

2017

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

where available

Special Locality Report

120

City of Martinsville

Information in this report is included in Report

44

(Henry 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.

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
Bypass - 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
 2017
 Annual Average Daily Traffic Volume Estimates By Section of Route
 City of Martinsville

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
57 Fayette St	City of Martinsville	1.34	3100	G	99%	0%	0%	0%	0%	0%	F	0.105	0.538	3400	G	
57 Fayette St	City of Martinsville	0.34	3800	G	99%	0%	0%	0%	0%	0%	C	0.1	0.569	4200	G	
57 Bus 220 Memorial Blvd	City of Martinsville	0.85	11000	G	97%	1%	1%	0%	2%	0%	C	0.088	0.529	12000	G	
57 Bus 220 Memorial Blvd	City of Martinsville	0.25	15000	G	97%	1%	1%	0%	2%	0%	F	0.088	0.54	16000	G	
57 Bus 58 Starling Ave	City of Martinsville	0.85	9100	G	98%	0%	1%	0%	0%	0%	C	0.088	0.539	9800	G	
57 Bus 58 Starling Ave	City of Martinsville	0.15	7700	G	98%	0%	1%	0%	0%	0%	F	0.093	0.57	8400	G	
57 Bus 58 Church St	City of Martinsville	0.10	10000	G	97%	1%	1%	0%	1%	0%	C	0.089	0.592	11000	G	
57 Bus 58 Church St	City of Martinsville	0.28	9700	G	97%	1%	1%	0%	1%	0%	F	0.085	0.557	11000	G	
57 Bus 58 E Church Rd	City of Martinsville	0.26	9200	G	97%	1%	1%	0%	1%	0%	F	0.085	0.661	10000	G	
57 Bus 58 E Church Rd	City of Martinsville	0.13	12000	G	98%	0%	0%	0%	1%	0%	F	0.083	0.603	13000	G	
57 Bus 58 E Church Rd	City of Martinsville	0.77	15000	G	98%	0%	0%	0%	1%	0%	C	0.086	0.616	16000	G	
Bus 58 Bus 220 Memorial Blvd	City of Martinsville	0.71	19000	G	97%	0%	0%	0%	1%	0%	C	0.090	0.564	20000	G	
Bus 58 57 Starling Ave	City of Martinsville	0.85	9100	G	98%	0%	1%	0%	0%	0%	C	0.088	0.539	9800	G	
Bus 58 57 Starling Ave	City of Martinsville	0.15	7700	G	98%	0%	1%	0%	0%	0%	F	0.093	0.57	8400	G	
Bus 58 57 Church St	City of Martinsville	0.10	10000	G	97%	1%	1%	0%	1%	0%	C	0.089	0.592	11000	G	
Bus 58 57 Church St	City of Martinsville	0.28	9700	G	97%	1%	1%	0%	1%	0%	F	0.085	0.557	11000	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						
Bus 58 57 E Church Rd	From: Fairy St City of Martinsville	0.26	9200	G	97%	1%	1%	0%	1%	0%	F	0.085		0.661	10000	G
Bus 58 57 E Church Rd	To: Brookdale St From: City of Martinsville	0.13	12000	G	98%	0%	0%	0%	1%	0%	F	0.083		0.603	13000	G
Bus 58 57 E Church Rd	To: Hooker St From: City of Martinsville	0.77	15000	G	98%	0%	0%	0%	1%	0%	C	0.086		0.616	16000	G
	To: ECL Martinsville															
174 Liberty St	From: NCL Martinsville City of Martinsville	0.49	13000	G	96%	1%	1%	0%	2%	0%	F	0.092		0.563	15000	G
174 Liberty St	To: Inman St From: City of Martinsville	0.20	14000	G	96%	1%	1%	0%	2%	0%	F	0.091		0.56	15000	G
174 Liberty St	To: Clearview Dr From: City of Martinsville	0.60	8500	G	96%	1%	1%	0%	2%	0%	C	0.087		0.596	9200	G
	To: Commonwealth Blvd															
Bus 220 Bus 58 Memorial Blvd	From: SCL MARTINSVILLE City of Martinsville	0.71	19000	G	97%	0%	0%	0%	1%	0%	C	0.090		0.564	20000	G
Bus 220 57 Memorial Blvd	To: STARLING AVE From: City of Martinsville	0.25	15000	G	97%	1%	1%	0%	2%	0%	F	0.088		0.54	16000	G
Bus 220 57 Memorial Blvd	To: Broad Street From: City of Martinsville	0.85	11000	G	97%	1%	1%	0%	2%	0%	C	0.088		0.529	12000	G
Bus 220 Memorial Blvd	To: Fayette St From: City of Martinsville	0.65	12000	G	98%	0%	0%	0%	1%	0%	C	0.089		0.509	14000	G
	To: NCL Martinsville															
457 Church St	From: SR 57 BUS US 220 Memorial Blvd City of Martinsville	0.59	5000	G	98%	1%	0%	0%	1%	0%	F	0.1		0.535	5500	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		8700	G	98%	1%	0%	0%	1%	0%	F	0.089	F	0.520	9500	G
457 Market St	To: Moss St From: Fayette St City of Martinsville	0.20	9900	G	98%	1%	0%	0%	1%	0%	F	0.083		0.559	11000	G
457 Commonwealth Blvd	To: Commonwealth Blvd From: Market St City of Martinsville	0.56	14000	G	98%	1%	0%	0%	1%	0%	F	0.086		0.52	15000	G
457 Commonwealth Blvd	To: Northside Dr From: City of Martinsville	0.36	18000	G	98%	1%	0%	0%	1%	0%	C	0.089		0.554	20000	G
	Combined Traffic Estimates for Parallel Roadways on this Route:		NA									NA		NA		
457 Commonwealth Blvd	To: Fairy St From: City of Martinsville	0.48	5500	G	98%	1%	0%	0%	1%	0%	F	0.092		0.511	6000	G
	Combined Traffic Estimates for Parallel Roadways on this Route:		NA									NA		NA		
	To: Chatham Rd															

