

**2017**

**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.

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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

-  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  
 2017  
 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	4800	G	97%	0%	1%	1%	1%	0%	F	0.089	0.593	5000	G	
	To: US 58 West Stuart Dr															
52 Main St	Town of Hillsville (Maint: 17)	2.23	2700	G	95%	0%	1%	2%	1%	0%	F	0.091	0.583	2800	G	
	To: NCL Hillsville															
	From: WCL Hillsville															
58 221 West Stuart Dr	Town of Hillsville (Maint: 17)	2.10	15000	N	97%	0%	1%	1%	0%	0%	N	0.084	0.507	16000	N	
	To: US 221 Floyd Pike															
58 East Stuart Dr	Town of Hillsville (Maint: 17)	2.26	2000	G	97%	0%	1%	1%	0%	0%	C	0.091	0.604	2100	G	
	To: ECL Hillsville															
	From: US 221 Floyd Pike															
100 Sylvatus Highway	Town of Hillsville (Maint: 17)	0.90	3500	N	94%	0%	1%	4%	1%	0%	N	0.097	0.545	3600	N	
	To: NCL Hillsville															
	From: CL Hillsville															
221 58 West Stuart Dr	Town of Hillsville (Maint: 17)	2.10	15000	N	97%	0%	1%	1%	0%	0%	N	0.084	0.507	16000	N	
	To: US 58															
	From: US 58 Stuart Dr															
221 Floyd Pike	Town of Hillsville (Maint: 17)	1.42	7000	G	95%	1%	1%	1%	1%	0%	F	0.085	0.542	7300	G	
	To: ECL Hillsville															

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						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Hillsville</b>																
(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	920	N	96%	1%	2%	1%	0%	0%	N	0.106		0.685	960	N	2017
From: ECL Hillsville																
To: US 58 Danville Pike																
(703) 17 Gardner Mill Rd	1.00	90	R								NA		NA			03/18/2016
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	140	R								NA		NA			03/18/2016
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	1500	G	98%	0%	0%	0%	0%	0%	C	0.1		0.599	1500	G	2017
From: SR 52																
To: 17-1011 Valley View Lane																
(886) 17 Beaver Dam Rd	0.36	1200	G	98%	0%	0%	0%	0%	0%	F	0.097		0.506	1300	G	2017
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																
(1002) 17 E Grayson St	0.04	880	R								NA		NA			10/11/2013
From: US 52; 17-1020																
To: 17-1001 Pine St																
(1002) 17 E Grayson St	0.56	1400	R								NA		NA			10/11/2013
From: US 221 Floyd Pike																



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						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Hillsville</b>																
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							
<b>Town of Hillsville</b>																
(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
(1016/17) Morningview Heights							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
(1017/17) Lyons Circle							To: US 52 Main St									
(1018/17) Lyons Dr	0.10	70	R				From: US 52 Main St				NA			NA		10/11/2013
(1018/17) Lyons Dr							To: Dead End									
(1019/17) Cox St	0.20	100	R				From: 17-1020 West Grayson St				NA			NA		10/11/2013
(1019/17) Cox St							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
(1020/17) West Grayson St							To: US 52; 17-1001									
(1022/17) Wade St	0.04	80	R				From: US 52 Main St				NA			NA		10/11/2013
(1022/17) Wade St							To: 17-1023 Bohon St									
(1023/17) Bohon St	0.16	60	R				From: 17-1022 Wade St				NA			NA		10/11/2013
(1023/17) Bohon St							To: 17-1018 Lyons Dr									
(1024/17) Dogwood Dr	0.25	60	R				From: 17-1007 Archa St				NA			NA		10/11/2013
(1024/17) Dogwood Dr							To: 17-1025 Chinquapin Trail									
(1025/17) Chinquapin Trail	0.34	70	R				From: 17-1007 Archa St				NA			NA		10/11/2013
(1025/17) Chinquapin Trail	0.41	150	R				To: 17-1024 Dogwood Dr				NA			NA		10/11/2013
(1025/17) Chinquapin Trail							To: 17-668 Virginia St									
(1026/17) Lynn St	0.05	120	R				From: 17-1009 Edgewood Dr				NA			NA		10/11/2013
(1026/17) Lynn St							To: 17-1027 Woodland Dr									
(1027/17) Woodland Dr	0.08	30	R				From: Dead End				NA			NA		10/11/2013
(1027/17) Woodland Dr							To: 17-1026 Lynn St									
(1028/17) Raintree Rd	0.15	80	R				From: 17-972 Lynnhaven Rd				NA			NA		10/11/2013
(1028/17) Raintree Rd	0.42	40	R				To: 17-1029 S, Cumberland Dr				NA			NA		10/11/2013
(1028/17) Raintree Rd	0.31	380	R				To: 17-1029 N, Cumberland Dr				NA			NA		10/11/2013
(1028/17) Raintree Rd							To: US 221 Floyd Pike									
(1029/17) Cumberland Dr	0.12	70	R				From: 17-1028 S, Raintree Rd				NA			NA		10/11/2013
(1029/17) Cumberland Dr							To: 17-1028 N, Raintree Rd									
(1031/17) Highland Park Dr	0.10	200	R				From: 17-1032 Highland Park Dr				NA			NA		06/28/2016
(1031/17) Highland Park Dr	0.07	130	R				To: 17-1033 Hidden Pines Lane				NA			NA		11/21/2013
(1031/17) Highland Park Dr							To: 17-1034 Big Red Dr									

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						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Hillsville</b>																
(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			03/24/2016
(1119/17) Rosebud St	0.06	40	R								NA		NA			03/24/2016
(9748/17) Carroll County Education C-05	0.05	70	R								NA		NA			03/10/2016
US 58 Hillsville Bypass		2800	G	92%	1%	1%	1%	6%	0%	C	0.086		0.557	2800	G	2017
US 58 Hillsville Bypass		2100	G								0.088		0.51	2100	G	2017