2002
Virginia Department of Transportation
Daily Traffic Volume Estimates
Including Vehicle Classification Estimates

where available

Special Locality Report
321

Town of Warsaw

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
- F 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

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

Secondary Route

Special Routes

Bus - Business Route
Bypas - 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 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.

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Town of Warsaw

Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle	Truck 3+Axle	Truck 1Trail	Truck 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Warsaw																
3	0.20	**6500**	**N**	From: NCL Warsaw												
				91%	1%	2%	1%	5%	0%	N	0.083	N	0.579	6500	N	2002
				To: SR 3 Bus												
3	0.11	**6800**	**G**	From: US 360, SR 3 Bus												
				90%	1%	3%	1%	5%	0%	F	0.081	F	0.568	6800	G	2002
				To: SCL Warsaw												
Bus 3	0.77	**12000**	**N**	From: SR 3												
				93%	0%	3%	1%	3%	0%	N	0.087	N	0.622	12000	N	2002
				To: US 360												
Bus 3 360	0.78	**12000**	**G**	From:												
				93%	0%	3%	1%	3%	0%	F	0.087	F	0.622	12000	G	2002
				To: E SR 3												
360	2.02	**14000**	**N**	From: WCL Warsaw												
				93%	0%	3%	1%	3%	0%	N	0.096	N	0.529	14000	N	2002
				To: W SR 3 Bus												
360	0.78	**12000**	**G**	From:												
				93%	0%	3%	1%	3%	0%	F	0.087	F	0.622	12000	G	2002
				To: E SR 3 Bus, SR 3												
360	0.37	**7900**	**G**	From:												
				93%	0%	3%	1%	3%	0%	F	0.085	F	0.564	7900	G	2002
				To: ECL Warsaw												
624 79	0.10	**110**	**N**	From: SCL Warsaw												
											NA			0	N	1998
				To: US 360 EAST												
649 79	0.34	**180**	**R**	From: US 360 EAST												
											NA			NA		09/11/2001
				To: US 360 WEST												
690 79	0.20	**1000**	**G**	From: SR 3												
				98%	0%	1%	0%	1%	0%	F	0.113	F	0.537	1000	G	2002
				To: NCL WARSAW												
700 79	0.13	**190**	**R**	From: US 360												
											NA			NA		10/17/2001
				To: NCL Warsaw												
1000 79	0.25	**70**	**R**	From: SR 3												
											NA			NA		09/11/2001
				To: Cul-de-Sac												
1001 79	0.75	**360**	**G**	From: US 360												
				96%	0%	3%	0%	2%	0%	C	0.092	F	0.571	360	G	2002
				To: NCL WARSAW												
1002 79	0.23	**280**	**R**	From: SR 3												
											NA			NA		09/26/2001
				To: 79-1001												
1003 79	0.23	**1100**	**R**	From: SR 3												
											NA			NA		09/11/2001
				To: US 360												
1004 79	0.17	**300**	**R**	From: US 360; SR 3 BUS; BEGIN LOOP												
											NA			NA		09/11/2001
				To: 79-1036												
1004 79	0.13	**310**	**R**	From:												
											NA			NA		09/11/2001
				To: END LOOP												
1005 79	0.18	**30**	**R**	From: 79-1012												
											NA			NA		1998
				To: 79-1006												
1005 79	0.17	**80**	**R**	From:												
											NA			NA		1998
				To: 79-1020												
1005 79	0.08	**110**	**R**	From:												
											NA			NA		1998
				To: 79-690												

