

**2015**  
**Virginia Department of Transportation**  
**Daily Traffic Volume Estimates**  
**Including Vehicle Classification Estimates**  
where available

**Special Locality Report**  
**215**  
Town of Edinburg

Information in this report is included in Report  
**85**  
(Shenandoah 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

- North  
 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  
 Bus - Business Route  
Bypass - 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 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  
 2015  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 Town of Edinburg

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
	From: SCL Edinburg															
11 Main St	Town of Edinburg (Maint: 85)	0.28	5700	N	95%	1%	1%	1%	2%	0%	N	0.090	0.520	6000	N	
	To: SR 185 Stoney Creek Blvd															
	From: NCL Edinburg															
11 Main St	Town of Edinburg (Maint: 85)	0.79	6400	G	97%	0%	1%	1%	1%	0%	C	0.091	0.55	6700	G	
	To: WCL Edinburg															
	From: US 11 Main St															
185 Stoney Creek Blvd	Town of Edinburg (Maint: 85)	0.66	4000	G	95%	0%	1%	1%	3%	0%	F	0.092	0.512	4200	G	
	To: US 11 Main St															

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						2Axle	3+Axle	1Trail	2Trail								
<b>Town of Edinburg</b>																	
(675) 85 Picadilly St	0.14	320	R			From: SR 185 MID, Stoney Creek Blvd					NA			NA		09/15/2014	
						To: Railroad Track; Gap											
(675) 85 Picadilly St	0.12	430	R			From: Dead End; Railroad Track; Gap					NA			NA		07/20/2011	
						To: 85-1402, South High St											
(675) 85 Picadilly St	0.05	160	G	93%	0%	1%	2%	4%	0%	F	0.155		0.625	170	G	2015	
						From: SR 185 S, Stoney Creek Blvd											
(675) 85 Fort Rd	0.17	2000	G	98%	0%	1%	1%	0%	0%	C	0.093		0.644	2100	G	2015	
						From: US 11 Main St											
						To: ECL Edinburg											
(698) 85 Palmyra Church Rd	0.11	430	G	91%	1%	3%	5%	0%	0%	F	0.107		0.521	450	G	2015	
						From: ECL Edinburg											
(698) 85 Palmyra Church Rd	0.05	420	R			From: 85-1419 Palmyra Rd					NA			NA		09/10/2014	
						To: WCL Edinburg											
(760) 85 Water St	0.05	210	G	95%	2%	4%	0%	0%	0%	C	0.127			210	G	2015	
						From: US 11 Main St											
(760) 85 Water St	0.03	570	R			From: 85-1419 Palmyra Rd					NA			NA		09/10/2014	
						To: 85-1407 Hisey St											
(760) 85 Water St	0.17	120	R			From: 85-1407 Hisey St					NA			NA		07/20/2011	
						To: 85-1403 Walnut St											
(760) 85 Water St	0.14	140	R			From: 85-1403 Walnut St					NA			NA		09/10/2014	
						To: ECL Edinburg											
(784) 85 South Grove Ave	0.29	90	R			From: Dead End					NA			NA		09/15/2014	
						To: 85-675; 85-797											
(797) 85 North Grove Ave	0.10	90	R			From: 85-675; 85-784					NA			NA		09/15/2014	
						To: Dead End											
(1401) 85 Shenandoah Ave	0.27	600	R			From: 85-675 Stoney Creek Rd					NA			NA		07/20/2011	
						To: Dead End											
(1402) 85 North High St	0.30	240	G	96%	2%	1%	1%	0%	0%	C	0.133		0.548	260	G	2015	
						From: 85-675 Piccadilly St											
(1403) 85 Walnut St	0.08	230	R			From: 85-760 Water St					NA			NA		07/20/2011	
						To: US 11 Main St											
(1404) 85 Winfred St	0.15	30	R			From: Dead End					NA			NA		09/15/2014	
						To: US 11 Main St											
(1405) 85 Printz St	0.05	500	R			From: SR 185 Stoney Creek Blvd					NA			NA		09/15/2014	
						To: 85-675 Stoney Creek Rd											
(1405) 85 Printz St	0.09	730	R			From: 85-675 Stoney Creek Rd					NA			NA		07/20/2011	
						To: Dead End											
(1406) 85 South Wissen St	0.12	90	R			From: 85-1414 Orchard St					NA			NA		07/20/2011	
						To: 85-1419 Palmyra Rd											
(1406) 85 South Wissen St	0.21	120	R			From: 85-1419 Palmyra Rd					NA			NA		09/10/2014	
						To: Dead End											
(1407) 85 Hisey St	0.04	480	R			From: 85-760 Water St					NA			NA		07/20/2011	
						To: US 11 Main St											



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						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Edinburg</b>																
1408 85 Massanutten St	0.12	80	R			From: 85-1414 Orchard St				NA				NA		09/10/2014
						To: 85-1419 Palmyra Rd										
1410 85 Windsor Knit Rd	0.34	860	R			From: SR 185 Stony Creek Blvd				NA				NA		09/15/2014
						To: NCL Edinburg										
1413 85 Koontz St	0.05	80	R			From: 85-1401 Shenandoah Ave				NA				NA		09/15/2014
						To: Dead End										
1414 85 Orchard St	0.04	40	R			From: 85-1408 Massanutten St				NA				NA		07/20/2011
						To: 85-1406 South Wissen St										
1415 85 Palmyra Rd Ext	0.06	6	R			From: 85-1419 Palmyra Rd				NA				NA		07/20/2011
						To: Dead End										
1417 85 Cooper St	0.07	60	R			From: SCL Edinburg				NA				NA		09/10/2014
						To: 0.07 ME of SCL										
1417 85 Cooper St	0.08	60	R			From: 85-1419 Palmyra Rd				NA				NA		09/10/2014
						To: Dead End										
1418 85 Mill Rd	0.08	520	R			From: NCL Edinburg				NA				NA		08/10/2011
						To: 85-698 Palmyra Church Rd										
1419 85 Palmyra Rd	0.10	280	G	98%	0%	1%	0%	0%	0%	F	0.123	0.611	290	G	2015	
																From: 85-1417 Cooper St
1419 85 Palmyra Rd	0.30	430	G	98%	0%	1%	0%	0%	0%	C	0.105	0.674	450	G	2015	
																To: 85-760 Water St
1420 85 Jackson St	0.13	70	R			From: 85-1401 Shenandoah Ave				NA				NA		09/15/2014
						To: Dead End										
1426 85 US 11 Main St	0.05	230	R			From: US 11 Main St				NA				NA		09/10/2014
						To: 85-1427; 85-1428										
1427 85 Cul-de-Sac, End State Maintenance	0.12	150	R			From: 85-1426				NA				NA		09/10/2014
						To: Cul-de-Sac, End State Maintenance										
1428 85 Cul-de-Sac, End State Maintenance	0.07	80	R			From: Cul-de-Sac, End State Maintenance				NA				NA		09/10/2014
						To: 85-1426										