

2016
Virginia Department of Transportation
Daily Traffic Volume Estimates
Including Vehicle Classification Estimates
where available

Special Locality Report
107
City of Covington

Information in this report is included in Report
03
(Alleghany 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
 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.

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2016
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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	3900	G	97%	1%	0%	0%	0%	0%	F	0.128	0.603	4200	G	
	To:	S Pitzer Ridge														
18 S Carpenter Dr	City of Covington	0.44	5600	G	97%	1%	0%	0%	0%	0%	C	0.107	0.623	6000	G	
	To:	Gordon Street														
	From:	East Gordon Street														
18 S Carpenter Dr	City of Covington	0.31	6300	G	97%	1%	0%	0%	0%	0%	F	0.101	0.652	6800	G	
	To:	Edgemont Drive														
18 Carpenter Dr	City of Covington	1.20	4800	G	96%	1%	0%	1%	2%	0%	C	0.099	0.608	5100	G	
	To:	US 220 Madison St														
	From:	WCL Covington														
60 N Monroe Avenue	City of Covington	0.09	4200	G	98%	0%	0%	0%	0%	0%	F	0.091	0.585	4400	G	
	To:	SR 154 W Riverside St														
60 N Monroe Avenue	City of Covington	0.14	4000	G	98%	0%	0%	0%	0%	0%	F	0.095	0.575	4200	G	
	To:	W Locust Street														
60 S Monroe Avenue	City of Covington	0.43	5200	G	98%	0%	0%	0%	0%	0%	C	0.092	0.512	5600	G	
	To:	E Oak Street														
60 S Monroe Avenue	City of Covington	0.40	5700	G	98%	0%	0%	0%	0%	0%	F	0.096	0.655	6100	G	
	To:	US 220 N Alleghany Ave														
60 220 E Madison Avenue	City of Covington	0.12	14000	G	98%	0%	0%	0%	0%	0%	F	0.083	0.613	14000	G	
	To:	S Highland Ave														
60 220 East Madison St	City of Covington	0.26	15000	G	91%	1%	1%	1%	7%	0%	C	0.086	0.600	16000	G	
	To:	SR 18 Carpenter St														
60 220 E Madison St	City of Covington	0.46	14000	G	90%	1%	1%	1%	8%	0%	C	0.084	0.595	15000	G	
	To:	ECL Covington														
	From:	WCL Covington														
East 64	City of Covington (Maint: 03)	0.21	5800	G	78%	1%	1%	1%	19%	0%	F	0.077		5400	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		12000	G	77%	1%	1%	1%	20%	0%	F	0.077	F	0.516	11000	G
	To:	SR 154 Durant Rd														
East 64	City of Covington (Maint: 03)	1.19	7500	G	78%	1%	1%	1%	19%	0%	F	0.080		6900	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		15000	G	77%	1%	1%	1%	20%	0%	F	0.081	F	0.517	14000	G
	To:	ECL Covington														
	From:	I-64 East														
East 64 Ramp	City of Covington (Maint: 03)	0.18	1100	G								0.093		1100	G	
	To:	SR 154 S Durant Rd/S Craig Ave														
	From:	WCL Covington														
West 64	City of Covington (Maint: 03)	0.28	6100	G	76%	1%	1%	1%	21%	0%	F	0.092		5800	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		12000	G	77%	1%	1%	1%	20%	0%	F	0.075	F	0.51	11000	G
	To:	SR 154 Durant Rd														

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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						
West 64	From: SR 154 Durant Rd City of Covington (Maint: 03)	1.08	7300	G	76%	1%	1%	1%	21%	0%	F	0.085		7000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			15000	G	77%	1%	1%	1%	20%	0%	F	0.080	F	0.508	14000	G
	To: ECL Covington															
West 64 Ramp	From: I-64-W TO RT 154NORTH & SOUTH City of Covington (Maint: 03)	0.12	2500	G								0.086		2500	G	
	To: SR 154 SR 154- B TO & FROM I-64															
154 S Durant Rd/S Craig Ave	From: I-64 Covington City of Covington (Maint: 03)	0.75	12000	G	98%	1%	1%	1%	1%	0%	C	0.088		0.593	13000	G
	To: Chestnut Street															
154 Craig Ave	From: Locust Street City of Covington	0.56	5400	G	99%	0%	0%	0%	0%	0%	C	0.096		0.688	5800	G
	To: Lexington Avenue															
154 E Riverside St	From: Lexington Avenue City of Covington	0.28	3100	G	98%	1%	1%	1%	1%	0%	C	0.103		0.616	3300	G
	To: Monroe Avenue															
154 E Riverside St	From: Monroe Avenue City of Covington	0.24	5100	G	85%	1%	1%	1%	13%	0%	C	0.096		0.631	5400	G
	To: Magazine Avenue															
154 East Hickory St	From: Magazine Avenue City of Covington	0.09	1100	G	85%	1%	1%	1%	13%	0%	F	0.098		0.719	1200	G
	To: Alleghany Avenue															
154 Ramp	From: SR 154-S000A; 107-3605-N001A FROM RT City of Covington (Maint: 03)	0.11	2900	G								0.097		2900	G	
	To: I-64-E FROM RT 154SOUTH AND DURANT R															
154 Ramp	From: SR 154 I-64-W014A TO & FROM IS 64 City of Covington (Maint: 03)	0.16	1000	G								0.128		1000	G	
	To: I-64-W FROM RT 154NORTH & SOUTH															
South 154 Ramp	From: SR 154 TO I-64 EAST City of Covington (Maint: 03)	0.04	1500	G								0.107		1500	G	
	To: SR 154- A; 107-3605-N001A FROM RT															
220 60 E Madison St	From: ECL Covington City of Covington	0.46	14000	G	90%	1%	1%	1%	8%	0%	C	0.084		0.595	15000	G
	To: SR 18 Carpenter St															
220 60 East Madison St	From: SR 18 Carpenter St City of Covington	0.26	15000	G	91%	1%	1%	1%	7%	0%	C	0.086		0.600	16000	G
	To: S Highland Avenue															
220 60 E Madison Avenue	From: S Highland Avenue City of Covington	0.12	14000	G	98%	0%	0%	0%	0%	0%	F	0.083		0.613	14000	G
	To: S Monroe Avenue															
220 N Alleghany Ave	From: S Monroe Avenue City of Covington	0.93	11000	G	97%	1%	1%	1%	1%	0%	F	0.089		0.520	11000	G
	To: E Locust Street															
220 N Alleghany Ave	From: E Locust Street City of Covington	0.62	11000	G	97%	1%	1%	1%	1%	0%	F	0.085		0.52	11000	G
	To: N Magazine Avenue															
220 N Alleghany Ave	From: N Magazine Avenue City of Covington	0.66	6400	G	97%	1%	1%	1%	1%	0%	C	0.094		0.593	6900	G
	To: NCL Covington															

