2018
Virginia Department of Transportation
Daily Traffic Volume Estimates
Including Vehicle Classification Estimates

where available

Special Locality Report
310

Town of Tappahannock

Information in this report is included in Report

28

(Essex 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

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
2018
Annual Average Daily Traffic Volume Estimates By Section of Route
Town of Tappahannock

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: SCL Tappahannock															
17 360	Town of Tappahannock (Maint: 28)	2.24	**23000**	**N**	94%	0%	1%	1%	4%	0%	N	0.082	F	0.515	20000	N
	To: US 360 Tappahannock															
	From: US 360 Tappahannock															
17	Town of Tappahannock (Maint: 28)	0.62	**7300**	**A**	94%	0%	1%	1%	4%	0%	C	0.144	A	0.677	6500	A
	To: NCL Tappahannock															
	From: CL Tappahannock															
360 17	Town of Tappahannock (Maint: 28)	2.24	**23000**	**N**	94%	0%	1%	1%	4%	0%	N	0.082	F	0.515	20000	N
	To: E US 17															
	From: E US 17															
360 Queen St	Town of Tappahannock (Maint: 28)	0.25	**13000**	**G**	95%	0%	1%	1%	2%	0%	F	0.078	F	0.593	14000	G
	To: Richmond County Line															

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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 Tappahannock																
617 28 Richmond Beach Rd	0.19	**670**	**G**	98%	1%	1%	0%	0%	0%	C	0.101	F	0.542	680	G	2018
From: US 17 — To: ECL Tappahannock																
627 28 Airport Rd	1.62	**3900**	**G**	94%	3%	1%	1%	2%	0%	C	0.108	F	0.564	3900	G	2018
From: NCL Tappahannock — To: US 17																
657 28 Marsh St	0.28	**350**	**R**								NA			NA		07/10/2017
From: Dead End — To: 28-1029 N, Rouzie Dr																
657 28 Marsh St	0.24	**1600**	**R**								NA			NA		06/06/2017
From: 28-1029 N, Rouzie Dr — To: 0.24 MW 28-1019 Markham Terrace																
657 28 Marsh St	0.36	**2100**	**G**	93%	5%	1%	0%	0%	0%	C	0.131	F	0.692	2100	G	2018
From: 0.24 MW 28-1019 Markham Terrace — To: US 17																
657 28 Marsh St	0.14	**240**	**G**	98%	1%	0%	0%	1%	0%	C	0.14	F	0.649	240	G	2018
From: US 17 — To: 28-1004 Water Lane																
657 28 Marsh St	0.08	**30**	**R**								NA			NA		10/04/2011
From: 28-1004 Water Lane — To: Dead End																
659 28 Desha Rd	0.53	**620**	**G**	98%	1%	0%	0%	0%	0%	C	0.101	F	0.591	620	G	2018
From: 28-627 Airport Rd — To: SCL Tappahannock																
698 28 White Oak Rd	0.35	**2100**	**R**								NA			NA		06/06/2017
From: US 17 SOUTH — To: 28-1036 Ball St																
698 28 Hobbs Hole Dr	0.59	**2500**	**R**								NA			NA		06/06/2017
From: 28-1036 Ball St — To: US 17 NORTH																
700 28 Commerce Rd	0.07	**200**	**R**								NA			NA		06/16/2014
From: 28-627 Airport Rd; 28-723 — To: Dead End																
705 28 Essex Gardens	0.12	**100**	**R**								NA			NA		07/11/2017
From: Dead End — To: 28-627 Airport Rd																
706 28 Industrial Rd	0.30	**100**	**R**								NA			NA		06/16/2014
From: 28-659 Desha Rd — To: Dead End																
723 28 Mill Rd	0.40	**260**	**R**								NA			NA		06/16/2014
From: 28-706 Industrial Rd — To: 28-700 Commerce Rd																
725 28 Winston Rd	0.29	**1500**	**R**								NA			NA		06/18/2014
From: US 17 — To: ECL Tappahannock																
729 28	0.03	**830**	**R**								NA			NA		09/20/2011
From: Dead End — To: 28-617 Richmond Beach Rd																
1001 28 Cross St	0.05	**150**	**R**								NA			NA		06/09/2014
From: 28-1006 Virginia St — To: 28-1003 Duke St																
1001 28 Cross St	0.11	**420**	**R**								NA			NA		06/09/2014
From: 28-1003 Duke St — To: US 360 Queen St																
1001 28 Cross St	0.06	**290**	**R**								NA			NA		06/09/2014
From: US 360 Queen St — To: 28-657 Marsh St																
1001 28 Cross St	0.02	**400**	**R**								NA			NA		06/09/2014
From: 28-657 Marsh St — To: Dead End																
1002 28 Dock St	0.10	**300**	**R**								NA			NA		06/16/2014
From: US 17 — To: Dead End																

