

2020
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

The reported 2020 AADTs represent the best estimate of 2020 average daily traffic, however, this year's AADTs do vary from normal traffic in the years prior to 2020 due to COVID-19. The reported AADTs may not represent typical traffic for a given day or period within the year as the drastic seasonal variations were normalized through the factoring process. The 2020 publications are therefore colored to draw users attention to the fact that uses of the 2020 published estimates versus alternative data sources should be determined at users' discretion based on the objectives or nature of the analyses being performed.

The estimated 2020 DVMT for the entire state maintained network total to 208,000,000, which has trended down by 11 percent compared to the 2019 level of 234,000,000. For most traffic links across the state, the estimated 2020 AADTs are also seen to have decreased from their 2019 levels.

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 buses.

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



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
Bypass - 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
 2020
 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	16000	G	96%	0%	1%	1%	2%	0%	F	0.108	F	0.504	18000	G
	To: SR 112 Wildwood Rd															
West Main St	City of Salem	1.31	21000	G	98%	1%	0%	0%	0%	0%	F	0.136	F	0.698	23000	G
	To: ALT US 460, 4th St															
West Main St	City of Salem	0.60	12000	G	98%	1%	0%	0%	0%	0%	F	0.079	F	0.525	14000	G
	To: Academy St															
West Main St	City of Salem	0.35	11000	G	98%	1%	0%	0%	0%	0%	F	0.080	F	0.519	12000	G
	To: College Ave															
College Ave	City of Salem	0.09	1700	G	98%	1%	0%	0%	0%	0%	F	0.080	F	0.519	1900	G
	To: US 460, Main St															
College Ave	City of Salem	0.72	4400	G	98%	1%	0%	0%	0%	0%	F	0.097	F	0.625	4900	G
	To: SR 311, Thompson Memorial Dr															
Colorado St	City of Salem	0.43	13000	G	98%	1%	0%	0%	0%	0%	F	0.091	F	0.595	15000	G
	To: 8th St															
Apperson Dr	City of Salem	1.03	17000	G	98%	1%	0%	0%	0%	0%	F	0.09	F	0.545	19000	G
	To: Apperson Dr															
Apperson Dr	City of Salem	1.04	11000	G	98%	1%	0%	0%	0%	0%	F	0.087	F	0.536	12000	G
	To: SR 419 Electric Rd															
4th St	City of Salem	0.40	13000	G	97%	0%	1%	1%	1%	0%	F	0.087	F	0.521	14000	G
	To: W Main St															
4th St	City of Salem	0.37	16000	G	97%	0%	1%	1%	1%	0%	C	0.091	F	0.504	17000	G
	To: Elm St															
4th St	City of Salem	0.29	13000	G	97%	0%	1%	1%	1%	0%	F	0.09	F	0.531	14000	G
	To: Union St															
4th St	City of Salem	0.28	7900	G	97%	1%	1%	0%	1%	0%	F	0.089	F	0.5	8400	G
	To: Colorado St															
Texas St	City of Salem	0.31	9800	G	97%	1%	1%	0%	1%	0%	C	0.099	F	0.566	10000	G
	To: Roanoke Blvd															
Texas St	City of Salem	0.61	5600	G	97%	0%	1%	1%	1%	0%	C	0.102	F	0.507	5900	G
	To: Idaho St															
Texas St	City of Salem	0.24	2600	G	97%	0%	1%	1%	1%	0%	F	0.113	F	0.938	2800	G
	To: Lynchburg Tnpk															
	To: Electric Rd															

