2017

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.

1 Trail 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
- 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

29 US Route	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	

- Frontage Road (F precedes frontage route number)
- (600) Secondary Route

Special Routes

Bus	Bus - Business Route
29	Bypas - Bypass Route
\smile	Truck - Truck Route
ALT	ALT - Alternate Route
(220)	Wye - Wye Route connector

Virginia State Route

- 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 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.

Virginia Department of Transportation Traffic Engineering Division 2017

Annual Average Daily Traffic Volume Estimates By Section of Route Town of South Hill

		TOWITOT SOULIT HIII				Т				1/	Dir		
Route	Jurisdiction	Length AADT QA	4Tire	Bus					QC		OK	AAWDT	QW
D	From:	CCI Cd. II:II			2AXIE	3+Axie	TTrail	21raii		Factor	Factor		
Bus (1) (58) Danville St	Town of South Hill	SCL South Hill 1.89 5300 G	94%	2%	1%	1%	2%	0%	С	0.123	0.565	5300	G
1 58 Danville St	Town of Countries		0470	270		1 /0	270	0 70	Ü	0.120	0.000	0000	ď
Bus	To: From:	Locust St											
1 \(\int_{58} \) Danville St	Town of South Hill	0.28 7700 G	94%	2%	1%	1%	2%	0%	F	0.099	0.54	7800	G
	To	Plank Rd											
Bus 1 (58) Danville St	Town of South Hill	0.09 8000 G	0.49/	20/	10/	10/	20/	09/	_	0.003	0.556	0100	G
1 (58) Danville St	Town of South All	0.09 8000 G	94%	270	1 70	170	270	0%	Г	0.093	0.556	0100	G
Bus	To- From:	Goodes Ferry Blvd											
1 \ \(\sum_{58} \) Danville St	Town of South Hill	0.23 7400 G	94%	2%	1%	1%	2%	0%	F	0.089	0.555	7500	G
	To:	Mecklenburg Ave											
Bus	From:	Danville St	000/	40/		40/	00/	00/	_	0.004	0.504	0.400	_
1 (58) Mecklenburg Ave	Town of South Hill	0.16 8300 G	96%	1%	1%	1%	2%	0%	F	0.084	0.531	8400	G
~~~	To: From:	US 58 BUS; SR 47 Atlantic											
1 Mecklenburg Ave	Town of South Hill	0.08 <b>8100 G</b>	96%	1%	1%	1%	2%	0%	F	0.094	0.507	8200	G
	To:	Windsor St			$\neg$ $\vdash$								
1 Mecklenburg Ave	Town of South Hill	0.58 <b>9900 G</b>	96%	1%	1%	1%	2%	0%	F	0.09	0.545	10000	G
	Tec	E Ferrell St											
Mecklenburg Ave	Town of South Hill	2.26 <b>7400 G</b>	96%	1%	1%	1%	2%	0%	С	0.091	0.540	7500	G
	To:	NCL South Hill											
	From:	Mecklenburg Ave											
(47) W Atlantic St	Town of South Hill	0.63 <b>6800 G</b>	95%	1%	1%	1%	3%	0%	F	0.084	0.514	6900	G
	To	Thomas St											
(47) W Atlantic St	Town of South Hill	0.23 <b>5600 G</b>	95%	1%	1%	1%	3%	0%	С	0.104	0.603	5700	G
47) 11 7 11 11 11 11 11	Te			. , 0		. , 0	0,70	0 / 0	Ū	0	0.000	0.00	<b>.</b>
47) W Atlantic St	Town of South Hill	Opie Rd 0.39 <b>6600 G</b>	05%	10/	10/	10/	20/	09/	Е	0.000	0.625	6600	G