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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							
City of Covington																
(F203) Totten Dr	0.79	60	R								NA		NA			07/31/2008
(F204) Carlton Dr	0.48	110	R								NA		NA			07/31/2008
(1) E Mallow Rd	0.86	470	N	97%	2%	1%	0%	0%	0%	N	0.124		0.909	500	N	2016
(2) Hawthorne St	0.42	540	G	98%	0%	1%	0%	0%	0%	C	0.154		0.784	580	G	2016
(3) Lexington Ave	0.71	1400	G	98%	0%	1%	1%	0%	0%	C	0.119		0.594	1500	G	2016
(4) Locust St	0.13	3400	G	98%	0%	1%	1%	1%	0%	C	0.098		0.559	3600	G	2016
(5) Chestnut St	0.13	2500	G	99%	0%	0%	1%	0%	0%	C	0.104		0.523	2700	G	2016
(5) Chestnut St	0.19	1800	G	99%	0%	0%	0%	0%	0%	C	0.099			1900	G	2016
(5) Chestnut St	0.10	1300	G	99%	0%	0%	0%	0%	0%	F	0.118			1400	G	2016
(3601) Pitzer Ridge Rd	0.37	550	G	98%	0%	1%	0%	0%	0%	C	0.109		0.733	580	G	2016
(3605) W Edgemont Dr	0.67	3900	G	97%	1%	1%	0%	1%	0%	C	0.093		0.602	4200	G	2016
(3605) S Rayon Dr	0.21	3900	G	96%	1%	1%	1%	1%	0%	C	0.094		0.602	4200	G	2016
(3605) W Jackson St	0.43	4200	G	98%	1%	0%	0%	1%	0%	C	0.095		0.664	4400	G	2016
(3605) S Durrant Rd	0.45	10000	G	98%	0%	0%	0%	1%	0%	C	0.099		0.573	11000	G	2016
North (3605) Ramp	0.04	1200	G								0.096			1200	G	2016
Beverly Avenue		110	G								0.149		0.5	110	G	2016
Cedar St		280	G								0.101		0.517	280	G	2016
Dollyann Dr		500	G								0.097		0.96	500	G	2016
E Chestnut St		6800	G	99%	0%	1%	0%	0%	0%	C	0.086		0.546	6800	G	2016
E Chestnut St		1200	G	98%	0%	1%	0%	0%	0%	C	0.1			1200	G	2016

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						2Axle	3+Axle	1Trail	2Trail							
City of Covington																
E Fairlawn Dr		120	G								0.142		0.559	120	G	2016
E Gordon St		150	G								0.141		0.591	150	G	2016
E Gray St		190	G								0.147		0.577	190	G	2016
E Hawthorne St		NA									NA			NA		
E Magazine Ave		220	G	96%	1%	3%	0%	0%	0%	C	0.097		0.546	220	G	2016
E Mallow St		1300	G	99%	0%	0%	0%	0%	0%	C	0.09		0.531	1300	G	2016
E Michigan St		230	G								0.16		0.579	230	G	2016
E Scotland Rd		70	G								0.17		0.6	70	G	2016
E Trout St		920	G								0.088		0.521	920	G	2016
Forest Avenue		50	G								0.191		0.619	50	G	2016
N Magazine Ave		4400	G	84%	0%	1%	1%	13%	0%	C	0.085		0.525	4400	G	2016
N Maple Ave		1200	G	96%	1%	2%	0%	0%	0%	C	0.134		0.506	1200	G	2016
N Marion St		380	G								0.114		0.736	380	G	2016
N Rockbridge Ave		50	G								0.13		0.714	50	G	2016
Pocahontas Avenue		110	G								0.146		0.5	110	G	2016
S Carlton Dr		150	G								0.142		0.513	150	G	2016
S Greenway Dr		470	G								0.099		0.521	470	G	2016
S Highland Ave		2000	G	96%	0%	1%	0%	2%	0%	C	0.09		0.517	2000	G	2016
S Maple		210	G								0.232		0.544	210	G	2016

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						2Axle	3+Axle	1Trail	2Trail											
City of Covington																				
W Hawthorne St		780	G	From N Maple Avenue												0.276	0.521	780	G	2016
				To N Court Avenue																
W Main St		2100	G	96%	1%	From N Maple Ave				C	0.118		0.504	2100	G	2016				
						To N Court Ave														
W Riverview Dr		490	G	From S Durant Road												0.114	0.509	490	G	2016
				To S Conrad Avenue																
Woodlawn Avenue		20	G	From E. Detroit Street												0.167	0.5	20	G	2016
				To E. Michigan Street																