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Town of Tappahannock

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 Tappahannock																
			From:	US 17; 28-1023												
1003 28 Essex St	0.20	**1000**	**R**								NA			NA		06/09/2014
			To:	28-1010 Daingerfield St												
1003 28 Essex St	0.09	**540**	**R**								NA			NA		06/09/2014
			To:	28-1020 Cralle St												
1003 28 Duke St	0.19	**390**	**R**								NA			NA		06/09/2014
			To:	US 17 NORTH												
1003 28 Duke St	0.14	**360**	**R**								NA			NA		06/09/2014
			To:	28-1004 Water Lane												
1003 28 Duke St	0.06	**120**	**R**								NA			NA		06/09/2014
			From:	Dead End												
1004 28 Water Lane	0.03	**40**	**R**								NA			NA		06/09/2014
			To:	28-1011 Jeanette Dr												
1004 28 Water Lane	0.12	**160**	**R**								NA			NA		06/09/2014
			To:	28-1008 Wright St												
1004 28 Water Lane	0.34	**2000**	**G**	99%	0%	0%	0%	0%	0%	C	0.115	F	0.657	2000	G	2018
			To:	US 360 Queen St												
1004 28 Water Lane	0.06	**260**	**R**								0.115	F	0.657	NA		06/09/2014
			To:	28-657 Marsh St												
1004 28 Water Lane	0.13	**50**	**R**								NA			NA		06/09/2014
			From:	Dead End												
1005 28 Faulconer Circle Court	0.04	**30**	**R**								NA			NA		06/09/2014
			To:	28-1006 Waller Pl & Virginia St; Falconer Circle												
1005 28 Prince St	0.16	**620**	**R**								NA			NA		06/09/2014
			To:	US 17												
1005 28 Prince St	0.14	**610**	**R**								NA			NA		06/09/2014
			To:	28-1004 Water Lane												
1005 28 Prince St	0.10	**390**	**R**								NA			NA		06/09/2014
			To:	28-1013 Newbill Dr												
1005 28 Prince St	0.02	**230**	**R**								NA			NA		06/09/2014
			From:	End Loop												
1006 28 Falconer Circle	0.23	**390**	**R**								NA			NA		06/09/2014
			To:	28-1005 Prince St												
1006 28 Waller Pl & Virginia St	0.24	**240**	**R**								NA			NA		06/09/2014
			To:	US 17												
1006 28 Virginia St	0.14	**180**	**R**								NA			NA		06/09/2014
			From:	28-1003 Essex St												
1007 28 Earl St	0.14	**180**	**R**								NA			NA		06/07/2017
			To:	US 17												
1007 28 Earl St	0.17	**340**	**R**								NA			NA		06/07/2017
			From:	US 17												
1008 28 Wright St	0.07	**2600**	**G**	97%	1%	1%	1%	1%	0%	C	0.100	F	0.654	2600	G	2018
			To:	28-1022 Charlotte St												
1008 28 Wright St	0.13	**1900**	**G**	99%	0%	0%	0%	0%	0%	C	0.105	F	0.623	1900	G	2018
			From:	28-1010 Daingerfield St												
1009 28 Ware Ave	0.14	**310**	**R**								NA			NA		06/07/2017
			To:	28-1027 Tanyard Dr												

