

**2004**

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

where available

**Special Locality Report**

**301**

Town of South Hill

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.

---

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

**K Factor:** The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

**QK:** Quality of the Peak Hour 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 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



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 - Business Route

Bypas - Bypass Route

Truck - Truck Route



ALT - Alternate Route

Wve - Wye 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  
 2004  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 Town of South Hill

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
Bus 1 58 Danville St	Town of South Hill	From: SCL South Hill	1.89	5100	F	95%	1%	1%	2%	0%	C	0.09	F	0.606	5700	F
		To: Locust St														
Bus 1 58 Danville St	Town of South Hill	From: Plank Rd	0.28	7700	F	95%	1%	1%	2%	0%	F	0.09	F	0.544	8500	F
		To: Goodes Ferry Blvd														
Bus 1 58 Danville St	Town of South Hill	From: Mecklenburg Ave Danville St	0.23	7800	F	95%	1%	1%	2%	0%	F	0.090	F	0.532	8500	F
		To: US 58 BUS; SR 47 Atlantic St														
1 Mecklenburg Ave	Town of South Hill	From: Windsor St	0.08	7700	F	96%	1%	1%	2%	0%	F	0.089	F	0.561	8400	F
		To: E Ferrell St														
1 Mecklenburg Ave	Town of South Hill	From: NCL South Hill	2.26	6200	F	96%	1%	1%	2%	0%	C	0.091	F	0.569	6800	F
		To: Mecklenburg Ave														
47 W Atlantic Street	Town of South Hill	From: Thomas St	0.63	7900	F	92%	0%	1%	5%	0%	F	0.084	F	0.584	8200	F
		To: Opie Rd														
47 W Atlantic Street	Town of South Hill	From: WCL South Hill	0.39	6800	F	92%	0%	1%	5%	0%	F	0.090	F	0.658	7100	F
		To: SCL South Hill; Maple Lane														
58	Town of South Hill (Maint: 58)	From: BUS US 58; Country Ln	0.69	5200	N	80%	1%	1%	17%	1%	N	0.089	N	0.56	5100	N
		To: ECL South Hill; I-85														
Bus 58 1 Danville St	Town of South Hill	From: SCL South Hill	1.89	5100	F	95%	1%	1%	2%	0%	C	0.09	F	0.606	5700	F
		To: Locust St														
Bus 58 1 Danville St	Town of South Hill	From: Plank Rd	0.28	7700	F	95%	1%	1%	2%	0%	F	0.09	F	0.544	8500	F
		To: Goodes Ferry Blvd														
Bus 58 1 Danville St	Town of South Hill	From: SCL South Hill	0.09	8300	F	95%	1%	1%	2%	0%	F	0.089	F	0.525	9100	F
		To: Goodes Ferry Blvd														

Virginia Department of Transportation  
 Mobility Management Division  
 2004  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 Town of South Hill

