### 2008

# 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 Route											
(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.

#### Virginia Department of Transportation Traffic Engineering Division

### 2008 Annual Average Daily Traffic Volume Estimates By Section of Route Town of Cape Charles

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Truck			QC	K	QK	Dir	AAWDT	QW
		3					2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
	From:	65-1101 Pine St	; 65-1106 V	Washingt	on Ave											
184 Bay Ave; Mason Ave	Town of Cape Charles (Maint: 65)	1.21	1900	G	97%	1%	1%	0%	0%	0%	F	0.113	F	0.516	2000	G
	To: From:	65-1105 Fig S	t; 65-1112	Randolpl	ı Ave											
184 Stone Rd	Town of Cape Charles (Maint: 65)	0.21	1900	N	97%	1%	1%	0%	0%	0%	Ν	0.113	Ν	0.516	2000	N
	: Ct															
(184) Stone Rd	Town of Cape Charles (Maint: 65)	0.06	3800	G	97%	1%	1%	0%	0%	0%	С	0.092	F	0.555	4100	G
$\smile$	То:	ECL Cape Char				harles										

						I OWIT O	Cape Chane	,							
Route	Length	AADT	QA	4Tire	Bus	2Axle	Truck 3+Axle 1Ti		OC:	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of Cape Charles								un 2110	411	1 40101		1 dotoi			
642) Old Cape Charles Rd	0.08	910	G	95%	0%	ECL 1%	Cape Charles 3% 19	% 0%	, F	0.115	N	0.676	900	G	2008
642 Old Cape Charles Rd	0.00	910 T		95 /6					) Г	0.113	IN	0.070	900	G	2000
(642) Nectarine St	0.06	160	R			SR 184 Ba	y Ave; Mason Av	/e		NA			NA		02/05/2004
Nectarine St		T				65 111	2 Randolph Ave								
Nectarine St	0.06	170 From	R			05-111.	2 Kandoipii Ave			NA			NA		02/05/2004
(642) Nectarine St		Т	2.			65-111	1 Tazewell Ave			<u> </u>					
Nectarine St	0.08	130	R			00 111	T Table Well Tive			NA			NA		02/05/2004
65		T				65-111	0 Monroe Ave			<u> </u>					
Nectarine St	0.07	100	R							NA			NA		02/05/2004
nn		To	n:			65-110	4 Madison Ave								
642 Nectarine St	0.05	100	R							NA			NA		02/05/2004
		From	n:			65-110	3 Jefferson Ave								
642 Nectarine St	0.07	60	R							NA			NA		02/05/2004
<u> </u>		Т					Washington Ave			<u> </u>					
(1101) Pine St	0.06	610	R		S	R 184 S, I	Bay Ave;Mason A	ve		NA			NA		02/04/2004
(1101) Pine St	0.00	010											INA		02/04/2004
(1101) Pine St	0.06	400 From	R			65-111	2 Randolph Ave			NA			NA		02/04/2004
(1101) Pine St	0.00	400											INA		02/04/2004
(1101) Pine St	0.06	160	R			65-111	1 Tazewell Ave			NA			NA		02/04/2004
(1101) Pine St	0.00	т.				<i>(5.</i> 111	0 M A								02/01/200
(1101) Pine St	0.07	<b>70</b> From	R			05-111	0 Monroe Ave			NA			NA		02/04/2004
(1101) Pine St		70				65 110	4 Madison Ave								
(1101) Pine St	0.06	120 From	R			05-110	4 Madison Ave			NA			NA		02/04/2004
(1101) Pine St		т	2.			65-110	3 Jefferson Ave								
(1101) Pine St	0.06	140 From	R			05 110	5 Jenerson Tive			NA			NA		02/04/2004
65		Т	D:			SR 18	84 N; 65-1106								
		Fron			S	SR 184 Ba	y Ave; Mason Av	ve .							
(1102) Strawberry St	0.05	990	R							NA			NA		02/04/2004
		Fron				65-111	2 Randolph Ave			<u> </u>					
(1102) Strawberry St	0.06	810	R							NA			NA		02/04/2004
	0.00	Fron	n:			65-111	1 Tazewell Ave			$\Rightarrow$					00/04/000
Strawberry St	0.06	300	R							NA			NA		02/04/2004
Ctrough own / Ct	0.02	From				65-111	0 Monroe Ave						NΙΔ		02/04/200/
(1102) Strawberry St	0.03	380	R							NA			NA		02/04/2004
(1102) Strawberry St	0.03	410 From	R			65-1	115 Park Row			NA			NA		02/04/2004
(1102) Strawberry St	0.00	T10				c# 110	137 11 1						14/1		02/04/2004
(1102) Strawberry St	0.06	100 From	R			65-110	4 Madison Ave			NA			NA		02/04/2004
(1102) Strawberry St		т				65 110	2 Inffamon Avia								
(1102) Strawberry St	0.06	110 From	R			03-110	3 Jefferson Ave			NA			NA		02/04/2004
Strawberry St Strawberry St		Т				65-1106	Washington Ave								
_		Fron			,	SR 184 Ba	ny Ave;Mason Av	e							
Jefferson Ave	0.05	120	R							NA			NA		02/03/2004
		Fron	n:			65-1	107 Harbor St								
1 <sub>103</sub> Jefferson Ave	0.02	100	R							NA			NA		02/03/2004
		From	n.			65-	1101 Pine St								
(1103) Jefferson Ave	0.13	90	R							NA			NA		02/03/2004
O . #		From	n:			65-110	2 Strawberry St								00/05/
1 <sub>103</sub> Jefferson Ave	0.05	160 <sub>т.</sub>	. R			CE 1	100 Dassh 94			NA			NA		02/03/2004
			<u> </u>			05-1	109 Peach St								

