

2002

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

where available

Special Locality Report

156

Town of Warrenton

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

Peak Hour: The estimate of the traffic volume for the 30th highest traffic volume occurring in a one-year period divided by the AADT for the same one-year period.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B Factor based on 30th Highest Hour Observed During Less than 12 Months 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 30th Highest 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 - 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
 Mobility Management Division
 2002
 Annual Average Daily Traffic Volume Estimates By Section of Route
 Town of Warrenton

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail								
Town of Warrenton																	
(15)		0.26	25000	G	86%	1%	3%	1%	9%	0%	F	0.079	F	0.66	25000	G	2002
						From:	SCL Warrenton										
						To:	NCL Warrenton										
Bus (15)	James Madison Hwy	0.34	9600	N	95%	1%	3%	1%	1%	0%	N	0.121	N	0.609	10000	N	2002
						From:	SCL Warrenton										
						To:	US 17 Bus; Shirley Ave										
Bus (15)	Falmouth St	0.78	2500	G	95%	2%	2%	0%	1%	0%	C	0.106	F	0.520	2500	G	2002
						From:	Lee St										
Bus (15)	Falmouth St	0.43	6400	G	96%	1%	3%	0%	1%	0%	C	0.096	F	0.543	6400	G	2002
						From:	Main St										
Bus (15)	Main St	0.05	6400	N	96%	1%	3%	0%	1%	0%	N	0.096	N	0.543	6400	N	2002
						From:	Falmouth St										
						To:	US 211 Bus										
Bus (15)	Main St	0.01	6400	N	96%	1%	3%	0%	1%	0%	N	0.096	N	0.543	6400	N	2002
						From:	Alexandria Pike										
Bus (15)	Alexandria Pike	0.24	6200	G	98%	1%	1%	0%	0%	0%	C	0.096	F	0.579	6200	G	2002
						From:	Main St										
						To:	King St										
Bus (15)	Alexandria St	0.21	8700	G	98%	1%	1%	0%	0%	0%	F	0.100	F	0.532	8700	G	2002
						From:	Blackwell Rd										
Bus (15)	Blackwell Rd	0.58	11000	G	98%	1%	1%	0%	0%	0%	C	0.097	F	0.630	11000	G	2002
						From:	Alexandria Pike										
						To:	US 29 Bus US 211; Lee Hwy										
Bus (15)	Lee Hwy	0.59	33000	G	98%	1%	1%	0%	0%	0%	F	0.088	F	0.568	33000	G	2002
						From:	US 29 Bus US 211; Blackwell Rd										
						To:	NCL Warrenton										
(17)		1.52	11000	G	83%	1%	3%	1%	12%	0%	F	0.077	F	0.532	11000	G	2002
						From:	SCL Warrenton										
						To:	NCL Warrenton										
Bus (17)	Bus (15) James Madison H	0.34	9600	N	95%	1%	3%	1%	1%	0%	N	0.121	N	0.609	10000	N	2002
						From:	SCL Warrenton										
						To:	US 15 BUS										
Bus (17)	Shirley Ave	0.96	12000	G	96%	1%	2%	0%	0%	0%	C	0.085	F	0.562	12000	G	2002
						From:	Culpeper St										
Bus (17)		0.80	14000	G	96%	1%	2%	0%	0%	0%	C	0.085	F	0.538	15000	G	2002
						From:	US 211 Bus										
Bus (17)	Broadview Ave	0.86	32000	G	96%	1%	2%	0%	1%	0%	C	0.081	F	0.592	32000	G	2002
						From:	US 29 Bus; Lee Hwy										
Bus (17)	Broadview Ave	0.57	12000	G	97%	1%	2%	0%	1%	0%	C	0.092	F	0.523	12000	G	2002
						From:	NCL Warrenton										
(29) (15)		0.26	25000	G	86%	1%	3%	1%	9%	0%	F	0.079	F	0.66	25000	G	2002
						From:	SCL Warrenton										
						To:	NCL Warrenton										
Bus (29)	Bus (15) James Madison H	0.34	9600	N	95%	1%	3%	1%	1%	0%	N	0.121	N	0.609	10000	N	2002
						From:	SCL Warrenton										
						To:	US 17 BUS Shirley Ave										
Bus (29)	Bus (17) Shirley Ave	0.96	12000	G	96%	1%	2%	0%	0%	0%	C	0.085	F	0.562	12000	G	2002
						From:	US 15 BUS										
						To:	CULPEPER ST										
Bus (29)	Bus (17)	0.80	14000	G	96%	1%	2%	0%	0%	0%	C	0.085	F	0.538	15000	G	2002
						From:	RT 17 & RT 211										
Bus (29)	Bus (17) Broadview Ave	0.86	32000	G	96%	1%	2%	0%	1%	0%	C	0.081	F	0.592	32000	G	2002
						From:	RT 17										

