

**2014**  
**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.

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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  
Bypas - 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  
2014  
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															
(11) South Congress St	Town of New Market (Maint: 85)	1.16	3900	F	96%	0%	1%	1%	2%	0%	C	0.108	F	0.565	4100	F
	To: US 211 South Int New Market															
	From: US 211 South Int New Market															
(11) (211) Congress St	Town of New Market (Maint: 85)	0.27	7000	F	96%	0%	1%	1%	2%	0%	F	0.083	F	0.536	7400	F
	To: US 211 North Int New Market															
	From: US 211 North Int New Market															
(11) North Congress St	Town of New Market (Maint: 85)	0.36	5200	F	95%	1%	1%	1%	2%	0%	F	0.091	F	0.523	5500	F
	To: NCL New Market															
	From: SCL New Market															
North (81)	Town of New Market (Maint: 85)	0.85	19000	F	75%	1%	1%	1%	21%	2%	F	0.070	F		19000	F
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		37000	F	76%	1%	1%	1%	20%	2%	F	NA			36000	F
	To: NCL New Market															
	From: SCL New Market															
South (81)	Town of New Market (Maint: 85)	0.24	20000	A	77%	1%	1%	1%	19%	2%	F	0.114	A		19000	A
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		41000	A	76%	1%	1%	1%	20%	2%	F	NA			38000	A
	To: US 211 Old Cross Rd															
	From: US 211 Old Cross Rd															
(81)	Town of New Market (Maint: 85)	0.61	19000	F	77%	1%	1%	1%	19%	2%	F	0.073	F		17000	F
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		37000	F	76%	1%	1%	1%	20%	2%	F	0.071	F	0.505	36000	F
	To: NCL New Market															
	From: I-81 West of New Market															
(211) W Old Cross Rd	Town of New Market (Maint: 85)	0.26	10000	F	92%	1%	1%	1%	5%	0%	F	0.083	F	0.568	11000	F
	To: US 11 New Market South Int															
	From: US 11 S. Congress St; South Congress St															
(211) (11) Congress St	Town of New Market (Maint: 85)	0.27	7000	F	96%	0%	1%	1%	2%	0%	F	0.083	F	0.536	7400	F
	To: US 11 N. North Congress St; Congress St															
	From: US 11 New Market North Int															
(211) Lee Highway	Town of New Market (Maint: 85)	0.45	5900	F	92%	1%	1%	1%	5%	0%	C	0.088	F	0.572	6200	F
	To: ECL New Market															
	From: WCL New Market															
(211) W Old Cross Rd	Town of New Market (Maint: 85)	0.42	5900	N	93%	1%	1%	1%	4%	0%	N	0.086	N	0.55	6200	N
	To: I-81 West of New Market															
	From: SR 211 W Old Cross Rd															
(305) George Collins Parkway	Town of New Market (Maint: 85)	1.79	160	F	98%	0%	0%	1%	1%	0%	C	0.211	F	0.686	170	F
	To: Battlefield Park Entrance															

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						2Axle	3+Axle	1Trail	2Trail								
<b>Town of New Market</b>																	
619 85	Miller Lane	0.08	170	R										NA		09/29/2014	
719 85	Dixie Lane	0.06	1200	R										NA		07/27/2011	
719 85	Dixie Lane	0.10	90	R										NA		09/29/2014	
735 85	Smith Creek Rd	0.05	810	R										NA		09/29/2014	
787 85	Shenandoah Dr	0.35	370	R										NA		09/29/2014	
823 85	Clicks Lane	0.40	1000	R										NA		03/28/2002	
1001 85	John Sevier Rd	0.80	1500	F	98%	1%	0%	1%	0%	0%	C	0.113	F	0.517	1600	F	2014
1001 85	John Sevier Rd	0.09	980	R										NA		07/27/2011	
1001 85	John Sevier Rd	0.07	80	R										NA		09/29/2014	
1002 85	Old Cross Rd	0.05	2500	F	94%	0%	1%	2%	4%	0%	F	0.087	F	0.542	2600	F	2014
1002 85	Old Cross Rd	0.37	2100	F	94%	0%	1%	2%	4%	0%	C	0.112	F	0.7	2300	F	2014
1002 85	Old Cross Rd	0.13	1700	F	94%	0%	1%	2%	4%	0%	F	0.119	F	0.748	1800	F	2014
1003 85	Cadet Rd	0.20	830	R										NA		07/20/2011	
1003 85	Cadet Rd	0.05	400	R										NA		10/01/2014	
1003 85	Cadet Rd	0.42	830	F	98%	1%	0%	0%	0%	0%	C	0.109	F	0.559	870	F	2014
1004 85	Stonewall St	0.06	200	R										NA		07/20/2011	
1004 85	Stonewall St	0.09	410	F	98%	2%	1%	0%	0%	0%	C	0.118	F	0.510	430	F	2014
1004 85	Stonewall St	0.06	120	R										NA		10/01/2014	
1005 85	Ashby Lane	0.09	380	R										NA		07/20/2011	
1006 85	East Seminary Lane	0.06	190	R										NA		09/29/2014	
1007 85	West Lee St	0.06	150	R										NA		07/20/2011	



