2018
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

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
Wye - 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 Maintainenance 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
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2018
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Town of Farmville

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	Truck 2Axle	Truck 3+Axle	Truck 1Trail	Truck 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW
Bus 15 S Main St	From: US 15, US 460															
	Town of Farmville	0.52	**18000**	**G**	98%	0%	1%	0%	1%	0%	F	0.093	F	0.592	20000	G
	To: Belmont Circle															
Bus 15 Main St	From:															
	Town of Farmville	0.62	**22000**	**G**	98%	0%	1%	0%	1%	0%	C	0.091	F	0.621	23000	G
	To: Milnwood Rd															
Bus 15 Main St	From:															
	Town of Farmville	0.13	**20000**	**G**	98%	0%	0%	0%	1%	0%	F	0.09	F	0.561	21000	G
	To: Gilliam Dr															
Bus 15 Main St	From:															
	Town of Farmville	0.30	**14000**	**G**	98%	0%	0%	0%	1%	0%	F	0.090	F	0.514	15000	G
	To: Griffin Blvd															
Bus 15 Main St	From:															
	Town of Farmville	0.16	**9900**	**G**	98%	0%	0%	0%	1%	0%	F	0.089	F	0.500	11000	G
	To: Gross St															
Bus 15 Main St	From:															
	Town of Farmville	0.41	**12000**	**G**	98%	0%	0%	0%	1%	0%	F	0.092	F	0.642	13000	G
	To: Putney St															
Bus 15 Main St	From:															
	Town of Farmville	0.21	**9900**	**G**	98%	0%	0%	0%	1%	0%	C	0.083	F	0.56	10000	G
	To: High Street															
Bus 15 High St	From: Main Street															
	Town of Farmville	0.07	**4300**	**G**	98%	0%	0%	0%	1%	0%	F	0.086	F	0.585	4500	G
	To: Venable Street															
Bus 15 High St	From:															
	Town of Farmville	0.29	**4700**	**G**	97%	0%	1%	0%	1%	0%	F	0.09	F	0.544	5000	G
	To: Oak Street															
Bus 15 Oak St	From: High St															
	Town of Farmville	0.28	**6800**	**G**	97%	0%	1%	0%	1%	0%	F	0.092	F	0.585	7200	G
	To: Third St															
Bus 15 Bus 460 Third St	From: Oak Street															
	Town of Farmville	1.29	**10000**	**G**	97%	0%	1%	0%	1%	0%	C	0.09	F	0.516	11000	G
	To: Industrial Park Rd															
Bus 15 Bus 460 Third St	From:															
	Town of Farmville	0.94	**7000**	**G**	97%	0%	1%	1%	1%	0%	F	0.088	F	0.643	7600	G
	To: 73-695, WCL Farmville															
45 Main St	From: BUS US 15; High Street															
	Town of Farmville	0.10	**9000**	**G**	97%	0%	1%	0%	1%	0%	F	0.086	F	0.542	9500	G
	To: BUS US 460; Third St															
45 Main St	From:															
	Town of Farmville	0.40	**10000**	**G**	97%	0%	1%	0%	1%	0%	C	0.089	F	0.502	11000	G
	To: River Rd															
45 Main St	From:															
	Town of Farmville	0.18	**6900**	**G**	97%	0%	1%	0%	1%	0%	F	0.090	F	0.600	7300	G
	To: Osborne Rd															
45 Main St	From:															
	Town of Farmville	0.73	**5700**	**G**	97%	0%	1%	0%	2%	0%	C	0.094	F	0.603	6000	G
	To: NCL Farmville															

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Bus 460 Bus 15 Third St	Town of Farmville	From: 73-695, WCL Farmville	0.94	7000	G	97%	0%	1%	1%	1%	0%	F	0.088	F	0.643	7600	G
		To: Industrial Park Rd															
Bus 460 Bus 15 Third St	Town of Farmville	From: Industrial Park Rd	1.29	10000	G	97%	0%	1%	0%	1%	0%	C	0.09	F	0.516	11000	G
		To: RT 15 BUS															
Bus 460 Third St	Town of Farmville	From: BUS US 15; Oak St	0.67	7600	G	98%	0%	1%	0%	1%	0%	F	0.084	F	0.516	8100	G
		To: SR 45; Main St															
Bus 460 3rd St	Town of Farmville	From:	0.17	8500	G	97%	0%	1%	0%	1%	0%	C	0.083	F	0.574	9000	G
		To: Virginia St															
Bus 460 3rd St	Town of Farmville	From: Virginia St	1.22	9000	G	97%	0%	1%	0%	1%	0%	F	0.086	F	0.585	9600	G
		To: Milnwood Rd															
Bus 460 3rd St	Town of Farmville	From: Milnwood Rd	0.89	7900	G	98%	0%	1%	0%	1%	0%	F	0.095	F	0.572	8400	G
		To: ECL Farmville															

