

**2014**

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

where available

**Special Locality Report**

**247**

Town of Kenbridge

Information in this report is included in Report

**55**

(Lunenburg County)

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.

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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 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

- 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  
 Bus - Business Route  
Bypass - Bypass Route  
Truck - Truck Route
- ALT  
 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  
 2014  
 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	4400	N	94%	1%	1%	1%	3%	0%	N	0.099	N	0.568	4500	N
	To: 55-697 Hickory Rd															
40	Main St	0.89	7400	G	94%	1%	1%	1%	3%	0%	F	0.096	F	0.536	7500	G
	From: SR 137, SR 138															
40	N. Broad St	0.66	3200	G	94%	1%	1%	1%	3%	0%	F	0.101	F	0.557	3300	G
	To: ECL Kenbridge															
	From: SR 40 N. Broad St; Main St															
137 138	Town of Kenbridge (Maint: 55)	1.13	3900	G	89%	1%	1%	2%	8%	0%	F	0.102	F	0.515	4000	G
	To: ECL Kenbridge															
	From: CL Kenbridge															
138 137	Town of Kenbridge (Maint: 55)	1.13	3900	G	89%	1%	1%	2%	8%	0%	F	0.102	F	0.515	4000	G
	To: SR 40															

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						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Kenbridge</b>																
637 55	Broad St	0.57	3000	R							0.105	N	0.653	NA		08/08/2013
653 55	Poorhouse Rd	0.28	920	G	96%	1%	1%	0%	1%	0%	F	0.102	F	0.564	940	G 2014
653 55	Nottoway Falls Rd	0.22	740	G	96%	1%	1%	0%	1%	0%	C	0.099	F	0.616	760	G 2014
653 55	Nottoway Falls Rd	0.12	1100	G	96%	1%	1%	0%	1%	0%	F	0.139	F	0.539	1100	G 2014
697 55	Hickory Rd	0.13	480	R								NA		NA		04/22/2010
710 55	Dogwood Lane	0.04	240	R								NA		NA		08/08/2013
729 55	Flat Rock Rd	0.20	90	R								NA		NA		08/15/2013
748 55	Spring Grove Rd	0.15	70	R								NA		NA		08/15/2013
757 55	Lea Rd	0.11	60	R								NA		NA		04/22/2010
761 55	Tinkling Rd	0.25	90	R								NA		NA		08/15/2013
1101 55	E Sixth Ave	0.41	220	R								NA		NA		08/29/2013
1101 55	E Sixth Ave	0.37	420	G	96%	0%	2%	1%	1%	0%	F	0.120	F	0.573	430	G 2014
1101 55	E Sixth Ave	0.32	610	G	99%	1%	0%	0%	0%	0%	C	0.125	F	0.533	630	G 2014
1101 55	Sixth Ave	0.06	810	G	99%	1%	0%	0%	0%	0%	F	0.12	F	0.657	830	G 2014
1101 55	Sixth Ave	0.31	680	G	96%	0%	2%	1%	1%	0%	F	0.119	F	0.564	700	G 2014
1102 55	W Second Ave	0.14	100	R								NA		NA		08/29/2013
1103 55	S Pine St	0.15	100	R								NA		NA		09/04/2013
1104 55	Park Ave	0.11	80	R								NA		NA		08/21/2013
1104 55	Chappell St	0.06	100	R								NA		NA		08/21/2013
1105 55	Mecklenburg Ave	0.13	70	R								NA		NA		08/21/2013
1105 55	Mecklenburg Ave	0.10	40	R								NA		NA		08/21/2013



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 Town of Kenbridge

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						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Kenbridge</b>																
1106 55 Oak St	0.15	380	R											NA		08/21/2013
1107 55 Elm St	0.14	140	R											NA		08/21/2013
1108 55 E Fourth Ave	0.03	20	R											NA		08/29/2013
1108 55 E Fourth Ave	0.32	110	R											NA		08/20/2013
1108 55 W Fourth Ave	0.24	340	R											NA		08/20/2013
1109 55 S Decatur St	0.16	280	R											NA		08/20/2013
1109 55 N Decatur St	0.07	150	R											NA		08/20/2013
1110 55 N Grace St	0.18	290	R											NA		08/20/2013
1110 55 N Grace St	0.05	90	R											NA		08/20/2013
1111 55 Barnes St	0.14	250	R											NA		08/20/2013
1112 55 E Third Ave	0.07	0	R											NA		08/20/2013
1112 55 E Third Ave	0.15	80	R											NA		08/20/2013
1112 55 E Third Ave	0.06	210	R											NA		08/20/2013
1113 55 S Station St	0.10	250	R											NA		08/20/2013
1113 55 S Station St	0.09	100	R											NA		08/20/2013
1114 55 Shade St	0.39	450	G	95%	2%	1%	1%	2%	0%	C	0.119	F	0.566	460	G	2014
1115 55 W Fifth Ave	0.06	640	R											NA		08/20/2013
1115 55 W Fifth Ave	0.13	140	R											NA		08/20/2013
1116 55 S Commerce St	0.06	210	R											NA		09/17/2013
1116 55 Commerce St	0.08	570	G	97%	1%	2%	0%	0%	0%	C	0.137	F	0.539	580	G	2014
1116 55 Commerce St	0.15	270	G	97%	1%	2%	0%	0%	0%	F	0.169	F	0.544	270	G	2014

