

**2018**  
**Virginia Department of Transportation**  
**Daily Traffic Volume Estimates**  
**Including Vehicle Classification Estimates**  
where available

**Special Locality Report**  
**130**  
Town of South Boston

Information in this report is included in Report  
**41**  
(Halifax 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  
2018  
Annual Average Daily Traffic Volume Estimates By Section of Route  
Town of South Boston

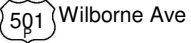
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
34 Hodges St	From:	North Main St														
	Town of South Boston	0.54	1800	G	98%	1%	1%	0%	0%	0%	C	0.108	F	0.505	1900	G
	To:	US 360 John Randolph Blvd														
58 360 Bill Tuck Hwy	From:	US 501 Huell Matthews Hwy														
	Town of South Boston	0.18	11000	G	85%	1%	1%	1%	12%	0%	F	0.083	F	0.557	11000	G
	To:	ECL South Boston														
129 North Main St	From:	US 501 P; Wilborn Ave; Main St														
	Town of South Boston	0.09	3200	G	99%	1%	1%	0%	0%	0%	F	0.093	F	0.819	3400	G
	To:	US 501 Broad St														
129 North Main St	From:	SR 34 Hodges St														
	Town of South Boston	0.38	4800	G	99%	1%	1%	0%	0%	0%	C	0.098	F	0.591	5100	G
	To:	Edmunds St														
129 North Main St	From:	College St														
	Town of South Boston	0.16	6000	G	99%	1%	1%	0%	0%	0%	F	0.092	F	0.548	6400	G
	To:	Hamilton Blvd														
129 North Main St	From:	Edmunds St														
	Town of South Boston	0.19	6600	G	99%	1%	0%	0%	0%	0%	F	0.091	F	0.502	6900	G
	To:	College St														
129 North Main St	From:	Hamilton Blvd														
	Town of South Boston	0.63	6100	G	99%	1%	0%	0%	0%	0%	F	0.094	F	0.547	6400	G
	To:	NCL South Boston														
304 Seymour Dr	From:	US 501 P; Main St														
	Town of South Boston	0.88	11000	G	99%	1%	0%	0%	0%	0%	C	0.093	F	0.502	12000	G
	To:	US 501 Broad St														
304 Seymour Dr	From:	US 501 Broad St														
	Town of South Boston	0.08	2600	G	94%	3%	2%	1%	1%	0%	F	0.100	F	0.540	2800	G
	To:	Marshall St														
304 Seymour Dr	From:	Marshall St														
	Town of South Boston	0.38	3000	G	94%	3%	2%	1%	1%	0%	C	0.1	F	0.524	3100	G
	To:	US 360 John Randolph Blvd														
360 58 Bill Tuck Hwy	From:	US 501 Riverdale														
	Town of South Boston	0.25	2600	G	94%	3%	2%	1%	1%	0%	F	0.105	F	0.568	2700	G
	To:	CL South Boston														
360 John Randolph Blvd	From:	SCL South Boston														
	Town of South Boston (Maint: 41)	0.18	11000	G	85%	1%	1%	1%	12%	0%	F	0.083	F	0.557	11000	G
	To:	SR 304 Seymour Dr														
360 John Randolph Blvd	From:	SR 304 Seymour Dr														
	Town of South Boston	0.16	11000	G	87%	1%	1%	2%	9%	0%	F	0.088	F	0.507	11000	G
	To:	SR 34 Hodges St														
360 John Randolph Blvd	From:	SR 34 Hodges St														
	Town of South Boston	0.52	11000	G	87%	1%	1%	2%	9%	0%	F	0.089	F	0.520	10000	G
	To:	Hamilton Blvd														
360 John Randolph Blvd	From:	Hamilton Blvd														
	Town of South Boston (Maint: 41)	0.44	12000	G	87%	1%	1%	2%	9%	0%	F	0.085	F	0.508	12000	G
	To:	ECL South Boston														
360 John Randolph Blvd	From:	ECL South Boston														
	Town of South Boston (Maint: 41)	0.09	11000	G	87%	1%	1%	2%	9%	0%	F	0.098	F	0.677	11000	G

Virginia Department of Transportation  
Traffic Engineering Division  
2018  
Annual Average Daily Traffic Volume Estimates By Section of Route  
Town of South Boston