47) W Atlantic St	Town of South Fill	WCL South Hill	A 4Tire Bus 2Axle 3+Axle 1Trail 2Trail QC Factor QK Factor AAW  2Axle 3+Axle 1Trail 2Trail QC Factor QK Factor AAW  3 94% 2% 1% 1% 2% 0% F 0.099 0.54 780  3 94% 2% 1% 1% 2% 0% F 0.099 0.54 780  3 94% 2% 1% 1% 2% 0% F 0.093 0.556 810  3 94% 2% 1% 1% 2% 0% F 0.089 0.555 750  3 96% 1% 1% 1% 2% 0% F 0.084 0.531 840  3 96% 1% 1% 1% 2% 0% F 0.094 0.507 820  3 96% 1% 1% 1% 2% 0% F 0.094 0.507 820  3 96% 1% 1% 1% 2% 0% F 0.094 0.545 100  3 96% 1% 1% 1% 2% 0% F 0.094 0.545 100  3 96% 1% 1% 1% 1% 2% 0% F 0.094 0.540 750  3 96% 1% 1% 1% 1% 3% 0% F 0.084 0.514 690  3 95% 1% 1% 1% 1% 3% 0% F 0.084 0.514 690  3 95% 1% 1% 1% 1% 3% 0% F 0.085 0.618 590  3 95% 1% 1% 1% 1% 1% 1% 5% 0% F 0.085 0.618 590  3 94% 2% 1% 1% 1% 1% 1% F 0.079 0.538 210  3 94% 2% 1% 1% 1% 2% 0% F 0.099 0.54 780  3 94% 2% 1% 1% 2% 0% F 0.099 0.54 780	0000	G								
	From:												
(50)	Town of South Hill (Maint: 58)	SCL South Hill; Maple La 0.69 <b>6000 G</b>		1%	1%	1%	16%	1%	F	0.085	0.618	5900	G
(58)	Town of South Till (Maint: 36)			1 /0	1 /0	1 /0	10 /6	1 /0	'	0.005	0.010	3300	ч
E Allegatio Ot	To:	BUS US 58; Country Lar		40/		40/	4.00/	40/	_	0.070	0.500	04000	_
58 E Atlantic St	Town of South Hill (Maint: 58)	0.24 <b>21000 G</b>	81%	1%	1%	1%	16%	1%	F	0.079	0.538	21000	G
		ECL South Hill; I-85											
Bus Depuille St	Town of Court I III	Locust St	0.49/	20/	10/	10/	20/	00/	г	0.000	0.54	7000	_
(58) (1) Danville St	Town of South Hill	0.28 <b>7700 G</b> Plank Rd	94%	۷%	1%	1%	∠%	U%	г	0.099	0.54	7800	G
Bus	From:	SCL South Hill			<del>-  </del> -								
58 1 Danville St	Town of South Hill	1.89 <b>5300 G</b>	94%	2%	1%	1%	2%	0%	С	0.123	0.565	5300	G
	To	Locust St											
Bus	From:	Plank Rd						•					
58 1 Danville St	Town of South Hill	0.09 <b>8000 G</b>	94%	2%	1%	1%	2%	0%	F	0.093	0.556	8100	G
~ ~	Tα	Goodes Ferry Blvd											

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#### Virginia Department of Transportation Traffic Engineering Division 2017

#### Annual Average Daily Traffic Volume Estimates By Section of Route Town of South Hill

_						_		Tru	ıck			K		Dir		
Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
Bus	From:		odes Ferry B													
$\binom{58}{1}$ Danville St	Town of Sout		7400	G	94%	2%	1%	1%	2%	0%	F	0.089		0.555	7500	G
Bus	10: From:	Me	cklenburg A Danville St	ve			+									
58 1 Mecklenburg Ave	e Town of Sout	h Hill 0.16	8300	G	96%	1%	1%	1%	2%	0%	F	0.084		0.531	8400	G
(30) (1)	To:		SR 47 Atlar													
Bus	From:		US 1; SR 47													
58 Atlantic St	Town of Sout	h Hill 0.48	10000	G	97%	0%	1%	0%	2%	0%	С	0.088		0.544	10000	G
Bus	To: From:		Windsor St													
58 Atlantic St	Town of Sout	h Hill 0.66	13000	G	97%	0%	1%	0%	2%	0%	С	0.088		0.544	13000	G
36) *	To:		58 E Atlanti				T				_					-
lorth	From:	S	CL South Hi	i11												
85)	Town of South Hill		13000	Α	81%	1%	1%	1%	16%	1%	F	0.118			11000	Α
