

2014
Virginia Department of Transportation
Daily Traffic Volume Estimates
Including Vehicle Classification Estimates
where available

Special Locality Report
237
Town of Hillsville

Information in this report is included in Report
17
(Carroll 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
 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
Bypas - 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.

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 Traffic Engineering Division
 2014
 Annual Average Daily Traffic Volume Estimates By Section of Route
 Town of Hillsville

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
	From: SCL Hillsville															
52 Main St	Town of Hillsville (Maint: 17)	1.92	4400	G	97%	0%	1%	1%	1%	0%	F	0.086	F	0.517	4600	G
	To: US 58 West Stuart Dr															
52 Main St	Town of Hillsville (Maint: 17)	2.23	2600	G	94%	0%	2%	2%	1%	0%	F	0.091	F	0.579	2800	G
	To: NCL Hillsville															
	From: WCL Hillsville															
58 221 West Stuart Dr	Town of Hillsville (Maint: 17)	2.10	14000	N	97%	0%	1%	1%	1%	0%	N	0.084	N	0.559	15000	N
	To: US 221 Floyd Pike															
58 East Stuart Dr	Town of Hillsville (Maint: 17)	2.26	2400	G	97%	0%	1%	1%	1%	0%	C	0.088	F	0.585	2500	G
	To: ECL Hillsville															
	From: US 221 Floyd Pike															
100 Sylvatus Highway	Town of Hillsville (Maint: 17)	0.90	3200	N	94%	0%	1%	3%	2%	0%	N	0.098	N	0.524	3400	N
	To: NCL Hillsville															
	From: CL Hillsville															
221 58 West Stuart Dr	Town of Hillsville (Maint: 17)	2.10	14000	N	97%	0%	1%	1%	1%	0%	N	0.084	N	0.559	15000	N
	To: US 58															
	From: US 58 Stuart Dr															
221 Floyd Pike	Town of Hillsville (Maint: 17)	1.42	7000	G	96%	1%	1%	1%	2%	0%	F	0.087	F	0.535	7400	G
	To: ECL Hillsville															

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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 Hillsville																
(668) 17 Virginia St	0.83	920	R								NA		NA			10/11/2013
From						US 52 Main St										
(668) 17 Cavalier Dr	0.35	580	R								NA		NA			10/11/2013
To						US 58 East Stuart Dr										
(668) 17 Cavalier Dr	0.06	360	R								NA		NA			10/11/2013
From						17-972 Lynnhaven Rd										
To						NCL Hillsville										
(670) 17 Snake Creek Rd	0.11	700	N	98%	0%	1%	0%	0%	0%	N	0.082	N	0.508	730	N	2014
From						ECL Hillsville										
To						US 58 Danville Pike										
(703) 17 Gardner Mill Rd	1.00	70	R								NA		NA			09/14/2010
From						17-959 Willow Grove Rd										
To						US 58 West Stuart Dr										
(714) 17 Old Galax Pike	0.06	750	R								NA		NA			12/03/2013
From						WCL Hillsville										
To						17-1020 West Grayson St										
(780) 17 Howlette St	2.30	790	R								NA		NA			11/02/2013
From						US 52 Main St										
To						US 58 West Stuart Dr										
(835) 17 John Edward Lane	0.50	110	R								NA		NA			10/15/2010
From						US 52 Main St										
To						Dead End										
(865) 17 Akers Ave	0.20	120	R								NA		NA			09/27/2013
From						US 52 Main St										
To						Dead End										
(886) 17 Beaver Dam Rd	0.20	1400	G	98%	0%	1%	0%	0%	0%	C	0.098	F	0.559	1500	G	2014
From						SR 52										
To						17-1011 Valley View Lane										
(886) 17 Beaver Dam Rd	0.36	1400	G	98%	0%	1%	0%	0%	0%	F	0.100	F	0.603	1500	G	2014
From						ECL Hillsville										
To						WCL Hillsville										
(959) 17 Willow Grove Rd	0.53	6	R								NA		NA			11/07/2001
From						WCL Hillsville										
To						17-703 Gardner Mill Rd										
(962) 17 Water Plant Rd	0.52	340	R								NA		NA			09/27/2013
From						WCL Hillsville										
To						US 52 Main St										
(972) 17 Lynnhaven Rd	0.18	60	R								NA		NA			10/11/2013
From						17-668 Cavalier Dr										
To						Dead End										
(1000) 17 Nicholas St	0.15	49	R								NA		NA			09/17/2013
From						17-1017 Lyons Circle										
To						17-668 Virginia St										
(1001) 17 Pine St	0.15	720	R								NA		NA			10/11/2013
From						17-1002, E Grayson St										
To						17-1008 Court St										
(1001) 17 Pine St	0.05	770	R								NA		NA			10/11/2013
From						17-1003 Carroll St										
To						17-1009 Edgewood Dr										
(1001) 17 Pine St	0.06	630	R								NA		NA			10/11/2013
From						US 52; 17-1020										
To						17-1001 Pine St										
(1002) 17 E Grayson St	0.04	880	R								NA		NA			10/11/2013
From						17-1001 Pine St										
To						US 221 Floyd Pike										

