

2005

**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
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

- North
 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
 Bypass - 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 Pennington Gap

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
ALT 58 Morgan Ave	From: WCL Pennington Gap Town of Pennington Gap (Maint: 52)	1.79	7200	N	92%	0%	1%	5%	2%	0%	N	0.079	N	0.503	7500	N
ALT 58 421	To: US 421 W From: Town of Pennington Gap (Maint: 52)	0.40	13000	G	92%	0%	1%	5%	2%	0%	F	0.087	F	0.521	14000	G
ALT 58	To: US 421 E From: Town of Pennington Gap (Maint: 52)	0.23	6500	G	92%	0%	1%	5%	2%	0%	C	0.084	F	0.509	6700	G
421	To: ECL Pennington Gap From: Town of Pennington Gap (Maint: 52)	0.77	4600	N	93%	1%	2%	1%	4%	0%	N	0.081	N	0.55	4700	N
421 ALT 58	To: ALT US 58 W From: Town of Pennington Gap (Maint: 52)	0.40	13000	G	92%	0%	1%	5%	2%	0%	F	0.087	F	0.521	14000	G
421	To: ALT US 58 E From: Town of Pennington Gap (Maint: 52)	0.18	6100	G	92%	1%	1%	4%	3%	0%	F	0.105	F	0.619	6300	G
	To: SCL Pennington Gap															

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						2Axle	3+Axle	1Trail	2Trail							
Town of Pennington Gap																
633	0.45	8	R								NA		NA			04/02/2001
640	0.11	680	G	97%	1%	2%	0%	0%	0%	F	0.087	F	0.608	700	G	2005
640	0.25	700	G	97%	1%	2%	0%	0%	0%	F	0.087	F	0.605	720	G	2005
640	0.20	1000	F	97%	1%	2%	0%	0%	0%	F	0.093	F	0.503	1000	F	2005
706	0.67	3000	R								NA		NA			1998
706	0.08	NA									NA		NA			
721	0.11	2500	N								NA		NA			1998
764	0.66	720	R								NA		NA			05/16/2001
764	0.20	600	R								NA		NA			05/16/2001
764	0.26	510	R								NA		NA			05/16/2001
1100	0.06	40	R								NA		NA			05/16/2001
1101	0.20	750	R								NA		NA			05/16/2001
1101	0.10	100	R								NA		NA			05/16/2001
1102	0.14	350	R								NA		NA			05/16/2001
1103	0.27	90	R								NA		NA			05/16/2001
1103	0.50	330	R								NA		NA			05/16/2001
1103	0.18	110	R								NA		NA			05/16/2001
1104	0.06	500	R								NA		NA			05/16/2001
1104	0.12	500	N								NA		NA			05/16/2001
1104	0.06	170	R								NA		NA			05/16/2001
1104	0.11	70	R								NA		NA			05/16/2001

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						2Axle	3+Axle	1Trail	2Trail							
Town of Pennington Gap																
1105 52	0.28	160	R				From: 52-764					NA		NA		05/16/2001
							To: 52-1113									
1106 52	0.28	80	R				From: 52-640 SCL PENN GAP					NA		NA		04/04/2001
							To: Dead End									
1108 52	0.25	160	R				From: 52-1104					NA		NA		05/16/2001
							To: US 421									
1108 52	0.17	130	R				From: US 421					NA		NA		05/16/2001
							To: Dead End									
1109 52	0.33	210	R				From: Dead End					NA		NA		05/16/2001
							To: US 421									
1109 52	0.26	230	R				From: US 421					NA		NA		05/16/2001
							To: 52-1137									
1110 52	0.06	10	R				From: 52-1103					NA		NA		05/16/2001
							To: Dead End									
1111 52	0.69	1500	R				From: 52-706					NA		NA		05/16/2001
							To: Alt US 58									
1112 52	0.05	1000	R				From: 52-1111					NA		NA		05/16/2001
							To: Alt US 58									
1112 52	0.04	50	R				From: Alt US 58					NA		NA		05/16/2001
							To: Dead End									
1113 52	0.18	100	R				From: Dead End					NA		NA		05/16/2001
							To: US 421									
1114 52	0.12	90	R				From: 52-764					NA		NA		05/16/2001
							To: 52-1104 Gap Terminus									
1114 52	0.25	140	R				From: US 421 Gap Terminus					NA		NA		05/16/2001
							To: Dead End									
1115 52	0.08	220	R				From: 52-1116					NA		NA		05/16/2001
							To: 52-1101									
1116 52	0.22	530	R				From: Alt US 58					NA		NA		05/16/2001
							To: Dead End									
1117 52	0.12	160	R				From: Dead End					NA		NA		04/04/2001
							To: 52-640									
1118 52	0.06	60	R				From: 52-1117					NA		NA		04/04/2001
							To: 52-1119									
1119 52	0.07	40	R				From: Dead End					NA		NA		04/04/2001
							To: 52-1118									
1120 52	0.06	40	R				From: Dead End					NA		NA		05/16/2001
							To: 52-1103									
1120 52	0.07	100	R				From: 52-1103					NA		NA		05/16/2001
							To: Alt US 58									

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						2Axle	3+Axle	1Trail	2Trail							
Town of Pennington Gap																
1120 52	0.05	270	R				From: Alt US 58							NA		05/16/2001
1120 52	0.06	200	R				From: 52-1111							NA		05/16/2001
							To: Dead End									
1121 52	0.25	290	R				From: Dead End							NA		05/16/2001
							To: 52-1116									
1123 52	0.10	60	R				From: 52-640							NA		04/04/2001
							To: 52-1140									
1124 52	0.08	150	R				From: 52-764							NA		05/16/2001
							To: Alt US 58									
1125 52	0.26	880	R				From: 52-1104							NA		05/16/2001
							To: US 421; US 58 ALT									
1126 52	0.17	460	R				From: Alt US 58							NA		05/16/2001
							To: Dead End									
1127 52	0.04	160	R				From: 52-1111							NA		05/16/2001
							To: Alt US 58									
1128 52	0.06	460	R				From: Alt US 58							NA		05/16/2001
							To: 52-1103									
1129 52	0.16	360	R				From: 52-640							NA		1998
							To: Dead End									
1130 52	0.04	240	R				From: 52-706							NA		05/16/2001
							To: 52-1141									
1131 52	0.04	80	R				From: 52-1108							NA		05/16/2001
							To: 52-1109									
1132 52	0.05	120	R				From: 52-1109							NA		05/16/2001
							To: 52-1114									
1133 52	0.25	150	R				From: 52-1101							NA		05/16/2001
							To: Dead End									
1134 52	0.09	90	R				From: 52-1138							NA		05/16/2001
							To: 52-1135									
1135 52	0.11	50	R				From: 52-1136							NA		05/16/2001
							To: 52-1134									
1136 52	0.05	70	R				From: 52-1104							NA		05/16/2001
							To: 52-1135									
1137 52	0.48	760	R				From: US 58							NA		05/16/2001
							To: Dead End									
1138 52	0.08	40	R				From: 52-1134							NA		05/16/2001
							To: Dead End									

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