

**2018**  
**Virginia Department of Transportation**  
**Daily Traffic Volume Estimates**  
**Including Vehicle Classification Estimates**

where available

**Special Locality Report**

**112**

Town of Front Royal

Information in this report is included in Report

**93**

(Warren 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 Front Royal

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
	From: WCL Front Royal															
55 Strasburg Rd	Town of Front Royal	0.90	9800	G	98%	0%	1%	1%	0%	0%	C	0.093	F	0.629	10000	G
	To: US 340, US 522 Shenandoah Ave															
	From: CL Front Royal															
55 522 340 Shenandoah Ave	Town of Front Royal	0.34	30000	F	96%	1%	1%	1%	1%	0%	F	0.091	F	0.523	32000	F
	To: 14 ST															
	From: Shenandoah Ave															
55 522 340 14th St	Town of Front Royal	0.24	24000	G	96%	1%	1%	1%	1%	0%	F	0.083	F	0.504	25000	G
	To: North Royal Ave															
	From: 14TH ST															
55 522 340 North Royal Ave	Town of Front Royal	0.35	24000	G	96%	1%	1%	1%	1%	0%	C	0.085	F	0.505	26000	G
	To: US 522; US 340															
	From: US 522; US 340															
55 340 North Royal Ave	Town of Front Royal	0.25	12000	G	98%	1%	1%	0%	0%	0%	F	0.086	F	0.542	13000	G
	To: 6th St															
	From: 6th St															
55 340 North Royal Ave	Town of Front Royal	0.57	15000	G	98%	1%	1%	0%	0%	0%	C	0.084	F	0.509	16000	G
	To: E Main St															
	From: E Main St															
55 340 South Royal Ave	Town of Front Royal	0.40	13000	G	98%	1%	1%	0%	0%	0%	C	0.088	F	0.544	14000	G
	To: US 340; South St															
	From: US 340, S Royal Ave															
55 South St	Town of Front Royal	0.54	13000	G	97%	1%	1%	1%	1%	0%	C	0.085	F	0.553	14000	G
	To: US 522, S Commerce Ave															
	From: US 522, S Commerce Ave															
55 John Marshall Hwy	Town of Front Royal	1.72	12000	G	97%	1%	1%	0%	1%	0%	C	0.09	F	0.652	13000	G
	To: ECL Front Royal															
	From: ECL Front Royal															
	To: SCL Front Royal															
	From: SCL Front Royal															
340 South Royal Ave	Town of Front Royal	0.31	14000	G	96%	1%	1%	1%	2%	0%	F	0.087	F	0.644	15000	G
	To: SR 55 South St															
	From: SR 55 South St															
340 55 South Royal Ave	Town of Front Royal	0.40	13000	G	98%	1%	1%	0%	0%	0%	C	0.088	F	0.544	14000	G
	To: E Main St															
	From: E Main St															
340 55 North Royal Ave	Town of Front Royal	0.57	15000	G	98%	1%	1%	0%	0%	0%	C	0.084	F	0.509	16000	G
	To: 6th St															
	From: 6th St															
340 55 North Royal Ave	Town of Front Royal	0.25	12000	G	98%	1%	1%	0%	0%	0%	F	0.086	F	0.542	13000	G
	To: US 522, 8th St															
	From: US 522, 8th St															
340 522 55 North Royal Ave	Town of Front Royal	0.35	24000	G	96%	1%	1%	1%	1%	0%	C	0.085	F	0.505	26000	G
	To: 14th St															
	From: North Royal Ave															
340 522 55 14th St	Town of Front Royal	0.24	24000	G	96%	1%	1%	1%	1%	0%	F	0.083	F	0.504	25000	G
	To: Shenandoah Ave															
	From: Shenandoah Ave															
340 522 55 Shenandoah Ave	Town of Front Royal	0.34	30000	F	96%	1%	1%	1%	1%	0%	F	0.091	F	0.523	32000	F
	To: CL Front Royal															
	From: CL Front Royal															
	To: SCL Front Royal															
	From: SCL Front Royal															
522 Remount Rd	Town of Front Royal	0.60	8000	G	97%	1%	1%	1%	1%	0%	C	0.093	F	0.515	8300	G
	To: Criser Rd															
	From: Criser Rd															

Virginia Department of Transportation  
 Traffic Engineering Division  
 2018  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 Town of Front Royal

