

2004

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

where available

Special Locality Report

253

Town of Leesburg

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.

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
 Mobility Management Division
 2004
 Annual Average Daily Traffic Volume Estimates By Section of Route
 Town of Leesburg

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
7 Market St West	Town of Leesburg (Maint: 53)	1.85	40000	G	95%	0%	1%	2%	2%	0%	C	0.090	F	0.783	44000	G
7 15 Leesburg Bypass	Town of Leesburg (Maint: 53)	1.60	52000	G	92%	1%	3%	1%	2%	0%	C	0.091	F	0.531	56000	G
7 Market St East	Town of Leesburg (Maint: 53)	1.83	54000	G	97%	1%	1%	0%	0%	0%	F	0.084	F	0.634	58000	G
Bus 7 Market St	Town of Leesburg	0.12	15000	G	96%	0%	2%	1%	0%	0%	C	0.099	F	0.731	16000	G
Bus 7 Market St	Town of Leesburg	0.25	13000	G	99%	0%	1%	0%	0%	0%	C	0.100	F	0.728	14000	G
Bus 7 Market St	Town of Leesburg	0.27	9100	G	99%	0%	1%	0%	0%	0%	F	0.096	F	0.742	9800	G
Bus 7 Market St	Town of Leesburg	0.36	10000	G	99%	0%	1%	0%	0%	0%	F	0.090	F	0.713	11000	G
Bus 7 Market St	Town of Leesburg	0.09	13000	G	99%	0%	1%	0%	0%	0%	F	0.084	F	0.503	14000	G
Bus 7 Market St	Town of Leesburg	0.23	11000	G	99%	0%	1%	0%	0%	0%	C	0.081	F	0.523	12000	G
Bus 7 Market St	Town of Leesburg	0.27	22000	G	99%	0%	1%	0%	0%	0%	F	0.092	F	0.505	23000	G
Bus 7 Market St	Town of Leesburg	0.71	35000	G	99%	0%	1%	0%	0%	0%	F	0.088	F	0.573	37000	G
15 King St	Town of Leesburg	1.09	19000	G	91%	1%	2%	1%	5%	0%	C	0.085	F	0.549	20000	G
15 King St	Town of Leesburg	0.38	31000	G	91%	1%	2%	1%	5%	0%	F	0.089	F	0.617	33000	G
15 7 Leesburg Bypass	Town of Leesburg (Maint: 53)	1.60	52000	G	92%	1%	3%	1%	2%	0%	C	0.091	F	0.531	56000	G
15 Leesburg Bypass	Town of Leesburg	0.75	46000	G	93%	1%	1%	1%	4%	0%	F	0.09	F	0.612	47000	G
15 Leesburg Bypass	Town of Leesburg	1.18	28000	G	91%	1%	3%	1%	4%	0%	C	0.09	F	0.636	29000	G

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							2Axle	3+Axle	1Trail	2Trail							
Bus 15 King St	Town of Leesburg	From: US 15; SR 7 To: 253-4200 Catoctin Cirle	0.56	26000	G	98%	1%	1%	0%	0%	0%	C	0.093	F	0.502	28000	G
Bus 15 King St	Town of Leesburg	From: 253-4200 Catoctin Circle To: Fairfax St	0.08	14000	G	98%	1%	1%	0%	0%	0%	F	0.096	F	0.586	15000	G
Bus 15 King St	Town of Leesburg	From: Fairfax St To: 253-4206 Loudoun St	0.40	12000	G	98%	1%	1%	0%	0%	0%	F	0.101	F	0.503	13000	G
Bus 15 King St	Town of Leesburg	From: 253-4206 Loudoun St To: North St	0.23	11000	G	98%	1%	1%	0%	0%	0%	F	0.087	F	0.518	12000	G
Bus 15 King St	Town of Leesburg	From: North St To: NCL Leesburg	0.87	8000	G	98%	1%	1%	0%	0%	0%	F	0.094	F	0.501	8700	G
East 267 Dulles Greenway	Town of Leesburg (Maint: 53)	From: US 15 To: SCL Leesburg	0.69	15000	N	99%	0%	0%	0%	0%	0%	N	0.180	N		16000	N
			Combined Traffic Estimates for 2 Parallel Roadways on this Route:				31000	N	99%	0%	0%	0%	N	NA		33000	N
West 267 Dulles Greenway	Town of Leesburg (Maint: 53)	From: US 15 To: SCL Leesburg	0.70	15000	G	98%	0%	0%	0%	0%	0%	F	0.177	F		17000	G
			Combined Traffic Estimates for 2 Parallel Roadways on this Route:				31000	N	99%	0%	0%	0%	N	NA		33000	N

