

**2017**  
**Virginia Department of Transportation**  
**Daily Traffic Volume Estimates**  
**Including Vehicle Classification Estimates**

where available

**Special Locality Report**

**300**

Town of Smithfield

Information in this report is included in Report

**46**

(Isle of Wight 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
-  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  
2017  
Annual Average Daily Traffic Volume Estimates By Section of Route  
Town of Smithfield

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
	From: NCL Smithfield															
10	Town of Smithfield (Maint: 46)	0.78	9900	F	96%	1%	1%	1%	2%	0%	F	0.09	0.557	10000	F	
	To: US 258 Main St West															
	From: Main St West															
10 258	Town of Smithfield (Maint: 46)	2.30	18000	F	95%	1%	1%	1%	2%	0%	C	0.099	0.514	19000	F	
	To: Bus US 258, Bus SR 10 Church St South															
10 258	Benns Church Blvd	0.31	27000	F	95%	1%	1%	2%	2%	0%	F	0.094	0.534	29000	F	
	To: Old ECL Smithfield															
	From: Old ECL Smithfield															
10 258	Benns Church Blvd	0.65	24000	F	95%	1%	1%	2%	2%	0%	F	0.092	0.534	25000	F	
	To: SCL Smithfield															
	From: SR 10															
Bus 10 Bus 258	South Church St	0.85	13000	F	99%	0%	0%	0%	0%	0%	F	0.101	0.551	14000	F	
	To: Battery Park Rd															
	From: Battery Park Rd															
Bus 10 Bus 258	South Church St	0.79	12000	F	99%	0%	0%	0%	0%	0%	C	0.108	0.504	13000	F	
	To: Red Point Dr															
	From: Red Point Dr															
Bus 10 Bus 258	Church St	0.79	12000	F	99%	0%	0%	0%	0%	0%	F	0.108	0.514	13000	F	
	To: Bus SR 258 Smithfield															
	From: Bus US 258 Main St															
Bus 10	North Church St	0.85	5800	F	99%	0%	0%	0%	0%	0%	C	0.117	0.613	6100	F	
	To: Berry Hill Rd															
	From: Berry Hill Rd															
Bus 10	North Church St	0.43	5800	F	99%	0%	0%	0%	0%	0%	F	0.115	0.674	6200	F	
	To: NCL Smithfield															
	From: WCL Smithfield; 46-709 Waterworks Rd															
258	Courthouse Hwy	0.27	9400	F	94%	1%	1%	1%	3%	0%	C	0.097	0.549	10000	F	
	To: Old WCL Smithfield															
	From: Old WCL Smithfield															
258	Main St	0.76	12000	F	95%	1%	1%	1%	2%	0%	C	0.096	0.543	13000	F	
	To: SR 10															
	From: Main St															
258 10	Town of Smithfield (Maint: 46)	2.30	18000	F	95%	1%	1%	1%	2%	0%	C	0.099	0.514	19000	F	
	To: Bus US 258															
	From: Bus US 258															
258 10	Benns Church Blvd	0.31	27000	F	95%	1%	1%	2%	2%	0%	F	0.094	0.534	29000	F	
	To: Old SCL Smithfield															
	From: Old SCL Smithfield															
258 10	Benns Church Blvd	0.65	24000	F	95%	1%	1%	2%	2%	0%	F	0.092	0.534	25000	F	
	To: SCL Smithfield; 46-644 Turner Dr															
	From: SR 10 Bypass															
Bus 258	Main St	0.20	7800	F	99%	0%	0%	0%	0%	0%	F	0.101	0.549	8200	F	
	To: Grace Street															
	From: Grace Street															
Bus 258	Main St	0.10	5000	F	99%	0%	0%	0%	0%	0%	F	0.102	0.509	5300	F	
	To: Cary Street															

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							2Axle	3+Axle	1Trail	2Trail						
Bus 258 Main St	Town of Smithfield (Maint: 46)	0.34	3100	F	99%	0%	0%	0%	0%	0%	F	0.097	0.524	3300	F	
	From: Cary Street															
	To: Church Street															
Bus Bus 258 10 Church St	Town of Smithfield (Maint: 46)	0.79	12000	F	99%	0%	0%	0%	0%	0%	F	0.108	0.514	13000	F	
	From: Main Street															
	To: Red Point Drive															
Bus Bus 258 10 South Church St	Town of Smithfield (Maint: 46)	0.79	12000	F	99%	0%	0%	0%	0%	0%	C	0.108	0.504	13000	F	
	From: Battery Park Road															
	To: South Church St															
Bus Bus 258 10 South Church St	Town of Smithfield (Maint: 46)	0.85	13000	F	99%	0%	0%	0%	0%	0%	F	0.101	0.551	14000	F	
	From: SR 10 Bypass															
	To: South Church St															
ALT 258 Grace St	Town of Smithfield (Maint: 46)	0.14	3700	F	98%	0%	1%	1%	0%	0%	C	0.101	0.584	3900	F	
	From: Main St															
	To: Cary St															
ALT 258 Grace St	Town of Smithfield (Maint: 46)	0.34	3200	F	98%	0%	1%	1%	0%	0%	C	0.114	0.786	3400	F	
	From: Cary St															
	To: North Church St															



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						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Smithfield</b>																
(F659) Cedar St	0.44	1900	R			SCL Smithfield					NA			NA		05/23/2017
						Dead End										
(F661) Pole Rd	0.19	180	R			US 258; 300-640					NA			NA		05/23/2017
						Dead End										
(631) Cary St	0.91	2000	F	97%	0%	1%	1%	0%	0%	C	0.11		0.658	2100	F	2017
						Main St										
						Smithfield Corp Limits										
(640) Great Springs Rd	0.22	1000	F	97%	1%	1%	1%	0%	0%	C	0.117		0.648	1100	F	2017
						Smithfield Corp Limits										
						Main St										
(643) Battery Park Rd	0.37	10000	F	98%	1%	1%	1%	0%	0%	C	0.104		0.54	11000	F	2017
						South Church St										
						ECL Smithfield; Kendall Haven										
Berry Hill Rd		3900	G			Church St					0.104		0.705	4300	G	2017
						Smithfield Corp Limits										
Cedar St		1900	F			Underwood La					0.098		0.575	2000	F	2017
						Church St										
Lumar Rd		1400	F			Red Point Dr					0.108		0.568	1500	F	2017
						Moonfield Dr										
Moonfield Dr		2100	F			Lumar Rd					0.108		0.651	2200	F	2017
						Cul-de-Sac										
Red Point Dr		290	F			Church St					0.13		0.561	310	F	2017
						Lumar Rd										
Ridgeland Dr		160	F			Jefferson Dr					0.119		0.619	170	F	2017
						Pegan Rd										
Underwood La		2100	F			Cedar St					0.098		0.555	2200	F	2017
						Main St										
Wainwright Dr		540	F			Lumar Rd					0.102		0.627	570	F	2017
						Jefferson Dr										