

**2002**

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

where available

**Special Locality Report**

**179**

Town of Brookneal

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.

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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’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 30<sup>th</sup> 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 Brookneal

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Brookneal</b>																
40 501	0.76	6000	N	90%	0%	From: SCL Brookneal 2% 1% 7% 0%				N	0.079	N	0.528	6000	N	2002
40	0.87	2900	G	83%	1%	From: US 501 4% 1% 12% 1%				F	0.08	F	0.623	2900	G	2002
						To: ECL Brookneal										
501	0.76	6000	N	90%	0%	From: SCL Brookneal 2% 1% 7% 0%				N	0.079	N	0.528	6000	N	2002
501	1.52	6100	G	90%	0%	From: SR 40 2% 1% 7% 0%				F	0.082	F	0.626	6100	G	2002
						To: NCL Brookneal										
601 <sub>15</sub> Juniper Cliff Rd	0.84	220	G	98%	0%	From: US 501 1% 1% 0% 0%				C	0.119	F	0.667	220	G	2002
						To: NCL Brookneal										
849 <sub>15</sub>	0.10	360	R			From: 15-601					NA		NA		07/31/2001	
849 <sub>15</sub>	0.45	250	R			From: 15-1126					NA		NA		07/31/2001	
						To: Dead End										
874 <sub>15</sub>	0.10	40	R			From: US 501					NA		NA		1998	
						To: Dead End										
876 <sub>15</sub>	0.03	70	R			From: Dead End					NA		NA		07/31/2001	
						To: US 501										
928 <sub>15</sub>	0.05	110	R			From: Dead End					NA		NA		1998	
						To: US 501										
1101 <sub>15</sub>	0.29	780	R			From: US 501					NA		NA		08/08/2001	
1101 <sub>15</sub>	0.05	260	R			From: 15-1130					NA		NA		08/08/2001	
1101 <sub>15</sub>	0.09	20	R			From: 0.06 ME 15-1130					NA		NA		1998	
						To: Dead End										
1102 <sub>15</sub>	0.04	450	R			From: 15-1147					NA		NA		1998	
1102 <sub>15</sub>	0.10	1200	G	97%	0%	From: 15-1111 2% 0% 0% 0%				C	0.089	F	0.505	1200	G	2002
1102 <sub>15</sub>	0.48	470	G	97%	0%	From: 15-1125 2% 0% 0% 0%				F	0.089	F	0.511	470	G	2002
1102 <sub>15</sub>	0.10	330	R			From: 15-1133					NA		NA		1998	
1102 <sub>15</sub>	0.14	300	R			From: 0.10 ME 15-1133					NA		NA		1998	
						To: Dead End										
1103 <sub>15</sub>	0.05	260	R			From: 15-1104					NA		NA		08/14/2001	
1103 <sub>15</sub>	0.06	600	R			From: 15-1135					NA		NA		08/08/2001	
1103 <sub>15</sub>	0.06	1300	R			From: US 501					NA		NA		08/14/2001	
1103 <sub>15</sub>	0.08	800	R			From: 15-1141					NA		NA		08/14/2001	
						To: 15-1111										

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						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Brookneal</b>																
1104 15	0.09	110	R													08/14/2001
1104 15	0.23	90	R													08/14/2001
1104 15	0.07	60	R													08/14/2001
1105 15	0.09	50	R													07/31/2001
1105 15	0.09	60	R													1995
1105 15	0.06	90	R													08/08/2001
1106 15	0.14	50	R													08/08/2001
1106 15	0.16	220	R													08/08/2001
1107 15	0.03	40	R													1993
1107 15	0.14	70	R													07/31/2001
1107 15	0.17	250	R													07/31/2001
1108 15	0.12	170	R													07/31/2001
1108 15	0.04	30	R													07/31/2001
1109 15	0.13	110	R													07/31/2001
1110 15	0.26	80	R													07/31/2001
1110 15	0.06	120	R													07/31/2001
1111 15	0.23	1900	G	98%	0%	1%	1%	1%	0%	F	0.105	F	0.566	1900	G	2002
1111 15	0.27	2300	G	98%	0%	1%	1%	1%	0%	C	0.098	F	0.546	2300	G	2002
1112 15	0.06	580	R													07/31/2001
1112 15	0.06	140	R													07/31/2001
1113 15	0.24	120	R													08/08/2001



