

**2008**

**Virginia Department of Transportation  
Daily Traffic Volume Estimates  
Including Vehicle Classification Estimates**

where available

**Special Locality Report**

**130**

Town of South Boston

Information in this report is included in Report

**41**

(Halifax 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
-  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.

Virginia Department of Transportation  
Traffic Engineering Division  
2008  
Annual Average Daily Traffic Volume Estimates By Section of Route  
Town of South Boston

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
34 Hodges St	From: North Main St															
	Town of South Boston	0.54	2000	F	98%	1%	1%	0%	0%	0%	C	0.102	F	0.535	2200	F
	To: US 360 John Randolph Blvd															
58 360 Bill Tuck Hwy	From: US 501 Huell Matthews Hwy															
	Town of South Boston	0.18	13000	F	84%	1%	1%	1%	13%	1%	F	0.077	F		13000	F
	To: ECL South Boston															
129 North Main St	From: US 501 P; Wilborn Ave; Main St															
	Town of South Boston	0.09	3200	F	99%	1%	0%	0%	0%	0%	F	0.096	F	0.793	3500	F
	To: US 501 Broad St															
129 North Main St	From: US 501 Broad St															
	Town of South Boston	0.38	5000	F	99%	1%	0%	0%	0%	0%	C	0.096	F		5400	F
	To: SR 34 Hodges St															
129 North Main St	From: SR 34 Hodges St															
	Town of South Boston	0.16	6000	F	99%	1%	0%	0%	0%	0%	F	0.094	F	0.519	6500	F
	To: Edmunds St															
129 North Main St	From: Edmunds St															
	Town of South Boston	0.19	6200	F	99%	1%	0%	0%	0%	0%	F	0.095	F	0.574	6700	F
	To: College St															
129 North Main St	From: College St															
	Town of South Boston	0.63	5900	F	99%	1%	0%	0%	0%	0%	F	0.099	F	0.567	6400	F
	To: Hamilton Blvd															
129 North Main St	From: Hamilton Blvd															
	Town of South Boston	0.88	9600	F	99%	1%	0%	0%	0%	0%	C	0.099	F		10000	F
	To: NCL South Boston															
304 Seymour Dr	From: US 501 P; Main St															
	Town of South Boston	0.08	2500	F	97%	0%	1%	1%	0%	0%	F	0.102	F		2700	F
	To: US 501 Broad St															
304 Seymour Dr	From: US 501 Broad St															
	Town of South Boston	0.38	3000	F	97%	0%	1%	1%	0%	0%	C	0.092	F		3200	F
	To: Marshall St															
304 Seymour Dr	From: Marshall St															
	Town of South Boston	0.25	2600	F	97%	0%	1%	1%	0%	0%	F	0.092	F	0.574	2800	F
	To: US 360 John Randolph Blvd															
360 58 Bill Tuck Hwy	From: US 501 Riverdale															
	Town of South Boston	0.18	13000	F	84%	1%	1%	1%	13%	1%	F	0.077	F		13000	F
	To: CL South Boston															
360 John Randolph Blvd	From: SCL South Boston															
	Town of South Boston (Maint: 41)	0.16	9700	F	84%	1%	1%	1%	13%	1%	F	0.083	F		9500	F
	To: SR 304 Seymour Dr															
360 John Randolph Blvd	From: SR 304 Seymour Dr															
	Town of South Boston	0.52	9200	F	84%	1%	1%	1%	13%	1%	F	0.085	F		9000	F
	To: SR 34 Hodges St															
360 John Randolph Blvd	From: SR 34 Hodges St															
	Town of South Boston	0.44	10000	F	84%	1%	1%	1%	13%	1%	F	0.085	F		10000	F
	To: Hamilton Blvd															
360 John Randolph Blvd	From: Hamilton Blvd															
	Town of South Boston (Maint: 41)	0.09	7500	F	84%	1%	1%	1%	13%	1%	F	0.081	F		7300	F
	To: ECL South Boston															

Virginia Department of Transportation  
Traffic Engineering Division  
2008  
Annual Average Daily Traffic Volume Estimates By Section of Route  
Town of South Boston

