

**2002**

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

where available

**Special Locality Report**

**237**

Town of Hillsville

Prepared By

**Virginia Department of Transportation  
Mobility Management Division**

In Cooperation With

**U.S. Department of Transportation  
Federal Highway Administration**

Virginia Department of Transportation  
Mobility Management 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 at VDOT Mobility Management's 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’s Mobility Management 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

**Peak Hour:** The estimate of the traffic volume for the 30<sup>th</sup> highest traffic volume occurring in a one-year period divided by the AADT for the same one-year period.

**QK:** Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B Factor based on 30th Highest Hour Observed During Less than 12 Months 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 30th Highest Hour
- N Peak Hour 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
-  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  
 Mobility Management Division  
 2002  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 Town of Hillsville

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Hillsville</b>																
52	1.92	3600	N	93%	0%	3%	1%	2%	0%	N	0.087	N	0.509	3600	N	2002
						From: NEW SCL HILLSVILLE										
52	1.71	2200	G	92%	0%	3%	4%	1%	0%	F	0.09	F	0.653	2200	G	2002
						From: US 58										
						To: NCL Hillsville										
58	2.10	15000	N	91%	0%	3%	1%	4%	0%	N	0.081	N	0.573	16000	N	2002
						From: WCL Hillsville										
58	1.13	4600	G	91%	0%	3%	1%	4%	0%	F	0.079	F	0.584	4600	G	2002
						From: US 221										
						To: ECL Hillsville										
221 58	2.10	15000	N	91%	0%	3%	1%	4%	0%	N	0.081	N	0.573	16000	N	2002
						From: CL Hillsville										
221	0.56	7300	G	93%	1%	4%	1%	2%	0%	F	0.086	F	0.582	7400	G	2002
						From: US 58										
						To: ECL Hillsville										
668	0.83	960	R								NA		NA			10/09/2001
						From: US 52										
668	0.35	450	R								NA		NA			10/09/2001
						From: US 58										
						To: 17-972										
668	0.06	450	R								NA		NA			10/09/2001
						From: NCL Hillsville										
670	0.11	880	N	94%	1%	3%	0%	1%	0%	N	0.100	N	0.670	880	N	2002
						From: ECL Hillsville										
						To: US 58										
703	1.00	70	R								NA		NA			1998
						From: 17-959										
						To: US 58										
714	0.06	550	R								NA		NA			10/24/2001
						From: WCL Hillsville										
						To: 17-1020										
780	2.30	800	R								NA		NA			11/07/2001
						From: US 52										
						To: US 58										
835	0.50	200	R								NA		NA			1998
						From: US 52										
						To: Dead End										
865	0.20	80	R								NA		NA			11/27/2001
						From: US 52										
						To: Dead End										
886	0.20	1400	G	97%	0%	2%	0%	0%	0%	C	0.096	F	0.537	1500	G	2002
						From: SR 52										
						To: 17-1011										
886	0.36	1400	G	97%	0%	2%	0%	0%	0%	F	0.091	F	0.622	1400	G	2002
						From: 17-1011										
						To: ECL HILLSVILLE										
959	0.53	6	R								NA		NA			11/07/2001
						From: WCL Hillsville										
						To: 17-703										
962	0.52	200	R								NA		NA			10/24/2001
						From: WCL HILLSVILLE										
						To: US 52										
972	0.18	120	R								NA		NA			10/09/2001
						From: 17-668										
						To: Dead End										

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						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Hillsville</b>																
1000 17	0.15	80	R			From: 17-1017					NA		NA			1986
						To: 17-668										
1001 17	0.15	900	R			From: 17-1002					NA		NA			1986
						To: 17-1008										
1001 17	0.05	980	R			From: 17-1008					NA		NA			1986
						To: 17-1003										
1001 17	0.06	830	R			From: 17-1003					NA		NA			1986
						To: 17-1009										
1002 17	0.04	1700	R			From: US 52; 17-1020					NA		NA			1994
						To: 17-1001										
1002 17	0.49	1700	R			From: 17-1001					NA		NA			1994
						To: US 221										
1003 17	0.07	1100	R			From: US 52					NA		NA			1986
						To: 17-1001										
1004 17	0.15	1000	R			From: Dead End					NA		NA			1986
						To: US 52										
1005 17	0.02	10	R			From: Dead End					NA		NA			1988
						To: 17-1016										
1006 17	0.31	320	R			From: 17-1007					NA		NA			1986
						To: 17-668										
1007 17	0.29	160	R			From: US 52					NA		NA			1996
						To: 17-1024										
1007 17	0.06	160	R			From: 17-1024					NA		NA			1986
						To: 17-1025										
1007 17	0.51	160	R			From: 17-1025					NA		NA			1986
						To: 17-1006										
1007 17	0.15	40	R			From: 17-1006					NA		NA			1986
						To: Dead End										
1008 17	0.07	820	R			From: US 52					NA		NA			1986
						To: 17-1001										
1009 17	0.07	1200	R			From: US 52					NA		NA			1986
						To: 17-1001										
1009 17	0.30	530	R			From: 17-1001					NA		NA			1986
						To: 17-1010										
1009 17	0.20	230	R			From: 17-1010					NA		NA			1986
						To: 17-1026										
1009 17	0.12	20	R			From: 17-1026					NA		NA			1986
						To: Dead End										
1010 17	0.24	160	R			From: Dead End					NA		NA			1986
						To: 17-1009										
1010 17	0.09	120	R			From: 17-1009					NA		NA			1986
						To: Dead End										



