

2004

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

where available

Special Locality Report

310

Town of Tappahannock

Prepared By

**Virginia Department of Transportation
Mobility Management Division**

In Cooperation With

**U.S. Department of Transportation
Federal Highway Administration**

Virginia Department of Transportation
Mobility Management 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 at VDOT Mobility Management's 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’s Mobility Management 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 Peak Hour 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 Peak Hour 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



Secondary Route

Special Routes



Bus - Business Route

Bypas - Bypass Route

Truck - Truck Route



ALT - Alternate Route

Wve - 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 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
 Mobility Management Division
 2004
 Annual Average Daily Traffic Volume Estimates By Section of Route
 Town of Tappahannock

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
17 360	From: SCL Tappahannock															
	Town of Tappahannock (Maint: 28)	2.24	23000	N	93%	1%	1%	1%	5%	0%	N	0.079	N	0.51	20000	N
17	From: US 360 Tappahannock															
	Town of Tappahannock (Maint: 28)	0.62	7600	B	93%	1%	1%	1%	5%	0%	C	0.13	A	0.504	6600	B
360 17	From: CL Tappahannock															
	Town of Tappahannock (Maint: 28)	2.24	23000	N	93%	1%	1%	1%	5%	0%	N	0.079	N	0.51	20000	N
360	From: E US 17															
	Town of Tappahannock (Maint: 28)	0.25	15000	G	95%	0%	1%	1%	2%	0%	F	0.088	F	0.576	15000	G
	To: Essex County Line															

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						2Axle	3+Axle	1Trail	2Trail							
Town of Tappahannock																
617 ₂₈	0.19	810	G	97%	1%	2%	0%	0%	0%	C	0.107	F	0.635	810	G	2004
				From:	US 17											
				To:	ECL Tappahannock											
627 ₂₈	1.62	5100	G	94%	2%	2%	0%	1%	0%	C	0.100	F	0.596	5100	G	2004
				From:	NCL Tappahannock											
				To:	US 17											
657 ₂₈	0.28	560	R								NA		NA			1999
				From:	Dead End											
657 ₂₈	0.24	890	R								NA		NA			1999
				From:	28-1029 NORTH											
657 ₂₈	0.36	2000	G	93%	5%	1%	0%	1%	0%	C	0.135	F	0.565	2000	G	2004
				From:	0.24 MW 28-1019											
				To:	US 17											
657 ₂₈	0.14	240	R								NA		NA			1999
				From:	US 17											
				To:	28-1004											
657 ₂₈	0.08	40	R								NA		NA			1999
				From:	Dead End											
659 ₂₈	0.53	720	G	97%	1%	1%	0%	1%	0%	C	0.097	F	0.559	720	G	2004
				From:	SR 310											
				To:	28-627											
698 ₂₈	0.35	1600	R								NA		NA			1999
				From:	US 17 SOUTH											
698 ₂₈	0.59	2600	R								NA		NA			1999
				From:	28-1036											
				To:	US 17 NORTH											
700 ₂₈	0.07	650	R								NA		NA			05/15/2002
				From:	28-627 ; 28-723											
				To:	Dead End											
705 ₂₈	0.11	100	R								NA		NA			1999
				From:	Dead End											
				To:	28-627											
706 ₂₈	0.30	70	R								NA		NA			05/15/2002
				From:	28-659											
				To:	Dead End											
723 ₂₈	0.40	270	R								NA		NA			05/15/2002
				From:	28-706											
				To:	28-700											
725 ₂₈	0.29	1300	R								NA		NA			06/05/2002
				From:	US 17											
				To:	ECL Tappahannock											
729 ₂₈	0.03	NA									NA		NA			
				From:	Dead End											
				To:	28-617											
1001 ₂₈	0.05	190	R								NA		NA			05/21/2002
				From:	28-1006											
1001 ₂₈	0.11	590	R								NA		NA			05/21/2002
				From:	28-1003											
1001 ₂₈	0.06	340	R								NA		NA			05/21/2002
				From:	US 360											
1001 ₂₈	0.02	360	R								NA		NA			05/21/2002
				From:	28-657											
				To:	Dead End											
1002 ₂₈	0.10	470	R								NA		NA			05/15/2002
				From:	US 17											
				To:	Dead End											

