2011

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

where available

Special Locality Report 253

Town of Leesburg

Information in this report is included in Report

53

(Loudoun 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 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 Rou	te
(F241)	Frontage Road (F	precedes frontage route number)
(600)	Secondary Route	

Special Routes

Bus	Bus - Business Route	
{29}	Bypas - Bypass Route	
	Truck - Truck Route	
ALT	ALT - Alternate Route	
(220)	Wye - 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 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 Traffic Engineering Division 2011 Annual Average Daily Traffic Volume Estimates By Section of Route Town of Leesburg

Jurisdiction	Length A	ADT QA								K		Dir		
-		ADI QA	41 ire	Bus		Tru 3+Axle			QC	Factor	QK	Factor	AAWDT	QW
From:	Bus SR 7; V	WCL Leesburg												
Town of Leesburg (Maint: 53)	1.85 49	0000 F	98%	1%	1%	0%	1%	0%	F	0.079	F		54000	F
To- From:														
Town of Leesburg (Maint: 53)	0.44 60	0000 F	97%	1%	1%	1%	1%	0%	С	0.078	N		63000	F
Tro- From:														
Town of Leesburg (Maint: 53)	0.63 50	0000 F	96%	1%	1%	1%	1%	0%	С	0.078	F		53000	F
To: From:														
Town of Leesburg (Maint: 53)	0.53 47	'000 F	96%	1%	1%	1%	1%	0%	F	0.078	N		50000	F
To- From:														
Town of Leesburg (Maint: 53)			98%	1%	1%	0%	1%	0%	F	0.074	F		77000	F
107														
Town of Leeshurg			00%	0%	0%	0%	0%	0%	F	0.007	F		14000	F
Town of Leesburg			3376	070	070	078	070	076	'	0.031	'		14000	'
From:														
Town of Leesburg	0.25 11	000 F	99%	0%	0%	0%	0%	0%	С	0.094	F		12000	F
To: From:	253-4206	Loudoun St			-									
Town of Leesburg	0.27	200 F	99%	0%	0%	0%	0%	0%	F	0.094	F		8700	F
To:	253-42	05 Avr St												
Town of Leeshurg		•	99%	0%	0%	0%	0%	0%	F	0 003	F		9900	F
Town of Eccapuig			3370	070		070	070	070	•	0.055	'		3300	'
From:														
Town of Leesburg	0.09 12	2000 F	99%	0%	0%	0%	0%	0%	F	0.082	F		12000	F
To- From:	Chu	ırch St												
Town of Leesburg	0.23 9 8	800 F	99%	0%	0%	0%	0%	0%	С	0.085	F		10000	F
To:	253-4206	Loudoun St												
