### 2011

# 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.

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 81	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
29	US Route	
7	Virginia State Rou	te
(F241)	Frontage Road (F	precedes frontage route number)
(600)	Secondary Route	

### **Special Routes**

Bus	Bus - Business Route	
{29}	Bypas - Bypass Route	
	Truck - Truck Route	
ALT	ALT - Alternate Route	
(220)	Wye - 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 Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

			Marunsville				Tru	ıck			K		Dir		
Route	Jurisdiction	Length A	AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK		AAWDT	Q۷
	From:	44-667	7 Koehler Rd				0.7.5.0				. 4515.				
57) Fayette St	City of Martinsville	1.34	3100 G	99%	1%	0%	0%	0%	0%	F	0.089	F	0.552	3300	G
$\smile$	To:	Pin	e Hall Rd			<u> </u>									
57) Fayette St	City of Martinsville		3700 G	99%	1%	0%	0%	0%	0%	С	0.088	F	0.531	4000	G
$\smile$	Too	US 220 I	Memorial Blvd												
Bus Memorial Blad	City of Martinavilla			070/	40/	40/	00/	2%	00/	С	0.083	_	0.524	12000	G
57 (220) Memorial Blvd	City of Martinsville		12000 G	97%	1%	1%	0%	2%	0%	C	0.063	Г	0.534	13000	G
Bus	To- From:	В	Broad St												
57) (220) Memorial Blvd	City of Martinsville	0.25 1	15000 G	97%	1%	1%	0%	2%	0%	F	0.087	F	0.563	17000	G
	To- From:	US 58;	BUS US 220												
Bus 57 Starling Ave	City of Martinsville	0.85	9100 G	98%	1%	0%	0%	1%	0%	С	0.089	F	0.574	9700	G
57) (58) Otaling Ave	Oity of Martinsville			3070	1 /0	070	070	1 /0	070	O	0.003	•	0.574	3700	O
Bus	From:	Mu	ılberry Rd												
57) (58) Starling Ave	City of Martinsville		8100 G	98%	1%	0%	0%	1%	0%	F	0.095	F	0.554	8700	G
Pus	To: From:		hurch St rling Ave			-									
Bus 57 58 Church St	City of Martinsville		12000 G	98%	1%	0%	0%	0%	0%	С	0.088	F	0.592	13000	G
37) (38) Sharen et	To-				.,,		0,0	0,0	0,0		0.000	•	0.002	.0000	
Bus	From:		rch St Ext												
57) (58) Church St	City of Martinsville	0.28	9900 G	98%	1%	0%	0%	0%	0%	F	0.088	F 0.552 3 F 0.552 3 F 0.553 4 F 0.534 1 F 0.563 1 F 0.574 8 F 0.592 1 F 0.621 1 F 0.621 1 F 0.621 1 F 0.588 1 F 0.588 1 F 0.574 8 F 0.588 1	11000	G	
Bus	To- From:	F	Fairy St												
57) 58 E Church Rd	City of Martinsville	0.26	9900 G	98%	1%	0%	0%	0%	0%	F	0.091	F	0.621	11000	G
3,7 (30)	To		ookdale St												
Bus	From:														
57) (58) E Church Rd	City of Martinsville	0.13 1	13000 G	98%	1%	1%	0%	1%	0%	F	0.087	F	0.588	14000	G
Bus	To: From:	He	ooker St												
57) 58 E Church Rd	City of Martinsville	0.77 1	16000 G	98%	1%	1%	0%	1%	0%	С	0.085	F	0.62	17000	G
<u>.,</u>	To:	ECL 1	Martinsville												
Bus Bus	From:	SCL 1	Martinsville												
58 220 Memorial Blvd	City of Martinsville	0.71 2	20000 G	97%	1%	1%	1%	1%	0%	С	0.079	F	0.513	22000	G
~~~ <u>~</u>	To:		tarling Avenue												
Bus Starling Ave	City of Mortingville		0 Memorial Blvd	98%	1%	00/	00/	40/	00/	_	0.000	_	0.574	0700	G
58 57 Starling Ave	City of Martinsville		9100 G	96%	170	0%	0%	1%	0%	С	0.089	Г	0.574	9700	(
