

**2010**  
**Virginia Department of Transportation**  
**Daily Traffic Volume Estimates**  
**Including Vehicle Classification Estimates**

where available

**Special Locality Report**

**163**

Town of Amherst

Information in this report is included in Report

**05**

(Amherst 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 Amherst

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
29	From: SCL Amherst; Bus US 29															
	Town of Amherst (Maint: 05)	1.72	22000	F	89%	1%	1%	1%	8%	1%	F	0.075	F	0.501	21000	F
29	From: US 60 Richmond Hwy															
	Town of Amherst (Maint: 05)	1.45	18000	F	89%	1%	1%	1%	8%	1%	F	0.074	F	0.501	17000	F
29 N Amherst Hwy	From: BUS US 29 Near NCL Amherst															
	Town of Amherst (Maint: 05)	0.64	18000	N	89%	1%	1%	1%	8%	1%	N	0.089	N	0.559	18000	N
Bus 29 S Main St	From: SCL Amherst															
	Town of Amherst (Maint: 05)	0.86	3900	N	98%	0%	0%	0%	1%	0%	N	0.084	N	0.615	4000	N
Bus 29 N Main St	From: US 60 Lexington Tpke															
	Town of Amherst (Maint: 05)	1.07	3200	F	98%	0%	0%	0%	1%	0%	F	0.096	F	0.582	3300	F
60 Lexington Tpke	From: WCL Amherst															
	Town of Amherst (Maint: 05)	0.44	2400	N	78%	1%	1%	5%	15%	0%	N	0.080	N	0.626	2400	N
60 E. Lexington Ave	From: Bus US 29 Main St															
	Town of Amherst (Maint: 05)	0.45	7200	F	78%	1%	1%	5%	15%	0%	F	0.082	F	0.575	7400	F
60 Richmond Hwy	From: US 29 By-Pass East of Amherst															
	Town of Amherst (Maint: 05)	0.18	6200	F	90%	2%	1%	1%	6%	0%	C	0.094	F	0.529	6300	F
	To: ECL Amherst															

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						2Axle	3+Axle	1Trail	2Trail								
<b>Town of Amherst</b>																	
						From: Bus US 29											
659 05	Second St	0.03	2500	F	97%	2%	1%	0%	1%	0%	F	0.108	F	0.543	2500	F	2010
						To: 05-1105 Goodwin St											
659 05	Second St	0.07	2400	F	97%	2%	1%	0%	1%	0%	F	0.107	F	0.550	2500	F	2010
						To: 05-1101; 05-1115											
659 05	Depot St	0.36	250	F	97%	2%	1%	0%	1%	0%	C	0.125	F	0.621	250	F	2010
						To: 05-1109 Norfolk Ave											
659 05	Depot St	0.21	600	F	97%	2%	1%	0%	1%	0%	F	0.134	F	0.549	620	F	2010
						To: SCL Amherst											
						From: 05-659 Depot St											
1101 05	Second St	0.15	1200	F	99%	0%	0%	0%	0%	0%	C	0.107	F	0.507	1200	F	2010
						To: 05-1102 Washington St											
1101 05		0.10	1200	R								NA		NA		04/12/2007	
						To: 05-1109 Norfolk Ave											
						From: 05-659 Depot St											
1102 05	Washington St	0.12	60	R								NA		NA		04/12/2007	
						To: 05-1123, 1st St											
1102 05	Washington St	0.07	390	R								NA		NA		04/12/2007	
						To: 05-1101, 2nd St											
1102 05	Washington St	0.08	2300	R								NA		NA		04/12/2007	
						To: US 60; 05-1112											
						From: Bus US 29											
1103 05	Ridge Dr	0.45	470	R								NA		NA		03/27/2007	
						To: NCL Amherst											
						From: Dead End											
1104 05	W Court St	0.10	170	R								NA		NA		04/12/2007	
						To: 05-1107 Mt Olive Rd											
1104 05	W Court St	0.12	840	R								NA		NA		04/12/2007	
						To: Bus US 29											
1104 05	E Court St	0.03	450	R								NA		NA		04/12/2007	
						To: 05-1105 Goodwin St											
1104 05	E Court St	0.02	370	R								NA		NA		04/12/2007	
						To: Dead End											
						From: 05-659 Second St											
1105 05	Goodwin St	0.03	390	R								NA		NA		04/12/2007	
						To: 05-1104, E Court St											
1105 05	Goodwin St	0.05	210	R								NA		NA		04/12/2007	
						To: Dead End											
						From: Dead End											
1106 05	Garland Ave	0.22	160	R								NA		NA		04/12/2007	
						To: 05-1129 Scotts Hill Rd											
1106 05	Garland Ave	0.19	350	R								NA		NA		04/12/2007	
						To: Bus US 29											
						From: Dead End											
1107 05	Mt Olive Rd	0.21	490	R								NA		NA		04/12/2007	
						To: 05-1104, W Court St											
						From: Bus US 29											
1108 05	Grandview Dr	0.10	450	R								NA		NA		03/22/2007	
						To: NCL Amherst											
						From: 05-659 Depot St											
1109 05	Norfolk Ave	0.18	580	R								NA		NA		04/12/2007	
						To: 05-1123, 1st St											
1109 05	Norfolk Ave	0.08	400	R								NA		NA		04/12/2007	
						To: 05-1101											



