

**2005**

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

where available

**Special Locality Report**

**107**

City of Covington

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 Peak Hour 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 Peak Hour 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  
2005  
Annual Average Daily Traffic Volume Estimates By Section of Route  
City of Covington

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
	From: SCL Covington															
18 Indian Valley	City of Covington	0.37	2900	F	98%	1%	0%	1%	0%	0%	F	0.087	F	0.622	3200	F
	To: S Pitzer Ridge															
18 S Carpenter Dr	City of Covington	0.44	4600	F	98%	1%	0%	1%	0%	0%	C	0.086	F	0.62	5000	F
	To: Gordon Street															
	From: East Gordon Street															
18 S Carpenter Dr	City of Covington	0.31	4800	F	98%	1%	0%	1%	0%	0%	F	0.092	F	0.657	5200	F
	To: Edgemont Drive															
	From: Duyant Road Ext															
18 Carpenter Drive	City of Covington	1.20	4200	F	97%	1%	1%	1%	1%	0%	C	0.096	F	0.604	4600	F
	To: US 220 Madison St															
	From: WCL Covington															
60 N Monroe Avenue	City of Covington	0.09	3800	F	98%	0%	1%	0%	0%	0%	F	0.088	F	0.633	4100	F
	To: SR 154 W Riverside St															
60 N Monroe Avenue	City of Covington	0.14	3600	F	98%	0%	1%	0%	0%	0%	F	0.098	F	0.571	4000	F
	To: W Locust Street															
60 S Monroe Avenue	City of Covington	0.43	5300	F	98%	0%	1%	0%	0%	0%	C	0.095	F	0.556	5700	F
	To: E Oak Street															
60 S Monroe Avenue	City of Covington	0.40	5600	F	98%	0%	1%	0%	0%	0%	F	0.091	F	0.54	6100	F
	To: US 220 N Alleghany Ave															
60 220 E Madison Avenue	City of Covington	0.12	14000	F	98%	0%	1%	0%	0%	0%	F	0.080	F	0.614	15000	F
	To: S Highland Ave															
60 220 East Madison Street	City of Covington	0.26	14000	F	92%	1%	0%	1%	6%	0%	C	0.09	F	0.52	16000	F
	To: SR 18 Carpenter St															
60 220 E Madison Street	City of Covington	0.46	12000	F	89%	1%	1%	2%	8%	0%	C	0.084	F	0.586	14000	F
	To: ECL Covington															
	From: WCL Covington															
East 64	City of Covington (Maint: 03)	0.21	5300	F	75%	1%	1%	1%	22%	1%	F	0.068	F		5000	F
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		10000	F	74%	1%	1%	1%	23%	1%	F	NA			9900	F
	To: SR 154															
East 64	City of Covington (Maint: 03)	1.19	6500	F	75%	1%	1%	1%	22%	1%	F	0.075	F		6100	F
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		13000	F	74%	1%	1%	1%	23%	1%	F	0.079	F	0.541	12000	F
	To: ECL Covington															
	From: WCL Covington															
West 64	City of Covington (Maint: 03)	0.28	5200	F	73%	1%	1%	1%	25%	1%	F	0.088	F		4900	F
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		10000	F	74%	1%	1%	1%	23%	1%	F	NA			9900	F
	To: SR 154															
West 64	City of Covington (Maint: 03)	1.08	6600	F	73%	1%	1%	1%	25%	1%	F	0.085	F		6300	F
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		13000	F	74%	1%	1%	1%	23%	1%	F	0.079	F	0.541	12000	F
	To: ECL Covington															

