2001

Virginia Department of Transportation

Daily Traffic Volumes

Including Vehicle Classification Estimates

where available

Jurisdiction Report

18

Charles Citv Countv

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 includes a list of all Interstate and Primary highway segments with the estimated Annual Average Daily Traffic (AADT). AADT is the total annual traffic estimate divided by the number of days in the year. This book is titled "Average Daily Traffic Volumes on Interstate, Arterial and Primary Routes".

The second booklet includes the same information as the first, along with some additional information such as an estimate of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks. This booklet also includes the 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; and a "Design Hour" estimate which is a value used by planners to formulate design criteria. This book is titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes".

Both of the Interstate and Primary booklets mentioned above include 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 booklet has been redesigned based on user requests and feedback. The people at VDOT Traffic Engineering's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

In addition to the two annual publications, 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 all 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".

Available this year is a compact disc (CD) that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. One disc will include both Primary and Interstate publications as well as each of the 100 Jurisdiction Reports. The CD will also include a number of summary reports not available in the printed version.

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 Traffic Engineering 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

Design Hour: The estimate of the traffic volume for the 30th highest traffic volume occurring in a one-year period.

QK: Quality of the Design Hour estimate:

- A 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B 30th Highest Hour Observed During Less than 12 Months of Continuous Traffic Data
- F Factored Highest Hour Collected at in a 48 Hour Weekday Period
- G Factored Highest Hour Collected at in a 48 Hour Weekday Period with Growth Element
- M Manual Estimate of 30th Highest Hour
- N Design Hour of Similar Neighboring Traffic Link
- O Provided by External Source

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday.

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, the actual date that the count was obtained is provided. All other AADT data are factored to be accurate for the year of the report.

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
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
2001
Annual Average Daily Traffic Volume Estimates By Section of Route
Charles City Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle	Truck 3+Axle	Truck 1Trail	Truck 2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Charles City County															
From: Henrico County Line															
5	4.34	**1400**	**G**	87%	1%	2%	7%	3%	0%	C	150	G	1400	G	2001
To: SR 156 E Int															
From:															
5	3.69	**3100**	**G**	89%	1%	3%	2%	5%	0%	F	260	G	3200	G	2001
To: 18-609															
From:															
5	5.68	**2700**	**F**	89%	1%	3%	2%	5%	0%	C	260	F	2700	F	2001
To: SR 155 Charles City CH															
From:															
5	3.81	**2100**	**G**	86%	1%	2%	4%	6%	1%	C	200	G	2200	G	2001
To: 18-632															
From:															
5 John Tyler Memorial	9.47	**2100**	**G**	86%	1%	2%	4%	6%	1%	F	200	G	2100	G	2001
To: James City County Line, Chickahominy Bridge															
From: Prince George County Line															
106 156	1.31	**3700**	**G**	83%	1%	3%	2%	12%	0%	F	340	G	3700	G	2001
To: SR 5; SR 156 Tyler Memorial Hwy															
From:															
106 Roxbury Rd	6.67	**1600**	**G**	80%	0%	2%	3%	15%	0%	F	140	G	1600	G	2001
To: 18-656 Bradley Rd															
From:															
106 Roxbury Rd	3.13	**4200**	**G**	80%	1%	3%	10%	7%	0%	C	370	G	4200	G	2001
To: New Kent County Line															
New Kent County															
From: Charles City County Line															
106 Roxbury Rd	0.43	**4200**	**N**	80%	1%	3%	10%	7%	0%	N	370	N	4200	N	2001
To: New Kent County Line															
Charles City County															
From: SR 5 Charles City CH															
155	3.67	**2000**	**G**	90%	1%	5%	1%	4%	0%	F	190	G	2000	G	2001
To: 18-612															
From:															
155	2.75	**2100**	**G**	90%	1%	5%	1%	4%	0%	F	170	G	2100	G	2001
To: New Kent County Line															
From: Prince George County Line															
156	1.31	**3700**	**G**	83%	1%	3%	2%	12%	0%	F	340	G	3700	G	2001
To: E SR 5															
From:															
156 5	4.34	**1400**	**G**	87%	1%	2%	7%	3%	0%	C	150	G	1400	G	2001
To: Henrico County Line															
From: Henrico County Line															
600	0.40	**1300**	**R**								NA		NA		1999
To: 18-603															
From:															
600	2.28	**310**	**R**								NA		NA		1999
To: 18-622															
From:															
600	0.96	**300**	**R**								NA		NA		1999
To: SR 106															
From: Dead End															
601	0.40	**70**	**R**								NA		NA		02/27/2002
To: 18-615															
From: SR 155															
602	1.03	**1200**	**G**	90%	1%	2%	4%	2%	0%	F	NA		1200	G	2001
To: 1.03 MW SR 155															
From:															
602	1.65	**1200**	**G**	90%	1%	2%	4%	2%	0%	F	NA		1200	G	2001
To: 18-618															
From:															
602	2.18	**1400**	**G**	90%	1%	2%	4%	2%	0%	F	NA		1400	G	2001
To: 18-630															
From:															
602	0.83	**1800**	**G**	90%	1%	2%	4%	2%	0%	C	NA		1800	G	2001
To: 18-609															

