

2011
Virginia Department of Transportation
Daily Traffic Volume Estimates
Including Vehicle Classification Estimates

where available

Special Locality Report

269

Town of New Market

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.

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

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 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
2011
Annual Average Daily Traffic Volume Estimates By Section of Route
Town of New Market

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
	From: Shenandoah County Line															
 South Congress St	Town of New Market (Maint: 85)	1.16	4200	F	96%	0%	1%	1%	2%	0%	C	0.091	F	4300	F	
	To: US 211 South Int New Market															
	From: US 211 South Int New Market															
  Congress St	Town of New Market (Maint: 85)	0.27	6900	F	96%	0%	1%	1%	2%	0%	F	0.078	F	7200	F	
	To: US 211 North Int New Market															
	From: US 211 North Int New Market															
 North Congress St	Town of New Market (Maint: 85)	0.36	5100	F	96%	1%	1%	1%	1%	0%	F	0.086	F	5300	F	
	To: NCL New Market															
	From: SCL New Market															
North 	Town of New Market (Maint: 85)	0.85	17000	F	75%	1%	1%	1%	21%	2%	F	NA		17000	F	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		37000	F	76%	1%	1%	1%	20%	2%	F	NA		35000	F	
	To: NCL New Market															
	From: SCL New Market															
South 	Town of New Market (Maint: 85)	0.24	19000	B	77%	1%	1%	1%	19%	2%	F	0.115	A	18000	B	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		38000	G	76%	1%	1%	1%	20%	2%	F	NA		37000	G	
	To: US 211 Old Cross Rd															
	From: US 211 Old Cross Rd															
 South	Town of New Market (Maint: 85)	0.61	19000	F	77%	1%	1%	1%	19%	2%	F	NA		18000	F	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		37000	F	76%	1%	1%	1%	20%	2%	F	NA		35000	F	
	To: NCL New Market															
	From: I-81 West of New Market															
 W Old Cross Rd	Town of New Market (Maint: 85)	0.26	11000	F	92%	1%	1%	1%	5%	0%	F	0.080	F	12000	F	
	To: US 11 New Market South Int															
	From: US 11 S, Congress St; South Congress St															
  Congress St	Town of New Market (Maint: 85)	0.27	6900	F	96%	0%	1%	1%	2%	0%	F	0.078	F	7200	F	
	To: US 11 N, North Congress St; Congress St															
	From: US 11 New Market North Int															
 Lee Highway	Town of New Market (Maint: 85)	0.45	5900	F	92%	1%	1%	1%	5%	0%	C	0.09	F	6100	F	
	To: ECL New Market															
	From: WCL New Market															
 W Old Cross Rd	Town of New Market (Maint: 85)	0.42	6100	N	94%	1%	1%	1%	4%	0%	N	0.081	N	6300	N	
	To: I-81 West of New Market															
	From: SR 211 W Old Cross Rd															
 George Collins Parkway	Town of New Market (Maint: 85)	1.79	190	F	98%	0%	0%	2%	0%	0%	C	0.188	F	200	F	
	To: Battlefield Park Entrance															

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						2Axle	3+Axle	1Trail	2Trail							
Town of New Market																
(619/85) Miller Lane	0.08	230	R								NA		NA			04/02/2008
			From: SCL New Market													
			To: SR 211; SR 305 George Collins Pkwy													
(719/85) Dixie Lane	0.06	1200	R								NA		NA			07/27/2011
			From: US 11, North Congress St													
(719/85) Dixie Lane	0.10	200	R								NA		NA			04/02/2008
			From: 85-1001 John Sevier Rd													
			To: Dead End													
(735/85) Smith Creek Rd	0.05	670	R								NA		NA			04/02/2008
			From: 85-1002 Old Cross Rd													
			To: ECL New Market													
(787/85) Shenandoah Dr	0.35	450	R								NA		NA			06/02/2008
			From: SR 211 Old Cross Rd													
			To: Cul-de-Sac													
(823/85) Clicks Lane	0.40	1000	R								NA		NA			03/28/2002
			From: US 11 South Congress St													
			To: ECL New Market													
(1001/85) John Sevier Rd	0.80	1600	F	98%	1%	1%	0%	1%	0%	C	0.094	F	1600	F		2011
			From: 85-1020 Fairway Dr													
(1001/85) John Sevier Rd	0.09	980	R								NA		NA			07/27/2011
			From: US 211 Lee Hwy													
(1001/85) John Sevier Rd	0.07	40	R								NA		NA			06/02/2008
			From: 85-719 Dixie Lane													
			To: Dead End													
(1002/85) Old Cross Rd	0.05	2300	F	95%	0%	1%	2%	3%	0%	F	0.084	F	2300	F		2011
			From: US 11; US 211													
(1002/85) Old Cross Rd	0.37	1900	F	95%	0%	1%	2%	3%	0%	C	0.091	F	2000	F		2011
			From: 85-1001 John Sevier Rd													
(1002/85) Old Cross Rd	0.13	1500	F	95%	0%	1%	2%	3%	0%	F	0.096	F	1600	F		2011
			From: 85-735 Smith Creek Rd													
			To: ECL New Market													
(1003/85) Cadet Rd	0.20	830	R								NA		NA			07/20/2011
			From: Dead End													
(1003/85) Cadet Rd	0.05	770	R								NA		NA			06/02/2008
			From: 85-1005 Ashby Lane													
(1003/85) Cadet Rd	0.42	1000	F	97%	0%	2%	0%	0%	0%	C	0.099	F	1100	F		2011
			From: 85-1004 Stonewall St													
			To: US 211, W Old Cross Rd													
(1004/85) Stonewall St	0.06	200	R								NA		NA			07/20/2011
			From: WCL New Market													
(1004/85) Stonewall St	0.09	420	F	97%	1%	1%	0%	0%	0%	C	0.104	F	440	F		2011
			From: 85-1003 Cadet Rd													
(1004/85) Stonewall St	0.06	200	R								NA		NA			06/02/2008
			From: US 11, South Congress St													
			To: 85-1001 John Sevier Rd													
(1005/85) Ashby Lane	0.09	380	R								NA		NA			07/20/2011
			From: 85-1003 Cadet Rd													
			To: US 11, South Congress St													
(1006/85) East Seminary Lane	0.06	260	R								NA		NA			06/02/2008
			From: US 11 Congress St													
			To: 85-1001 John Sevier Rd													
(1007/85) West Lee St	0.06	150	R								NA		NA			07/20/2011
			From: Dead End													
			To: 85-1003 Cadet Rd													