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Town of Tappahannock																
1010 28 Daingerfield St	0.17	**280**	**R**								NA			NA		07/11/2017
From: Dead End																
To: 28-1009 Ware Ave																
1010 28 Daingerfield St	0.03	**690**	**R**								NA			NA		06/07/2017
From: 28-1009 Ware Ave																
To: 28-1020 Cralle St; 28-1025																
1010 28 Daingerfield St	0.10	**680**	**R**								NA			NA		06/07/2017
From: 28-1020 Cralle St; 28-1025																
To: 28-1016 Pegtram Lane																
1010 28 Daingerfield St	0.23	**840**	**R**								NA			NA		06/07/2017
From: 28-1016 Pegtram Lane																
To: US 17																
1011 28 Jeanette Dr	0.07	**250**	**R**								NA			NA		06/07/2017
From: US 17																
To: 28-1012 Tom Williams Dr																
1011 28 Jeanette Dr	0.23	**140**	**R**								NA			NA		06/07/2017
From: 28-1012 Tom Williams Dr																
To: 28-1004 Water Lane																
1012 28 Tom Williams Dr	0.08	**120**	**R**								NA			NA		06/07/2017
From: 28-1011 Jeanette Dr																
To: 28-1021 Della St																
1013 28 Newbill Dr	0.14	**160**	**R**								NA			NA		06/07/2017
From: 28-1005 Prince St																
To: US 360 Queen St																
1014 28 Queen St	0.07	**440**	**R**								NA			NA		06/16/2014
From: Dead End																
To: US 17																
1015 28 Lewis St	0.28	**220**	**R**								NA			NA		06/16/2014
From: 28-1010 Daingerfield St																
To: 28-1003 Essex St																
1016 28 Pegtram Lane	0.23	**60**	**R**								NA			NA		06/16/2014
From: Dead End																
To: 28-1020 Cralle St																
1017 28 Deshields St	0.03	**30**	**R**								NA			NA		06/16/2014
From: Dead End																
To: 28-1015 Lewis St																
1017 28 Deshields St	0.19	**140**	**R**								NA			NA		06/16/2014
From: 28-1015 Lewis St																
To: 28-1003 Essex St																
1018 28 Parker Place	0.11	**150**	**R**								NA			NA		06/16/2014
From: Dead End																
To: US 17																
1019 28 Moore St	0.04	**48**	**R**								NA			NA		06/16/2014
From: 0.04 MN 28-657																
To: 28-657 Marsh St																
1019 28 Moore St	0.10	**430**	**R**								NA			NA		06/16/2014
From: 28-657 Marsh St																
To: 0.10 MS 28-657 Marsh St																
1020 28 Cralle St	0.26	**450**	**R**								NA			NA		06/07/2017
From: 28-1010 Daingerfield St																
To: 28-1003 Duke St; Essex St																
1021 28 Della St	0.17	**190**	**R**								NA			NA		06/07/2017
From: 28-1011 Jeanette Dr																
To: 28-1007 Earl St																
1022 28 Charlotte St	0.07	**340**	**R**								NA			NA		06/07/2017
From: 28-1012 Tom Williams Dr																
To: 28-1008 Wright St																
1022 28 Charlotte St	0.10	**500**	**R**								NA			NA		06/07/2017
From: 28-1008 Wright St																
To: 28-1007 Earl St																

