

2002

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

where available

Special Locality Report

181

Town of Burkeville

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 Burkeville

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Town of Burkeville																
360	1.06	11000	N	79%	1%	From: WCL Burkeville				N	0.080	N	0.541	11000	N	2002
360	0.08	15000	G	85%	1%	From: US 460 Bus				F	NA			15000	G	2002
						To: ECL Burkeville										
Bus 360	0.30	1400	N	95%	0%	From: WCL Burkeville				N	0.087	N	0.508	1400	N	2002
Bus 360	0.21	2700	F	95%	0%	From: 67-724 Harris Spring Rd				F	0.092	F	0.531	2700	F	2002
Bus 360	0.44	2300	F	95%	0%	From: 67-628 Agnew St				F	0.092	F	0.572	2300	F	2002
						To: US 460 East of Burkeville										
460 360	1.06	11000	N	79%	1%	From: CL Burkeville				N	0.080	N	0.541	11000	N	2002
460 360	0.08	15000	G	85%	1%	From: US 460 BUS				F	NA			15000	G	2002
						To: CL Burkeville										
Bus 460 Bus 360	0.30	1400	N	95%	0%	From: CL Burkeville				N	0.087	N	0.508	1400	N	2002
Bus 460 Bus 360	0.21	2700	F	95%	0%	From: 67-T724				F	0.092	F	0.531	2700	F	2002
Bus 460 Bus 360	0.44	2300	F	95%	0%	From: 67-628				F	0.092	F	0.572	2300	F	2002
						To: US 460 East of Burkeville										
621	0.03	450	N	98%	0%	From: WCL Burkeville				N	0.119	N	0.764	460	N	2002
						To: 67-716										
623	0.06	40	R			From: 67-716					NA			NA		03/20/2002
						To: Dead End										
624	0.40	240	R			From: WCL Burkeville					NA			NA		03/07/2002
						To: 67-678										
624	0.06	300	R			From: 67-688					NA			NA		03/07/2002
						To: 67-688										
624	0.07	320	R			From: 67-724					NA			NA		03/07/2002
						To: 67-724										
624	0.52	720	F	92%	7%	From: 67-724				F	0.112	F	0.56	720	F	2002
						To: ECL Burkeville										
628	0.06	1300	R			From: Dead End					NA			NA		03/20/2002
						To: US 360 BUS										
628	0.36	410	R			From: US 360 BUS					NA			NA		03/20/2002
						To: US 360; US 460										
628	0.04	380	F	96%	2%	From: NCL Burkeville				C	0.104	F	0.525	380	F	2002
						To: 67-724										
635	0.08	350	R			From: 67-724					NA			NA		03/07/2002
						To: 67-663										
635	0.08	120	R			From: 67-707					NA			NA		03/07/2002
						To: 67-707										


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						2Axle	3+Axle	1Trail	2Trail							
Town of Burkeville																
635 67	0.14	110	R			From: 67-707					NA			NA		03/07/2002
635 67	0.09	110	R			From: 67-697					NA			NA		03/07/2002
						To: 67-712										
637 67	0.07	90	R			From: 67-638					NA			NA		03/20/2002
						To: 67-700										
638 67	0.17	70	R			From: 67-676					NA			NA		03/20/2002
						To: 67-637										
663 67	0.07	120	R			From: SCL Burkeville					NA			NA		03/07/2002
663 67	0.42	370	R			From: 67-706					NA			NA		03/07/2002
						To: 67-624										
674 67	0.20	160	R			From: US 360 BUS					NA			NA		03/20/2002
674 67	0.11	70	R			From: 67-676					NA			NA		03/20/2002
						To: Dead End										
676 67	0.11	60	R			From: 67-638					NA			NA		03/20/2002
						To: 67-674										
678 67	0.05	300	R			From: Dead End					NA			NA		03/07/2002
678 67	0.20	180	F	96%	0%	2%	2%	0%	0%	C	0.133	F	0.625	180	F	2002
678 67	0.08	380	F	96%	0%	2%	2%	0%	0%	F	0.099	F	0.654	380	F	2002
						From: 67-724										
688 67	0.08	80	R			From: 67-724					NA			NA		03/07/2002
688 67	0.09	46	R			From: 67-624					NA			NA		03/07/2002
						To: Dead End										
689 67	0.08	370	R			From: 67-624; 67-724					NA			NA		03/20/2002
689 67	0.08	60	R			From: 67-697 Gap Terminus					NA			NA		03/20/2002
						To: 67-709										
695 67	0.10	80	R			From: US 360 BUS					NA			NA		03/20/2002
						To: Dead End										
696 67	0.10	90	R			From: 67-628					NA			NA		03/20/2002
						To: Dead End										
697 67	0.02	30	R			From: Dead End					NA			NA		03/07/2002
697 67	0.08	140	R			From: 67-711					NA			NA		03/07/2002
697 67	0.25	180	F	95%	2%	1%	0%	2%	0%	C	0.123	F	0.539	180	F	2002
						From: 67-698										
						To: 67-624										