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
501 Main St	From: US 58, US 360; SCL South Boston															
	Town of South Boston	0.53	17000	G	97%	0%	1%	0%	1%	0%	C	0.093	F	0.516	18000	G
501 Broad St	To: US 501 P; Broad St															
	Town of South Boston	0.09	8900	G	97%	1%	1%	0%	2%	0%	F	0.101	F	0.510	9400	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			16000	G	97%	1%	1%	0%	2%	0%	F	0.093	F	0.697	17000	G
501 Broad St	To: SR 304 Seymour Dr															
	Town of South Boston	0.22	7800	G	97%	1%	1%	0%	2%	0%	C	0.100	F		8300	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			15000	G	97%	1%	1%	0%	2%	0%	C	0.094	F	0.544	16000	G
501 Broad St	To: SR 129 North Main St															
	Town of South Boston	0.26	5800	G	97%	1%	1%	0%	2%	0%	F	0.098	F		6100	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			13000	G	97%	1%	1%	0%	2%	0%	F	0.091	F	0.545	13000	G
501 Broad Street	To: Third St															
	Town of South Boston	0.18	5700	G	96%	1%	1%	0%	2%	0%	C	0.1	F		6000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			16000	G	97%	1%	1%	0%	2%	0%	F	0.091	F	0.550	17000	G
501 Broad Street	To: Edmunds St															
	Town of South Boston	0.41	5700	G	96%	1%	1%	0%	2%	0%	F	0.098	F		6000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			16000	G	97%	1%	1%	0%	2%	0%	F	0.091	F	0.547	17000	G
501 Wilborn Ave	To: US 501 P; Wilborn Ave															
	Town of South Boston	0.51	16000	G	96%	1%	1%	0%	2%	0%	F	0.093	F	0.502	17000	G
501 Halifax Rd	To: Hamilton Blvd															
	Town of South Boston	0.69	15000	G	96%	1%	1%	0%	2%	0%	F	0.088	F	0.517	16000	G
501 Halifax Rd	To: Old NCL South Boston															
	Town of South Boston	0.79	16000	G	96%	1%	1%	0%	2%	0%	F	0.089	F	0.547	17000	G
501 Halifax Rd	To: SR 129 N, Old Halifax Rd															
	Town of South Boston	0.38	19000	G	96%	1%	1%	0%	2%	0%	F	0.087	F	0.557	20000	G
501 Main St	To: NCL South Boston															
	Town of South Boston	0.07	6800	G	97%	0%	1%	0%	2%	0%	F	0.089	F		7300	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			16000	G	97%	1%	1%	0%	2%	0%	F	0.093	F	0.697	17000	G
501 Main St	To: SR 304 Seymour Dr															
	Town of South Boston	0.18	7500	G	97%	0%	1%	0%	2%	0%	C	0.086	F		8000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			15000	G	97%	1%	1%	0%	2%	0%	C	0.094	F	0.544	16000	G
501 Wilborne Ave	To: SR 129 North Main St															
	Town of South Boston	0.26	6900	G	97%	0%	1%	0%	2%	0%	F	0.09	F	0.888	7300	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			13000	G	97%	1%	1%	0%	2%	0%	F	0.091	F	0.545	13000	G
501 Main St	To: Third St															



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 Town of South Boston

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	
							2Axle	3+Axle	1Trail	2Trail							
	From:	Third St															
	Town of South Boston	0.57	<b>10000</b>	<b>G</b>	97%	0%	1%	0%	2%	0%	F	0.085	F	0.807	11000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			<b>16000</b>	<b>G</b>	97%	1%	1%	0%	2%	0%	F	0.085	F	0.519	17000	G	
	To:	US 501 Broad Street															

