2017

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

North	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
29	US Route	
7	Virginia State Rou	te
(F241)	Frontage Road (F	precedes frontage route number)
600	Secondarv Route	
		Special Routes
Bus 29 ALT 220	Bus - Business Re Bypas - Bypass R Truck - Truck Rou ALT - Alternate Re Wye - Wye Route	oute te oute
		Southbound or Westbound direction lanes of a numbered route a different road facility than the other direction.
600	The VDOT Mainta	inenance Jurisdiction number is displayed below the Secondary Route

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.

Houte Jurisdiction Length AADT GAA 1/r Gas 4/1/r Bus 2Avie 3 + Avie 1 Trail 2Trail CC Factor AAWUT GW (1) South Congress S1 Town of New Market (Maint: 85) 1.16 4200 F 96% 0% 1% 1% 2% 0% C 0.092 0.521 4300 F (1) 2011 Congress S1 Town of New Market (Maint: 85) 0.27 7000 F 96% 0% 1% 1% 2% 0% F 0.086 0.505 7200 F (1) Oth Congress S1 Town of New Market (Maint: 85) 0.36 5400 F 95% 1% 1% 1% 0% F 0.086 0.505 7200 F 10 North Congress S1 Town of New Market (Maint: 85) 0.36 5100 G 77% 1% 1% 1% 0% F 0.086 0.505 7200 F 10 Town of New Market (Maint: 85) 0.24 20000 G									Tru	ck			K		Dir								
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Trac Battlefield Park Entrance		To:		ield Park E	ntrance																		

Route	Length	AADT	QA	4Tire	Bus		Tru Tru 3+Axle	uck		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of New Market			1						211411		T actor		I actor			
619 Miller Lane	0.08	170	R			SCL	New Mark	et			NA			NA		09/29/2014
-85		To					5 George C		wy		<u> </u>					
719 Dixie Lane	0.06	From: 660	R			US 11, N	orth Congr	ess St			NA			NA		11/20/2017
		To: From:				85-1001	John Sevie	er Rd								
719 Dixie Lane	0.10	90	R			г	Dead End				NA			NA		09/29/2014
		From:					2 Old Cross	s Rd								
(735) White Mill Rd	0.05	810 To:	R			EG					NA			NA		09/29/2014
		From:					New Mark Old Cross									
(787) Shenandoah Dr	0.35	370	R					Ru			NA			NA		09/29/2014
		To: From:					ul-de-Sac	<u>G</u> ,								
823 Clicks Lane	0.40	1000	R			05 11 50	outh Congre	ess St			NA			NA		03/28/2002
85		To:					New Mark									
(1001) John Sevier Rd	0.80	From: 1700	F	98%	0%	<u>85-10</u> 1%	20 Fairway 0%	Dr 0%	0%	С	0.136		0.712	1800	F	2017
John Sevier Rd		To: From:				US 2	11 Lee Hw	y								
John Sevier Rd	0.09	630	R								NA			NA		11/20/2017
	0.07	From: 80	R			85-71	9 Dixie La	ne			NA			NA		09/29/2014
(1001) John Sevier Rd	0.07	To				Ι	Dead End									00/20/2014
	0.05	From:	_	0.40/	00/		11; US 21		00/	-			0.570		-	
(1002) Old Cross Rd	0.05	2900	F	94%	0%	1%	2%	3%	0%	F	0.093		0.576	3000	F	2017
Old Cross Rd	0.37	From: Prom:	F	94%	0%	85-1001 1%	John Sevie 2%	ar Rd 3%	0%	С	0.096		0.669	2800	F	2017
		To: From:				85-735	White Mill	l Rd								
Old Cross Rd	0.13	2300 _{To:}	F	96%	0%	1%	1% New Mark	1%	0%	С	0.104		0.634	2400	F	2017
		From:					Dead End	cı								
(1003) Cadet Rd	0.20	830	R								NA			NA		07/20/2011
	0.05	To: From:	_			85-100	05 Ashby L	ane						NA		10/01/2014
(1003) R5 Cadet Rd	0.05	400	R			95 100	4 Stonewal	1.5+			NA			NA		10/01/2014
(1003) Cadet Rd	0.42	From: 1100	F	99%	0%	0%	4 Stonewal 0%	0%	0%	С	0.136		0.714	1100	F	2017
		To:					W Old Cro									
(1004) Stonewall St	0.06	From: 200	R			WCL	New Mark	tet			NA			NA		07/20/2011
		To: From:				85-10	003 Cadet F	Rd								
1004 85 Stonewall St	0.09	490	F	99%	1%	0%	0%	0%	0%	С	0.118		0.607	510	F	2017
(1004) Stonewall St	0.06	To: From: 120	R			US 11, S	outh Congr	ess St			NA			NA		10/01/2014
(1004) Stonewall St	0.00	To:				85-1001	John Sevie	er Rd								10/01/2014
	0.00	From:	_			85-10	003 Cadet F	Rd								
(1005) Ashby Lane	0.09	250 Tor	R			US 11, S	outh Congr	ess St			NA			NA		11/20/2017
		From:					l Congress									
(1006) East Seminary Lane	0.06	190 To:	R			85-1001	John Sevie	er Rd			NA			NA		09/29/2014
		From:	·				Dead End									
(1007) West Lee St	0.06	150	R								NA			NA		07/20/2011
\smile		To:				85-10	003 Cadet F	Rd								