Bus	To: From:	Mu	ılberry Rd												
58 57 Starling Ave	City of Martinsville	0.15	8100 G	98%	1%	0%	0%	1%	0%	F	0.095	F	0.554	8700	G
$\sim$	To:		hurch St												
Bus Church St	City of Marking illa		rling Ave	000/	10/	00/	00/	00/	00/	C	0.000	_	0.500	12000	_
58 57 Church St	City of Martinsville		12000 G St; Starling Ave	98%	1%	0%	0%	0%	0%	С	0.088	г	0.592	13000	G
Bus	From:		rch St Ext			<del>-  </del> -									
58 57 Church St	City of Martinsville		9900 G	98%	1%	0%	0%	0%	0%	F	0.088	F	0.605	11000	G
	To:	F	Fairy St												

### Virginia Department of Transportation Traffic Engineering Division

### 2011 Annual Average Daily Traffic Volume Estimates By Section of Route City of Martinsville

		Oity of it	viai iii iSviile				Tru	ıck			K		Dir		
Route	Jurisdiction	Length A	ADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Bus	From:	Ea	airy St			ZAXIE	3+Axie	iiiail	211dll		гасия		racion		
58 57 E Church Rd	City of Martinsville		9900 G	98%	1%	0%	0%	0%	0%	F	0.091	F	0.621	11000	G
(38) (37) = 31.61.11.4	To.				.,,		0,0	0,0	0,0	•	0.00	-	0.02.		
Bus	From:	Broo	okdale St												
58 57 E Church Rd	City of Martinsville	0.13 <b>13</b>	3000 G	98%	1%	1%	0%	1%	0%	F	0.087	F	0.588	14000	G
Rue	To: From:	Нос	oker St												
Bus (58) (57) E Church Rd	City of Martinsville	0.77 <b>16</b>	6000 G	98%	1%	1%	0%	1%	0%	С	0.085	F	0.62	17000	G
	To:	ECL M	Martinsville												
	From:	NCL M	Martinsville												
174 Liberty St	City of Martinsville		3000 G	97%	1%	0%	0%	2%	0%	F	0.095	F	0.548	14000	G
$\overline{}$	To	Inn	man St			<u> </u>									
(174)Liberty St	City of Martinsville		3000 G	97%	1%	0%	0%	2%	0%	F	0.096	F	0.545	14000	G
	To	Clear	rview Dr												
174 Liberty St	City of Martinsville		8900 G	97%	1%	0%	0%	2%	0%	С	0.086	F	0.623	9900	G
	To:		nwealth Blvd												
Bus Bus	From:	SCL MAR	RTINSVILLE												
220 58 Memorial Blvd	City of Martinsville	0.71 <b>20</b>	0000 G	97%	1%	1%	1%	1%	0%	С	0.079	F	0.513	22000	G
$\hookrightarrow$	To	STARL	LING AVE												
Bus  (220)  (57) Memorial Blvd	City of Martinsville		5000 G	97%	1%	1%	0%	2%	0%	F	0.087	F	0.563	17000	G
(220) (57) Memorial Blvd	City of Martinsville			9170	170	176	0%	270	0%	Г	0.067	Г	0.363	17000	G
Bus	To: From:	Broa	ad Street												
(220) (57) Memorial Blvd	City of Martinsville	0.85 <b>12</b>	2000 G	97%	1%	1%	0%	2%	0%	С	0.083	F	0.534	13000	G
${}$	To	Fay	yette St												
Bus 220 Memorial Blvd	City of Martinsville	0.65 14	4000 G	98%	0%	0%	0%	1%	0%	С	0.082	F	0.506	15000	G
(220) Warional Biva	To:		Martinsville	3070	070		070	170	070	Ü	0.002	•	0.000	10000	Ü
	From:	SR 57 BUS US		llvd											
(457) Church St	City of Martinsville		300 G	98%	1%	0%	0%	1%	0%	F	0.086	F	0.507	5900	G
401	Combined Traffic Estimates for 2 Parallel Roadways of	on this Route: 9	700 G	99%	0%	0%	0%	0%	0%	F	0.084	F	0.528	10000	G
	To:	Mo	loss St												
Market Or	From:		yette St	000/	40/		00/	407	00/	_	0.000	_	0.500	44000	_
