# 2010

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

where available

# Special Locality Report 182

Town of Cape Charles

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

## 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 81	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)	Secondary Route	

### **Special Routes**

Bus	Bus - Business Route	
{29}	Bypas - Bypass Route	
	Truck - Truck Route	
ALT	ALT - Alternate Route	
(220)	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.

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
	From:	65-1101 Pine St	; 65-1106 V	Washing	on Ave											
(184) Bay Ave; Mason Ave	Town of Cape Charles (Maint: 65)	1.21	1600	F	97%	1%	1%	1%	1%	0%	F	0.117	F	0.542	1600	F
	To: From:	65-1105 Fig S	t; 65-1112 l	Randolp	ı Ave											
(184) Stone Rd	Town of Cape Charles (Maint: 65)	0.21	1600	N	97%	1%	1%	1%	1%	0%	Ν	0.117	Ν	0.542	1600	Ν
<u> </u>	To: From:	He	ritage Acres	Ct			$\neg$ $\vdash$									
(184) Stone Rd	Town of Cape Charles (Maint: 65)	0.06	3700	F	97%	1%	1%	1%	1%	0%	С	0.104	F	0.524	3800	F
$\bigcirc$	To:	EC	L Cape Cha	rles												

						1 OWIT OF	Oupc On	u1100								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of Cape Charles									211011		1 40101		1 40101			
642) Old Cape Charles Rd	0.08	980	°L	95%	0%	ECL 0	Cape Charle 2%	s 1%	0%	F	0.114	N	0.683	980	G	2010
Old Cape Charles Rd		Т					y Ave; Maso									
Nectarine St	0.06	170 From	R			.10.154	<i>y</i> 1170, 17100				NA			NA		09/22/2010
nh)		Fron	1:			65-1112	2 Randolph A	Ave								
642 Nectarine St	0.06	170	R								NA			NA		09/22/2010
	0.00	From				65-1111	1 Tazewell A	Ave			$\supset$					00/00/0040
Nectarine St	0.08	140	R								NA			NA		09/22/2010
(642) Nectarine St	0.07	100 From	R			65-111	0 Monroe A	ve			NA			NA		09/22/2010
Nectarine St	0.0.	т.				65-110/	4 Madison A	ve			¬ <u> </u>					00/22/2010
Nectarine St	0.05	60 From	R			00 110	1 Tradison 2	.,,			NA			NA		09/22/2010
65		From	1:			65-1103	3 Jefferson A	Ave			_					
642 Nectarine St	0.07	100	R								NA			NA		09/22/2010
		Fron	" 		ar.		Washington									
(1101) Pine St	0.06	710	R		SF	K 184 S, B	ay Ave; Mas	son Ave			NA			NA		11/09/2010
(1101) Pine St		Т.	-			65-1112	2 Randolph A	Ave								
1101 Pine St	0.06	<b>420</b>	R								NA			NA		09/21/2010
		To From	1:			65-1111	l Tazewell A	Ave								
(1101) Pine St	0.06	170	R								NA			NA		09/21/2010
O		From	): 			65-111	0 Monroe A	ve			<u> </u>					
(1101) Pine St	0.07	80	R								NA —			NA		09/21/2010
(1101) Pine St	0.06	120 From	R			65-1104	4 Madison A	ve			NA			NA		09/21/2010
(1101) Pine St	0.00	120				65 1100	2 1 66				INA			INA		09/21/2010
(1101) Pine St	0.06	140 From	R			05-1103	3 Jefferson A	ive			NA			NA		09/21/2010
(1101) Pine St		Т				SR 18	34 N; 65-110	6								
O		Fron			S	SR 184 Ba	y Ave; Maso	n Ave								
(1102) Strawberry St	0.05	990	R								NA			NA		09/14/2010
(1102) Strawberry St	0.06	790 From	R			65-1112	2 Randolph A	Ave			NA			NA		09/14/2010
Strawberry St	0.00	7 <b>30</b>				<i>(5.</i> 1111	1 T11 /							IVA		03/14/2010
Strawberry St	0.06	290 From	R			03-1111	l Tazewell A	ive			NA			NA		09/14/2010
65		Ti	-			65-111	0 Monroe A	ve			_					
Strawberry St	0.03	380	R								NA			NA		09/14/2010
		From				65-11	15 Park Rov	v			$\Box$					
1102 Strawberry St	0.03	420	R								NA			NA		09/14/2010
	0.06	From	<u>.</u>			65-1104	4 Madison A	ve						NIA		00/44/2040
(1102) Strawberry St	0.06	90	R								NA			NA		09/14/2010
(1102) Strawberry St	0.06	120 From	R			65-1103	3 Jefferson A	Ave			NA			NA		09/14/2010
Strawberry St		Т				65-1106	Washington	Ave								
		Fron			S	R 184 Ba	y Ave; Maso	n Ave								
(1103) Jefferson Ave	0.05	110	R								NA			NA		09/15/2010
<u> </u>	0.00	From	. P			65-11	07 Harbor S	t						NI A		00/45/0040
(1103) Jefferson Ave	0.02	90	R				101 70:				NA			NA		09/15/2010
(1103) Jefferson Ave	0.13	120 From	R			65-1	101 Pine St				NA			NA		09/15/2010
(1103) Jefferson Ave	0.10	<del>.</del>	··			65-110	2 Strawberry	St								33, 13,2010
Jefferson Ave	0.05	170 From	R			<i>0.0</i> −1102	_ Suawoully	.,,			NA			NA		09/15/2010
65		т	n.			65-11	109 Peach S	t								