Town of Leephurg			00%	0%	0%	0%	0%	0%	F	0.084	F		22000	F
Town of Leesburg			99 /0	076	0 /6	0 /6	076	0 /0		0.004	Г		22000	-
From:	253-4200 C	Catoctin Circle												
Town of Leesburg			99%	0%	0%	0%	0%	0%	F	0.074	F		33000	F
To:														
Town of Loosburg			059/	10/	10/	10/	20/	00/	C	0 09E	_		16000	F
Town or Leesburg				170	1 70	1 70	J70	U70	C	0.000	r		10000	Г
Town of Loophurg				10/	10/	10/	20/	00/		0.00F	Е		20000	F
Town or Leesburg			90%	170	170	170	3%	U%	Г	0.000	Г		29000	Г
Town of Loophys (Maint: 52)			079/	10/	10/	10/	10/	Ω0/		0.070	NI		63000	F
rown or Leesburg (iviaint: 53)			97%	1%	1%	1%	1%	υ%	C	0.078	IN		63000	F
	Town of Leesburg Town of Leesburg	Town of Leesburg (Maint: 53)	SR 267 Town of Leesburg (Maint: 53) 0.63 50000 F	Town of Leesburg (Maint: 53) 0.44 6000 F 97%	Town of Leesburg (Maint: 53) 0.44 60000 F 97% 1% SR 267 Town of Leesburg (Maint: 53) 0.63 50000 F 96% 1% Sycolin Rd Town of Leesburg (Maint: 53) 0.53 47000 F 96% 1% US 15, BUS SR 7 Market St Town of Leesburg (Maint: 53) 1.83 73000 F 98% 1% ECL Leesburg Town of Leesburg 0.12 13000 F 99% 0% Fairview St Town of Leesburg 0.25 11000 F 99% 0% Town of Leesburg 0.27 8200 F 99% 0% Town of Leesburg Town of Leesburg 0.36 9400 F 99% 0% Town of Leesburg 0.09 12000 F 99% 0% Town of Leesburg Town of Leesburg 0.23 9800 F 99% 0% Town of Leesburg 0.24 253-4206 Loudoun St Town of Leesburg 0.253-4206 Loudoun St Town of Leesburg 0.27 8200 F 99% 0% Town of Leesburg 0.28 9800 F 99% 0% Town of Leesburg 10 0.29 12000 F 99% 0% Town of Leesburg 10 0.27 253-4206 Loudoun St Town of Leesburg 10 0.28 253-4206 Loudoun St Town of Leesburg 10 0.29 15000 F 99% 0% 10 0.55 SR 7. Bus US 15 Town of Leesburg 10 0.38 27000 F 95% 1% SR 7. Bus US 15 Town of Leesburg 0.38 27000 F 95% 1%	Town of Leesburg (Maint: 53) 0.44 6000 F 97% 1% 1% 1% 1% 1% 1% 1%	Town of Leesburg (Maint: 53) 0.44 60000 F 97% 1% 1% 1% 1% 1% 1% 1% 1% 1% 1% 1% 1% 1%	Town of Leesburg (Maint: 53) 0.44 6000 F 97% 1% 1% 1% 1% 1% 1% 1%	Town of Leesburg (Maint: 53)	Town of Leesburg (Maint: 53) 0.44 60000 F 97% 1% 1% 1% 1% 0% 0% C SR 267	Town of Leesburg (Maint: 53)			

