

2020

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

where available

Special Locality Report

267

Town of Nassawadox

Information in this report is included in Report

65

(Northampton 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.

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Traffic Engineering Division
Traffic Monitoring Section

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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.

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- 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
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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.

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- 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
Bypass - 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
 2020
 Annual Average Daily Traffic Volume Estimates By Section of Route
 Town of Nassawadox

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
	<small>From:</small>	SCL Nassawadox														
13 Lankford Hwy	Town of Nassawadox (Maint: 65)	0.85	12000	N	92%	0%	1%	1%	6%	0%	N	0.078	F	0.536	11000	N
	<small>To:</small>	65-678 Pine Ave														
13 Lankford Hwy	Town of Nassawadox (Maint: 65)	0.13	13000	G	92%	0%	1%	1%	6%	0%	F	0.084	F	0.511	12000	G
	<small>To:</small>	NCL Nassawadox														

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						2Axle	3+Axle	1Trail	2Trail							
Town of Nassawadox																
600 65 Seaside Rd	0.29	210	R				From: 65-609 Franktown Rd				NA			NA		06/21/2016
600 65 Seaside Dr	0.20	660	G	97%	0%	1%	1%	1%	0%	C	0.140	F	0.515	650	G	2020
							To: 65-608 Brownsville Rd									
606 65 Rogers Dr	0.20	790	G	98%	0%	1%	1%	1%	0%	C	0.122	F	0.505	780	G	2020
							From: 65-600 Seaside Rd									
606 65 Rogers Dr	0.58	1100	G	97%	0%	1%	0%	1%	0%	C	0.103	F	0.540	1100	G	2020
							From: US 13 Lankford Hwy									
							To: WCL Nassawadox									
609 65 Franktown Rd	0.15	1000	R											NA		06/21/2016
							From: WCL Nassawadox				NA			NA		
609 65 Franktown Rd	0.17	850	G	98%	0%	1%	0%	0%	0%	C	0.103	F	0.573	840	G	2020
							From: 65-681 Hospital Ave									
609 65 Franktown Rd	0.16	890	G	98%	0%	2%	0%	0%	0%	C	0.118	F	0.54	880	G	2020
							From: 65-619 Giddens Rd									
609 65 Franktown Rd	0.17	220	R											NA		06/21/2016
							From: US 13 Lankford Hwy				NA			NA		
							To: 65-600 Seaside Rd									
619 65 Giddens Rd	0.04	890	R											NA		04/25/2001
							From: SCL Nassawadox				NA			NA		
							To: 65-609 Franktown Rd									
678 65 Pine Ave	0.35	310	R											NA		06/21/2016
							From: 65-606 Rogers Dr				NA			NA		
							To: US 13 Lankford Hwy									
681 65 Hospital Ave	0.50	1200	G	97%	1%	2%	0%	1%	0%	C	0.106	F	0.601	1100	G	2020
							From: 65-609 Franktown Rd									
							To: 65-606 Rogers Dr									
701 65 Shell St	0.15	40	R											NA		07/06/2016
							From: Dead End				NA			NA		
							To: 65-600 Seaside Rd									
706 65 Church Ct	0.23	180	R											NA		07/06/2016
							From: 65-609 Franktown Rd				NA			NA		
							To: Dead End									
712 65 Mill St	0.17	190	R											NA		06/22/2016
							From: US 13 Lankford Hwy				NA			NA		
							To: 65-600 Seaside Rd									
714 65 Woodstock Dr	0.24	190	R											NA		06/22/2016
							From: Dead End				NA			NA		
							To: 65-600 Seaside Dr									
725 65 Shady Ln		90	R											NA		07/06/2016
							From: 65-609 Franktown Rd				NA			NA		
							To: Cul-de-Sac									
1070 65 Rescue Lane	0.23	120	R											NA		04/21/2016
							From: 65-678 Pine Ave				NA			NA		
							To: Dead End									

