2002

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

where available

Special Locality Report 235

Town of Herndon

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
- 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

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 Route

(600) Secondary Route

Special Routes

Bus Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route
ALT 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 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.

Virginia Department of Transportation Mobility Management Division 2002 Annual Average Daily Traffic Volume Estimates By Section of Route Town of Hemdon

Route	Length	AADT	QA	4Tire	Bus	Tr	uck	2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Herndon				-		ZANIC STANIC	iiiaii	ZIIali		i ioui		i actor			
228 Elden St	0.24	34000	F	97%	SCL 0%	Herndon, 29-657 Cer 1% 1%	ntreville F	Rd 0%	F	0.078	F	0.564	37000	F	2002
228 Liden St	0.24	34000	•	31 /0	0 70			0 70	ı	0.070	'	0.504	37000	ı	2002
228 Elden St	0.16	25000	F	From: 98%	0%	Herndon Pkwy	0%	0%	F	0.082	F	0.581	26000	F	2002
226) =100.1 01	00		-	To		Alabama Dr			•	0.002	•	0.00.		•	
228 Elden St	0.25	21000	F	From: 98%	0%	1% 0%	0%	0%	F	0.083	F	0.527	23000	F	2002
				To		Sterling Rd		1							
228 Elden St	0.42	17000	F	98%	0%	1% 0%	0%	0%	С	0.078	F	0.505	18000	F	2002
				To- From:		Center St									
228 Elden St	0.09	18000	F	98%	0%	1% 0%	0%	0%	F	0.077	F	0.539	19000	F	2002
				To: From:		Spring St									
228 Elden St	0.12	19000	F	98%	0%	1% 0%	0%	0%	F	0.078	F	0.502	20000	F	2002
				To: From:		235-6656 Monroe									
(228) Monroe St	0.08	7700	G	98%	0%	235-6656 Elden 1% 0%	0%	0%	F	NA			8000	G	2002
220)				To		Pine St									
228 Monroe St	0.26	5900	F	From: 97%	1%	2% 0%	0%	0%	С	0.093	F	0.618	6200	F	2002
220)				To:		Park Ave									
Dord Acco	0.40	4000	_	From:	40/	Monroe St	00/	00/	_	0.000	_	0.554	5400	_	0000
228 Park Ave	0.19	4800	F	97%	1%	2% 0%	0%	0%	F	0.092	F	0.551	5100	F	2002
Dork Ave	0.14	9000		From: 97%	10/	Grant St 1% 0%	00/	0%		0.000	F	0.660	9400	Г	2002
228 Park Ave	0.14	8000	F	97% To:	1%	1% 0% Dranesville Ro	0%	0%	F	0.092	г	0.662	8400	F	2002
				From:		Park Ave	u								
228 Dranesville Rd	0.08	9000	N	97%	1%	1% 0%	0%	0%	Ν	0.096	Ν	0.580	9500	Ν	2002
				To- From:		Worchester St	t								
228 Dranesville Rd	0.26	9000	F	97%	1%	1% 0%	0%	0%	С	0.096	F	0.580	9500	F	2002
				To: From:		Herndon Pkwy	у	-							
228 Dranesville Rd	0.23	20000	F	99%	0%	1% 0%	0%	0%	F	0.094	F	0.668	21000	F	2002
				To:		NCL Herndon	1								
East				From:		WCL Herndor									
267 Dulles Toll Rd	0.37	49000	N	98%	0%	1% 0%	0%	0%	N	NA			49000	N	2002
Combined	d Traffic:	96000	N	98% To:	0%	1% 0% ECL Herndon	0%	0%	N	NA			96000	N	
\\\ t				From:											
West (267) Dulles Toll Rd	0.37	47000	N	98%	0%	WCL Herndor	0%	0%	N	NA			47000	N	2002
Combined		96000	N	98%	0%	1% 0%	0%	0%	N	NA			96000	N	2002
				To:		ECL Herndon									
				From:		Herndon Schoo	ol								
9606	0.28	320	R							NA			NA		1991
2.3				To-		Herndon Schoo	ol								
O				From:		SCL Herndon			_			_		_	
(6631) Van Buren Street	0.19	16000	F	97%	1%	2% 0%	1%	0%	F	0.105	F	0.544	17000	F	2002
O				From:		Herndon Parkwa									
(6631) Van Buren Street	0.23	7600	F	97%	1%	2% 0%	1%	0%	F	0.097	F	0.54	8000	F	2002
<u> </u>				To: From:		Alabama Drive									
(6631) Van Buren Street	0.27	8400	F	97%	1%	2% 0%	1%	0%	С	0.093	F	0.532	8900	F	2002
				To: From:		Spring Street		-							
(6631) Van Buren Street	0.25	11000	F	97%	1%	2% 0%	1%	0%	F	0.095	F	0.518	12000	F	2002
				To- From:		Coral Road									
(6631) Van Buren ST	0.20	8800	F	97%	1%	2% 0%	1%	0%	F	0.095	F	0.535	9300	F	2002
				To:		Elden ST									
			_	From:		Van Buren Stre			_				10		
6654 Spring Street	0.32	13000	F	98%	0%	2% 0%	0%	0%	С	0.085	F	0.598	13000	F	2002
				To:		Little Street									