457 Market St	City of Martinsville		0000 G nwealth Blvd	98%	1%	0%	0%	1%	0%	F	0.088	F	0.526	11000	G
	From:		arket St												
(457) Commonwealth Blvd	City of Martinsville	0.56 <b>1</b> 4	4000 G	98%	1%	0%	0%	1%	0%	F	0.09	F	0.515	16000	G
$\overline{}$	Too	North	hside Dr												
(457) Commonwealth Blvd	City of Martinsville		9000 G	98%	1%	0%	0%	1%	0%	С	0.089	F	0.521	20000	G
	To:	Fa	airy St												
(457) Commonwealth Blvd	City of Martinsville		700 G	98%	1%	0%	0%	1%	0%	F	0.089	F	0.503	6200	G
457	To:		tham Rd	00/0	. 70		270	. 70	2,0	•	3.300	•	0.000	0_00	Ŭ
	I														

### Virginia Department of Transportation Traffic Engineering Division

### 2011 Annual Average Daily Traffic Volume Estimates By Section of Route City of Martinsville

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru	ck		QC	K	QK	Dir	AAWDT	OW
Noule	Junsalction	Lengui	AADI	QA	41116	Dus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QI	Factor	AAWDI	QVV
	From:	Com	monwealth	Blvd												
( <sub>457</sub> )Chatham Rd	City of Martinsville	0.99	4800	G	98%	0%	0%	0%	0%	0%	С	0.089	F	0.587	5300	G
$\overline{}$	To:	EC	L Martinsv	ille												
	From:	US 22	0 Memoria	l Blvd												
457 Fayette St	City of Martinsville	0.61	4300	G	100%	0%	0%	0%	0%	0%	С	0.084	F	0.504	4100	G
P	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	9700	G	99%	0%	0%	0%	0%	0%	F	0.084	F	0.528	10000	G
	To:	SR	457 Marke	t St												
	From:	SR 457 C	Commonwe	alth Blvc												
( <sub>457</sub> )Fairy St	City of Martinsville	0.29	7700	G	98%	1%	0%	0%	1%	0%	С	0.092	F	0.573	8500	G
<u> </u>	To:	Bus 1	JS 58 Chui	ch St												

						City of Ma	artinsville								
Route	Length	AADT	QA	4Tire	Bus	2Axle 3	Truck +Axle 1Trail	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Martinsville															
Multi-ama Dal	4 44	From	<u> </u>	000/	00/	Lanie		00/			_	0.007	0000	_	0044
4501) Mulberry Rd	1.41	2900	G	99%	0%	0%	0% 0%	0%	F	0.094	F	0.667	3200	G	2011
<u> </u>		To From				Sprud	ce St								
4501) Mulberry Rd	0.21	5200	G	99%	0%	0%	0% 0%	0%	С	0.09	F	0.597	5700	G	2011
<u> </u>		To From	-			Rive	s Rd			$\neg$ —					
4501) Mulberry Rd	0.18	8200	G	99%	0%	0%	0% 0%	0%	F	0.096	F	0.547	8900	G	2011
		To				US 58 Bus S	Starling Ave								
		From				Starlin	g Ave								
Market St	0.87	9300	G	99%	0%		0% 0%	0%	С	0.091	F	0.501	8800	G	2011
<u> </u>		To				Chur	ch St								
_		From				SR 457 N	Aarket St								
4502) W Church St	0.36	2500	G	99%	1%	0%	0% 0%	0%	F	0.104	F	0.727	2800	G	2011
		To				Broa	nd St								
E Church St	0.12	3800 From	G	99%	1%		0% 0%	0%	С	0.102	F		4100	G	2011
7502	-														
Church Ct	0.00	From	<u> </u>	000/	00/	Ellswo		00/			_	0.074	0000		2011
E Church St	0.33	6000 <sub>To</sub>	G	99%	0%		0% 1%	0%	F	0.1	F	0.674	6600	G	2011
						Bus US 58 S				<u> </u>					
		From				WCL Ma					_			_	
Commonwealth Blvd	1.00	18000	G	99%	0%		0% 1%	0%	С	0.09	F	0.545	18000	G	2011
<u> </u>		To				Mark	et St								
^		From				WCL Ma	rtinsville								
Stultz Rd	0.73	3800	G	99%	0%	0%	0% 1%	0%	F	0.093	F	0.567	4200	G	2011
