2019

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	3+Axle	1Trail	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW
Bus 1	58	Danville St	Town of South Hill	From: SCL South Hill To: Locust St	1.89	5400	F	93%	2%	2%	1%	2%	0%	C	0.122	F	0.534	5300	F
Bus 1	58	Danville St	Town of South Hill	From: Locust St To: Plank Rd	0.28	7100	F	93%	2%	2%	1%	2%	0%	F	0.102	F	0.53	7000	F
Bus 1	58	Danville St	Town of South Hill	From: Plank Rd To: Goodes Ferry Blvd	0.09	7700	F	93%	2%	2%	1%	2%	0%	F	0.099	F	0.550	7500	F
Bus 1	58	Danville St	Town of South Hill	From: Goodes Ferry Blvd To: Mecklenburg Ave	0.23	7100	F	93%	2%	2%	1%	2%	0%	F	0.099	F	0.556	6900	F
Bus 1	58	Mecklenburg Ave	Town of South Hill	From: Danville St To: US 58 BUS; SR 47 Atlantic St	0.16	7300	F	96%	1%	1%	1%	1%	0%	F	0.093	F	0.503	7200	F
1		Mecklenburg Ave	Town of South Hill	From: US 58 BUS; SR 47 Atlantic St To: Windsor St	0.08	8400	F	96%	1%	1%	1%	1%	0%	F	0.099	F	0.57	8200	F
1		Mecklenburg Ave	Town of South Hill	From: Windsor St To: E Ferrell St	0.58	9900	F	96%	1%	1%	1%	1%	0%	F	0.095	F	0.532	9700	F
1		Mecklenburg Ave	Town of South Hill	From: E Ferrell St To: NCL South Hill	2.26	8600	F	96%	1%	1%	1%	1%	0%	C	0.099	F	0.522	8400	F
47		W Atlantic St	Town of South Hill	From: Mecklenburg Ave To: Thomas St	0.63	6600	F	93%	0%	1%	2%	4%	0%	F	0.085	F	0.557	6500	F
47		W Atlantic St	Town of South Hill	From: Thomas St To: Opie Rd	0.23	5500	F	93%	0%	1%	2%	4%	0%	C	0.094	F	0.595	5400	F
47		W Atlantic St	Town of South Hill	From: Opie Rd To: WCL South Hill	0.39	6500	F	93%	0%	1%	2%	4%	0%	F	0.096	F	0.633	6300	F
58			Town of South Hill (Maint: 58)	From: SCL South Hill; Maple Lane To: BUS US 58; Country Lane	0.69	7400	F	80%	1%	1%	1%	17%	1%	F	0.086	F	0.509	7300	F
58		E Atlantic St	Town of South Hill (Maint: 58)	From: BUS US 58; Country Lane To: ECL South Hill; I-85	0.24	21000	G	80%	1%	1%	1%	17%	1%	F	0.085	F	0.525	21000	G
Bus 58	1	Danville St	Town of South Hill	From: Locust St To: Plank Rd	0.28	7100	F	93%	2%	2%	1%	2%	0%	F	0.102	F	0.53	7000	F
Bus 58	1	Danville St	Town of South Hill	From: SCL South Hill To: Locust St	1.89	5400	F	93%	2%	2%	1%	2%	0%	C	0.122	F	0.534	5300	F
Bus 58	1	Danville St	Town of South Hill	From: Plank Rd To: Goodes Ferry Blvd	0.09	7700	F	93%	2%	2%	1%	2%	0%	F	0.099	F	0.550	7500	F