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Town of South Boston</b>																
(1) Railroad Ave	0.36	1100	G	98%	0%	0%	1%	0%	0%	C	0.100	F	0.538	1200	G	2018
			From: Edmunds St													
			To: Summit Dr													
(1) Railroad Avenue	0.18	880	G	98%	1%	1%	1%	0%	0%	C	0.098	F	0.602	940	G	2018
			From: Seymour Dr													
			To: Seymour Dr													
(2) Riley Ave	0.16	910	G	97%	1%	0%	1%	0%	0%	C	0.108	F	0.577	970	G	2018
			From: Vaughan St													
			To: Vaughan St													
(3) Seymour Dr	0.11	1300	G	97%	0%	1%	1%	0%	0%	C	0.109	F	0.509	1400	G	2018
			From: Ferry St													
			To: Watkins Ave													
(4) Vaughan St	0.35	1000	G	97%	1%	1%	1%	0%	0%	C	0.112	F	0.508	1100	G	2018
			From: Riley Ave													
			To: Pine Ave													
(5) Webster St	0.61	920	G	99%	1%	0%	0%	0%	0%	C	0.103	F	0.524	970	G	2018
			From: Wilborn Ave													
			To: North Main St													
(6) Third St	0.14	470	G	97%	1%	1%	0%	1%	0%	C	0.125	F	0.660	500	G	2018
			From: US 501; Broad St													
			To: IUS 501-P Wilborn Ave													
(4700) Berry Hill Rd	1.13	1800	G	98%	0%	1%	0%	0%	0%	C	0.084	F	0.524	1900	G	2018
			From: WCL South Boston													
			To: Wilmoth Ave													
(4700) Berry Hill Rd	0.20	2500	G	98%	0%	1%	0%	0%	0%	F	0.09	F	0.514	2600	G	2018
			From: Summit Dr													
(4700) Edmunds St	0.06	2600	G	98%	0%	1%	0%	0%	0%	F	0.092	F	0.509	2700	G	2018
			From: Railroad Ave													
(4700) Edmunds St	0.45	1500	G	96%	1%	2%	1%	0%	0%	C	0.088	F	0.527	1600	G	2018
			From: US 501; Wilborn Ave													
			To: US 501 Wilborn Ave													
(4700) Edmunds St	0.54	1200	G	97%	1%	2%	0%	0%	0%	C	0.109	F	0.587	1300	G	2018
			From: SR 129; North Main St													
			To: Seymour Dr													
(4701) Marshall Ave	0.15	580	G	98%	1%	1%	0%	0%	0%	C	0.111	F	0.57	620	G	2018
			From: Fenton St													
(4701) Marshall Ave	0.41	800	G	98%	1%	1%	0%	0%	0%	C	0.105	F	0.527	840	G	2018
			From: Hodges St													
			To: SCL South Boston													
(4702) Hamilton Blvd	0.37	2900	G	99%	0%	0%	0%	0%	0%	C	0.098	F	0.598	3100	G	2018
			From: Wilborn Ave													
(4702) Hamilton Blvd	0.70	5300	G	94%	1%	1%	1%	4%	0%	C	0.095	F	0.637	5600	G	2018
			From: SR 129 North Main St													
(4702) Hamilton Blvd	1.26	7400	G	95%	1%	1%	1%	3%	0%	C	0.107	F	0.573	7900	G	2018
			From: US 360 John Randolph Blvd													
			To: North Main St													
(4704) College St	0.80	1100	G	99%	1%	0%	0%	0%	0%	C	0.105	F	0.53	1100	G	2018
			From: Cavalier Blvd													
			To: North Main St													
(4710) Jeffress St	0.20	670	G	97%	2%	1%	0%	0%	0%	C	0.106	F	0.581	710	G	2018
			From: Fenton St													
(4710) Fenton St	0.19	450	G	97%	1%	1%	0%	0%	0%	C	0.104	F	0.628	470	G	2018
			From: Jeffress St													
			To: Marshall Ave													
(4713) Watkins Ave	0.61	1500	G	97%	1%	2%	0%	0%	0%	C	0.095	F	0.53	1500	G	2018
			From: Edmunds St													
			To: Seymour Dr													

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Town of South Boston</b>																
Carrington St		NA				From Watkins Ave				NA				NA		
						To Noblin Ave										
College St		610	G			From Llewellyn Avenue				0.086	F	0.609	610	G	2018	
						To Washington Avenue										
Greenway Dr		360	G			From Wilborn Ave				0.109	F	0.738	360	G	2018	
						To Norwood Ave										
Ridge St		290	G			From Spring Avenue				0.127	F	0.54	290	G	2018	
						To Alderson Avenue										
Robin Hood Rd		430	G			From Halifax Rd				0.107	F	0.638	430	G	2018	
						To Nottingham Dr										