**R**	From: US 58 ALT To: Dead End							NA			NA		05/16/2001
1127 52	0.04	**160**	**R**	From: 52-1111 To: US 58 ALT							NA			NA		05/16/2001
1128 52	0.06	**460**	**R**	From: US 58 ALT To: 52-1103							NA			NA		05/16/2001
1129 52	0.16	**360**	**R**	From: 52-640 To: Dead End							NA			NA		1998
1130 52	0.04	**240**	**R**	From: 52-706 To: 52-1141							NA			NA		05/16/2001
1131 52	0.04	**80**	**R**	From: 52-1108 To: 52-1109							NA			NA		05/16/2001
1132 52	0.05	**120**	**R**	From: 52-1109 To: 52-1114							NA			NA		05/16/2001
1133 52	0.25	**150**	**R**	From: 52-1101 To: Dead End							NA			NA		05/16/2001
1134 52	0.09	**90**	**R**	From: 52-1138 To: 52-1135							NA			NA		05/16/2001
1135 52	0.11	**50**	**R**	From: 52-1136 To: 52-1134							NA			NA		05/16/2001
1136 52	0.05	**70**	**R**	From: 52-1104 To: 52-1135							NA			NA		05/16/2001
1137 52	0.48	**760**	**R**	From: US 58 To: Dead End							NA			NA		05/16/2001
1138 52	0.08	**40**	**R**	From: 52-1134 To: Dead End							NA			NA		05/16/2001

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						2Axle	3+Axle	1Trail	2Trail							
Town of Pennington Gap																
1139 52	0.16	**60**	**R**	From: Dead End To: 52-1103							NA			NA		05/16/2001
1140 52	0.05	**46**	**R**	From: Dead End To: 52-1123							NA			NA		04/04/2001
1141 52	0.16	**510**	**R**	From: US 58 To: 52-1130							NA			NA		1998
1141 52	0.17	**320**	**R**	From: To: Dead End							NA			NA		1998
1142 52	0.01	**200**	**R**	From: 52-706 To: Dead End							NA			NA		1998
1143 52	0.05	**NA**		From: US 58 ALT To: 52-1103							NA			NA		
1144 52	0.14	**NA**		From: 52-640 To: Dead End							NA			NA		
1145 52	0.04	**180**	**R**	From: 52-721 To: Dead End							NA			NA		1998
1148 52	0.38	**NA**		From: 52-00706(U)/ To: 52-00621(B)/							NA			NA		
1149 52	0.05	**NA**		From: 52-1111 To: ALT US 58 WEST							NA			NA		
9659 52	0.16	**1400**	**R**	From: US 58 ALT To: PENNINGTON GAP SCHO							NA			NA		1994