

2008

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

where available

Special Locality Report

180

Town of Buchanan

Information in this report is included in Report

11

(Botetourt 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.

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



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
 2008
 Annual Average Daily Traffic Volume Estimates By Section of Route
 Town of Buchanan

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
	From: WCL Buchanan															
11 Main St	Town of Buchanan (Maint: 11)	0.43	4500	N	94%	1%	1%	1%	3%	0%	N	0.097	N	0.556	4800	N
	To: 11-625															
	From: SR 43 South															
11 43 Main St	Town of Buchanan (Maint: 11)	0.18	5300	G	94%	1%	1%	1%	3%	0%	F	0.09	F	0.531	5500	G
	To: N SR 43															
	From: NCL Buchanan															
11 Main St	Town of Buchanan (Maint: 11)	0.78	3200	G	94%	1%	1%	1%	3%	0%	F	0.088	F	0.565	3400	G
	To: SCL Buchanan															
43 Parkway Dr	Town of Buchanan (Maint: 11)	0.64	400	N	97%	1%	1%	0%	1%	0%	N	0.113	N	0.629	420	N
	To: US 11 S, Main St															
	From: S US 11															
43 11 Main St	Town of Buchanan (Maint: 11)	0.18	5300	G	94%	1%	1%	1%	3%	0%	F	0.09	F	0.531	5500	G
	To: N US 11															
	From: US 11 N, Main St															
43 First St	Town of Buchanan (Maint: 11)	0.82	1800	G	91%	2%	2%	3%	2%	0%	F	0.126	F	0.636	1900	G
	To: NCL Buchanan															

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						2Axle	3+Axle	1Trail	2Trail							
Town of Buchanan																
617 11 Schoolhouse Rd	0.75	430	R								NA			NA		11/29/2004
From: 11-625 N. Pico Rd																
617 11 Newtown Rd	0.26	NA									NA			NA		
From: 11-627 Red Horse Lane																
To: 11-1321 Newtown Rd; Gap																
617 11 Kessler Lane	0.07	40	R								NA			NA		11/29/2004
From: Dead End; Gap																
To: US 11 Main St																
625 11 Pico Rd	0.37	680	N	97%	2%	0%	0%	0%	0%	N	0.123	N	0.646	710	N	2008
From: SCL Buchanan																
625 11 Pico Rd	0.30	1500	G	97%	2%	0%	0%	0%	0%	C	0.183	F	0.571	1500	G	2008
From: 11-617 Schoolhouse Rd																
To: US 11 S. Main St																
625 11 Mt Joy Rd	0.25	500	G	97%	2%	0%	0%	0%	0%	F	0.100	F	0.794	520	G	2008
From: US 11 N. Main St																
To: WCL Buchanan																
627 11 Red Horse Lane	0.40	100	R								NA			NA		11/29/2004
From: Dead End																
To: 11-617 Newtown Rd; Schoolhouse Rd																
1301 11 Bedford St	0.07	240	R								NA			NA		05/01/2007
From: US 11 Main St																
To: 11-1305 Lowe																
1302 11 13th St	0.20	290	R								NA			NA		05/01/2007
From: 11-1314 Albemarle Ave																
To: US 11 Main St																
1303 11 Bridge St	0.03	0	R								NA			NA		04/13/2004
From: Dead End																
1303 11 Bridge St	0.07	100	R								NA			NA		05/01/2007
From: Jefferson Forest Boundary																
1303 11 Bridge St	0.24	240	R								NA			NA		05/01/2007
From: 11-1318 North Water St																
1303 11 Bridge St	0.15	60	R								NA			NA		05/01/2007
From: 11-1322 Fourth St																
To: Dead End																
1304 11 Fairview St	0.42	240	R								NA			NA		05/01/2007
From: SR 43 First St																
To: US 11 Main St																
1305 11 Lowe	0.69	540	R								NA			NA		05/01/2007
From: US 11 S. Main St																
To: US 11 N. Main St																
1306 11 Fairview St	0.17	110	R								NA			NA		05/01/2007
From: 11-1304 Fairview St																
To: Dead End																
1307 11 Boyd St	0.61	240	R								NA			NA		05/01/2007
From: 11-1316 16th St																
To: US 11 Main St																
1308 11 19th St	0.22	720	R								NA			NA		05/01/2007
From: 11-1310 Culpeper St																
To: US 11 Main St																
1309 11 14th St	0.16	40	R								NA			NA		05/01/2007
From: ECL Buchanan																
To: 11-1307 Boyd St																
1310 11 Culpeper St	0.39	190	R								NA			NA		05/01/2007
From: 0.14 MS SCL Buchanan																
To: 11-1316 16th St																

