

2004

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

where available

Special Locality Report

280

Town of Pembroke

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 Pembroke

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
460	From: WCL Pembroke															
	Town of Pembroke (Maint: 35)	0.86	14000	G	90%	0%	1%	1%	7%	1%	F	0.087	F	0.555	14000	G
460	To: 35-626															
	Town of Pembroke (Maint: 35)	0.73	13000	G	90%	0%	1%	1%	7%	1%	F	0.087	F	0.601	13000	G
	To: ECL Pembroke															

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						2Axle	3+Axle	1Trail	2Trail							
Town of Pembroke																
618 ₃₅	0.03	180	R			From: US 460					NA			NA		04/09/2002
618 ₃₅	0.12	150	R			From: US 460					NA			NA		04/09/2002
						To: ECL Pembroke										
619 ₃₅	0.29	80	R			From: US 460					NA			NA		04/09/2002
						To: NCL Pembroke										
623 ₃₅	0.42	880	G	98%	1%	1%	0%	0%	0%	F	0.103	F	0.62	890	G	2004
						To: 35-1404 East										
						From: 35-1404 West										
623 ₃₅	0.08	1000	G	98%	1%	1%	0%	0%	0%	F	0.103	F	0.507	1000	G	2004
						To: US 460										
623 ₃₅	1.07	1300	G	98%	1%	1%	0%	0%	0%	C	0.102	F	0.576	1300	G	2004
						To: 35-688; NCL Pembroke										
626 ₃₅	0.03	480	R			From: SCL Pembroke					NA			NA		04/17/2002
						To: 35-1407										
626 ₃₅	0.11	700	R			From: 35-1405					NA			NA		04/17/2002
						To: US 460 EAST										
						From: US 460 West										
626 ₃₅	0.49	610	G	99%	0%	1%	0%	0%	0%	C	0.122	F	0.533	620	G	2004
						To: 35-623 South										
						From: 35-623 NORTH										
626 ₃₅	0.10	100	R			From: NCL Pembroke					NA			NA		04/09/2002
						To: NCL Pembroke										
631 ₃₅	0.06	20	R			From: Dead End					NA			NA		04/17/2002
						To: 35-747										
631 ₃₅	0.12	90	R			From: 35-1404					NA			NA		04/17/2002
						To: 35-1404										
695 ₃₅	0.20	110	R			From: 35-626					NA			NA		04/09/2002
						To: 35-623										
701 ₃₅	0.18	30	R			From: SCL Pembroke					NA			NA		04/17/2002
						To: US 460										
727 ₃₅	0.25	100	R			From: 35-626					NA			NA		04/17/2002
						To: 35-1420; SCL Pembroke										
742 ₃₅	0.22	500	R			From: US 460					NA			NA		04/11/2002
						To: 35-1412 WEST										
742 ₃₅	0.03	300	R			From: 35-1415					NA			NA		04/11/2002
						To: 35-1415										
742 ₃₅	0.10	180	R			From: BEGIN LOOP					NA			NA		04/11/2002
						To: BEGIN LOOP										
742 ₃₅	0.01	90	R			From: 35-1409					NA			NA		04/11/2002
						To: 35-1409										
742 ₃₅	0.25	100	R			From: 35-1417					NA			NA		04/11/2002
						To: 35-1417										
742 ₃₅	0.15	60	R			From: 35-1412 EAST					NA			NA		04/11/2002
						To: 35-1412 EAST										




