

2011
Virginia Department of Transportation
Daily Traffic Volume Estimates
Including Vehicle Classification Estimates

where available

Special Locality Report

119

Town of Marion

Information in this report is included in Report

86

(Smyth 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.

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



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
 2011
 Annual Average Daily Traffic Volume Estimates By Section of Route
 Town of Marion

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
From: [] 11 S Main St	Town of Marion	0.52	8600	G	99%	0%	0%	0%	0%	0%	C	0.092	F	0.608	9200	G
To: [] 11 S Main St	Town of Marion	0.40	8600	G	99%	0%	0%	0%	0%	0%	F	0.086	F	0.588	9200	G
From: [] 11 Main St	Town of Marion	0.41	9000	G	99%	0%	0%	0%	0%	0%	F	0.080	F	0.543	9600	G
To: [] 11 16 Main St	Town of Marion	0.08	11000	G	99%	0%	1%	0%	0%	0%	F	0.08	F	0.508	12000	G
From: [] 11 16 Main St	Town of Marion	0.17	15000	G	99%	0%	1%	0%	0%	0%	F	0.082	F	0.653	16000	G
To: [] 11 16 Main St	Town of Marion	0.94	17000	G	99%	0%	1%	0%	0%	0%	C	0.091	F	0.54	18000	G
From: [] 11 N Main St	Town of Marion	0.20	11000	G								0.09	F	0.543	12000	G
To: [] 11 N Main St	Town of Marion	0.65	10000	G								NA			11000	G
From: [] 16 S Commerce St	Town of Marion	0.25	4700	G	97%	0%	1%	0%	1%	0%	C	0.087	F	0.56	5100	G
To: [] 16 S Commerce St	Town of Marion	0.05	8400	G	97%	0%	1%	0%	1%	0%	F	0.084	F	0.726	9000	G
From: [] 16 S Commerce St	Town of Marion	0.68	7500	G	97%	0%	1%	0%	1%	0%	F	0.079	F	0.568	8000	G
To: [] 16 11 Main St	Town of Marion	0.08	11000	G	99%	0%	1%	0%	0%	0%	F	0.08	F	0.508	12000	G
From: [] 16 11 Main St	Town of Marion	0.17	15000	G	99%	0%	1%	0%	0%	0%	F	0.082	F	0.653	16000	G
To: [] 16 11 Main St	Town of Marion	0.94	17000	G	99%	0%	1%	0%	0%	0%	C	0.091	F	0.54	18000	G
From: [] 16 Park Blvd	Town of Marion	1.27	5700	G	99%	0%	0%	0%	0%	0%	C	0.083	F	0.529	6100	G
To: [] 16 Ramp to I-81 N at Exit 45	Town of Marion (Maint: 86)	0.24	1000	G								0.098	F		1000	G
From: [] 16 Ramp to I-81 S at Exit 45	Town of Marion (Maint: 86)	0.13	NA									NA			NA	
To: []																

