

**2018**  
**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.

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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 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

-  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
-  Frontage Road (F precedes frontage route number)
-  Secondary Route

## Special Routes

-  Bus - Business Route
-  Bypass - 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  
Traffic Engineering Division  
2018  
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	60000	G	97%	0%	1%	1%	1%	0%	F	0.083	F	0.744	66000	G
7 15 Leesburg Bypass	Town of Leesburg (Maint: 53)	0.44	72000	G	96%	1%	1%	1%	1%	0%	F	0.082	F	0.725	76000	G
7 15 Leesburg Bypass	Town of Leesburg (Maint: 53)	1.16	56000	G	96%	1%	1%	1%	1%	0%	C	0.079	F	0.538	59000	G
7 Market St East	Town of Leesburg (Maint: 53)	1.83	75000	G	97%	0%	1%	1%	1%	0%	F	0.072	F	0.551	80000	G
Bus 7 Market St	Town of Leesburg	0.12	12000	G	99%	0%	1%	0%	0%	0%	F	0.099	F	0.717	13000	G
Bus 7 Market St	Town of Leesburg	0.25	10000	G	99%	0%	1%	0%	0%	0%	C	0.093	F	0.708	11000	G
Bus 7 Market St	Town of Leesburg	0.27	7000	G	99%	0%	1%	0%	0%	0%	F	0.093	F	0.792	7500	G
Bus 7 Market St	Town of Leesburg	0.36	7900	G	99%	0%	1%	0%	0%	0%	F	0.085	F	0.664	8400	G
Bus 7 Market St	Town of Leesburg	0.09	9700	G	98%	1%	1%	0%	0%	0%	F	0.075	F	0.506	10000	G
Bus 7 Market St	Town of Leesburg	0.23	8600	G	98%	1%	1%	0%	0%	0%	C	0.087	F	0.59	9100	G
Bus 7 Market St	Town of Leesburg	0.27	18000	G	98%	1%	1%	0%	0%	0%	F	0.090	F	0.511	19000	G
Bus 7 Market St	Town of Leesburg	0.71	41000	G	98%	1%	1%	0%	0%	0%	F	0.08	F	0.585	44000	G
15 King St	Town of Leesburg	1.09	15000	G	95%	1%	1%	1%	2%	0%	C	0.091	F	0.686	15000	G
15 King St	Town of Leesburg	0.22	28000	G	95%	1%	1%	1%	2%	0%	F	0.094	F	0.605	30000	G
15 7 Leesburg Bypass	Town of Leesburg (Maint: 53)	0.44	72000	G	96%	1%	1%	1%	1%	0%	F	0.082	F	0.725	76000	G
15 7 Leesburg Bypass	Town of Leesburg (Maint: 53)	1.16	56000	G	96%	1%	1%	1%	1%	0%	C	0.079	F	0.538	59000	G

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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						
15 Leesburg Bypass	Town of Leesburg	0.75	46000	G	96%	1%	1%	0%	2%	0%	F	0.073	F	0.549	47000	G
15 Leesburg Bypass	Town of Leesburg	1.18	28000	G	96%	1%	1%	0%	2%	0%	F	0.079	F	0.609	29000	G
Bus 15 King St	Town of Leesburg	0.56	24000	G	96%	3%	1%	0%	0%	0%	F	0.089	F	0.517	25000	G
Bus 15 King St	Town of Leesburg	0.08	10000	G	96%	3%	1%	0%	0%	0%	F	0.094	F	0.513	11000	G
Bus 15 King St	Town of Leesburg	0.40	8700	G	96%	3%	1%	0%	0%	0%	F	0.099	F	0.509	9200	G
Bus 15 King St	Town of Leesburg	0.23	8500	G	96%	3%	1%	0%	0%	0%	F	0.083	F	0.56	9100	G
Bus 15 King St	Town of Leesburg	1.30	9100	G	96%	3%	1%	0%	0%	0%	F	0.099	F	0.542	9700	G
East 267 Dulles Greenway	Town of Leesburg (Maint: TOL)	0.39	14000	G	98%	0%	0%	0%	0%	0%	F	0.175	F		15000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		27000	G	98%	0%	1%	0%	1%	0%	F	0.100	F	0.861	29000	G
West 267 Dulles Greenway	Town of Leesburg (Maint: TOL)	0.68	13000	G	98%	0%	1%	0%	1%	0%	F	0.161	F		14000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		27000	G	98%	0%	1%	0%	1%	0%	F	0.100	F	0.861	29000	G