5/14/2003 1

Virginia Department of Transportation Mobility Management Division 2002 Annual Average Daily Traffic Volume Estimates By Section of Route Town of Hemdon

Route Length AADT CA Affire Sub Cartes CA CA CA CA CA CA CA C							I own	of Hernd	on								
	Route	Length	AADT	QA	4Tire	Bus	2Axle			 2Trail	QC		QK		AAWDT	QW	Year
Spring Street 0.09 12000 F 98% 0% 2% 0% 0% 0% 0% F 0.087 F 0.596 13000 F 088 Spring Street 0.19 29000 F 98% 0% 2% 0% 0% 0% 0% F 0.088 F 0.559 14000 F 16000 F 160000 F 16000 F 160000 F 160000 F	n of Herndon																
Victory Division Part	\			_							_		_			_	
Spring Street 0.22 13000 F 88% 0% 2% 0% 0% 0% 0% 0% 0	Spring Street	0.09	12000	F	98%	0%	2%	0%	0%	0%	F	0.087	F	0.596	13000	F	2002
Spring Street 0.22 13000 F 38% 6% 2% 6% 6% 6% 6% 6% 559 14000 F					To:		Vict	tory Drive									
	Spring Street	0.22	13000	F		0%	2%	0%	0%	0%	F	0.088	F	0.559	14000	F	2002
Spring Street 0.19 28000 F 98% 0% 2% 0% 0% 0% 0% F 0.110 F 0.573 31000 F 0.000 F 0.000					To-		Herr	ndon Pkwy									
Sterling Road					From:		Hernd	lon Parkwa	y								
	Spring Street	0.19	29000	F	98%	0%	2%	0%	0%	0%	F	0.110	F	0.573	31000	F	2002
Sterling Road 0.24 28000 F 97% 1% 2% 0% 0% 0% 0% 0% 0% 0	<i>)</i>				To:		SCI	Herndon									
Sterling Road 0.24 28000 F 97% 1% 2% 0% 0% 0% 0% F 0.087 F 0.503 29000 F 1% 1% 1% 1% 1% 1% 1%					From:		WCI	Herndon									
	Sterling Road	0.24	28000	F	97%	1%			0%	0%	F	0.087	F	0.503	29000	F	2002
Sterling Road 0.09 9600 F 97% 1% 2% 0% 0% 0% 0% F 0.085 F 0.509 10000 F 0.085 Sterling Road 0.10 9500 F 97% 1% 2% 0% 0% 0% 0% F 0.086 F 0.514 10000 F 0.086 Sterling Road 0.32 9800 F 97% 1% 2% 0% 0% 0% 0% 0% C 0.084 F 0.517 10000 F 0.086 Sterling Road 0.18 14000 F 97% 1% 2% 0% 0% 0% 0% 0% F 0.088 F 0.536 15000 F 0.085 Sterling Road 0.18 14000 F 97% 1% 2% 0% 0% 0% 0% F 0.088 F 0.536 15000 F 0.086 Sterling Road 0.72 19000 F 97% 1% 2% 0% 0% 0% 0% F 0.08 F 0.536 20000 F 0.086 Sterling Road 0.30 31000 F 97% 1% 2% 0% 0% 0% 0% F 0.08 F 0.536 20000 F 0.086 Sterling Road 0.30 31000 F 97% 1% 2% 0% 0% 0% 0% 0% F 0.08 F 0.542 33000 F 0.086 Sterling Road 0.30 31000 F 97% 1% 2% 0% 1% 0% 0% 0% 0% 0% 0	9)																
Sterling Road 0.10 9500 F 97% 1% 29% 09% 09% 09% F 0.086 F 0.514 10000 F 100000 F 10000000000	\ a . .					40/			_		_				40000		
Sterling Road 0.10 9500 F 97% 1% 2% 0% 0% 0% 0% 0% 0% 0	6) Sterling Road	0.09	9600	F	97%	1%	2%	0%	0%	0%	F	0.085	F	0.509	10000	F	2002
Sterling Road 0.10 9500 F 97% 1% 2% 0% 0% 0% 0% 0% 0% 0					Tor		Ster	ling Court		-							
Rectivated Place Sterling Road 0.32 9800 F 97% 19% 29% 09% 09% 09% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Sterling Road	0.10	9500	F		1%		_	0%	0%	F	0.086	F	0.514	10000	F	2002
Sterling Road 0.32 9800 F 97% 1% 2% 0% 0% 0% C 0.084 F 0.517 10000 F	9				т.												