						10	JWII OI	Cape	Chanes	,							
Route	Length	AADT	QA	4Tire	Вι	ıs -			Truck xle 1Tra		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of Cape Charles		Fron	1:									. 0.010.		. 4010.			
Jefferson Ave	0.06	190	R				03-11	109 Pea	CII St			NA			NA		02/03/2004
		To From	): 				65-1	113 Plu	m St			$\supset$					
Jefferson Ave	0.12	160	R									NA —			NA		02/03/2004
(1103) Jefferson Ave	0.12	240 From	R				65-642	2 Necta	rine St			NA			NA		02/03/2004
Jefferson Ave		Т	o:			_	65-1	1105 Fi	g St								
<u> </u>		From				SR	184 Ba	y Ave;l	Mason Ave	9							
Madison Ave	0.05	100	R					05.11				NA			NA		02/03/2004
(1104) Madison Ave	0.04	100 From	R				65-11	07 Har	bor St			NA			NA		02/03/2004
(1104) Madison Ave		Ti	·				65-1	101 Pir	ne St			_					
1104 Madison Ave	0.13	150	R									NA			NA		02/03/2004
$\widehat{}$	0.00	From					65-1102	2 Straw	berry St			$\supset$			NIA.		00/00/000
(1104) Madison Ave	0.06	260	R									NA			NA		02/03/2004
(1104) Madison Ave	0.07	160	R				65-11	109 Pea	ch St			NA			NA		02/03/2004
Madison Ave	0.07	т					65-1	113 Plu	ım St			¬ <u>``</u>					02/00/200
(1104) Madison Ave	0.12	<b>210</b> From	R				05 11	113110	iii St			NA			NA		02/03/2004
65)		Fron	1:				65-642	2 Necta	rine St			_					
1104 Madison Ave	0.12	610	R				<i>(5.1</i>	1105 E:	- 04			NA			NA		02/03/2004
		Fron	1:					1105 Fi 84; 65-									
(1105) Fig St	0.10	1500	R				SK I	04, 05-	1112			NA			NA		02/04/2004
		To From	): 1:				65-1110	0 Monr	oe Ave								
1105 Fig St	0.11	850	R									NA			NA		02/04/2004
	0.00	From					65-1103	3 Jeffer	son Ave						NIA		00/04/000
(1105) Fig St	0.38	840	R			—	D	Dead En	ıd			NA			NA		02/04/2004
		Fron	1:					84; 65-									
(1106) Washington Ave	0.13	380	R									NA			NA		02/04/2004
	2.22	From	-				65-1102	2 Straw	berry St			$\rightrightarrows$					00/04/000
(1106) Washington Ave	0.06	340	R									NA			NA		02/04/2004
(1106) Washington Ave	0.06	360 From	R				65-11	109 Pea	ich St			NA			NA		02/04/2004
(1106) Washington Ave		Т.	-				65-1	113 Plu	m St								
(1106) Washington Ave	0.12	330	R									NA			NA		02/04/2004
		From	1:				65-642	2 Necta	rine St								
(1106) Washington Ave	0.12	350	R				65-1	1105 Fi	a St			NA			NA		02/04/2004
		Fron	1:			SR			Mason Ave	e							
(1107) Harbor Ave	0.06	160	R				10.24)	<i>j</i> 11,0,				NA			NA		02/04/2004
		From	n:				65-1112	Rando	lph Ave			$\supset$					
(1107) Harbor Ave	0.06	220	R								 	NA —			NA		02/04/2004
<u> </u>	0.06	200 From	R				65-1111	Tazev	vell Ave		 	NA			NA		02/04/2004
(1107) Harbor Ave	0.00	т					65-1110	0 Mon-	ое Але						11/7		02/0 <del>4</del> /2002
(1107) Harbor Ave	0.07	160 From	R				05-1110	O INTOIL	ol Ave			NA			NA		02/04/2004
65		Fron	1:				65-1104	4 Madis	son Ave								
1107 Harbor Ave	0.06	60	R									NA			NA		02/04/2004
		Т	"				65-1103	Jeffer:	son Ave								