Virginia Department of Transportation Traffic Engineering Division

	Annual Averag	e Daily Traffic	2011 Volume E n of Lees	Estimat		ection o	f Route									
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
15 7 Leesburg Bypass	Town of Leesburg (Maint: 53)	0.63	SR 267 50000	F	96%	1%	1%	1%	1%	0%	С	0.078	F		53000	F
(15) 7 Leesburg Bypass	Town of Leesburg (Maint: 53)	0.53	Sycolin Rd 47000 Market Stree	F	96%	1%	1%	1%	1%	0%	F	0.078	N		50000	F
15 Leesburg Bypass	Town of Leesburg	0.75	43000 8 Edwards 1	F	96%	1%	1%	1%	2%	0%	F	NA			44000	F
<u></u>	From:	233-420	o Euwarus i	reny Ku												

15 7 Leesburg Bypass	I own of Leesburg (Maint: 53)	0.63	50000	F	96%	1%	1%	1%	1%	0%	C	0.078	F	53000	F
15 7 Leesburg Bypass	Town of Leesburg (Maint: 53)	0.53	Sycolin Rd 47000	F	96%	1%	1%	1%	1%	0%	F	0.078	N	50000	F
15 7 Leesburg Bypass	Town of Leesburg (Waint. 33)				30 76	1 /0	1 /0	1 /0	1 /0	070	'	0.070	14	30000	'
Loophura Pungo	Town of Leesburg	SR 7 I 0.75	Market Stree 43000	t East F	96%	1%	1%	1%	2%	0%	F	NA		44000	
15 Leesburg Bypass	Town or Leesburg				90%	170	170	1 70	270	0%	Г	INA		44000	Г
	Ta- From:		8 Edwards I			407							_		
15 Leesburg Bypass	Town of Leesburg	1.18	29000	F	96%	1%	1%	1%	2%	0%	F	0.08	F	29000	F
•	From:		ICL Leesbur	g											
Bus King Ct			US 15, SR 7	F	98%	00/	10/	00/	00/	0%	0	0.007	F	24000	F
15 King St	Town of Leesburg	0.56	23000		96%	0%	1%	0%	0%	0%	С	0.097	Г	24000	Г
Bus	To- From:	253-42	200 Catoctin	Circle			_								
15) King St	Town of Leesburg	0.08	11000	F	99%	0%	0%	0%	0%	0%	F	0.101	F	11000	F
Bus	To- From:		Fairfax St												
15 King St	Town of Leesburg	0.40	9100	F	99%	0%	0%	0%	0%	0%	F	0.099	F	9700	F
Bus	To- From:	253-	4206 Loudoi	ın St											
15 King St	Town of Leesburg	0.23	8900	F	99%	0%	0%	0%	0%	0%	F	0.086	F	9400	F
<i>→</i>	To		North St												
Bus	From:	4.00		_	000/	00/	-00/	00/	00/	00/	_	0.004	_	0000	_
15 King St	Town of Leesburg	1.30	8400 ICL Leesbur	F	99%	0%	0%	0%	0%	0%	F	0.094	F	9000	F
	From:														
East 267) Dulles Greenway	Town of Leesburg (Maint: TOL)	0.39	Leesburg B 14000	ypass F								NA		15000	_
267 Dulles Greenway	Combined Traffic Estimates for 2 Parallel Roadways			F								NA		29000	F
	Combined Trainic Estimates for 2 Farallel Roadways		CL Leesbur	•								INA		29000	Г
Vest	From:		Leesburg B												
267 Dulles Greenway	Town of Leesburg (Maint: TOL)	0.68	13000	F F								NA		14000	F
201/2 31100 310011114)	Combined Traffic Estimates for 2 Parallel Roadways			F								NA		29000	F
	To:		CL Loochur									14/1		20000	•

Bus	From:		Norm St												
15 King St	Town of Leesburg	1.30	8400	F	99%	0%	0%	0%	0%	0%	F	0.094	F	9000	F
\bigcirc	To:	1	NCL Leesbur	g											
East	From:	US 1:	5 Leesburg B	ypass											
267 Dulles Greenway	Town of Leesburg (Maint: TOL)	0.39	14000	F								NA		15000	F
	Combined Traffic Estimates for 2 Parallel Roadways or	this Route:	27000	F								NA		29000	F
	To:	Ç	SCL Leesburg	g											
West	From:	US 1:	5 Leesburg B	ypass											
267 Dulles Greenway	Town of Leesburg (Maint: TOL)	0.68	13000	F								NA		14000	F
	Combined Traffic Estimates for 2 Parallel Roadways or	this Route:	27000	F								NA		29000	F
	To:	S	SCL Leesburg	g											

Virginia Department of Transportation Traffic Engineering Division 2011 Annual Average Daily Traffic Volume Estimates By Section of Route Town of Leesburg