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						2Axle	3+Axle	1Trail	2Trail							
Town of Burkeville																
698 67	0.32	150	F	99%	0%	1%	0%	0%	0%	C	0.106	F	0.563	150	F	2002
				From:	67-678											
				To:	67-697											
700 67	0.15	80	R								NA		NA		03/20/2002	
				From:	67-676											
				To:	67-637											
706 67	0.09	90	R								NA		NA		03/07/2002	
				From:	67-663											
				To:	67-707											
707 67	0.26	100	R								NA		NA		03/07/2002	
				From:	67-706											
				To:	67-635											
707 67	0.04	40	R								NA		NA		03/07/2002	
				From:	67-635											
				To:	Dead End											
709 67	0.11	100	R								NA		NA		03/07/2002	
				From:	67-635											
				To:	67-624											
711 67	0.07	60	R								NA		NA		03/07/2002	
				From:	67-707											
				To:	67-697											
712 67	0.25	340	R								NA		NA		03/07/2002	
				From:	Dead End											
				To:	67-624											
716 67	0.03	NA		92%	2%	6%	1%	1%	0%	F	0.182	N	0.667	NA		2002
				From:	WCL Burkeville											
				To:	67-621											
716 67	0.29	810	R								NA		NA		03/20/2002	
				From:	US 360 BUS											
				To:	US 360 BUS											
717 67	0.03	280	R								NA		NA		03/20/2002	
				From:	67-716											
				To:	US 360 BUS											
717 67	0.16	130	R								NA		NA		03/20/2002	
				From:	67-716											
				To:	67-676											
718 67	0.10	750	R								NA		NA		03/20/2002	
				From:	US 360											
				To:	Dead End											
724 67	0.33	260	R								NA		NA		1999	
				From:	SCL Burkeville											
				To:	67-635 3rd St											
724 67	0.08	860	R								NA		NA		1999	
				From:	67-624 S; 67-689 2nd St											
				To:	67-624 S; 67-689 2nd St											
724 67	0.08	980	R								NA		NA		1999	
				From:	67-624 NORTH 1st St											
				To:	67-624 NORTH 1st St											
724 67	0.14	170	F								0.126	F	0.682	170	F	2002
				From:	67-678 Oak St											
				To:	67-678 Oak St											
724 67	0.08	1300	G	93%	0%	1%	3%	2%	0%	C	NA		1300	G	2002	
				From:	US 360 BUS											
				To:	US 360 BUS											
724 67	0.41	280	R								NA		NA		1999	
				From:	Dead End											
				To:	Dead End											
9694 67	0.20	70	R								NA		NA		03/20/2002	
				From:	67-712											
				To:	0.20 ME 67-712											
9694 67	0.06	110	R								NA		NA		03/20/2002	
				From:	Burkeville Int School											
				To:	Burkeville Int School											

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						2Axle	3+Axle	1Trail	2Trail									
Town of Burkeville																		
	0.07	40	R	From: Burkeville Int School												NA	NA	03/20/2002
				To: Dead End														