						Town of Cap	e Charles								
Route	Length	AADT	QA	4Tire	Bus		Truck Axle 1Trail	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of Cape Charles		Froi	n:			Dood I	and a			<u> </u>					
(1108) Marina Dr	0.23	430	R			Dead E				NA			NA		02/03/2004
(1108) Marina Dr	0.32	1300	R			65-11				NA			NA		02/03/2004
		Т	'n*			65-642 Old Cape									
Peach St	0.05	310	R			SR 184 Bay Ave	;Mason Ave			NA			NA		02/03/2004
(1109) Peach St	0.05	110 From	R			65-1112 Rand	lolph Ave			NA			NA		02/03/2004
(1109) Peach St	0.03	130 From	R			65-1111 Taze				NA			NA		02/03/2004
		Fron	n:			Dead End 65-1104 Madiso									
1109 Peach St	0.06	110	R							NA			NA		02/03/2004
(1109) Peach St	0.06	100 From	R			65-1103 Jeffe	erson Ave			NA			NA		02/03/2004
Peach St		Т	io:			65-1106 Wash	ington Ave								
$\sim$		Fron			,	SR 184 Bay Ave	;Mason Ave								
Monroe Ave	0.06	190	R							NA			NA		02/03/2004
	0.03	210	R			65-1107 Hai	bor Ave			NA			NA		02/03/2004
(1110) Monroe Ave	0.00					65-1101 P	ine St								02/00/200
Monroe Ave	0.11	100 From	R							NA			NA		02/03/2004
		Fron	n:			65-1102 Strawb 65-1113 Plun									
Monroe Ave	0.11	120	R			03 1113 1141	п эт, опр			NA			NA		02/03/2004
	0.44	From	n:			65-642 Nec	tarine St			$\exists -$					00/00/000
Monroe Ave	0.11	230	R							NA —			NA		02/03/2004
(1110) Monroe Ave	0.09	130 From	R			65-1105 I	Fig St			NA			NA		02/03/2004
(1110) Monroe Ave	0.09	130	io:			65-1114 Fu	lcher St						INA		02/03/2004
		From	n:			SR 184 Bay Ave									
1111 Tazewell Ave	0.07	140	R			•				NA			NA		02/03/2004
		Fron	n:			65-1107 Ha	arbor St								
Tazewell Ave	0.05	160	R							NA			NA		02/03/2004
<u> </u>	0.17	210	R			65-1101 P	ine St						NA		02/03/2004
(1111) I azewell Ave	0.17	210	. —							NA			INA		02/03/2004
1111 Tazewell Ave	0.07	400 From	R			65-1109 Pe	each St			NA			NA		02/03/2004
65)		Froi	n:			65-1113 P	lum St								
Tazewell Ave	0.12	320	R							NA			NA		02/03/2004
	0.12	310 From	R			65-642 Nec	tarine St			NA			NA		02/03/2004
Tazewell Ave		т	in:			65-1105 I	Fig St								
Tazewell Ave	0.10	280 From	R			03 1103 1	ig St			NA			NA		02/03/2004
05/		Т	io:			65-1114 Fu	lcher St								
<u> </u>		From			S	SR 184 Bay Ave	; Mason Ave			<u></u>					00/05/22-
Randolph Ave	0.08	280	R							NA			NA		02/03/2004
(1112) Randolph Ave	0.06	330 From	R			65-1107 Har	bor Ave			NA			NA		02/03/2004
(1112) Randolph Ave	0.00		T			CF 1101 =	in a Co						11/7		JZ/UJ/ZUU4
(1112) Randolph Ave	0.11	790 From	R			65-1101 P	me St			NA			NA		02/03/2004
(1112) Randolph Ave		т				65-1102 Strav	wberry St								
·															