Virginia Department of Transportation
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Charles City Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle	Truck 3+Axle	Truck 1Trail	Truck 2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Charles City County															
603	1.96	**480**	**R**	From: 18-609							NA		NA		1999
				To: SR 106											
603	2.14	**1000**	**R**	From:							NA		NA		1999
				To: 18-600											
604	2.60	**240**	**R**	From: SR 106							NA		NA		1999
				To: Henrico County Line											
606	0.30	**50**	**R**	From: SR 5							NA		NA		1999
				To: Henrico County Line											
607	0.87	**870**	**G**	From: SR 5	96%	1%	1%	2%	0%	0%	F	NA	880	G	2001
607	0.27	**1400**	**G**	To: SR 106 From:	96%	1%	1%	2%	0%	0%	F	NA	1400	G	2001
607	0.57	**990**	**G**	To: 18-658 From:	96%	1%	1%	2%	0%	0%	C	NA	1000	G	2001
607	1.07	**770**	**G**	To: 18-639 From:	96%	1%	1%	2%	0%	0%	F	NA	770	G	2001
607	1.18	**660**	**G**	To: 18-642 From:	96%	1%	1%	2%	0%	0%	F	NA	660	G	2001
607	2.34	**550**	**G**	To: 18-609 NORTH From: 18-609 SOUTH	96%	1%	1%	2%	0%	0%	F	NA	560	G	2001
607	0.85	**550**	**G**	To: 18-648 From:	96%	1%	1%	2%	0%	0%	F	NA	550	G	2001
				To: 18-618											
608	1.59	**180**	**R**	From: Dead End							NA		NA		1999
				To: SR 5											
609	0.46	**570**	**G**	From: SR 5	93%	2%	2%	1%	2%	0%	F	NA	580	G	2001
609	1.06	**510**	**G**	To: 18-637 From:	93%	2%	2%	1%	2%	0%	F	NA	510	G	2001
609	0.70	**540**	**G**	To: 18-625 From:	93%	1%	2%	1%	2%	0%	F	NA	540	G	2001
609	0.69	**670**	**G**	To: 18-607 SOUTH From:	93%	1%	2%	1%	2%	0%	F	NA	670	G	2001
609	3.51	**690**	**R**	To: 18-607 NORTH From:							NA		NA		02/27/2002
609	1.14	**1800**	**G**	To: 18-602 From:	93%	2%	2%	1%	2%	0%	C	NA	1800	G	2001
609	0.89	**1400**	**G**	To: 18-603 From:	93%	2%	2%	1%	2%	0%	F	NA	1400	G	2001
609	0.05	**1700**	**G**	To: 18-631 From:	93%	2%	2%	1%	2%	0%	F	NA	1700	G	2001
609	1.70	**1900**	**G**	To: 0.05 MN 18-631 From:	93%	2%	2%	1%	2%	0%	F	NA	1900	G	2001
				To: SR 106											
610	1.82	**380**	**R**	From: Dead End							NA		NA		1999
				To: SR 155											