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							2Axle	3+Axle	1Trail	2Trail						
From: Texas St To: E Main St	City of Salem	0.53	17000	G	97%	0%	1%	1%	1%	0%	F	0.099	F	0.555	18000	G
From: SR 419 Electric Rd To: WCL Roanoke	City of Salem	0.44	16000	G	96%	1%	1%	1%	1%	0%	F	0.087	F	0.518	18000	G
From: SCL Salem To: SR 112 Wildwood Rd	City of Salem (Maint: 80)	0.20	25000	G	74%	1%	1%	1%	22%	2%	F	0.080	F		24000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			47000	G	72%	1%	1%	1%	23%	2%	F	0.093	B	0.580	47000	G
From: SR 112 Wildwood Rd To: NCL Salem	City of Salem (Maint: 80)	0.22	27000	A	74%	1%	1%	1%	22%	2%	F	0.097	A		28000	A
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			53000	A	76%	1%	1%	1%	19%	2%	F	0.082	F	0.540	55000	A
From: SCL Salem To: SR 112 Wildwood Rd	City of Salem (Maint: 80)	0.28	22000	G	70%	1%	1%	1%	25%	2%	F	0.098	B		23000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			47000	G	72%	1%	1%	1%	23%	2%	F	0.093	B	0.580	47000	G
From: SR 112 Wildwood Rd To: NCL Salem	City of Salem (Maint: 80)	0.14	26000	A	79%	1%	1%	1%	17%	1%	C	0.1	A		27000	A
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			53000	A	76%	1%	1%	1%	19%	2%	F	0.082	F	0.516	55000	A
From: SCL Salem To: NCL Salem	Roanoke County	0.90	26000	A	79%	1%	1%	1%	17%	1%	C	0.1	A		27000	A
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			53000	A	76%	1%	1%	1%	19%	2%	F	NA			55000	A
From: US 11, US 460 Main St To: NCL Salem	City of Salem	0.44	16000	G	99%	0%	0%	0%	0%	0%	F	0.084	F	0.56	17000	G
From: College Ave To: Main St	City of Salem	0.17	6600	G	98%	0%	1%	0%	1%	0%	F	0.110	F	0.591	7100	G
From: Main St To: Rose Ln	City of Salem	0.94	11000	G	98%	0%	1%	0%	1%	0%	C	0.106	F	0.559	12000	G
From: Rose Ln To: NCL Salem	City of Salem	0.55	12000	G	98%	0%	1%	0%	1%	0%	F	0.107	F	0.540	13000	G
From: SCL Salem To: US 11 Apperson Dr	City of Salem	0.69	17000	G	98%	0%	0%	0%	1%	0%	F	0.096	F	0.516	19000	G
From: US 11 Apperson Dr To: Roanoke Boulevard	City of Salem	0.58	16000	G	98%	0%	0%	0%	1%	0%	F	0.097	F	0.606	18000	G
From: Roanoke Boulevard To: ALT US 460 Texas St	City of Salem	0.89	12000	G	97%	1%	1%	1%	1%	0%	C	0.099	F	0.570	14000	G

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							2Axle	3+Axle	1Trail	2Trail							
From: ALT US 460 Texas St 419 ALT 460 ALT 11 Electric Rd	City of Salem	0.53	17000	G	97%	0%	1%	1%	1%	0%	F	0.099	F	0.555	18000	G	
To: US 460 East Main St																	
From: Electric Rd	City of Salem	0.88	13000	G	95%	1%	1%	1%	2%	0%	F	0.108	F	0.606	14000	G	
To: NCL Salem																	
From: WCL Salem																	
From: 460 11 West Main St	City of Salem	1.12	16000	G	96%	0%	1%	1%	2%	0%	F	0.108	F	0.504	18000	G	
To: SR 112																	
From: 460 11 West Main St	City of Salem	1.31	21000	G	98%	1%	0%	0%	0%	0%	F	0.136	F	0.698	23000	G	
To: ALT US 460, 4th St																	
From: 460 11 West Main St	City of Salem	0.60	12000	G	98%	1%	0%	0%	0%	0%	F	0.079	F	0.525	14000	G	
To: Academy St																	
From: 460 11 West Main St	City of Salem	0.35	11000	G	98%	1%	0%	0%	0%	0%	F	0.080	F	0.519	12000	G	
To: US 11 College Ave																	
From: 460 Main St	City of Salem	0.11	12000	G	96%	1%	1%	1%	1%	0%	F	0.09	F	0.590	13000	G	
To: SR 311 Thompson Memorial Dr																	
From: 460 E Main St	City of Salem	0.29	13000	G	96%	1%	1%	1%	1%	0%	F	0.090	F	0.610	14000	G	
To: Lynchburg Tpke																	
From: 460 E Main St	City of Salem	0.93	12000	G	96%	1%	1%	1%	1%	0%	F	0.096	F	0.654	14000	G	
To: Kessler Mill Rd																	
From: 460 E Main St	City of Salem	0.24	11000	F	96%	1%	1%	1%	1%	0%	F	0.093	F	0.559	12000	F	
To: SR 419 Electric Rd																	
From: 460 ALT 11 E Main St	City of Salem	0.44	16000	G	96%	1%	1%	1%	1%	0%	F	0.087	F	0.518	18000	G	
To: WCL Roanoke																	
From: ALT 460 ALT 11 4th St	City of Salem	0.40	13000	G	97%	0%	1%	1%	1%	0%	F	0.087	F	0.521	14000	G	
To: Elm St																	
From: ALT 460 ALT 11 4th St	City of Salem	0.37	16000	G	97%	0%	1%	1%	1%	0%	C	0.091	F	0.504	17000	G	
To: Union St																	
From: ALT 460 ALT 11 4th St	City of Salem	0.29	13000	G	97%	0%	1%	1%	1%	0%	F	0.09	F	0.531	14000	G	
To: Colorado St																	
From: ALT 460 ALT 11 4th St	City of Salem	0.28	7900	G	97%	1%	1%	0%	1%	0%	F	0.089	F	0.5	8400	G	
To: Roanoke Blvd																	
From: ALT 460 ALT 11 Texas St	City of Salem	0.31	9800	G	97%	1%	1%	0%	1%	0%	C	0.099	F	0.566	10000	G	
To: Idaho St																	
From: ALT 460 ALT 11 Texas St	City of Salem	0.61	5600	G	97%	0%	1%	1%	1%	0%	C	0.102	F	0.507	5900	G	
To: Lynchburg Tpke																	

