

**2013**  
**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

- 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  
Bypas - Bypass Route  
Truck - Truck Route
- ALT  
 ALT - Alternate Route  
Wye - Wye 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  
 2013  
 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																
West Main St	City of Salem	1.12	18000	G	93%	0%	1%	4%	2%	0%	F	NA		20000	G	
To: SR 112 Wildwood Rd																
West Main St	City of Salem	1.31	27000	G	91%	1%	3%	3%	2%	0%	C	0.079	F	0.507	30000	G
To: ALT US 460, 4th St																
West Main St	City of Salem	0.60	14000	G	98%	0%	1%	0%	0%	0%	F	0.090	F	0.564	16000	G
To: Academy St																
West Main St	City of Salem	0.35	13000	G	92%	0%	1%	5%	1%	0%	C	0.081	F	0.528	15000	G
To: College Ave																
From: US 460, Main St																
College Ave	City of Salem	0.09	2000	G	98%	0%	1%	0%	0%	0%	F	0.097	F	0.615	2200	G
To: SR 311, Thompson Memorial Dr																
College Ave	City of Salem	0.72	5500	G	98%	0%	1%	0%	0%	0%	F	0.102	F	0.536	6100	G
To: 8th St																
Colorado St	City of Salem	0.43	15000	G	98%	0%	1%	0%	0%	0%	F	0.09	F	0.583	17000	G
To: Apperson Dr																
From: Colorado St																
Apperson Dr	City of Salem	1.03	19000	G	98%	0%	1%	0%	0%	0%	F	0.091	F	0.53	22000	G
To: SR 419 Electric Rd																
Apperson Dr	City of Salem	1.04	13000	G	96%	0%	1%	1%	1%	0%	C	0.085	F	0.504	15000	G
To: WCL Roanoke																
From: W Main St																
4th St	City of Salem	0.40	17000	G	96%	0%	1%	1%	1%	0%	F	0.087	F	0.546	18000	G
To: Elm St																
4th St	City of Salem	0.37	18000	G	96%	0%	1%	1%	1%	0%	C	0.09	F	0.528	20000	G
To: Union St																
4th St	City of Salem	0.29	15000	G	96%	0%	1%	1%	1%	0%	F	NA		17000	G	
To: Colorado St																
4th St	City of Salem	0.28	9400	G	97%	0%	1%	0%	1%	0%	F	0.092	F	0.589	10000	G
To: Roanoke Blvd																
Texas St	City of Salem	0.31	11000	G	97%	0%	1%	0%	1%	0%	C	0.099	F	0.604	11000	G
To: Idaho St																
Texas St	City of Salem	0.61	6100	G	97%	0%	1%	1%	1%	0%	C	0.097	F	0.564	6500	G
To: Lynchburg Tnpk																
Texas St	City of Salem	0.24	2700	G	97%	0%	1%	1%	1%	0%	F	0.106	F	0.965	2800	G
To: Electric Rd																