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							2Axle	3+Axle	1Trail	2Trail						
457 Chatham Rd	From: Commonwealth Blvd															
	City of Martinsville	0.99	4400	G	98%	0%	0%	1%	1%	0%	C	0.094		0.599	4800	G
	To: ECL Martinsville															
457 Fayette St	From: US 220 Memorial Blvd															
	City of Martinsville	0.61	3700	G	99%	1%	0%	0%	0%	0%	C	0.087		0.549	4000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		8700	G	98%	1%	0%	0%	1%	0%	F	0.089	F	0.520	9500	G
	To: SR 457 Market St															
457 Fairy St	From: SR 457 Commonwealth Blvd															
	City of Martinsville	0.29	7700	G	98%	1%	1%	0%	1%	0%	C	0.097		0.563	8300	G
	Combined Traffic Estimates for Parallel Roadways on this Route:		NA									NA			NA	
	To: Bus US 58 Church St															

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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							
City of Martinsville																
(4501) Mulberry Rd	1.41	2400	G	99%	0%	Lanier Rd				F	0.098		0.782	2600	G	2017
(4501) Mulberry Rd	0.21	4700	G	99%	0%	Spruce St				C	0.091		0.545	5100	G	2017
(4501) Mulberry Rd	0.18	7700	G	99%	1%	Rives Rd				F	0.093		0.527	8300	G	2017
(4501) Market St	0.87	7500	G	99%	1%	US 58 Bus Starling Ave Starling Ave				C	0.090		0.527	8200	G	2017
(4502) W Church St	0.36	2200	G	99%	0%	SR 457 Market St				F	0.106		0.730	2400	G	2017
(4502) E Church St	0.12	3400	G	99%	0%	Broad St				C	0.099			3700	G	2017
(4502) E Church St	0.33	5400	G	98%	0%	Ellsworth St				F	0.096		0.691	5800	G	2017
(4504) Commonwealth Blvd	1.00	16000	G	98%	0%	WCL Martinsville				C	0.086		0.575	17000	G	2017
(4506) Stultz Rd	0.73	3400	G	98%	0%	WCL Martinsville				F	0.098		0.552	3700	G	2017
(4506) Clearview Dr	0.08	9700	G	98%	0%	Liberty St				F	0.089		0.538	11000	G	2017
(4506) Clearview Dr	0.14	6700	G	98%	0%	Northside Dr				F	0.095		0.524	7300	G	2017
(4506) Clearview Dr	0.86	2500	G	97%	1%	Barrows Mill Rd				C	0.106		0.573	2700	G	2017
(4507) Rives Rd	1.34	4700	G	99%	0%	SCL Martinsville				C	0.094		0.501	5100	G	2017
(4507) Rives Rd	0.34	3700	G	99%	0%	Circle Ct				F	0.095		0.557	4000	G	2017
(4509) Rivermont Heights	0.39	1300	G	99%	0%	SCL Martinsville				F	0.093		0.548	1400	G	2017
(4511) Forest St	0.56	1700	G	99%	0%	Starling Ave Bus US 58				F	0.095		0.531	1800	G	2017
(4515) Askin St	0.97	330	G	99%	0%	44-801 SCL Martinsville				F	0.113		0.704	360	G	2017
(4517) Spruce St	0.23	5000	G	99%	0%	C4US 220				F	0.089		0.51	5400	G	2017
(4517) Spruce St	0.39	5800	G	99%	0%	Mulberry Rd				C	0.098		0.518	6400	G	2017
(4517) Spruce St	0.44	7400	G	99%	0%	Parkview Ave				F	0.096		0.644	8000	G	2017
(4519) Brookdale St	0.53	9500	G	99%	1%	Brookdale St				C	0.084		0.584	10000	G	2017
(4519) Brookdale St	0.41	7200	G	99%	1%	ECL Martinsville; 44-650 Spruce St				F	0.084		0.555	7900	G	2017
						Bus US 58										
						Parkview Ave										
						Spruce St										