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						2Axle	3+Axle	1Trail	2Trail							
Town of Pembroke																
742 35	0.09	50	R			From: 35-1412 EAST						NA		NA		04/11/2002
						To: END LOOP										
747 35	0.04	70	R			From: 35-631						NA		NA		04/17/2002
						To: 35-1402										
747 35	0.16	90	R			From: 35-1402						NA		NA		04/17/2002
						To: 35-1404 EAST										
						From: 35-1404 WEST										
747 35	0.05	420	R			To: 35-1404 WEST						NA		NA		04/17/2002
						From: US 460										
747 35	0.06	40	R			To: Dead End						NA		NA		04/09/2002
						From: 35-626										
754 35	0.25	20	R			To: Dead End						NA		NA		04/09/2002
						From: 35-1404										
1401 35	0.06	180	R			To: US 460						NA		NA		1986
						From: 35-747										
1402 35	0.12	90	R			To: 35-1404						NA		NA		1986
						From: US 460; 35-626										
1403 35	0.12	300	R			To: 35-1413; 35-1414						NA		NA		1986
						From: 35-626										
1403 35	0.13	30	R			To: 35-626						NA		NA		1986
						From: US 460										
1404 35	0.02	0	R			To: 35-631						NA		NA		04/09/2002
						From: 35-631										
1404 35	0.05	90	R			To: 35-1402						NA		NA		1986
						From: 35-1402										
1404 35	0.04	280	R			To: 35-747 WEST						NA		NA		1986
						From: 35-747 WEST										
1404 35	0.02	620	R			To: 35-747 EAST						NA		NA		1986
						From: 35-747 EAST										
1404 35	0.14	660	R			To: 35-623 WEST						NA		NA		1986
						From: 35-623 WEST						0.098	F	0.561	1300	G
1404 35	0.03	1300	G			To: 35-623 East										2004
						From: 35-623 East										
1404 35	0.17	1000	R			To: 35-1401						NA		NA		1986
						From: 35-1401										
1404 35	0.15	1300	R			To: 35-626						NA		NA		1986
						From: 35-626										
1404 35	0.02	1400	R			To: US 460						NA		NA		1986
						From: US 460										
1405 35	0.07	30	R			To: 35-1420; SCL Pembroke						NA		NA		1986
						From: 35-1420; SCL Pembroke										
1405 35	0.05	80	R			To: 35-626						NA		NA		1986
						From: 35-626										
1405 35	0.05	5	R			To: 35-1408						NA		NA		1986
						From: 35-1408										
1405 35	0.05	5	R			To: Dead End						NA		NA		1986
						From: Dead End										

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						2Axle	3+Axle	1Trail	2Trail							
Town of Pembroke																
1406 35	0.06	40	R			From: 35-626					NA			NA		1986
						To: 35-1408										
1407 35	0.06	40	R			From: 35-626					NA			NA		1986
						To: 35-1408										
1408 35	0.05	30	R			From: 35-1407					NA			NA		1986
						To: 35-1406										
1408 35	0.05	80	R			From: 35-1405					NA			NA		1986
						To: 35-1405										
1409 35	0.20	50	R			From: US 460					NA			NA		1986
						To: 35-1415										
1409 35	0.05	40	R			From: 35-742					NA			NA		1986
						To: 35-742										
1410 35	0.18	50	R			From: US 460					NA			NA		1993
						To: Dead End										
1411 35	0.12	50	R			From: Dead End					NA			NA		1986
						To: 35-626										
1412 35	0.20	80	R			From: 35-742 SOUTH					NA			NA		1986
						To: 35-742 NORTH										
1413 35	0.10	30	R			From: Dead End					NA			NA		1986
						To: 35-1403; 35-1414										
1413 35	0.15	70	R			From: Dead End					NA			NA		1986
						To: Dead End										
1414 35	0.04	220	R			From: 35-1403; 35-1413					NA			NA		1986
						To: 35-1416										
1414 35	0.05	70	R			From: 35-1418					NA			NA		1986
						To: 35-1418										
1414 35	0.16	10	R			From: Dead End					NA			NA		1986
						To: Dead End										
1415 35	0.10	40	R			From: 35-742					NA			NA		1986
						To: 35-1409										
1416 35	0.08	30	R			From: 0.08 MS 35-1414					NA			NA		1986
						To: 35-1414										
1416 35	0.43	130	R			From: Dead End					NA			NA		1993
						To: Dead End										
1417 35	0.17	20	R			From: 35-742					NA			NA		1995
						To: Dead End										
1418 35	0.04	10	R			From: Dead End					NA			NA		1995
						To: 35-1414										
1418 35	0.03	10	R			From: 0.03 MS 35-1414					NA			NA		1995
						To: 0.03 MS 35-1414										
1418 35	0.08	20	R			From: Dead End					NA			NA		1999
						To: Dead End										

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						2Axle	3+Axle	1Trail	2Trail							
Town of Pembroke																
	0.10	30	R	From: Cul-de-Sac										NA	NA	1993
				To: 35-626												
	0.10	10	R	From: 35-626										NA	NA	04/09/2002
				To: Dead End												
	0.05	0	R	From: Dead End										NA	NA	1999
				To: US 460												