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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						
From: Texas St To: E Main St	City of Salem	0.53	20000	G	97%	0%	1%	1%	1%	0%	F	0.1	F	0.59	22000	G
ALT 11 ALT 460 ALT 419 Electric Rd																
From: SR 419 Electric Rd To: WCL Roanoke	City of Salem	0.44	15000	G	96%	1%	1%	1%	2%	0%	F	0.082	F	0.524	16000	G
ALT 11 ALT 460 E Main St																
From: SCL Salem To: SR 112 Wildwood Rd	City of Salem (Maint: 80)	0.20	26000	G	74%	1%	1%	1%	22%	2%	C	0.104	A	26000	G	
North 81																
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			50000	G	76%	1%	1%	1%	20%	2%	C	NA		49000	G	
From: SR 112 Wildwood Rd To: NCL Salem	City of Salem (Maint: 80)	0.22	29000	A	79%	1%	1%	1%	17%	1%	F	0.099	A	29000	A	
North 81																
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			57000	A	79%	1%	1%	1%	17%	1%	F	NA		58000	A	
From: SCL Salem To: SR 112 Wildwood Rd	City of Salem (Maint: 80)	0.28	24000	G	78%	1%	1%	1%	18%	1%	C	NA		24000	G	
South 81																
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			50000	G	76%	1%	1%	1%	20%	2%	C	NA		49000	G	
From: SR 112 Wildwood Rd To: NCL Salem	City of Salem (Maint: 80)	0.14	28000	A	79%	1%	1%	1%	17%	1%	C	0.104	A	29000	A	
South 81																
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			57000	A	79%	1%	1%	1%	17%	1%	F	NA		58000	A	
From: SCL Salem To: NCL Salem	City of Salem (Maint: 80)	0.90	28000	A	79%	1%	1%	1%	17%	1%	C	0.104	A	29000	A	
South 81																
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			57000	A	79%	1%	1%	1%	17%	1%	F	NA		58000	A	
From: US 11, US 460 Main St To: NCL Salem	City of Salem	0.44	18000	G	99%	1%	0%	0%	0%	0%	F	NA		19000	G	
112 Wildwood Rd																
From: College Ave To: Main St	City of Salem	0.17	6800	G	98%	0%	1%	0%	1%	0%	F	0.105	F	0.603	7200	G
311 Thompson Memorial Dr																
From: Main St To: Rose Ln	City of Salem	0.94	11000	G	98%	0%	1%	0%	1%	0%	C	0.108	F	0.555	12000	G
311 Thompson Memorial Dr																
From: Rose Ln To: NCL Salem	City of Salem	0.55	11000	G	98%	0%	1%	0%	1%	0%	F	0.107	F	0.545	12000	G
311 Thompson Memorial Dr																
From: SCL Salem To: US 11 Apperson Dr	City of Salem	0.69	28000	G	98%	0%	1%	0%	0%	0%	C	0.096	F	0.523	30000	G
419 Electric Rd																
From: US 11 Apperson Dr To: Roanoke Boulevard	City of Salem	0.58	24000	G	98%	0%	1%	0%	1%	0%	C	0.096	F	0.501	27000	G
419 Electric Rd																

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							2Axle	3+Axle	1Trail	2Trail						
419 Electric Rd	From: Roanoke Boulevard City of Salem	0.89	17000	G	97%	0%	1%	1%	1%	0%	C	0.095	F	0.601	19000	G
419 Electric Rd	From: ALT US 460 Texas St City of Salem	0.53	20000	G	97%	0%	1%	1%	1%	0%	F	0.1	F	0.59	22000	G
419 Electric Rd	From: US 460 East Main St City of Salem	0.88	16000	G	96%	0%	1%	1%	2%	0%	F	0.100	F	0.612	18000	G
460 11 West Main St	From: NCL Salem City of Salem	1.12	18000	G	93%	0%	1%	4%	2%	0%	F	NA		20000	G	
460 11 West Main St	From: SR 112 City of Salem	1.31	27000	G	91%	1%	3%	3%	2%	0%	C	0.079	F	0.507	30000	G
460 11 West Main St	From: ALT US 460, 4th St City of Salem	0.60	14000	G	98%	0%	1%	0%	0%	0%	F	0.090	F	0.564	16000	G
460 11 West Main St	From: Academy St City of Salem	0.35	13000	G	92%	0%	1%	5%	1%	0%	C	0.081	F	0.528	15000	G
460 Main St	From: US 11 College Ave City of Salem	0.11	12000	G	96%	1%	1%	1%	2%	0%	F	0.084	F	0.523	13000	G
460 E Main St	From: SR 311 Thompson Memorial Dr City of Salem	0.29	13000	G	98%	0%	1%	0%	0%	0%	C	0.085	F	0.519	15000	G
460 E Main St	From: Lynchburg Tpke City of Salem	0.93	12000	G	97%	0%	1%	0%	1%	0%	C	0.082	F	0.548	13000	G
460 E Main St	From: Kessler Mill Rd City of Salem	0.24	13000	G	96%	1%	1%	1%	2%	0%	F	0.088	F	0.558	14000	G
460 E Main St	From: SR 419 Electric Rd City of Salem	0.44	15000	G	96%	1%	1%	1%	2%	0%	F	0.082	F	0.524	16000	G
460 11 4th St	From: WCL Roanoke City of Salem	0.40	17000	G	96%	0%	1%	1%	1%	0%	F	0.087	F	0.546	18000	G
460 11 4th St	From: W Main St US 11; 460 City of Salem	0.37	18000	G	96%	0%	1%	1%	1%	0%	C	0.09	F	0.528	20000	G
460 11 4th St	From: Elm St City of Salem	0.29	15000	G	96%	0%	1%	1%	1%	0%	F	NA		17000	G	
460 11 4th St	From: Union St City of Salem	0.28	9400	G	97%	0%	1%	0%	1%	0%	F	0.092	F	0.589	10000	G
460 11 Texas St	From: Colorado St City of Salem	0.31	11000	G	97%	0%	1%	0%	1%	0%	C	0.099	F	0.604	11000	G
	From: Roanoke Blvd City of Salem															
	From: Idaho St City of Salem															