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						2Axle	3+Axle	1Trail	2Trail							
Town of Hillsville																
1003 17 Carroll St	0.07	740	R								NA		NA			10/11/2013
1004 17 Center St	0.15	460	R								NA		NA			10/11/2013
1005 17 Ginger Lane	0.02	20	R								NA		NA			09/27/2013
1006 17 Jones Rd	0.31	520	R								NA		NA			10/11/2013
1007 17 Archa St	0.29	310	R								NA		NA			10/11/2013
1007 17 Archa St	0.06	190	R								NA		NA			10/11/2013
1007 17 Archa St	0.51	160	R								NA		NA			10/11/2013
1007 17 Archa St	0.15	60	R								NA		NA			10/11/2013
1008 17 Court St	0.07	700	R								NA		NA			10/11/2013
1009 17 Edgewood Dr	0.07	690	R								NA		NA			10/11/2013
1009 17 Edgewood Dr	0.30	370	R								NA		NA			10/11/2013
1009 17 Edgewood Dr	0.20	200	R								NA		NA			10/11/2013
1009 17 Edgewood Dr	0.12	50	R								NA		NA			10/11/2013
1010 17 Evergreen St	0.24	190	R								NA		NA			10/11/2013
1010 17 Evergreen St	0.09	200	R								NA		NA			10/11/2013
1011 17 Valley View Lane	0.30	80	R								NA		NA			10/11/2013
1012 17 Fulcher St	0.14	1200	R								NA		NA			10/11/2013
1013 17 Fulcher St	0.18	1100	R								NA		NA			10/11/2013
1014 17 Oak St	0.33	50	R								NA		NA			10/11/2013
1015 17 Wilkinson Dr	0.12	1300	R								NA		NA			10/11/2013
1015 17 Wilkinson Dr	0.08	490	R								NA		NA			10/11/2013

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						2Axle	3+Axle	1Trail	2Trail							
Town of Hillsville																
(1016/17) Morningview Heights	0.10	160	R			From: US 52 Main St					NA			NA		09/27/2013
(1016/17) Morningview Heights	0.15	40	R			To: 17-1005 Ginger Lane					NA			NA		09/27/2013
						To: Dead End										
(1017/17) Lyons Circle	0.21	60	R			From: Dead End					NA			NA		10/11/2013
(1017/17) Lyons Circle	0.07	100	R			To: 17-1000 Nicholas St					NA			NA		10/11/2013
						To: US 52 Main St										
(1018/17) Lyons Dr	0.10	70	R			From: US 52 Main St					NA			NA		10/11/2013
						To: Dead End										
(1019/17) Cox St	0.20	100	R			From: 17-1020 West Grayson St					NA			NA		10/11/2013
						To: US 58 West Stuart Dr										
(1020/17) West Grayson St	1.12	570	R			From: US 58 West Stuart Dr					NA			NA		12/03/2013
						To: US 52; 17-1001										
(1022/17) Wade St	0.04	80	R			From: US 52 Main St					NA			NA		10/11/2013
						To: 17-1023 Bohon St										
(1023/17) Bohon St	0.16	60	R			From: 17-1022 Wade St					NA			NA		10/11/2013
						To: 17-1018 Lyons Dr										
(1024/17) Dogwood Dr	0.25	60	R			From: 17-1007 Archa St					NA			NA		10/11/2013
						To: 17-1025 Chinquapin Trail										
(1025/17) Chinquapin Trail	0.34	70	R			From: 17-1007 Archa St					NA			NA		10/11/2013
						To: 17-1024 Dogwood Dr										
(1025/17) Chinquapin Trail	0.41	150	R			From: 17-668 Virginia St					NA			NA		10/11/2013
						To: 17-1009 Edgewood Dr										
(1026/17) Lynn St	0.05	120	R			From: 17-1027 Woodland Dr					NA			NA		10/11/2013
						To: Dead End										
(1027/17) Woodland Dr	0.08	30	R			From: 17-1026 Lynn St					NA			NA		10/11/2013
						To: 17-972 Lynnhaven Rd										
(1028/17) Raintree Rd	0.15	80	R			From: 17-1029 S, Cumberland Dr					NA			NA		10/11/2013
						To: 17-1029 N, Cumberland Dr										
(1028/17) Raintree Rd	0.31	380	R			From: US 221 Floyd Pike					NA			NA		10/11/2013
						To: 17-1028 S, Raintree Rd										
(1029/17) Cumberland Dr	0.12	70	R			From: 17-1028 N, Raintree Rd					NA			NA		10/11/2013
						To: 17-1032 Highland Park Dr										
(1031/17) Highland Park Dr	0.10	210	R			From: 17-1033 Hidden Pines Lane					NA			NA		01/07/2008
						To: 17-1034 Big Red Dr										

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						2Axle	3+Axle	1Trail	2Trail							
Town of Hillsville																
(1032/17) Highland Park Dr	0.06	230	R								NA		NA			11/21/2013
(1033/17) Hidden Pines Lane	0.18	90	R								NA		NA			11/21/2013
(1034/17) Big Red Dr	0.08	150	R								NA		NA			11/21/2013
(1034/17) Big Red Dr	0.23	70	R								NA		NA			11/21/2013
(1034/17) Big Red Dr	0.22	110	R								NA		NA			11/21/2013
(1041/17) Forest Dr	0.07	50	R								NA		NA			09/27/2013
(1041/17) Forest Dr	0.18	210	R								NA		NA			09/27/2013
(1042/17) Crestview Dr	0.12	130	R								NA		NA			09/27/2013
(1042/17) Crestview Dr	0.04	30	R								NA		NA			09/27/2013
(1043/17) Shady Lane	0.09	49	R								NA		NA			09/27/2013
(1046/17) Meridian Lane	0.07	140	R								NA		NA			11/21/2013
(1118/17) Victory Lane	0.18	100	R								NA		NA			08/10/2010
(1119/17) Rosebud St	0.06	45	R								NA		NA			08/10/2010
(9748/17) Carroll County Education Ctr	0.05	70	R								NA		NA			01/04/2011
US 58 Hillsville Bypass		2800	G	92%	1%	1%	1%	6%	0%	C	0.086	F	0.557	2800	G	2014
US 58 Hillsville Bypass		2100	G								0.088	F	0.51	2100	G	2014