		To				Liber	tv St								
Clearview Dr	0.08	9900 From	G	99%	0%		0% 1%	0%	F	0.089	F	0.522	11000	G	2011
1506) GIGGI VIGW 21	0.00	0000	<u> </u>	0070	070			070	•	0.000	•	0.022	11000	Ū	2011
<u> </u>		From				Norths									
1506 Clearview Dr	0.14	6800	G	99%	0%	0%	0% 1%	0%	F	0.088	F	0.575	7500	G	2011
<u> </u>		From				Barrows	Mill Rd			_					
4506) Clearview Dr	0.86	2700	G	97%	1%	1%	1% 0%	0%	С	0.1	F	0.609	3000	G	2011
		To				NCL Ma	rtinsville								
		From				SCL Mar	rtinsville								
4507) Rives Rd	1.34	5200	G	99%	0%		0% 0%	0%	С	0.096	F	0.519	5700	G	2011
4301)															
O Divers Del	0.04	From	<u> </u>	000/	00/	Circl		00/		0.000		0.540	4000		0044
4507 Rives Rd	0.34	3800	G	99%	0%		0% 0%	0%	F	0.096	F	0.549	4200	G	2011
						Mulbe	•								
		From				SCL Mai									
Rivermont Heights	0.39	1300	G	99%	0%		0% 0%	0%	F	0.095	F	0.536	1400	G	2011
<u> </u>		To				Memori	al Blvd								
_		From				Starling Ave	Bus US 58								
Forest St	0.56	1800	G	99%	0%	0%	0% 0%	0%	F	0.088	F	0.575	1900	G	2011
		To				Smith L	ake Rd								
		From				44-801SCL	Martinsville								
4515) Askin St	0.97	300	G	99%	0%		0% 0%	0%	F	0.125	F	0.59	320	G	2011
		To				C4US	5 220								
		From				Mulbe									
Spruce St	0.23	5600	G	99%	0%		0% 0%	0%	F	0.091	F	0.55	6000	G	2011
4517) Spraes St	0.20	0000		0070	070			070			•	0.00	0000	Ū	2011
		From				Parkvie									
Spruce St	0.39	5800	G	99%	0%	0%	0% 0%	0%	С	0.097	F	0.671	6200	G	2011
$\overline{}$		From				Brooke	lale St			$\neg$ —					
4517) Spruce St	0.44	7100 From	G	99%	0%		0% 0%	0%	F	0.092	F	0.651	7600	G	2011
		To			ECL		44-650 Spruce								
		From				Bus U									
Brookdale St	0.53	12000	G	98%	1%		0% 0%	0%	С	0.085	F	0.528	13000	G	2011
4519) Brookdale St	0.00	300	<u> </u>	5570	. 70			0 /0			•	0.020	10000	9	_011
<u> </u>		From	<u> </u>			Parkvie									
4519 Brookdale St	0.41	7300	G	98%	1%		0% 0%	0%	F	0.091	F	0.605	7800	G	2011
$\overline{}$		To				Sprud	ce St	_							

Care   Martinaville   Service   Mathematical   Service							City of Ma	artinsville								
City   Maintenantible   City   Parhytine Ave   0.32   900   G   99%   0%   0%   0%   0%   0%   0%   0	Route	Length	AADT	QA	4Tire	Bus			2Trail	QC		QK		AAWDT	QW	Year
Maintenand Ave   0.32   900   G   99%   0%   0%   0%   0%   0%   0%   0	City of Martinsville						ZAXIC 0	TAXIC TITALI	ZIIdii		1 actor		i actor			
Species   Spec																
Cleveland Ave   0.17   2400   G   99%   0%   0%   0%   0%   0%   0%   0	(4521) Parkview Ave	0.32	900	G	99%	0%	0%	0% 0%	0%	F	0.098	F	0.508	960	G	2011
Broad St	<u> </u>		To From				Sprud	ce St								
Cleversiand Ave	(4521) Parkview Ave	0.17		G	99%	0%			0%	С	0.094	F	0.504	2500	G	2011
Cleveland Ave   0.36   3200   G   99%   0%   0%   0%   0%   0%   F   0.103   F   0.546   3500   G   2011	<u> </u>			<u> </u>			Brooke	lale St								
Chank St	O 01 1 1 1 1	0.00		<u> </u>	000/	201		•				_	0.540	0500	•	0044
