

**2018**  
**Virginia Department of Transportation**  
**Daily Traffic Volume Estimates**  
**Including Vehicle Classification Estimates**

where available

**Special Locality Report**

**181**

Town of Burkeville

Information in this report is included in Report

**67**

(Nottoway 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

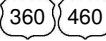

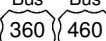
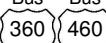
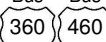

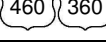
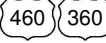
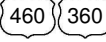
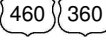
## Route Systems

-  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
-  F241 Frontage Road (F precedes frontage route number)
-  600 Secondary Route

## Special Routes

-  Bus 29 Bus - Business Route
-  Bypass - Bypass Route
-  Truck - Truck Route
-  ALT 220 ALT - Alternate Route
-  Wve - Wve Route connector
-  11 P P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.
-  600 154 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  
 2018  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 Town of Burkeville

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
	From: WCL Burkeville															
	Town of Burkeville (Maint: 67)	1.06	<b>11000</b>	<b>N</b>	87%	1%	1%	2%	9%	0%	N	0.086	F	0.543	11000	N
	To: Bus US 460															
	Town of Burkeville (Maint: 67)	0.08	<b>13000</b>	<b>G</b>	87%	1%	1%	2%	9%	0%	F	0.086	F	0.556	13000	G
	To: ECL Burkeville															
	From: WCL Burkeville															
	Town of Burkeville (Maint: 67)	0.30	<b>820</b>	<b>N</b>	96%	0%	1%	2%	1%	0%	N	0.113	F	0.567	820	N
	To: 67-724 Harris Spring Rd															
	Town of Burkeville (Maint: 67)	0.21	<b>1700</b>	<b>G</b>	96%	0%	1%	2%	1%	0%	F	0.097	F	0.592	1800	G
	To: 67-628 Agnew St															
	Town of Burkeville (Maint: 67)	0.44	<b>2000</b>	<b>G</b>	97%	0%	1%	1%	1%	0%	C	0.094	F	0.584	2100	G
	To: US 460 East of Burkeville															
	From: CL Burkeville															
	Town of Burkeville (Maint: 67)	1.06	<b>11000</b>	<b>N</b>	87%	1%	1%	2%	9%	0%	N	0.086	F	0.543	11000	N
	To: Bus US 460															
	Town of Burkeville (Maint: 67)	0.08	<b>13000</b>	<b>G</b>	87%	1%	1%	2%	9%	0%	F	0.086	F	0.556	13000	G
	To: CL Burkeville															
	From: CL Burkeville															
	Town of Burkeville (Maint: 67)	0.30	<b>820</b>	<b>N</b>	96%	0%	1%	2%	1%	0%	N	0.113	F	0.567	820	N
	To: 67-T724															
	Town of Burkeville (Maint: 67)	0.21	<b>1700</b>	<b>G</b>	96%	0%	1%	2%	1%	0%	F	0.097	F	0.592	1800	G
	To: 67-628															
	Town of Burkeville (Maint: 67)	0.44	<b>2000</b>	<b>G</b>	97%	0%	1%	1%	1%	0%	C	0.094	F	0.584	2100	G
	To: US 460 East of Burkeville															

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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 Burkeville</b>																
(621) Deer Run Dr	0.11	320	R								NA			NA		06/16/2008
(621) Burkes Tavern Rd	0.03	400	N	99%	0%	0%	0%	0%	0%	N	0.103	F	0.61	400	N	2018
(623) Atwood St	0.06	20	R								NA			NA		11/20/2014
(624) Second St SW	0.40	260	R								NA			NA		08/27/2014
(624) Second St SW	0.06	320	R								NA			NA		08/27/2014
(624) Second St SE	0.07	340	R								NA			NA		08/27/2014
(624) First St SE	0.52	540	G	98%	1%	1%	0%	0%	0%	C	0.103	F	0.567	550	G	2018
(628) Agnew St	0.06	1000	G	95%	1%	3%	1%	1%	0%	C	0.097	F	0.535	1000	G	2018
(628) Agnew St	0.36	410	G	97%	1%	1%	1%	1%	0%	C	0.110	F	0.568	410	G	2018
(628) Agnew St	0.04	500	G	76%	1%	1%	20%	2%	0%	C	0.099	F	0.533	500	G	2018
(635) Third St	0.08	280	R								NA			NA		08/26/2014
(635) Third St	0.08	100	R								NA			NA		08/26/2014
(635) Third St	0.07	120	R								NA			NA		08/26/2014
(635) Third St	0.16	110	R								NA			NA		08/26/2014
(637) Sixth St	0.07	140	R								NA			NA		08/26/2014
(638) Plum St	0.17	130	R								NA			NA		08/26/2014
(663) McLean St	0.07	110	R								NA			NA		08/26/2014
(663) McLean St	0.42	290	R								NA			NA		08/26/2014
(674) Simmons St	0.20	70	R								NA			NA		08/26/2014
(674) Simmons St	0.11	30	R								NA			NA		11/20/2014
(676) Fourth St	0.11	60	R								NA			NA		08/26/2014