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						2Axle	3+Axle	1Trail	2Trail							
<b>Town of New Market</b>																
1007 85 West Lee St	0.10	570	R			From 85-1003 Cadet Rd					NA		NA			10/01/2014
1007 85 West Lee St	0.06	760	R			To US 11, South Congress St					NA		NA			07/20/2011
1007 85 West Lee St	0.10	120	R			From 85-1001 John Sevier Rd					NA		NA			10/01/2014
						To Dead End										
1008 85 Confederate St	0.10	210	R			From 85-1003 Cadet Rd					NA		NA			07/20/2011
1008 85 Confederate St	0.06	280	R			To US 11, South Congress St					NA		NA			10/01/2014
1008 85 Confederate St	0.09	140	R			From 85-1001 John Sevier Rd					NA		NA			10/01/2014
						To Dead End										
1009 85 Stuart St	0.10	260	R			From 85-1003 Cadet Rd					NA		NA			07/20/2011
1009 85 Stuart St	0.06	310	R			To US 11, South Congress St					NA		NA			10/01/2014
						From 85-1001 John Sevier Rd										
1010 85 Breckenridge Rd	0.15	90	R			To Dead End					NA		NA			07/27/2011
						From 85-1001 John Sevier Rd										
1011 85 Clark St	0.11	100	R			To Dead End					NA		NA			09/29/2014
						From 85-823 Clicks Lane										
1012 85 Fairway Dr	0.19	430	R			To Dead End					NA		NA			07/20/2011
						From 85-1012 Fairway Dr										
1013 85 Shenvale Dr	0.20	120	R			To Dead End					NA		NA			09/29/2014
						From Dead End										
1014 85 Shady Lane	0.04	10	R			To 85-1019 Pleasant View Dr					NA		NA			10/01/2014
1014 85 Shady Lane	0.08	220	R			To 85-1017 Massanutten Ave					NA		NA			10/01/2014
1014 85 Shady Lane	0.03	420	R			To US 11 South Congress St					NA		NA			07/20/2011
						From Dead End										
1015 85 Early St	0.05	150	R			To 85-1003 Cadet Rd					NA		NA			07/20/2011
						From Dead End										
1016 85 Shipp St	0.14	40	R			To US 11 Old Valley Pike					NA		NA			07/27/2011
						From Dead End										
1017 85 Massanutten Ave	0.21	80	R			To 85-1014 Shady Lane					NA		NA			10/01/2014
1017 85 Massanutten Ave	0.13	110	R			To Dead End					NA		NA			07/20/2011
						From Dead End										
1018 85 Jackson Ave	0.08	260	R			To SR 211 Old Cross Rd					NA		NA			09/29/2014
						From Dead End										
1019 85 Pleasant View Dr	0.21	120	R			To 85-1014 Shady Lane					NA		NA			07/20/2011

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						2Axle	3+Axle	1Trail	2Trail							
<b>Town of New Market</b>																
1019 85 Pleasant View Dr	0.15	120	R			From: 85-1014 Shady Lane To: 0.15 MS 85-1014					NA			NA		10/01/2014
1020 85 Fairway Dr	0.05	1100	R			From: US 11 South Congress St To: 85-1001 John Sevier Rd					NA			NA		10/01/2014
1022 85 Clark St	0.08	30	R			From: 85-1011 Clark St To: Dead End					NA			NA		07/27/2011
1033 85 Greenview Ln	0.09	48	R			From: Cul-de-Sac To: 85-823 Clicks Lane					NA			NA		10/01/2014
1035 85 Tyler Dr	0.26	230	R			From: US 11 South Congress St To: Cul-de-Sac					NA			NA		07/27/2011
1036 85 Sun Beau Court	0.09	90	R			From: Cul-de-Sac To: 85-1035 Tyler Dr					NA			NA		07/27/2011
1037 85 Sun Briar Court	0.04	30	R			From: Cul-de-Sac To: 85-1036 Sun Beau Court					NA			NA		07/27/2011
1038 85 Dillon Court	0.05	40	R			From: 85-1035 Tyler Dr To: Cul-de-Sac					NA			NA		07/27/2011
1040 85 Woodbine Way	0.26	150	R			From: Dead End, SCL New Market To: 85-1041 Periwinkle Lane					NA			NA		07/20/2011
1040 85 Woodbine Way	0.07	300	R			From: 85-1041 Periwinkle Lane To: 85-823 Clicks Lane					NA			NA		07/20/2011
1041 85 Periwinkle Lane	0.18	150	R			From: Dead End To: 85-1040 Woodbine Way					NA			NA		07/20/2011
1042 85 Heritage Ln	0.14	100	R			From: US 11, South Congress St To: Dead End					NA			NA		10/01/2014
1044 85 Par Dr	0.16	340	R			From: 85-823 Clicks Lane To: 85-1045 Tee Court					NA			NA		07/20/2011
1044 85 Par Dr	0.08	48	R			From: 85-1045 Tee Court To: 85-1046 Bogey Ave					NA			NA		07/20/2011
1044 85 Par Dr	0.03	20	R			From: 85-1046 Bogey Ave To: Dead End					NA			NA		07/20/2011
1045 85 Tee Court	0.07	48	R			From: Cul-de-Sac To: 85-1046 Bogey Ave					NA			NA		07/20/2011
1045 85 Tee Court	0.08	100	R			From: 85-1046 Bogey Ave To: 85-1044 Par Dr					NA			NA		07/20/2011
1045 85 Tee Court	0.19	60	R			From: 85-1044 Par Dr To: Cul-de-Sac					NA			NA		07/20/2011
1046 85 Bogey Ave	0.13	30	R			From: 85-1045 Tee Court To: 85-1044 Par Dr					NA			NA		07/20/2011