Length	AADT	QA	4Tire	Bus				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
	From:				WCL I	1								
0.06	NA				WCL Lee	esburg			NA			NA		
	To				Dead l	End								
	From:				Cul-de	-Sac								
0.25		<u>. </u>			End State Me	ointanana			NA			NA		
	From:													
0.08	280	R			255-4200 Can	octin Circle			NA			NA		1999
	To:				Dead l	End								
	From:			Ε	Oouglas Eleme	ntary School			Ц.,					
0.01	380 To:			Г	Oouglas Eleme	ntary School			NA T			NA		1999
	From:													
ol 0.13	610	R			Bead	End			NA			NA		1999
	To:				253-4205 Dr	y Mill Rd								
0.00	From:	<u> </u>	070/	001			007		0.400	_		0000	_	0044
0.83	8300	<u> </u>	9/%	2%			υ%	C.	U.106	F		8800	F	2011
0.42	3500	<u></u>	97%	2%			0%	C	0 123	F		3700	F	2011
0.42	To.	<u>.</u>	01 70	270			070		0.120	'		0700	·	2011
0.98	6200	1	99%	1%			0%	С	0.123	F		6600	F	2011
	To:	:			Edwards F	erry Rd								
0.50		<u> </u>	08%	10/			0%		0.110	F		6200	F	2011
0.59	To:	:	30 /0	1 /0			070		0.110	'		0200	'	2011
	From:				US 15 Leesbi	urg Bypass								
0.84	11000	F	98%	1%			0%	С	0.097	F		12000	F	2011
	10:	 	5	3-773 Riv			esburg							
0 44			97%	2%			0%	F	0.095	F		11000	F	2011
0	To	<u>. </u>						•		•				
0.48	4200 From:	F	97%			•	0%	С	0.104	F		4400	F	2011
	To	-			Rust	Dr								
0.32	700 From:	F	97%	2%	Rust 1	Dr 0% 0%	0%	F	0.106	F		3300	F	2011
0.32	To:	F	97%		1% (Battlefield	0% 0% d Pkwy	0%	F	0.106	F		3300	F	2011
	To:	:		2%	1% (Battlefield SR 7 Mar	0% 0% d Pkwy rket St								
0.32	To:		97%		1% C Battlefield SR 7 Mar 0% C	0% 0% d Pkwy rket St 0% 0%	0%	F	0.106	F		3300	F	
	To:	F		2%	1% (Battlefield SR 7 Mar	0% 0% d Pkwy rket St 0% 0% esburg								
	From: 15000	F		2%	1% (Battlefield SR 7 Man 0% (NCL Lee 253-1 Battlef	0% 0% d Pkwy rket St 0% 0% esburg								2011
0.29	From: 15000 To:	F	99%	2%	1% (Battlefield SR 7 Man 0% (NCL Lee 253-1 Battlef	0% 0% d Pkwy rket St 0% 0% esburg field Pkwy 0% 0%	0%	F	0.095	F		16000	F	2011
0.29	To: 15000 To: From: 1300	F	99%	2%	1% (Battlefield SR 7 Mar 0% (NCL Lee 253-1 Battlef 1% (53-4208 Edwa	0% 0% d Pkwy rket St 0% 0% esburg field Pkwy 0% 0%	0%	F	0.095	F		16000	F	2011
0.29 0.84 0.29	To: 15000 To: 1300 To: 7200 To:	F	99% 98% 98%	2% 0% 1% 2 1%	1% (Battlefield SR 7 Mar 0% (NCL Lec 253-1 Battlef 1% (53-4208 Edwa 1% (Bus 7, Mar	0% 0% d Pkwy rket St 0% 0% esburg Tield Pkwy 0% 0% ords Ferry Rd 0% 0% eket St E	0%	F	0.095 0.129 0.103	F F		16000 1400 7600	F F	2011
