

2003

**Virginia Department of Transportation
Daily Traffic Volume Estimates**

Jurisdiction Report

18

Charles City County

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 - Wve 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
 2003
 Annual Average Daily Traffic Volume Estimates By Section of Route
 Charles City Maintenance Area

Route	Length	AADT	QA	Year
Charles City County				
From: Henrico County Line				
5	4.34	1400	G	2003
To: SR 156 E Int				
5	3.69	2700	G	2003
From: 18-609				
5	5.68	2300	G	2003
To: SR 155 Charles City CH				
5	3.81	2000	G	2003
From: 18-632				
5 John Tyler Memorial Hwy	9.47	2200	G	2003
To: James City County Line, Chickahominy Bridge				
From: Prince George County Line				
106 156	1.31	4000	G	2003
To: SR 5; SR 156 Tyler Memorial Hwy				
106 Roxbury Rd	6.67	2000	G	2003
To: 18-656 Bradley Rd				
106 Roxbury Rd	3.13	2600	G	2003
To: New Kent County Line				
New Kent County				
From: Charles City County Line				
106 Roxbury Rd	0.43	2600	N	2003
To: New Kent County Line				
Charles City County				
From: SR 5 Charles City CH				
155	3.67	1900	G	2003
To: 18-612				
155	2.75	3300	G	2003
To: New Kent County Line				
From: Prince George County Line				
156	1.31	4000	G	2003
To: E SR 5				
156 5	4.34	1400	G	2003
To: Henrico County Line				
From: Henrico County Line				
600	0.40	1300	R	1999
To: 18-603				
600	2.28	310	R	1999
To: 18-622				
600	0.96	300	R	1999
To: SR 106				
From: Dead End				
601	0.40	70	R	02/27/2002
To: 18-615				
From: SR 155				
602	1.03	1300	G	2003
To: 1.03 MW SR 155				
602	1.65	1300	G	2003
To: 18-618				
602	2.18	1500	G	2003
To: 18-630				
602	0.83	1700	G	2003
To: 18-609				
From: 18-609				
603	1.96	490	R	1999
To: SR 106				

Route	Length	AADT	QA	Year
Charles City County				
From: SR 106				
603	2.14	1000	R	1999
To: 18-600				
From: SR 106				
604	2.60	240	R	1999
To: Henrico County Line				
From: SR 5				
606	0.30	50	R	1999
To: Henrico County Line				
From: SR 5				
607	0.87	860	G	2003
To: SR 106				
607	0.27	1300	G	2003
To: 18-658				
607	0.57	1000	G	2003
To: 18-639				
607	1.07	720	G	2003
To: 18-642				
607	1.18	580	G	2003
To: 18-609 NORTH				
From: 18-609 SOUTH				
607	2.34	510	G	2003
To: 18-648				
607	0.85	680	G	2003
To: 18-618				
From: Dead End				
608	1.59	180	R	1999
To: SR 5				
From: SR 5				
609	0.46	570	G	2003
To: 18-637				
609	1.06	520	G	2003
To: 18-625				
609	0.70	580	G	2003
To: 18-607 SOUTH				
609	0.69	490	G	2003
To: 18-607 NORTH				
609	3.51	690	R	02/27/2002
To: 18-602				
609	1.14	1900	G	2003
To: 18-603				
609	0.89	1400	G	2003
To: 18-631				
609	0.05	1600	G	2003
To: 0.05 MN 18-631				
609	1.70	2000	G	2003
To: SR 106				
From: Dead End				
610	1.82	380	R	1999
To: SR 155				
From: 18-630				
611	0.25	70	R	02/27/2002
To: Dead End				

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Route	Length	AADT	QA	Year
Charles City County				
From: [] 612	Dead End 0.80	120	R	02/27/2002
To: [] From: 612	18-615 0.97	240	R	1999
To: [] From: 612	18-646 1.00	670	R	1999
To: [] From: 612	SR 155 1.30	100	R	02/27/2002
To: [] From: 613	Dead End 1.30 MN Dead End	230	R	02/27/2002
To: [] From: 613	18-623 2.11	330	R	1999
To: [] From: 613	SR 5 3.50	80	R	02/27/2002
To: [] From: 614	Dead End 1.33	420	R	1999
To: [] From: 614	SR 5 3.60	1100	G	2003
To: [] From: 614	18-615 3.93	60	R	1999
To: [] From: 614	SR 155 0.18	740	R	1999
To: [] From: 615	Dead End 2.20	730	R	1999
To: [] From: 615	SR 5 0.90	480	R	1999
To: [] From: 615	18-612 1.50	680	R	1999
To: [] From: 615	18-626 5.37	20	R	02/27/2002
To: [] From: 615	Dead End 1.00	130	R	1999
To: [] From: 616	SR 5 0.30	100	R	1999
To: [] From: 617	SR 106 2.10	220	R	1999
To: [] From: 618	Dead End 1.18	1200	G	2003
To: [] From: 618	SR 5 EAST SR 5 WEST 3.40	1700	G	2003
To: [] From: 618	18-607 0.49	1100	G	2003
To: [] From: 618	18-620 1.41	1100	G	2003
To: [] From: 618	18-654 0.74	1100	G	2003
To: [] From: 618	18-631 0.95	1000	G	2003
To: [] From: 618	18-629 2.00			
To: [] From: 618	New Kent County Line			