							Capo	Onlanco							
Route	Length	AADT	QA	4Tire	Bus			Truck xle 1Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of Cape Charles															
O 5	0.00	From				65-110	2 Strawl	erry St							00/00/000
(1112) Randolph Ave	0.06	1000	R							NA			NA		02/03/2004
<u> </u>		From	-			65-1	109 Pea	ch St		<u> </u>					
(1112) Randolph Ave	0.07	1100	R							NA			NA		02/03/2004
		To From	1:			65-1	1113 Plu	m St							
Randolph Ave 0.12	0.12	1200	R							NA			NA		02/03/2004
		From				65-64	2 Nectai	rine St							
(1112) Randolph Ave	0.12	1500	R							NA			NA		02/03/2004
<u> </u>		10	):				184; 65-								
Dlum Ct	0.05	From				SR 184 Ba	ay Ave;N	Mason Ave					NIA		00/04/000
(1113) Plum St	0.05	310	R							NA 			NA		02/04/2004
O 81 - 61	0.05	From				65-1112	2 Rando	lph Ave		<u> </u>					00/04/000
1113 Plum St	0.05	350	R							NA			NA		02/04/2004
^		To From	1:			65-111	1 Tazew	ell Ave		$\supset$					
(1113) Plum St	0.06	310	R							NA			NA		02/04/2004
		To From	) ·			65-111	10 Monro	oe Ave		$\Box$ —					
1113 Plum St	0.07	380	R							NA			NA		02/04/2004
		To From	1:			65-110	4 Madis	on Ave		$\Box$					
1113 Plum St	0.06	300	R							NA			NA		02/04/2004
		To From				65-1103	3 Jeffers	on Ave		$\Box$ —					
Plum St	0.05	270	R							NA			NA		02/04/2004
65		To	:			65-1106	Washin	gton Ave							
$\sim$		From	1:			SR 1	184 Ston	e Rd							
1114 Fulcher St	0.08	310	R							NA			NA		02/04/2004
_		To From	1:			65-111	1 Tazew	ell Ave		$\Box$ —					
1114 Fulcher St	0.07	170	R							NA_			NA		02/04/2004
		To	):			65-111	10 Monre	oe Ave							
O		From	·			65-110	2 Strawl	perry St		ᆜ					00/04/000
(1115) Park Row	0.06	<b>40</b>	R				Dood En	4		NA			NA		02/04/2004
=		From					Dead En								
	0.08	850	R				Dead En	d		NA			NA		02/03/2004
(1116) (65)	0.00	To	:			65-11	108 Mari	na Dr					11/7		02/00/2004
		From	1:				Dead En								
117	0.33	NA					oud Dil	<u></u>		NA			NA		
(1117) 65		To	:			65-11	108 Mari	na Dr							
														_	_