

**2010**  
**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.

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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



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

Bypas - 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  
2010  
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: [ ] Town of Farmville	0.52	19000	G	98%	0%	1%	1%	1%	0%	F	0.09	F	21000	G	
	To: [ ] From: [ ] Belmont Circle															
Bus 15 Main St	From: [ ] Town of Farmville	0.62	21000	G	98%	0%	1%	1%	1%	0%	C	NA		23000	G	
	To: [ ] From: [ ] Milnwood Rd															
Bus 15 Main St	From: [ ] Town of Farmville	0.13	18000	G	97%	0%	1%	1%	1%	0%	F	NA		20000	G	
	To: [ ] From: [ ] Gilliam St															
Bus 15 Main St	From: [ ] Town of Farmville	0.16	12000	G	97%	0%	1%	1%	1%	0%	F	NA		13000	G	
	To: [ ] From: [ ] Griffin Blvd															
Bus 15 Main St	From: [ ] Town of Farmville	0.41	11000	G	97%	0%	1%	1%	1%	0%	F	NA		12000	G	
	To: [ ] From: [ ] Putney St															
Bus 15 Main St	From: [ ] Town of Farmville	0.21	9100	G	97%	0%	1%	1%	1%	0%	C	0.083	F	9900	G	
	To: [ ] From: [ ] High Street Main Street															
Bus 15 High St	From: [ ] Town of Farmville	0.07	4900	G	97%	0%	1%	1%	1%	0%	F	0.085	F	0.573	5400	G
	To: [ ] From: [ ] Venable Street															
Bus 15 High St	From: [ ] Town of Farmville	0.29	7200	G	97%	0%	1%	0%	1%	0%	F	0.093	F	0.504	7800	G
	To: [ ] From: [ ] Oak Street High St															
Bus 15 Oak St	From: [ ] Town of Farmville	0.28	6300	G	97%	0%	1%	0%	1%	0%	F	0.083	F	0.575	6900	G
	To: [ ] From: [ ] Third St Oak Street															
Bus Bus 15 460 Third St	From: [ ] Town of Farmville	1.29	9200	G	97%	0%	1%	0%	1%	0%	C	NA		9700	G	
	To: [ ] From: [ ] Industrial Park Rd															
Bus Bus 15 460 Third St	From: [ ] Town of Farmville	0.94	7200	G	97%	0%	1%	0%	1%	0%	F	0.084	F	0.558	7700	G
	To: [ ] From: [ ] 73-695, WCL Farmville															
45 Main St	From: [ ] Town of Farmville	0.10	8100	G	97%	1%	1%	1%	1%	0%	F	0.084	F	8800	G	
	To: [ ] From: [ ] BUS US 460; Third St															
45 Main St	From: [ ] Town of Farmville	0.40	10000	G	97%	1%	1%	1%	1%	0%	C	0.094	F	11000	G	
	To: [ ] From: [ ] River Rd															
45 Main St	From: [ ] Town of Farmville	0.18	7700	G	97%	1%	1%	1%	1%	0%	F	0.082	F	8400	G	
	To: [ ] From: [ ] Osborne Rd															
45 Main St	From: [ ] Town of Farmville	0.73	6400	G	96%	0%	1%	1%	1%	0%	C	0.094	F	7000	G	
	To: [ ] From: [ ] NCL Farmville															

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							2Axle	3+Axle	1Trail	2Trail						
From: 73-695, WCL Farmville To: Industrial Park Rd Bus 460 Bus 15 Third St	Town of Farmville	0.94	7200	G	97%	0%	1%	0%	1%	0%	F	0.084	F	0.558	7700	G
From: Industrial Park Rd To: RT 15 BUS Bus 460 Third St	Town of Farmville	1.29	9200	G	97%	0%	1%	0%	1%	0%	C	NA		9700	G	
From: RT 15 BUS To: BUS US 15; Oak St Bus 460 Third St	Town of Farmville	0.67	6800	G	97%	0%	1%	1%	1%	0%	F	NA		7400	G	
From: BUS US 15; Oak St To: SR 45; Main St Bus 460 3rd St	Town of Farmville	0.17	11000	G	94%	1%	3%	1%	1%	0%	C	NA		12000	G	
From: SR 45; Main St To: Virginia St Bus 460 3rd St	Town of Farmville	1.22	9200	G	94%	1%	3%	1%	1%	0%	F	NA		10000	G	
From: Virginia St To: Milnwood Rd Bus 460 3rd St	Town of Farmville	0.89	7500	G	97%	0%	1%	1%	1%	0%	F	NA		8100	G	
From: Milnwood Rd To: ECL Farmville																