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						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Brookneal</b>																
1114 15	0.06	40	R			From: 15-1143					NA		NA			08/08/2001
1114 15	0.07	30	R			From: 15-1121					NA		NA			08/08/2001
1114 15	0.11	100	R			From: SR 40					NA		NA			08/08/2001
1115 15	0.28	320	R			From: 15-1144					NA		NA			1998
1115 15	0.17	510	R			From: US 501					NA		NA			1998
1116 15	0.12	240	R			To: 15-1117					NA		NA			07/31/2001
1116 15	0.05	230	R			To: 15-1111; 15-1138					NA		NA			07/31/2001
1116 15	0.08	190	R			From: US 501					NA		NA			07/31/2001
1116 15	0.03	300	R			To: 15-1132					NA		NA			07/31/2001
1116 15	0.08	190	R			From: 0.06 ME 15-1132					NA		NA			07/31/2001
1116 15	0.03	300	R			To: 15-1145					NA		NA			07/31/2001
1117 15	0.09	45	R			From: Cul-de-Sac					NA		NA			1998
1117 15	0.09	45	R			To: 15-1115					NA		NA			1998
1118 15	0.09	460	R			From: Dead End					NA		NA			08/14/2001
1118 15	0.09	460	R			To: US 501					NA		NA			08/14/2001
1119 15	0.09	60	R			From: SR 40					NA		NA			08/06/2001
1119 15	0.06	40	R			To: 15-1114					NA		NA			08/06/2001
1120 15	0.03	20	R			From: 15-1132					NA		NA			08/14/2001
1120 15	0.03	20	R			To: Dead End					NA		NA			08/14/2001
1121 15	0.08	150	R			From: 15-1104					NA		NA			08/14/2001
1121 15	0.08	150	R			To: SR 40					NA		NA			08/06/2001
1122 15	0.07	46	R			From: 15-1114					NA		NA			08/06/2001
1122 15	0.07	46	R			To: 15-601					NA		NA			07/31/2001
1122 15	0.05	30	R			From: 15-1123					NA		NA			07/31/2001
1123 15	0.15	40	R			To: Dead End					NA		NA			07/31/2001
1123 15	0.15	40	R			From: 15-601					NA		NA			07/31/2001
1124 15	0.06	160	R			To: 15-1122					NA		NA			07/31/2001
1124 15	0.06	160	R			From: Dead End					NA		NA			08/08/2001
1125 15	0.17	100	R			To: 15-1106					NA		NA			08/08/2001
1125 15	0.17	100	R			From: 15-1107					NA		NA			07/31/2001
1125 15	0.19	200	R			To: 15-1137					NA		NA			07/31/2001
1125 15	0.19	200	R			From: 15-1102					NA		NA			07/31/2001