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Special Locality Report
268
Town of New Castle

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22
(Craig County)

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Virginia State Route



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 Town of New Castle

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	
							2Axle	3+Axle	1Trail	2Trail							
		From:	SCL New Castle														
42 Main St	Town of New Castle (Maint: 22)	0.43	750	N	97%	1%	1%	1%	0%	0%	N	0.12	F	0.837	750	N	
		To:	SR 311 Salem Ave; 22-615 Main St														
		From:	SCL New Castle														
311 Salem Ave	Town of New Castle (Maint: 22)	0.18	3700	N	97%	0%	1%	1%	1%	0%	N	0.097	F	0.738	3700	N	
		To:	SR 42 New Castle														
311 Salem Ave	Town of New Castle (Maint: 22)	0.18	1500	F	98%	1%	1%	0%	1%	0%	C	0.102	F	0.630	1500	F	
		To:	NCL New Castle														

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						2Axle	3+Axle	1Trail	2Trail								
						From	SR 311 Salem Ave										
(42) (615) Main St		1000	F	96%	1%	1%	0%	2%	0%	F	0.114	F	0.551	1000	F	2020	
						To	22-616 Court St										
(42) (615) Main St		680	F	96%	1%	1%	0%	2%	0%	F	0.134	F	0.548	680	F	2020	
						From	22-1004 Market St										
(42) (615) Main St		4000	N	96%	1%	1%	0%	2%	0%	N	0.104	F	0.547	4000	N	2020	
						To	ECL New Castle										
Town of New Castle																	
						From	SR 311 Salem Ave										
(615) Main St		1000	F	96%	1%	1%	0%	2%	0%	F	0.114	F	0.551	1000	F	2020	
						To	22-616 Court St										
(615) Main St		680	F	96%	1%	1%	0%	2%	0%	F	0.134	F	0.548	680	F	2020	
						From	22-615 Market St										
(615) Main St		4000	N	96%	1%	1%	0%	2%	0%	N	0.104	F	0.547	4000	N	2020	
						To	ECL New Castle										
						From	22-1004 Market St										
(616) Court St		340	R								NA			NA		02/13/2018	
						To	22-615 Main St								NA		02/13/2018
(616) Court St		680	R								NA			NA		02/13/2018	
						From	22-1003 Walnut St								NA		02/13/2018
(616) Court St		310	R								NA			NA		02/13/2018	
						To	ECL New Castle										
						From	ECL New Castle										
(650) Middle St	0.16	460	R								NA			NA		02/13/2018	
						To	22-1004 Market St								NA		02/13/2018
(650) Middle St	0.07	580	R								NA			NA		02/13/2018	
						To	Dead End										
						From	SCL New Castle										
(1001) Boyd Ave	0.11	80	N								NA			NA		11/09/2017	
						To	SR 42 Main Street										
						From	SR 42 Main St										
(1002) Caldwell St	0.17	120	R								NA			NA		02/13/2018	
						To	SR 311 Salem Ave										
						From	SR 311 Salem Ave										
(1003) Walnut St	0.14	430	R								NA			NA		02/13/2018	
						To	22-616 Court St										
(1003) Walnut St	0.06	20	R								NA			NA		02/13/2018	
						To	NCL New Castle										
						From	SR 311 Salem Ave										
(1004) Market St		3500	F	96%	1%	1%	0%	2%	0%	C	0.106	F	0.555	3500	F	2020	
						To	22-650 Middle St										
(1004) Market St		3400	F	96%	1%	1%	0%	2%	0%	C	0.106	F	0.531	3400	F	2020	
						To	22-616 Court St										
(1004) Market St		3400	F	96%	1%	1%	0%	2%	0%	C	0.105	F	0.564	3400	F	2020	
						To	22-615 Race St										
						From	Dead End										
(1005) Mitchell Dr	0.14	40	R								NA			NA		02/13/2018	
						To	SR 42 Main St										