

2004

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

where available

Special Locality Report

126

City of Radford

Prepared By

**Virginia Department of Transportation
Mobility Management Division**

In Cooperation With

**U.S. Department of Transportation
Federal Highway Administration**

Virginia Department of Transportation
Mobility Management 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 at VDOT Mobility Management's 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’s Mobility Management 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



Secondary Route

Special Routes



Bus - Business Route

Bypas - Bypass Route

Truck - Truck Route



ALT - Alternate Route

Wve - 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
 Mobility Management Division
 2004
 Annual Average Daily Traffic Volume Estimates By Section of Route
 City of Radford

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	
							2Axle	3+Axle	1Trail	2Trail							
11 Norwood St	City of Radford	From: SR 232; First St	0.26	12000	F	96%	0%	1%	1%	1%	0%	C	0.089	F	0.617	13000	F
		To: Grove Ave															
11 Norwood St	City of Radford	From: SR 177 Tyler Ave	0.77	9000	F	98%	0%	1%	0%	1%	0%	C	0.084	F	0.567	9900	F
		To: Whitehall St															
11 Norwood St	City of Radford	From: Whitehall St	0.93	6100	F	98%	0%	1%	0%	1%	0%	F	0.088	F	0.535	6600	F
		To: ECL Radford															
11 Norwood St	City of Radford	From: ECL Radford	1.46	3900	F	98%	0%	1%	0%	0%	0%	C	0.099	F	0.549	4300	F
		To: SCL Radford; Rock Rd															
177 Tyler Ave	City of Radford	From: SCL Radford; Rock Rd	0.86	6500	F	98%	0%	1%	0%	1%	0%	F	0.088	F	0.548	7100	F
177 Tyler Ave	City of Radford	From: Auburn Ave	0.78	8300	F	97%	0%	2%	0%	1%	0%	C	0.089	F	0.56	9100	F
		To: Adams St															
177 Tyler Ave	City of Radford	From: Adams St	0.44	5900	F	98%	0%	1%	0%	0%	0%	C	0.08	F	0.595	6400	F
		To: US 11 Norwood St															
232 First St	City of Radford	From: SCL Radford	2.71	5400	F	96%	0%	1%	0%	2%	0%	C	0.094	F	0.548	5900	F
		To: Bolling Street															
232 First St	City of Radford	From: Bolling Street	0.63	8200	F	96%	0%	1%	0%	2%	0%	F	0.094	F	0.523	8900	F
		To: Wadsworth St															
232 First St	City of Radford	From: Wadsworth St	0.31	10000	F	96%	0%	1%	0%	2%	0%	F	0.095	F	0.525	11000	F
		To: Arlington Ave															
232 First St	City of Radford	From: Arlington Ave	0.20	13000	F	96%	0%	1%	0%	2%	0%	F	0.090	F	0.511	14000	F
		To: US 11															

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						2Axle	3+Axle	1Trail	2Trail							
City of Radford																
(4650) Forest Ave	1.23	810	F	98%	1%	1%	0%	0%	0%	C	0.123	F	0.617	880	F	2004
				From:	First St											
				To:	Rock Rd											
(4651) Seventh St	0.47	450	F	99%	0%	0%	0%	0%	0%	C	0.134	F	0.508	490	F	2004
				From:	Forest Ave											
				To:	Pendleton St											
(4652) Rock Rd	0.85	1800	F	98%	0%	0%	0%	1%	0%	F	0.099	F	0.5	2000	F	2004
				From:	SR 232 First St											
				To:	Forest Ave											
(4652) Rock Rd	0.53	2600	F	98%	0%	0%	0%	1%	0%	F	0.092	F	0.519	2900	F	2004
				From:	Forest Ave											
				To:	Wadsworth St											
(4652) Rock Rd	1.74	5900	F	98%	0%	0%	0%	1%	0%	C	0.097	F	0.505	6500	F	2004
				From:	SR 177 Tyler Ave											
				To:	Gypsy Camp Rd											
(4653) Pendleton St	0.53	930	F	99%	0%	0%	0%	0%	0%	C	0.096	F	0.577	1000	F	2004
				From:	First St											
				To:	Eighth St											
(4653) Eighth St	0.67	1500	F	99%	0%	1%	0%	0%	0%	C	0.111	F	0.514	1700	F	2004
				From:	Pendleton St											
				To:	Wadsworth St											
(4653) Eighth St	0.39	1200	F	99%	0%	1%	0%	0%	0%	F	0.125	F	0.623	1300	F	2004
				From:	Walker St											
				To:	Eighth St											
(4653) Walker St	0.53	4000	F	99%	0%	1%	0%	0%	0%	F	0.112	F	0.531	4400	F	2004
				From:	First St											
				To:	Second Ave											
(4654) Noblin St	0.25	2600	F	99%	0%	0%	0%	0%	0%	C	0.1	F	0.551	2900	F	2004
				From:	Hammett Ave											
				To:	Noblin St											
(4654) Hammett Ave	0.16	2600	F	99%	0%	0%	0%	0%	0%	C	0.101	F	0.54	2900	F	2004
				From:	SR 177 Tyler St											
				To:	Eighth St											
(4655) Preston St	0.52	1300	F	99%	1%	0%	0%	0%	0%	C	0.103	F	0.631	1400	F	2004
				From:	First St											
				To:	US 11 Norwood St											
(4656) Grove Ave	0.76	2100	F	99%	0%	0%	0%	0%	0%	C	0.101	F	0.525	2300	F	2004
				From:	Tyler Ave											
				To:	Rock Rd											
(4657) Wadsworth St	0.90	4400	F	98%	0%	1%	0%	0%	0%	C	0.096	F	0.546	4800	F	2004
				From:	Eighth St											
				To:	First St											
(4659) Park Rd	0.64	1600	F	99%	0%	0%	0%	0%	0%	C	0.133	F	0.577	1800	F	2004
				From:	Rock Rd											
				To:	Second Ave; Roundhill Dr											
(4659) Park Rd	0.76	1600	N	99%	0%	0%	0%	0%	0%	N	0.133	N	0.577	1800	N	2004
				From:	Scott St											
				To:	Walker St											
(4659) Seventh St	0.08	1100	F	99%	0%	0%	0%	0%	0%	F	0.118	F	0.614	1200	F	2004
				From:	Sundell Park											
				To:	Grove Ave											
(4661) Second Ave	0.98	4800	F	99%	0%	0%	0%	0%	0%	C	0.11	F	0.556	5300	F	2004
				From:	Norwood St											
				To:	Tyler Ave											
Jefferson St		8200	F								0.096	F	0.568	9000	F	2004

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						2Axle	3+Axle	1Trail	2Trail							
City of Radford																
Ninth St		160	F			From:	Robertson St				0.115	F	0.524	170	F	2004
						To:	Wadsworth St									
Scott St		3500	F			From:	Seventh St				0.108	F	0.532	3800	F	2004
						To:	Park Rd									
Sundell Dr		2300	F			From:	Wadsworth St				0.119	F	0.596	2500	F	2004
						To:	Park Rd									
Third Ave		1900	F			From:	Grove Ave				0.092	F	0.531	2100	F	2004
						To:	Norwood St									