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 58 (1) Danville St	Town of South Hill	0.23	7100	F	93%	2%	2%	1%	2%	0%	F	0.099	F	0.556	6900	F
From: Goodes Ferry Blvd / To: Mecklenburg Ave																
Bus 58 (1) Mecklenburg Ave	Town of South Hill	0.16	7300	F	96%	1%	1%	1%	1%	0%	F	0.093	F	0.503	7200	F
From: Danville St / To: US 1; SR 47 Atlantic St																
Bus 58 Atlantic St	Town of South Hill	0.48	11000	G	97%	0%	1%	0%	2%	0%	C	0.087	F	0.508	11000	G
From: US 1; SR 47 / To: Windsor St																
Bus 58 Atlantic St	Town of South Hill	0.66	13000	G	97%	0%	1%	0%	2%	0%	C	0.087	F	0.508	14000	G
From: Windsor St / To: US 58 E Atlantic St																
North 85	Town of South Hill (Maint: 58)	0.25	13000	A	81%	1%	1%	1%	16%	1%	F	0.131	A		11000	A
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			26000	A	80%	1%	1%	1%	16%	1%	F	0.126	A	0.511	23000	A
From: SCL South Hill / To: US 58																
North 85	Town of South Hill (Maint: 58)	2.53	12000	A	81%	1%	1%	1%	16%	1%	F	0.125	A		11000	A
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			24000	A	80%	1%	1%	1%	16%	1%	F	0.118	A	0.504	21000	A
From: US 58 / To: US 1																
North 85	Town of South Hill (Maint: 58)	0.53	11000	A	81%	1%	1%	1%	16%	1%	F	0.131	A		9800	A
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			23000	A	80%	1%	1%	1%	16%	1%	F	0.122	A	0.533	20000	A
From: US 1 / To: NCL South Hill																
South 85	Town of South Hill (Maint: 58)	0.40	13000	A	80%	1%	1%	1%	16%	1%	F	0.125	A		11000	A
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			26000	A	80%	1%	1%	1%	16%	1%	F	0.126	A	0.511	23000	A
From: SCL South Hill / To: US 58																
South 85	Town of South Hill (Maint: 58)	2.72	12000	A	80%	1%	1%	1%	16%	1%	F	0.116	A		11000	A
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			24000	A	80%	1%	1%	1%	16%	1%	F	0.118	A	0.504	21000	A
From: US 58 / To: US 1																
South 85	Town of South Hill (Maint: 58)	0.29	11000	A	80%	1%	1%	1%	16%	1%	F	0.118	A		9800	A
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			23000	A	80%	1%	1%	1%	16%	1%	F	0.122	A	0.533	20000	A
From: US 1 / To: NCL South Hill																
138 Union Mill Rd	Town of South Hill	0.38	4000	F	94%	1%	1%	1%	4%	0%	F	0.098	F	0.57	3900	F
From: US 1 Mecklenburg Ave / To: NCL 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

