

**2018**  
**Virginia Department of Transportation**  
**Daily Traffic Volume Estimates**  
**Including Vehicle Classification Estimates**  
where available

**Special Locality Report**  
**119**  
Town of Marion

Information in this report is included in Report  
**86**  
(Smyth 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  
 2018  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 Town of Marion

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
From: WCL Marion; 86-730 Washington Ave 11 S Main St	Town of Marion	0.52	7900	G	98%	1%	1%	0%	0%	0%	C	0.094	F	0.636	8600	G
To: Greenway Ave 11 S Main St	Town of Marion	0.40	7500	G	98%	1%	1%	0%	0%	0%	F	0.092	F	0.610	8200	G
From: College St 11 Main St	Town of Marion	0.41	7800	G	98%	1%	1%	0%	0%	0%	F	0.082	F	0.509	8500	G
To: SR 16 S Commerce Street 11 16 Main St	Town of Marion	0.08	9500	G	99%	0%	1%	0%	0%	0%	F	0.082	F	0.549	10000	G
To: East Main St 11 16 Main St	Town of Marion	0.17	13000	G	99%	0%	1%	0%	0%	0%	F	0.082	F	0.549	14000	G
To: 119-4453 Chatham Hill Rd; Lee St 11 16 Main St	Town of Marion	0.94	14000	G	99%	0%	1%	0%	0%	0%	C	0.096	F	0.508	15000	G
To: SR 16 Park Blvd 11 N Main St	Town of Marion	0.20	12000	G	98%	0%	1%	0%	1%	0%	F	0.095	F	0.514	14000	G
To: 119-4459 Keller Lane 11 N Main St	Town of Marion	0.65	9100	G	98%	0%	1%	0%	1%	0%	C	0.097	F	0.528	9900	G
To: ECL Marion																
From: SCL Marion 16 S Commerce St	Town of Marion	0.25	3700	G	97%	1%	1%	0%	2%	0%	C	0.083	F	0.552	4000	G
To: I-81 16 S Commerce St	Town of Marion	0.05	7200	G	97%	1%	1%	0%	2%	0%	F	0.086	F	0.539	7800	G
To: SR 217 State St 16 S Commerce St	Town of Marion	0.68	5600	G	97%	1%	1%	0%	2%	0%	F	0.085	F	0.555	6100	G
To: US 11 Main St 16 11 Main St	Town of Marion	0.08	9500	G	99%	0%	1%	0%	0%	0%	F	0.082	F	0.549	10000	G
To: East Main St 16 11 Main St	Town of Marion	0.17	13000	G	99%	0%	1%	0%	0%	0%	F	0.082	F	0.549	14000	G
To: Chatham Hill Rd; Lee St 16 11 Main St	Town of Marion	0.94	14000	G	99%	0%	1%	0%	0%	0%	C	0.096	F	0.508	15000	G
To: US 11 Main St 16 Park Blvd	Town of Marion	1.27	4400	G	99%	0%	1%	0%	0%	0%	C	0.092	F	0.6	4800	G
To: NCL Marion																
From: SR 16 S Commerce St 16 Ramp to I-81 N at Exit 45	Town of Marion (Maint: 86)	0.24	1000	G								0.098	F		1000	G
To: I-81 N																
From: Ramps SR 16 N032B; SR 16 S032B 16 Ramp to I-81 S at Exit 45	Town of Marion (Maint: 86)	0.13	2200	G								0.123	F		2200	G
To: I-81 S																

