

2020

**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**

The reported 2020 AADTs represent the best estimate of 2020 average daily traffic, however, this year's AADTs do vary from normal traffic in the years prior to 2020 due to COVID-19. The reported AADTs may not represent typical traffic for a given day or period within the year as the drastic seasonal variations were normalized through the factoring process. The 2020 publications are therefore colored to draw users attention to the fact that uses of the 2020 published estimates versus alternative data sources should be determined at users' discretion based on the objectives or nature of the analyses being performed.

The estimated 2020 DVMT for the entire state maintained network total to 208,000,000, which has trended down by 11 percent compared to the 2019 level of 234,000,000. For most traffic links across the state, the estimated 2020 AADTs are also seen to have decreased from their 2019 levels.

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 buses.

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
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
2020
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	17000	G	98%	0%	1%	0%	1%	0%	F	0.093	F	0.592	18000	G
	To: Belmont Circle															
Bus 15 Main St	From: [] Town of Farmville	0.47	17000	F	98%	0%	1%	0%	1%	0%	C	0.091	F	0.550	18000	F
	To: Milnwood Rd															
Bus 15 Main St	From: [] Town of Farmville	0.28	18000	G	98%	0%	0%	0%	1%	0%	F	0.09	F	0.561	19000	G
	To: Gilliam Dr															
Bus 15 Main St	From: [] Town of Farmville	0.16	9100	G	98%	0%	0%	0%	1%	0%	F	0.089	F	0.500	9700	G
	To: Griffin Blvd															
Bus 15 Main St	From: [] Town of Farmville	0.41	11000	G	98%	0%	0%	0%	1%	0%	F	0.092	F	0.642	12000	G
	To: Putney St															
Bus 15 Main St	From: [] Town of Farmville	0.21	9100	G	98%	0%	0%	0%	1%	0%	C	0.083	F	0.56	9600	G
	To: High Street Main Street															
Bus 15 High St	From: [] Town of Farmville	0.07	3900	G	98%	0%	0%	0%	1%	0%	F	0.086	F	0.585	4100	G
	To: Venable Street															
Bus 15 High St	From: [] Town of Farmville	0.29	4300	G	98%	0%	1%	0%	1%	0%	F	0.09	F	0.544	4500	G
	To: Oak Street															
Bus 15 Oak St	From: [] Town of Farmville	0.28	6200	G	98%	0%	1%	0%	1%	0%	F	0.092	F	0.585	6600	G
	To: Third St															
Bus Bus 15 460 Third St	From: [] Town of Farmville	1.29	8500	F	98%	0%	1%	0%	1%	0%	C	0.087	F	0.525	9300	F
	To: Industrial Park Rd															
Bus Bus 15 460 Third St	From: [] Town of Farmville	0.94	6200	G	97%	1%	1%	1%	1%	0%	F	0.088	F	0.643	6700	G
	To: 73-695, WCL Farmville															
45 Main St	From: [] Town of Farmville	0.10	8200	G	97%	0%	1%	0%	1%	0%	F	0.086	F	0.542	8700	G
	To: BUS US 460; Third St															
45 Main St	From: [] Town of Farmville	0.40	9300	G	97%	0%	1%	0%	1%	0%	C	0.089	F	0.502	9900	G
	To: River Rd															
45 Main St	From: [] Town of Farmville	0.18	6300	G	97%	0%	1%	0%	1%	0%	F	0.090	F	0.600	6700	G
	To: Osborne Rd															
45 Main St	From: [] Town of Farmville	0.73	5200	G	97%	0%	1%	0%	2%	0%	C	0.094	F	0.603	5500	G
	To: NCL Farmville															

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							2Axle	3+Axle	1Trail	2Trail						
From: 73-695, WCL Farmville To: Third St Bus 460 Bus 15	Town of Farmville	0.94	6200	G	97%	1%	1%	1%	0%	F	0.088	F	0.643	6700	G	
From: Industrial Park Rd To: Third St Bus 460 Bus 15	Town of Farmville	1.29	8500	F	98%	0%	1%	0%	1%	C	0.087	F	0.525	9300	F	
From: RT 15 BUS To: BUS US 15; Oak St Bus 460	Town of Farmville	0.67	6300	F	97%	0%	1%	1%	0%	F	0.088	F	0.505	6600	F	
From: SR 45; Main St To: 3rd St Bus 460	Town of Farmville	0.17	7300	F	97%	0%	1%	0%	1%	C	0.085	F	0.539	7700	F	
From: Virginia St To: 3rd St Bus 460	Town of Farmville	1.22	8300	G	97%	0%	1%	0%	1%	F	0.086	F	0.585	8800	G	
From: Milnwood Rd To: 3rd St Bus 460	Town of Farmville	0.89	7200	G	97%	0%	1%	1%	0%	F	0.095	F	0.572	7700	G	
From: ECL Farmville To:																

