

2018
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



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 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 1 58 Danville St	Town of South Hill	1.89	5600	G	94%	2%	1%	1%	2%	0%	C	0.11	F	0.565	5800	G
To: Locust St																
From: Locust St 1 58 Danville St	Town of South Hill	0.28	8100	G	94%	2%	1%	1%	2%	0%	F	0.095	F	0.603	8400	G
To: Plank Rd																
From: Plank Rd 1 58 Danville St	Town of South Hill	0.09	8500	G	94%	2%	1%	1%	2%	0%	F	0.097	F	0.563	8800	G
To: Goodes Ferry Blvd																
From: Goodes Ferry Blvd 1 58 Danville St	Town of South Hill	0.23	7800	G	94%	2%	1%	1%	2%	0%	F	0.103	F	0.551	8100	G
To: Mecklenburg Ave																
From: Mecklenburg Ave 1 58 Mecklenburg Ave	Town of South Hill	0.16	8800	G	96%	1%	1%	1%	2%	0%	F	0.09	F	0.557	9100	G
To: US 58 BUS; SR 47 Atlantic St																
From: US 58 BUS; SR 47 Atlantic St 1 Mecklenburg Ave	Town of South Hill	0.08	8500	G	96%	1%	1%	1%	2%	0%	F	0.089	F	0.529	8800	G
To: Windsor St																
From: Windsor St 1 Mecklenburg Ave	Town of South Hill	0.58	10000	G	96%	1%	1%	1%	2%	0%	F	0.089	F	0.506	11000	G
To: E Ferrell St																
From: E Ferrell St 1 Mecklenburg Ave	Town of South Hill	2.26	7800	G	96%	1%	1%	1%	2%	0%	C	0.09	F	0.515	8100	G
To: NCL South Hill																
From: NCL South Hill 47 W Atlantic St	Town of South Hill	0.63	7200	G	95%	1%	1%	1%	3%	0%	F	0.091	F	0.51	7500	G
To: Thomas St																
From: Thomas St 47 W Atlantic St	Town of South Hill	0.23	5700	G	95%	1%	1%	1%	3%	0%	C	0.093	F	0.565	5900	G
To: Opie Rd																
From: Opie Rd 47 W Atlantic St	Town of South Hill	0.39	6900	G	95%	1%	1%	1%	3%	0%	F	0.096	F	0.626	7200	G
To: WCL South Hill																
From: WCL South Hill 58	Town of South Hill (Maint: 58)	0.69	5900	G	81%	1%	1%	1%	16%	1%	F	0.081	F	0.547	5800	G
To: BUS US 58; Country Lane																
From: 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	0.085	F	0.525	21000	G
To: ECL South Hill; I-85																
From: ECL South Hill; I-85 Bus 58 1 Danville St	Town of South Hill	0.28	8100	G	94%	2%	1%	1%	2%	0%	F	0.095	F	0.603	8400	G
To: Plank Rd																
From: Plank Rd Bus 58 1 Danville St	Town of South Hill	1.89	5600	G	94%	2%	1%	1%	2%	0%	C	0.11	F	0.565	5800	G
To: Locust St																
From: Locust St Bus 58 1 Danville St	Town of South Hill	0.09	8500	G	94%	2%	1%	1%	2%	0%	F	0.097	F	0.563	8800	G
To: Goodes Ferry Blvd																

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							2Axle	3+Axle	1Trail	2Trail						
Bus 58 1 Danville St	From: Goodes Ferry Blvd Town of South Hill To: Mecklenburg Ave	0.23	7800	G	94%	2%	1%	1%	2%	0%	F	0.103	F	0.551	8100	G
Bus 58 1 Mecklenburg Ave	From: Danville St Town of South Hill To: US 1; SR 47 Atlantic St	0.16	8800	G	96%	1%	1%	1%	2%	0%	F	0.09	F	0.557	9100	G
Bus 58 Atlantic St	From: US 1; SR 47 Town of South Hill To: Windsor St	0.48	11000	G	97%	0%	1%	0%	2%	0%	C	0.087	F	0.508	11000	G
Bus 58 Atlantic St	From: Windsor St Town of South Hill To: US 58 E Atlantic St	0.66	13000	G	97%	0%	1%	0%	2%	0%	C	0.087	F	0.508	14000	G
North 85	From: SCL South Hill Town of South Hill (Maint: 58) Combined Traffic Estimates for 2 Parallel Roadways on this Route:	0.25	12000	A	81%	1%	1%	1%	16%	1%	F	0.127	A		11000	A
North 85	From: US 58 Town of South Hill (Maint: 58) Combined Traffic Estimates for 2 Parallel Roadways on this Route:	2.53	12000	A	81%	1%	1%	1%	16%	1%	F	0.123	A		10000	A
North 85	From: US 1 Town of South Hill (Maint: 58) Combined Traffic Estimates for 2 Parallel Roadways on this Route:	0.53	11000	A	81%	1%	1%	1%	16%	1%	F	0.126	A		9500	A
South 85	From: NCL South Hill Town of South Hill (Maint: 58) Combined Traffic Estimates for 2 Parallel Roadways on this Route:	0.40	13000	A	80%	1%	1%	1%	16%	1%	F	0.121	A		11000	A
South 85	From: US 58 Town of South Hill (Maint: 58) Combined Traffic Estimates for 2 Parallel Roadways on this Route:	2.72	12000	A	80%	1%	1%	1%	16%	1%	F	0.117	A		10000	A
South 85	From: US 1 Town of South Hill (Maint: 58) Combined Traffic Estimates for 2 Parallel Roadways on this Route:	0.29	11000	A	80%	1%	1%	1%	16%	1%	F	0.121	A		9500	A
138 Union Mill Rd	From: US 1 Mecklenburg Ave Town of South Hill To: NCL South Hill	0.38	3800	G	94%	1%	1%	1%	3%	0%	F	0.094	F	0.607	4000	G