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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 Burkeville</b>																
(678/67) Oak St	0.05	46	R								NA			NA		11/20/2014
From: Dead End																
(678/67) Oak St	0.20	170	G	97%	0%	2%	1%	0%	0%	C	0.112	F	0.526	170	G	2018
To: 67-698 Fourth St																
(678/67) Oak St	0.08	280	G	97%	1%	2%	0%	0%	0%	C	0.114	F	0.606	280	G	2018
From: 67-624 Second St																
To: 67-724 First St SW																
(688/67) Deems St	0.08	90	R								NA			NA		08/26/2014
From: 67-724 Old Plank Rd																
(688/67) Deems St	0.09	6	R								NA			NA		11/20/2014
From: 67-624 Second St																
To: Dead End																
(689/67) Second St SE	0.08	290	R								NA			NA		08/26/2014
From: 67-724 Agnew St																
To: 67-663 McLean St; Gap																
(689/67) Second St SE	0.08	60	R								NA			NA		08/26/2014
From: 67-697 Dimmick St; Gap																
To: 67-709, S Cauthorn St																
(695/67) N Cauthorn St	0.10	40	R								NA			NA		11/20/2014
From: Bus US 360 & 460																
To: Dead End																
(696/67) Knot Hill St	0.10	40	R								NA			NA		11/20/2014
From: 67-628 Agnew St																
To: Dead End																
(697/67) Dimmick St	0.02	20	R								NA			NA		11/20/2014
From: Dead End																
To: 67-711 Fifth St																
(697/67) Dimmick St	0.08	150	R								NA			NA		08/26/2014
From: 67-698 Fourth St																
(697/67) Dimmick St	0.25	110	G	95%	3%	2%	0%	0%	0%	C	0.14	F	0.526	110	G	2018
From: 67-624 First St SE																
To: 67-678 Oak St																
(698/67) Fourth St	0.32	110	G	96%	2%	2%	0%	0%	0%	C	0.130	F	0.688	110	G	2018
From: 67-678 Oak St																
To: 67-697 Dimmick St																
(700/67) Gumm St	0.15	60	R								NA			NA		08/26/2014
From: 67-676, N Fourth St																
To: 67-637, N Sixth St																
(706/67) Sixth St	0.09	100	R								NA			NA		08/26/2014
From: 67-663 McLean St																
To: 67-707 McCain St																
(707/67) McCain St	0.26	130	R								NA			NA		08/26/2014
From: 67-706 Sixth St																
(707/67) McCain St	0.04	10	R								NA			NA		11/20/2014
From: 67-635 Third St																
To: Dead End																
(709/67) S Cauthorn St	0.11	80	R								NA			NA		08/26/2014
From: 67-635 Third St																
To: 67-624 First St SE																
(711/67) Fifth St	0.07	90	R								NA			NA		08/26/2014
From: 67-707 McCain St																
To: 67-697 Dimmick St																
(712/67) Miller St	0.25	10	R								NA			NA		11/20/2014
From: Dead End																
To: 67-624 First St SE																

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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 Burkeville</b>																	
						From: WCL Burkeville											
(716/67)	0.03	60	N	91%	3%	3%	2%	1%	0%	N	0.267	F	0.625	60	N	2018	
						To: 67-621 Burkes Tavern Rd											
(716/67)	Namozine St	0.29	480	G	98%	1%	1%	1%	0%	0%	C	0.101	F	0.62	480	G	2018
						From: Bus US 360 East											
						To: 67-716 Namozine St											
(717/67)	Bell St	0.03	270	R							NA			NA		08/26/2014	
						From: Bus US 360 Goodes Bridge Rd											
(717/67)	Bell St	0.16	80	R							NA			NA		08/26/2014	
						To: 67-676 N, Fourth St											
						From: SCL Burkeville											
(724/67)	S Agnew St	0.33	300	R							NA			NA		09/28/2017	
						From: 67-635 Third St											
(724/67)	S Agnew St	0.08	600	R							NA			NA		09/28/2017	
						To: 67-624 Second St SE											
(724/67)	S Agnew St	0.08	710	G	98%	1%	1%	0%	0%	0%	C	0.103	F	0.571	720	G	2018
						From: 67-624, S Agnew St											
(724/67)	First St SW	0.14	120	G	98%	0%	1%	0%	0%	0%	C	0.121	F	0.6	120	G	2018
						To: 67-678 Oak St											
(724/67)	Oak St	0.08	360	G	98%	0%	1%	0%	0%	0%	C	0.12	F	0.674	360	G	2018
						From: 67-678, First St SW											
						To: Bus US 360 & 460											
(724/67)	Harris Spring Rd	0.41	170	R							NA			NA		11/21/2014	
						From: Dead End											
						To: 67-697 Dimmick St											
(9694/67)	Fifth St SE	0.20	260	R							NA			NA		08/26/2014	
						From: Burkeville Int School											
(9694/67)	Fifth St SE	0.06	70	R							NA			NA		08/26/2014	
						To: 67-712 Miller St											
(9694/67)	Fifth St SE	0.07	60	R							NA			NA		08/26/2014	
						From: End State Maintenance											