

**2010**  
**Virginia Department of Transportation**  
**Daily Traffic Volume Estimates**  
**Including Vehicle Classification Estimates**

where available

**Special Locality Report**

**129**

City of Salem

Information in this report is included in Report

**80**

(Roanoke 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

Bypas - 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  
2010  
Annual Average Daily Traffic Volume Estimates By Section of Route  
City of Salem

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
From: WCL Salem																
11 460 West Main St	City of Salem	1.12	19000	G	96%	1%	1%	2%	2%	0%	F	0.080	F	0.518	21000	G
To: SR 112 Wildwood Rd																
11 460 West Main St	City of Salem	1.31	27000	G	98%	0%	1%	0%	0%	0%	F	0.081	F	0.524	31000	G
To: ALT US 460, 4th St																
11 460 West Main St	City of Salem	0.60	14000	G	98%	0%	1%	0%	0%	0%	F	0.082	F	0.51	16000	G
To: Academy St																
11 460 West Main St	City of Salem	0.35	13000	G	98%	0%	1%	0%	0%	0%	F	0.080	F	0.517	15000	G
To: College Ave																
11 College Ave	City of Salem	0.09	2400	G	98%	0%	1%	0%	0%	0%	F	0.103	F	0.581	2800	G
To: US 460, Main St																
11 College Ave	City of Salem	0.72	5600	G	98%	0%	1%	0%	0%	0%	F	0.097	F	0.532	6400	G
To: SR 311, Thompson Memorial Dr																
11 Colorado St	City of Salem	0.58	17000	G	98%	0%	1%	0%	0%	0%	F	NA		19000	G	
To: 8th St																
11 Apperson Dr	City of Salem	0.98	19000	G	98%	0%	1%	0%	0%	0%	F	0.088	F	0.507	22000	G
To: Apperson Dr																
11 Apperson Dr	City of Salem	1.04	13000	G	98%	0%	1%	0%	0%	0%	F	0.089	F	0.52	15000	G
To: SR 419 Electric Rd																
11 Apperson Dr	City of Salem	0.40	17000	G	97%	0%	1%	1%	1%	0%	F	0.084	F	0.558	18000	G
To: W Main St																
ALT 11 ALT 460 4th St	City of Salem	0.37	19000	G	97%	0%	1%	1%	1%	0%	C	0.084	F	0.507	20000	G
To: Elm St																
ALT 11 ALT 460 4th St	City of Salem	0.29	16000	G	97%	0%	1%	1%	1%	0%	F	0.087	F	0.517	17000	G
To: Union St																
ALT 11 ALT 460 4th St	City of Salem	0.28	9400	G	98%	0%	1%	1%	1%	0%	F	0.088	F	0.523	10000	G
To: Colorado St																
ALT 11 ALT 460 Texas St	City of Salem	0.31	11000	G	98%	0%	1%	1%	1%	0%	C	0.091	F	0.592	12000	G
To: Roanoke Blvd																
ALT 11 ALT 460 Texas St	City of Salem	0.61	5700	G	97%	0%	1%	1%	1%	0%	C	0.094	F	0.602	6100	G
To: Idaho St																
ALT 11 ALT 460 Texas St	City of Salem	0.24	2600	G	97%	0%	1%	1%	1%	0%	F	NA		2800	G	
To: Lynchburg Tnpk																
ALT 11 ALT 460 Texas St	City of Salem	0.24	2600	G	97%	0%	1%	1%	1%	0%	F	NA		2800	G	
To: Electric Rd																