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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	Texas St															
		From: Lynchburg Tpke															
		To: Electric Rd	0.24	2600	G	97%	0%	1%	1%	1%	0%	F	0.113	F	0.938	2800	G
ALT 460	ALT 11	ALT 419	Electric Rd														
		From: Texas St															
		To: E Main St	0.53	17000	G	97%	0%	1%	1%	1%	0%	F	0.099	F	0.555	18000	G

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						2Axle	3+Axle	1Trail	2Trail							
Roanoke County																
(F70) Skyview Rd	0.02	490	R								NA			NA		04/22/2015
City of Salem																
(1) Market St	0.06	2600	G	98%	0%	1%	0%	0%	0%	C	0.093	F	0.513	2800	G	2020
(2) Idaho St	0.18	2600	N	98%	0%	1%	0%	0%	0%	N	0.096	F	0.509	2800	N	2020
(2) Idaho St	0.27	2600	G	98%	0%	1%	0%	0%	0%	F	0.096	F	0.509	2800	G	2020
(3) King St	0.07	110	G	98%	0%	1%	0%	0%	0%	F	0.164	F		110	G	2020
(4) Mill Lane	0.37	7300	G	98%	0%	1%	0%	0%	0%	C	0.097	F	0.503	7800	G	2020
(5) Piedmont Ave	0.10	5000	G	99%	0%	1%	0%	0%	0%	C	0.117	F	0.518	5300	G	2020
(6) Green Ridge Rd	0.20	4700	G	99%	0%	0%	0%	0%	0%	C	0.119	F	0.584	5000	G	2020
(8002) Riverside Dr	0.40	4800	G	98%	0%	1%	0%	0%	0%	F	0.108	F	0.544	5200	G	2020
(8002) Riverside Dr	0.93	5700	G	99%	0%	1%	0%	0%	0%	F	0.11	F	0.504	6100	G	2020
(8002) Riverside Dr	0.05	3300	N	99%	0%	1%	0%	0%	0%	N	0.104	F	0.507	3600	N	2020
(8002) Piedmont Ave	0.20	3300	N	99%	0%	1%	0%	0%	0%	N	0.104	F	0.507	3600	N	2020
(8002) Mulberry St	0.19	3300	N	99%	0%	1%	0%	0%	0%	N	0.104	F	0.507	3600	N	2020
(8002) Front Ave	0.65	3300	G	99%	0%	1%	0%	0%	0%	C	0.104	F	0.507	3600	G	2020
(8004) Colorado St	0.29	1700	G	98%	0%	1%	0%	0%	0%	C	0.106	F	0.631	1800	G	2020
(8004) Colorado St	0.38	11000	G	98%	0%	1%	0%	0%	0%	F	0.089	F	0.588	12000	G	2020
(8006) Roanoke Blvd	0.47	3100	G	98%	0%	1%	0%	0%	0%	F	0.100	F	0.640	3400	G	2020
(8008) Lynchburg Tpke	0.17	3600	G	98%	0%	1%	0%	0%	0%	F	0.088	F	0.614	3800	G	2020
(8008) Lynchburg Tpke	0.67	1800	G	99%	0%	0%	0%	0%	0%	C	0.094	F	0.579	1900	G	2020
(8008) Lynchburg Tpke	0.25	4300	G	98%	0%	1%	0%	0%	0%	F	0.107	F	0.792	4600	G	2020
(8008) Lynchburg Tpke	0.44	5100	G	98%	0%	1%	1%	1%	0%	C	0.101	F	0.587	5500	G	2020