Town of South Hill

Route	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
(1) Brunswick Ave — From: Main St To: SR 47 Atlantic St	0.13	470	F	98%	1%	1%	0%	0%	0%	F	0.128	F	0.591	460	F	2019
(2) Charles St — From: Field Dr To: Raleigh St	0.28	260	F	97%	1%	0%	1%	1%	0%	C	0.161	F	0.611	250	F	2019
(3) Danville St — From: Mecklenburg Ave To: Dortch Ln	0.31	1800	F	97%	1%	1%	1%	0%	0%	F	0.105	F	0.503	1700	F	2019
(4) Dortch Lane — From: Danville St To: Atlantic St	0.18	1700	F	99%	1%	0%	0%	0%	0%	C	0.11	F	0.556	1600	F	2019
(7) Lunenburg Ave — From: Danville St To: Atlantic St	0.16	1100	F	95%	1%	2%	1%	1%	0%	C	0.097	F	0.505	1000	F	2019
(8) Main St — From: Thomas St To: Mecklenburg Ave	0.45	820	F	97%	1%	1%	1%	0%	0%	C	0.101	F	0.645	800	F	2019
(8) Main St — From: Mecklenburg Ave To: Maple Lane	0.69	3500	F	97%	1%	1%	1%	0%	0%	F	0.104	F	0.522	3400	F	2019
(9) Maple St — From: Main Street To: US 58	0.07	3700	F	99%	0%	0%	1%	0%	0%	F	0.103	F	0.527	3600	F	2019
(10) Pace Dr — From: Mecklenburg Ave To: Mecklenburg Ave	0.51	1100	F	99%	0%	0%	1%	0%	0%	C	0.114	F	0.54	1000	F	2019
(11) Raleigh Ave — From: SR 47 To: High St	0.65	1200	F	97%	1%	1%	1%	1%	0%	C	0.113	F	0.565	1100	F	2019
(11) Raleigh Ave — From: High St To: Charles St	0.86	720	F	98%	1%	1%	1%	0%	0%	C	0.118	F	0.526	700	F	2019
(11) Raleigh Ave — From: Charles St To: Forest Lane	0.04	380	F	97%	1%	1%	0%	1%	0%	C	0.118	F	0.61	370	F	2019
(12) Thomas St — From: Plank Rd To: Atlantic St	0.15	1400	F	98%	1%	1%	0%	1%	0%	C	0.125	F	0.598	1400	F	2019
(13) Windsor St — From: Mecklenburg Ave To: Atlantic St	0.49	2400	F	99%	0%	1%	0%	0%	0%	C	0.106	F	0.735	2300	F	2019
(14) Maple Ln — From: US 58 To: 301-8 Main St	0.85	1600	F	99%	0%	0%	0%	0%	0%	C	0.111	F	0.573	1600	F	2019
(15) Field Dr — From: Charles St To: Pace Dr	0.09	420	F	97%	1%	1%	1%	0%	0%	C	0.124	F	0.575	410	F	2019
(16) Goodes Ferry Rd — From: South Hill Ave To: Danville St	0.59	1000	F	97%	1%	1%	1%	0%	0%	C	0.11	F	0.638	1000	F	2019
(523) Goodes Ferry Blvd — From: SCL South Hill To: South Hill Ave	0.42	1400	F	97%	1%	1%	0%	1%	0%	C	0.102	F	0.549	1400	F	2019
(523) South Hill Ave — From: Goodes Ferry Rd To: First St	0.31	1200	F	97%	1%	1%	0%	0%	0%	C	0.094	F	0.549	1200	F	2019
(523) South Hill Ave — From: First St To: Danville St	0.22	1500	F	97%	1%	1%	0%	1%	0%	F	0.100	F	0.556	1500	F	2019

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																
(529) Chaptico Rd — From: Mecklenburg Ave — To: Buena Vista Circle	0.46	2100	F	98%	0%	1%	0%	0%	0%	C	0.088	F	0.598	2000	F	2019
(529) Chaptico Rd — From: Buena Vista Cir — To: NCL South Hill	0.59	1100	F	97%	1%	1%	0%	1%	0%	C	0.113	F	0.585	1100	F	2019
(2519) Plank Rd — From: Danville St — To: Opie St	0.38	1800	F	96%	1%	1%	2%	1%	0%	C	0.115	F	0.565	1700	F	2019
(2519) Opie Rd — From: Plank Rd — To: Atlantic St	0.26	2200	F	96%	1%	1%	2%	0%	0%	C	0.099	F	0.658	2200	F	2019
(2520) McCraken St — From: Bus US 58 Atlantic St — To: Franklin St	0.19	8500	F	98%	1%	1%	0%	0%	0%	C	0.103	F	0.630	8300	F	2019
(2520) Lombardy St — From: Franklin St — To: E Ferrell St	0.61	4800	F	97%	1%	1%	1%	0%	0%	F	0.107	F	0.619	4700	F	2019
(2520) E Ferrell St — From: Lombardy St — To: Mecklenburg Ave	0.32	3200	F	97%	1%	1%	1%	0%	0%	C	0.110	F	0.524	3100	F	2019
Forest Ln — From: Green Hill Rd — To: Stockley St		860	F								0.108	F	0.63	840	F	2019
High St — From: Raleigh Ave — To: Baker St		270	F								0.139	F	0.6	270	F	2019
Holmes St — From: Lombardy St — To: Benton St		140	F								0.142	F	0.579	140	F	2019
Maple Lane — From: US 58 Bypass — To: Main St		NA									NA			NA		