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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 Amherst</b>																
(1110/05) Pine St	0.08	160	R			From: Bus US 29					NA			NA		03/27/2007
						To: Dead End										
(1111/05) Hangar Rd	0.35	80	R			From: Bus US 29					NA			NA		03/27/2007
						To: Dead End										
(1112/05) Whitehead Dr	0.14	260	R			From: US 60; 05-1102					NA			NA		03/27/2007
						To: Dead End										
(1113/05) Glenway Dr	0.12	870	R			From: Bus US 29					NA			NA		03/27/2007
						To: 05-1127 Spruce St										
(1113/05) Glenway Dr	0.01	730	R			From: 05-1127 Spruce St					NA			NA		03/27/2007
						To: ECL Amherst										
(1114/05) Cedar St	0.14	160	R			From: Bus US 29					NA			NA		03/22/2007
						To: Bus US 29										
(1115/05) Taylor St	0.16	110	R			From: 05-1101, 2nd St					NA			NA		04/12/2007
						To: Dead End										
(1116/05) Blue Ridge Lane	0.42	330	R			From: Bus US 29					NA			NA		03/22/2007
						To: Dead End										
(1118/05) Gregory Lane	0.10	140	R			From: 05-643 Kenmore Rd					NA			NA		04/12/2007
						To: 05-1140 Woodland Dr										
(1118/05) Gregory Lane	0.15	30	R			From: 05-1140 Woodland Dr					NA			NA		04/12/2007
						To: Dead End										
(1119/05) Monitor Rd	0.28	40	R			From: Bus US 29					NA			NA		03/27/2007
						To: US 60 Lexington Tpke										
(1123/05) 1st St	0.05	170	R			From: 05-1109 Norfolk Ave					NA			NA		04/12/2007
						To: 05-1124 Church St										
(1123/05) 1st St	0.04	210	R			From: 05-1124 Church St					NA			NA		04/12/2007
						To: 05-1102 Washington St										
(1123/05) 1st St	0.10	60	R			From: 05-1102 Washington St					NA			NA		04/12/2007
						To: 05-659; 05-1135										
(1124/05) Church St	0.12	70	R			From: Dead End					NA			NA		04/12/2007
						To: 05-1123, 1st St										
(1125/05) Lynchburg Rd	0.09	50	R			From: 05-659 Depot St					NA			NA		04/12/2007
						To: Dead End										
(1126/05) Locust St	0.12	60	R			From: Bus US 29					NA			NA		03/22/2007
						To: Dead End										
(1127/05) Spruce St	0.08	90	R			From: Dead End					NA			NA		03/27/2007
						To: 05-1113 Glenway Dr										
(1129/05) Scotts Hill Rd	0.01	40	R			From: SCL Amherst					NA			NA		03/12/2007
						To: 05-1131 Oakland Dr										
(1129/05) Scotts Hill Rd	0.27	70	R			From: 05-1131 Oakland Dr					NA			NA		03/12/2007
						To: 05-1106 Garland Ave										

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						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Amherst</b>																
(1131/05) Oakland Dr	0.12	2	R			From: 05-1129 Scotts Hill Rd					NA			NA		03/12/2007
						To: Dead End										
(1133/05)	0.10	80	R			From: Dead End					NA			NA		04/12/2007
						To: 05-659 Depot St										
(1134/05) Star St	0.03	180	R			From: Bus US 29					NA			NA		04/12/2007
						To: Dead End										
(1135/05) School St	0.08	130	R			From: 05-1136 Greenmeadows					NA			NA		04/12/2007
						To: 05-659 Depot St										
(1136/05) Green Meadow Dr	0.04	80	R			From: Dead End					NA			NA		04/12/2007
(1136/05) Green Meadow Dr	0.02	20	R			From: 05-1135 School St					NA			NA		04/12/2007
						To: Dead End										
(1137/05) Forest Ave	0.05	480	R			From: Bus US 29					NA			NA		03/22/2007
(1137/05) Forest Ave	0.07	300	R			From: 05-1138 Dogwood St					NA			NA		03/22/2007
						To: Cul-de-Sac										
(1138/05) Dogwood St	0.18	190	R			From: 05-1137 Forest Ave					NA			NA		03/22/2007
						To: Dead End										
(1140/05) Woodland Dr	0.08	45	R			From: Cul-de-Sac					NA			NA		04/12/2007
(1140/05) Woodland Dr	0.09	140	R			From: 05-1141 Peyton Lane					NA			NA		04/12/2007
						To: 05-1118 Gregory Lane										
(1141/05) Peyton Lane	0.05	50	R			From: 05-1140 Woodland Dr					NA			NA		04/12/2007
						To: Cul-de-Sac										
(1142/05) Wellington St	0.09	110	R			From: Dead End					NA			NA		03/27/2007
						To: Bus US 29										
(9018/05) Davis St	0.21	790	R			From: Bus US 29					NA			NA		03/09/2010
						To: Amherst Elem Sch										