

**2012**

**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.

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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  
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  
2012  
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	From: 44-667 Koehler Rd City of Martinsville	1.34	3000	F	99%	0%	0%	0%	0%	0%	F	0.098	F	0.614	3200	F
57 Fayette St	To: Pine Hall Rd City of Martinsville	0.34	3700	F	99%	0%	0%	0%	0%	0%	C	0.099	F	0.613	4000	F
57 Bus 220 Memorial Blvd	From: US 220 Memorial Blvd City of Martinsville	0.85	10000	F	97%	0%	1%	0%	2%	0%	C	0.089	F	0.503	11000	F
57 Bus 220 Memorial Blvd	To: Broad St City of Martinsville	0.25	14000	F	97%	0%	1%	0%	2%	0%	F	0.087	F	0.566	15000	F
57 Bus 58 Starling Ave	From: US 58; BUS US 220 City of Martinsville	0.85	9000	F	98%	1%	1%	0%	1%	0%	C	0.09	F	0.55	9600	F
57 Bus 58 Starling Ave	To: Mulberry Rd City of Martinsville	0.15	7600	F	98%	1%	1%	0%	1%	0%	F	0.096	F	0.576	8100	F
57 Bus 58 Church St	From: Church St Starling Ave City of Martinsville	0.10	10000	F	98%	1%	1%	0%	0%	0%	C	0.09	F	0.601	11000	F
57 Bus 58 Church St	To: Church St Ext City of Martinsville	0.28	9500	F	98%	1%	1%	0%	0%	0%	F	0.09	F	0.542	10000	F
57 Bus 58 E Church Rd	From: Fairy St City of Martinsville	0.26	9000	F	98%	1%	1%	0%	0%	0%	F	0.092	F	0.616	9600	F
57 Bus 58 E Church Rd	To: Brookdale St City of Martinsville	0.13	12000	F	98%	1%	1%	0%	1%	0%	F	0.088	F	0.586	13000	F
57 Bus 58 E Church Rd	From: Hooker St City of Martinsville	0.77	15000	F	98%	1%	1%	0%	1%	0%	C	0.086	F	0.614	16000	F
58 Bus 220 Memorial Blvd	To: ECL Martinsville City of Martinsville	0.71	19000	F	97%	1%	0%	0%	1%	0%	C	0.086	F	0.542	20000	F
58 Bus 57 Starling Ave	From: SCL Martinsville SR 57 Starling Avenue Bus US 220 Memorial Blvd City of Martinsville	0.85	9000	F	98%	1%	1%	0%	1%	0%	C	0.09	F	0.55	9600	F
58 Bus 57 Starling Ave	To: Mulberry Rd City of Martinsville	0.15	7600	F	98%	1%	1%	0%	1%	0%	F	0.096	F	0.576	8100	F
58 Bus 57 Church St	From: Church St Starling Ave City of Martinsville	0.10	10000	F	98%	1%	1%	0%	0%	0%	C	0.09	F	0.601	11000	F
58 Bus 57 Church St	To: Oakdale St; Starling Ave Church St Ext City of Martinsville	0.28	9500	F	98%	1%	1%	0%	0%	0%	F	0.09	F	0.542	10000	F
	To: Fairy St															

