

2004

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

where available

Special Locality Report

261

Town of Mineral

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

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the Peak Hour 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 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



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 - Business Route

Bypas - Bypass Route

Truck - Truck Route



ALT - Alternate Route

Wve - Wye 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
 2004
 Annual Average Daily Traffic Volume Estimates By Section of Route
 Town of Mineral

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
22 208	Town of Mineral (Maint: 54)	From: WCL Mineral	0.15	10000	N	96%	1%	1%	1%	0%	N	0.084	N	0.553	11000	N
		To: US 522														
208 22	Town of Mineral (Maint: 54)	From: CL Mineral	0.15	10000	N	96%	1%	1%	1%	0%	N	0.084	N	0.553	11000	N
		To: RT 522 & RT 22 MINERAL														
208 522	Town of Mineral (Maint: 54)	From: RT 522 & RT 22 MINERAL	0.39	3500	F	94%	1%	1%	2%	0%	F	0.086	F	0.508	3600	F
		To: CL Mineral														
522	Town of Mineral (Maint: 54)	From: SCL Mineral	0.66	4600	N	94%	1%	1%	2%	0%	N	0.095	N	0.630	4700	N
		To: SR 22														
522 208	Town of Mineral (Maint: 54)	From: SR 22	0.39	3500	F	94%	1%	1%	2%	0%	F	0.086	F	0.508	3600	F
		To: NCL Mineral														

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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							
Town of Mineral																
618 54	0.54	2900	F	96%	1%	1%	0%	1%	0%	F	0.112	F	0.565	3000	F	2004
				From:	ECL Mineral											
				To:	US 522											
1101 54	0.07	90	R								NA		NA		07/07/2004	
				From:	US 522											
				To:	54-1102											
1101 54	0.07	60	R								NA		NA		07/07/2004	
				From:	54-1102											
				To:	54-1103											
1101 54	0.07	9	R								NA		NA		07/07/2004	
				From:	54-1103											
				To:	54-1104											
1101 54	0.07	10	R								NA		NA		07/07/2004	
				From:	54-1104											
				To:	Dead End											
1102 54	0.08	60	R								NA		NA		07/07/2004	
				From:	54-618											
				To:	54-1101											
1102 54	0.13	40	R								NA		NA		07/07/2004	
				From:	54-1101											
				To:	US 522											
1103 54	0.08	60	R								NA		NA		07/07/2004	
				From:	54-1101											
				To:	54-618											
1103 54	0.08	70	R								NA		NA		07/07/2004	
				From:	54-618											
				To:	54-1114											
1103 54	0.27	50	R								NA		NA		07/07/2004	
				From:	54-1114											
				To:	54-1110											
1104 54	0.01	40	R								NA		NA		07/07/2004	
				From:	54-1110											
				To:	0.01 MN 54-1114											
1104 54	0.07	60	R								NA		NA		07/07/2004	
				From:	0.01 MN 54-1114											
				To:	54-618											
1104 54	0.08	9	R								NA		NA		07/07/2004	
				From:	54-618											
				To:	54-1101											
1105 54	0.08	60	R								NA		NA		05/05/2004	
				From:	54-1101											
				To:	54-1108											
1105 54	0.17	40	R								NA		NA		05/05/2004	
				From:	54-1108											
				To:	54-1115											
1105 54	0.07	60	R								NA		NA		05/05/2004	
				From:	54-1115											
				To:	54-1110											
1105 54	0.04	10	R								NA		NA		04/27/2004	
				From:	54-1110											
				To:	54-1116 Gap Terminus											
				To:	54-1106 Gap Terminus											
1106 54	0.06	80	R								NA		NA		04/27/2004	
				From:	54-1116 Gap Terminus											
				To:	Dead End											
1106 54	0.06	80	R								NA		NA		04/27/2004	
				From:	Dead End											
				To:	54-1109											
1106 54	0.07	100	R								NA		NA		04/27/2004	
				From:	54-1109											
				To:	54-1105											
1106 54	0.07	120	R								NA		NA		04/27/2004	
				From:	54-1105											
				To:	54-1117											
1106 54	0.06	180	R								NA		NA		04/27/2004	
				From:	54-1117											
				To:	54-1121											
1106 54	0.03	80	R								NA		NA		04/27/2004	
				From:	54-1121											
				To:	US 522											
1106 54	0.03	80	R								NA		NA		04/27/2004	
				From:	US 522											
				To:	Dead End											

