

2016
Virginia Department of Transportation
Daily Traffic Volume Estimates
Including Vehicle Classification Estimates

where available

Special Locality Report

144

Town of Farmville

Information in this report is included in Report

73

(Prince Edward 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.

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

Special Routes

-  Bus - Business Route
 Bypass - Bypass Route
 Truck - Truck Route
 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
 Traffic Engineering Division
 2016
 Annual Average Daily Traffic Volume Estimates By Section of Route
 Town of Farmville

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
Bus 15 S Main St	From: US 15, US 460 Town of Farmville	0.52	18000	G	98%	0%	1%	0%	1%	0%	F	0.090	0.59	19000	G	
Bus 15 Main St	To: Belmont Circle From: Belmont Circle Town of Farmville	0.62	22000	G	98%	0%	1%	0%	1%	0%	C	0.089	0.580	23000	G	
Bus 15 Main St	To: Milwood Rd From: Milwood Rd Town of Farmville	0.13	17000	G	97%	1%	1%	0%	1%	0%	F	0.084	0.607	18000	G	
Bus 15 Main St	To: Gilliam Dr From: Gilliam Dr Town of Farmville	0.30	19000	G	97%	1%	1%	0%	1%	0%	F	0.09	0.564	20000	G	
Bus 15 Main St	To: Griffin Blvd From: Griffin Blvd Town of Farmville	0.16	13000	G	97%	1%	1%	0%	1%	0%	F	0.091	0.566	14000	G	
Bus 15 Main St	To: Gross St From: Gross St Town of Farmville	0.41	10000	G	97%	1%	1%	0%	1%	0%	F	0.094	0.523	11000	G	
Bus 15 Main St	To: Putney St From: Putney St Town of Farmville	0.21	10000	G	97%	1%	1%	0%	1%	0%	C	0.083	0.58	11000	G	
Bus 15 High St	To: High Street From: High Street Town of Farmville	0.07	4300	G	97%	1%	1%	0%	1%	0%	F	0.086	0.663	4600	G	
Bus 15 High St	To: Venable Street From: Venable Street Town of Farmville	0.29	4900	G	97%	0%	1%	0%	1%	0%	F	0.088	0.566	5200	G	
Bus 15 Oak St	To: Oak Street From: High St Town of Farmville	0.28	6100	G	97%	0%	1%	0%	1%	0%	F	0.084	0.589	6500	G	
Bus Bus 15 460 Third St	To: Third St From: Oak Street Town of Farmville	1.29	9400	G	97%	0%	1%	0%	1%	0%	C	0.092	0.531	10000	G	
Bus Bus 15 460 Third St	To: Industrial Park Rd From: Industrial Park Rd Town of Farmville	0.94	7000	G	97%	0%	1%	1%	1%	0%	F	0.084	0.612	7600	G	
45 Main St	To: 73-695, WCL Farmville From: BUS US 15; High Street Town of Farmville	0.10	9000	G	97%	0%	1%	0%	1%	0%	F	0.086	0.517	9600	G	
45 Main St	To: BUS US 460; Third St From: BUS US 460; Third St Town of Farmville	0.40	10000	G	97%	0%	1%	0%	1%	0%	C	0.089	0.502	11000	G	
45 Main St	To: River Rd From: River Rd Town of Farmville	0.18	7700	G	97%	0%	1%	0%	1%	0%	F	0.087	0.565	8200	G	
45 Main St	To: Osborne Rd From: Osborne Rd Town of Farmville	0.73	6200	G	97%	0%	1%	1%	2%	0%	C	0.087	0.558	6600	G	
	To: NCL Farmville															

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							2Axle	3+Axle	1Trail	2Trail						
From: 73-695, WCL Farmville																
Bus 460 Bus 15 Third St	Town of Farmville	0.94	7000	G	97%	0%	1%	1%	1%	0%	F	0.084	0.612	7600	G	
To: Industrial Park Rd																
From: Industrial Park Rd																
Bus 460 Bus 15 Third St	Town of Farmville	1.29	9400	G	97%	0%	1%	0%	1%	0%	C	0.092	0.531	10000	G	
To: RT 15 BUS																
From: RT 15 BUS																
Bus 460 Third St	Town of Farmville	0.67	7100	G	97%	1%	1%	1%	1%	0%	F	0.088	0.503	7600	G	
To: SR 45; Main St																
From: SR 45; Main St																
Bus 460 3rd St	Town of Farmville	0.17	9400	G	97%	0%	1%	1%	1%	0%	C	0.083	0.517	10000	G	
To: Virginia St																
From: Virginia St																
Bus 460 3rd St	Town of Farmville	1.22	8500	G	97%	0%	1%	1%	1%	0%	F	0.089	0.54	9100	G	
To: Milnwood Rd																
From: Milnwood Rd																
Bus 460 3rd St	Town of Farmville	0.89	8100	G	97%	0%	1%	0%	1%	0%	F	0.097	0.558	8600	G	
To: ECL Farmville																