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							2Axle	3+Axle	1Trail	2Trail						
North 16 Ramp to I-81 S at Exit 45	Town of Marion (Maint: 86)	0.03	NA											NA	NA	
	From: SR 16 N, S Commerce St															
	To: Ramp SR 16 32B															
South 16 Ramp to I-81 S at Exit 45	Town of Marion (Maint: 86)	0.04	NA											NA	NA	
	From: SR 16 S, S Commerce St															
	To: Ramp SR 16 32B															
North 81	Town of Marion (Maint: 86)	0.22	15000	B	79%	1%	1%	1%	17%	1%	F	0.1	A	15000	B	
	From: WCL Marion															
	To: ECL Marion															
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		29000	B	81%	1%	1%	1%	16%	1%	F	NA		29000	B	
	From: SCL Marion															
North 81	Town of Marion (Maint: 86)	0.27	15000	B	79%	1%	1%	1%	17%	1%	F	0.1	A	15000	B	
	From: SR 16 Commerce St															
	To: NCL Marion															
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		29000	B	81%	1%	1%	1%	16%	1%	F	NA		29000	B	
North 81	Town of Marion (Maint: 86)	0.68	13000	G	79%	1%	1%	1%	17%	1%	F	0.072	F	13000	G	
	From: SR 16 Commerce St															
	To: NCL Marion															
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		26000	G	81%	1%	1%	1%	16%	1%	F	0.076	F	0.526	26000	G
North 81 Ramp I-81 N Exit 45 to SR 16	Town of Marion (Maint: 86)	0.15	NA											NA	NA	
	From: I-81 N															
	To: SR 16 S Commerce St															
South 81	Town of Marion (Maint: 86)	0.22	14000	B	82%	1%	1%	1%	15%	1%	F	0.109	A	14000	B	
	From: WCL Marion															
	To: ECL Marion															
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		29000	B	81%	1%	1%	1%	16%	1%	F	NA		29000	B	
	From: SCL Marion															
South 81	Town of Marion (Maint: 86)	0.90	14000	B	82%	1%	1%	1%	15%	1%	F	0.109	A	14000	B	
	From: SR 16 Commerce St															
	To: NCL Marion															
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		29000	B	81%	1%	1%	1%	16%	1%	F	NA		29000	B	
South 81	Town of Marion (Maint: 86)	0.37	13000	G	82%	1%	1%	1%	15%	1%	F	0.081	F	13000	G	
	From: SR 16 Commerce St															
	To: NCL Marion															
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		26000	G	81%	1%	1%	1%	16%	1%	F	0.076	F	0.526	26000	G
South 81 Ramp I-81 S Exit 45 to SR 16	Town of Marion (Maint: 86)	0.20	1100	G								0.094	F	1100	G	
	From: I-81 South															
	To: I-81-S045B TO RT 16 NORTH															
South 81 Ramp I-81 S Exit 45 to SR 16	Town of Marion (Maint: 86)	0.02	NA											NA	NA	
	From: SR 16 TO & FROM RT 81															
	To: SR 16 TO & FROM RT 81															
South 81 Ramp I-81 S Exit 45 to SR 16 NB	Town of Marion (Maint: 86)	0.03	NA											NA	NA	
	From: Ramp I-81 S045A															
	To: SR 16 N, S Commerce St															

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							2Axle	3+Axle	1Trail	2Trail							
217 State St	From:	Bagley Circle															
	Town of Marion (Maint: 86)	2.20	1300	G	98%	1%	0%	0%	1%	0%	C	0.137	F	0.852	1400	G	
	To:	SR 16 S Commerce Street															

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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							
Town of Marion																
(F9)	0.11	40	R								NA		NA		08/08/2007	
From: SCL Marion																
To: SCL Marion																
(1) N Church St	0.22	1600	G	97%	1%	1%	1%	0%	0%	F	0.096	F	0.547	1700	G	2011
From: Lee Street																
To: Catron Street																
(2) Fowler St	0.02	1900	G	99%	0%	0%	0%	0%	0%	C	0.099	F	0.555	2000	G	2011
From: WCL Marion																
To: Chatham Hill Cir																
(3) Pendleton St	0.11	4300	G	99%	0%	0%	0%	0%	0%	C	0.091	F	0.512	4600	G	2011
From: Commerce St																
To: E Main St																
(4452) Poston St	0.03	380	G	99%	0%	0%	0%	0%	0%	F	0.123	F	0.794	410	G	2011
From: US 11 Main St																
To: W Cherry St																
(4452) W Cherry St	0.41	970	G	99%	0%	0%	0%	0%	0%	F	0.112	F	0.594	1000	G	2011
From: Poston St																
To: 119-4453 S Church St																
(4452) E Cherry St	0.16	3400	G	99%	0%	0%	0%	0%	0%	C	0.101	F	0.55	3600	G	2011
From: SR 16 Commerce St																
To: SCL Marion																
(4453) S Church St	0.77	2500	G	99%	0%	0%	0%	0%	0%	F	0.081	F	0.574	2700	G	2011
From: US 11; E Main St																
To: N Church St																
(4453) N Church St	0.11	1600	G	97%	1%	1%	1%	0%	0%	C	0.093	F	0.628	1700	G	2011
From: Lee St																
To: N Church St																
(4453) Lee St	0.31	2000	G	99%	0%	0%	0%	0%	0%	C	0.107	F	0.747	2100	G	2011
From: US 11; N Main St																
To: US 11; N Main St																
(4453) Chatham Hill Rd	0.15	5600	G	99%	0%	0%	0%	0%	0%	F	0.083	F	0.519	5900	G	2011
From: Chatham Hill Rd																
To: Chilhowie St																
(4453) Chatham Hill Rd	1.16	2700	G	99%	0%	0%	0%	0%	0%	C	0.091	F	0.556	2900	G	2011
From: NCL Marion																
To: WCL Marion																
(4454) Chilhowie St	0.60	5900	G	99%	0%	0%	0%	0%	0%	F	0.085	F	0.546	6300	G	2011
From: 119-1 N Church St																
To: Chilhowie St																
(4454) Chilhowie St	0.36	1800	G	99%	0%	0%	0%	0%	0%	C	0.091	F	0.546	1900	G	2011
From: Chatham Hill Rd																
To: Chilhowie St																
(4454) Chilhowie St	0.14	1400	G	99%	0%	0%	0%	0%	0%	F	NA			1600	G	2011
From: US 11 Main St																
To: N Main St																
(4459) Keller Lane	0.70	1100	G	99%	0%	0%	0%	0%	0%	C	0.101	F	0.593	1100	G	2011
From: NCL Marion																
To: ECL Marion																
(4461) Johnston Rd	0.15	1500	G	97%	0%	1%	1%	1%	0%	C	0.115	F	0.659	1600	G	2011
From: US 11 Main St																
To: Look Ave																
1st St		460	G								0.107	F	0.626	490	G	2011
From: Lincoln Ave																
To: Prater Ln																
Callan Lane		3500	G								NA			3500	G	2011
From: SR 16 Park Blvd																
To: Sprinkle Ave																
Catron St		350	G								0.106	F	0.535	380	G	2011
From: Wolfe Ave																
To:																