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						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Kenbridge</b>																
1117 55 N Market St	0.18	200	R			From: North St					NA			NA		08/20/2013
1117 55 N Market St	0.05	160	R			To: 55-1132 Third Ave					NA			NA		08/20/2013
1117 55 N Market St	0.22	100	R			From: 55-1102 Second Ave					NA			NA		08/20/2013
1117 55 N Market St						To: 55-1136 Brydie St										
1118 55 Virginia St	0.08	60	R			From: 55-637 Broad St					NA			NA		08/21/2013
1118 55 Virginia St	0.08	60	R			To: 55-1124 Tidewater St					NA			NA		08/21/2013
1118 55 Virginia St						From: 55-1119 Brook St										
1119 55 Brook St	0.15	50	R			To: 55-1114 Shade St					NA			NA		08/21/2013
1119 55 Brook St						From: SR 40 Main St										
1120 55 West St	0.28	30	R			To: 55-1114 Shade St					NA			NA		08/21/2013
1120 55 West St						From: Dead End										
1121 55 Church St	0.07	280	R			To: SR 137; SR 138					NA			NA		08/20/2013
1121 55 Church St	0.05	100	R			From: 55-1108 Fourth Ave					NA			NA		08/20/2013
1121 55 Church St						To: 55-1112 Third Ave										
1123 55 Hawthorne St	0.09	120	R			From: 55-1101 Sixth Ave					NA			NA		08/20/2013
1123 55 Hawthorne St						To: SR 137; SR 138										
1124 55 Tidewater St	0.14	80	R			From: 55-1114 Shade St					NA			NA		08/21/2013
1124 55 Tidewater St						To: SR 40 Main St										
1125 55 Wingold St	0.08	80	R			From: 55-1105 Mecklenburg Ave					NA			NA		08/21/2013
1125 55 Wingold St						To: 55-637 Broad St										
1125 55 Lunenburg Ave	0.08	60	R			From: 55-637 Broad St					NA			NA		08/21/2013
1125 55 Lunenburg Ave						To: 55-1124 Tidewater St										
1126 55 E Seventh Ave	0.15	220	R			From: 55-1109 Decatur					NA			NA		09/17/2013
1126 55 E Seventh Ave						To: SR 40 Main St										
1127 55 N Maple St	0.07	320	R			From: SR 137; SR 138					NA			NA		09/17/2013
1127 55 N Maple St						To: NCL Kenbridge										
1128 55 Brunswick Ave	0.10	270	R			From: 55-1106 Oak St					NA			NA		08/21/2013
1128 55 Brunswick Ave						To: Dead End										
1130 55 High St	0.06	190	R			From: 55-1126 Seventh Ave					NA			NA		08/29/2013
1130 55 High St						To: 55-1101, E Sixth Ave										
1131 55 Cralle Ave	0.09	150	R			From: 55-1142 Cralle St					NA			NA		08/20/2013
1131 55 Cralle Ave						To: 55-1138 Church St										
1131 55 Cralle Ave	0.05	240	R			From: 55-1138 Church St					NA			NA		08/20/2013
1131 55 Cralle Ave						To: SR 40, N Broad St										
1132 55 W Third Ave	0.12	160	R			From: 55-1116 Commerce St					NA			NA		08/20/2013
1132 55 W Third Ave						To: 55-1117 Market St										

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						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Kenbridge</b>																
(1133/55) Pine Ridge Dr	0.07	30	R			From: 55-1133 Pine Ridge Dr					NA			NA		08/21/2013
(1133/55) Pine Ridge Dr	0.11	110	R			From: 55-1134 Hillcrest Lane					NA			NA		08/20/2013
						To: 55-637 Broad St										
(1134/55) Hillcrest Lane	0.14	40	R			From: Dead End					NA			NA		08/20/2013
						To: 55-1133 Pine Ridge Dr										
(1135/55) Center St	0.31	49	R			From: 55-653 Nottoway Falls Rd					NA			NA		08/20/2013
						To: Dead End										
(1136/55) Brydie St	0.09	240	R			From: 55-1117 Market St					NA			NA		08/20/2013
						To: 55-653 Nottoway Falls Rd										
(1137/55) Old Plank Rd	0.08	30	R			From: Dead End					NA			NA		08/20/2013
						To: 55-1133 Pine Ridge Dr										
(1138/55) Church St	0.06	70	R			From: Dead End					NA			NA		08/29/2013
						To: 55-1131 Cralle Ave; Third Ave										
(1139/55) N Circle Blvd	0.06	350	R			From: SR 40, N Broad St					NA			NA		08/20/2013
						To: 55-1135 Center St										
(1139/55) N Circle Blvd	0.19	290	R			From: 55-1135 Center St					NA			NA		08/20/2013
						To: 55-653 Poorhouse Rd										
(1140/55) Tilman St	0.04	50	R			From: Dead End					NA			NA		08/20/2013
						To: 55-1131 Third Ave										
(1141/55) Heathorne Ave	0.14	150	R			From: 55-1142 Cralle St					NA			NA		08/20/2013
						To: SR 40, N Broad St										
(1142/55) Cralle St	0.22	90	R			From: 55-1131 Third Ave					NA			NA		08/20/2013
						To: 55-1141 Heathorne Ave										
(9926/55)	0.10	100	R			From: 55-653 Nottoway Falls Rd					NA			NA		05/11/2010
						To: Kenbridge Primary Sch										