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							2Axle	3+Axle	1Trail	2Trail						
	From: I-64 Covington															
154 S. Durant Rd/S. Craig Ave	City of Covington (Maint: 03)	0.75	9600	F	98%	1%	1%	0%	0%	0%	C	0.097	F	0.524	10000	F
	To: Chestnut Street															
154 Craig Ave	City of Covington	0.56	4300	F	98%	0%	1%	0%	0%	0%	C	0.103	F	0.563	4700	F
	To: Locust Street															
	From: Lexington Avenue															
154 E Riverside St	City of Covington	0.28	2900	F	97%	1%	1%	0%	1%	0%	C	0.100	F	0.652	3100	F
	To: Monroe Avenue															
154 E Riverside St	City of Covington	0.24	5900	F	86%	0%	1%	2%	11%	0%	C	0.088	F	0.597	6400	F
	To: Magazine Avenue															
	From: Alleghany Avenue															
154 East Hickory Street	City of Covington	0.09	1200	F	86%	0%	1%	2%	11%	0%	F	0.101	F	0.565	1300	F
	To: ECL Covington															
220 60 E Madison Street	City of Covington	0.46	12000	F	89%	1%	1%	2%	8%	0%	C	0.084	F	0.586	14000	F
	To: SR 18 Carpenter St															
220 60 East Madison Street	City of Covington	0.26	14000	F	92%	1%	0%	1%	6%	0%	C	0.09	F	0.52	16000	F
	To: S Highland Avenue															
220 60 E Madison Avenue	City of Covington	0.12	14000	F	98%	0%	1%	0%	0%	0%	F	0.080	F	0.614	15000	F
	To: S Monroe Avenue															
220 N Alleghany Ave	City of Covington	0.93	8300	F	93%	1%	1%	5%	1%	0%	F	0.078	F	0.530	9100	F
	To: E Locust Street															
220 N Alleghany Ave	City of Covington	0.62	9400	F	93%	1%	1%	5%	1%	0%	F	0.078	F	0.512	10000	F
	To: N Magazine Avenue															
220 N Alleghany Ave	City of Covington	0.66	6700	F	93%	1%	1%	5%	1%	0%	C	0.089	F	0.557	7400	F
	To: NCL Covington															



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						2Axle	3+Axle	1Trail	2Trail							
<b>City of Covington</b>																
(F203)	0.79	NA									NA			NA		
(F204)	0.48	NA									NA			NA		
(3601) S Pitzer Ridge	0.37	600	F	99%	0%	0%	0%	0%	0%	C	0.099	F	0.582	650	F	2005
(3605) W Edgemont Drive	0.67	3300	F	98%	1%	1%	0%	1%	0%	C	0.095	F	0.630	3600	F	2005
(3605) S Rayon Drive	0.21	3400	F	98%	1%	0%	0%	1%	0%	C	0.092	F	0.580	3700	F	2005
(3605) W Jackson Street	0.43	4100	F	98%	0%	0%	0%	1%	0%	C	0.095	F	0.601	4500	F	2005
(3605) S Durrant Road	0.45	4800	F	98%	0%	0%	0%	1%	0%	C	0.090	F	0.558	5200	F	2005
Beverly Avenue		160	F								0.139	F		160	F	2005
Cedar Street		390	F								0.111	F		390	F	2005
Dollyann Drive		680	F								0.098	F		680	F	2005
E Chestnut St		NA									NA			NA		
E Chestnut St		NA									NA			NA		
E Fairlawn Drive		70	F								0.134	F		70	F	2005
E Gordon Street		240	F								0.113	F		240	F	2005
E Gray Street		210	F								0.095	F		210	F	2005
E Hawthorne St		NA									NA			NA		
E Magazine Ave		NA									NA			NA		
E Mallow St		NA									NA			NA		
E Michigan Street		270	F								0.122	F		270	F	2005

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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 Covington</b>																
E Scotland Road		70	F			From: S Carlton Drive				0.142	F			70	F	2005
						To: E Fairlawn Drive										
E Trout Street		160	F			From: Carpenter Drive				0.138	F		160	F	2005	
						To: ECL Covington										
Forest Avenue		49	F			From: S Greenway Drive				0.121	F		49	F	2005	
						To: Dead End										
N Lexington		1700	F			From: W Riverside W				0.106	F		1700	F	2005	
						To: Chestnut Street										
N Magazine Ave		NA				From: E Larch St				NA			NA			
						To: N Mill Rd										
N Maple Ave		NA				From: W Locust St				NA			NA			
						To: W Main St										
N Marion Street		440	F			From: W Locust Street				0.112	F		440	F	2005	
						To: W Hawthorne Street										
N Rockbridge Ave.		100	F			From: E. Willow St.				0.121	F	0.72	100	F	2005	
						To: E. Cedar St.										
Pocahontas Avenue		440	F			From: Cedar Street				0.125	F		440	F	2005	
						To: McAllister Street										
S Carlton Drive		130	F			From: E Scotland Road				0.110	F		130	F	2005	
						To: E Fairlawn Drive										
S Greenway Drive		530	F			From: E Michigan Street				0.1	F		530	F	2005	
						To: E Pennsylvania Street										
S Highland Ave		NA				From: E Pine St				NA			NA			
						To: E Oak St										
W Hawthorne Street		1400	F			From: N Maple Avenue				0.105	F		1400	F	2005	
						To: N Court Avenue										
W Main St		NA				From: N Maple Ave				NA			NA			
						To: N Court Ave										
W Riverview Drive		590	F			From: S Durant Road				0.136	F	0.522	590	F	2005	
						To: S Conrad Avenue										
Woodlawn Avenue		30	F			From: E. Detroit Street				0.16	F		30	F	2005	
						To: E. Michigan Street										