30)	Combined Traffic Estimates for 2 Parallel	,	25000	Α	80%	1%	1%	1%	16%	1%	F	0.109	Α	0.505	22000	Α
	To	, 	US 58													
lorth	From:						<u> </u>				_					
85	Town of South Hill	,	12000	Α	81%	1%	1%	1%	16%	1%	F	0.117			10000	A
~	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	23000	Α	80%	1%	1%	1%	16%	1%	F	0.112	Α	0.531	20000	Α
lorth	To: From:		US 1													
85)	Town of South Hill	(Maint: 58) 0.53	11000	Α	81%	1%	1%	1%	16%	1%	F	0.119			9600	Α
30)	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	22000	Α	80%	1%	1%	1%	16%	1%	F	0.112	Α	0.512	19000	Α
	To:		CL South H	ill												
outh	From:	S	CL South Hi	i11												
outh 85	Town of South Hill	(Maint: 58) 0.40	13000	Α	80%	1%	1%	1%	16%	1%	F	0.109			11000	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	25000	Α	80%	1%	1%	1%	16%	1%	F	0.109	Α	0.505	22000	Α
	To:		US 58													
South	From:	(Maint: FO) 0.70		_	000/	1%	10/	10/	160/	10/	_	0.117			10000	^
85	Town of South Hill	'	11000	A	80%		1%	1%	16%	1%	F	0.117	^	0.504	10000	A
	Combined Traffic Estimates for 2 Parallel	Hoadways on this Houte:	23000	Α	80%	1%	1%	1%	16%	1%	F	0.112	Α	0.531	20000	Α
outh	To: From:		US 1				_}									
85)	Town of South Hill	(Maint: 58) 0.29	11000	Α	80%	1%	1%	1%	16%	1%	F	0.117			9500	Α
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	22000	Α	80%	1%	1%	1%	16%	1%	F	0.112	Α	0.512	19000	Α
	To:	N	CL South H	ill												
	From:	US 1	Mecklenbur	g Ave												
138) Union Mill Rd	Town of Sout	h Hill 0.38	3800	G	94%	1%	1%	1%	3%	0%	F	0.102		0.528	3800	G
<u> </u>	To:	N	CL South H	ill												

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# Virginia Department of Transportation Traffic Engineering Division 2017 Annual Average Daily Traffic Volume Estimates By Section of Route Town of South Hill

### Action   Factor   Factor	Pout							TOWIT OF SOURT HIII							
Brunswick Are	Brunswick Ave	Route	Length	AADT	QA	4Tire	Bus			QC		ΩK	AAWDT	QW	Year
1 Brunswick Ave	Brunswick Ave	Town of South Hill													
See 27 Adams 81	Signature   Sign	Prupowiek Ave	0.12		<u> </u>	000/	10/		00/		0.116	0.617	<b>5</b> 20	G	2017
2 Charles St	2 Charles S1	1 Bruriswick Ave	0.13	<b>520</b>		90%	I 70		0 70	Г	0.116	0.617	320	G	2017
2 Charles St	2 Charles SI 0.28 210 G 98% 21% 0% 0% 0% 0% 0% C 0.14 0.607 210 G 201:			From:							<u> </u>				
3) Danville St	Second Second Part   Second	2 Charles St	0.28	210	G	98%	2%		0%	С	0.14	0.607	210	G	2017
3 Danville St 0.31 1600	3 Darwille St	<u>-)</u>		To											
Darich Lane	Dench Lane			From				Mecklenburg Ave							
A   Dortch Lane	A   Dorich Lane	3 Danville St	0.31		G	97%	1%	2% 1% 0%	0%	F	0.126	0.658	1600	G	2017
Dortch Lane	A   Dorich Lane   0.18   1500   G   98%   1%   0%   0%   0%   0%   0%   0%   0	<u> </u>		To				Dortch Ln							
Authorities	Authorities	○ B	0.40		<u> </u>	000/	40/		00/				4500	•	004