								e Charles	5			1/		D:-			
Route	Length	AADT	QA	4Tire	Bus	3		Truck Axle 1Tr	ail 2	Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of Cape Charles		Fron					55-1109 P	1. C4									
Jefferson Ave	0.06	210	R			0	)3-1109 P	each St				NA			NA		09/15/2010
65		Tr Fron				$\epsilon$	65-1113 P	lum St				$\neg$ —					
Jefferson Ave	0.12	180	R									NA			NA		09/15/2010
		To From				65	5-642 Nec	tarine St				$\supset$					
1 <sub>103</sub> Jefferson Ave	0.12	230	R				65 1105	E: 0:				NA			NA		09/15/2010
		Fron	1				65-1105										
(1104) Madison Ave	0.05	100	R			SK 184	4 Bay Ave	; Mason Av	/e			NA			NA		10/06/2010
Madison Ave		ть	_			6	5-1107 H	arbor St									
1104 Madison Ave	0.04	110 From	R			- 0.	5 1107 11	arbor Bt				NA			NA		10/06/2010
65		т.	-				65-1101 F	Pine St									
1104 Madison Ave	0.13	160 From	R									NA			NA		10/06/2010
65		To From				65-	1102 Stra	wberry St				$\neg$					
1104 Madison Ave	0.06	280	R									NA			NA		10/06/2010
		To From				6	65-1109 P	each St				$\exists$ —					
1104 Madison Ave	0.07	150	R									NA			NA		10/06/2010
		Fron				$\epsilon$	65-1113 P	lum St									
(1104) Madison Ave	0.12	200	R									NA			NA		10/06/2010
		From				65	5-642 Nec	tarine St				$\supset$					
(1104) Madison Ave	0.12	700	R				CE 1105	D: - 04				NA			NA		10/06/2010
		Fron					65-1105										
(1105) Fig St	0.10	1500	R			S	SR 184; 6	5-1112				NA			NA		10/06/2010
(1105) Fig St	00	Tr				65	1110 Ma										.0,00,20.0
(1105) Fig St	0.11	880 From	R			03-	-1110 Mo	nroe Ave				NA			NA		10/06/2010
(1105) Fig St		To				65-	1103 Jeff	erson Ave									
(1105) Fig St	0.38	870 From	R			03-1	1103 3011	CISOII / IVC				NA			NA		10/07/2010
65		To					Dead I	End									
		From	:			S	SR 184; 6	5-1101									
(1106) Washington Ave	0.13	350	R									NA			NA		10/07/2010
$\widehat{}$		Fron				65-	1102 Stra	wberry St				$\Box$					
(1106) Washington Ave	0.06	360	R									NA			NA		10/07/2010
<u> </u>		Fron				6	55-1109 P	each St									
(1106) Washington Ave	0.06	410	R									NA			NA		10/07/2010
<u> </u>	2.40	From				6	65-1113 P	lum St									40/07/004
(1106) Washington Ave	0.12	420	R									NA			NA		10/07/2010
(1106) Washington Ave	0.12	290 From				65	5-642 Nec	tarine St							NA		10/07/2010
(1106) Washington Ave	0.12	<b>290</b>	R				65-1105	Fig St				NA			NA		10/07/2010
		Fron	:					; Mason Av	76			ì					
(1107) Harbor Ave	0.06	340	R			BIC 101	1 Day 2110	, 1110011711				NA			NA		10/07/2010
65		т.	_			65-1	1112 Ran	dolph Ave									
(1107) Harbor Ave	0.06	210 From	R									NA			NA		10/07/2010
65		Tr.				65-1	1111 Taze	ewell Ave				_					
(1107) Harbor Ave	0.06	230	R									NA			NA		10/07/2010
U.3.)		To From				65-	-1110 Mo	nroe Ave				_					
(1107) Harbor Ave	0.07	220	R									NA			NA		10/07/2010
		To From				65-	1104 Mac	lison Ave				$\exists$ —					
1107 Harbor Ave	0.06	190	R									NA			NA		10/07/2010
<u> </u>		To	:			65-1	1103 Jeff	erson Ave									