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Route	Length	AADT	QA	4Tire	Bus	-----Truck----- 2Axle 3+Axle 1Trail 2Trail				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of Farmville																
① Industrial Park Dr	0.36	1700	G	96%	1%	US 15 Third St 2% 1% 1% 0%				C	0.090	F	0.636	1800	G	2020
① Industrial Park Dr	0.74	710	G	98%	1%	73-753 Weavexx Rd 1% 0% 0% 0%				C	0.105	F	0.760	750	G	2020
0.74 MI N OF 73-753 Weavexx Rd																
② 2nd St	0.13	1700	F	98%	0%	North St 1% 0% 0% 0%				C	0.099	F	0.577	1800	F	2020
South St																
④ North St	0.11	1400	G	97%	1%	High St 1% 0% 0% 0%				C	0.108	F	0.75	1500	G	2020
④ North St	0.08	1900	G	99%	0%	Bus US 15, Bus US 460 Third St 1% 0% 0% 0%				C	0.092	F	0.515	2000	G	2020
Second St																
⑤ South St	0.12	1600	G	97%	1%	4th St 1% 0% 0% 0%				C	0.099	F	0.592	1600	G	2020
⑤ South St	0.09	1100	G	98%	1%	Bus US 460 3rd St 1% 0% 0% 0%				C	0.120	F	0.601	1100	G	2020
2nd St																
③851 Griffin Blvd	0.79	6800	G	97%	0%	Main St 3% 0% 0% 0%				C	0.085	F	0.554	7200	G	2020
High St																
③852 High St	0.62	1900	G	98%	0%	WCL Farmville 1% 0% 0% 0%				C	0.108	F	0.552	2000	G	2020
③852 High St	0.38	2300	G	98%	0%	4Th Ave 1% 1% 0% 0%				C	0.102	F	0.555	2500	G	2020
Oak St																
③853 Virginia St	0.27	2200	G	98%	0%	Church St 2% 0% 0% 0%				C	0.092	F	0.533	2400	G	2020
③853 Virginia St	0.10	2500	G	98%	0%	Longwood Ave 2% 0% 0% 0%				F	0.1	F	0.526	2600	G	2020
Third St																
③854 Barrow St	0.13	540	G	98%	1%	First Avenue 1% 0% 0% 0%				C	0.135	F	0.575	580	G	2020
Griffin Blvd																
③856 Gilliam Dr	0.23	900	G	96%	0%	4Th Ave 3% 0% 0% 0%				C	0.119	F	0.574	950	G	2020
Main St																
③857 Venable St	0.18	920	F	98%	0%	High St 1% 0% 0% 0%				C	0.104	F		970	F	2020
Main St																
③860 Milwood Rd	1.52	5200	G	99%	0%	Bus US 15 Main St 1% 0% 0% 0%				C	0.105	F	0.532	5600	G	2020
③860 Persimmon Tree Fork Rd	0.47	500	G	98%	0%	Bus US 460 Third St 1% 0% 0% 0%				C	0.110	F	0.567	540	G	2020
73-638 ECL Farmville																
③862 Plank Rd	0.58	1600	G	97%	1%	WCL Farmville 1% 1% 1% 0%				C	0.089	F	0.551	1700	G	2020
Main St																
③862 River Rd	0.55	990	F	98%	0%	High St 1% 0% 0% 0%				C	0.111	F	0.609	1100	F	2020
ECL Farmville																
③864 4th St	0.16	1800	G	99%	0%	Bus US 15 South Main St 1% 0% 0% 0%				C	0.109	F	0.504	2000	G	2020
Virginia St																
③864 Longwood Ave	0.55	1600	G	98%	0%	1% 1% 0% 0%				C	0.105	F	0.589	1700	G	2020
Cedar Ave																

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						2Axle	3+Axle	1Trail	2Trail							
Town of Farmville																
3864 Longwood Ave	0.49	2100	G	98%	1%	From Cedar Ave				C	0.12	F	0.692	2200	G	2020
						To Bus US 460 Third St										
1st Avenue		540	F			From School St					0.122	F	0.601	570	F	2020
						To Franklin St										
4th Avenue		60	F			From School St					0.168	F	0.583	70	F	2020
						To Fayette St										
Agee St		590	F			From Cobb St					0.121	F	0.559	630	F	2020
						To West Third St										
Bizarre St		110	F			From Georgia St					0.120	F	0.552	110	F	2020
						To Jefferson St										
Cobb St		70	F			From Agee St					0.171	F	0.679	80	F	2020
						To Holman St										
Edmund St		120	F			From Hill St					0.128	F	0.514	130	F	2020
						To Griffin Blvd										
Georgia St		80	F			From Stepney St					0.211	F	0.615	90	F	2020
						To Monroe St										
Holman St		140	F			From Cobb St					0.123	F	0.684	150	F	2020
						To West Third St										
Hylawn Ave		310	F			From Gum St					0.125	F	0.581	330	F	2020
						To ECL Farmville										
Monroe St		120	F			From Georgia St					0.101	F	0.571	130	F	2020
						To Maryland St										
Osborne Rd		530	F			From Main St					0.103	F	0.508	560	F	2020
						To Jefferson St										
Park Ave		140	F			From Watson St					0.100	F	0.645	150	F	2020
						To Serpell St										
Richardson St		10	F			From Watson St					0.276	F	0.625	10	F	2020
						To Glenn St										
School St		40	F			From 4th Ave					0.25	F	0.583	45	F	2020
						To 3rd Ave										
Vaughan St		540	F			From Longwood Ave					0.110	F	0.594	570	F	2020
						To Third St										
Watkins St		100	F			From Chambers St					0.128	F	0.679	100	F	2020
						To Redford St										