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Town of Tappahannock																
1023 28 Warner St	0.08	**80**	From: Dead End **R** To: US 17; 28-1003 Essex St								NA			NA		06/16/2014
1024 28 (Cemetery Entrance)	0.06	**30**	From: Dead End **R** To: US 17								NA			NA		06/16/2014
1025 28 Hoskins Creek Dr	0.04	**7**	From: Dead End **R** To: 28-1010 Daingerfield St								NA			NA		06/16/2014
1026 28 Derby Lane	0.13	**200**	From: 28-1010 Daingerfield St **R** To: 28-1027 Tanyard Dr								NA			NA		06/07/2017
1027 28 Tanyard Dr	0.14	**220**	From: Dead End **R** To: 28-1009 Ware Ave								NA			NA		07/12/2017
1028 28 Clanton Dr	0.11	**100**	From: Dead End **R** To: 28-1026 Derby Lane								NA			NA		07/12/2017
1029 28 Rouzie Dr	0.19	**180**	From: 28-657 S, Marsh St **R** To: 28-657 N, Marsh St								NA			NA		06/16/2014
1030 28 Granary Rd	0.11	**1300**	From: 28-617 Richmond Beach Rd **R** To: Dead End								NA			NA		07/12/2017
1031 28 Sycamore St	0.11	**920**	From: US 17 **R** To: 28-1032 Elm St								NA			NA		06/13/2017
1031 28 Sycamore St	0.41	**670**	From: 28-1032 Elm St **R** To: Dead End								NA			NA		07/12/2017
1032 28 Elm St	0.18	**160**	From: 28-1031 Sycamore St **R** To: US 17								NA			NA		06/18/2014
1036 28 Ball St	0.11	**3900**	From: US 17 **R** To: 28-698 Hobbs Hole Dr; White Oak Rd								NA			NA		06/18/2014
1037 28 Old Creek Lake Dr	0.11	**690**	From: 28-725 Winston Rd **R** To: 28-1038 Dillard St								NA			NA		06/18/2014
1037 28 Old Creek Lake Dr	0.14	**150**	From: 28-1038 Dillard St **R** To: Begin Loop								NA			NA		06/18/2014
1037 28 Old Creek Lake Dr	0.06	**50**	From: Begin Loop **R** To: 28-1039 Cooke St								NA			NA		06/18/2014
1037 28 Old Creek Lake Dr	0.13	**60**	From: 28-1039 Cooke St **R** To: End Loop								NA			NA		06/18/2014
1038 28 Dillard St	0.07	**60**	From: 28-1037 Old Creek Lake Dr **R** To: Cul-de-Sac								NA			NA		06/18/2014
1039 28 Cooke St	0.05	**40**	From: 28-1037 Old Creek Lake Dr **R** To: Cul-de-Sac								NA			NA		06/18/2014
1042 28 Heron Point Rd	0.27	**70**	From: Cul-de-Sac **R** To: 28-1031 Sycamore St								NA			NA		06/18/2014
1043 28 Point Court	0.04	**20**	From: Cul-de-Sac **R** To: 28-1042 Heron Point Rd								NA			NA		06/18/2014

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Town of Tappahannock																
1045 28 Hoskins Dr	0.19	**260**	**R**								NA			NA		06/18/2014
From: 28-1031 S, Sycamore St To: 28-1046 Ridgecrest Court																
1045 28 Hoskins Dr	0.18	**110**	**R**								NA			NA		06/18/2014
From: 28-1046 Ridgecrest Court To: 28-1031 N, Sycamore St																
1046 28 Ridgecrest Court	0.06	**80**	**R**								NA			NA		06/18/2014
From: 28-1045 Hoskins Dr To: Cul-de-Sac																
1050 28 King St	0.10	**400**	**R**								NA			NA		07/12/2017
From: 28-627 Airport Rd To: Cul-de-Sac																
1051 28 Davis St	0.21	**580**	**R**								NA			NA		07/12/2017
From: 28-627 Airport Rd To: Cul-de-Sac																
1052 28	0.04	**80**	**R**								NA			NA		09/22/2017
From: Cul-de-Sac To: 28-1051 Davis St																
1075 28 Hobbs Hole Dr	0.07	**470**	**N**								NA			NA		06/18/2014
From: SCL Tappahannock To: 28-698 Hobbs Hole Dr																
9123 28 Essex Int School	0.27	**50**	**R**								NA			NA		06/16/2014
From: 28-657 Marsh St To: Essex Int School																
9125 28 Elementary School St	0.29	**70**	**R**								NA			NA		06/16/2014
From: US 17 To: US 17; 28-1018																
9126 28	0.04	**110**	**R**								NA			NA		06/16/2014
From: 28-9125 Elementary School St To: 28-1001 Cross St																