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Town of Tappahannock																
(1003) 28	0.20	1300	R			From: US 17; 28-1023										05/15/2002
(1003) 28	0.09	850	R			To: 28-1010										05/15/2002
(1003) 28	0.19	590	R			From: 28-1020										05/15/2002
(1003) 28	0.14	710	R			To: US 17 NORTH										05/21/2002
(1003) 28	0.06	150	R			From: 28-1004										05/21/2002
						To: Dead End										
(1004) 28	0.03	70	R			From: Dead End										05/15/2002
(1004) 28	0.12	280	R			To: 28-1011										05/15/2002
(1004) 28	0.34	2600	R			From: 28-1008										05/15/2002
(1004) 28	0.06	2600	R			To: US 360										05/15/2002
(1004) 28	0.13	100	R			From: 28-657										05/15/2002
						To: Dead End										
(1005) 28	0.04	70	R			From: Dead End										05/15/2002
(1005) 28	0.16	870	R			To: 28-1006										05/15/2002
(1005) 28	0.14	1700	R			From: US 17										05/21/2002
(1005) 28	0.10	350	R			To: 28-1004										05/21/2002
(1005) 28	0.02	60	R			From: 28-1013										05/30/2002
						To: Dead End										
(1006) 28	0.23	80	R			From: END LOOP										05/15/2002
(1006) 28	0.24	260	R			To: 28-1005										05/21/2002
(1006) 28	0.14	280	R			From: US 17										05/21/2002
						To: 28-1004										
(1007) 28	0.14	180	R			From: 28-1003										1999
(1007) 28	0.17	430	R			To: US 17										1999
						From: 28-1004										
(1008) 28	0.07	3400	R			To: US 17										1999
(1008) 28	0.13	1900	R			From: 28-1022										1999
						To: 28-1004										
(1009) 28	0.14	270	R			From: 28-1010										1999
						To: 28-1027										

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						2Axle	3+Axle	1Trail	2Trail							
Town of Tappahannock																
1010 28	0.17	100	R			From: Dead End					NA			NA		1999
1010 28	0.03	800	R			From: 28-1009					NA			NA		1999
1010 28						To: 28-1020; 28-1025										
1010 28	0.10	610	R			From: 28-1020; 28-1025					NA			NA		1999
1010 28						To: 28-1016										
1010 28	0.23	800	R			From: 28-1016					NA			NA		1999
1010 28						To: US 17										
1011 28	0.07	450	R			From: US 17					NA			NA		1999
1011 28						To: 28-1012										
1011 28	0.23	150	R			From: 28-1012					NA			NA		1999
1011 28						To: 28-1004										
1012 28	0.08	340	R			From: 28-1011					NA			NA		1999
1012 28						To: 28-1021										
1013 28	0.14	240	R			From: 28-1005					NA			NA		1992
1013 28						To: US 360										
1014 28	0.07	550	R			From: Dead End					NA			NA		05/15/2002
1014 28						To: US 17										
1015 28	0.28	190	R			From: 28-1010					NA			NA		05/15/2002
1015 28						To: 28-1003										
1016 28	0.23	130	R			From: Dead End					NA			NA		05/15/2002
1016 28						To: 28-1020										
1017 28	0.03	60	R			From: Dead End					NA			NA		05/15/2002
1017 28						To: 28-1015										
1017 28	0.19	240	R			From: 28-1015					NA			NA		05/15/2002
1017 28						To: 28-1003										
1018 28	0.11	100	R			From: Dead End					NA			NA		05/15/2002
1018 28						To: US 17										
1019 28	0.04	70	R			From: 0.04 MN 28-657					NA			NA		05/15/2002
1019 28						To: 28-657										
1019 28	0.10	390	R			From: 28-657					NA			NA		05/15/2002
1019 28						To: 0.10 MS 28-657										
1020 28	0.26	540	R			From: 28-1010					NA			NA		05/21/2002
1020 28						To: 28-1003										
1021 28	0.17	90	R			From: 28-1011					NA			NA		1999
1021 28						To: 28-1007										
1022 28	0.07	830	R			From: 28-1012					NA			NA		1999
1022 28						To: 28-1008										
1022 28	0.10	630	R			From: 28-1008					NA			NA		1999
1022 28						To: 28-1007										