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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	9000	F	98%	1%	1%	0%	0%	0%	F	0.092	F	0.616	9600	F
Bus 58 57 E Church Rd	To: Brookdale St From: City of Martinsville	0.13	12000	F	98%	1%	1%	0%	1%	0%	F	0.088	F	0.586	13000	F
Bus 58 57 E Church Rd	To: Hooker St From: City of Martinsville	0.77	15000	F	98%	1%	1%	0%	1%	0%	C	0.086	F	0.614	16000	F
174 Liberty St	To: ECL Martinsville From: City of Martinsville	0.49	15000	F	97%	0%	0%	1%	2%	0%	F	0.092	F	0.566	16000	F
174 Liberty St	To: Inman St From: City of Martinsville	0.20	15000	F	97%	0%	0%	1%	2%	0%	F	0.088	F	0.573	16000	F
174 Liberty St	To: Clearview Dr From: City of Martinsville	0.60	9000	F	97%	0%	0%	1%	2%	0%	C	0.095	F	0.607	9600	F
Bus 220 Bus 58 Memorial Blvd	To: Commonwealth Blvd From: City of Martinsville	0.71	19000	F	97%	1%	0%	0%	1%	0%	C	0.086	F	0.542	20000	F
Bus 220 57 Memorial Blvd	To: SCL MARTINSVILLE From: City of Martinsville	0.25	14000	F	97%	0%	1%	0%	2%	0%	F	0.087	F	0.566	15000	F
Bus 220 57 Memorial Blvd	To: STARLING AVE From: City of Martinsville	0.85	10000	F	97%	0%	1%	0%	2%	0%	C	0.089	F	0.503	11000	F
Bus 220 Memorial Blvd	To: Broad Street From: City of Martinsville	0.65	12000	F	98%	0%	0%	0%	1%	0%	C	0.087	F	0.500	13000	F
457 Church St	To: Fayette St From: City of Martinsville	0.59	4900	F	98%	0%	0%	0%	1%	0%	F	0.093	F	0.542	5200	F
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		8900	F	98%	1%	1%	0%	0%	0%	F	0.089	F	0.554	9500	F
457 Market St	To: SR 57 BUS US 220 Memorial Blvd From: City of Martinsville	0.20	10000	F	98%	0%	0%	0%	1%	0%	F	0.091	F	0.53	11000	F
457 Commonwealth Blvd	To: Commonwealth Blvd From: City of Martinsville	0.56	13000	F	98%	0%	0%	0%	1%	0%	F	0.09	F	0.513	14000	F
457 Commonwealth Blvd	To: Northside Dr From: City of Martinsville	0.36	18000	F	98%	0%	0%	0%	1%	0%	C	0.086	F	0.570	19000	F
	Combined Traffic Estimates for Parallel Roadways on this Route:		NA									0.086	F	0.570	NA	
457 Commonwealth Blvd	To: Fayette St From: City of Martinsville	0.48	5500	F	98%	0%	0%	0%	1%	0%	F	0.088	F	0.51	5800	F
	Combined Traffic Estimates for Parallel Roadways on this Route:		NA									0.088	F	0.51	NA	
	To: Chatham Rd															