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						2Axle	3+Axle	1Trail	2Trail							
Town of Warrenton																
Bus 29 Lee Hwy	0.55	29000	G	96%	1%	From: US 17 Bus; Winchester St To: US 15 Bus; Blackwell Rd				C	0.079	F	0.558	29000	G	2002
Bus 29 Bus 15 Lee Hwy	0.59	33000	G	98%	1%	From: RT 15 BUS To: NCL Warrenton				F	0.088	F	0.568	33000	G	2002
211 Frost Ave	0.44	23000	G	96%	1%	From: WCL Warrenton To: 0.04 Miles West of Shirley Ave				C	0.091	F	0.646	23000	G	2002
211 Frost Ave	0.04	25000	G	96%	1%	From: Shirley Ave; US 17 Bus To: BUS US 17 BUS US 29, BUS US 211				F	0.094	F	0.68	25000	G	2002
211 Bus 17 Broadview Ave	0.86	32000	G	96%	1%	From: BUS US 17 To: ECL WARRENTON				C	0.081	F	0.592	32000	G	2002
211 Bus 29 Lee Hwy	0.55	29000	G	96%	1%	From: Broadview Ave To: Alexandria St				C	0.079	F	0.558	29000	G	2002
211 Waterloo St	0.62	8000	G	96%	1%	From: US 15 Bus To: US 15 BUSINESS				C	0.094	F	0.587	7900	G	2002
211 Bus 15 Main St	0.01	6400	N	96%	1%	From: Alexandria Pike To: Main St				N	0.096	N	0.543	6400	N	2002
211 Bus 15 Alexandria Pike	0.24	6200	G	98%	1%	From: King St To: Blackwell Rd				C	0.096	F	0.579	6200	G	2002
211 Bus 15 Alexandria St	0.21	8700	G	98%	1%	From: Alexandria Pike To: US 29 BUS US 211 Lee Hwy				F	0.100	F	0.532	8700	G	2002
211 Bus 15 Blackwell Rd	0.58	11000	G	98%	1%	From: Blackwell Rd To: Dead End				C	0.097	F	0.630	11000	G	2002
2 Alexandria Pike	0.58	240	G	93%	1%	From: Broadview Ave To: Branch Dr				C	0.123	F	0.593	240	G	2002
3 Oak Springs Dr	0.26	3700	G	98%	1%	From: Lee Hwy To: Oak Springs Dr				C	0.116	F	0.503	3700	G	2002
4 Branch Rd	0.19	2100	G	96%	1%	From: WCL Warrenton To: Broadview Ave				C	0.094	F	0.557	2100	G	2002
880 Bear Wallow Rd	0.49	2500	G	96%	1%	From: WCL Warrenton To: Rappahannock St				C	0.116	F	0.78	2500	G	2002
886 Waterloo Rd	0.58	3200	G	97%	1%	From: Frost Ave To: US 211 Waterloo Rd				C	0.127	F	0.776	3200	G	2002
886 Rappahannock St	0.03	2400	G	97%	1%	From: Falmouth St To: ECL Warrenton				F	NA		2300	G	2002	
893 Meetze Rd	0.37	9600	G	97%	0%	From: Alexandria St To: King St				C	0.101	F	0.527	9600	G	2002
1893 Winchester St	0.42	4000	G	97%	0%					F	0.098	F	0.548	4000	G	2002

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						2Axle	3+Axle	1Trail	2Trail							
Town of Warrenton																
(1893) Winchester St	0.69	4700	G	97%	0%	2%	0%	0%	0%	C	0.097	F	0.608	4700	G	2002
				From: King St												
				To: Lee Hwy												
(1894) Culpeper St	0.38	2900	G	98%	0%	2%	0%	0%	0%	C	0.1	F	0.630	2800	G	2002
				From: Shirley Ave												
(1894) Culpeper St	0.04	1800	G	98%	0%	2%	0%	0%	0%	F	0.087	F		1800	G	2002
				From: Hotel St												
				To: Main St												
(1895) Old Broadview Ave	0.17	4400	G	97%	0%	2%	0%	0%	0%	C	0.107	F	0.514	4400	G	2002
				From: US15												
				To: US 17												
Branch Dr		2200	G								0.105	F		2300	G	2002
				From: Lee Hwy												
				To: Arbor Ct												
East St		210	G								0.122	F		220	G	2002
				From: Main St												
				To: ECL. Warrenton												