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Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle	Truck 3+Axle	Truck 1Trail	Truck 2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Charles City County															
611	0.25	**70**	**R**	From: 18-630							NA		NA		02/27/2002
				To: Dead End											
612	0.80	**120**	**R**	From: Dead End							NA		NA		02/27/2002
				To: 18-615											
612	0.97	**240**	**R**	From:							NA		NA		1999
				To: 18-646											
612	1.00	**660**	**R**	From:							NA		NA		1999
				To: SR 155											
613	1.30	**100**	**R**	From: Dead End							NA		NA		02/27/2002
				To: 1.30 MN Dead End											
613	2.11	**230**	**R**	From:							NA		NA		02/27/2002
				To: 18-623											
613	3.50	**330**	**R**	From:							NA		NA		1999
				To: SR 5											
614	1.33	**80**	**R**	From: Dead End							NA		NA		02/27/2002
				To: SR 5											
614	3.60	**420**	**R**	From:							NA		NA		1999
				To: 18-615											
614	3.93	**790**	**G**	From: 92%	1%	3%	2%	2%	0%	C	NA		790	G	2001
				To: SR 155											
614	0.18	**60**	**R**	From:							NA		NA		1999
				To: Dead End											
615	2.20	**740**	**R**	From: SR 5							NA		NA		1999
				To: 18-612											
615	0.90	**730**	**R**	From:							NA		NA		1999
				To: 18-626											
615	1.50	**480**	**R**	From:							NA		NA		1999
				To: 18-614											
615	5.37	**680**	**R**	From:							NA		NA		1999
				To: 18-623											
616	0.30	**20**	**R**	From: SR 5							NA		NA		02/27/2002
				To: Dead End											
617	2.10	**130**	**R**	From: SR 106							NA		NA		1999
				To: Dead End											
618	1.18	**100**	**R**	From: Dead End							NA		NA		1999
				To: SR 5 EAST											
618	3.40	**220**	**R**	From: SR 5 WEST							NA		NA		1999
				To: 18-607											
618	0.49	**1100**	**G**	From: 94%	1%	3%	2%	1%	0%	F	NA		1100	G	2001
				To: 18-620											
618	1.41	**1500**	**G**	From: 94%	1%	3%	2%	1%	0%	C	NA		1500	G	2001
				To: 18-654											
618	0.74	**980**	**G**	From: 94%	1%	3%	2%	1%	0%	F	NA		980	G	2001
				To: 18-631											

Route	Length	AADT	QA	4Tire	Bus	Truck: 2Axle	Truck: 3+Axle	Truck: 1Trail	Truck: 2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Charles City County															
618	0.95	**1000**	**G**	94%	1%	3%	2%	1%	0%	F	NA		1000	G	2001
From: 18-631 / To: 18-629															
618	2.00	**980**	**G**	94%	1%	3%	2%	1%	0%	F	NA		990	G	2001
From: 18-629 / To: New Kent County Line															
619	2.56	**250**	**R**								NA		NA		1999
From: Dead End / To: 18-638															
619	0.91	**980**	**R**								NA		NA		1999
From: 18-638 / To: SR 5															
620	2.51	**420**	**R**								NA		NA		1999
From: 18-609 / To: 18-618															
621	0.50	**49**	**R**								NA		NA		02/27/2002
From: Dead End / To: 0.50 MW Dead End															
621	2.00	**100**	**R**								NA		NA		1999
From: 0.50 MW Dead End / To: 18-623															
622	0.98	**120**	**R**								NA		NA		1999
From: SR 106 / To: 18-600															
623	2.67	**320**	**R**								NA		NA		1999
From: 18-613 / To: SR 5															
623	4.17	**670**	**R**								NA		NA		1999
From: SR 5 / To: 18-621															
623	1.19	**380**	**R**								NA		NA		1999
From: 18-621 / To: 18-615															
623	1.00	**130**	**R**								NA		NA		1999
From: 18-615 / To: 1.00 MN 18-615															
623	1.00	**20**	**R**								NA		NA		02/27/2002
From: 1.00 MN 18-615 / To: Dead End															
624	3.10	**160**	**R**								NA		NA		1999
From: 18-615 WEST / To: 18-615 EAST															
625	2.35	**270**	**R**								NA		NA		1999
From: 18-658 / To: 18-609															
626	0.50	**10**	**R**								NA		NA		02/27/2002
From: Dead End / To: 0.50 MN Dead End															
626	1.00	**420**	**R**								NA		NA		1999
From: 0.50 MN Dead End / To: 18-615															
627	1.80	**320**	**R**								NA		NA		1999
From: 18-623 / To: Dead End															
628	0.04	**280**	**R**								NA		NA		1999
From: Dead End / To: 18-644															
629	0.46	**40**	**R**								NA		NA		02/27/2002
From: 0.26 MW 18-618 / To: Dead End															
630	0.52	**580**	**R**								NA		NA		1999
From: 18-602 / To: 18-611															

