2017

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

where available

Special Locality Report

301

Town of South Hill

Information in this report is included in Report

58

(Mecklenburg 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

North 81 — Interstate Route

Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.

29 — US Route

7 — Virginia State Route

F241 — Frontage Road (F precedes frontage route number)

600 — Secondary Route

Special Routes

Bus 29
Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route

ALT 220
ALT - Alternate Route
Wye - Wye Route connector

11 P — P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.

600 154 — 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.

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 1	58	Danville St	Town of South Hill	1.89	5300	G	94%	2%	1%	1%	2%	0%	C	0.123		0.565	5300	G
			From: SCL South Hill / To: Locust St															
Bus 1	58	Danville St	Town of South Hill	0.28	7700	G	94%	2%	1%	1%	2%	0%	F	0.099		0.54	7800	G
			From: Plank Rd															
Bus 1	58	Danville St	Town of South Hill	0.09	8000	G	94%	2%	1%	1%	2%	0%	F	0.093		0.556	8100	G
			From: Goodes Ferry Blvd															
Bus 1	58	Danville St	Town of South Hill	0.23	7400	G	94%	2%	1%	1%	2%	0%	F	0.089		0.555	7500	G
			To: Mecklenburg Ave															
Bus 1	58	Mecklenburg Ave	Town of South Hill	0.16	8300	G	96%	1%	1%	1%	2%	0%	F	0.084		0.531	8400	G
			From: Danville St / To: US 58 BUS; SR 47 Atlantic St															
1		Mecklenburg Ave	Town of South Hill	0.08	8100	G	96%	1%	1%	1%	2%	0%	F	0.094		0.507	8200	G
			From: Windsor St															
1		Mecklenburg Ave	Town of South Hill	0.58	9900	G	96%	1%	1%	1%	2%	0%	F	0.09		0.545	10000	G
			From: E Ferrell St															
1		Mecklenburg Ave	Town of South Hill	2.26	7400	G	96%	1%	1%	1%	2%	0%	C	0.091		0.540	7500	G
			To: NCL South Hill															
47		W Atlantic St	Town of South Hill	0.63	6800	G	95%	1%	1%	1%	3%	0%	F	0.084		0.514	6900	G
			From: Mecklenburg Ave / To: Thomas St															
47		W Atlantic St	Town of South Hill	0.23	5600	G	95%	1%	1%	1%	3%	0%	C	0.104		0.603	5700	G
			From: Opie Rd															
47		W Atlantic St	Town of South Hill	0.39	6600	G	95%	1%	1%	1%	3%	0%	F	0.088		0.625	6600	G
			To: WCL South Hill															
58			Town of South Hill (Maint: 58)	0.69	6000	G	81%	1%	1%	1%	16%	1%	F	0.085		0.618	5900	G
			From: SCL South Hill; Maple Lane / To: BUS US 58; Country Lane															
58		E Atlantic St	Town of South Hill (Maint: 58)	0.24	21000	G	81%	1%	1%	1%	16%	1%	F	0.079		0.538	21000	G
			To: ECL South Hill; I-85															
Bus 58	1	Danville St	Town of South Hill	0.28	7700	G	94%	2%	1%	1%	2%	0%	F	0.099		0.54	7800	G
			From: Locust St / To: Plank Rd															
Bus 58	1	Danville St	Town of South Hill	1.89	5300	G	94%	2%	1%	1%	2%	0%	C	0.123		0.565	5300	G
			From: SCL South Hill / To: Locust St															
Bus 58	1	Danville St	Town of South Hill	0.09	8000	G	94%	2%	1%	1%	2%	0%	F	0.093		0.556	8100	G
			From: Plank Rd / To: Goodes Ferry Blvd															