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						2Axle	3+Axle	1Trail	2Trail							
Town of Tappahannock																
1023 28	0.08	110	R			From: Dead End						NA		NA		05/15/2002
						To: US 17; 28-1003										
1024 28	0.06	9	R			From: Dead End						NA		NA		05/15/2002
						To: US 17										
1025 28	0.04	9	R			From: Dead End						NA		NA		05/15/2002
						To: 28-1010										
1026 28	0.13	140	R			From: 28-1010						NA		NA		1999
						To: 28-1027										
1027 28	0.14	140	R			From: Dead End						NA		NA		1999
						To: 28-1009										
1028 28	0.11	160	R			From: Dead End						NA		NA		1999
						To: 28-1026										
1029 28	0.19	210	R			From: 28-657 SOUTH						NA		NA		05/15/2002
						To: 28-657 NORTH										
1030 28	Perdue Inc 0.11	350	R			From: 28-617						NA		NA		1999
						To: Dead End										
1031 28	0.11	440	R			From: US 17						NA		NA		1999
						To: 28-1032										
1031 28	0.41	340	R			From: 28-1032						NA		NA		1999
						To: Dead End										
1032 28	0.18	200	R			From: 28-1031						NA		NA		05/30/2002
						To: US 17										
1036 28	0.11	2600	R			From: US 17						NA		NA		05/30/2002
						To: 28-698										
1037 28	0.11	690	R			From: 28-725						NA		NA		06/05/2002
						To: 28-1038										
1037 28	0.14	110	R			From: 28-1038						NA		NA		06/05/2002
						To: BEGIN LOOP										
1037 28	0.06	40	R			From: BEGIN LOOP						NA		NA		06/05/2002
						To: 28-1039										
1037 28	0.13	47	R			From: 28-1039						NA		NA		06/05/2002
						To: END LOOP										
1038 28	0.07	70	R			From: 68-1037						NA		NA		06/05/2002
						To: Cul-de-Sac										
1039 28	0.05	30	R			From: 28-1037						NA		NA		06/05/2002
						To: Cul-de-Sac										
1042 28	0.27	7	R			From: Cul-de-Sac						NA		NA		04/08/2002
						To: 28-1031										
1043 28	0.04	2	R			From: Cul-de-Sac						NA		NA		05/30/2002
						To: 28-1042										

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						2Axle	3+Axle	1Trail	2Trail							
Town of Tappahannock																
(1045) 28	0.19	190	R			From:	28-1031 SOUTH					NA		NA		05/30/2002
(1045) 28	0.18	70	R			From:	28-1046					NA		NA		05/30/2002
						To:	28-1031 NORTH									
(1046) 28	0.06	70	R			From:	28-1045					NA		NA		05/30/2002
						To:	Cul-de-Sac									
(1050) 28	0.10	830	R			From:	28-627					NA		NA		1999
						To:	Cul-de-Sac									
(1051) 28	0.21	830	R			From:	28-627					NA		NA		1999
						To:	Cul-de-Sac									
(1052) 28	0.04	130	R			From:	Cul-de-Sac					NA		NA		1999
						To:	28-1051									
(9123) 28	0.27	260	R			From:	28-657					NA		NA		05/15/2002
						To:	Essex Int School									
(9125) 28	0.29	400	R			From:	US 17					NA		NA		05/30/2002
						To:	US 17: 28-1018									