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							2Axle	3+Axle	1Trail	2Trail						
ALT 11 460 419 Electric Rd	From: Texas St City of Salem To: E Main St	0.53	20000	G	97%	0%	1%	1%	1%	0%	F	0.093	F	0.594	22000	G
ALT 11 460 E Main St	From: SR 419 Electric Rd City of Salem To: WCL Roanoke	0.44	15000	G	96%	1%	1%	1%	2%	0%	F	0.087	F	0.511	17000	G
North 81	From: SCL Salem City of Salem (Maint: 80) Combined Traffic Estimates for 2 Parallel Roadways on this Route:	0.20	25000	A	74%	1%	1%	1%	22%	2%	C	0.106	A		25000	A
	To: SR 112 Wildwood Rd		50000	A	76%	1%	1%	1%	20%	2%	C	NA		50000	A	
North 81	From: SR 112 Wildwood Rd City of Salem (Maint: 80) Combined Traffic Estimates for 2 Parallel Roadways on this Route:	0.22	29000	A	78%	1%	1%	1%	18%	1%	F	0.099	A		30000	A
	To: NCL Salem		58000	A	76%	1%	1%	1%	20%	2%	F	NA		59000	A	
South 81	From: SCL Salem City of Salem (Maint: 80) Combined Traffic Estimates for 2 Parallel Roadways on this Route:	0.28	25000	A	78%	1%	1%	1%	18%	1%	C	0.110	A		25000	A
	To: SR 112 Wildwood Rd		50000	A	76%	1%	1%	1%	20%	2%	C	NA		50000	A	
South 81	From: SR 112 Wildwood Rd City of Salem (Maint: 80) Combined Traffic Estimates for 2 Parallel Roadways on this Route:	0.14	29000	A	74%	1%	1%	1%	21%	2%	C	0.107	A		29000	A
	To: NCL Salem		58000	A	76%	1%	1%	1%	20%	2%	F	NA		59000	A	
South 81	From: SCL Salem City of Salem (Maint: 80) Combined Traffic Estimates for 2 Parallel Roadways on this Route:	0.90	29000	A	74%	1%	1%	1%	21%	2%	C	0.107	A		29000	A
	To: NCL Salem		58000	A	76%	1%	1%	1%	20%	2%	F	NA		59000	A	
112 Wildwood Rd	From: US 11, US 460 Main St City of Salem To: NCL Salem	0.44	19000	G	99%	0%	0%	0%	0%	0%	F	0.084	F	0.507	20000	G
311 Thompson Memorial Dr	From: College Ave City of Salem To: Main St	0.17	7100	G	98%	0%	1%	0%	1%	0%	F	0.109	F	0.581	7900	G
311 Thompson Memorial Dr	From: Main St City of Salem To: Rose Ln	0.94	12000	G	98%	0%	1%	0%	1%	0%	C	0.104	F	0.613	14000	G
311 Thompson Memorial Dr	From: Rose Ln City of Salem To: NCL Salem	0.55	12000	G	98%	0%	1%	0%	1%	0%	F	0.104	F	0.566	12000	G
419 Electric Rd	From: SCL Salem City of Salem To: US 11 Apperson Dr	0.69	26000	G	99%	0%	0%	0%	0%	0%	F	0.089	F	0.518	28000	G
419 Electric Rd	From: US 11 Apperson Dr City of Salem To: Roanoke Boulevard	0.58	23000	G	99%	0%	0%	0%	0%	0%	F	0.092	F	0.511	25000	G
419 Electric Rd	From: Roanoke Boulevard City of Salem To: ALT US 460 Texas St	0.89	16000	G	97%	0%	1%	1%	2%	0%	C	0.094	F	0.62	18000	G



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							2Axle	3+Axle	1Trail	2Trail							
From: ALT US 460 Texas St 419 ALT 460 ALT 11 Electric Rd	City of Salem	0.53	20000	G	97%	0%	1%	1%	1%	0%	F	0.093	F	0.594	22000	G	
To: US 460 East Main St																	
From: NCL Salem 419 Electric Rd	City of Salem	0.88	16000	G	96%	0%	1%	1%	2%	0%	F	0.096	F	0.609	18000	G	
To: WCL Salem																	
From: SR 112 460 11 West Main St	City of Salem	1.12	19000	G	96%	1%	1%	2%	2%	0%	F	0.080	F	0.518	21000	G	
To: SR 112																	
From: ALT US 460, 4th St 460 11 West Main St	City of Salem	0.60	14000	G	98%	0%	1%	0%	0%	0%	F	0.082	F	0.51	16000	G	
To: Academy St																	
From: US 11 College Ave 460 Main St	City of Salem	0.11	12000	G	96%	1%	1%	1%	2%	0%	F	0.082	F	0.537	13000	G	
To: SR 311 Thompson Memorial Dr																	
From: Lynchburg Tpke 460 E Main St	City of Salem	0.29	12000	G	96%	1%	1%	1%	2%	0%	F	0.086	F	0.547	14000	G	
To: Kessler Mill Rd																	
From: SR 419 Electric Rd 460 E Main St	City of Salem	0.24	13000	G	96%	1%	1%	1%	2%	0%	F	0.085	F	0.545	14000	G	
To: WCL Roanoke																	
From: W Main St US 11; 460 ALT 460 ALT 11 4th St	City of Salem	0.40	17000	G	97%	0%	1%	1%	1%	0%	F	0.084	F	0.558	18000	G	
To: Elm St																	
From: Union St ALT 460 ALT 11 4th St	City of Salem	0.37	19000	G	97%	0%	1%	1%	1%	0%	C	0.084	F	0.507	20000	G	
To: Colorado St																	
From: Roanoke Blvd ALT 460 ALT 11 4th St	City of Salem	0.29	16000	G	97%	0%	1%	1%	1%	0%	F	0.087	F	0.517	17000	G	
To: Idaho St																	
From: Idaho St ALT 460 ALT 11 Texas St	City of Salem	0.31	11000	G	98%	0%	1%	1%	1%	0%	C	0.091	F	0.592	12000	G	
To: Lynchburg Tpke																	
From: Lynchburg Tpke ALT 460 ALT 11 Texas St	City of Salem	0.61	5700	G	97%	0%	1%	1%	1%	0%	C	0.094	F	0.602	6100	G	

