

**2004**

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

where available

**Special Locality Report**

**112**

Town of Front Royal

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.

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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  
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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							
55 Strasburg Rd	Town of Front Royal	From: WCL Front Royal	0.90	8500	G	94%	1%	2%	2%	1%	0%	C	0.095	F	0.615	9200	G
		To: US 340; 522															
55 522 340 Shenandoah Ave	Town of Front Royal	From: CL Front Royal	0.34	28000	G	96%	0%	1%	1%	1%	0%	F	0.083	F	0.505	28000	G
		To: 14 ST															
55 522 340 14th Street	Town of Front Royal	From: Shenandoah Ave	0.24	23000	G	96%	0%	1%	1%	1%	0%	F	0.080	F	0.526	23000	G
		To: North Royal Ave															
55 522 340 North Royal Ave	Town of Front Royal	From: 14TH ST	0.35	25000	G	96%	0%	1%	1%	1%	0%	C	0.080	F	0.527	25000	G
		To: US 522, SR 340															
55 340 North Royal Ave	Town of Front Royal	From: RT 522 & RT 340	0.25	13000	G	97%	0%	1%	1%	1%	0%	F	0.078	F	0.542	14000	G
		To: 6th St															
55 340 North Royal Ave	Town of Front Royal	From: 6th St	0.57	16000	F	97%	0%	1%	1%	1%	0%	C	0.084	F	0.519	18000	F
		To: E Main St															
55 340 South Royal Ave	Town of Front Royal	From: E Main St	0.40	15000	G	97%	0%	1%	1%	1%	0%	C	0.077	F	0.514	16000	G
		To: US 340															
55 South St	Town of Front Royal	From: US 340	0.54	14000	G	94%	1%	3%	1%	1%	0%	C	0.083	F	0.572	15000	G
		To: US 522															
55 John Marshall Hwy	Town of Front Royal	From: ECL Front Royal	1.72	13000	G	95%	0%	2%	1%	1%	0%	C	0.095	F	0.667	14000	G
		To: SCL Front Royal															
340 South Royal Ave	Town of Front Royal	From: SCL Front Royal	0.31	14000	G	95%	0%	1%	1%	2%	0%	F	0.077	F	0.63	15000	G
		To: SR 55 South St															
340 55 South Royal Ave	Town of Front Royal	From: SR 55 South St	0.40	15000	G	97%	0%	1%	1%	1%	0%	C	0.077	F	0.514	16000	G
		To: E Main St															
340 55 North Royal Ave	Town of Front Royal	From: E Main St	0.57	16000	F	97%	0%	1%	1%	1%	0%	C	0.084	F	0.519	18000	F
		To: 6th St															
340 55 North Royal Ave	Town of Front Royal	From: 6th St	0.25	13000	G	97%	0%	1%	1%	1%	0%	F	0.078	F	0.542	14000	G
		To: US 522, 8th St															
340 522 55 North Royal Ave	Town of Front Royal	From: US 522, 8th St	0.35	25000	G	96%	0%	1%	1%	1%	0%	C	0.080	F	0.527	25000	G
		To: 14th St															
340 522 55 14th Street	Town of Front Royal	From: North Royal Ave	0.24	23000	G	96%	0%	1%	1%	1%	0%	F	0.080	F	0.526	23000	G
		To: Shenandoah Ave															
340 522 55 Shenandoah Ave	Town of Front Royal	From: 14th St	0.34	28000	G	96%	0%	1%	1%	1%	0%	F	0.083	F	0.505	28000	G
		To: CL Front Royal															
522 Chester Gap Rd	Town of Front Royal	From: SCL Front Royal	0.60	8300	F	96%	1%	1%	1%	1%	0%	C	0.090	F	0.538	8600	F
		To: Criser Rd															

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							2Axle	3+Axle	1Trail	2Trail							
522 Chester Gap Rd	Town of Front Royal	From: Criser Rd	0.35	11000	G	96%	1%	1%	1%	1%	0%	F	0.094	F	0.627	11000	G
		To: SR 55 South St															
522 Commerce Ave	Town of Front Royal	From: Main St	0.47	17000	F	96%	1%	1%	1%	1%	0%	C	0.091	F	0.528	18000	F
		To: Happy Creek Rd															
522 Commerce Ave	Town of Front Royal	From: US 340 North Royal Ave	0.74	15000	F	95%	1%	2%	1%	1%	0%	C	0.094	F	0.514	15000	F
		To: Commerce Ave															
522 Commerce Ave	Town of Front Royal	From: 14th St	0.35	14000	G	95%	1%	2%	1%	1%	0%	F	0.084	F	0.505	14000	G
		To: US 340 North Royal Ave															
522 340 55 North Royal Ave	Town of Front Royal	From: Commerce Ave	0.35	25000	G	96%	0%	1%	1%	1%	0%	C	0.080	F	0.527	25000	G
		To: 14th St															
522 340 55 14th Street	Town of Front Royal	From: North Royal Ave	0.24	23000	G	96%	0%	1%	1%	1%	0%	F	0.080	F	0.526	23000	G
		To: Shenandoah Ave															
522 340 55 Shenandoah Ave	Town of Front Royal	From: 14th St	0.34	28000	G	96%	0%	1%	1%	1%	0%	F	0.083	F	0.505	28000	G
		To: NCL Front Royal															