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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						
North 81	From: WCL Marion															
	Town of Marion (Maint: 86)	0.22	16000	A	78%	1%	1%	1%	18%	1%	F	0.107	A	16000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		32000	A	79%	1%	1%	1%	17%	1%	F	0.102	A	0.510	32000	A
North 81	From: ECL Marion															
	Town of Marion (Maint: 86)	0.27	16000	A	78%	1%	1%	1%	18%	1%	F	0.107	A	16000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		32000	A	79%	1%	1%	1%	17%	1%	F	0.102	A	0.510	32000	A
North 81	From: SR 16 Commerce St															
	Town of Marion (Maint: 86)	0.68	15000	G	78%	1%	1%	1%	18%	1%	F	0.074	F	15000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		30000	G	79%	1%	1%	1%	17%	1%	F	0.078	F	0.519	30000	G
North 81	From: I-81 North															
	Ramp I-81 N Exit 45 to SR 16 Town of Marion (Maint: 86)	0.15	2100	G								0.122	F	2100	G	
	From: SR 16 S Commerce St															
South 81	From: WCL Marion															
	Town of Marion (Maint: 86)	0.22	16000	A	80%	1%	1%	1%	16%	1%	F	0.115	A	16000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		32000	A	79%	1%	1%	1%	17%	1%	F	0.102	A	0.510	32000	A
South 81	From: ECL Marion															
	Town of Marion (Maint: 86)	0.90	16000	A	80%	1%	1%	1%	16%	1%	F	0.115	A	16000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		32000	A	79%	1%	1%	1%	17%	1%	F	0.102	A	0.510	32000	A
South 81	From: SR 16 Commerce St															
	Town of Marion (Maint: 86)	0.37	15000	G	80%	1%	1%	1%	16%	1%	F	0.089	F	15000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		30000	G	79%	1%	1%	1%	17%	1%	F	0.081	F	0.538	30000	G
South 81	From: I-81 South															
	Ramp I-81 S Exit 45 to SR 16 Town of Marion (Maint: 86)	0.20	1100	G								0.103	F	1200	G	
	From: I-81 South Exit 45B to SR 16															
217	From: Bagley Circle															
	State St Town of Marion (Maint: 86)	2.20	1200	G	98%	1%	0%	0%	1%	0%	C	0.131	F	0.861	1300	G
	From: SR 16 S Commerce 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 Marion</b>																	
(F9)	0.11	10	R								NA			NA		10/13/2017	
			From	SCL Marion													
			To	SCL Marion													
(1)	N Church St	0.22	1100	G	96%	1%	2%	1%	0%	0%	F	0.088	F	0.524	1100	G	2018
			From	Lee Street													
			To	Catron Street													
(2)	Fowler St	0.02	1400	G	98%	0%	1%	1%	0%	0%	C	0.106	F	0.602	1500	G	2018
			From	WCL Marion													
			To	Chatham Hill Cir													
(3)	Pendleton St	0.11	3400	G	99%	0%	1%	0%	0%	0%	C	0.094	F	0.569	3700	G	2018
			From	Commerce St													
			To	E Main St													
(4452)	Poston St	0.03	330	G	99%	0%	0%	0%	0%	0%	F	0.115	F	0.761	360	G	2018
			From	US 11 Main St													
			To	W Cherry St													
(4452)	W Cherry St	0.41	830	G	99%	0%	0%	0%	0%	0%	F	0.117	F	0.544	910	G	2018
			From	Poston St													
(4452)	E Cherry St	0.16	2400	G	99%	0%	0%	0%	0%	0%	C	0.103	F	0.52	2600	G	2018
			From	119-4453 S Church St													
			To	SR 16 Commerce St													
(4453)	S Church St	0.77	1800	G	99%	0%	0%	0%	0%	0%	F	0.095	F	0.557	2000	G	2018
			From	SCL Marion													
			To	US 11; E Main St													
(4453)	N Church St	0.11	1300	G	96%	1%	2%	1%	0%	0%	C	0.096	F	0.513	1400	G	2018
			From	Lee St													
			To	N Church St													
(4453)	Lee St	0.31	1700	G	98%	1%	1%	0%	0%	0%	C	0.103	F	0.751	1800	G	2018
			From	N Church St													
			To	US 11; N Main St													
(4453)	Chatham Hill Rd	0.15	3700	G	98%	1%	1%	0%	0%	0%	F	0.085	F	0.546	4100	G	2018
			From	US 11; N Main St													
			To	Chilhowie St													
(4453)	Chatham Hill Rd	1.16	2200	G	98%	1%	1%	0%	0%	0%	C	0.099	F	0.523	2400	G	2018
			From	Chilhowie St													
			To	NCL Marion													
(4454)	Chilhowie St	0.60	2300	G	99%	1%	0%	0%	0%	0%	F	0.092	F	0.601	2500	G	2018
			From	WCL Marion													
			To	119-1 N Church St													
(4454)	Chilhowie St	0.36	1700	G	99%	1%	0%	0%	0%	0%	C	0.097	F	0.617	1800	G	2018
			From	119-1 N Church St													
			To	Chatham Hill Rd													
(4454)	Chilhowie St	0.14	1300	G	99%	1%	0%	0%	0%	0%	F	0.122	F	0.923	1500	G	2018
			From	Chatham Hill Rd													
			To	US 11 Main St													
(4459)	Keller Lane	0.70	960	G	99%	0%	0%	0%	0%	0%	C	0.098	F	0.535	1000	G	2018
			From	N Main St													
			To	NCL Marion													
(4461)	Johnston Rd	0.15	1100	G	97%	0%	1%	1%	1%	0%	C	0.128	F	0.586	1200	G	2018
			From	ECL Marion													
			To	US 11 Main St													
	1st St		380	G							0.108	F	0.702	410	G	2018	
			From	Look Ave													
			To	Lincoln Ave													
	Baughman Avenue		1400	G	98%	0%	1%	0%	0%	0%	C	0.105	F	0.541	1400	G	2018
			From	Country Club Rd													
			To	Meadow Dr													
	Callan Lane		3500	G	99%	0%	0%	0%	0%	0%	C	0.099	F	0.577	3500	G	2018
			From	Prater Ln													
			To	SR 16 Park Blvd													