0.29	To: 15000 To: 17000 To: 1300	F	99%	2% 0% 1%	1% (Battlefield SR 7 Mar 0% (NCL Lee 253-1 Battlef 1% (53-4208 Edwa 1% (Bus 7, Mar 1% (0% 0% d Pkwy rket St 0% 0% esburg field Pkwy 0% 0% urds Ferry Rd 0% 0% ket St E 0% 0%	0%	F	0.095	F F		16000	F	2011
0.29 0.84 0.29 0.17	15000 To: 1300 From: 1300 From: 7200 To: From: 15000	F	99% 98% 98%	2% 0% 1% 2 1% 1%	1% (Battlefield SR 7 Mar 0% (NCL Lee 253-1 Battlef 1% (53-4208 Edwa 1% (Bus 7, Mar 1% (South	0% 0% d Pkwy rket St 0% 0% 0% esburg field Pkwy 0% 0% ords Ferry Rd 0% 0% ket St E 0% 0%	0%	F F F	0.095 0.129 0.103 0.089	F F		16000 1400 7600 16000	F F F	2011 2011 2011 2011
0.29 0.84 0.29	To: 15000 To: 1300 To: 7200 To: 1300 To: 1300 To: 15000 To: 15000	F	99% 98% 98%	2% 0% 1% 2 1%	1% (Battlefield SR 7 Mar 0% (NCL Lec 253-1 Battlef 1% (53-4208 Edwa 1% (Bus 7, Mar 1% (South 1% (0% 0% d Pkwy rket St 0% 0% esburg field Pkwy 0% 0% ords Ferry Rd 0% 0% eket St E 0% 0% ossby 0% 0%	0%	F	0.095 0.129 0.103	F F		16000 1400 7600	F F	2011 2011 2011 2011
0.29 0.84 0.29 0.17 0.63	To: 15000 To: 1300 To: 1300 To: 7200 To: 15000 To: 15000 To: 15000 To: 15000	F F F	99% 98% 98% 98%	2% 0% 1% 1% 1%	1% (Battlefield SR 7 Mar 0% (NCL Lec 253-1 Battlef 1% (53-4208 Edwa 1% (Bus 7, Mar 1% (South 1% (US 15 Kir	0% 0% d Pkwy rket St 0% 0% esburg field Pkwy 0% 0% owderds Ferry Rd 0% 0% eket St E 0% 0% owderds Ferry Rd 0% 0% owderds Ferry Rd 0% 0% owdered St St 0% 0% owdered St St	0% 0% 0% 0%	F F F	0.095 0.129 0.103 0.089	F F F		16000 1400 7600 16000 17000	F F F	2011 2011 2011 2011 2011
0.29 0.84 0.29 0.17	15000 To: 15000 To: 1300 To: 7200 To: 15000 To: 15000 To: 16000 To: 16000 To: 16000 To: 16000	F	99% 98% 98%	2% 0% 1% 2 1% 1%	1% (Battlefield SR 7 Mar 0% (NCL Lee 253-1 Battlef 1% (53-4208 Edwa 1% (Bus 7, Mar 1% (South 1% (US 15 Kir 1% (0% 0% d Pkwy rket St 0% 0% esburg field Pkwy 0% 0% erds Ferry Rd 0% 0% eket St E 0% 0% eket St E 0% 0% eng St S 0% 0%	0%	F F F	0.095 0.129 0.103 0.089	F F		16000 1400 7600 16000	F F F	2011 2011 2011 2011 2011
0.29 0.84 0.29 0.17 0.63	To: 15000 To: 1300 To: 1300 To: 7200 To: 15000 To: 15000 To: 15000 To: 15000	F F F	99% 98% 98% 98%	2% 0% 1% 1% 1%	1% (Battlefield SR 7 Mar 0% (NCL Lee 253-1 Battlef 1% (53-4208 Edwa 1% (Bus 7, Mar 1% (South 1% (US 15 Kir 1% (Dry Mi	0% 0% d Pkwy rket St 0% 0% esburg field Pkwy 0% 0% erds Ferry Rd 0% 0% eket St E 0% 0% eket St E 0% 0% eng St S 0% 0%	0% 0% 0% 0%	F F F	0.095 0.129 0.103 0.089	F F F		16000 1400 7600 16000 17000	F F F	2011 2011 2011 2011 2011 2011