Broad St   0.45   1400   G   95%   1%   1%   1%   1%   2%   0%   C   0.111   F   0.645   1400   G   2011	(4523) Cleveland Ave	0.36	3200 To	G	99%	0%			0%	F	0.103	F	0.546	3500	G	2011
Broad St			F	.i												
Second St   0.18   990   G   95%   17%   17%   17%   27%   0.7%   F   0.116   F   0.695   1100   G   2011	Broad St	0.45			05%	10/_			0%		0 111	F	0.645	1/100	G	2011
Broad St   0.18   990	4525) Broad St	0.43	1400		9576	1 70			070		0.111	'	0.045	1400	G	2011
Chartch St	Orond Ct	0.10	From	<u> </u>	050/	10/			00/		0.116		0.605	1100		2011
Bridge St   0.43   5800   G   99%   0%   0%   0%   0%   0%   0%   0	4525) BIOAU SI	0.10			95%	170			0%	Г	0.116	Г	0.095	1100	G	2011
Bridge St 0.43 5800			From								1					
Second   S	Rridge St	0.43			00%	0%			0%		0.086	F	0.603	6300	G	2011
Bridge St   0.17   2300   G   99%   0%   0%   0%   0%   F   0.100   F   0.564   2400   G   2011	4527 Bridge Ot	0.40	3000		3370	070			070		0.000	'	0.005	0300	O	2011
Charts St   120-152 Church St   120-152 Chur	Pridge Ct	0.17		<u> </u>	000/	00/			00/		0.100	_	0.564	2400		2011
120-1502 Church St	4527 Bridge St	0.17	<b>2300</b> To		99%	076			0%	Г	0.100	Г	0.364	2400	G	2011
120-1553 Main St			From													
Application	4527) Bridge St	0.18	1400	G	99%	0%	0%	0% 0%	0%	F	0.101	F		1500	G	2011
Commonwealth Bits   Comm			То	:			120-4553	Main St								
Church St	_		From	:			Mark	et St								
Lester St   0.35   4400   G   99%   0%   0%   0%   0%   0%   0%   0	4529 Ellsworth St	0.18	2200	G	99%	0%	0%	0% 0%	0%	F	0.104	F	0.549	2400	G	2011
Lester St   0.35   4400   G   99%   0%   0%   0%   0%   0%   0%   0	<u> </u>		To	-			Chur	ch St								
Commonwealth Blvd   Comm	4529 Lester St	0.35	4400	G	99%	0%			0%	С	0.101	F	0.598	4200	G	2011
Main St   Main	$\cup$		To	:			Commonw	ealth Blvd								
Main St   Main			From	:			Chur	ch St								
Second State   Seco	4531) Walnut St	0.05	1400	G	99%	0%	0%	0% 0%	0%	F	0.117	F		1500	G	2011
Second   Franklin St   Second   Secon	$\bigcirc$		To	-			Mair	n St			_					
Second   S	4531) Franklin St	0.09		G	99%	0%			0%	F	0.103	F	0.763	2300	G	2011
Second   S			To				Ione	s St								
Clearview Dr	Franklin St	0.61		G	99%	0%			0%	F	0.123	F	0.546	1200	G	2011
Asign   Liberty St   0.07   3400   G   96%   2%   2%   0%   0%   0%   0%   0%   0	1.001)															
Moss St   Moss			From			S	R 457 Comm	onwealth Blvd								
Moss St   Moss	4533) Liberty St	0.07	3400	G	96%	2%	2%	0% 0%	0%	С	0.103	F	0.521	3800	G	2011
4533 Liberty St 0.10 2400 G 96% 2% 2% 0% 0% 0% F 0.104 F 0.599 2600 G 2011    Commonwealth Blvd   Clearview Dr   Commonwealth Blvd   Commonwealth Blvd   Clearview Dr   Commonwealth Blvd   Clearview Dr   Cle	$\bigcirc$		To				Mos	s St								
Franklin St	Liberty St	0.10	2400 From	G	96%	2%			0%	F	0.104	F	0.599	2600	G	2011
Assign   Northside Dr   0.80   6300   G   99%   0%   0%   0%   0%   0%   0%   0	,		To	:												
Most St   Most St St   Most St   Most St   Most St St   Most St St   Most St			From	:			Commonw	ealth Blvd								
Clearview Dr	4535) Northside Dr	0.80	6300	G	99%	0%			0%	С	0.098	F	0.558	6900	G	2011