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						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Brookneal</b>																
1126 15	0.10	80	R			From: 15-849					NA			NA		07/31/2001
						To: 15-1127										
1127 15	0.15	50	R			From: 15-1126					NA			NA		07/31/2001
						To: Dead End										
1128 15	0.05	60	R			From: 15-1104					NA			NA		08/14/2001
						To: US 501										
1129 15	0.10	20	R			From: SR 40					NA			NA		08/06/2001
						To: 15-1144										
1130 15	0.02	140	R			From: 15-1148					NA			NA		1998
						To: 15-1139										
1130 15	0.05	100	R			From: 15-1131					NA			NA		1998
						To: 15-1101										
1130 15	0.06	180	R			From: 15-1101					NA			NA		1998
						To: 15-1105										
1130 15	0.04	49	R			From: 15-1105					NA			NA		1998
						To: Dead End										
1131 15	0.25	190	R			From: 15-1130					NA			NA		08/06/2001
						To: 15-1136										
1131 15	0.06	210	R			From: SR 40					NA			NA		08/06/2001
						To: 15-1116										
1132 15	0.05	40	R			From: 15-1116					NA			NA		07/31/2001
						To: 15-1108										
1132 15	0.11	60	R			From: 15-1108					NA			NA		07/31/2001
						To: 15-1105										
1132 15	0.06	70	R			From: 15-1105					NA			NA		08/06/2001
						To: 15-1101										
1132 15	0.11	120	R			From: 15-1101					NA			NA		08/06/2001
						To: 15-1139										
1132 15	0.06	110	R			From: 15-1139					NA			NA		08/05/2001
						To: 15-1143										
1132 15	0.08	110	R			From: 15-1143					NA			NA		08/06/2001
						To: 15-1119										
1132 15	0.07	110	R			From: 15-1119					NA			NA		08/06/2001
						To: SR 40										
1132 15	0.07	90	R			From: SR 40					NA			NA		08/06/2001
						To: 0.07 ME SR 40										
1132 15	0.01	10	R			From: 0.07 ME SR 40					NA			NA		08/06/2001
						To: 0.08 ME SR 40										
1132 15	0.02	10	R			From: 0.08 ME SR 40					NA			NA		08/06/2001
						To: 15-1144										
1133 15	0.27	80	R			From: 15-1102					NA			NA		07/31/2001
						To: Dead End										

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						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Brookneal</b>																
1134 15	0.09	45	R			From: Dead End					NA			NA		07/31/2001
						To: 15-1110										
1135 15	0.09	180	R			From: Dead End					NA			NA		08/14/2001
						To: 15-1103										
1136 15	0.03	10	R			From: Dead End					NA			NA		1998
						To: 15-1131										
1137 15	0.09	80	R			From: 15-1125					NA			NA		07/31/2001
						To: 15-1107										
1137 15	0.04	48	R			From: 15-1107					NA			NA		07/31/2001
						To: 15-1142										
1138 15	0.12	1700	R			From: Dead End					NA			NA		07/31/2001
						To: 15-1111; 15-1115										
1139 15	0.15	80	R			From: US 501					NA			NA		1998
						To: 15-1132										
1139 15	0.05	110	R			From: 15-1132					NA			NA		1998
						To: 15-1140										
1139 15	0.07	130	R			From: 15-1140					NA			NA		1998
						To: 15-1130										
1140 15	0.11	20	R			From: 15-1101					NA			NA		07/31/2001
						To: 15-1139										
1140 15	0.06	20	R			From: 15-1139					NA			NA		07/31/2001
						To: 15-1143										
1141 15	0.07	130	R			From: 15-1112					NA			NA		07/31/2001
						To: 15-1103										
1141 15	0.05	450	R			From: 15-1103					NA			NA		07/31/2001
						To: Dead End										
1142 15	0.07	40	R			From: Dead End					NA			NA		07/31/2001
						To: 15-1137										
1142 15	0.15	140	R			From: 15-1137					NA			NA		07/31/2001
						To: 15-1102										
1143 15	0.05	20	R			From: 15-1114					NA			NA		08/06/2001
						To: 15-1132										
1143 15	0.05	20	R			From: 15-1132					NA			NA		08/06/2001
						To: 15-1140										
1144 15	0.06	30	R			From: 15-1129					NA			NA		08/06/2001
						To: 15-1114										
1144 15	0.07	10	R			From: 15-1114					NA			NA		08/06/2001
						To: 15-1132										
1145 15	0.20	130	R			From: US 501					NA			NA		07/31/2001
						To: 15-1146										
1145 15	0.11	10	R			From: 15-1146					NA			NA		07/31/2001
						To: 15-1116										

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail								
<b>Town of Brookneal</b>																	
① 1146 15	0.12	130	R	From: Dead End							NA			NA			07/31/2001
				To: 15-1145													
① 1147 15	0.02	220	R	From: 15-1103							NA			NA			08/14/2001
				To: 15-1102													
① 1148 15	0.05	140	R	From: 15-1130							NA			NA			1998
				To: Dead End													
① 1149 15	0.35	220	R	From: US 501							NA			NA			08/14/2001
				To: Dead End													
① 9071 15	0.09	170	R	From: 15-1101							NA			NA			09/18/2001
				To: Dead End													