The number   The	The property of the property	4 Dorton Lane	0.18	1500 To:	G	98%	1%		0%	C	0.118	0.6	1500	G	2017
7 Lunenburg Ave	Thomas St			From							1				
Main St   0.45   650   G   97%   17%   2%   17%   0%   0%   0%   0   0.122   0.633   660   G   2017	Main St	7 Lunenhurg Ave	0.16		L.	96%	1%		. 0%	С	0 104	0.55	1000	G	2017
Main St   0.45   650   G   97%   1%   2%   1%   0%   0%   0%   0   0.122   0.633   660   G   2017	Main St   0.45   650   G   97%   1%   2%   1%   0%   0%   0%   C   0.122   0.633   660   G   201		0.10	To:	Ĕ	3070	1 /0		070		0.104	0.00	1000	u	2017
8 Main St 0.45 650	Main St   0.45   650   G   97%   1%   2%   1%   0%   0%   C   0.122   0.633   660   G   2013			From											
Main St   0.69   3500   G   97%   1%   2%   1%   0%   0%   F   0.107   0.55   3600   G   2017	8 Main St	8 Main St	0.45	650	G	97%	1%		0%	С	0.122	0.633	660	G	2017
8 Main St	8 Main St	·)		To				Mecklenburg Ave							
Maple St   O.07   4100   G   99%   O%   O%   O%   O%   O%   F   O.102   O.52   4100   G   2017	Maple St   0.07   4100   G   99%   0%   0%   0%   0%   0%   0%   0	8 Main St	0.69	3500 From:	G	97%	1%		0%	F	0.107	0.55	3600	G	2017
9 Maple St	9 Maple St 0.07 4100 G 99% 0% 0% 0% 0% 0% F 0.102 0.52 4100 G 201:	<u> </u>		To:											
10   Pace Dr	10   Pace Dr   0.51   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990   990			From:				Main Street							
Pace Dr	Mecklenburg Ave   Mecklenbur	9 Maple St	0.07	4100	G	99%	0%	0% 0% 0%	0%	F	0.102	0.52	4100	G	2017
Pace Dr	Pace Dr	<u> </u>		To				US 58							
Mecklenburg Ave   Sk 87   Sk	Mecklenburg Ave   SR 47	$\widehat{}$													
11   Raleigh Ave   0.65   1000   G   99%   0%   0%   0%   0%   0%   0%   0	Raleigh Ave   0.65   1000   G   99%   0%   0%   0%   0%   0%   0%   F   0.114   0.611   1000   G   2011	10) Pace Dr	0.51	990	G	99%	0%		0%	С	0.108	0.574	1000	G	2017
11) Raleigh Ave	Raleigh Ave   0.65   1000   G   99%   0%   0%   0%   0%   0%   0%   F   0.114   0.611   1000   G   2017	<u> </u>		To											
High St	High St	Palaigh Ava	0.65		<u> </u>	009/	00/		00/		0 114	0.611	1000	G	2017
Raleigh Ave   0.86   590   G   99%   0%   0%   0%   0%   0%   0%   0	Raleigh Ave   0.86   590   G   99%   0%   0%   0%   0%   0%   0%   0	11) haleigh Ave	0.65	1000		99%	076	0% 0% 0%	0 70	Г	0.114	0.611	1000	G	2017
Charles St	Charles St	Palaigh Ava	0.06	From	_	000/	00/		00/		0.12	0 FF1	500	G	2017
11) Raleigh Ave 0.04 310 G 99% 0% 0% 0% 0% 0% 0% F 0.163 0.51 310 G 2017    Forest Lane	Raleigh Ave   0.04   310   G   99%   0%   0%   0%   0%   0%   0%   0	11) haleigii Ave	0.00	590	<u> </u>	99%	076	0% 0% 0%	0 70	C	0.13	0.551	390	G	2017
12   Thomas St   1500   G   97%   1%   19%   0%   0%   0%   0%   C   0.114   0.523   1600   G   2017	Thomas St   St   St   St   St   St   St   St	Deleiele A	0.04		<u> </u>	000/	00/		00/		0.100	0.51	010		0017