0.29 0.84 0.29 0.17 0.63	15000 To: 15000 To: 1300 To: 7200 To: From: 15000 To: From: 15000 To: From: 15000 To: From: From: From: From: From: From: 5100	F F F F	99% 98% 98% 98%	2% 0% 1% 1% 1% 1%	1% (Battlefield SR 7 Mar 0% (NCL Lec 253-1 Battlef 1% (53-4208 Edwa 1% (Bus 7, Mar 1% (South 1% (US 15 Kir 1% (Dry Mi 1% (0% 0% d Pkwy rket St 0% 0% esburg field Pkwy 0% 0% ownds Ferry Rd 0% 0% eket St E 0% 0% own	0% 0% 0% 0%	F F C C	0.095 0.129 0.103 0.089 0.091	F F F		16000 1400 7600 16000 17000 9700	F F F F	2011 2011 2011 2011 2011 2011
0.29 0.84 0.29 0.17 0.63	15000 To: From: 1300 To: From: 1300 To: From: 15000 To: From: 15000 To: From: 9100	F F F F	99% 98% 98% 98%	2% 0% 1% 1% 1% 1%	1% (Battlefield SR 7 Mar 0% (NCL Lec 253-1 Battlef 1% (53-4208 Edwa 1% (Bus 7, Mar 1% (South 1% (US 15 Kir 1% (Dry Mi 1% (Childrens C	0% 0% d Pkwy rket St 0% 0% esburg field Pkwy 0% 0% ownds Ferry Rd 0% 0% eket St E 0% 0% own	0% 0% 0% 0%	F F C C	0.095 0.129 0.103 0.089 0.091	F F F		16000 1400 7600 16000 17000 9700	F F F F	2011 2011 2011 2011 2011 2011
0.29 0.84 0.29 0.17 0.63 0.57 0.38	To: 15000 To: 1300 To: 1300 To: 7200 To: 15000 To: 15000 To: 15000 To: 16000	F F F F	98% 98% 98% 98% 98%	2% 0% 1% 1% 1% 1% 1%	1% (Battlefield SR 7 Mar 0% (NCL Lec 253-1 Battlef 1% (53-4208 Edwa 1% (Bus 7, Mar 1% (South 1% (US 15 Kir 1% (Dry Mi 1% (Childrens C	0% 0% d Pkwy rket St 0% 0% esburg Tield Pkwy 0% 0% erds Ferry Rd 0% 0% eket St E 0% 0% eket St E 0% 0% ell Rd 0% 0% eng St S 0% 0% ell Rd 0% 0% enter Rd 0% 0%	0% 0% 0% 0% 0% 0%	F F C F	0.095 0.129 0.103 0.089 0.091 0.109	F F F F		16000 1400 7600 16000 17000 9700 5400	F F F F	2011 2011 2011 2011
	0.06 0.25 0.08 0.01 0.13 0.83 0.42 0.98 0.59 0.84 0.44	0.25 NA To: Prom: 0.08 280 To: 0.01 380 To: Prom: 0.01 380 To: Prom: 0.83 8300 0.42 3500 0.98 6200 To: Prom: 0.59 5900 To: Prom: 0.84 11000 To: Prom: 0.44 11000 To: Prom: 0.44 11000 To: Prom: 0.44 11000	0.06 NA To: From:	0.06 NA To- From: 0.25 NA To- From: 0.08 280 R To- From: 0.01 380 R To- From: 0.01 0.13 610 R To- From: 0.83 8300 F 97% 0.42 3500 F 97% 0.42 3500 F 97% 0.59 5900 F 98% To- From: 0.84 11000 F 98% To- From: 0.44 11000 F 98% To- From: 0.44 11000 F 97%	0.06 NA To: From:	Length AADT QA 4Tire Bus 2Axle 3+	Length AADT QA 4Tire Bus	Length AADT QA 4Tire Bus	Column	Length AADT QA 4Tire Bus SAxle 3+Axle 1Trail 2Trail QC K Factor	Length AADT QA 4Tire Bus	Carried Carr	Length AADT QA 4Tire Bus	Length AADT QA 4Tire Bus Truck 2Axle 3+Axle 1Trail 2Trail QC Factor AAWDT QW