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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	From: Idaho St To: Texas St City of Salem	0.61	<b>6100</b>	<b>G</b>	97%	0%	1%	1%	1%	0%	C	0.097	F	0.564	6500	G
ALT 460	ALT 11	From: Lynchburg Tpke To: Texas St City of Salem	0.24	<b>2700</b>	<b>G</b>	97%	0%	1%	1%	1%	0%	F	0.106	F	0.965	2800	G
ALT 460	ALT 11	From: Electric Rd To: Texas St City of Salem	0.53	<b>20000</b>	<b>G</b>	97%	0%	1%	1%	1%	0%	F	0.1	F	0.59	22000	G
		To: E Main 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							
<b>City of Salem</b>																
(F70) Skyview Rd	0.02	560	R								NA		NA		07/10/2009	
(1) Market St	0.06	3000	G	99%	0%	0%	0%	0%	0%	C	0.087	F	0.556	3200	G	2013
(2) Idaho St	0.18	3200	N	99%	0%	0%	0%	0%	0%	N	0.091	N	0.527	3400	N	2013
(2) Idaho St	0.27	3200	G	99%	0%	0%	0%	0%	0%	F	0.091	F	0.527	3400	G	2013
(3) King St	0.07	140	G	99%	0%	1%	0%	0%	0%	F	0.199	F		150	G	2013
(4) Mill Lane	0.37	8400	G	98%	0%	0%	0%	1%	0%	C	0.086	F	0.517	9000	G	2013
(5) Piedmont Ave	0.10	5400	G	96%	0%	1%	2%	0%	0%	C	0.104	F	0.575	5800	G	2013
(6) Green Ridge Rd	0.20	5600	G	99%	0%	0%	0%	0%	0%	C	0.11	F	0.574	5900	G	2013
(8002) Riverside Dr	0.40	5000	G	99%	0%	1%	0%	0%	0%	F	0.109	F	0.555	5300	G	2013
(8002) Riverside Dr	0.93	6200	G	97%	0%	1%	2%	0%	0%	F	0.116	F	0.543	6600	G	2013
(8002) Riverside Dr	0.05	2900	N	97%	0%	1%	2%	0%	0%	N	0.092	N	0.555	3100	N	2013
(8002) Piedmont Ave	0.20	5600	G	97%	0%	1%	2%	0%	0%	F	0.092	N	0.555	6000	G	2013
(8002) Mulberry St	0.19	2900	N	97%	0%	1%	2%	0%	0%	N	0.092	N	0.555	3100	N	2013
(8002) Front Ave	0.65	2900	G	97%	0%	1%	2%	0%	0%	C	0.092	F	0.555	3100	G	2013
(8004) Colorado St	0.29	2000	G	99%	0%	1%	0%	0%	0%	C	0.105	F	0.634	2200	G	2013
(8004) Colorado St	0.38	12000	G	99%	0%	1%	0%	0%	0%	F	0.087	F	0.564	13000	G	2013
(8006) Roanoke Blvd	0.47	3200	G	99%	0%	1%	0%	0%	0%	F	0.093	F	0.622	3400	G	2013
(8008) Lynchburg Tpke	0.17	4000	G	99%	0%	1%	0%	0%	0%	F	0.085	F	0.552	4200	G	2013
(8008) Lynchburg Tpke	0.67	1700	G	99%	0%	1%	0%	0%	0%	F	0.089	F	0.525	1800	G	2013
(8008) Lynchburg Tpke	0.25	5200	G	99%	0%	1%	0%	0%	0%	F	0.099	F	0.711	5500	G	2013
(8008) Lynchburg Tpke	0.44	6000	G	97%	0%	1%	1%	1%	0%	C	0.093	F	0.585	6500	G	2013

