

**2015**  
**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.

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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  
 2015  
 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						
11 Main St	From: WCL Buchanan															
	Town of Buchanan (Maint: 11)	0.43	4300	N	95%	1%	1%	1%	2%	0%	N	0.103	0.632	4500	N	
11 Main St	To: 11-625 Mt Joy Rd															
	From: 11-625 Mt Jay Rd	2.09	4200	G	95%	1%	1%	1%	2%	0%	C	0.104	0.609	4500	G	
11 43 Main St	To: SR 43 Parkway Dr															
	From: SR 43 Parkway Dr	0.18	4400	G	95%	2%	2%	0%	1%	0%	C	0.097	0.519	4600	G	
11 Main St	To: SR 43 First St															
	From: SR 43 First St	0.78	2900	G	95%	1%	1%	1%	2%	0%	F	0.092	0.542	3100	G	
43 Parkway Dr	To: NCL Buchanan															
	From: SCL Buchanan	0.64	350	N	98%	0%	1%	1%	0%	0%	N	0.105	0.674	370	N	
43 11 Main St	To: US 11 S, Main St															
	From: US 11 S, Main St	0.18	4400	G	95%	2%	2%	0%	1%	0%	C	0.097	0.519	4600	G	
43 First St	To: US 11 N, Main St															
	From: US 11 N, Main St	0.82	1700	G	94%	3%	2%	1%	1%	0%	F	0.105	0.627	1800	G	
	To: NCL Buchanan															

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						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Buchanan</b>																
(617/11) Schoolhouse Rd	0.75	500	R			From: 11-625 N, Pico Rd					NA			NA		05/04/2010
(617/11) Newtown Rd	0.26	420	R			To: 11-627 Red Horse Lane					NA			NA		05/04/2010
(617/11) Kessler Lane	0.07	80	R			From: 11-1321 Newtown Rd; Gap Dead End: Gap					NA			NA		05/19/2010
(625/11) Pico Rd	0.37	660	N	95%	3%	0%	1%	0%	0%	N	0.116		0.796	700	N	2015
(625/11) Pico Rd	0.30	1300	G	95%	3%	0%	1%	0%	0%	C	0.171		0.608	1300	G	2015
(625/11) Mt Joy Rd	0.25	460	G	95%	3%	0%	1%	0%	0%	F	0.112		0.62	490	G	2015
(627/11) Red Horse Lane	0.40	230	R			From: SCL Buchanan					NA			NA		05/19/2010
(1301/11) Bedford St	0.07	180	R			To: 11-617 Schoolhouse Rd					NA			NA		01/14/2014
(1302/11) 13th St	0.20	200	R			From: US 11 S, Main St US 11 N, Main St					NA			NA		01/14/2014
(1303/11) Bridge St	0.03	80	R			To: WCL Buchanan					NA			NA		05/04/2010
(1303/11) Bridge St	0.07	100	R			From: Dead End					NA			NA		05/01/2007
(1303/11) Bridge St	0.24	140	R			To: Jefferson Forest Boundary					NA			NA		01/14/2014
(1303/11) Bridge St	0.15	50	R			From: 11-1318 North Water St					NA			NA		01/14/2014
(1304/11) Fairview St	0.42	200	R			To: 11-1322 Fourth St					NA			NA		01/14/2014
(1305/11) Lowe	0.69	390	R			From: Dead End					NA			NA		01/14/2014
(1306/11) Fairview St	0.17	70	R			To: SR 43 First St					NA			NA		01/14/2014
(1307/11) Boyd St	0.61	200	R			From: US 11 S, Main St					NA			NA		01/14/2014
(1308/11) 19th St	0.22	600	R			To: US 11 N, Main St					NA			NA		01/14/2014
(1309/11) 14th St	0.16	45	R			From: 11-1304 Fairview St					NA			NA		01/14/2014
(1310/11) Culpeper St	0.39	170	R			To: ECL Buchanan					NA			NA		01/14/2014
						From: 11-1307 Boyd St					NA			NA		01/14/2014
						To: 0.14 MS SCL Buchanan					NA			NA		01/14/2014
						From: 11-1316, 16th St					NA			NA		01/14/2014



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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							
<b>Town of Buchanan</b>																
1310 11 Culpeper St	0.44	40	R			From: 11-1316, 16th St To: Dead End					NA			NA		01/14/2014
1311 11 Washington St	0.02	20	R			From: Dead End To: 11-1307 Boyd St					NA			NA		01/14/2014
1311 11 Washington St	0.03	30	R			From: 11-1307 Boyd St To: Dead End: Gap					NA			NA		05/19/2010
1311 11 Washington St	0.03	20	R			From: Dead End: Gap To: US 11 Main St					NA			NA		01/14/2014
1311 11 Washington St	0.07	130	R			From: US 11 Main St To: 11-1305 Lowe					NA			NA		01/14/2014
1312 11 James River Terrace	0.71	110	R			From: Dead End To: US 11 Main St					NA			NA		01/14/2014
1313 11 16th St	0.23	240	R			From: ECL Buchanan To: US 11 Main St					NA			NA		01/14/2014
1314 11 Albemarle Ave	0.30	47	R			From: 11-1317, 17th St To: Dead End					NA			NA		01/14/2014
1315 11 Bridge St	0.20	90	R			From: Dead End To: 11-1307 Boyd St					NA			NA		01/14/2014
1316 11 16th St	0.12	90	R			From: 11-1314 Albemarle Ave To: 11-1307 Boyd St					NA			NA		01/14/2014
1317 11 17th St	0.09	90	R			From: 11-1314 Albemarle Ave To: 11-1320 Spotswood					NA			NA		01/14/2014
1318 11 North Water St	0.09	50	R			From: 11-1303 Bridge St To: Old Mill Rd					NA			NA		01/14/2014
1318 11 Old Mill Rd	0.15	60	R			From: North Water St To: US 11 Main St					NA			NA		05/04/2010
1319 11 3rd St	0.15	110	R			From: 11-1303 Bridge St To: US 11 Main St					NA			NA		01/14/2014
1320 11 Spotswood Ave	0.23	70	R			From: 11-1308, 19th St To: 11-1316, 16th St					NA			NA		01/14/2014
1321 11 Newtown Rd	0.43	410	R			From: 11-617 Newtown Rd To: 11-1308, 19th St					NA			NA		01/14/2014
1322 11 4th St	0.15	110	R			From: Dead End To: 11-1303 Bridge St					NA			NA		01/14/2014
1322 11 4th St	0.25	100	R			From: 11-1303 Bridge St To: Dead End					NA			NA		01/14/2014
1323 11 Southwest Ave	0.20	90	R			From: Dead End To: 11-1312 James River Terrace					NA			NA		01/14/2014
1324 11 Pattonsburg Lane	0.20	60	R			From: 11-1318 Old Mill Rd To: Dead End					NA			NA		05/19/2010

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						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Buchanan</b>																
① 1325 11 3rd St	0.13	40	R			From 11-1306 Fairview St					NA			NA		01/14/2014
						To Dead End										
① 1327 11 Spottswood South	0.10	190	R			From 11-1321 Newtown Rd					NA			NA		01/14/2014
						To Dead End										
① 1328 11 20th St	0.06	50	R			From 11-1329 Chenault St					NA			NA		05/19/2010
						To 11-1327 Spottswood South										
① 1329 11 Chenault St	0.15	180	R			From Cul-de-Sac					NA			NA		05/19/2010
						To 11-1328, 20th St										