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
501 Main St	From: US 58, US 360; SCL South Boston															
	Town of South Boston	0.53	17000	F	97%	0%	1%	0%	1%	0%	C	0.089	F	18000	F	
501 Broad St	To: US 501 P; Broad St															
	From: US 501 P Main St															
	Town of South Boston	0.09	8300	F	97%	0%	1%	0%	1%	0%	F	0.098	F	9000	F	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			15000	F	97%	1%	1%	0%	1%	0%	F	0.090	F	17000	F	
501 Broad St	To: SR 304 Seymour Dr															
	From: SR 304 Seymour Dr															
	Town of South Boston	0.22	8100	F	97%	0%	1%	0%	1%	0%	C	0.092	F	8800	F	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			15000	F	97%	1%	1%	0%	1%	0%	C	0.094	F	17000	F	
501 Broad St	To: SR 129 North Main St															
	From: SR 129 North Main St															
	Town of South Boston	0.26	6100	F	97%	0%	1%	0%	1%	0%	F	0.089	F	6600	F	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			13000	F	97%	1%	1%	0%	1%	0%	F	0.085	F	14000	F	
501 Broad Street	To: Third St															
	From: Third St															
Town of South Boston	0.18	5800	F	97%	0%	1%	0%	2%	0%	C	0.101	F	6300	F		
501 Broad Street	To: Edmunds St															
	From: Edmunds St															
	Town of South Boston	0.41	5900	F	97%	0%	1%	0%	2%	0%	F	0.096	F	6400	F	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			14000	F	97%	1%	1%	0%	1%	0%	F	0.09	F	16000	F	
501 Wilborn Ave	To: US 501 P Wilborn Ave															
	From: US 501 P; Broad St															
	Town of South Boston	0.51	14000	F	97%	0%	1%	0%	2%	0%	F	0.087	F	16000	F	
501 Halifax Rd	To: Hamilton Blvd															
	From: Hamilton Blvd															
	Town of South Boston	0.69	16000	F	97%	0%	1%	0%	2%	0%	F	0.09	F	17000	F	
501 Halifax Rd	To: Old NCL South Boston															
	From: Old NCL South Boston															
	Town of South Boston	0.79	17000	F	97%	0%	1%	0%	2%	0%	F	0.091	F	18000	F	
501 Halifax Rd	To: SR 129 N, Old Halifax Rd															
	From: SR 129 N, Old Halifax Rd															
	Town of South Boston	0.38	27000	G	97%	0%	1%	0%	2%	0%	F	NA		27000	G	
501 Main St	To: NCL South Boston															
	From: NCL South Boston															
	Town of South Boston	0.07	7000	F	97%	1%	1%	0%	1%	0%	F	0.084	F	7600	F	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			15000	F	97%	1%	1%	0%	1%	0%	F	0.090	F	17000	F	
501 Main St	To: SR 304 Seymour Dr															
	From: SR 304 Seymour Dr															
	Town of South Boston	0.18	7400	F	97%	1%	1%	0%	1%	0%	C	0.088	F	8000	F	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			15000	F	97%	1%	1%	0%	1%	0%	C	0.094	F	17000	F	
501 Wilborne Ave	To: SR 129 North Main St															
	From: SR 129 North Main St															
	Town of South Boston	0.26	7000	F	97%	1%	1%	0%	1%	0%	F	0.088	F	7600	F	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			13000	F	97%	1%	1%	0%	1%	0%	F	0.085	F	14000	F	
501 Wilborne Ave	To: Third St															
	From: Third St															
	Town of South Boston	0.57	8500	F	97%	1%	1%	0%	1%	0%	F	0.084	F	9300	F	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:																
501 Wilborne Ave	To: US 501 Broad Street															
	From: US 501 Broad Street															