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Town of Farmville																
1 Industrial Park Dr	0.36	**1800**	**G**	96%	1%	2%	1%	1%	0%	C	0.090	F	0.636	2000	G	2018
From: US 15 Third St																
To: 73-753 Weavexx Rd																
1 Industrial Park Dr	0.74	**780**	**G**	98%	1%	1%	0%	0%	0%	C	0.105	F	0.760	820	G	2018
From: 73-753 Weavexx Rd																
To: 0.74 MI N OF 73-753 Weavexx Rd																
2 2nd St	0.13	**2100**	**G**	98%	1%	1%	0%	0%	0%	C	0.098	F	0.557	2300	G	2018
From: North St																
To: South St																
4 North St	0.11	**1500**	**G**	97%	1%	1%	0%	0%	0%	C	0.108	F	0.75	1600	G	2018
From: High St																
To: Bus US 15, Bus US 460 Third St																
4 North St	0.08	**2100**	**G**	99%	0%	1%	0%	0%	0%	C	0.092	F	0.515	2200	G	2018
From: Second St																
To: 4th St																
5 South St	0.12	**1700**	**G**	97%	1%	1%	0%	0%	0%	C	0.099	F	0.592	1800	G	2018
From: Bus US 460 3rd St																
To: 2nd St																
5 South St	0.09	**1200**	**G**	98%	1%	1%	0%	0%	0%	C	0.120	F	0.601	1200	G	2018
From: Main St																
To: High St																
3851 Griffin Blvd	0.79	**7500**	**G**	97%	0%	3%	0%	0%	0%	C	0.085	F	0.554	7900	G	2018
From: WCL Farmville																
To: 4Th Ave																
3852 High St	0.62	**2100**	**G**	98%	0%	1%	0%	0%	0%	C	0.108	F	0.552	2200	G	2018
From: Oak St																
To: Church St																
3852 High St	0.38	**2500**	**G**	98%	0%	1%	1%	0%	0%	C	0.102	F	0.555	2700	G	2018
From: Longwood Ave																
To: Third St																
3853 Virginia St	0.27	**2400**	**G**	98%	0%	2%	0%	0%	0%	C	0.092	F	0.533	2600	G	2018
From: First Avenue																
To: Griffin Blvd																
3853 Virginia St	0.10	**2700**	**G**	98%	0%	2%	0%	0%	0%	F	0.1	F	0.526	2900	G	2018
From: 4Th Ave																
To: Main St																
3854 Barrow St	0.13	**590**	**G**	98%	1%	1%	0%	0%	0%	C	0.135	F	0.575	630	G	2018
From: 4Th Ave																
To: Main St																
3856 Gilliam Dr	0.23	**990**	**G**	96%	0%	3%	0%	0%	0%	C	0.119	F	0.574	1000	G	2018
From: High St																
To: Main St																
3857 Venable St	0.18	**1300**	**G**	99%	0%	0%	0%	0%	0%	C	0.103	F		1400	G	2018
From: Bus US 15 Main St																
To: Bus US 460 Third St																
3860 Milnwood Rd	1.52	**5700**	**G**	99%	0%	1%	0%	0%	0%	C	0.105	F	0.532	6100	G	2018
From: 73-638 ECL Farmville																
To: WCL Farmville																
3860 Persimmon Tree Fork Rd	0.47	**550**	**G**	98%	0%	1%	0%	0%	0%	C	0.110	F	0.567	580	G	2018
From: Main St																
To: ECL Farmville																
3862 Plank Rd	0.58	**1800**	**G**	97%	1%	1%	1%	1%	0%	C	0.089	F	0.551	1900	G	2018
From: Main St																
To: ECL Farmville																
3862 River Rd	0.55	**850**	**G**	98%	0%	1%	0%	0%	0%	C	0.11	F	0.573	910	G	2018
From: Bus US 15 South Main St																
To: Virginia St																
3864 4th St	0.16	**2000**	**G**	99%	0%	1%	0%	0%	0%	C	0.109	F	0.504	2100	G	2018
From: Virginia St																
To: Cedar Ave																
3864 Longwood Ave	0.55	**1700**	**G**	98%	0%	1%	1%	0%	0%	C	0.105	F	0.589	1900	G	2018

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Town of Farmville																
(3864) Longwood Ave	0.49	**2300**	**G**	98%	1%	1%	0%	0%	0%	C	0.12	F	0.692	2500	G	2018
From: Cedar Ave To: Bus US 460 Third St																
1st Avenue		**530**	**G**								0.099	F	0.504	560	G	2018
From: School St To: Franklin St																
4th Avenue		**70**	**G**								0.151	F	0.5	80	G	2018
From: School St To: Fayette St																
Agee St		**920**	**G**								0.099	F	0.548	980	G	2018
From: Cobb St To: West Third St																
Bizarre St		**160**	**G**								0.125	F	0.524	170	G	2018
From: Georgia St To: Jefferson St																
Cobb St		**150**	**G**								0.13	F	0.512	160	G	2018
From: Agee St To: Holman St																
Edmund St		**120**	**G**								0.123	F	0.625	130	G	2018
From: Hill St To: Griffin Blvd																
Georgia St		**80**	**G**								0.18	F	0.6	80	G	2018
From: Stepney St To: Monroe St																
Holman St		**570**	**G**								0.102	F	0.656	600	G	2018
From: Cobb St To: West Third St																
Hylawn Ave		**380**	**G**								0.11	F	0.506	400	G	2018
From: Gum St To: ECL Farmville																
Monroe St		**110**	**G**								0.133	F	0.625	110	G	2018
From: Georgia St To: Maryland St																
Osborne Rd		**440**	**G**								0.116	F	0.591	470	G	2018
From: Main St To: Jefferson St																
Park Ave		**150**	**G**								0.149	F	0.553	160	G	2018
From: Watson St To: Serpell St																
Richardson St		**20**	**G**								0.211	F	0.583	20	G	2018
From: Watson St To: Glenn St																
School St		**40**	**G**								0.157	F	0.571	40	G	2018
From: 4th Ave To: 3rd Ave																
Vaughan St		**630**	**G**								0.113	F	0.658	670	G	2018
From: Longwood Ave To: Third St																
Watkins St		**120**	**G**								0.163	F	0.571	130	G	2018
From: Chambers St To: Redford St																