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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 Marion</b>																
From: Catron St		290	G							0.101	F	0.595	310	G	2018	
To: Sprinkle Ave																
From: Catron St		590	G							0.089	F	0.61	640	G	2018	
To: Wolfe Ave																
From: Catron St		590	G							0.089	F	0.61	640	G	2018	
To: Prescott Ave																
From: Catron St		590	G							0.089	F	0.61	640	G	2018	
To: Chilhowie St																
From: Cumberland St		290	G							0.093	F	0.524	310	G	2018	
To: Clinton Ave																
From: Cumberland St		290	G							0.093	F	0.524	310	G	2018	
To: Huldale Ave																
From: Dalton St		250	G							0.101	F	0.547	270	G	2018	
To: Huldale Ave																
From: Dalton St		250	G							0.101	F	0.547	270	G	2018	
To: Greenway St																
From: Dogwood Dr		110	G							0.129	F	0.765	120	G	2018	
To: Magnolia St																
From: Dogwood Dr		110	G							0.129	F	0.765	120	G	2018	
To: Dead End																
From: E Main St		1000	G							0.111	F	0.5	1100	G	2018	
To: Oak St																
From: E Main St		1000	G							0.111	F	0.5	1100	G	2018	
To: Cedar St																
From: Huldale Ave		110	G							0.163	F	0.571	120	G	2018	
To: Cumberland St																
From: Huldale Ave		110	G							0.163	F	0.571	120	G	2018	
To: Dead End																
From: Look Ave		310	G							0.098	F	0.541	340	G	2018	
To: 1st Street																
From: Look Ave		310	G							0.098	F	0.541	340	G	2018	
To: Chilhowie St																
From: Magnolia St		170	G							0.137	F	0.509	190	G	2018	
To: Dogwood Dr																
From: Magnolia St		170	G							0.137	F	0.509	190	G	2018	
To: Hemlock St																
From: Magnolia St		240	G							0.119	F	0.667	260	G	2018	
To: Veteran St																
From: Magnolia St		240	G							0.119	F	0.667	260	G	2018	
To: Hemlock St																
From: Mt View Dr		180	G							0.119	F	0.5	190	G	2018	
To: Golf View																
From: Mt View Dr		180	G							0.119	F	0.5	190	G	2018	
To: Country Club Rd																
From: Park St		310	G							0.106	F	0.631	340	G	2018	
To: Cherry St																
From: Park St		310	G							0.106	F	0.631	340	G	2018	
To: Dead End S Of Cherry																
From: Patton Ave		60	G							0.189	F	0.647	60	G	2018	
To: Cumberland St																
From: Patton Ave		60	G							0.189	F	0.647	60	G	2018	
To: Dead End																
From: Pearl St		530	G							0.113	F	0.603	580	G	2018	
To: E. Cherry St																
From: Pearl St		530	G							0.113	F	0.603	580	G	2018	
To: E. High St																
From: Prater St		1900	G	99%	0%	1%	0%	0%	0%	C	0.107	F	0.519	1900	G	2018
To: Sprinkle Ave																
From: Prater St		1900	G	99%	0%	1%	0%	0%	0%	C	0.107	F	0.519	1900	G	2018
To: Callan Ln																
From: S Iron St		780	G							0.108	F	0.525	850	G	2018	
To: E High St																
From: S Iron St		780	G							0.108	F	0.525	850	G	2018	
To: Walnut St																
From: Wassona Dr		1200	G	95%	0%	0%	3%	1%	0%	C	0.101	F	0.577	1300	G	2018
To: Wasona Dr																
From: Wassona Dr		1200	G	95%	0%	0%	3%	1%	0%	C	0.101	F	0.577	1300	G	2018
To: Hemlock St																
From: Wassona Dr		1100	G	99%	0%	0%	0%	0%	0%	C	0.096	F	0.563	1200	G	2018
To: Hemlock St																
From: Wassona Dr		1100	G	99%	0%	0%	0%	0%	0%	C	0.096	F	0.563	1200	G	2018
To: Magnolia St																
From: Wolfe Ave		240	G							0.133	F	0.534	260	G	2018	
To: Oakley St																
From: Wolfe Ave		240	G							0.133	F	0.534	260	G	2018	
To: Dover St																