12   Thomas St   1500   G   97%   1%   1%   0%   0%   0%   C   0.114   0.523   1600   G   2017	12   Thomas St   1500   G   97%   1%   1%   0%   0%   0%   C   0.114   0.523   1600   G   2013     13   Windsor St   0.49   2500   G   99%   0%   1%   0%   0%   0%   0%   C   0.092   0.65   2500   G   2013     14   Maple Ln   0.85   1600   G   99%   0%   0%   0%   0%   0%   0%   0	11) Raieign Ave	0.04	310 To:	G	99%	0%		0%	Г	0.163	0.51	310	G	2017
12 Thomas St 0.15 1500 G 97% 1% 1% 0% 0% 0% 0% C 0.114 0.523 1600 G 2017    Atlantic St	Thomas St 0.15 1500 G 97% 1% 1% 0% 0% 0% 0% C 0.114 0.523 1600 G 2017    Atlantic St			From											
Atlantic St   Mecklenburg Ave   South Hill Ave   South	To Atlantic St    13   Windsor St   0.49   2500   G   99%   0%   1%   0%   0%   0%   0%   0 %   0.092   0.65   2500   G   2017	Thomas St	0.15		G	97%	1%		0%	С	0 114	0.523	1600	G	2017
13   Windsor St   0.49   2500   G   99%   0%   1%   0%   0%   0%   0%   C   0.092   0.65   2500   G   2017	Mecklenburg Ave   Mecklenbur	12)	00			0.70	.,,		. 0,0			0.020		<u> </u>	
13) Windsor St  0.49  2500  G 99% 0% 1% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0%	13   Windsor St   0.49   2500   G   99%   0%   1%   0%   0%   0%   C   0.092   0.65   2500   G   2017			From:				Mecklenburg Ave							
Atlantic St   St   St   St   St   St   St   St	Atlantic St	13) Windsor St	0.49	2500	G	99%	0%		0%	С	0.092	0.65	2500	G	2017
Maple Ln	Maple Ln   0.85   1600   G   99%   0%   0%   0%   0%   0%   0%   0			To				Atlantic St							
To	To   South Hill Ave	^		From:				US 58							
15   Field Dr   10.09   340   G   98%   0%   1%   0%   0%   0%   0%   C   0.143   0.633   340   G   2017	15   Field Dr   10.09   340   G   98%   0%   1%   0%   0%   0%   0%   C   0.143   0.633   340   G   2017	14) Maple Ln	0.85	1600	G	99%	0%	0% 0% 0%	0%	С	0.132	0.668	1600	G	2017
South Hill Ave   Sout	South Hill Ave   Sout	<u> </u>		To				301-8 Main St							
Pace Dr	Pace Dr   South Hill Ave   South Hill	<u> </u>	• • • •			001								_	
South Hill Ave   Sout	South Hill Ave   Sout	15) Field Dr	0.09		G	98%	0%		0%	С	0.143	0.633	340	G	2017
Goodes Ferry Rd   0.59   1300   G   98%   1%   1%   0%   1%   0%   C   0.093   0.5   1300   G   2017	Goodes Ferry Rd   0.59   1300   G   98%   1%   1%   0%   1%   0%   C   0.093   0.5   1300   G   2017										+				
Danville St	Danville St   SCL South Hill   Sch   S	Goodes Form Pd	0.50		<u></u>	000/	10/		. 00/		0.003	0.5	1200	G	2017
SCL South Hill   Sch	SCL South Hill   Sch South   Sch South Hill   Sch South   Sch	16) Goodes I elly nu	0.39	To		JO /6	1 /0		0 70		0.093	0.0	1300	G	2017
Goodes Ferry Blvd 0.42 1400 G 97% 1% 0% 0% 0% 0% C 0.109 0.559 1400 G 2017    South Hill Ave   Goodes Ferry Rd   Goodes Ferry Rd   Goodes Ferry Rd	Goodes Ferry Blvd 0.42 1400 G 97% 1% 0% 0% 0% 0% C 0.109 0.559 1400 G 2017    Control of the con			From:											