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						2Axle	3+Axle	1Trail	2Trail							
Town of New Market																
(1007/85) West Lee St	0.10	870	R								NA			NA		06/02/2008
(1007/85) West Lee St	0.06	760	R								NA			NA		07/20/2011
(1007/85) West Lee St	0.10	80	R								NA			NA		06/02/2008
(1008/85) Confederate St	0.10	210	R								NA			NA		07/20/2011
(1008/85) Confederate St	0.06	370	R								NA			NA		06/02/2008
(1008/85) Confederate St	0.09	210	R								NA			NA		06/02/2008
(1009/85) Stuart St	0.10	260	R								NA			NA		07/20/2011
(1009/85) Stuart St	0.06	600	R								NA			NA		06/02/2008
(1010/85) Breckenridge Rd	0.15	90	R								NA			NA		07/27/2011
(1011/85) Clark St	0.11	130	R								NA			NA		06/02/2008
(1012/85) Fairway Dr	0.19	430	R								NA			NA		07/20/2011
(1013/85) Shenville Dr	0.20	140	R								NA			NA		03/28/2002
(1014/85) Shady Lane	0.04	10	R								NA			NA		1999
(1014/85) Shady Lane	0.08	260	R								NA			NA		06/02/2008
(1014/85) Shady Lane	0.03	420	R								NA			NA		07/20/2011
(1015/85) Early St	0.05	150	R								NA			NA		07/20/2011
(1016/85) Shipp St	0.14	40	R								NA			NA		07/27/2011
(1017/85) Massanutten Ave	0.21	90	R								NA			NA		03/28/2002
(1017/85) Massanutten Ave	0.13	110	R								NA			NA		07/20/2011
(1018/85) Jackson Ave	0.08	350	R								NA			NA		06/02/2008
(1019/85) Pleasant View Dr	0.21	120	R								NA			NA		07/20/2011

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						2Axle	3+Axle	1Trail	2Trail							
Town of New Market																
1019 85 Pleasant View Dr	0.15	110	R			From: 85-1014 Shady Lane				NA				NA		03/28/2002
						To: 0.15 MS 85-1014										
1020 85 Fairway Dr	0.05	1200	R			From: US 11 South Congress St				NA				NA	06/02/2008	
						To: 85-1001 John Sevier Rd										
1022 85 Clark St	0.08	30	R			From: 85-1011 Clark St				NA				NA	07/27/2011	
						To: Dead End										
1033 85	0.09	NA				From: Cul-de-Sac				NA				NA		
						To: 85-823 Clicks Lane										
1035 85 Tyler Dr	0.26	230	R			From: US 11 South Congress St				NA				NA	07/27/2011	
						To: Cul-de-Sac										
1036 85 Sun Beau Court	0.09	90	R			From: Cul-de-Sac				NA				NA	07/27/2011	
						To: 85-1035 Tyler Dr										
1037 85 Sun Briar Court	0.04	30	R			From: Cul-de-Sac				NA				NA	07/27/2011	
						To: 85-1036 Sun Beau Court										
1038 85 Dillon Court	0.05	40	R			From: 85-1035 Tyler Dr				NA				NA	07/27/2011	
						To: Cul-de-Sac										
1040 85 Woodbine Way	0.26	150	R			From: Dead End, SCL New Market				NA				NA	07/20/2011	
						To: 85-1041 Periwinkle Lane										
1040 85 Woodbine Way	0.07	300	R			From: 85-823 Clicks Lane				NA				NA	07/20/2011	
						To: Dead End										
1041 85 Periwinkle Lane	0.18	150	R			From: Dead End				NA				NA	07/20/2011	
						To: 85-1040 Woodbine Way										
1042 85	0.14	NA				From: US 11, South Congress St				NA				NA		
						To: Dead End										
1044 85 Par Dr	0.16	340	R			From: 85-823 Clicks Lane				NA				NA	07/20/2011	
						To: 85-1045 Tee Court										
1044 85 Par Dr	0.08	48	R			From: 85-1045 Tee Court				NA				NA	07/20/2011	
						To: 85-1046 Bogey Ave										
1044 85 Par Dr	0.03	20	R			From: 85-1046 Bogey Ave				NA				NA	07/20/2011	
						To: Dead End										
1045 85 Tee Court	0.07	48	R			From: Cul-de-Sac				NA				NA	07/20/2011	
						To: 85-1046 Bogey Ave										
1045 85 Tee Court	0.08	100	R			From: 85-1046 Bogey Ave				NA				NA	07/20/2011	
						To: 85-1044 Par Dr										
1045 85 Tee Court	0.19	60	R			From: 85-1044 Par Dr				NA				NA	07/20/2011	
						To: Cul-de-Sac										
1046 85 Bogey Ave	0.13	30	R			From: 85-1045 Tee Court				NA				NA	07/20/2011	
						To: 85-1044 Par Dr										