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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 Leesburg</b>																
(F826) Phillips Court	0.06	40	R			WCL Leesburg					NA			NA		12/11/2013
						Dead End										
(F929) Childrens Center Rd	0.25	330	R			Cul-de-Sac					NA			NA		11/12/2014
						End State Maintenance										
(9282 53) Catocin Circle	0.08	160	R			253-4200 Catocin Circle					NA			NA		12/09/2014
						Dead End										
(9284 53) Douglas Elementary School	0.01	660	R			Douglas Elementary School					NA			NA		02/18/2014
						Douglas Elementary School										
(9536 53) Loudoun Co High School	0.13	1100	R			Dead End					NA			NA		12/09/2014
						253-4205 Dry Mill Rd										
(1) Battlefield Pkwy	0.83	9500	G	98%	1%	1%	0%	0%	0%	C	0.106	F	0.606	10000	G	2018
						Bus US 15 King St										
(1) Battlefield Pkwy	0.42	9000	G	98%	1%	0%	0%	0%	0%	C	0.114	F	0.734	9500	G	2018
						US 15 Leesburg Bypass										
(1) Battlefield Pkwy	0.98	11000	G	99%	1%	0%	0%	0%	0%	C	0.119	F	0.73	12000	G	2018
						Smartts Lane										
(1) Battlefield Pkwy	0.59	14000	G	98%	1%	0%	0%	0%	0%	C	0.1	F	0.528	15000	G	2018
						Edwards Ferry Rd										
						Fort Evans Rd										
						SR 7 Market St E										
(3) Fort Evans Rd	0.84	12000	G	99%	0%	1%	0%	0%	0%	C	0.099	F	0.599	13000	G	2018
						US 15 Leesburg Bypass										
						ECL Leesburg; 53-773 River Creek Pkwy										
(4) Plaza St	0.44	11000	G	95%	3%	1%	1%	0%	0%	F	0.096	F	0.588	11000	G	2018
						Bus SR 7 Market St										
(4) Plaza St	0.48	4700	G	95%	3%	1%	1%	0%	0%	C	0.143	F	0.776	5000	G	2018
						253-4208 Edwards Ferry Rd										
(4) Plaza St	0.32	3900	G	95%	3%	1%	0%	0%	0%	C	0.149	F	0.802	4200	G	2018
						Rust Dr										
						Battlefield Pkwy										
(5) River Creek Pkwy	0.29	14000	G	99%	1%	0%	0%	0%	0%	F	0.102	F	0.627	15000	G	2018
						SR 7 Market St										
						NCL Leesburg										
(4200) Catocin Circle	0.84	2400	G	96%	2%	2%	0%	0%	0%	C	0.118	F	0.567	2500	G	2018
						253-1 Battlefield Pkwy										
(4200) Catocin Circle	0.29	9300	G	97%	1%	1%	0%	0%	0%	F	0.101	F	0.516	9900	G	2018
						253-4208 Edwards Ferry Rd										
(4200) Catocin Circle	0.17	16000	G	97%	1%	1%	0%	0%	0%	F	0.09	F	0.542	17000	G	2018
						Bus 7, Market St E										
(4200) Catocin Circle	0.63	16000	G	97%	1%	1%	0%	0%	0%	C	0.092	F	0.55	17000	G	2018
						South St										
(4200) Catocin Circle	0.57	9400	G	97%	1%	1%	0%	0%	0%	F	0.11	F	0.529	10000	G	2018
						US 15 King St S										
(4200) Catocin Circle	0.38	4800	G	97%	1%	1%	0%	0%	0%	F	0.116	F	0.744	5000	G	2018
						Dry Mill Rd										
(4200) Catocin Circle	0.29	4100	G	97%	1%	1%	0%	0%	0%	F	0.111	F	0.754	4300	G	2018
						Childrens Center Rd										
(4200) Fairview St	0.64	2200	G	97%	1%	1%	1%	0%	0%	C	0.112	F	0.545	2300	G	2018
						Market St W										
						Dry Mill Rd; NCL Leesburg										