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						2Axle	3+Axle	1Trail	2Trail							
Town of Farmville																
① Industrial Park Dr	0.36	1700	G	97%	0%	1%	1%	0%	0%	C	0.093		0.528	1900	G	2016
						From US 15 Third St										
						To 73-753 Weavexx Rd										
① Industrial Park Dr	0.74	780	G	97%	1%	1%	0%	0%	0%	C	0.110		0.616	830	G	2016
						From 73-753 Weavexx Rd										
						To 0.74 MI N OF 73-753 Weavexx Rd										
② 2nd St	0.13	2100	G	98%	0%	1%	1%	0%	0%	C	0.095		0.517	2200	G	2016
						From North St										
						To South St										
④ North St	0.11	1900	G	98%	0%	1%	0%	0%	0%	C	0.101		0.730	2000	G	2016
						From High St										
④ North St	0.08	2200	G	98%	0%	1%	0%	0%	0%	C	0.094		0.566	2300	G	2016
						From Bus US 15, Bus US 460 Third St										
						To Second St										
⑤ South St	0.12	1900	G	97%	0%	1%	1%	0%	0%	C	0.097		0.549	2000	G	2016
						From 4th St										
⑤ South St	0.09	1200	G	96%	1%	2%	1%	1%	0%	C	0.094		0.548	1300	G	2016
						From Bus US 460 3rd St										
						To 2nd St										
③851 Griffin Blvd	0.79	7300	G	97%	0%	2%	0%	0%	0%	C	0.084		0.529	7800	G	2016
						From Main St										
						To High St										
③852 High St	0.62	2000	G	97%	0%	1%	1%	1%	0%	F	0.116		0.574	2200	G	2016
						From WCL Farmville										
③852 High St	0.38	2500	G	97%	0%	1%	1%	1%	0%	C	0.112		0.605	2600	G	2016
						From 4Th Ave										
						To Oak St										
③853 Virginia St	0.27	2500	G	98%	0%	1%	0%	0%	0%	C	0.093		0.511	2700	G	2016
						From Church St										
③853 Virginia St	0.10	3100	G	98%	0%	1%	0%	0%	0%	F	0.093		0.602	3300	G	2016
						From Longwood Ave										
						To Third St										
③854 Barrow St	0.13	650	G	95%	1%	1%	2%	1%	0%	C	0.115		0.54	700	G	2016
						From First Avenue										
						To Griffin Blvd										
③856 Gilliam Dr	0.23	1000	G	96%	1%	1%	2%	0%	0%	C	0.114		0.627	1100	G	2016
						From 4Th Ave										
						To Main St										
③857 Venable St	0.18	1600	G	99%	0%	0%	0%	0%	0%	C	0.106			1700	G	2016
						From High St										
						To Main St										
③860 Milwood Rd	1.52	5700	G	99%	0%	1%	0%	0%	0%	C	0.107		0.535	6000	G	2016
						From Bus US 15 Main St										
③860 Persimmon Tree Fork Rd	0.47	610	G	92%	1%	3%	2%	2%	0%	C	0.099		0.533	650	G	2016
						From Bus US 460 Third St										
						To 73-638 ECL Farmville										
③862 Plank Rd	0.58	1800	G	95%	1%	1%	1%	2%	0%	C	0.092		0.537	1900	G	2016
						From WCL Farmville										
③862 River Rd	0.55	810	G	99%	0%	0%	0%	0%	0%	C	0.111		0.575	870	G	2016
						From Main St										
						To ECL Farmville										
③864 4th St	0.16	2600	G	97%	0%	1%	2%	0%	0%	C	0.097		0.52	2800	G	2016
						From Bus US 15 South Main St										
③864 Longwood Ave	0.55	2300	G	99%	0%	1%	0%	0%	0%	F	0.100		0.56	2500	G	2016
						From Virginia St										
						To Cedar Ave										

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						2Axle	3+Axle	1Trail	2Trail							
Town of Farmville																
3864 Longwood Ave	0.49	2700	G	99%	0%	From Cedar Ave				C	0.116		0.610	2800	G	2016
						To Bus US 460 Third St										
1st Avenue		540	G			From School St					0.136		0.732	580	G	2016
						To Franklin St										
4th Avenue		90	G			From School St					0.12		0.565	90	G	2016
						To Fayette St										
Agee St		990	G			From Cobb St					0.096		0.596	1100	G	2016
						To West Third St										
Bizarre St		180	G			From Georgia St					0.131		0.667	200	G	2016
						To Jefferson St										
Cobb St		170	G			From Agee St					0.157		0.5	180	G	2016
						To Holman St										
Edmund St		130	G			From Hill St					0.109		0.519	130	G	2016
						To Griffin Blvd										
Georgia St		120	G			From Stepney St					0.13		0.6	120	G	2016
						To Monroe St										
Holman St		530	G			From Cobb St					0.115		0.65	560	G	2016
						To West Third St										
Hylawn Ave		420	G			From Gum St					0.116		0.617	450	G	2016
						To ECL Farmville										
Monroe St		150	G			From Georgia St					0.139		0.619	160	G	2016
						To Maryland St										
Osborne Rd		600	G			From Main St					0.097		0.521	640	G	2016
						To Jefferson St										
Park Ave		130	G			From Watson St					0.155		0.585	140	G	2016
						To Serpell St										
Richardson St		20	G			From Watson St					0.211		0.5	20	G	2016
						To Glenn St										
School St		40	G			From 4th Ave					0.136		0.917	47	G	2016
						To 3rd Ave										
Vaughan St		740	G			From Longwood Ave					0.100		0.552	790	G	2016
						To Third St										
Watkins St		110	G			From Chambers St					0.135		0.581	120	G	2016
						To Redford St										