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						2Axle	3+Axle	1Trail	2Trail							
<b>City of Salem</b>																
(8010) Roanoke Blvd	0.41	8300	G	97%	0%	1%	1%	1%	0%	F	0.095	F	0.505	8800	G	2013
(8010) Roanoke Blvd	0.30	9300	G	99%	0%	1%	0%	0%	0%	C	0.100	F	0.503	9900	G	2013
(8010) Roanoke Blvd	1.30	11000	G	99%	0%	1%	0%	0%	0%	F	0.096	F	0.598	11000	G	2013
(8018) Dalewood Ave	0.55	1100	G	99%	0%	1%	0%	0%	0%	F	0.112	F	0.545	1200	G	2013
(8018) Green Ridge Rd	0.19	5900	G	99%	0%	1%	0%	0%	0%	F	0.106	F	0.571	6400	G	2013
(8037) Twelve O'Clock Knob Rd	0.98	1100	G	98%	0%	1%	0%	0%	0%	F	0.101	F	0.755	1200	G	2013
(8047) Diuguids Lane	0.09	4700	G	98%	0%	1%	0%	0%	0%	F	0.111	F	0.599	5000	G	2013
(8051) Eddy Ave	0.20	6400	G	98%	0%	1%	0%	0%	0%	F	0.106	F	0.620	6900	G	2013
(8051) Eddy Ave	0.18	4500	G	98%	0%	1%	0%	0%	0%	F	0.119	F	0.579	4800	G	2013
(8051) Union St	0.23	8200	G	98%	0%	1%	0%	0%	0%	C	0.089	F	0.551	8700	G	2013
(8051) Union St	0.46	2100	G	98%	0%	1%	0%	0%	0%	C	0.094	F	0.623	2200	G	2013
(8051) Academy St	0.64	1300	G	98%	0%	1%	0%	0%	0%	F	0.131	F	0.523	1400	G	2013
(8051) Academy St	0.51	1700	G	98%	0%	1%	0%	0%	0%	F	0.104	F	0.643	1900	G	2013
(8059) Goodwin Ave	0.72	2300	G	99%	0%	1%	0%	0%	0%	C	0.1	F	0.539	2500	G	2013
(8065) Kessler Mill Rd	1.65	1600	G	98%	0%	1%	0%	0%	0%	C	0.085	F	0.587	1700	G	2013
3rd St		190	G								0.102	F	0.705	200	G	2013
8th St		3500	G								0.109	F	0.584	3700	G	2013
Bonavista Rd		150	G								0.193	F	0.714	160	G	2013
Burwell St		1300	G								0.128	F	0.508	1300	G	2013
Chapman St		340	G								0.139	F	0.529	360	G	2013

Virginia Department of Transportation  
 Traffic Engineering Division  
 2013  
 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>																
Fletcher St		220	G			From Gardner Dr				0.103	F	0.528	240	G	2013	
						To Howard Dr										
Goodwin Ave		1100	G			From Logan St				0.108	F	0.508	1200	G	2013	
						To NCL Salem										
Jackson Dr		480	G			From Randolph Ave				0.121	F	0.681	510	G	2013	
						To Kessling Ave										
Macon St		110	G			From Keesling Ave				0.133	F	0.629	120	G	2013	
						To Randolph Ave										
Moran Ave		NA				From Mulberry St				NA			NA			
						To Peach St										
Pearl St		170	G			From Carolina Ave				0.137	F	0.588	180	G	2013	
						To Missouri Ave										
Texas Hollow Rd		2700	G			From Valleydale Rd				0.11	F	0.605	2900	G	2013	
						To W Main St										
Virginia Ave		290	G			From Richfield Ave				0.138	F	0.667	310	G	2013	
						To Fairview Ave										