Route	Length	AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of Cape Charles		Fron	n:				Dead End				1					
Marina Dr	0.23	90	R				cad End				NA			NA		10/07/2010
<u> </u>	0.22	From					65-1116				$\supset$			NΙΔ		10/07/2010
Marina Dr	0.32	1000	R		6	65-642 Ok	l Cape Char	les Rd			NA			NA		10/07/2010
		From	n:				y Ave; Mas									
Peach St	0.05	320	R			,					NA			NA		10/07/2010
Peach St	0.05	100 From	R			65-1112	Randolph .	Ave			NA			NA		10/07/2010
	0.02	From				65-111	l Tazewell	Ave						NIA		40/07/2040
(1109) Peach St	0.03	140	R			Dea	d End; Gap				NA T			NA		10/07/2010
		From			(		Iadison Av									
(1109) Peach St	0.06	110	R								NA			NA		10/07/2010
(1109) Peach St	0.06	90 From	R			65-1103	3 Jefferson A	Ave			NA			NA		10/07/2010
Peach St		Т	_			65-1106	Washington	Ave								
		Fron	n:		S	R 184 Ba	y Ave; Mas	on Ave								
Monroe Ave	0.06	180	R								NA			NA		10/07/2010
		From	n:			65-110	7 Harbor A	ve			$\supset$					
Monroe Ave	0.03	220	R								NA			NA		10/07/2010
$\overline{}$	0.44	From				65-1	101 Pine St	t			$\supset$			NIA		40/07/004/
Monroe Ave	0.11	130	R			65 1102 \$	trawberry S	t: Gan			NA			NA		10/07/2010
		Fron	n:		'		3 Plum St; (									
Monroe Ave	0.11	150	R								NA			NA		10/07/2010
		Fron	n:			65-642	2 Nectarine	St			_					
Monroe Ave	0.11	240	R								NA			NA		10/07/2010
		Fron				65-	1105 Fig St									
Monroe Ave	0.09	160	R			65.11	145 11	G.			NA			NA		10/07/2010
		I.					14 Fulcher									
Tazewell Ave	0.07	130	R		S	R 184 Ba	y Ave; Mas	on Ave			NA			NA		11/02/2010
Tazewell Ave	0.07	100					07.11	· ·			— '''			14/1		11/02/2010
(1111) Tazewell Ave	0.05	180	R			65-11	07 Harbor S	St			NA			NA		11/02/2010
(1111) Tazewell Ave		т				65.1	101 Pine St									
Tazewell Ave	0.17	230 From	R			03-1	101111103				NA			NA		11/02/2010
65		т.	n:			65-1	109 Peach S	t								
Tazewell Ave	0.07	<b>420</b> From	R								NA			NA		11/02/2010
		From	n:			65-1	113 Plum S	t								
Tazewell Ave	0.12	310	R								NA			NA		11/02/2010
<u> </u>	0.10	Fron				65-642	2 Nectarine	St			$\supset$					4.4.100.100.4.0
Tazewell Ave	0.12	320	R								NA 			NA		11/02/2010
Torough Ave	0.10	From				65-	1105 Fig St							NΙΔ		11/02/2010
Tazewell Ave	0.10	310 T	R			65-11	14 Fulcher	St			NA			NA		11/02/2010
		Fron	n:				y Ave; Mas				<del></del>					
Randolph Ave	0.08	290	R			107 Da	, ,				NA			NA		11/02/2010
		T. From	n:			65-110	7 Harbor A	ve			$\neg$ —					
Randolph Ave	0.06	350	R								NA			NA		11/02/2010
<u> </u>		From	n:			65-1	101 Pine St	1			_					
Randolph Ave	0.11	810	R								NA			NA		11/02/2010
		T	D:			65-1102	2 Strawberr	y St								