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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							
<b>Town of South Boston</b>																
(1) Railroad Ave	0.36	430	F	92%	0%	1%	7%	0%	0%	C	0.099	F	0.673	470	F	2008
						From: Edmunds St										
						To: Summit Dr										
(1) Railroad Avenue	0.18	550	F	92%	0%	1%	7%	0%	0%	F	0.098	F	0.629	600	F	2008
						From: Seymour Dr										
						To: Seymour Dr										
(2) Riley Ave	0.16	840	F	98%	1%	1%	0%	0%	0%	C	0.102	F	0.526	910	F	2008
						From: Vaughan St										
						To: Vaughan St										
(3) Seymour Dr	0.11	640	F	92%	1%	2%	5%	0%	0%	C	0.099	F	0.546	690	F	2008
						From: Railroad Ave										
						To: Thomas St										
(4) Vaughan St	0.35	970	F	98%	1%	1%	0%	0%	0%	C	0.117	F	0.516	1100	F	2008
						From: Riley Ave										
						To: Pine Ave										
(5) Webster St	0.61	830	F	99%	0%	0%	0%	0%	0%	C	0.101	F	0.6	900	F	2008
						From: Wilborn Ave										
						To: North Main St										
(6) Third St	0.14	390	F	97%	0%	2%	0%	0%	0%	C	0.107	F	0.512	420	F	2008
						From: US 501; Broad St										
						To: IUS 501-P Wilborn Ave										
(4700) Berry Hill Rd	1.13	1700	F	99%	0%	1%	0%	0%	0%	C	0.100	F	0.510	1900	F	2008
						From: WCL South Boston										
						To: Wilmoth Ave										
(4700) Berry Hill Rd	0.20	2400	F	99%	0%	1%	0%	0%	0%	F	0.093	F	0.530	2600	F	2008
						From: Summit Dr										
(4700) Edmunds St	0.06	2500	F	99%	0%	1%	0%	0%	0%	F	0.098	F	0.563	2700	F	2008
						From: Railroad Ave										
(4700) Edmunds St	0.45	1600	F	97%	0%	1%	1%	0%	0%	C	0.1	F	0.544	1800	F	2008
						From: US 501; Wilborn Ave										
						To: US 501 Wilborn Ave										
(4700) Edmunds St	0.54	1300	F	98%	0%	1%	0%	0%	0%	C	0.093	F	0.602	1400	F	2008
						From: SR 29; North Main St										
						To: Seymour Dr										
(4701) Marshall Ave	0.15	720	F	98%	1%	1%	0%	0%	0%	F	0.114	F	0.587	790	F	2008
						From: Fenton St										
(4701) Marshall Ave	0.41	890	F	98%	1%	1%	0%	0%	0%	C	0.109	F	0.509	970	F	2008
						From: Hodges St										
						To: Hodges St										
(4702) Hamilton Blvd	0.37	3300	F	99%	0%	1%	0%	0%	0%	C	0.107	F		3600	F	2008
						From: SCL South Boston										
						To: Wilborn Ave										
(4702) Hamilton Blvd	0.70	5500	F	95%	1%	1%	0%	3%	0%	C	NA			6000	F	2008
						From: SR 129 North Main St										
(4702) Hamilton Blvd	1.26	5900	F	94%	1%	1%	1%	3%	0%	C	0.117	F		6500	F	2008
						From: US 360 John Randolph Blvd										
						To: US 360 John Randolph Blvd										
(4704) College St	0.80	1200	F	99%	1%	0%	0%	0%	0%	C	0.094	F	0.508	1300	F	2008
						From: North Main St										
						To: Cavalier Blvd										
(4710) Jeffress St	0.20	780	F	98%	1%	1%	0%	0%	0%	C	0.111	F	0.546	850	F	2008
						From: North Main St										
						To: Fenton St										
(4710) Fenton St	0.19	580	F	99%	1%	0%	0%	0%	0%	C	0.094	F	0.619	630	F	2008
						From: Jeffress St										
						To: Marshall Ave										
(4713) Watkins Ave	0.61	2200	F	97%	0%	2%	0%	1%	0%	C	0.098	F	0.540	2400	F	2008
						From: Edmunds St										
						To: Seymour Dr										

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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							
<b><u>Town of South Boston</u></b>																
Carrington St		NA				From: Watkins Ave					NA			NA		
						To: Noblin Ave										
College St		500	F			From: Lewellyn Avenue				0.095	F		500	F	2008	
						To: Washington Avenue										
Greenway Dr		360	G			From: Wilborn Ave					NA		360	G	2008	
						To: Norwood Ave										
Ridge St		220	F			From: Spring Avenue				0.138	F	0.581	220	F	2008	
						To: Alderson Avenue										
Robin Hood Rd		430	G			From: Halifax Rd					NA		430	G	2008	
						To: Nottingham Dr										