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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										
Town of South Hill																			
① Brunswick Ave	0.13	500	From: Main St				G	98%	1%	1%	0%	0%	F	0.12	F	0.561	520	G	2018
			To: SR 47 Atlantic St																
② Charles St	0.28	220	From: Field Dr				G	98%	2%	0%	0%	0%	C	0.138	F	0.552	230	G	2018
			To: Raleigh St																
③ Danville St	0.31	1700	From: Mecklenburg Ave				G	97%	1%	2%	1%	0%	F	0.105	F	0.632	1700	G	2018
			To: Dortch Ln																
④ Dortch Lane	0.18	1600	From: Danville St				G	98%	1%	0%	0%	0%	C	0.108	F	0.625	1700	G	2018
			To: Atlantic St																
⑦ Lunenburg Ave	0.16	1000	From: Danville St				G	96%	1%	1%	1%	0%	C	0.103	F	0.505	1100	G	2018
			To: Atlantic St																
⑧ Main St	0.45	680	From: Thomas St				G	97%	1%	2%	1%	0%	C	0.110	F	0.534	710	G	2018
			To: Mecklenburg Ave																
⑧ Main St	0.69	3700	From: Mecklenburg Ave				G	97%	1%	2%	1%	0%	F	0.108	F	0.538	3800	G	2018
			To: Maple Lane																
⑨ Maple St	0.07	4300	From: Main Street				G	99%	0%	0%	0%	0%	F	0.095	F	0.528	4500	G	2018
			To: US 58																
⑩ Pace Dr	0.51	1000	From: Mecklenburg Ave				G	99%	0%	0%	0%	0%	C	0.11	F	0.632	1100	G	2018
			To: Mecklenburg Ave																
⑪ Raleigh Ave	0.65	1000	From: SR 47				G	99%	0%	0%	0%	0%	F	0.123	F	0.628	1100	G	2018
			To: High St																
⑪ Raleigh Ave	0.86	610	From: High St				G	99%	0%	0%	0%	0%	C	0.125	F	0.615	630	G	2018
			To: Charles St																
⑪ Raleigh Ave	0.04	310	From: Charles St				G	99%	0%	0%	0%	0%	F	0.13	F	0.559	320	G	2018
			To: Forest Lane																
⑫ Thomas St	0.15	1600	From: Plank Rd				G	97%	1%	1%	0%	0%	C	0.111	F	0.516	1700	G	2018
			To: Atlantic St																
⑬ Windsor St	0.49	2600	From: Mecklenburg Ave				G	99%	0%	1%	0%	0%	C	0.097	F	0.731	2700	G	2018
			To: Atlantic St																
⑭ Maple Ln	0.85	1600	From: US 58				G	99%	0%	0%	0%	0%	C	0.141	F	0.698	1700	G	2018
			To: 301-8 Main St																
⑮ Field Dr	0.09	360	From: Charles St				G	98%	0%	1%	0%	0%	C	0.14	F	0.647	370	G	2018
			To: Pace Dr																
⑯ Goodes Ferry Rd	0.59	1400	From: South Hill Ave				G	98%	1%	1%	0%	1%	C	0.098	F	0.515	1400	G	2018
			To: Danville St																
⑤23 Goodes Ferry Blvd	0.42	1500	From: SCL South Hill				G	97%	1%	0%	1%	0%	C	0.105	F	0.574	1500	G	2018
			To: South Hill Ave																
⑤23 South Hill Ave	0.31	1100	From: Goodes Ferry Rd				G	97%	1%	0%	1%	0%	F	0.114	F	0.56	1100	G	2018
			To: First St																
⑤23 South Hill Ave	0.22	1300	From: First St				G	97%	1%	0%	1%	0%	F	0.106	F	0.515	1400	G	2018
			To: Danville St																

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						2Axle	3+Axle	1Trail	2Trail							
Town of South Hill																
(529) Chaptico Rd	0.46	2600	G	97%	1%	1%	0%	1%	0%	F	0.097	F	0.529	2700	G	2018
(529) Chaptico Rd	0.59	1200	G	97%	1%	1%	0%	1%	0%	C	0.115	F	0.618	1200	G	2018
(2519) Plank Rd	0.38	1900	G	97%	1%	1%	1%	1%	0%	C	0.113	F	0.54	1900	G	2018
(2519) Opie Rd	0.26	2400	G	97%	1%	1%	1%	1%	0%	F	0.107	F	0.561	2400	G	2018
(2520) McCracken St	0.19	4500	G	98%	1%	1%	0%	0%	0%	C	0.097	F	0.584	4600	G	2018
(2520) Lombardy St	0.61	4400	G	98%	1%	1%	0%	0%	0%	F	0.103	F	0.584	4600	G	2018
(2520) E Ferrell St	0.32	3500	G	98%	1%	1%	0%	0%	0%	C	0.105	F	0.539	3600	G	2018
Forest Ln		700	G								0.116	F	0.58	720	G	2018
High St		280	G								0.118	F	0.619	290	G	2018
Holmes St		150	G								0.116	F	0.735	160	G	2018
Maple Lane		NA									NA			NA		