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	
							2Axle	3+Axle	1Trail	2Trail							
Bus 58 1 Danville St	Town of South Hill	From: Goodes Ferry Blvd To: Mecklenburg Ave	0.23	7800	F	95%	1%	1%	1%	2%	0%	F	0.090	F	0.532	8500	F
Bus 58 1 Mecklenburg Ave	Town of South Hill	From: Danville St To: US 1; SR 47 Atlantic St	0.16	7700	F	96%	1%	1%	1%	2%	0%	F	0.09	F	0.507	8500	F
Bus 58 Atlantic St	Town of South Hill	From: US 1; SR 47 To: Windsor St	0.48	10000	F	95%	0%	1%	1%	3%	0%	C	0.093	F	0.541	11000	F
Bus 58 Atlantic St	Town of South Hill	From: Windsor St To: US 58	0.66	13000	F	96%	1%	1%	0%	3%	0%	C	0.091	F	0.513	14000	F
North 85	Town of South Hill (Maint: 58)	From: SCL South Hill To: US 58	0.25	12000	F	72%	1%	1%	1%	23%	2%	F	0.063	F		11000	F
Combined Traffic Estimates for 2 Parallel Roadways on this Route:				24000	F	75%	1%	1%	1%	22%	2%	F	NA			22000	F
North 85	Town of South Hill (Maint: 58)	From: US 58 To: US 1	2.53	11000	F	72%	1%	1%	1%	23%	2%	F	0.069	F		9700	F
Combined Traffic Estimates for 2 Parallel Roadways on this Route:				21000	F	75%	1%	1%	1%	22%	2%	F	0.07	F	0.529	19000	F
North 85	Town of South Hill (Maint: 58)	From: US 1 To: NCL South Hill	0.53	11000	F	72%	1%	1%	1%	23%	2%	F	0.064	F		10000	F
Combined Traffic Estimates for 2 Parallel Roadways on this Route:				22000	F	75%	1%	1%	1%	22%	2%	F	NA			19000	F
South 85	Town of South Hill (Maint: 58)	From: SCL South Hill To: US 58	0.40	12000	F	77%	1%	1%	0%	20%	1%	F	0.072	F		11000	F
Combined Traffic Estimates for 2 Parallel Roadways on this Route:				24000	F	75%	1%	1%	1%	22%	2%	F	NA			22000	F
South 85	Town of South Hill (Maint: 58)	From: US 58 To: US 1	2.72	11000	F	77%	1%	1%	0%	20%	1%	F	0.074	F		9300	F
Combined Traffic Estimates for 2 Parallel Roadways on this Route:				21000	F	75%	1%	1%	1%	22%	2%	F	0.07	F	0.529	19000	F
South 85	Town of South Hill (Maint: 58)	From: US 1 To: NCL South Hill	0.29	10000	F	77%	1%	1%	0%	20%	1%	F	0.076	F		9200	F
Combined Traffic Estimates for 2 Parallel Roadways on this Route:				22000	F	75%	1%	1%	1%	22%	2%	F	NA			19000	F
138	Town of South Hill	From: US 1 To: NCL South Hill	0.38	3200	F	90%	1%	1%	2%	5%	0%	F	0.089	F	0.549	3300	F



Virginia Department of Transportation  
 Mobility Management Division  
 2004  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 Town of South Hill

