

2002

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

where available

Special Locality Report

248

Town of Keysville

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

Peak Hour: The estimate of the traffic volume for the 30th highest traffic volume occurring in a one-year period divided by the AADT for the same one-year period.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B Factor based on 30th Highest Hour Observed During Less than 12 Months 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 30th Highest 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
-  Secondary Route

Special Routes

- Bus
 Bus - Business Route
-  Bypas - 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
 Mobility Management Division
 2002
 Annual Average Daily Traffic Volume Estimates By Section of Route
 Town of Keysville

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Town of Keysville																
Bus 15	0.73	1500	N	90%	1%	4%	1%	5%	0%	N	0.105	N	0.565	1500	N	2002
						From: CL Keysville										
						To: S SR 40										
Bus 15	0.56	5700	G	90%	1%	4%	1%	5%	0%	F	0.081	F	0.508	5700	G	2002
						From: S SR 40										
						To: N SR 40										
Bus 15	0.37	4500	G	90%	1%	4%	1%	5%	0%	F	0.093	F	0.521	4500	G	2002
						From: N SR 40										
						To: CL Keysville										
40	0.54	2100	N	83%	1%	4%	1%	12%	1%	N	0.081	N	0.593	2100	N	2002
						From: WCL Keysville										
						To: W US 15 Bus										
40 Bus 15	0.56	5700	G	90%	1%	4%	1%	5%	0%	F	0.081	F	0.508	5700	G	2002
						From: W US 15 Bus										
						To: E US 15 BUS										
40	0.40	3000	G	90%	0%	4%	1%	5%	0%	F	0.081	F	0.514	3000	G	2002
						From: E US 15 BUS										
						To: ECL Keysville										
59	0.58	1200	N	93%	0%	3%	1%	3%	0%	N	0.085	N	0.519	1200	N	2002
						From: WCL Keysville										
						To: SR 40 Keysville										
Bus 360 Bus 15	0.73	1500	N	90%	1%	4%	1%	5%	0%	N	0.105	N	0.565	1500	N	2002
						From: CL Keysville										
						To: S SR 40										
Bus 360 Bus 15	0.56	5700	G	90%	1%	4%	1%	5%	0%	F	0.081	F	0.508	5700	G	2002
						From: S SR 40										
						To: N SR 40										
Bus 360 Bus 15	0.37	4500	G	90%	1%	4%	1%	5%	0%	F	0.093	F	0.521	4500	G	2002
						From: N SR 40										
						To: CL Keysville										
629 19	0.24	320	N								NA			0	N	1997
						From: SCL Keysville										
						To: US 15 BUS NORTH										
688 19	0.07	330	R								NA			NA		1997
						From: WCL KEYSVILLE										
						To: SR 40										
712 19	1.02	340	R								NA			NA		1997
						From: US 15 BUS										
						To: NCL KEYSVILLE										
714 19	0.10	450	R								NA			NA		1997
						From: 19-712										
						To: 19-716										
714 19	0.02	180	R								NA			NA		1997
						From: 19-716										
						To: Dead End										
715 19	0.06	20	R								NA			NA		06/20/2000
						From: Dead End										
						To: 19-757										
715 19	0.07	690	R								NA			NA		06/20/2000
						From: 19-757										
						To: US 15 BUS										
716 19	0.35	440	R								NA			NA		10/26/2000
						From: US 15 BUS										
						To: 19-714										
716 19	0.20	230	R								NA			NA		10/26/2000
						From: 19-714										
						To: 19-712										
						To: Dead End										
718 19	0.08	690	R								NA			NA		10/23/2000
						From: US 15 BUS										
						To: 19-712										