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW
Bus 58 / 1 Danville St — From: Goodes Ferry Blvd / To: Mecklenburg Ave	Town of South Hill	0.23	7400	G	94%	2%	1%	1%	2%	0%	F	0.089		0.555	7500	G
Bus 58 / 1 Mecklenburg Ave — From: Danville St / To: US 1; SR 47 Atlantic St	Town of South Hill	0.16	8300	G	96%	1%	1%	1%	2%	0%	F	0.084		0.531	8400	G
Bus 58 Atlantic St — From: US 1; SR 47 / To: Windsor St	Town of South Hill	0.48	10000	G	97%	0%	1%	0%	2%	0%	C	0.088		0.544	10000	G
Bus 58 Atlantic St — From: Windsor St / To: US 58 E Atlantic St	Town of South Hill	0.66	13000	G	97%	0%	1%	0%	2%	0%	C	0.088		0.544	13000	G
North 85 — From: SCL South Hill / To: US 58	Town of South Hill (Maint: 58)	0.25	13000	A	81%	1%	1%	1%	16%	1%	F	0.118			11000	A
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		25000	A	80%	1%	1%	1%	16%	1%	F	0.109	A	0.505	22000	A
North 85 — From: US 58 / To: US 1	Town of South Hill (Maint: 58)	2.53	12000	A	81%	1%	1%	1%	16%	1%	F	0.117			10000	A
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		23000	A	80%	1%	1%	1%	16%	1%	F	0.112	A	0.531	20000	A
North 85 — From: US 1 / To: NCL South Hill	Town of South Hill (Maint: 58)	0.53	11000	A	81%	1%	1%	1%	16%	1%	F	0.119			9600	A
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		22000	A	80%	1%	1%	1%	16%	1%	F	0.112	A	0.512	19000	A
South 85 — From: SCL South Hill / To: US 58	Town of South Hill (Maint: 58)	0.40	13000	A	80%	1%	1%	1%	16%	1%	F	0.109			11000	A
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		25000	A	80%	1%	1%	1%	16%	1%	F	0.109	A	0.505	22000	A
South 85 — From: US 58 / To: US 1	Town of South Hill (Maint: 58)	2.72	11000	A	80%	1%	1%	1%	16%	1%	F	0.117			10000	A
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		23000	A	80%	1%	1%	1%	16%	1%	F	0.112	A	0.531	20000	A
South 85 — From: US 1 / To: NCL South Hill	Town of South Hill (Maint: 58)	0.29	11000	A	80%	1%	1%	1%	16%	1%	F	0.117			9500	A
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		22000	A	80%	1%	1%	1%	16%	1%	F	0.112	A	0.512	19000	A
138 Union Mill Rd — From: US 1 Mecklenburg Ave / To: NCL South Hill	Town of South Hill	0.38	3800	G	94%	1%	1%	1%	3%	0%	F	0.102		0.528	3800	G

