# 2015

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

where available

Jurisdiction Report 18

**Charles City 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.

1 Trail 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
- 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	

(F241)	Frontage Road (F precedes frontage route number)

(600) Secondary Route

Virginia State 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 2015

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

								Tru	ck			K	Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	Q\
	From:	Henri	ico County l	Line											
5 (156) John Tyler Memorial Hwy	Charles City County	4.34	1600	G	94%	0%	1%	2%	3%	0%	F	0.107	0.659	1600	G
$\smile$	To: From:	S	R 156 E Int												
5 John Tyler Memorial Hwy	Charles City County	3.69	2800	G	95%	0%	1%	1%	3%	0%	F	0.089	0.517	2900	C
<u> </u>	T <sub>C</sub>	18-6	09 Barnetts	Rd			$\neg$ $\vdash$								
5 John Tyler Memorial Hwy	Charles City County	5.68	2200	G	95%	0%	1%	1%	3%	0%	С	0.088	0.508	2300	(
<u> </u>	To	SR 155	Charles Ci	tv CH											
5 John Tyler Memorial Hwy	Charles City County	3.81	1800	G	95%	1%	2%	1%	2%	0%	С	0.100	0.536	1900	(
	To:	18-632	2 Tyler's Mi	ll Rd											
	From:	18-63	2 Tylers Mi	ll Rd											
5 ) John Tyler Memorial Hwy	Charles City County	9.47	2700	G	95%	1%	2%	1%	2%	0%	F	0.096	0.614	2800	(
$\checkmark$	To: Ja	mes City County	Line, Chic	kahomi	ny Bridge										
	From:	Prince G	eorge Coun	ty Line											
106) (156)	Charles City County	1.31	4400	G	90%	0%	1%	1%	7%	0%	F	0.095	0.525	4600	(
$\mathcal{L}_{\mathcal{L}}}}}}}}}}$	To	SR 5; SR 15	6 Tyler Mei	morial I	łwy										
06)Roxbury Rd	Charles City County	6.67	2300	G	80%	1%	1%	3%	15%	0%	С	0.093	0.541	2400	
<u> </u>	To:	18-6	56 Bradley	Rd											
106)Roxbury Rd	Charles City County	3.13	2900	G	79%	1%	1%	4%	16%	0%	С	0.086	0.566	3000	(
,	To:	New k	Kent County	Line											
	From:	Charles	City Count	y Line											
106)Roxbury Rd	New Kent County (Maint: 18)	0.43	2900	N	79%	1%	1%	4%	16%	0%	Ν	0.086	0.566	3000	
<u> </u>	To:	New k	Kent County	Line											
	From:	SR 5 John	Tyler Memo	orial Hy	vy										
Courthouse Rd	Charles City County	3.67	1500	G	96%	1%	1%	1%	1%	0%	F	0.099	0.539	1500	(
<u> </u>	To	18-6	12 Ruthville	Rd			$\neg$ $\vdash$								
155 Courthouse Rd	Charles City County	1.61	1600	G	96%	1%	1%	1%	1%	0%	С	0.087	0.566	1600	(
	To	19 614	Sturgeon Po	int Dd											
155)Courthouse Rd	Charles City County	1.14	2900	G	96%	1%	1%	1%	1%	0%	F	0.087	0.566	3000	(
55) Oddithouse Hu	To:		Kent County		30 /6	1 /0		1 /0	1 /0	0 70	'	0.007	0.500	3000	
	From	Prince C	eorge Coun	ty Lina											
156 (106)	Charles City County	1.31	4400	G	90%	0%	1%	1%	7%	0%	F	0.095	0.525	4600	(
156 (106)	Chance Only County	1.01		~	JU /0	0 /0	- 70	1 /0	1 /0	0 /0	•	5.000	0.020	4000	•
Labor Today Managarati	From	4.0.1	E SR 5		0.40/	00/	10/	00/	00/	00/		0.407	0.050	1000	
156)( 5 ) John Tyler Memorial Hwy	Charles City County	4.34	1600	G	94%	0%	1%	2%	3%	0%	F	0.107	0.659	1600	(

