2020
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

The reported 2020 AADTs represent the best estimate of 2020 average daily traffic, however, this year's AADTs do vary from normal traffic in the years prior to 2020 due to COVID-19. The reported AADTs may not represent typical traffic for a given day or period within the year as the drastic seasonal variations were normalized through the factoring process. The 2020 publications are therefore colored to draw users attention to the fact that uses of the 2020 published estimates versus alternative data sources should be determined at users' discretion based on the objectives or nature of the analyses being performed.

The estimated 2020 DVMT for the entire state maintained network total to 208,000,000, which has trended down by 11 percent compared to the 2019 level of 234,000,000. For most traffic links across the state, the estimated 2020 AADTs are also seen to have decreased from their 2019 levels.

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 buses.

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
Wye - Wye 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.

Virginia Department of Transportation
Traffic Engineering Division
2020
Annual Average Daily Traffic Volume Estimates By Section of Route
Town of New Market

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	Truck 2Axle	Truck 3+Axle	Truck 1Trail	Truck 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW
	From: Shenandoah County Line															
11 South Congress St	Town of New Market (Maint: 85)	1.16	**4100**	**F**	96%	0%	1%	1%	1%	0%	F	0.098	F	0.514	4100	F
	To: US 211 South Int New Market															
	From:															
11 211 Congress St	Town of New Market (Maint: 85)	0.27	**6700**	**F**	96%	0%	1%	1%	1%	0%	C	0.083	F	0.504	6700	F
	To: US 211 North Int New Market															
	From:															
11 North Congress St	Town of New Market (Maint: 85)	0.36	**5600**	**F**	96%	0%	1%	1%	1%	0%	C	0.091	F	0.533	5600	F
	To: NCL New Market															
	From: SCL New Market															
North 81	Town of New Market (Maint: 85)	0.85	**18000**	**F**	70%	1%	1%	1%	25%	2%	F	0.072	F		18000	F
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		**37000**	**F**	71%	1%	1%	1%	24%	2%	F	0.071	F	0.505	36000	F
	To: NCL New Market															
	From: SCL New Market															
South 81	Town of New Market (Maint: 85)	0.24	**19000**	**A**	73%	1%	1%	1%	23%	2%	F	0.111	A		18000	A
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		**38000**	**A**	71%	1%	1%	1%	24%	2%	F	NA			37000	A
	To: US 211 Old Cross Rd															
	From:															
South 81	Town of New Market (Maint: 85)	0.61	**19000**	**F**	73%	1%	1%	1%	23%	2%	F	0.076	F		18000	F
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		**37000**	**F**	71%	1%	1%	1%	24%	2%	F	0.071	F	0.522	36000	F
	To: NCL New Market															
	From: I-81 West of New Market															
211 W Old Cross Rd	Town of New Market (Maint: 85)		**11000**	**F**	94%	1%	1%	0%	4%	0%	F	0.081	F	0.574	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	**6700**	**F**	96%	0%	1%	1%	1%	0%	C	0.083	F	0.504	6700	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	**6400**	**F**	91%	1%	2%	4%	3%	0%	C	0.089	F	0.549	6400	F
	To: ECL New Market															
	From: WCL New Market															
211 W Old Cross Rd	Town of New Market (Maint: 85)	0.42	**7900**	**N**	93%	0%	1%	2%	4%	0%	N	0.085	F	0.502	7900	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)	0.42	**130**	**G**	98%	0%	1%	1%	0%	0%	C	0.175	F	0.577	130	G
	To: Battlefield Park Entrance															

Virginia Department of Transportation
Traffic Engineering Division
2020
Annual Average Daily Traffic Volume Estimates By Section of Route
Town of New Market

Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle	Truck 3+Axle	Truck 1Trail	Truck 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of New Market																
619 85 Miller Lane		**200**	**R**								NA			NA		08/05/2020
From: SCL New Market																
To: SR 211; SR 305 George Collins Pkwy																
719 85 Dixie Lane	0.06	**660**	**R**								NA			NA		11/20/2017
From: US 11, North Congress St																
To: 85-1001 John Sevier Rd																
719 85 Dixie Lane	0.10	**80**	**R**								NA			NA		07/07/2020
From: 85-1001 John Sevier Rd																
To: Dead End																
735 85 White Mill Rd	0.05	**620**	**R**								NA			NA		07/07/2020
From: 85-1002 Old Cross Rd																
To: ECL New Market																
787 85 Shenandoah Dr	0.35	**360**	**R**								NA			NA		08/05/2020
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	**1400**	**F**	98%	0%	1%	0%	0%	0%	C	0.109	F	0.649	1400	F	2020
From: 85-1020 Fairway Dr																
To: US 211 Lee Hwy																
1001 85 John Sevier Rd	0.09	**630**	**R**								NA			NA		11/20/2017
From: 85-719 Dixie Lane																
To: Dead End																
1001 85 John Sevier Rd	0.07	**60**	**R**								NA			NA		07/07/2020
From: US 11; US 211																
To: 85-1001 John Sevier Rd																
1002 85 Old Cross Rd	0.05	**2900**	**F**	99%	0%	0%	0%	0%	0%	C	0.092	F	0.643	2900	F	2020
From: 85-1001 John Sevier Rd																
To: 85-735 White Mill Rd																
1002 85 Old Cross Rd	0.37	**2500**	**F**	96%	0%	1%	0%	2%	0%	C	0.101	F	0.662	2500	F	2020
From: 85-735 White Mill Rd																
To: ECL New Market																
1002 85 Old Cross Rd	0.13	**2200**	**F**	98%	1%	1%	0%	0%	0%	C	0.104	F	0.694	2300	F	2020
From: Dead End																
To: 85-1005 Ashby Lane																
1003 85 Cadet Rd	0.20	**830**	**R**								NA			NA		07/20/2011
From: 85-1005 Ashby Lane																
To: 85-1004 Stonewall St																
1003 85 Cadet Rd	0.05	**660**	**R**								NA			NA		07/07/2020
From: 85-1004 Stonewall St																
To: US 211, W Old Cross Rd																
1003 85 Cadet Rd	0.42	**1100**	**F**	94%	0%	1%	2%	3%	0%	F	0.099	F	0.512	1100	F	2020
From: WCL New Market																
To: 85-1003 Cadet Rd																
1004 85 Stonewall St	0.06	**200**	**R**								NA			NA		07/20/2011
From: 85-1003 Cadet Rd																
To: US 11, South Congress St																
1004 85 Stonewall St	0.09	**500**	**F**	94%	0%	1%	2%	3%	0%	C	0.11	F	0.614	500	F	2020
From: US 11, South Congress St																
To: 85-1001 John Sevier Rd																
1004 85 Stonewall St	0.06	**110**	**R**								NA			NA		07/07/2020
From: 85-1003 Cadet Rd																
To: US 11, South Congress St																
1005 85 Ashby Lane	0.09	**250**	**R**								NA			NA		11/20/2017
From: US 11 Congress St																
To: 85-1001 John Sevier Rd																
1006 85 East Seminary Lane	0.06	**150**	**R**								NA			NA		07/07/2020
From: Dead End																
To: 85-1003 Cadet Rd																
1007 85 West Lee St	0.06	**150**	**R**								NA			NA		07/20/2011

Virginia Department of Transportation
Traffic Engineering Division
2020
Annual Average Daily Traffic Volume Estimates By Section of Route
Town of New Market

Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle	Truck 3+Axle	Truck 1Trail	Truck 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of New Market																
1007 85 West Lee St	0.10	**630**	From: 85-1003 Cadet Rd **R** To: US 11, South Congress St								NA			NA		07/07/2020
1007 85 West Lee St	0.06	**520**	From: 85-1001 John Sevier Rd **R** To: Dead End								NA			NA		11/20/2017
1007 85 West Lee St	0.10	**80**	From: 85-1003 Cadet Rd **R** To: US 11, South Congress St								NA			NA		07/07/2020
1008 85 Confederate St	0.10	**150**	From: 85-1003 Cadet Rd **R** To: US 11, South Congress St								NA			NA		11/20/2017
1008 85 Confederate St	0.06	**280**	From: 85-1001 John Sevier Rd **R** To: Dead End								NA			NA		07/07/2020
1008 85 Confederate St	0.09	**170**	From: 85-1003 Cadet Rd **R** To: US 11, South Congress St								NA			NA		11/20/2017
1009 85 Stuart St	0.10	**280**	From: US 11, South Congress St **R** To: 85-1001 John Sevier Rd								NA			NA		07/07/2020
1009 85 Stuart St	0.06	**280**	From: Dead End **R** To: 85-1001 John Sevier Rd								NA			NA		11/20/2017
1010 85 Breckenridge Rd	0.15	**220**	From: 85-1001 John Sevier Rd **R** To: Dead End								NA			NA		07/07/2020
1011 85 Clark St	0.11	**110**	From: 85-823 Clicks Lane **R** To: Dead End								NA			NA		07/20/2011
1012 85 Fairway Dr	0.19	**430**	From: 85-1012 Fairway Dr **R** To: Dead End								NA			NA		09/29/2014
1013 85 Shenvalle Dr	0.20	**120**	From: Dead End **R** To: 85-1019 Pleasant View Dr								NA			NA		10/01/2014
1014 85 Shady Lane	0.04	**10**	From: 85-1017 Massanutten Ave **R** To: US 11 South Congress St								NA			NA		07/20/2011
1014 85 Shady Lane	0.08	**220**	From: Dead End **R** To: 85-1003 Cadet Rd								NA			NA		11/20/2017
1014 85 Shady Lane	0.03	**420**	From: Dead End **R** To: US 11 Old Valley Pike								NA			NA		11/20/2017
1015 85 Early St	0.05	**130**	From: Dead End **R** To: 85-1014 Shady Lane								NA			NA		10/01/2014
1016 85 Shipp St	0.14	**30**	From: Dead End **R** To: Dead End								NA			NA		07/20/2011
1017 85 Massanutten Ave	0.21	**80**	From: Dead End **R** To: SR 211 Old Cross Rd								NA			NA		08/05/2020
1017 85 Massanutten Ave	0.13	**110**	From: Dead End **R** To: 85-1014 Shady Lane								NA			NA		07/20/2011
1018 85 Jackson Ave	0.08	**190**	From: Dead End **R** To: Dead End								NA			NA		07/20/2011
1019 85 Pleasant View Dr	0.21	**120**	From: Dead End **R** To: 85-1014 Shady Lane								NA			NA		07/20/2011