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						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Farmville</b>																
(1) Industrial Park Dr	0.36	1800	G	97%	1%	1%	0%	0%	0%	C	0.132	F		2000	G	2010
						From: US 15 Third St										
						To: 73-753 Weavexx Rd										
(1) Industrial Park Dr	0.74	820	G	97%	1%	1%	0%	1%	0%	C	0.104	F	0.52	890	G	2010
						From: 0.74 MI N OF 73-753 Weavexx Rd										
						To: North St										
(2) 2nd St	0.13	2100	G	98%	1%	1%	0%	0%	0%	C	0.099	F	0.554	2200	G	2010
						From: South St										
						To: High St										
(4) North St	0.11	2200	G	98%	0%	1%	1%	0%	0%	C	0.099	F	0.661	2400	G	2010
						From: Bus US 15, Bus US 460 Third St										
(4) North St	0.08	2600	G	98%	0%	1%	0%	0%	0%	C	0.108	F	0.566	2800	G	2010
						To: Second St										
						From: 4th St										
(5) South St	0.12	1600	G	97%	0%	2%	0%	0%	0%	C	0.108	F	0.54	1700	G	2010
						To: Bus US 460 3rd St										
(5) South St	0.09	1200	G	98%	0%	1%	0%	0%	0%	C	0.117	F	0.557	1300	G	2010
						To: 2nd St										
						From: Main St										
(3851) Griffin Blvd	0.79	8100	G	98%	0%	2%	0%	0%	0%	C	0.089	F		8800	G	2010
						To: High St										
						From: WCL Farmville										
(3852) High St	0.62	2000	G	98%	0%	1%	1%	0%	0%	F	0.114	F	0.574	2200	G	2010
						To: 4Th Ave										
(3852) High St	0.38	2600	G	98%	0%	1%	1%	0%	0%	C	0.107	F	0.617	2800	G	2010
						To: Oak St										
						From: Church St										
(3853) Virginia St	0.27	2500	G	98%	0%	1%	0%	0%	0%	C	0.104	F	0.515	2700	G	2010
						To: Longwood Ave										
(3853) Virginia St	0.10	3200	G	98%	0%	1%	0%	0%	0%	F	0.108	F	0.534	3400	G	2010
						To: Third St										
						From: First Avenue										
(3854) Barrow St	0.13	900	G	97%	1%	2%	0%	1%	0%	C	0.104	F	0.6	980	G	2010
						To: Griffin Blvd										
						From: 4Th Ave										
(3856) Gilliam Dr	0.23	880	G	99%	0%	1%	0%	0%	0%	C	0.097	F	0.553	960	G	2010
						To: Main St										
						From: High St										
(3857) Venable St	0.18	1600	G	99%	0%	1%	0%	0%	0%	C	0.106	F		1800	G	2010
						To: Main St										
						From: Bus US 15 Main St										
(3860) Milwood Rd	1.52	5800	G	98%	0%	1%	0%	0%	0%	C	0.098	F		6300	G	2010
						To: Bus US 460 Third St										
(3860) Persimmon Tree Fork R	0.47	630	G	96%	1%	2%	0%	1%	0%	C	0.093	F	0.739	680	G	2010
						To: 73-638 ECL Farmville										
						From: WCL Farmville										
(3862) Plank Rd	0.58	1900	G	97%	1%	1%	1%	1%	0%	C	0.101	F	0.56	2100	G	2010
						To: Main St										
(3862) River Rd	0.55	750	G	98%	0%	1%	0%	0%	0%	C	0.099	F	0.675	810	G	2010
						To: ECL Farmville										
						From: Bus US 15 South Main St										
(3864) 4th St	0.16	2300	G	98%	0%	1%	0%	0%	0%	C	0.101	F	0.545	2500	G	2010
						To: Virginia St										
(3864) Longwood Ave	0.55	1800	G	98%	0%	1%	0%	0%	0%	F	0.115	F	0.627	2000	G	2010
						To: Cedar Ave										

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						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Farmville</b>																
3864 Longwood Ave	0.49	2200	G	98%	0%	From: Cedar Ave				C	0.129	F		2400	G	2010
						To: Bus US 460 Third St										
1st Avenue		650	G			From: School St					0.106	F	0.611	710	G	2010
						To: Franklin St										
4th Avenue		90	G			From: School St					0.164	F	0.517	90	G	2010
						To: Fayette St										
Agee St		990	G			From: Cobb St					0.116	F	0.577	1100	G	2010
						To: West Third St										
Bizarre St		150	G			From: Georgia St					0.125	F	0.762	160	G	2010
						To: Jefferson St										
Cobb St		80	G			From: Agee St					0.188	F	0.5	80	G	2010
						To: Holman St										
Edmund St		130	G			From: Hill St					0.155	F	0.796	150	G	2010
						To: Griffin Blvd										
Georgia St		90	G			From: Stepney St					0.18	F	0.969	90	G	2010
						To: Monroe St										
Holman St		230	G			From: Cobb St					0.118	F	0.687	250	G	2010
						To: West Third St										
Hylawn Ave		360	G			From: Gum St					0.119	F	0.652	390	G	2010
						To: ECL Farmville										
Monroe St		170	G			From: Georgia St					0.125	F	0.609	180	G	2010
						To: Maryland St										
Osborne Rd		590	G			From: Main St					0.105	F	0.594	640	G	2010
						To: Jefferson St										
Park Ave		140	G			From: Watson St					0.132	F	0.581	150	G	2010
						To: Serpell St										
Richardson St		30	G			From: Watson St					0.359	F	0.857	30	G	2010
						To: Glenn St										
School St		48	G			From: 4th Ave					0.25	F	0.593	50	G	2010
						To: 3rd Ave										
Vaughan St		770	G			From: Longwood Ave					0.1	F		830	G	2010
						To: Third St										
Watkins St		120	G			From: Chambers St					0.142	F	0.667	130	G	2010
						To: Redford St										