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Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW		
							2Axle	3+Axle	1Trail	2Trail								
ALT 460	ALT 11	Texas St	City of Salem	0.24	<b>2600</b>	<b>G</b>	97%	0%	1%	1%	1%	0%	F	NA		2800	G	
		From: Lynchburg Tpke																
		To: Electric Rd																
ALT 460	ALT 11	419 Electric Rd	City of Salem	0.53	<b>20000</b>	<b>G</b>	97%	0%	1%	1%	1%	0%	F	0.093	F	0.594	22000	G
		From: Texas St																
		To: E Main St																

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						2Axle	3+Axle	1Trail	2Trail							
<b>City of Salem</b>																
(F70) Skyview Rd	0.02	560	R								NA			NA		07/10/2009
(1) Market St	0.06	3400	G	99%	0%	0%	0%	0%	0%	C	0.089	F	0.553	3700	G	2010
(2) Idaho St	0.18	3200	N	99%	0%	0%	0%	0%	0%	N	0.097	N	0.504	3500	N	2010
(2) Idaho St	0.27	3200	G	99%	0%	0%	0%	0%	0%	F	0.097	F	0.504	3500	G	2010
(3) King St	0.07	250	G	99%	0%	1%	0%	0%	0%	F	0.119	F		270	G	2010
(4) Mill Lane	0.37	8500	G	98%	0%	1%	0%	1%	0%	C	0.089	F	0.515	9100	G	2010
(5) Piedmont Ave	0.10	NA									NA			NA		
(6) Green Ridge Rd	0.20	NA									NA			NA		
(8002) Riverside Dr	0.40	4900	G	99%	0%	1%	0%	0%	0%	F	0.103	F	0.555	5200	G	2010
(8002) Riverside Dr	0.93	6200	G	98%	0%	1%	0%	0%	0%	F	0.108	F	0.555	6700	G	2010
(8002) Riverside Dr	0.05	2500	N	98%	0%	1%	0%	0%	0%	N	0.093	N	0.517	2700	N	2010
(8002) Piedmont Ave	0.20	5900	G	98%	0%	1%	0%	0%	0%	F	0.093	N	0.517	6400	G	2010
(8002) Mulberry St	0.19	2500	N	98%	0%	1%	0%	0%	0%	N	0.093	N	0.517	2700	N	2010
(8002) Front Ave	0.65	2500	G	98%	0%	1%	0%	0%	0%	C	0.093	F	0.517	2700	G	2010
(8004) Colorado St	0.29	2100	G	99%	0%	1%	0%	0%	0%	C	0.097	F	0.661	2200	G	2010
(8004) Colorado St	0.38	14000	G	99%	0%	1%	0%	0%	0%	F	NA			15000	G	2010
(8006) Roanoke Blvd	0.47	3700	G	99%	0%	1%	0%	0%	0%	F	0.101	F	0.611	3900	G	2010
(8008) Lynchburg Tpke	0.17	4500	G	99%	0%	1%	0%	0%	0%	F	0.091	F	0.634	4800	G	2010
(8008) Lynchburg Tpke	0.67	2100	G	99%	0%	1%	0%	0%	0%	F	0.096	F	0.565	2200	G	2010
(8008) Lynchburg Tpke	0.25	5100	G	99%	0%	1%	0%	0%	0%	F	0.099	F	0.741	5400	G	2010
(8008) Lynchburg Tpke	0.44	6100	G	97%	0%	1%	1%	1%	0%	C	0.094	F	0.543	6600	G	2010