Sterling Road 0.18 14000 F 97% 1% 2% 0% 0% F 0.088 F 0.636 15000 F 0.088 Elden Street 0.72 19000 F 97% 1% 2% 0% 0% 0% F 0.08 F 0.536 20000 F 0.088 Elden Street 0.30 31000 F 97% 1% 2% 0% 0% 0% 0% F 0.080 F 0.536 20000 F 0.088 Elden Street 0.30 31000 F 97% 1% 2% 0% 0% 0% 0% F 0.080 F 0.542 33000 F 0.088 Elden Street 0.30 31000 F 97% 1% 2% 0% 0% 0% 0% 0% F 0.080 F 0.542 33000 F 0.088 Elden Street 0.30 31000 F 97% 1% 2% 0% 0% 0% 0% C 0.090 F 0.586 20000 F 0.088 Elden Street 0.30 Elden	Ctarling Dand	0.00	0000			40/				00/		0.004	г	0.547	40000		2002
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Sterling Road 0.18 14000 F 97% 1% 2% 0% 0% 0% 0% F 0.088 F 0.636 15000 F					To: From:		Trav	elers Place									
SR 228 Herndon Pkwy	6) Sterling Road	0.18	14000	F		1%	2%	0%	0%	0%	F	0.088	F	0.636	15000	F	2002
Elden Street 0.72 1900 F 97% 1% 2% 0% 0% 0% F 0.08 F 0.536 2000 F					To		-	D 220									
Herndon Pikwy 1.02 19000 F 97% 1% 2% 0% 0% 0% 0% 0% 0% 0	Tidos Otroct	0.70	40000			40/			00/		_	0.00		0.500	20000	_	2002
Elden Street 0.30 31000 F 97% 1% 2% 0% 0% 0% F 0.080 F 0.542 33000 F ECL Hendon	6) Elden Street	0.72	19000	г	91%	170	270	0%	0%	U%	Г	0.06	Г	0.536	20000	Г	2002
See Herndon Pkwy 1.02 1900 F 96% 1% 2% 0% 0% 0% 0% F 0.080 F 0.542 33000 F 0.668 Herndon Pkwy 1.02 19000 F 97% 1% 2% 0% 1% 0% C 0.090 F 0.586 20000 F 0.586 Herndon Pkwy 0.48 12000 F 96% 1% 2% 0% 1% 0% C 0.093 F 0.629 13000 F 0.634 12000 F 0.635 Herndon Pkwy 0.95 NA					From:		Hernd	lon Parkwa	y								
First Firs	Elden Street	0.30	31000	F		1%	2%	0%	0%	0%	F	0.080	F	0.542	33000	F	2002
Herndon Pkwy 1.02 19000 F 97% 1% 29% 0% 1% 0% C 0.090 F 0.586 20000 F 0.686 20000 F 200000 F 200000 200000 F 200000 F 200000 F 2000000 F 20000000 F 20000000000					To-		ECI	Herndon									
Herndon Pkwy					From:				D.d	1							
SR 228 Elden St	Horndon Plymy	1.02	10000	_		10/				00/-	C	0.000	_	0.586	20000	_	2002
Mathematical Policy 1.42 1000 F 96% 1% 2% 0% 1% 0% C 0.093 F 0.629 13000 F 130000 F 130000 F 130000 F 1300000 F 130000000000000000000000	8) Flemuon Fkwy	1.02	13000	-	91 /0	1 /0	2 /0	0 /0	1 /0	0 /0	C	0.090		0.560	20000		2002
Campbell Way Cambbell Way Campbell Way Cambbell Way Camb					To: From:		SR 22	28 Elden St	t								
Campbell Way	Herndon Pkwy	0.48	12000	F	96%	1%	2%	0%	1%	0%	С	0.093	F	0.629	13000	F	2002
Material New 1.42 NA NA NA NA NA NA NA N					To:		Com	mball War									
235-6631 Van Buren St	Horndon Plymy	0.33	11000	_		10/			10/	00/-	_	0.002	_	0.634	12000	_	2002
NA NA NA NA NA NA NA NA	8) Flemuon Fkwy	0.23	11000	Г	90 /0	1 /0	2 /0	0 70	1 /0	0 70	ı	0.092		0.034	12000		2002
1400 F 1400 F 1400 F 1400 F 1400 F 1400 F 1500 F					From:		235-6631	Van Bure	n St	-							
Spring Street Spring Stree	8) Herndon Pkwy	0.95	NA									NA			NA		