Route	Length	AADT	QA	Year
Charles City County				
From: [] 619	Dead End 2.56	250	R	1999
To: [] From: 619	18-638 0.91	980	R	1999
To: [] From: 620	SR 5 2.51	420	R	1999
To: [] From: 620	18-609 18-618	49	R	02/27/2002
To: [] From: 621	Dead End 0.50	100	R	1999
To: [] From: 621	0.50 MW Dead End 2.00	130	R	1999
To: [] From: 622	18-623 SR 106 0.98	320	R	1999
To: [] From: 623	18-600 18-613	670	R	1999
To: [] From: 623	SR 5 4.17	380	R	1999
To: [] From: 623	18-621 1.19	130	R	1999
To: [] From: 623	18-615 1.00	20	R	02/27/2002
To: [] From: 623	1.00 MN 18-615 Dead End	160	R	1999
To: [] From: 624	18-615 WEST 3.10	270	R	1999
To: [] From: 625	18-615 EAST 2.35	10	R	02/27/2002
To: [] From: 626	18-658 18-609 Dead End	420	R	1999
To: [] From: 626	0.50 MN Dead End 1.00	320	R	1999
To: [] From: 627	18-615 18-623	280	R	1999
To: [] From: 628	1.80 Dead End	40	R	02/27/2002
To: [] From: 629	Dead End 0.04	580	R	1999
To: [] From: 630	0.26 MW 18-618 0.46	400	R	1999
To: [] From: 631	Dead End 18-602	760	R	1999
To: [] From: 630	18-602 0.52			
To: [] From: 630	18-611 1.07			
To: [] From: 631	18-631 18-618			
To: [] From: 631	18-618 0.60			
To: [] From: 631	18-630			

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Charles City County				
From: 18-630				
(631) To: 18-609	3.20	320	R	1999
From: Dead End				
(632) To: SR 5	1.00	46	R	02/27/2002
From: Dead End				
(633) To: 18-640	0.25	210	R	1999
From: Dead End				
(634) To: SR 155	0.16	160	R	1999
From: 18-620				
(635) To: Dead End	0.50	270	R	1999
From: SR 5				
(636) To: Dead End	0.65	210	R	1999
From: 19-609				
(637) To: Dead End	0.50	110	R	1999
From: 18-619				
(638) To: Dead End	0.66	230	R	1999
From: Dead End				
(639) To: 18-607	1.00	310	R	1999
From: SR 5 WEST				
(640) To: 18-633	0.06	140	R	1999
From: 18-633				
(640) To: SR 5 EAST	0.10	120	R	1999
From: Dead End				
(641) To: 18-607	1.50	400	R	1999
From: Dead End				
(642) To: 18-607	0.73	170	R	1999
From: 18-644				
(643) To: SR 5	0.02	100	R	1999
From: SR 5 WEST				
(644) To: 18-628	0.31	230	R	1999
From: 18-628				
(644) To: SR 5 EAST	0.14	920	R	1999
From: Dead End				
(645) Chickahominy Bluff Rd To: SR 5 John Tyler Memorial Hwy	0.17	80	R	02/27/2002
From: 18-612				
(646) To: Dead End	0.20	40	R	02/27/2002
From: 18-618				
(647) To: Dead End	0.43	160	R	1999

Route	Length	AADT	QA	Year
Charles City County				
From: Dead End				
(648) To: 18-607	0.30	30	R	02/27/2002
From: 18-618				
(649) To: Dead End	0.51	70	R	02/27/2002
From: SR 106				
(650) To: 18-609	3.20	370	R	1999
From: SR 155				
(651) To: Dead End	0.20	20	R	02/27/2002
From: Dead End				
(652) To: SR 106	0.31	40	R	1999
From: 18-609				
(653) To: 18-603	0.12	400	R	1999
From: 18-618				
(654) To: Dead End	0.40	70	R	1999
From: 0.40 ME 18-618				
(654) To: Dead End	0.60	9	R	02/27/2002
From: 18-650				
(655) To: Dead End	0.35	60	R	02/27/2002
From: SR 106				
(656) To: 18-603	0.10	160	R	1999
From: SR 5				
(658) To: 18-607	3.10	230	R	1999
From: Dead End				
(659) To: SR 5	1.01	130	R	1999
From: Dead End				
(660) To: SR 155	0.32	230	R	1999
From: 18-604 NORTH				
(661) To: 18-604 SOUTH	0.46	150	R	1999
From: 18-612				
(662) To: Dead End	0.05	80	R	1999
From: Dead End				
(663) To: 18-607	0.11	40	R	1999
From: SR 106 SOUTH				
(664) To: SR 106 NORTH	0.45	310	R	02/27/2002
From: SR 5				
(665) To: Dead End	0.18	90	R	02/27/2002
From: Dead End				
(666) To: 18-603	0.54	140	R	02/27/2002

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Route	Length	AADT	QA	Year
Charles City County				
From: 18-664				
(667)	0.22	370	R	02/27/2002
To: Dead End				
From: Dead End				
(670)	0.19	160	R	02/27/2002
To: 18-609				
From: Cul-de-Sac				
(675)	0.21	60	R	1999
To: 18-610				
From: Cul-de-Sac				
(680)	0.42	90	R	1999
To: 18-603				
From: Dead End				
(803)	0.50	140	R	02/27/2002
To: 18-603				
From: 18-644				
(9088)	0.05	50	R	1999
To: 0.05 ME 18-644				
From: 0.06				
(9088)	0.06	20	R	1999
To: 18-643; 18-644				
From: 18-615				
(9089)	0.06	310	R	1992
To: Charles City High School				
From: 18-602				
(9476)	0.02	210	R	1992
To: 0.02 MS 18-602				
From: 0.07				
(9476)	0.07	210	R	1992
To: Charles City Primary School				
From: 18-609				
(9671)	0.10	210	R	1992
To: Charles City Elem School				