

**2002**

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

where available

**Special Locality Report**

**144**

Town of Farmville

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.

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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’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

**Peak Hour:** The estimate of the traffic volume for the 30<sup>th</sup> highest traffic volume occurring in a one-year period divided by the AADT for the same one-year period.

**QK:** Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B Factor based on 30th Highest Hour Observed During Less than 12 Months 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 30th Highest 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

- 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
-  Secondary Route

### Special Routes

- Bus  
 Bus - Business Route
-  Bypas - Bypass Route
-  Truck - Truck Route
- ALT  
 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  
 Mobility Management Division  
 2002  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 Town of Farmville

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Farmville</b>																
Bus 15						From: SCL Farmville										
	0.72	12000	F	97%	1%	2%	0%	1%	0%	F	0.088	F	0.649	13000	F	2002
Bus 15						From: Old SCL Farmville										
15 Main Street	0.42	15000	F	97%	1%	2%	0%	1%	0%	C	0.087	F	0.528	16000	F	2002
Bus 15						From: Milwood Rd										
15 Main Street	0.13	15000	F	97%	0%	2%	0%	1%	0%	F	0.086	F	0.504	16000	F	2002
Bus 15						From: Gilliam St										
15 Main Street	0.30	13000	F	97%	0%	2%	0%	1%	0%	F	0.083	F	0.582	14000	F	2002
Bus 15						From: Griffin Blvd										
15 Main Street	0.16	10000	F	97%	0%	2%	0%	1%	0%	F	0.089	F	0.517	11000	F	2002
Bus 15						From: Gross St										
15 Main Street	0.41	10000	F	97%	0%	2%	0%	1%	0%	F	0.091	F	0.562	11000	F	2002
Bus 15						From: Putney St										
15 Main Street	0.21	9500	F	97%	0%	2%	0%	1%	0%	F	0.091	F	0.59	10000	F	2002
Bus 15						From: High Street										
15 High Street	0.07	3400	F	97%	0%	2%	0%	1%	0%	F	0.092	F	0.567	3600	F	2002
Bus 15						From: Venable Street										
15 High Street	0.29	3400	F	96%	1%	2%	1%	1%	0%	F	0.085	F	0.514	3600	F	2002
Bus 15						From: Oak Street										
15 Oak Street	0.28	5900	F	96%	1%	2%	1%	1%	0%	F	0.092	F	0.547	6300	F	2002
Bus 15						From: Third St										
15 Third Street	1.29	11000	F	96%	1%	2%	1%	1%	0%	F	0.092	F	0.533	12000	F	2002
Bus 15						From: Industrial Park Rd										
15 Third Street	0.94	7400	F	96%	0%	2%	1%	1%	0%	F	0.088	F	0.55	7800	F	2002
45						From: 73-695, WCL Farmville										
45	0.10	10000	F								0.112	F	0.506	11000	F	2002
Bus 45						From: Third St										
45 Main Street	0.40	9000	F								0.092	F	0.563	9600	F	2002
Bus 45						From: River Rd										
45 Main Street	0.18	7900	F								0.086	F	0.552	8300	F	2002
Bus 45						From: Osborne Rd										
45 Main Street	0.73	5900	F	95%	0%	2%	1%	2%	0%	C	0.088	F	0.566	6300	F	2002
Bus 460						From: 73-695, WCL FARMVILLE										
Bus 15																
460 15 Third Street	0.94	7400	F	96%	0%	2%	1%	1%	0%	F	0.088	F	0.55	7800	F	2002
Bus 460						From: INDUSTRIAL PARK RD										
Bus 15																
460 15 Third Street	1.29	11000	F	96%	1%	2%	1%	1%	0%	F	0.092	F	0.533	12000	F	2002
Bus 460						From: RT 15 BUS										
460 Third St	0.67	7300	F	92%	1%	5%	1%	1%	0%	F	0.094	F	0.629	7700	F	2002
Bus 460						From: Main St										
460 3rd St	0.17	8600	F	92%	1%	5%	1%	1%	0%	C	0.087	F	0.505	9100	F	2002
Bus 460						From: Virginia St										
460 3rd St	1.22	7300	F	92%	1%	5%	1%	1%	0%	F	0.092	F	0.549	7700	F	2002
Bus 460						From: Milwood Rd										