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						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Hillsville</b>																
1011 17	0.30	70	R			From: 17-886					NA		NA			1986
						To: Dead End										
1012 17	0.14	850	R			From: 17-1013					NA		NA			1994
						To: US 58										
1013 17	0.18	790	R			From: 17-1015					NA		NA			1994
						To: 17-1012										
1014 17	0.33	1500	R			From: US 58					NA		NA			1994
						To: US 52										
1015 17	0.12	1000	R			From: US 52					NA		NA			1986
						To: 17-1013										
1015 17	0.08	570	R			From: 17-1013					NA		NA			1986
						To: 17-668										
1016 17	0.10	120	R			From: US 52					NA		NA			1986
						To: 17-1005										
1016 17	0.15	60	R			From: 17-1005					NA		NA			1986
						To: Dead End										
1017 17	0.21	80	R			From: Dead End					NA		NA			1986
						To: 17-1000										
1017 17	0.07	140	R			From: 17-1000					NA		NA			1986
						To: US 52										
1018 17	0.10	70	R			From: US 52					NA		NA			1986
						To: Dead End										
1019 17	0.20	70	R			From: 17-1020					NA		NA			1986
						To: US 58										
1020 17	1.12	970	R			From: US 58					NA		NA			1994
						To: US 52, 17-1001										
1022 17	0.04	45	R			From: US 52					NA		NA			10/09/2001
						To: 17-1023										
1023 17	0.16	40	R			From: 17-1022					NA		NA			10/09/2001
						To: 17-1018										
1024 17	0.25	70	R			From: 17-1007					NA		NA			1994
						To: 17-1025										
1025 17	0.34	120	R			From: 17-1007					NA		NA			1986
						To: 17-1024										
1025 17	0.41	130	R			From: 17-1024					NA		NA			1994
						To: 17-668										
1026 17	0.05	40	R			From: 17-1009					NA		NA			1986
						To: 17-1027										
1027 17	0.08	20	R			From: Dead End					NA		NA			1986
						To: 17-1026										

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						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Hillsville</b>																
(1028/17)	0.15	90	R			From: 17-972					NA			NA		10/09/2001
(1028/17)	0.42	45	R			To: 17-1029 SOUTH					NA			NA		10/09/2001
(1028/17)	0.31	160	R			From: 17-1029 NORTH					NA			NA		10/09/2001
(1028/17)						To: US 221										
(1029/17)	0.12	47	R			From: 17-1028 SOUTH					NA			NA		10/09/2001
(1029/17)						To: 17-1028 NORTH										
(1031/17)	0.10	190	R			From: 17-1032					NA			NA		1986
(1031/17)	0.07	100	R			To: 17-1033					NA			NA		1986
(1031/17)						To: 17-1030										
(1032/17)	0.06	230	R			From: 17-1031					NA			NA		1986
(1032/17)						To: US 52										
(1033/17)	0.18	110	R			From: 17-1034					NA			NA		1986
(1033/17)						To: 17-1031										
(1034/17)	0.08	100	R			From: US 52					NA			NA		11/27/2001
(1034/17)						To: 17-1031										
(1034/17)	0.23	70	R			From: 17-1033					NA			NA		11/27/2001
(1034/17)	0.22	100	R			To: 17-780					NA			NA		1986
(1041/17)	0.07	20	R			From: Dead End					NA			NA		1994
(1041/17)	0.18	160	R			To: 17-1042					NA			NA		1994
(1041/17)						To: US 52										
(1042/17)	0.12	100	R			From: 17-1041					NA			NA		1994
(1042/17)	0.04	10	R			To: 17-1043					NA			NA		1994
(1042/17)						To: Dead End										
(1043/17)	0.09	40	R			From: Dead End					NA			NA		1994
(1043/17)						To: 17-1042										
(1046/17)	0.07	48	R			From: US 58					NA			NA		10/09/2001
(1046/17)						To: NCL Hillsville										
(9748/17)	0.05	350	R			From: 17-1014					NA			NA		1986
(9748/17)						To: 17-1014										