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Charles City County															
630	1.07	**400**	**R**	From: 18-611 To: 18-631							NA		NA		1999
631	0.60	**760**	**R**	From: 18-618 To: 18-630							NA		NA		1999
631	3.20	**320**	**R**	From: 18-630 To: 18-609							NA		NA		1999
632	1.00	**46**	**R**	From: Dead End To: SR 5							NA		NA		02/27/2002
633	0.25	**210**	**R**	From: Dead End To: 18-640							NA		NA		1999
634	0.16	**160**	**R**	From: Dead End To: SR 155							NA		NA		1999
635	0.50	**260**	**R**	From: 18-620 To: Dead End							NA		NA		1999
636	0.65	**210**	**R**	From: SR 5 To: Dead End							NA		NA		1999
637	0.50	**110**	**R**	From: 19-609 To: Dead End							NA		NA		1999
638	0.66	**230**	**R**	From: 18-619 To: Dead End							NA		NA		1999
639	1.00	**310**	**R**	From: Dead End To: 18-607							NA		NA		1999
640	0.06	**140**	**R**	From: SR 5 WEST To: 18-633							NA		NA		1999
640	0.10	**120**	**R**	From: 18-633 To: SR 5 EAST							NA		NA		1999
641	1.50	**400**	**R**	From: Dead End To: 18-607							NA		NA		1999
642	0.73	**170**	**R**	From: Dead End To: 18-607							NA		NA		1999
643	0.02	**100**	**R**	From: 18-644 To: SR 5							NA		NA		1999
644	0.31	**230**	**R**	From: SR 5 WEST To: 18-628							NA		NA		1999
644	0.14	**920**	**R**	From: 18-628 To: SR 5 EAST							NA		NA		1999
645	0.17	**80**	**R**	From: Dead End To: SR 5							NA		NA		02/27/2002

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Charles City County															
646	0.20	**40**	**R**	From: 18-612 To: Dead End							NA		NA		02/27/2002
647	0.43	**160**	**R**	From: 18-618 To: Dead End							NA		NA		1999
648	0.30	**30**	**R**	From: Dead End To: 18-607							NA		NA		02/27/2002
649	0.51	**70**	**R**	From: 18-618 To: Dead End							NA		NA		02/27/2002
650	3.20	**370**	**R**	From: SR 106 To: 18-609							NA		NA		1999
651	0.20	**20**	**R**	From: SR 155 To: Dead End							NA		NA		02/27/2002
652	0.31	**40**	**R**	From: Dead End To: SR 106							NA		NA		1999
653	0.12	**400**	**R**	From: 18-609 To: 18-603							NA		NA		1999
654	0.40	**60**	**R**	From: 18-618 To: 0.40 ME 18-618							NA		NA		1999
654	0.60	**9**	**R**	From: To: Dead End							NA		NA		02/27/2002
655	0.35	**60**	**R**	From: 18-650 To: Dead End							NA		NA		02/27/2002
656	0.10	**160**	**R**	From: SR 106 To: 18-603							NA		NA		1999
658	3.10	**230**	**R**	From: SR 5 To: 18-607							NA		NA		1999
659	1.01	**130**	**R**	From: Dead End To: SR 5							NA		NA		1999
660	0.32	**230**	**R**	From: Dead End To: SR 155							NA		NA		1999
661	0.46	**150**	**R**	From: 18-604 NORTH To: 18-604 SOUTH							NA		NA		1999
662	0.05	**80**	**R**	From: 18-612 To: Dead End							NA		NA		1999
663	0.11	**40**	**R**	From: Dead End To: 18-607							NA		NA		1999
664	0.45	**310**	**R**	From: SR 106 SOUTH To: SR 106 NORTH							NA		NA		02/27/2002

Virginia Department of Transportation
Traffic Engineering Division
2001
Annual Average Daily Traffic Volume Estimates By Section of Route
Charles City Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle	Truck 3+Axle	Truck 1Trail	Truck 2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Charles City County															
665	0.18	**90**	**R**	From: SR 5 To: Dead End							NA		NA		02/27/2002
666	0.54	**140**	**R**	From: Dead End To: 18-603							NA		NA		02/27/2002
667	0.22	**370**	**R**	From: 18-664 To: Dead End							NA		NA		02/27/2002
670	0.19	**160**	**R**	From: Dead End To: 18-609							NA		NA		02/27/2002
675	0.21	**60**	**R**	From: Cul-de-Sac To: 18-610							NA		NA		1999
680	0.42	**90**	**R**	From: Cul-de-Sac To: 18-603							NA		NA		1999
803	0.50	**140**	**R**	From: Dead End To: 18-603							NA		NA		02/27/2002
9088	0.05	**50**	**R**	From: 18-644 To: 0.05 ME 18-644							NA		NA		1999
9088	0.06	**20**	**R**	From: To: 18-643; 18-644							NA		NA		1999
9089	0.06	**310**	**R**	From: 18-615 To: Charles City High School							NA		NA		1992
9476	0.02	**210**	**R**	From: 18-602 To: 0.02 MS 18-602							NA		NA		1992
9476	0.07	**210**	**R**	From: To: Charles City Primary School							NA		NA		1992
9671	0.10	**210**	**R**	From: 18-609 To: Charles City Elem School							NA		NA		1992