South Hill Ave   Sout	To South Hill Ave    Cooler Ferry Rd   Cooler Fe	Goodes Ferry Blvd	0.42		G	97%	1%		0%	С	0.109	0.559	1400	G	2017
South Hill Ave 0.31 1000 G 97% 1% 0% 1% 0% 0% F 0.108 0.509 1000 G 2017  From From From First St  523 South Hill Ave 0.22 1300 G 97% 1% 0% 1% 0% 0% F 0.107 0.514 1300 G 2017	South Hill Ave 0.31 1000 G 97% 1% 0% 1% 0% 0% F 0.108 0.509 1000 G 2017    South Hill Ave 0.22 1300 G 97% 1% 0% 1% 0% 0% F 0.107 0.514 1300 G 2017														
First St	First St 97% 1% 0% 1% 0% F 0.107 0.514 1300 G 2017							Goodes Ferry Rd		_				_	
523) South Hill Ave 0.22 <b>1300 G</b> 97% 1% 0% 1% 0% F 0.107 0.514 1300 G 2017	South Hill Ave 0.22 <b>1300 G</b> 97% 1% 0% 1% 0% F 0.107 0.514 1300 G 2017	523) South Hill Ave	0.31	1000	G	97%	1%	0% 1% 0%	0%	F	0.108	0.509	1000	G	2017
		<u> </u>													
	Danville St	523) South Hill Ave	0.22	1300	G	97%	1%		0%	F	0.107	0.514	1300	G	2017

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# Virginia Department of Transportation Traffic Engineering Division 2017 Annual Average Daily Traffic Volume Estimates By Section of Route Town of South Hill

Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of South Hill		From				N/ 1	1 1 4				1					
Chanting Pd	0.46	2500	G	97%	1%	1%	lenburg Av 0%	1%	0%	F	0.09		0.594	2500	G	2017
529 Chaptico Rd	0.46	2500 To:		9770	1 70		Vista Circ		076	Г	0.09		0.594	2300	G	2017
		From					na Vista Circ									
529) Chaptico Rd	0.59	1100	G	97%	1%	1%	0%	1%	0%	С	0.109		0.694	1100	G	2017
529) 5/14/100 / 14	0.00	To	Ť	07.70	170		South Hill		070	<u> </u>			0.001	1100	G	
		From:									_					
Plank Rd	0.38	1800	G	97%	1%	1%	anville St 1%	1%	0%	С	0.105		0.583	1800	G	201
Plank Rd	0.36	To		91 /0	1 /0			1 /0	0 /6	-	0.103		0.565	1000	G	201
		From:					Opie St Iank Rd									
Opie Rd	0.26	2300	G	97%	1%	1%	1%	1%	0%	F	0.106		0.665	2300	G	201
Opie Rd	0.20	<b>2000</b> To:	г <u> </u>	01 /0	1 70		tlantic St	1 /0	0 70				0.000	2000	ď	201
<u> </u>		From:		2221			58 Atlantic			_					_	
McCraken St	0.19	4300	G	98%	1%	1%	0%	0%	0%	С	0.095		0.605	4300	G	201
<u> </u>		To:				Fr	anklin St				_					
Lombardy St	0.61	4200	G	98%	1%	1%	0%	0%	0%	F	0.1		0.578	4300	G	201
		To				Е	Ferrell St									
_		From:				Lo	mbardy St									
E Ferrell St	0.32	3400	G	98%	1%	1%	0%	0%	0%	С	0.102		0.550	3400	G	201
		To	Mecklenburg Ave													
		From:				Gre	en Hill Rd									
Forest Ln		660	G								0.112		0.6	670	G	201
		To				St	ockley St									
		From:					leigh Ave				i					
High St		270	G			Ka	leigh Ave				0.106		0.71	270	G	201
riigir St		Baker St								0.100		0.71	270	G	201	
		From				Lo	mbardy St								_	
Holmes St		140	G								0.137		0.596	150	G	201
		To				В	enton St									
		From:				US	58 Bypass									
Maple Lane		NA												NA		
		To:					Main St									

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