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						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Leesburg</b>																
(4201) Sycolin Rd	1.61	17000	G	94%	3%	1%	2%	0%	0%	F	0.093	F	0.608	18000	G	2018
						SCL Leesburg										
(4201) Sycolin Rd	0.64	11000	G	94%	3%	1%	2%	0%	0%	F	0.096	F	0.634	12000	G	2018
						US 15 Leesburg Bypass										
						Bus SR 7										
(4205) Dry Mill Rd	0.59	4900	G	99%	0%	1%	0%	0%	0%	C	0.147	F	0.907	5200	G	2018
						WCL Leesburg										
(4205) Dry Mill Rd	0.25	4700	G	99%	0%	1%	0%	0%	0%	F	0.131	F	0.717	5000	G	2018
						Lee Ave										
(4205) Dry Mill Rd	0.49	2200	G	98%	0%	1%	0%	0%	0%	C	0.120	F	0.653	2400	G	2018
						Catocin Circle										
(4205) Ayr St	0.09	550	G	98%	1%	1%	0%	0%	0%	C	0.126	F		580	G	2018
						W Loudoun St										
						Loudoun St										
						Market St										
(4206) Loudoun St	0.28	4200	G	99%	0%	0%	0%	0%	0%	C	0.113	F	0.665	4400	G	2018
						Market St W										
(4206) Loudoun St	0.35	6800	G	98%	0%	1%	0%	0%	0%	F	0.111	F	0.667	7200	G	2018
						253-4205 Ayr St										
(4206) Loudoun St	0.30	9000	G	98%	0%	1%	0%	0%	0%	C	0.088	F	0.537	9500	G	2018
						Bus US 15										
						Market St E										
(4208) Edwards Ferry Rd	0.11	2700	G	98%	0%	1%	0%	0%	0%	C	0.089	F	0.518	2800	G	2018
						Market St E										
(4208) Edwards Ferry Rd	0.41	3400	G	96%	0%	0%	3%	0%	0%	C	0.095	F	0.573	3600	G	2018
						Harrison St										
(4208) Edwards Ferry Rd	0.20	8000	G	96%	0%	0%	3%	0%	0%	F	0.088	F	0.510	8500	G	2018
						Prince St										
(4208) Edwards Ferry Rd	0.15	8700	G	96%	0%	0%	3%	0%	0%	F	0.086	F	0.536	9200	G	2018
						Washington St										
(4208) Edwards Ferry Rd	0.51	17000	G	96%	0%	0%	3%	0%	0%	F	0.095	F	0.618	18000	G	2018
						Plaza St										
(4208) Edwards Ferry Rd	0.66	14000	G	99%	1%	0%	0%	0%	0%	F	0.098	F	0.513	15000	G	2018
						US 15										
						Battlefield Pkwy										
(4209) Evergreen Mill Rd	1.01	9200	G	94%	1%	1%	3%	0%	0%	C	0.105	F	0.515	9800	G	2018
						US 15										
(4209) Evergreen Mill Rd	0.01	10000	N	95%	1%	1%	2%	1%	0%	N	0.095	F	0.647	11000	N	2018
						Masons Lane										
						SCL Leesburg, 53-621										
(4210) Country Club Dr	0.40	2100	G	95%	3%	1%	1%	0%	0%	F	0.097	F	0.602	2200	G	2018
						Bradfield Dr										
						US 15 King St										
Cardinal Park Dr		6400	G								0.104	F	0.539	6400	G	2018
						Trailview Blvd										
						Market St										
Catocin Circle		1700	G								0.119	F	0.688	1700	G	2018
						Grafton Way										
						Southview Pl										
Governors Dr		1000	G								0.101	F	0.713	1000	G	2018
						Country Club Dr										
						US 15										
Trailview Blvd Prop		1500	G								0.114	F	0.796	1500	G	2018
						Dead End										
						Cardinal Park Dr										