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2002
Annual Average Daily Traffic Volume Estimates By Section of Route
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Route	Length	AADT	QA	4Tire	Bus	Truck: 2Axle	Truck: 3+Axle	Truck: 1Trail	Truck: 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Warsaw																
1006 79	0.08	**310**	**R**	From: 79-1012							NA			NA		09/11/2001
1006 79	0.10	**520**	**R**	To: 79-1005 From:							NA			NA		09/11/2001
1007 79	0.13	**1900**	**R**	To: SR 3 From: US 360; 79-624							NA			NA		09/11/2001
1008 79	0.19	**130**	**R**	To: Dead End From: US 360							NA			NA		09/26/2001
1009 79	0.09	**200**	**R**	To: 79-1002 From: 79-1028							NA			NA		1998
1009 79	0.02	**240**	**R**	To: 79-1014 SOUTH From:							NA			NA		1998
1009 79	0.06	**260**	**R**	To: 79-1014 NORTH From:							NA			NA		1998
1009 79	0.03	**320**	**R**	To: 79-1010 SOUTH From:							NA			NA		1998
1009 79	0.05	**650**	**R**	To: 79-1010 NORTH From:							NA			NA		09/11/2001
1010 79	0.06	**10**	**R**	To: US 360 From: WCL WARSAW							NA			NA		1998
1010 79	0.09	**100**	**R**	To: 79-1011 From:							NA			NA		1998
1010 79	0.14	**30**	**R**	To: 79-1009 From: 79-1009 SOUTH							NA			NA		1998
1011 79	0.09	**20**	**R**	To: 79-1018 From: 79-1014							NA			NA		1998
1012 79	0.11	**60**	**R**	To: 79-1010 From: Dead End							NA			NA		1998
1012 79	0.08	**110**	**R**	To: 79-1005 From:							NA			NA		1998
1012 79	0.28	**70**	**R**	To: 79-1006 From:							NA			NA		1998
1013 79	0.18	**150**	**R**	To: Dead End From: US 360; 79-1016							NA			NA		09/11/2001
1014 79	0.04	**20**	**R**	To: Dead End From: WCL WARSAW							NA			NA		1998
1014 79	0.09	**40**	**R**	To: 79-1011 From:							NA			NA		1998
1014 79	0.15	**46**	**R**	To: 79-1009 From:							NA			NA		1998
1015 79	0.23	**100**	**R**	To: 79-1018 From: Cul-de-Sac							NA			NA		09/11/2001
1015 79	0.33	**280**	**R**	To: 0.23 MN Cul-de-Sac From:							NA			NA		09/11/2001
				To: 79-1036												

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Town of Warsaw																
1015 79	0.09	**870**	**R**	From: 79-1036 To: US 360							NA			NA		09/11/2001
1016 79	0.40	**410**	**R**	From: 79-1017 To: US 360							NA			NA		1998
1017 79	0.04	**80**	**R**	From: Dead End To: 79-1016							NA			NA		1998
1017 79	0.07	**170**	**R**	From: 79-1016 To: 79-1023							NA			NA		1998
1017 79	0.10	**90**	**R**	From: 79-1023 To: Dead End							NA			NA		1998
1018 79	0.05	**80**	**R**	From: SCL WARSAW To: 79-1014							NA			NA		1998
1018 79	0.10	**110**	**R**	From: 79-1014 To: 79-1010							NA			NA		1998
1018 79	0.08	**170**	**R**	From: 79-1010 To: 79-649							NA			NA		1998
1019 79	0.15	**60**	**R**	From: US 360 To: Dead End							NA			NA		1998
1020 79	0.12	**40**	**R**	From: 79-1005 To: NCL WARSAW							NA			NA		1998
1021 79	0.15	**680**	**R**	From: 79-1022 To: US 360							NA			NA		1998
1022 79	0.18	**1100**	**R**	From: SR 3 To: 79-1021							NA			NA		1998
1022 79	0.04	**1400**	**R**	From: 79-1021 To: Dead End							NA			NA		1998
1023 79	0.16	**80**	**R**	From: Dead End To: 79-1017							NA			NA		1998
1027 79	0.15	**60**	**R**	From: Dead End To: 79-649							NA			NA		1998
1028 79	0.13	**110**	**R**	From: 79-1029 To: 79-1009							NA			NA		1998
1028 79	0.02	**20**	**R**	From: 79-1009 To: Dead End							NA			NA		1998
1033 79	0.17	**130**	**R**	From: US 360 To: 79-1034							NA			NA		1998
1033 79	0.09	**80**	**R**	From: 79-1034 To: Dead End							NA			NA		1998
1034 79	0.05	**50**	**R**	From: 79-1033 To: Cul-de-Sac							NA			NA		1998

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						2Axle	3+Axle	1Trail	2Trail							
Town of Warsaw																
1035 79	0.07	**410**	**R**	From: US 360 To: 79-1037							NA			NA		09/11/2001
1035 79	0.22	**160**	**R**	From: 79-1037 To: 79-1038							NA			NA		09/11/2001
1035 79	0.04	**10**	**R**	From: 79-1038 To: Dead End							NA			NA		09/11/2001
1036 79	0.04	**610**	**R**	From: 79-1004 To: 79-1015							NA			NA		1998
1037 79	0.18	**130**	**R**	From: 79-1035 To: 0.18 MN 79-1035							NA			NA		1998
1037 79	0.02	**20**	**R**	From: 0.18 MN 79-1035 To: Dead End							NA			NA		1998
1038 79	0.16	**100**	**R**	From: Cul-de-Sac To: 79-1035							NA			NA		1998
1038 79	0.05	**20**	**R**	From: 79-1035 To: Cul-de-Sac							NA			NA		1998