5/2/2016 7

Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Charles City County									LIIAII		1 40101		1 40101			
600) Charles City Rd	0.40	1800	R			Henrico	County Li	ne			 NA			NA		05/17/2011
,		To Er				18-603	Old Union	Rd								
600 Charles City Rd	2.28	540	R								NA			NA		05/17/2011
Charles City Dd	0.00	From				18-6	22 CC Rd				$\Rightarrow$			NIA		05/17/0011
600 Charles City Rd	0.96	540	R			SR 106	Roxbury I	Rd			NA T			NA		05/17/2011
		From	1				ead End									
(601) Liberty Church Rd	0.40	70	R								NA			NA		06/10/2014
		To	1				Glebe La									
(602) S Lott Cary Rd	2.68	1100	G	97%	1%	1%	Courthouse 1%	0%	0%	F	0.104		0.504	1200	G	2015
-		To From	1			18-618	3 Adkins R	d								
602 Lott Cary Rd	2.18	1200	G	97%	1%	1%	1%	0%	0%	F	0.099		0.621	1300	G	2015
<u> </u>		From					Samaria La									
602 Lott Cary Rd	0.83	1600 <sub>To</sub>	G	97%	1%	1%	1%	0%	0%	С	0.101		0.644	1600	G	2015
		From					Barnetts F									
(603) Old Union Rd	1.96	530	R			16-009	Dameus P	·u			NA			NA		05/17/2011
		To From				SR 106	Roxbury I	Rd								
603) Old Union Rd	2.14	1100	R				Ť				NA			NA		05/17/2011
		To	1				harles City									
(604) Warriner Rd	2.60	310	L R			SR 106	Roxbury I	Rd			 NA			NA		05/26/2011
(604) Warriner Rd	2.00	То	Ü			Henrico	County Li	ne						1471		00/20/2011
		From			S	SR 5 John	Tyler Men	Hwy								
(606) Carters Mill Rd	0.30	30	R				~ .				NA			NA		05/26/2011
		From					County Li									
(607) Wayside Rd	0.87	780	G	97%	1%	1%	Tyler Men 0%	0%	0%	F	0.113		0.655	800	G	2015
(007)		To	_				Roxbury I				<u> </u>				-	
(607) Wayside Rd	0.27	1300 From	G	97%	1%	1%	0%	0%	0%	F	0.094		0.627	1300	G	2015
$\overline{}$		To	_			18-658	Kimages I	Rd			$\neg$ —					
(607) Wayside Rd	0.57	970	G	97%	1%	1%	0%	0%	0%	С	0.097		0.6	1000	G	2015
<u> </u>		To From					The New 1									
607 Wayside Rd	1.07	610	G	97%	1%	1%	0%	0%	0%	F	0.108		0.580	630	G	2015
(607) Wayside Rd	1 10	From		079/	10/		Stagg Run		09/	F	0.117		0.61	570	G	2015
(607) Wayside Rd	1.18	550 To	G	97%	1%	1% 18-609 N	0% N, Barnetts	0% Rd	0%	Г	0.117		0.61	570	G	2015
O		From				18-609 \$	S, Barnetts	Rd							_	
607 Church Lane	2.34	540	G	97%	1%	1%	0%	0%	0%	F	0.092		0.51	550	G	2015
Church Long	0.05	From		070/			ew Quarter		00/	_	0.000		0.550	E40		2015
607 Church Lane	0.85	520	G	97%	1%	1% 18-618	0% 3 Adkins R	0% d	0%	F	0.098		0.558	540	G	2015
		From	1				ead End									
(608) Shirley Plantation	1.59	220	R								NA			NA		05/26/2011
		То					Tyler Men									
Parnette Dd	0.46	From	<u></u>	069/			Tyler Men		00/	г	0.000		0.545	EEO		2015
609 Barnetts Rd	0.46	530	G	96%	0%	1%	1%	1%	0%	F	0.098		0.545	550	G	2015
609 Barnetts Rd	1.06	490 From	G	96%	0%	18-637 <b>1</b> %	Wyatts La 1%	1%	0%	F	0.098		0.533	510	G	2015
003) = 11710110 1 10		To	_	70			West Run		2,0	•						
(609) Barnetts Rd	0.70	540 From	G	96%	0%	1%	1%	1%	0%	F	0.095		0.555	560	G	2015
		To					, Church L									

Route	Length	AADT	QA	4Tire	Bus			uck 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Charles City County		From					S, Church									
609 Barnetts Rd	0.69	640	G	96%	0%	1%	1%	1%	0%	F	0.105		0.531	660	G	2015
609 Barnetts Rd	3.51	660 From	R				N, Waysid				NA			NA		06/10/201
609 Barnetts Rd	1.14	1700 From	G	96%	0%	1%	Lott Cary 1%	1%	0%	С	0.101		0.757	1800	G	2015
609 Barnetts Rd	0.89	1700 From	G	96%	0%	1%	Old Unior 1%	1%	0%	F	0.106		0.655	1700	G	2015
609 Barnetts Rd	1.75	2000 From	G	96%	0%	1%	Cool Hill 1% Roxbury	1%	0%	F	0.103		0.652	2100	G	2015
(610) Green Oak Rd	1.82	350	R			D	ead End				NA			NA		06/14/201
(611) Kizze Rd	0.25	From	R				Courthous Samaria I				NA NA			NA		06/10/2014
		To					ead End				<u> </u>					
612) Ruthville Rd	0.80	170	R				ead End				NA			NA		06/10/201
612 Ruthville Rd	0.97	610 From	R				Glebe La				NA			NA		06/14/201
612 Ruthville Rd	1.00	700 From	R				Oakwood Courthous				NA			NA		06/14/201
613) Shady Point Rd	1.30	140	R				ead End				NA			NA		06/10/201
613) Shady Point Rd	2.11	260 From	R			1.30 M	IN Dead I	End			NA			NA		06/10/201
613 Shady Point Rd	3.50	320 From	R				Vilcox Nec				NA			NA		06/14/201
		From	<u> </u>		;	SR 5 John D	ead End	m Hwy			<u> </u>					
614 Sturgeon Point Rd	1.33	60	R								NA			NA		06/10/201
614) Sturgeon Point Rd	3.60	290 From	R		,	SR 5 John					NA			NA		06/14/201
614) Sturgeon Point Rd	3.93	930 From	G	95%	1%	1%	1%	3%	0%	С	0.09		0.590	950	G	2015
614) Sturgeon Point Rd	0.18	70 From	R				Courthous ead End	se Rd			NA			NA		06/14/201
		From			,	SR 5 John		m Hwy			<u> </u>					
615 Glebe Lane	2.20	750	R			18-612	Ruthville	Rd			NA			NA		06/07/201
615) Glebe Lane	0.90	680 To	R			18-626 Old	1 Elam Ce	metery			NA			NA		06/07/201
615 Glebe Lane	1.50	460 From	R			18-614 St					NA			NA		06/07/201
615 Glebe Lane	5.37	760 From	R				Vilcox Ne				NA			NA		06/07/201
(616) Adams Bridge Rd	0.30	From	R		,	SR 5 John					NA			NA		09/09/2014
		To				D	ead End									