Hooker St   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39   10.39	$\bigcirc$		To				Clearvi	ew Dr								
Commonwealth Blvd			From	:			Chatha	m Rd								
Clearview Dr	(4539) Hooker St	0.39	6500	G	99%	0%	0%	0% 0%	0%	F	0.085	F	0.555	7100	G	2011
Barrows Mill Rd   0.67   2500   G   99%   0%   0%   0%   0%   0%   0%   0			То	:			Commonw	ealth Blvd								
NCL Martinsville   NCL Martinsville   Starling Ave   Starling Av			From				Clearvi	ew Dr								
From: Starling Ave	4541) Barrows Mill Rd	0.67			99%	0%			0%	F	0.095	F	0.534	2700	G	2011
Hairston St 0.53 1200 G 98% 1% 0% 1% 0% 0% C 0.111 F 0.574 1400 G 2011    Sives Rd	<u> </u>						NCL Ma	rtinsville								
Rives Rd   From   Church St	<u> </u>	-												-		
Church St	(4542) Hairston St	0.53			98%	1%			0%	С	0.111	F	0.574	1400	G	2011
Moss St 0.05 1800 G 99% 1% 0% 0% 0% 0% F 0.1 F 0.884 2000 G 2011    Main St   Moss St							Rive	s Rd								
Main St Moss Moss St Moss Moss St Moss Moss Moss Moss St Moss Moss Moss Moss Moss Moss Moss Mos	<u> </u>											_			_	
Moss St   Moss	(4543) Moss St	0.05	1800	G	99%	1%			0%	F	0.1	F	0.884	2000	G	2011
4543) Main St 0.13 <b>1200 G</b> 99% 1% 0% 0% 0% 0% F 0.112 F 1300 G 2011			From	<u> </u>							+					
	(4543) Main St	0.13		G	99%	1%			0%	F	0.112	F		1300	G	2011
V 01100 DC			To	:											-	

Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Yea
City of Martinsville						ZAXIE	STAXIC	TTTAII	ZIIali		racioi		racioi			
ACT OF WHAT LINSTING		From:				J	ones St									
Main St	0.04	3200	G	99%	1%	0%	0%	0%	0%	F	0.098	Ν		3400	G	2011
4543) Main St	0.25	2700 From:	G	99%	1%	Fra 0%	nklin St 0%	0%	0%	С	0.098	F		3000	G	2011
		To					Clay St									
		From:					Iain St								_	
Clay St	0.04	3000	G	99%	1%	0%	0%	0%	0%	F	0.101	F		3300	G	201
		To:				C	nurch St									
		From:					C St									
3rd St		1200	G								0.092	F	0.571	1300	G	201
		To					D St									
		From:	i				uck St				i					
Glade St		330	G			1	uck St				0.114	F	0.512	350	G	201
Giaue St		33U To:				A :	nsley St.				0.114	ı	0.512	330	G	201
		From:				(	Clift St									
Highland St		570	G								0.111	F	0.529	610	G	201
		To				Bı	anch St									
		From:				Mull	erry Road									
Knollwood Place		560	G								0.124	F	0.657	560	G	201
		To:				River	Forest Plac	e								
		From:	1				n Rd South									
Oakgrove Ave		480	G			Kanse	ni Ku Souu	1			0.105	F	0.529	520	G	201
Oakgrove Ave		400 To:				D	D.I MI	_			0.103	-	0.529	320	G	201
							n Rd Nortl									
		From:				Churc	h Street Ex	t								
Randolph St		480	G								0.142	F	0.639	480	G	201
		To:				Mad	ison Street									
		From:				Kno	llwood Pl									
River Forest PI		100	G								0.141	F	0.546	100	G	201
		To:				Morni	ngside Lan	e								
		From:					okee Trail									
Root Trail		850	G			Cnei	okee 11all				0.110	F	0.64	920	G	201
NOOL ITAII		OOU To:				Com	Tassel Trai	1			0.110	Г	0.04	920	G	201
		From				Prosp	ect Hill Di									
Spruce St		3300	G								NA			3600	G	201
		To:				Inc	lian Trail									