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						2Axle	3+Axle	1Trail	2Trail							
City of Salem																
(8010) Roanoke Blvd	0.41	8100	G	98%	0%	1%	1%	1%	0%	F	0.098	F	0.567	8600	G	2020
(8010) Roanoke Blvd	0.30	8600	G	98%	0%	1%	0%	0%	0%	C	0.100	F	0.538	9200	G	2020
(8010) Roanoke Blvd	1.30	9500	G	98%	0%	1%	0%	0%	0%	F	0.096	F	0.606	10000	G	2020
(8018) Dalewood Ave	0.55	900	G	98%	0%	1%	0%	0%	0%	F	0.130	F	0.503	970	G	2020
(8018) Green Ridge Rd	0.19	5300	G	98%	0%	1%	0%	0%	0%	F	0.109	F	0.579	5700	G	2020
(8037) Twelve O'Clock Knob Rd	0.98	860	G	97%	0%	1%	1%	0%	0%	C	0.123	F	0.636	920	G	2020
(8047) Diuguids Lane	0.09	4600	N	97%	0%	1%	0%	2%	0%	N	0.101	F	0.509	4900	N	2020
(8051) Eddy Ave	0.20	5900	G	99%	0%	1%	0%	0%	0%	F	0.110	F	0.576	6300	G	2020
(8051) Eddy Ave	0.18	3700	G	99%	0%	1%	0%	0%	0%	F	0.107	F	0.617	4000	G	2020
(8051) Union St	0.23	6900	G	98%	0%	1%	0%	0%	0%	C	0.087	F	0.511	7300	G	2020
(8051) Union St	0.46	1700	G	99%	0%	1%	0%	0%	0%	C	0.094	F	0.522	1800	G	2020
(8051) Academy St	0.64	1100	G	99%	0%	1%	0%	0%	0%	F	0.097	F	0.639	1200	G	2020
(8051) Academy St	0.51	1700	G	99%	0%	1%	0%	0%	0%	C	0.108	F	0.682	1800	G	2020
(8059) Goodwin Ave	0.72	2000	G	97%	0%	2%	0%	1%	0%	C	0.110	F	0.674	2100	G	2020
(8065) Kessler Mill Rd	1.65	1600	G	96%	0%	1%	1%	1%	0%	C	0.12	F	0.516	1700	G	2020
3rd St		180	G								0.151	F	0.579	190	G	2020
8th St		2900	G								0.103	F	0.632	3100	G	2020
Bonavista Rd		60	G								0.146	F	0.667	60	G	2020
Burwell St		910	G								0.123	F	0.51	970	G	2020
Chapman St		320	G								0.103	F	0.6	340	G	2020

Virginia Department of Transportation
 Traffic Engineering Division
 2020
 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							
City of Salem																
Fletcher St		170	G							0.116	F	0.532	180	G	2020	
Goodwin Ave		930	G							0.113	F	0.574	990	G	2020	
Jackson Dr		450	G							0.136	F	0.539	480	G	2020	
Macon St		80	G							0.155	F	0.625	90	G	2020	
Moran Ave		170	G							0.115	F	0.532	170	G	2020	
Pearl St		150	G							0.102	F	0.548	160	G	2020	
Texas Hollow Rd		2200	G							0.102	F	0.555	2400	G	2020	
Virginia Ave		230	G							0.148	F	0.753	250	G	2020	