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						2Axle	3+Axle	1Trail	2Trail							
Town of Leesburg																
(9282) 5.3	0.08	280	R			From: 253-4200 Catoctin Cir					NA			NA		1999
						To: Dead End										
(9284) 5.3	0.01	380	R			From: Douglas Elementary School					NA			NA		1999
						To: Douglas Elementary School										
(9536) 5.3	0.13	610	R			From: Loudoun Co High School					NA			NA		1999
						To: 53-4205										
(1)	Battlefield Parkway	0.83	5300	G	98%	1%	1%	0%	0%	C	0.107	F	0.507	5800	G	2004
						From: Bus US 15 King St										
(1)	Battlefield Parkway	0.42	3300	G	95%	2%	2%	2%	0%	C	0.14	F	0.590	3500	G	2004
						From: US 15 Leesburg Bypass										
						To: Smartis Lane										
(3)	Fort Evans Rd	0.89	7500	G	97%	1%	1%	0%	0%	C	0.096	F	0.542	8200	G	2004
						From: US 15										
						To: ECL Leesburg, 53-773										
(4)	Plaza St	0.44	8300	G	97%	1%	1%	0%	0%	F	0.094	F	0.551	9000	G	2004
						From: Bus SR 7 Market St										
(4)	Plaza St	0.48	3700	G	97%	1%	1%	0%	0%	C	0.109	F	0.664	4100	G	2004
						From: 253-4208 Edwards Ferry Rd										
						To: Rust St										
(4)	Plaza St	0.32	2700	G	97%	1%	1%	0%	0%	F	0.154	F	0.711	2900	G	2004
						From: Battlefield Pkwy										
						To: Rust St										
(4200)	Catoctin Cir	0.29	6100	G	89%	1%	2%	2%	7%	F	0.095	F	0.556	6700	G	2004
						From: 0.29 Mi N Bus 7; E Market St										
(4200)	Catoctin Cir	0.17	16000	G	97%	0%	2%	0%	1%	C	NA			17000	G	2004
						From: Bus 7; E Market St										
						To: South St										
(4200)	Catoctin Cir	0.63	17000	G	89%	1%	2%	2%	7%	C	NA			18000	G	2004
						From: King St S, US 15										
(4200)	Catoctin Cir	0.57	7500	G	97%	0%	2%	0%	0%	C	0.103	F	0.709	8100	G	2004
						From: Dry Mill Rd										
(4200)	Catoctin Cir	0.38	4900	G	97%	0%	2%	0%	0%	C	0.1	F	0.683	5300	G	2004
						From: Childrens Center Rd										
(4200)	Catoctin Cir	0.29	3900	G	98%	0%	1%	0%	1%	C	0.102	F	0.625	4300	G	2004
						From: Market St W										
(4200)	Fairview St	0.64	2100	G	94%	1%	3%	1%	2%	C	0.164	F	0.522	2300	G	2004
						From: Old Waterford Rd										
(4201)	Sycolin Rd	1.61	NA			From: SCL Leesburg					NA			NA		
						To: US 15										
(4201)	Sycolin Rd	0.64	NA			From: C2SR 7					NA			NA		
						To: WCL Leesburg										
(4205)	Dry Mill Rd	0.59	3500	G	99%	0%	1%	0%	0%	C	0.159	F	0.871	3800	G	2004
						From: Lee Ave										
(4205)	Dry Mill Rd	0.25	3900	G	99%	0%	1%	0%	0%	F	0.189	F	0.693	4200	G	2004
						From: Catoctin Cir										
(4205)	Dry Mill Rd	0.49	2700	G	99%	0%	1%	0%	0%	F	0.134	F	0.594	2900	G	2004
						From: W Loudoun St										
						To: Loudoun St										
(4205)	Ayr St	0.09	620	G	99%	0%	1%	0%	0%	F	0.139	F		670	G	2004
						From: Market St										