Herndon Parkway 0.61 14000 F 96% 1% 2% 0% 1% 0% 0% F 0.085 F 0.56 15000 F	<i>)</i>						235-6654	4 Spring St	reet								
From Elden Street NA							_	ing Street									
Herndon Pkwy	8) Herndon Parkway	0.61	14000	F	96%	1%	2%	0%	1%	0%	F	0.085	F	0.56	15000	F	2002
NA NA NA NA NA NA NA NA	/				To:		Eld	len Street									
NA NA NA NA NA NA NA NA					From:		E	lden St									
SR 228 Dranesville Rd From SR 228 Dranesville Rd SR 228 Dranesville Rd	Herndon Pkwy	1.42	NA		-							NA			NA		
Herndon Pkwy 1.32 11000 F 95% 1% 2% 0% 1% 0% C 0.096 F 0.629 12000 F	9				_												
NA NA NA NA NA NA NA NA	<u> </u>				From:												
NA NA NA NA NA NA NA NA	O) Herndon Pkwy	1.32	11000	F	95%	1%	2%	0%	1%	0%	С	0.096	F	0.629	12000	F	2002
NA NA NA NA NA NA NA NA					To		235-6883	3 Crestview	v Dr								
To	herndon Pkwy	0.38	NA		From:							NA			NA		
From: Herndon Parkway From: Herndon Parkway From: Section Parkway From: Elden Street From: Park Ave From: Park Ave From: Park Ave From: Park Ave From: Herndon Parkway Park Ave From: Street From: Street From: Street Section Park Ave From: Street Section Park Ave Section Park Av	y,		•		To:		235-6656	Sterling R	Road			•			•		
Crestview Drive 0.40 13000 F 98% 1% 2% 0% 0% 0% 0% 0% 0% 0					From:					! !							
Te NCL Herndon From Elden Street) O	0.40	40000	_		40/				001	_	0.00-	_	0.070	44000	_	0000
Ferndale Avenue	3) Crestview Drive	0.40	13000	۲		1%			υ%	υ%	C	0.097	F	0.672	14000	۲	2002
Ferndale Avenue	•				lo:		NCI	_ Herndon									
To: Vine Street Park Ave					From:		Eld	len Street									
Ferndale Avenue 3500 F Park Ave 0.087 F 3500 F To: Herndon Parkway Herndon Parkway Ist Street 0.093 F 1300 F	Ferndale Avenue		4800	F								0.083	F		4800	F	2002
Ferndale Avenue 3500 F Paik Ave 0.087 F 3500 F Herndon Parkway Ist Street 0.093 F 1300 F					To:		Vii	ne Street									
To: Herndon Parkway		•	•		From:		Pa	ark Ave						•			
Street 1300 F Street 1300 F 13	Ferndale Avenue		3500	F	_							0.087	F		3500	F	2002
Monroe Street 1300 F 0.093 F 1300 F					To:		Hernd	lon Parkwa	y								
Monroe Street 1300 F 0.093 F 1300 F					From:		10	st Street									
	Monroe Street		1300	F			13					0.093	F		1300	F	2002
AND SHEEL	Monto Ottool		.000	•	To:		2	d Stroot				0.000	'		1000	•	2002
1 and Street							∠n	id Silect									

5/14/2003 2

Virginia Department of Transportation Mobility Management Division 2002 Annual Average Daily Traffic Volume Estimates By Section of Route Town of Hemdon

Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
				From:		Alabama Dr							
Old Dominion Avenue		160	F					0.094	F		160	F	2002
				To:		Aspen Dr							
				From:		South of Spring Street							
Victory Drive		890	F					0.097	F		890	F	2002
				To:		End of Road							

5/14/2003 3