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						2Axle	3+Axle	1Trail	2Trail							
Town of Keysville																
722 19	0.07	180	R			From: Dead End					NA			NA		06/20/2000
722 19	0.05	820	R			From: 19-757					NA			NA		06/20/2000
						To: US 15 BUS										
731 19	0.07	120	G	91%	0%	5%	0%	3%	0%	C	0.118	F	0.867	120	G	2002
						From: 19-757										
						To: US 15 BUS; SR 40										
735 19	0.08	80	R			From: US 15 BUS					NA			NA		1997
						To: 19-789										
735 19	0.02	40	R			From: 19-789					NA			NA		1997
						To: Dead End										
739 19	0.12	200	R			From: SR 59					NA			NA		10/30/2000
						To: 19-765										
757 19	0.03	330	R			From: 19-765					NA			NA		1997
						To: 19-772 EAST										
						From: 19-772 WEST										
757 19	0.42	460	G	94%	0%	2%	0%	3%	0%	C	0.109	F	0.62	460	G	2002
						To: 19-731										
757 19	0.14	180	R			From: 19-731					NA			NA		1997
						To: 19-722										
						From: Dead End										
758 19	0.11	40	G			To: 19-757					0.166	F	0.857	40	G	2002
758 19	0.09	160	G			From: 19-757					0.152	F	0.542	160	G	2002
						To: US 15 BUS										
758 19	0.09	610	R			From: US 15 BUS					NA			NA		1997
						To: 19-712										
						From: 19-795										
765 19	0.05	250	R			To: 19-795					NA			NA		10/26/2000
						From: SR 59										
765 19	0.15	290	G	95%	0%	2%	2%	1%	0%	F	0.150	F	0.674	290	G	2002
						To: 19-757										
765 19	0.15	180	G	95%	0%	2%	2%	1%	0%	C	0.13	F	0.5	180	G	2002
						From: US 15 BUS; SR 40										
						From: US 15 BUS										
769 19	0.23	90	R			To: US 15 BUS					NA			NA		07/17/2000
						From: Dead End										
771 19	0.10	80	R			From: 19-716					NA			NA		10/26/2000
						To: 19-796										
771 19	0.10	20	R			From: 19-796					NA			NA		10/26/2000
						To: Dead End										
						From: SCL Keysville										
772 19	0.38	450	N	96%	0%	2%	1%	1%	0%	N	0.082	N	0.557	450	N	2002
						To: 19-757 WEST										
772 19	0.10	590	G	96%	0%	2%	1%	1%	0%	C	0.098	F	0.567	580	G	2002
						From: US 15 BUS										
						From: 19-774										
773 19	0.05	170	R			To: 19-774					NA			NA		10/30/2000
						From: SR 59										

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						2Axle	3+Axle	1Trail	2Trail							
Town of Keysville																
774 19	0.16	60	R	From:	Dead End					NA				NA		10/30/2000
				To:	19-773											
776 19	0.04	230	R	From:	SR 59					NA				NA		10/26/2000
				To:	19-772											
781 19	0.09	40	R	From:	Dead End					NA				NA		10/30/2000
				To:	SR 40											
787 19	0.09	130	R	From:	19-716					NA				NA		10/26/2000
				To:	19-796											
787 19	0.05	2	R	From:						NA				NA		1996
				To:	Dead End											
789 19	0.06	70	R	From:	Dead End					NA				NA		10/23/2000
				To:	19-735											
795 19	0.08	70	R	From:	Dead End					NA				NA		10/26/2000
				To:	19-765											
796 19	0.08	40	R	From:	US 15 BUS					NA				NA		1997
				To:	19-787											
796 19	0.12	60	R	From:						NA				NA		1997
				To:	19-771											
823 19	0.10	NA		From:	C6US-00015(B)/					NA				NA		
				To:	19-00824(R)/											
824 19	0.15	NA		From:	Dead End/					NA				NA		
				To:	19-00823(L)/											
825 19	0.35	60	R	From:	19-826					NA				NA		10/30/2000
				To:	SR 59											
826 19	0.10	90	R	From:	WCL KEYSVILLE					NA				NA		10/30/2000
				To:	SR 59											