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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							
<b>Town of Front Royal</b>																
(2) Criser Rd	0.51	2200	G	99%	0%	1%	0%	0%	0%	C	0.089	F	0.525	2400	G	2004
						From: Luray Ave										
						To: South Royal Ave										
(2) Criser Rd	0.71	3900	G	99%	0%	1%	0%	0%	0%	F	0.103	F	0.698	4200	G	2004
						From: Chester Gap Rd										
(4001) Luray Ave	0.45	910	G	98%	0%	1%	0%	1%	0%	F	0.101	F	0.605	990	G	2004
						From: WCL Front Royal										
						To: Stonewall Dr										
(4001) Luray Ave	0.21	1400	G	98%	0%	1%	0%	1%	0%	C	0.100	F	0.571	1500	G	2004
						From: W Main St										
(4002) Stonewall Dr	0.25	510	G	99%	0%	1%	0%	0%	0%	F	0.099	F	0.685	550	G	2004
						From: Luray Ave										
						To: US 340 South Royal Ave										
(4002) Stonewall Dr	0.42	2900	G	99%	0%	1%	0%	0%	0%	C	0.095	F	0.647	3100	G	2004
						From: US 522 Commerce Ave										
						To: Charles St										
(4004) West Main St	0.64	1500	G	98%	0%	0%	1%	1%	0%	C	0.094	F	0.616	1700	G	2004
						From: Kerfoot Ave										
						To: Luray Ave										
(4004) West Main St	0.07	2500	G	98%	0%	0%	1%	1%	0%	F	0.088	F	0.661	2700	G	2004
						From: Luray Ave										
(4004) East Main St	0.25	3600	G	97%	1%	1%	0%	1%	0%	C	0.088	F	0.514	3900	G	2004
						From: North Royal Ave										
						To: Blue Ridge Ave										
(4004) East Main St	0.13	3100	G	98%	0%	0%	1%	1%	0%	F	0.089	F	0.541	3400	G	2004
						From: Blue Ridge Ave										
						To: Commerce Ave										
(4005) Happy Creek Rd	0.85	2400	G	99%	0%	0%	0%	0%	0%	C	0.098	F	0.563	2700	G	2004
						From: Commerce Ave										
						To: 6Th St										
(4006) Kendrick Lane	0.19	8100	G	99%	0%	1%	0%	0%	0%	C	0.088	F	0.511	8800	G	2004
						From: Shenandoah Ave										
						To: 6Th St										
(4006) 6th Street	0.11	7500	G	96%	1%	1%	1%	1%	0%	F	0.083	F	0.501	8200	G	2004
						From: Kendrick Ln										
						To: US 340 North Royal Ave										
(4006) 6th Street	0.14	5600	G	96%	1%	1%	1%	1%	0%	F	0.085	F	0.507	6100	G	2004
						From: US 340 North Royal Ave										
						To: Commerce Ave										
(4006) 6th Street	0.62	6500	G	97%	0%	1%	1%	1%	0%	C	0.092	F	0.516	7000	G	2004
						From: Commerce Ave										
						To: Happy Creek Rd										
(4006) Happy Creek Rd	2.19	5400	F	96%	1%	1%	1%	1%	0%	C	0.099	F	0.527	5900	F	2004
						From: Happy Creek Rd										
						To: 6Th St										
						To: ECL Front Royal										
(4010) Shenandoah Ave	0.50	6300	G	97%	0%	1%	0%	2%	0%	C	0.087	F	0.519	6800	G	2004
						From: Kendrick Lane										
						To: 14Th St										
11th Street		860	G								0.094	F		860	G	2004
						From: Virginia Ave										
						To: North Royal Ave										
13th Street		540	G								0.094	F	0.519	540	G	2004
						From: Jefferson Avenue										
						To: Monroe Avenue										
Jamestown Road		1300	G								0.089	F	0.562	1300	G	2004
						From: Accomac Road										
						To: Charles Street										
Kendrick Lane		3300	G								0.090	F	0.563	3300	G	2004
						From: Massanutten Avenue										
						To: Shenandoah Avenue										

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						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Front Royal</b>																
Washington Avenue		<b>330</b>	<b>G</b>			From: <span style="border: 1px solid black; padding: 2px;">Happy Creek Road</span>					0.12	F	0.563	330	G	2004
						To: <span style="border: 1px solid black; padding: 2px;">6th Street</span>										