

**2015**  
**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.

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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

- North  
 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  
 Bus - Business Route  
Bypass - Bypass Route  
Truck - Truck Route
- ALT  
 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  
2015  
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						
From: SCL South Hill To: Danville St Bus 58 1	Town of South Hill	1.89	5000	G	95%	1%	1%	1%	2%	0%	C	0.11	0.565	5400	G	
From: Locust St To: Danville St Bus 58 1	Town of South Hill	0.28	7300	G	95%	1%	1%	1%	2%	0%	F	0.095	0.603	7800	G	
From: Plank Rd To: Danville St Bus 58 1	Town of South Hill	0.09	7700	G	95%	1%	1%	1%	2%	0%	F	0.097	0.563	8200	G	
From: Goodes Ferry Blvd To: Danville St Bus 58 1	Town of South Hill	0.23	6600	G	95%	1%	1%	1%	2%	0%	F	0.103	0.551	7000	G	
From: Mecklenburg Ave To: Danville St Bus 58 1	Town of South Hill	0.16	7600	G	96%	1%	1%	1%	2%	0%	F	0.09	0.557	8100	G	
From: US 58 BUS; SR 47 Atlantic St To: Mecklenburg Ave 1	Town of South Hill	0.08	7700	G	96%	1%	1%	1%	2%	0%	F	0.089	0.529	8200	G	
From: Windsor St To: Mecklenburg Ave 1	Town of South Hill	0.58	9500	G	96%	1%	1%	1%	2%	0%	F	0.089	0.506	10000	G	
From: E Ferrell St To: Mecklenburg Ave 1	Town of South Hill	2.26	6700	G	96%	1%	1%	1%	2%	0%	C	0.09	0.515	7200	G	
From: NCL South Hill To: W Atlantic St 47	Town of South Hill	0.63	6700	G	94%	1%	1%	1%	3%	0%	F	0.091	0.51	6900	G	
From: Thomas St To: W Atlantic St 47	Town of South Hill	0.23	5600	G	94%	1%	1%	1%	3%	0%	C	0.093	0.565	5700	G	
From: Opie Rd To: W Atlantic St 47	Town of South Hill	0.39	6200	G	94%	1%	1%	1%	3%	0%	F	0.096	0.626	6400	G	
From: WCL South Hill To: SCL South Hill; Maple Lane 58	Town of South Hill (Maint: 58)	0.69	6500	G	81%	1%	1%	1%	15%	1%	F	0.081	0.547	6400	G	
From: BUS US 58; Country Lane To: E Atlantic St 58	Town of South Hill (Maint: 58)	0.24	20000	G	81%	1%	1%	1%	15%	1%	F	0.085	0.525	20000	G	
From: ECL South Hill; I-85 To: Danville St Bus 58 1	Town of South Hill	0.28	7300	G	95%	1%	1%	1%	2%	0%	F	0.095	0.603	7800	G	
From: Plank Rd To: Danville St Bus 58 1	Town of South Hill	1.89	5000	G	95%	1%	1%	1%	2%	0%	C	0.11	0.565	5400	G	
From: Locust St To: Danville St Bus 58 1	Town of South Hill	0.09	7700	G	95%	1%	1%	1%	2%	0%	F	0.097	0.563	8200	G	
From: Goodes Ferry Blvd To: Danville St Bus 58 1	Town of South Hill	0.23	6600	G	95%	1%	1%	1%	2%	0%	F	0.103	0.551	7000	G	

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							2Axle	3+Axle	1Trail	2Trail						
Bus 58 1 Danville St	From: Goodes Ferry Blvd Town of South Hill	0.23	6600	G	95%	1%	1%	1%	2%	0%	F	0.103		0.551	7000	G
	To: Mecklenburg Ave															
Bus 58 1 Mecklenburg Ave	From: Danville St Town of South Hill	0.16	7600	G	96%	1%	1%	1%	2%	0%	F	0.09		0.557	8100	G
	To: US 1; SR 47 Atlantic St															
Bus 58 Atlantic St	From: US 1; SR 47 Town of South Hill	0.48	10000	G	96%	0%	1%	1%	2%	0%	C	0.087		0.508	11000	G
	To: Windsor St															
Bus 58 Atlantic St	From: Windsor St Town of South Hill	0.66	12000	G	97%	0%	1%	1%	2%	0%	C	0.087		0.508	13000	G
	To: US 58 E Atlantic St															
North 85	From: SCL South Hill Town of South Hill (Maint: 58)	0.25	13000	A	80%	1%	1%	1%	16%	2%	F	0.134			11000	A
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		26000	A	79%	1%	1%	1%	17%	2%	F	0.125	A	0.503	23000	A
	To: US 58															
North 85	From: US 58 Town of South Hill (Maint: 58)	2.53	12000	A	80%	1%	1%	1%	16%	2%	F	0.131			10000	A
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		23000	A	79%	1%	1%	1%	17%	2%	F	0.124	A	0.501	20000	A
	To: US 1															
North 85	From: US 1 Town of South Hill (Maint: 58)	0.53	11000	A	80%	1%	1%	1%	16%	2%	F	0.134			9500	A
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		22000	A	79%	1%	1%	1%	17%	2%	F	0.124	A	0.512	19000	A
	To: NCL South Hill															
South 85	From: SCL South Hill Town of South Hill (Maint: 58)	0.40	13000	A	79%	1%	1%	1%	17%	1%	F	0.124			12000	A
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		26000	A	79%	1%	1%	1%	17%	2%	F	0.125	A	0.503	23000	A
	To: US 58															
South 85	From: US 58 Town of South Hill (Maint: 58)	2.72	11000	A	79%	1%	1%	1%	17%	1%	F	0.124			9800	A
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		23000	A	79%	1%	1%	1%	17%	2%	F	0.124	A	0.501	20000	A
	To: US 1															
South 85	From: US 1 Town of South Hill (Maint: 58)	0.29	11000	A	79%	1%	1%	1%	17%	1%	F	0.122			9600	A
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		22000	A	79%	1%	1%	1%	17%	2%	F	0.124	A	0.512	19000	A
	To: NCL South Hill															
138 Union Mill Rd	From: US 1 Mecklenburg Ave Town of South Hill	0.38	3600	G	92%	1%	1%	1%	5%	0%	F	0.094		0.607	3600	G
	To: NCL South Hill															