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						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Farmville</b>																
Bus 460 3rd St	0.89	6800	F	92%	1%	From: Milwood Rd To: ECL Farmville				F	0.095	F	0.590	7200	F	2002
1 Industrial Park Dr	0.36	2000	F	96%	0%	From: US 15 Third St To: 73-753				C	0.108	F	0.594	2100	F	2002
1 Industrial Park Dr	0.74	560	F	96%	1%	From: 73-753 To: 0.74 MI N OF 73-753				C	0.093	F	0.542	600	F	2002
2 2nd St	0.13	2700	F	98%	0%	From: North St To: South St				F	0.099	F	0.594	2900	F	2002
4 North St	0.11	2300	F	98%	0%	From: High St To: Third St				C	0.128	F	0.52	2400	F	2002
4 North St	0.08	2800	F	97%	0%	From: Third St To: Second St				C	0.098	F	0.594	2900	F	2002
5 South St	0.12	1800	F			From: 4Th St To: 3Rd St					0.106	F	0.524	1900	F	2002
5 South St	0.09	1200	F	98%	0%	From: 3Rd St To: 2Nd St				C	0.115	F	0.558	1300	F	2002
3851 Griffin Blvd	0.79	3800	F	98%	0%	From: Main St To: High St				C	0.096	F	0.504	4100	F	2002
3852 High St	0.62	1800	F	97%	0%	From: WCL Farmville To: 4Th Ave				F	0.117	F	0.584	1900	F	2002
3852 High St	0.38	2500	F	97%	0%	From: 4Th Ave To: Oak St				C	0.104	F	0.529	2700	F	2002
3853 Virginia St	0.27	710	F	99%	0%	From: Church St To: Longwood Ave				C	0.111	F	0.546	750	F	2002
3853 Virginia St	0.10	3400	F	99%	0%	From: Longwood Ave To: Third St				F	0.102	F	0.558	3700	F	2002
3854 Barrow St	0.13	1000	F	96%	1%	From: First Avenue To: Griffin Blvd				F	0.127	F	0.54	1100	F	2002
3856 Gilliam Dr	0.23	760	F	98%	1%	From: 4Th Ave To: Main St				C	0.119	F	0.606	800	F	2002
3857 Venable St	0.18	2300	F	99%	0%	From: High St To: Main St				F	0.115	F	0.534	2400	F	2002
3860 Milwood Rd	1.52	4600	F	98%	0%	From: Bus US 15 Main St To: Bus US 460 Third St				C	0.093	F	0.519	4900	F	2002
3860 Persimmon Tree Fork R	0.47	590	F	98%	1%	From: Bus US 460 Third St To: 73-638 ECL Farmville				C	0.105	F	0.597	620	F	2002
3862 Plank Rd	0.58	1800	F	92%	2%	From: WCL Farmville To: Main St				C	0.097	F	0.574	1900	F	2002
3862 River Rd	0.55	760	F	96%	0%	From: Main St To: ECL Farmville				C	0.088	F	0.782	810	F	2002



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<b>Town of Farmville</b>																
(3864) 4th St	0.16	2400	F	96%	0%	2%	1%	0%	0%	F	0.103	F	0.532	2500	F	2002
(3864) Longwood Ave	0.55	1800	F	96%	0%	2%	1%	1%	0%	F	0.118	F	0.574	1900	F	2002
(3864) Longwood Ave	0.49	4000	F	96%	0%	2%	1%	1%	0%	F	0.088	F	0.568	4300	F	2002
1st Ave		660	F								0.114	F		700	F	2002
4th Ave		80	F								0.156	F		90	F	2002
Agee St		810	F								0.11	F		860	F	2002
Bizarre St		180	F								0.125	F		200	F	2002
Cobb St		220	F								0.145	F		240	F	2002
Edmund St		170	F								0.180	F		180	F	2002
Georgia St		130	F								0.141	F		140	F	2002
Holman St		220	F								0.145	F		240	F	2002
Hylawn Ave		530	F								0.124	F		560	F	2002
Monroe St		160	F								0.110	F		160	F	2002
Osborne Rd		760	F								0.087	F		810	F	2002
Park Ave		180	F								0.129	F		190	F	2002
Richardson St		50	F								0.141	F		60	F	2002
School St		80	F								0.179	F		80	F	2002
Vaughan St		1200	F								0.171	F		1300	F	2002
Watkins St		120	F								0.118	F		130	F	2002