							Саро	Onanoo							
Route	Length	AADT	QA	4Tire	Bus			Truck xle 1Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of Cape Charles															
(1112) Randolph Ave	0.06	1000	R			65-1102	2 Straw	berry St		 NA			NA		11/02/2010
(1112) Randolph Ave	0.00	1000					100 %						INA		11/02/2010
(1112) Randolph Ave	0.07	1100	R			65-1	109 Pea	ch St		NA			NA		11/02/2010
(1112) Randolph Ave	0.07												IVA		11/02/2010
(1112) Randolph Ave	0.12	1200	R			65-1	1113 Plu	ım St		NA			NA		11/02/2010
(1112) Randolph Ave	0.12	1200											1471		11/02/2010
(1112) Randolph Ave	0.12	1500	R			65-642	2 Necta	rine St		NA			NA		11/02/2010
(1112) Randolph Ave	0.12	To	:			SR 1	184; 65-	1105		<b>—</b> "``			1471		11/02/2010
		From	1:		S			Mason Ave							
Plum St	0.05	310	R			,	*			NA			NA		11/02/2010
65		To	-			65-1112	2 Rando	lph Ave							
Plum St	0.05	350 From	R							NA			NA		11/02/2010
65		To				65-1111	1 Tazev	vell Ave							
Plum St	0.06	230	R							NA			NA		11/02/2010
65		To				65-111	10 Moni	oe Ave							
Plum St	0.07	390	R							NA			NA		11/02/2010
65		To From				65-110-	4 Madis	son Ave		$\neg$ —					
(1113) Plum St	0.06	310	R							NA			NA		11/02/2010
65)		To				65-1103	3 Jeffer	son Ave		<b>—</b>					
(1113) Plum St	0.05	270	R							NA			NA		11/02/2010
65)		To	00			65-1106	Washin	gton Ave							
O		From	1:			SR 1	184 Stor	ne Rd							
(1114) Fulcher St	0.08	330	R							NA			NA		11/02/2010
<u> </u>		To From				65-1111	1 Tazev	vell Ave		⊒:					
1114 Fulcher St	0.07	170	R			CE 111	10 M			NA			NA		11/02/2010
		From					10 Moni								
1115 Park Row	0.06	40	R			65-1102	2 Straw	berry St		NA			NA		11/02/2010
Park Row	0.00	To				Г	Dead Er	d					. 4/ (		. 1,02,2010
		From	n:				Dead Er								
1116	0.08	870	R							NA			NA		11/02/2010
05/		To	:			65-11	108 Mar	ina Dr							
$\widehat{}$		From				Γ	Dead Er	d							
1117	0.33	610	R							NA			NA		11/02/2010
<u> </u>		To	<u>'</u>			65-11	108 Mar	ına Dr							