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						2Axle	3+Axle	1Trail	2Trail							
Town of Leesburg																
(4206) Loudoun St	0.28	3800	G	99%	0%	1%	0%	0%	0%	C	0.108	F	0.861	4200	G	2004
						From: Market St West										
						To: 253-4205 Ayr St										
(4206) Loudoun St	0.35	6100	G	97%	0%	2%	0%	0%	0%	F	0.121	F	0.765	6600	G	2004
						From: Bus US 15										
						To: Market St East										
(4208) Edwards Ferry Rd	0.11	3100	G	99%	0%	1%	0%	0%	0%	F	0.089	F	0.538	3400	G	2004
						From: E Market St										
						To: Harrison St										
(4208) Edwards Ferry Rd	0.41	4300	G	99%	0%	1%	0%	0%	0%	C	0.112	F	0.586	4700	G	2004
						From: Prince St										
(4208) Edwards Ferry Rd	0.20	9400	G	95%	0%	1%	2%	1%	0%	F	0.097	F	0.53	10000	G	2004
						From: Washington St										
(4208) Edwards Ferry Rd	0.15	8600	G	95%	0%	1%	2%	1%	0%	F	0.098	F	0.52	9300	G	2004
						From: Plaza St										
(4208) Edwards Ferry Rd	0.40	13000	G	95%	0%	1%	2%	1%	0%	C	0.102	F	0.581	14000	G	2004
						From: US 15										
(4209) Evergreen Mill Rd	1.01	7200	G	95%	1%	2%	1%	1%	0%	C	0.146	F	0.569	7800	G	2004
						From: US 15										
						To: Masons Lane										
(4209) Evergreen Mill Rd	0.01	8100	N	91%	1%	4%	2%	2%	0%	N	0.102	N	0.744	8100	N	2004
						From: Masons Lane										
						To: 53-621 JB-253 SCL LEESBURG										
(4210) Country Club Drive	0.40	NA									NA		NA			
						From: Bradfield Dr										
						To: US 15 King St										
Cardinal Park Dr		5500	G								0.101	F		5500	G	2004
						From: Trailview Blvd										
						To: Market St										
Catoctin Cir		7900	G								0.100	F		7900	G	2004
						From: 0.18 Mi N Market St										
Catoctin Cir		420	G								0.106	F		420	G	2004
						From: Edwards Ferry Rd										
						To: .19MN Edwards Ferry Rd										
Crosstrail Blvd Prop		16000	G								0.095	F		16000	G	2004
						From: Leesburg SCL										
						To: Fort Evans Rd										
Edwards Ferry Rd		3900	G								0.105	F		3900	G	2004
						From: US 15										
Edwards Ferry Rd		1900	G								0.116	F		1900	G	2004
						From: .31 ME OF US 15										
						To: ECL Leesburg										
Governors Drive		920	G								0.141	F	0.696	920	G	2004
						From: Country Club Drive										
						To: US 15										
Harrison Street		4700	G								0.171	F	0.599	4700	G	2004
						From: South Street										
						To: Market Street										
Trailview Blvd Prop		1200	G								0.122	F	0.5	1200	G	2004
						From: Dead End										
						To: Cardinal Park Dr										