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 Town of Mineral

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Town of Mineral																
(1107/54)	0.08	40	R			From: Dead End								NA	NA	05/04/2004
(1107/54)	0.09	130	R			From: 54-1120								NA	NA	1998
(1107/54)	0.27	340	R			From: 54-1110								NA	NA	04/30/2004
(1107/54)	0.08	240	R			From: 54-1114 WEST 54-1114 EAST								NA	NA	07/07/2004
(1108/54)	0.07	NA				From: 54-1127								NA	NA	
(1108/54)	0.07	180	R			From: 54-1126; Gap 54-1109								NA	NA	05/04/2004
(1108/54)	0.06	250	R			From: 54-1105								NA	NA	05/04/2004
(1108/54)	0.12	300	R			From: 54-1117								NA	NA	05/04/2004
(1108/54)	0.05	20	R			From: US 522								NA	NA	05/04/2004
(1109/54)	0.13	60	R			From: 54-665								NA	NA	04/30/2004
(1109/54)	0.08	190	R			From: 54-1123								NA	NA	04/30/2004
(1109/54)	0.08	70	R			From: 54-1108								NA	NA	04/30/2004
(1109/54)	0.27	100	R			From: 54-1115								NA	NA	04/30/2004
(1109/54)	0.08	80	R			From: 54-1116								NA	NA	04/30/2004
(1110/54)	0.07	40	R			From: 54-1105								NA	NA	05/05/2004
(1110/54)	0.06	110	R			From: 54-1117								NA	NA	04/30/2004
(1110/54)	0.05	130	R			From: 54-1118								NA	NA	04/30/2004
(1110/54)	0.07	670	R			From: US 522								NA	NA	04/30/2004
(1110/54)	0.12	40	R			From: 54-1107								NA	NA	1998
(1110/54)	0.09	20	R			From: 54-1103								NA	NA	07/07/2004
(1111/54)	0.13	30	R			From: Dead End								NA	NA	04/27/2004
(1111/54)	0.01	110	R			From: 54-1117								NA	NA	04/27/2004
(1111/54)	0.05	430	R			From: 54-1121								NA	NA	04/27/2004
						To: US 522										

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						2Axle	3+Axle	1Trail	2Trail							
Town of Mineral																
1111 54	0.02	390	R			From: US 522						NA		NA		04/27/2004
						To: 54-1125										
1112 54	0.04	150	R			From: Dead End						NA		NA		04/27/2004
						To: US 522; SR 22										
1113 54	0.06	60	R			From: 54-1117						NA		NA		04/30/2004
						To: 54-1118										
1113 54	0.05	70	R			From: 54-1118						NA		NA		04/30/2004
						To: US 522										
1114 54	0.02	150	R			From: 54-1119						NA		NA		07/07/2004
						To: 54-1107 WEST										
1114 54	0.03	320	R			From: 54-1107 WEST						NA		NA		07/07/2004
						To: 54-1107 EAST										
1114 54	0.11	30	R			From: 54-1107 EAST						NA		NA		07/07/2004
						To: 54-1103										
1114 54	0.02	20	R			From: 54-1103						NA		NA		1998
						To: 0.02 ME 54-1103										
1114 54	0.05	9	R			From: 0.02 ME 54-1103						NA		NA		1998
						To: 54-1104										
1115 54	0.21	80	R			From: 54-1104						NA		NA		10/15/2001
						To: 54-1127										
1115 54	0.07	90	R			From: 54-1127						NA		NA		05/05/2004
						To: 54-1109										
1115 54	0.06	120	R			From: 54-1109						NA		NA		05/05/2004
						To: 54-1105										
1115 54	0.12	200	R			From: 54-1105						NA		NA		05/05/2004
						To: 54-1117										
1115 54	0.06	140	R			From: 54-1117						NA		NA		1998
						To: 54-1109										
1116 54	0.07	180	R			From: 54-1109						NA		NA		1998
						To: 54-1105										
1116 54	0.06	280	R			From: 54-1105						NA		NA		1998
						To: 54-1117										
1116 54	0.05	290	R			From: 54-1117						NA		NA		1998
						To: 54-1118										
1116 54	0.03	180	R			From: 54-1118						NA		NA		1998
						To: US 522										
1116 54	0.08	60	R			From: US 522						NA		NA		1998
						To: Dead End										
1117 54	0.20	90	R			From: Dead End						NA		NA		05/05/2004
						To: 54-1108										
1117 54	0.07	50	R			From: 54-1108						NA		NA		05/05/2004
						To: 54-1115										
1117 54	0.08	70	R			From: 54-1115						NA		NA		10/15/2001
						To: 54-1110										
1118 54	0.09	20	R			From: 54-1110						NA		NA		04/30/2004
						To: 54-1113										
1118 54	0.09	20	R			From: 54-1113						NA		NA		04/30/2004
						To: 54-1110										

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						2Axle	3+Axle	1Trail	2Trail							
Town of Mineral																
1118 54	0.07	6	R			From: 54-1110						NA		NA		04/30/2004
						To: 54-1116										
1119 54	0.08	150	R			From: US 522						NA		NA		04/27/2004
						To: 54-1114										
1120 54	0.04	60	R			From: 54-1107						NA		NA		05/04/2004
						To: Dead End										
1121 54	0.08	60	R			From: 54-1106						NA		NA		10/15/2001
						To: 54-1111										
1121 54	0.04	1	R			From: 54-1111						NA		NA		10/15/2001
						To: Dead End										
1123 54	0.07	90	R			From: 54-1127						NA		NA		10/15/2001
						To: 54-1126										
1123 54	0.07	150	R			From: 54-1126						NA		NA		04/30/2004
						To: 54-1124										
1123 54	0.07	230	R			From: 54-1124						NA		NA		04/30/2004
						To: 54-1109										
1124 54	0.12	60	R			From: SCL Mineral						NA		NA		04/27/2004
						To: 54-1123										
1124 54	0.04	70	R			From: 54-1123						NA		NA		04/30/2004
						To: Dead End										
1125 54	0.08	240	R			From: 54-1111						NA		NA		04/27/2004
						To: US 522										
1126 54	0.03	8	R			From: 54-1123						NA		NA		04/30/2004
						To: Dead End										
1126 54	0.08	NA				From: 54-01108(L)/Gap Terminus/						NA		NA		
						To: 54-01115(B)/										
1127 54	0.15	40	R			From: 54-1123						NA		NA		04/30/2004
						To: 54-1115										