						Town of New N								
Route	Length	AADT	QA	4Tire	Bus		ruck e 1Trail 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of New Market			1						- 40101		i dotoi			
(1007) West Lee St	0.10	570	R			85-1003 Cadet	Rd		NA			NA		10/01/2014
(1007) West Lee St	0.06	520 From	R			US 11, South Cong	gress St		NA			NA		11/20/2017
(1007) West Lee St	0.10	T. From	R			85-1001 John Sev	ier Rd		NA			NA		10/01/2014
85		т	n [.]			Dead End								
Confederate St	0.10	Fror 150	R			85-1003 Cadet	Rd		NA			NA		11/20/2017
Confederate St	0.06	T. From 280	R			US 11, South Con	gress St		NA			NA		10/01/2014
Confederate St	0.09	Tror 140	R			85-1001 John Sev	ier Rd		NA			NA		10/01/2014
85		T	0:			Dead End								
(1009) Stuart St	0.10	From 280	R			85-1003 Cadet	Rd		NA			NA		11/20/2017
-		T	o: n:			US 11, South Cong	gress St]—					
(1009) Stuart St	0.06	310 т	R ∝			85-1001 John Sev	ier Rd		NA			NA		10/01/2014
		From	n:			Dead End								
Breckenridge Rd	0.15	220	R			Deud End			NA			NA		11/20/2017
		т	n [.]			85-1001 John Sev	ier Rd							
		From				85-1001 John Sev	ier Rd							
(1011) Clark St	0.11	100	R			5 15 1			NA			NA		09/29/2014
-		From				Dead End								
(1012) Fairway Dr	0.19	430	R			85-823 Clicks I	Lane		NA			NA		07/20/201
	0.10	т				Dead End								077207201
		From	n:			85-1012 Fairwa	y Dr							
(1013) Shenvalle Dr	0.20	120	R				-		NA			NA		09/29/2014
85		Т	0:			Dead End								
\sim		From				Dead End								
1014 Shady Lane	0.04	10	R						NA			NA		10/01/2014
		T				85-1019 Pleasant V	/iew Dr							
(1014) Shady Lane	0.08	220	R						NA			NA		10/01/2014
		T	o: n:			85-1017 Massanut	ten Ave		<u> </u>					
(1014) Shady Lane	0.03	420	R			US 11 South Cong			NA			NA		07/20/201
		From					gress St							
(1015) Early St	0.05	130	" <u> </u>			Dead End			NA			NA		11/20/2017
(1015) Early St	0.00	т. т.				85-1003 Cadet	Rd					1.17.1		11/20/2011
		From	n:			Dead End								
1016 Shipp St	0.14	30	R						NA			NA		11/20/2017
85		т	n [.]			US 11 Old Valle	y Pike							
\sim		From				Dead End								
(1017) Massanutten Ave	0.21	80	R						NA			NA		10/01/2014
\frown	<i></i>	T				85-1014 Shady	Lane		<u> </u>			•••		
(1017) Massanutten Ave	0.13	110 T	R			D. 12 1			NA			NA		07/20/2011
<u> </u>		-				Dead End								
Jackson Ave	0.08	From 260	R			Dead End			NA			NA		09/29/2014
Jackson Ave	0.00	200				SR 211 Old Cro	ss Rd							00/2014
		From	n:			Dead End			<u> </u>					
(1019) Pleasant View Dr	0.21	120	R			Deau Eilu			NA			NA		07/20/2011
<u>85</u>		T				85-1014 Shady	Lane							