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							2Axle	3+Axle	1Trail	2Trail						
457 Chatham Rd	From: Commonwealth Blvd															
	City of Martinsville	0.99	4200	F	97%	0%	1%	1%	1%	0%	C	0.089	F	0.580	4500	F
	To: ECL Martinsville															
457 Fayette St	From: US 220 Memorial Blvd															
	City of Martinsville	0.61	4000	F	98%	1%	1%	0%	0%	0%	C	0.089	F	0.58	4200	F
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		8900	F	98%	1%	1%	0%	0%	0%	F	0.089	F	0.554	9500	F
	To: SR 457 Market St															
457 Fairy St	From: SR 457 Commonwealth Blvd															
	City of Martinsville	0.29	7500	F	98%	1%	1%	0%	1%	0%	C	0.094	F	0.571	8000	F
	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							
<b>City of Martinsville</b>																
(4501) Mulberry Rd	1.41	2500	F	99%	0%	0%	0%	0%	0%	F	0.098	F	0.622	2700	F	2012
			From: Lanier Rd													
			To: Spruce St													
(4501) Mulberry Rd	0.21	4900	F	99%	0%	0%	0%	0%	0%	C	0.087	F	0.530	5200	F	2012
			From: Rives Rd													
(4501) Mulberry Rd	0.18	7800	F	99%	1%	0%	0%	0%	0%	F	0.095	F	0.549	8300	F	2012
			From: US 58 Bus Starling Ave													
			To: Starling Ave													
(4501) Market St	0.87	7600	F	99%	1%	0%	0%	0%	0%	C	0.094	F	0.507	8100	F	2012
			From: Church St													
(4502) W Church St	0.36	2500	F	99%	1%	0%	0%	0%	0%	F	0.096	F	0.713	2700	F	2012
			From: SR 457 Market St													
(4502) E Church St	0.12	3900	F	99%	1%	0%	0%	0%	0%	C	0.105	F		4200	F	2012
			From: Broad St													
(4502) E Church St	0.33	5900	F	98%	0%	0%	0%	1%	0%	F	0.104	F	0.676	6300	F	2012
			From: Ellsworth St													
			To: Bus US 58 Starling Ave													
(4504) Commonwealth Blvd	1.00	15000	F	98%	0%	0%	0%	1%	0%	C	0.086	F	0.575	16000	F	2012
			From: WCL Martinsville													
			To: Market St													
(4506) Stultz Rd	0.73	3800	F	98%	0%	0%	0%	1%	0%	F	0.092	F	0.555	4100	F	2012
			From: WCL Martinsville													
(4506) Clearview Dr	0.08	11000	F	98%	0%	0%	0%	1%	0%	F	0.091	F	0.549	12000	F	2012
			From: Liberty St													
(4506) Clearview Dr	0.14	7500	F	98%	0%	0%	0%	1%	0%	F	0.091	F	0.511	8000	F	2012
			From: Northside Dr													
(4506) Clearview Dr	0.86	2700	F	97%	1%	1%	1%	0%	0%	C	0.088	F	0.596	2900	F	2012
			From: Barrows Mill Rd													
			To: NCL Martinsville													
(4507) Rives Rd	1.34	4800	F	99%	0%	0%	0%	0%	0%	C	0.101	F	0.532	5100	F	2012
			From: SCL Martinsville													
(4507) Rives Rd	0.34	3600	F	99%	0%	0%	0%	0%	0%	F	0.101	F	0.553	3900	F	2012
			From: Circle Ct													
			To: Mulberry Rd													
(4509) Rivermont Heights	0.39	1400	F	99%	0%	0%	0%	0%	0%	F	0.109	F	0.508	1500	F	2012
			From: SCL Martinsville													
			To: Memorial Blvd													
(4511) Forest St	0.56	1700	F	99%	1%	0%	0%	0%	0%	F	0.101	F	0.591	1800	F	2012
			From: Starling Ave Bus US 58													
			To: Smith Lake Rd													
(4515) Askin St	0.97	350	F	99%	1%	0%	0%	0%	0%	F	0.117	F	0.553	380	F	2012
			From: 44-801SCL Martinsville													
			To: C4US 220													
(4517) Spruce St	0.23	5400	F	99%	1%	0%	0%	0%	0%	F	0.096	F	0.513	5800	F	2012
			From: Mulberry Rd													
(4517) Spruce St	0.39	5500	F	99%	1%	0%	0%	0%	0%	C	0.096	F	0.527	5900	F	2012
			From: Parkview Ave													
(4517) Spruce St	0.44	6800	F	99%	1%	0%	0%	0%	0%	F	0.099	F	0.65	7200	F	2012
			From: Brookdale St													
			To: ECL Martinsville; 44-650 Spruce St													
(4519) Brookdale St	0.53	10000	F	98%	1%	0%	0%	0%	0%	C	0.088	F	0.573	11000	F	2012
			From: Bus US 58													
(4519) Brookdale St	0.41	7400	F	98%	1%	0%	0%	0%	0%	F	0.086	F	0.591	7900	F	2012
			From: Parkview Ave													
			To: Spruce 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 Martinsville</b>																
(4521) Parkview Ave	0.32	900	F	98%	1%	0%	0%	0%	0%	F	0.099	F	0.535	960	F	2012
			From: Mulberry Rd													
			To: Spruce St													
(4521) Parkview Ave	0.17	2200	F	98%	1%	0%	0%	0%	0%	C	0.087	F	0.580	2300	F	2012
			From: Brookdale St													
			To: US 58 Bus Starling Ave													
(4523) Cleveland Ave	0.36	3300	F	98%	1%	0%	0%	0%	0%	F	0.097	F	0.564	3500	F	2012
			From: Church St													
(4525) Broad St	0.45	1200	F	96%	1%	1%	1%	2%	0%	C	0.107	F	0.652	1200	F	2012
			From: Memorial Blvd													
			To: Market St													
(4525) Broad St	0.18	820	F	96%	1%	1%	1%	2%	0%	F	0.111	F	0.639	880	F	2012
			From: Church St													
(4527) Bridge St	0.43	5500	F	99%	0%	0%	0%	0%	0%	C	0.080	F	0.572	5800	F	2012
			From: Memorial Blvd													
			To: Market St													
(4527) Bridge St	0.17	1800	F	99%	0%	0%	0%	0%	0%	F	0.099	F	0.567	2000	F	2012
			From: Church St													
			To: 120-4502 Church St													
(4527) Bridge St	0.18	1300	F	99%	0%	0%	0%	0%	0%	F	0.098	F		1400	F	2012
			From: 120-4553 Main St													
(4529) Ellsworth St	0.18	1900	F	99%	0%	0%	0%	0%	0%	F	0.108	F	0.534	2000	F	2012
			From: Market St													
			To: Church St													
(4529) Lester St	0.35	4400	G	99%	0%	0%	0%	0%	0%	C	NA			4200	G	2012
			From: Commonwealth Blvd													
(4531) Walnut St	0.05	1700	F	99%	0%	0%	0%	0%	0%	F	0.107	F		1800	F	2012
			From: Church St													
			To: Main St													
(4531) Franklin St	0.09	1500	F	99%	0%	0%	0%	0%	0%	F	0.116	F		1600	F	2012
			From: Jones St													
(4531) Franklin St	0.61	1400	F	99%	0%	0%	0%	0%	0%	F	0.111	F	0.632	1500	F	2012
			From: Liberty St													
(4533) Liberty St	0.07	3400	F	96%	2%	1%	0%	0%	0%	C	0.101	F	0.511	3600	F	2012
			From: SR 457 Commonwealth Blvd													
(4533) Liberty St	0.10	2300	F	96%	2%	1%	0%	0%	0%	F	0.101	F	0.562	2500	F	2012
			From: Moss St													
			To: Franklin St													
(4535) Northside Dr	0.80	7100	F	98%	1%	0%	0%	0%	0%	C	0.090	F	0.502	7600	F	2012
			From: Commonwealth Blvd													
			To: Clearview Dr													
(4539) Hooker St	0.39	7000	F	98%	1%	0%	0%	0%	0%	F	0.086	F	0.558	7400	F	2012
			From: Chatham Rd													
			To: Commonwealth Blvd													
(4541) Barrows Mill Rd	0.67	3000	F	98%	1%	0%	0%	0%	0%	F	0.101	F	0.609	3200	F	2012
			From: Clearview Dr													
			To: NCL Martinsville													
(4542) Hairston St	0.53	1600	F	97%	1%	1%	1%	1%	0%	C	0.094	F	0.637	1700	F	2012
			From: Starling Ave													
			To: Rives Rd													
(4543) Moss St	0.05	1500	F	98%	1%	1%	0%	0%	0%	F	0.108	F	0.825	1600	F	2012
			From: Church St													
			To: Main St													
(4543) Main St	0.13	1000	F	98%	1%	1%	0%	0%	0%	F	0.111	F		1100	F	2012
			From: Moss St													
			To: Jones St													