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						2Axle	3+Axle	1Trail	2Trail							
Town of Marion																
From: Catron St		720	G								0.096	F	0.565	770	G	2011
To: Prescott Ave																
From: Catron St																
To: Chilhowie St																
From: Cumberland St		330	G								0.132	F	0.527	350	G	2011
To: Clinton Ave																
From: Cumberland St																
To: Hulldale Ave																
From: Dalton St		310	G								0.125	F	0.621	330	G	2011
To: Hulldale Ave																
From: Dalton St																
To: Greenway St																
From: Dogwood Dr		120	G								0.133	F	0.622	130	G	2011
To: Magnolia St																
From: Dogwood Dr																
To: Dead End																
From: E Main St		1000	G								0.095	F	0.527	1100	G	2011
To: Oak St																
From: E Main St																
To: Cedar St																
From: Hulldale Ave		100	G								0.161	F	0.514	100	G	2011
To: Cumberland St																
From: Hulldale Ave																
To: Dead End																
From: Look Ave		430	G								0.111	F	0.524	450	G	2011
To: 1st Street																
From: Look Ave																
To: Chilhowie St																
From: Magnolia St		180	G								0.105	F	0.511	190	G	2011
To: Dogwood Dr																
From: Magnolia St																
To: Hemlock St																
From: Magnolia St		220	G								0.114	F	0.590	230	G	2011
To: Veteran St																
From: Magnolia St																
To: Golf View																
From: Mt View Dr		170	G								0.125	F	0.542	180	G	2011
To: Country Club Rd																
From: Mt View Dr																
To: Cherry St																
From: Park St		460	G								0.126	F	0.581	490	G	2011
To: Dead End S Of Cherry																
From: Park St																
To: Cumberland St																
From: Patton Ave		60	G								0.162	F	0.524	60	G	2011
To: Dead End																
From: Patton Ave																
To: E. Cherry St																
From: Pearl St		540	G								0.124	F	0.631	580	G	2011
To: E. High St																
From: Pearl St																
To: Sprinkle Ave																
From: Prater St		1900	G								NA			1900	G	2011
To: Callan Ln																
From: Prater St																
To: E High St																
From: S Iron St		890	G								0.086	F	0.613	950	G	2011
To: Walnut St																
From: S Iron St																
To: Wassona Dr																
From: Wassona Dr		1300	G								0.101	F	0.549	1400	G	2011
To: Hemlock St																
From: Wassona Dr			G	99%	0%	0%	0%	0%	0%	C	0.106	F	0.538	1500	G	2011
To: Magnolia St																
From: Wassona Dr																
To: Oakley St																
From: Wolfe Ave		240	G								0.108	F	0.565	260	G	2011
To: Dover St																