Virginia Department of Transportation
Traffic Engineering Division
2020
Annual Average Daily Traffic Volume Estimates By Section of Route
Town of New Market

Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle	Truck 3+Axle	Truck 1Trail	Truck 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of New Market																
1019 85 Pleasant View Dr	0.15	**120**	**R**								NA			NA		10/01/2014
From: 85-1014 Shady Lane																
To: 0.15 MS 85-1014																
1020 85 Fairway Dr	0.05	**1100**	**R**								NA			NA		07/07/2020
From: US 11 South Congress St																
To: 85-1001 John Sevier Rd																
1022 85 Clark St	0.08	**40**	**R**								NA			NA		11/20/2017
From: 85-1011 Clark St																
To: Dead End																
1033 85 Greenview Ln	0.09	**60**	**R**								NA			NA		03/09/2020
From: Cul-de-Sac																
To: 85-823 Clicks Lane																
1035 85 Tyler Dr	0.26	**250**	**R**								NA			NA		08/29/2017
From: US 11 South Congress St																
To: Cul-de-Sac																
1036 85 Sun Beau Court	0.09	**90**	**R**								NA			NA		07/27/2011
From: Cul-de-Sac																
To: 85-1035 Tyler Dr																
1037 85 Sun Briar Court	0.04	**30**	**R**								NA			NA		07/27/2011
From: Cul-de-Sac																
To: 85-1036 Sun Beau Court																
1038 85 Dillon Court	0.05	**40**	**R**								NA			NA		07/27/2011
From: 85-1035 Tyler Dr																
To: Cul-de-Sac																
1040 85 Woodbine Way	0.26	**150**	**R**								NA			NA		08/29/2017
From: Dead End, SCL New Market																
To: 85-1041 Periwinkle Lane																
1040 85 Woodbine Way	0.07	**260**	**R**								NA			NA		11/20/2017
From: 85-1041 Periwinkle Lane																
To: 85-823 Clicks Lane																
1041 85 Periwinkle Lane	0.18	**150**	**R**								NA			NA		07/20/2011
From: Dead End																
To: 85-1040 Woodbine Way																
1042 85 Heritage Ln	0.14	**140**	**R**								NA			NA		03/09/2020
From: US 11, South Congress St																
To: Dead End																
1044 85 Par Dr	0.16	**170**	**R**								NA			NA		11/20/2017
From: 85-823 Clicks Lane																
To: 85-1045 Tee Court																
1044 85 Par Dr	0.08	**40**	**R**								NA			NA		11/20/2017
From: 85-1045 Tee Court																
To: 85-1046 Bogey Ave																
1044 85 Par Dr	0.03	**20**	**R**								NA			NA		08/29/2017
From: 85-1046 Bogey Ave																
To: Dead End																
1045 85 Tee Court	0.07	**45**	**R**								NA			NA		08/29/2017
From: Cul-de-Sac																
To: 85-1046 Bogey Ave																
1045 85 Tee Court	0.08	**100**	**R**								NA			NA		11/20/2017
From: 85-1046 Bogey Ave																
To: 85-1044 Par Dr																
1045 85 Tee Court	0.19	**80**	**R**								NA			NA		08/29/2017
From: 85-1044 Par Dr																
To: Cul-de-Sac																
1046 85 Bogey Ave	0.13	**20**	**R**								NA			NA		11/20/2017
From: 85-1045 Tee Court																
To: 85-1044 Par Dr																