Virginia Department of Transportation  
 Traffic Engineering Division  
 2012  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 City of Martinsville

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>City of Martinsville</b>																
(4543) Main St	0.04	3200	G	98%	1%	1%	0%	0%	0%	F	0.101	N		3400	G	2012
						From: Jones St										
						To: Franklin St										
(4543) Main St	0.25	2500	F	98%	1%	1%	0%	0%	0%	C	0.101	F		2700	F	2012
						From: Clay St										
						To: Main St										
(4543) Clay St	0.04	2900	F	98%	1%	1%	0%	0%	0%	F	0.091	F		3100	F	2012
						From: Church St										
						To: C St										
3rd St		1200	F								0.095	F	0.544	1300	F	2012
						From: D St										
						To: Luck St										
Glade St		410	F								0.097	F	0.632	440	F	2012
						From: Ainsley St.										
						To: Clift St										
Highland St		260	F								0.139	F	0.539	280	F	2012
						From: Branch St										
						To: Mulberry Road										
Knollwood Place		330	F								0.113	F	0.595	330	F	2012
						From: River Forest Place										
						To: Ranson Rd South										
Oakgrove Ave		210	F								0.12	F	0.526	230	F	2012
						From: Ranson Rd North										
						To: Church Street Ext										
Randolph St		260	F								0.121	F	0.515	260	F	2012
						From: Madison Street										
						To: Knollwood Pl										
River Forest Pl		110	F								0.14	F	0.647	110	F	2012
						From: Morningside Lane										
						To: Cherokee Trail										
Root Trail		380	F								0.124	F	0.574	410	F	2012
						From: Corn Tassel Trail										
						To: Prospect Hill Dr										
Spruce St		3300	F								0.095	F	0.640	3500	F	2012
						From: Indian Trail										
						To:										