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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>City of Salem</b>																
(8010) Roanoke Blvd	0.41	8800	G	97%	0%	1%	1%	1%	0%	F	0.099	F	0.525	9600	G	2010
						From: Texas St										
						To: Pearl St										
(8010) Roanoke Blvd	0.30	9600	G	99%	0%	1%	0%	0%	0%	C	0.1	F	0.526	11000	G	2010
						From: Electric Rd										
						To: ECL Salem										
(8018) Dalewood Ave	0.55	1100	G	99%	0%	1%	0%	0%	0%	F	0.113	F	0.509	1200	G	2010
						From: US 460 Main St										
						To: I28-6 Green Ridge Rd										
(8018) Green Ridge Rd	0.19	6000	G	99%	0%	1%	0%	0%	0%	F	0.106	F	0.546	6500	G	2010
						From: I28-6; Dalewood Ave										
						To: NCL Salem										
(8037) Twelve O'Clock Knob R	0.98	1100	G	99%	0%	1%	0%	0%	0%	F	0.123	F	0.674	1200	G	2010
						From: SCL Salem										
						To: Riverside Dr										
(8047) Diuguids Lane	0.09	4800	G	99%	0%	1%	0%	0%	0%	F	0.116	F	0.617	5200	G	2010
						From: SCL Salem										
						To: US 11; 460										
(8051) Eddy Ave	0.20	NA									NA			NA		
						From: 129-5 Piedmont Ave										
						To: Front Ave										
(8051) Eddy Ave	0.18	6500	G	99%	0%	1%	0%	0%	0%	F	0.108	F	0.654	7000	G	2010
						From: Union St										
						To: Eddy Ave										
(8051) Union St	0.23	8900	G	99%	0%	0%	0%	0%	0%	C	0.095	F	0.571	9600	G	2010
						From: Alt US 460, Alt US 11, W 4th St										
(8051) Union St	0.46	2400	G	99%	0%	1%	0%	0%	0%	C	0.101	F	0.599	2600	G	2010
						From: US 11, US 460 West Main St										
(8051) Academy St	0.64	1800	G	99%	0%	1%	0%	0%	0%	F	0.103	F	0.608	2000	G	2010
						From: W Carrolton Ave										
(8051) Academy St	0.51	2000	G	99%	0%	1%	0%	0%	0%	F	0.099	F	0.632	2200	G	2010
						From: I-81 Overpass; Wildwood Rd										
(8059) Goodwin Ave	0.72	2300	G	98%	0%	1%	0%	0%	0%	C	0.128	F	0.516	2500	G	2010
						From: US 11 West Main St										
						To: NCL Salem										
(8065) Kessler Mill Rd	1.65	1600	G	97%	0%	1%	1%	1%	0%	C	0.091	F	0.627	1700	G	2010
						From: Main St										
						To: NCL Salem										
3rd St		240	G								NA			260	G	2010
						From: College Ave										
						To: Roanoke Blvd										
6th St		690	G								NA			730	G	2010
						From: Tennessee St										
						To: College Ave										
8th St		3900	G								0.107	F	0.55	4300	G	2010
						From: Delaware St										
						To: Florida St										
Bonavista Rd		140	G								NA			150	G	2010
						From: Valledale Rd										
						To: Ft Lewis Blvd										
Burwell St		1500	G								NA			1600	G	2010
						From: Shanks St										
						To: Chestnut St										

Virginia Department of Transportation  
 Traffic Engineering Division  
 2010  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 City of Salem

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>City of Salem</b>																
Chapman St		390	G			From: Burwell St					NA			420	G	2010
						To: 2nd St										
Fletcher St		230	G			From: Gardner Dr					NA			250	G	2010
						To: Howard Dr										
Goodwin Ave		1300	G			From: Logan St					NA			1400	G	2010
						To: NCL Salem										
Jackson Dr		550	G			From: Randolph Ave					NA			600	G	2010
						To: Kessling Ave										
Macon St		160	G			From: Keesling Ave					NA			170	G	2010
						To: Randolph Ave										
Pearl St		240	G			From: Carolina Ave					NA			260	G	2010
						To: Missouri Ave										
Texas Hollow Rd		2900	G			From: Valleydale Rd					NA			3100	G	2010
						To: W Main St										
Virginia Ave		310	G			From: Richfield Ave					NA			340	G	2010
						To: Fairview Ave										