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
522	Remount Rd	Town of Front Royal	0.35	11000	G	97%	1%	1%	1%	0%	F	0.094	F	0.574	12000	G
522	Commerce Ave	Town of Front Royal	0.47	20000	G	97%	1%	1%	1%	0%	C	0.094	F	0.504	21000	G
522	Commerce Ave	Town of Front Royal	0.74	18000	G	97%	1%	1%	1%	0%	C	0.093	F	0.501	19000	G
522	Commerce Ave	Town of Front Royal	0.35	15000	G	97%	1%	1%	1%	0%	F	0.089	F	0.518	16000	G
522 340 55	North Royal Ave	Town of Front Royal	0.35	24000	G	96%	1%	1%	1%	0%	C	0.085	F	0.505	26000	G
522 340 55	14th St	Town of Front Royal	0.24	24000	G	96%	1%	1%	1%	0%	F	0.083	F	0.504	25000	G
522 340 55	Shenandoah Ave	Town of Front Royal	0.34	30000	F	96%	1%	1%	1%	0%	F	0.091	F	0.523	32000	F



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						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Front Royal</b>																
(2) Criser Rd	0.51	3500	G	97%	3%	1%	0%	0%	0%	C	0.127	F	0.570	3700	G	2018
			From: Luray Ave													
			To: South Royal Ave													
(2) Criser Rd	0.71	4900	G	97%	3%	1%	0%	0%	0%	F	0.109	F	0.675	5200	G	2018
			From: Chester Gap Rd													
			To: WCL Front Royal													
(4001) Luray Ave	0.45	2000	G	94%	4%	1%	0%	0%	0%	C	0.165	F	0.552	2100	G	2018
			From: Stonewall Dr													
(4001) Luray Ave	0.21	2600	G	96%	2%	1%	1%	0%	0%	C	0.171	F	0.513	2700	G	2018
			From: W Main St													
			To: Luray Ave													
(4002) Stonewall Dr	0.25	910	G	99%	1%	0%	0%	0%	0%	C	0.274	F	0.952	960	G	2018
			From: US 340 South Royal Ave													
			To: US 522 Commerce Ave													
(4002) Stonewall Dr	0.42	2900	G	98%	1%	1%	0%	0%	0%	C	0.112	F	0.576	3100	G	2018
			From: Charles St													
			To: Kerfoot Ave													
(4004) West Main St	0.64	1500	G	99%	0%	1%	0%	0%	0%	C	0.112	F	0.532	1600	G	2018
			From: Luray Ave													
(4004) West Main St	0.07	2700	G	99%	0%	1%	0%	0%	0%	F	0.106	F	0.754	2900	G	2018
			From: North Royal Ave													
(4004) East Main St	0.25	3600	G	99%	0%	1%	0%	0%	0%	C	0.098	F	0.529	3800	G	2018
			From: Blue Ridge Ave													
(4004) East Main St	0.13	2300	G	99%	0%	1%	0%	0%	0%	F	0.092	F	0.51	2500	G	2018
			From: Commerce Ave													
			To: Commerce Ave													
(4005) Happy Creek Rd	0.85	3000	G	98%	1%	0%	0%	0%	0%	C	0.104	F	0.581	3200	G	2018
			From: 6Th St													
			To: Shenandoah Ave													
(4006) Kendrick Lane	0.19	7800	G	98%	0%	1%	0%	0%	0%	C	0.092	F	0.522	8300	G	2018
			From: 6Th St													
			To: Kendrick Lane													
(4006) 6th St	0.11	7600	G	98%	0%	1%	0%	1%	0%	F	0.092	F	0.54	8000	G	2018
			From: US 340 North Royal Ave													
(4006) 6th St	0.14	4900	G	98%	0%	1%	0%	1%	0%	F	0.084	F	0.531	5200	G	2018
			From: Commerce Ave													
(4006) 6th St	0.62	7300	G	98%	0%	1%	0%	1%	0%	C	0.092	F	0.531	7800	G	2018
			From: Happy Creek Rd													
			To: 6Th St													
(4006) Happy Creek Rd	2.19	8600	G	98%	0%	1%	0%	1%	0%	F	0.095	F	0.502	9100	G	2018
			From: ECL Front Royal													
			To: Kendrick Lane													
(4010) Shenandoah Ave	0.50	6500	G	98%	0%	1%	0%	1%	0%	C	0.099	F	0.559	6900	G	2018
			From: 14Th St													
			To: Virginia Ave													
11th St		590	G								0.111	F	0.729	590	G	2018
			From: North Royal Ave													
			To: Jefferson Avenue													
13th St		380	G								0.132	F	0.745	380	G	2018
			From: Monroe Avenue													
			To: Accomac Road													
Jamestown Rd		1400	G								0.106	F	0.533	1400	G	2018
			From: Charles Street													
			To: Massanutten Avenue													
Kendrick Lane		3200	G								0.100	F	0.555	3200	G	2018
			From: Shenandoah Avenue													

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						2Axle	3+Axle	1Trail	2Trail								
<b>Town of Front Royal</b>																	
						From	Happy Creek Road										
Washington Avenue		300	G							0.131	F	0.561	300	G		2018	
						To	6th Street										