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						2Axle	3+Axle	1Trail	2Trail							
<b>Town of South Hill</b>																
① Brunswick Ave	0.13	530	G	98%	1%	1%	0%	0%	F	0.12		0.561	550	G	2015	
② Charles St	0.28	220	G	96%	2%	1%	1%	0%	C	0.138		0.552	230	G	2015	
③ Danville St	0.31	1400	G	97%	1%	1%	0%	0%	F	0.105		0.632	1400	G	2015	
④ Dortch Lane	0.18	1300	G	99%	1%	0%	0%	0%	C	0.108		0.625	1400	G	2015	
⑦ Lunenburg Ave	0.16	990	G	97%	1%	1%	1%	0%	C	0.103		0.505	1000	G	2015	
⑧ Main St	0.45	790	G	97%	1%	1%	0%	0%	C	0.110		0.534	810	G	2015	
⑧ Main St	0.69	3100	G	97%	1%	1%	0%	0%	F	0.1		0.548	3200	G	2015	
⑨ Maple St	0.07	3800	G	98%	0%	1%	0%	0%	F	0.095		0.528	3900	G	2015	
⑩ Pace Dr	0.51	980	G	98%	0%	1%	0%	0%	C	0.11		0.632	1000	G	2015	
⑪ Raleigh Ave	0.65	1000	G	98%	1%	1%	0%	0%	F	0.123		0.628	1100	G	2015	
⑪ Raleigh Ave	0.86	610	G	98%	1%	1%	0%	0%	C	0.125		0.615	620	G	2015	
⑪ Raleigh Ave	0.04	360	G	98%	1%	1%	0%	0%	F	0.13		0.559	370	G	2015	
⑫ Thomas St	0.15	1700	G	97%	1%	1%	0%	0%	C	0.111		0.516	1700	G	2015	
⑬ Windsor St	0.49	2500	G	99%	0%	1%	0%	0%	C	0.097		0.731	2600	G	2015	
⑭ Maple Ln	0.85	1400	G	98%	0%	0%	0%	1%	C	0.141		0.698	1400	G	2015	
⑮ Field Dr	0.09	370	G	97%	1%	1%	0%	0%	C	0.14		0.647	380	G	2015	
⑯ Goodes Ferry Rd	0.59	1300	G	97%	1%	1%	0%	1%	C	0.098		0.515	1300	G	2015	
⑤23 Goodes Ferry Blvd	0.42	1400	G	98%	1%	1%	0%	0%	C	0.105		0.574	1500	G	2015	
⑤23 South Hill Ave	0.31	1000	G	98%	1%	1%	0%	0%	F	0.114		0.56	1000	G	2015	
⑤23 South Hill Ave	0.22	1100	G	98%	1%	1%	0%	0%	F	0.106		0.515	1100	G	2015	

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						2Axle	3+Axle	1Trail	2Trail							
<b>Town of South Hill</b>																
(529) Chaptico Rd	0.46	2600	G	97%	1%	1%	0%	1%	0%	F	0.097		0.529	2600	G	2015
						From: Mecklenburg Ave										
						To: Buena Vista Circle										
(529) Chaptico Rd	0.59	1200	G	97%	1%	1%	0%	1%	0%	C	0.115		0.618	1200	G	2015
						From: Buena Vista Cir										
						To: NCL South Hill										
(2519) Plank Rd	0.38	1800	G	96%	1%	1%	1%	1%	0%	C	0.113		0.54	1900	G	2015
						From: Danville St										
						To: Opie St										
(2519) Opie Rd	0.26	2400	G	96%	1%	1%	1%	1%	0%	F	0.107		0.561	2500	G	2015
						From: Plank Rd										
						To: Atlantic St										
(2520) McCracken St	0.19	4100	G	97%	1%	1%	0%	0%	0%	F	0.097		0.584	4200	G	2015
						From: Bus US 58 Atlantic St										
						To: Franklin St										
(2520) Lombardy St	0.61	3700	G	97%	1%	1%	0%	0%	0%	F	0.103		0.584	3800	G	2015
						From: E Ferrell St										
						To: Lombardy St										
(2520) E Ferrell St	0.32	3300	G	97%	1%	1%	0%	0%	0%	C	0.105		0.539	3400	G	2015
						From: Lombardy St										
						To: Mecklenburg Ave										
Forest Ln		660	G								0.116		0.58	700	G	2015
						From: Green Hill Rd										
						To: Stockley St										
High St		350	G								0.118		0.619	370	G	2015
						From: Raleigh Ave										
						To: Baker St										
Holmes St		140	G								0.116		0.735	150	G	2015
						From: Lombardy St										
						To: Benton St										
Maple Lane		NA									NA			NA		
						From: US 58 Bypass										
						To: Main St										