Route	Length	AADT	QA	4Tire	Bu	IS	Truck Axle 1Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of New Market		From												
(1019) Pleasant View Dr	0.15	120	R			85-1014 Sh	ady Lane		NA			NA		10/01/2014
(1019) Pleasant View Dr		То				0.15 MS 8	35-1014							
		From				US 11 South	Congress St							
(1020) Fairway Dr	0.05	1100	R			05 1001 1 1	G : D1		NA			NA		10/01/2014
0		Erom				85-1001 John								
(1022) Clark St	0.08	40	R			85-1011 C	Clark St		NA			NA		11/20/2017
(1022) Clark St	0.00	То				Dead	End							
		From				Cul-de	-Sac							
(1033) Greenview Ln	0.09	48	R						NA			NA		10/01/2014
(AD)		To				85-823 Clie	cks Lane							
		From				US 11 South	Congress St							
1035 85 Tyler Dr	0.26	250 To	R			Cul da	See		NA			NA		08/29/2017
		From				Cul-de								
(1036) Sun Beau Court	0.09	90	R			Cul-de	-sac		NA			NA		07/27/2011
(1036) Sun Beau Court	0.00	То				85-1035 T	yler Dr							0.7272011
		From				Cul-de	-Sac							
(1037) Sun Briar Court	0.04	30	R						NA			NA		07/27/2011
85		То				85-1036 Sun	Beau Court							
\sim		From				85-1035 7	'yler Dr							
(1038) Dillon Court	0.05	40	R			0.1.1	0		NA			NA		07/27/2011
<u> </u>						Cul-de			_					
(1040) Woodbine Way	0.26	From 150	R			Dead End, SCL	New Market		NA			NA		08/29/2017
(1040) Woodbine Way	0.20	150										IN/A		00/20/2017
(1040) Woodbine Way	0.07	260 From	R			85-1041 Periv	vinkle Lane		NA			NA		11/20/2017
(1040) Woodbine Way	0.07	То				85-823 Clie	cks Lane		Ť			101		11/20/2017
		From				Dead								
1041 Beriwinkle Lane	0.18	150	R						NA			NA		07/20/2011
85		То				85-1040 Woo	dbine Way							
		From				US 11, South	Congress St							
(1042) Heritage Ln	0.14	100 ^{To}	R			5 1			NA			NA		10/01/2014
		10				Dead	End		_					
(1044) Par Dr	0.16	170	R			85-823 Clie	cks Lane		NA			NA		11/20/2017
(1044) Par Dr	0.10	170										IN/A		11/20/2017
(1044) Par Dr	0.08	From 40	R			85-1045 T	ee Court		NA			NA		11/20/2017
(1044) R5 Par Dr	0.00	40	n									INA.		11/20/2017
(1044) Par Dr	0.03	From 20	R			85-1046 Bo	ogey Ave		NA			NA		08/29/2017
(1044) Par Dr	0.00	To				Dead	End					1.07.1		00/20/2017
		From				Cul-de								
1045 85 Tee Court	0.07	45	R						NA			NA		08/29/2017
85		To				85-1046 Bo	ogev Ave		-					
1045 85 Tee Court	0.08	From 100	R				~ *		NA			NA		11/20/2017
N5		To				85-1044	Par Dr		_					
1045) Tee Court	0.19	80	R						NA			NA		08/29/2017
80		То			_	Cul-de	-Sac							
		From				85-1045 T	ee Court							
Bogey Ave	0.13	20	R						NA			NA		11/20/2017
·		To				85-1044	Par Dr							