Town of South Hill

Route		Length	AADT	QA	4Tire	Bus	Truck 2Axle	Truck 3+Axle	Truck 1Trail	Truck 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
1	Brunswick Ave	0.13	520	G	98%	1%	1%	0%	0%	0%	F	0.116		0.617	520	G	2017
							From: Main St / To: SR 47 Atlantic St										
2	Charles St	0.28	210	G	98%	2%	0%	0%	0%	0%	C	0.14		0.607	210	G	2017
							From: Field Dr / To: Raleigh St										
3	Danville St	0.31	1600	G	97%	1%	2%	1%	0%	0%	F	0.126		0.658	1600	G	2017
							From: Mecklenburg Ave / To: Dortch Ln										
4	Dortch Lane	0.18	1500	G	98%	1%	0%	0%	0%	0%	C	0.118		0.6	1500	G	2017
							From: Danville St / To: Atlantic St										
7	Lunenburg Ave	0.16	990	G	96%	1%	1%	1%	0%	0%	C	0.104		0.55	1000	G	2017
							From: Danville St / To: Atlantic St										
8	Main St	0.45	650	G	97%	1%	2%	1%	0%	0%	C	0.122		0.633	660	G	2017
							From: Thomas St / To: Mecklenburg Ave										
8	Main St	0.69	3500	G	97%	1%	2%	1%	0%	0%	F	0.107		0.55	3600	G	2017
							From: Mecklenburg Ave / To: Maple Lane										
9	Maple St	0.07	4100	G	99%	0%	0%	0%	0%	0%	F	0.102		0.52	4100	G	2017
							From: Main Street / To: US 58										
10	Pace Dr	0.51	990	G	99%	0%	0%	0%	0%	0%	C	0.108		0.574	1000	G	2017
							From: Mecklenburg Ave / To: Mecklenburg Ave										
11	Raleigh Ave	0.65	1000	G	99%	0%	0%	0%	0%	0%	F	0.114		0.611	1000	G	2017
							From: SR 47 / To: High St										
11	Raleigh Ave	0.86	590	G	99%	0%	0%	0%	0%	0%	C	0.13		0.551	590	G	2017
							From: High St / To: Charles St										
11	Raleigh Ave	0.04	310	G	99%	0%	0%	0%	0%	0%	F	0.163		0.51	310	G	2017
							From: Charles St / To: Forest Lane										
12	Thomas St	0.15	1500	G	97%	1%	1%	0%	0%	0%	C	0.114		0.523	1600	G	2017
							From: Plank Rd / To: Atlantic St										
13	Windsor St	0.49	2500	G	99%	0%	1%	0%	0%	0%	C	0.092		0.65	2500	G	2017
							From: Mecklenburg Ave / To: Atlantic St										
14	Maple Ln	0.85	1600	G	99%	0%	0%	0%	0%	0%	C	0.132		0.668	1600	G	2017
							From: US 58 / To: 301-8 Main St										
15	Field Dr	0.09	340	G	98%	0%	1%	0%	0%	0%	C	0.143		0.633	340	G	2017
							From: Charles St / To: Pace Dr										
16	Goodes Ferry Rd	0.59	1300	G	98%	1%	1%	0%	1%	0%	C	0.093		0.5	1300	G	2017
							From: South Hill Ave / To: Danville St										
523	Goodes Ferry Blvd	0.42	1400	G	97%	1%	0%	1%	0%	0%	C	0.109		0.559	1400	G	2017
							From: SCL South Hill / To: South Hill Ave										
523	South Hill Ave	0.31	1000	G	97%	1%	0%	1%	0%	0%	F	0.108		0.509	1000	G	2017
							From: Goodes Ferry Rd / To: First St										
523	South Hill Ave	0.22	1300	G	97%	1%	0%	1%	0%	0%	F	0.107		0.514	1300	G	2017
							From: First St / To: Danville St										

Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle	Truck 3+Axle	Truck 1Trail	Truck 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year

Town of South Hill

Route	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
(529) Chaptico Rd	0.46	2500	G	97%	1%	1%	0%	1%	0%	F	0.09		0.594	2500	G	2017
From: Mecklenburg Ave — To: Buena Vista Circle																
(529) Chaptico Rd	0.59	1100	G	97%	1%	1%	0%	1%	0%	C	0.109		0.694	1100	G	2017
From: Buena Vista Cir — To: NCL South Hill																
(2519) Plank Rd	0.38	1800	G	97%	1%	1%	1%	1%	0%	C	0.105		0.583	1800	G	2017
From: Danville St — To: Opie St																
(2519) Opie Rd	0.26	2300	G	97%	1%	1%	1%	1%	0%	F	0.106		0.665	2300	G	2017
From: Plank Rd — To: Atlantic St																
(2520) McCraken St	0.19	4300	G	98%	1%	1%	0%	0%	0%	C	0.095		0.605	4300	G	2017
From: Bus US 58 Atlantic St — To: Franklin St																
(2520) Lombardy St	0.61	4200	G	98%	1%	1%	0%	0%	0%	F	0.1		0.578	4300	G	2017
From: Franklin St — To: E Ferrell St																
(2520) E Ferrell St	0.32	3400	G	98%	1%	1%	0%	0%	0%	C	0.102		0.550	3400	G	2017
From: Lombardy St — To: Mecklenburg Ave																
Forest Ln		660	G								0.112		0.6	670	G	2017
From: Green Hill Rd — To: Stockley St																
High St		270	G								0.106		0.71	270	G	2017
From: Raleigh Ave — To: Baker St																
Holmes St		140	G								0.137		0.596	150	G	2017
From: Lombardy St — To: Benton St																
Maple Lane		NA									NA			NA		
From: US 58 Bypass — To: Main St																