Virginia Department of Transportation Traffic Engineering Division 2011 Annual Average Daily Traffic Volume Estimates By Section of Route Town of Leesburg

						TOWIT	oi Leesb	urg								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of Leesburg			1								. 4010.					
Sycolin Rd	1.61	13000		95%	3%	SCI 1%	Leesburg 1%	0%	0%	F	0.105	F		14000	F	2011
Sycolin Rd	1.01	13000		95 /6	3/0				0 /0		0.103			14000	Г	2011
4201) Sycolin Rd	0.64	11000	F	95%	3%	1%	eesburg By 1%	pass 0%	0%	F	0.096	F		12000	F	2011
4201) Sycolin Rd	0.04	To		3370	370		us SR 7	070	070		0.030			12000		2011
		From	:				L Leesburg									
4205) Dry Mill Rd	0.59	4200	F	99%	1%	1%	0%	0%	0%	С	0.15	F		4500	F	2011
		To	-			I	ee Ave									
Dry Mill Rd	0.25	4400 From	F	99%	1%	1%	0%	0%	0%	F	0.134	F		4700	F	2011
		To From	:			Cato	octin Circle	:			_					
Dry Mill Rd	0.49	2400	F	99%	1%	1%	0%	0%	0%	F	0.125	F		2500	F	2011
<u> </u>		To	:				oudoun St									
Ayr St	0.09	560	F	99%	1%	1%	udoun St 0%	0%	0%	F	0.119	F		600	F	2011
1205) 7 ()1 31	0.00	To		0070	170		Iarket St	070	070			•		000	•	2011
		From				Ma	rket St W									
Loudoun St	0.28	4100	F	99%	0%	0%	0%	0%	0%	С	0.090	F		4300	F	2011
		To				253-4	1205 Ayr S	t								
Loudoun St	0.35	6200 From	F	99%	0%	1%	0%	0%	0%	F	0.093	F		6600	F	2011
		To				Bı	ıs US 15									
Loudoun St	0.30	9000 From	F	99%	0%	1%	0%	0%	0%	С	0.085	F		9500	F	2011
		To					ırket St E									
		From	:			Ma	arket St E									
Edwards Ferry Rd	0.11	3100	F	100%	0%	0%	0%	0%	0%	F	0.086	F		3300	F	2011
<u> </u>		To From	:			На	arrison St									
Edwards Ferry Rd	0.41	3500	F	100%	0%	0%	0%	0%	0%	С	0.096	F		3700	F	2011
		To From	:			P	rince St									
Edwards Ferry Rd	0.20	8900	F	100%	0%	0%	0%	0%	0%	F	0.101	F		9400	F	2011
<u> </u>		To	:			Was	hington St									
Edwards Ferry Rd	0.15	9100	F	100%	0%	0%	0%	0%	0%	F	0.095	F		9700	F	2011
<u> </u>		To From				F	Plaza St				— —					
4208) Edwards Ferry Rd	0.51	16000	F	100%	0%	0%	0%	0%	0%	F	0.096	F		17000	F	2011
		To	-				US 15				_					
4208) Edwards Ferry Rd	0.66	10000	F	99%	0%	0%	0%	0%	0%	F	0.106	F		11000	F	2011
		To				Battle	efield Pkw	y								
		From					US 15									
Evergreen Mill Rd	1.01	9700	F	97%	2%	1%	0%	0%	0%	С	0.106	F		10000	F	2011
		To	:			Ma	sons Lane				\Box					
Evergreen Mill Rd	0.01	10000	N	96%	1%	1%	2%	1%	0%	N	0.099	Ν		10000	Ν	2011
<u> </u>		To	:			SCL Lee	esburg, 53-	621								
<u> </u>		From					adfield Dr									
Country Club Dr	0.40	2200 To	F	97%	2%	1%	0%	0%	0%	F	0.094	F		2300	F	2011
							15 King St									
Cardinal Park Dr		5900	F			Trail	lview Blvd				0.096	F		5900	F	2011
Calullal Falk Di		3900 To				M	Iarket St				0.090			3900	Г	2011
		From	! !				afton Way				-					
Catoctin Circle		1800	F			Gla	awa way				0.114	F		1800	F	2011
		To				Sou	thview Pl									
		From	L			Coun	try Club D	r								
Governors Dr		1000	F								0.105	F		1000	F	2011
		To					US 15									
		From				D	ead End									
Trailview Blvd Prop		1300	F								0.120	F		1300	F	2011
		To	:			Cardi	nal Park D	r								