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						2Axle	3+Axle	1Trail	2Trail							
Town of Buchanan																
1310 11 Culpeper St	0.44	40	R				From: 11-1316 16th St				NA			NA		05/01/2007
							To: Dead End									
1311 11 Washington St	0.02	10	R				From: Dead End				NA			NA		05/01/2007
							To: 11-1307 Boyd St									
1311 11 Washington St	0.03	20	R				From: 11-1307 Boyd St				NA			NA		04/02/2001
							To: Dead End; Gap									
1311 11 Washington St	0.03	20	R				From: Dead End; Gap				NA			NA		05/01/2007
							To: US 11 Main St									
1311 11 Washington St	0.07	160	R				From: US 11 Main St				NA			NA		05/01/2007
							To: 11-1305 Lowe									
1312 11 James River Terrace	0.71	160	R				From: Dead End				NA			NA		05/01/2007
							To: US 11 Main St									
1313 11 16th St	0.23	70	R				From: ECL Buchanan				NA			NA		05/01/2007
							To: US 11 Main St									
1314 11 Albemarle Ave	0.30	60	R				From: 11-1317 17th St				NA			NA		05/01/2007
							To: Dead End									
1315 11 Bridge St	0.20	80	R				From: Dead End				NA			NA		05/01/2007
							To: 11-1307 Boyd St									
1316 11 16th St	0.12	80	R				From: 11-1314 Albemarle Ave				NA			NA		05/01/2007
							To: 11-1307 Boyd St									
1317 11 17th St	0.09	130	R				From: 11-1314 Albemarle Ave				NA			NA		05/01/2007
							To: 11-1320 Spotswood									
1318 11 North Water St	0.09	30	R				From: 11-1303 Bridge St				NA			NA		05/01/2007
							To: Old Mill Rd									
1318 11 Old Mill Rd	0.15	NA					From: North Water St				NA			NA		
							To: US 11 Main St									
1319 11 3rd St	0.15	80	R				From: 11-1303 Bridge St				NA			NA		05/01/2007
							To: US 11 Main St									
1320 11 Spotswood Ave	0.23	70	R				From: 11-1308 19th St				NA			NA		05/01/2007
							To: 11-1316 16th St									
1321 11 Newtown Rd	0.43	440	R				From: 11-617 Newtown Rd				NA			NA		05/01/2007
							To: 11-1308 19th St									
1322 11 4th St	0.15	190	R				From: Dead End				NA			NA		05/01/2007
							To: 11-1303 Bridge St									
1322 11 4th St	0.25	80	R				From: 11-1303 Bridge St				NA			NA		05/01/2007
							To: Dead End									
1323 11 Southwest Ave	0.20	110	R				From: Dead End				NA			NA		05/01/2007
							To: 11-1312 James River Terrace									
1324 11 Pattonsburg Lane	0.20	40	R				From: 11-1318 Old Mill Rd				NA			NA		03/22/2004
							To: Dead End									

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						2Axle	3+Axle	1Trail	2Trail							
Town of Buchanan																
① ₁₁ 1325 3rd St	0.13	20	R			From: 11-1306 Fairview St					NA			NA		05/01/2007
						To: Dead End										
① ₁₁ 1327 Spottwood South	0.10	270	R			From: 11-1321 Newtown Rd					NA			NA		05/01/2007
						To: Dead End										
① ₁₁ 1328 20th St	0.06	70	R			From: 11-1329 Chenault St					NA			NA		03/22/2004
						To: 11-1327 Spottwood South										
① ₁₁ 1329 Chenault St	0.15	50	R			From: Cul-de-Sac					NA			NA		03/22/2004
						To: 11-1328 20th St										