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QC	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
City of Martinsville																
(4521) Parkview Ave	0.32	920	G	99%	0%	0%	0%	0%	0%	F	0.098		0.597	1000	G	2017
						From: Mulberry Rd										
						To: Spruce St										
(4521) Parkview Ave	0.17	2100	G	99%	0%	0%	0%	0%	0%	C	0.088		0.632	2300	G	2017
						From: Brookdale St										
						To: US 58 Bus Starling Ave										
(4523) Cleveland Ave	0.36	3500	G	99%	0%	0%	0%	0%	0%	F	0.094		0.551	3700	G	2017
						From: Church St										
						To: Memorial Blvd										
(4525) Broad St	0.45	1100	G	95%	1%	1%	1%	2%	0%	C	0.108		0.627	1200	G	2017
						From: Market St										
						To: Church St										
(4525) Broad St	0.18	930	G	95%	1%	1%	1%	2%	0%	F	0.112		0.72	1000	G	2017
						From: Church St										
						To: Memorial Blvd										
(4527) Bridge St	0.43	5900	G	99%	0%	0%	0%	0%	0%	C	0.087		0.563	6500	G	2017
						From: Market St										
						To: Church St										
(4527) Bridge St	0.17	1800	G	99%	0%	0%	0%	0%	0%	F	0.112		0.640	2000	G	2017
						From: Church St										
						To: 120-4502 Church St										
(4527) Bridge St	0.18	1300	G	99%	0%	0%	0%	0%	0%	F	0.102			1400	G	2017
						From: 120-4553 Main St										
						To: Market St										
(4529) Ellsworth St	0.18	2100	G	99%	0%	0%	0%	0%	0%	F	0.103		0.615	2300	G	2017
						From: Church St										
						To: Commonwealth Blvd										
(4529) Lester St	0.35	2800	G	99%	1%	0%	0%	0%	0%	C	0.1		0.566	3000	G	2017
						From: Commonwealth Blvd										
						To: Church St										
(4531) Walnut St	0.05	1400	G	99%	1%	0%	0%	0%	0%	F	0.111			1500	G	2017
						From: Church St										
						To: Main St										
(4531) Franklin St	0.09	1500	G	99%	1%	0%	0%	0%	0%	F	0.114			1600	G	2017
						From: Main St										
						To: Jones St										
(4531) Franklin St	0.61	2000	G	99%	1%	0%	0%	0%	0%	F	0.137		0.553	2200	G	2017
						From: Jones St										
						To: Liberty St										
(4533) Liberty St	0.07	3400	G	96%	2%	2%	0%	0%	0%	C	0.098		0.548	3700	G	2017
						From: SR 457 Commonwealth Blvd										
						To: Moss St										
(4533) Liberty St	0.10	2300	G	96%	2%	2%	0%	0%	0%	F	0.104		0.642	2500	G	2017
						From: Moss St										
						To: Franklin St										
(4535) Northside Dr	0.80	7300	G	98%	1%	0%	0%	0%	0%	C	0.093		0.506	7900	G	2017
						From: Commonwealth Blvd										
						To: Clearview Dr										
(4539) Hooker St	0.39	7100	G	98%	1%	0%	0%	0%	0%	F	0.089		0.583	7700	G	2017
						From: Chatham Rd										
						To: Commonwealth Blvd										
(4541) Barrows Mill Rd	0.67	3200	G	98%	1%	0%	0%	0%	0%	F	0.099		0.537	3400	G	2017
						From: Clearview Dr										
						To: NCL Martinsville										
(4542) Hairston St	0.53	1400	G	97%	1%	1%	0%	1%	0%	C	0.095		0.588	1500	G	2017
						From: Starling Ave										
						To: Rives Rd										
(4543) Moss St	0.05	1600	G	98%	1%	1%	0%	0%	0%	F	0.114		0.824	1800	G	2017
						From: Church St										
						To: Main St										
(4543) Main St	0.13	1100	G	98%	1%	1%	0%	0%	0%	F	0.11			1200	G	2017
						From: Moss St										
						To: Jones St										

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 City of Martinsville

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
City of Martinsville																
(4543) Main St	0.04	2900	N	98%	1%	1%	0%	0%	0%	N	0.104		3200	N	2017	
(4543) Main St	0.25	2900	G	98%	1%	1%	0%	0%	0%	C	0.104		3200	G	2017	
(4543) Clay St	0.04	3900	G	98%	1%	1%	0%	0%	0%	F	0.09		4200	G	2017	
3rd St		610	G								0.093	0.504	660	G	2017	
Glade St		450	G								0.11	0.593	490	G	2017	
Highland St		270	G								0.116	0.583	290	G	2017	
Knollwood Place		310	G								0.106	0.6	310	G	2017	
Oakgrove Ave		230	G								0.122	0.536	240	G	2017	
Randolph St		390	G								0.192	0.563	390	G	2017	
River Forest Pl		110	G								0.14	0.647	120	G	2017	
Root Trail		320	G								0.11	0.617	340	G	2017	
Spruce St		3300	G								0.093	0.634	3600	G	2017	