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 Hill</b>																	
① Brunswick Ave	0.16	610	F	98%	1%	1%	0%	0%	0%	C	0.108	F	0.507	620	F	2004	
				From:	US 1 Danville St												
				To:	SR 47 Atlantic St												
② Charles St	0.28	190	F	98%	1%	0%	0%	0%	0%	C	0.183	F	0.543	200	F	2004	
				From:	Field Dr												
				To:	Raleigh St												
③ Danville St	0.31	1500	F	98%	1%	0%	0%	1%	0%	F	0.123	F	0.685	1600	F	2004	
				From:	Mecklenburg Ave												
				To:	Dortch St												
④ Dortch La	0.18	1500	F	99%	0%	1%	0%	0%	0%	C	0.117	F	0.723	1600	F	2004	
				From:	Danville St												
				To:	Atlantic St												
⑤ Field Dr	0.09	370	F	98%	2%	1%	0%	0%	0%	C	0.123	F	0.622	390	F	2004	
				From:	Charles St												
				To:	Pace Dr												
⑥ Goods Ferry Rd	0.59	1500	F	98%	1%	1%	0%	0%	0%	C	0.103	F	0.569	1600	F	2004	
				From:	South Hill Ave												
				To:	Danville St												
⑦ Lunenburg Ave	0.16	1300	F	98%	0%	1%	0%	1%	0%	C	0.098	F	0.605	1300	F	2004	
				From:	Danville St												
				To:	Atlantic St												
⑧ Main St	0.45	880	F	98%	1%	0%	0%	1%	0%	C	0.108	F	0.684	920	F	2004	
				From:	Thomas St												
				To:	Mecklenburg Ave												
⑧ Main St	0.69	2800	F	98%	1%	0%	0%	1%	0%	F	0.109	F	0.5	2900	F	2004	
				From:	Main Street												
				To:	US 58												
⑩ Pace Dr	0.51	1000	F	98%	1%	0%	0%	0%	0%	C	0.116	F	0.632	1000	F	2004	
				From:	Mecklenburg Ave												
				To:	Mecklenburg Ave												
⑪ Raleigh Ave	0.65	870	F	99%	0%	0%	0%	0%	0%	F	0.125	F	0.507	910	F	2004	
				From:	SR 47												
				To:	High St												
⑪ Raleigh Ave	0.86	430	F	99%	0%	0%	0%	0%	0%	C	0.137	F	0.544	450	F	2004	
				From:	Charles St												
				To:	Forest Lane												
⑪	0.04	340	F	99%	0%	0%	0%	0%	0%	F	0.120	F	0.773	350	F	2004	
				From:	Plank Rd												
				To:	Atlantic St												
⑫ Thomas St	0.15	2200	F	97%	1%	1%	0%	0%	0%	C	0.105	F	0.565	2200	F	2004	
				From:	Mecklenburg Ave												
				To:	Atlantic St												
⑬ Windsor St	0.49	2600	F	98%	1%	1%	0%	0%	0%	C	0.099	F	0.637	2700	F	2004	
				From:	Mecklenburg Ave												
				To:	Atlantic St												
⑤23 Goodes Ferry Blvd	0.42	1600	F	97%	1%	1%	0%	1%	0%	C	0.099	F	0.535	1700	F	2004	
				From:	SCL South Hill												
				To:	South Hill Ave												
⑤23 South Hill Ave	0.31	1200	F	97%	1%	1%	0%	1%	0%	F	0.095	F	0.549	1200	F	2004	
				From:	Goodes Ferry Rd												
				To:	First St												
⑤23 South Hill Ave	0.22	1700	F							0.102	F	0.516	1700	F	2004		
				From:													
				To:	Danville St												
⑤29 Chaptico Rd	0.46	2600	F	93%	1%	1%	5%	1%	0%	F	0.098	F	0.594	2700	F	2004	
				From:	Mecklenburg Ave												
				To:	Buena Vista Circle												

Virginia Department of Transportation  
 Mobility Management Division  
 2004  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 Town of South Hill

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 Hill</b>																
(529) Chaptico Rd	0.59	1400	F	93%	1%	1%	5%	1%	0%	C	0.111	F	0.596	1500	F	2004
				From:	Buena Vista Cir											
				To:	NCL South Hill											
(2519) Plank Rd	0.38	2800	F	94%	1%	1%	3%	2%	0%	C	0.113	F	0.531	2900	F	2004
				From:	Danville St											
				To:	Opie St											
(2519) Opie Rd	0.26	3200	F	94%	1%	1%	2%	2%	0%	C	0.095	F	0.659	3300	F	2004
				From:	Plank Rd											
				To:	Atlantic St											
(2520) McCracken St	0.16	4000	F	95%	0%	1%	2%	2%	0%	C	0.105	F	0.587	4100	F	2004
				From:	Atlantic St											
				To:	Lombardy St											
(2520) Lombardy St	0.64	3600	F	99%	0%	1%	0%	0%	0%	F	0.106	F	0.581	3800	F	2004
				From:	McCracken St											
				To:	Ferrell St											
(2520) E Ferrell St	0.32	3800	F	99%	0%	1%	0%	0%	0%	C	0.097	F	0.55	3900	F	2004
				From:	Mecklenburg Ave											
				To:	Lombardy St											
Forest Ln		580	F								0.132	F		640	F	2004
				From:	Green Hill Rd											
				To:	Stockley St											
High St		320	F								0.11	F		350	F	2004
				From:	Raleigh Ave											
				To:	Baker St											
Holmes St		90	F								0.126	F		100	F	2004
				From:	Lombardy St											
				To:	Benton St											