Route	Lenath	AADT	QA	4Tire	Bus		Tru	uck		QC	K	QK	Dir	AAWDT	QW	Year
Charles City County	- 9					2Axle	3+Axle	1Trail	2Trail		Factor		Factor			
(617) Monguy Rd	2.10	210	R			SR 10	6 Roxbury	Rd			 NA			NA		05/26/201
(617)oga,a		т.	,			Ι	Dead End									00/20/20
		Fron	1:			Ι	Dead End									
(618) Wilcox Wharf Rd	1.18	190	R								NA			NA		06/14/2011
		Fron	1:				hn Tyler Mo hn Tyler M				_					
618) Adkins Rd	3.40	170	R								NA			NA		09/09/2014
618) Adkins Rd	0.49	1000	G	97%	1%	18-60° 0%	7 Church La 1%	o%	0%	F	0.103		0.548	1000	G	2015
618) Adkins Rd	1.41	1400	G	97%	1%	18-620 I 0%	ewis Tyler	Lane 0%	0%	С	0.103		0.521	1400	G	2015
618) Adkins Rd	0.74	820 From	G	97%	1%	18-654 0%	4 Deerfield 1%	Rd 0%	0%	F	0.097		0.578	840	G	2015
618) Adkins Rd	0.95	980 From	G	97%	1%	18-63 0%	1 Cool Hill 1%	Rd 0%	0%	F	0.098		0.591	1000	G	2015
(618) Adkins Rd	2.00	1000	G	97%	1%	0%	29 Alpine R 1%	0%	0%	F	0.093		0.581	1100	G	2015
<u> </u>		Te	):				ent County	Line								
(619) Weyanoke Rd	2.56	180	L			Ι	Dead End				 NA			NA		06/07/201
619) Weyarloke Ha	2.50	100	···			10.62	0.14	D 1						IVA		00/07/201
(619) Weyanoke Rd	0.91	620 From	R			18-63	8 Mapisco	Rd			NA			NA		06/07/201
619) Woyanoko Ha	0.01	т.	· ·			SR 5 Johr	n Tyler Mer	n Hwy								00/01/201
		Fron	1:			18-60	9 Barnetts	Rd								
620) Lewis Tyler Lane	2.51	450	R								NA			NA		05/17/201
<u> </u>		Te	):			18-61	18 Adkins F	Rd								
Carlos Nest Dd	0.50	From	Ъ_			Ι	Dead End							NIA		06/10/001
621 Eagles Nest Rd	0.50	20	R								NA			NA		06/10/2014
621) Eagles Nest Rd	2.00	70 From	R			0.50 N	MW Dead E	End			NA			NA		06/10/2014
621 Eagles Nest Rd	2.00	7 <b>0</b>	_			18-623	Wilcox Nec	k Rd						INA		00/10/2015
		Fron	1:				6 Roxbury				İ					
622) CC Rd	0.98	110	R								NA			NA		05/17/201
$\bigcirc$		Te	):			18-600	Charles Cit	y Rd								
O 1471 N 1 B 1	0.07	Fron	ь			18-613	Shady Poin	t Rd								00/44/004
623) Wilcox Neck Rd	2.67	290	R								NA —			NA		06/14/201
(623) Wilcox Neck Rd	4.17	Fron	<u> </u>			SR 5 Johr	n Tyler Mer	n Hwy			NA			NA		06/14/201
(623) WIICOX Neck Rd	4.17	750	R								INA			INA		06/14/201
(623) Wilcox Neck Rd	1.19	490 From	R			18-621	Eagles Nes	t Rd			NA			NA		06/14/201
(623) WIIIOOX (100K (10	1.10	т.				10 61	5 Glebe La									00/11/201
(623) Wilcox Neck Rd	1.00	190 From	R			18-01	3 Glebe La	ine			NA			NA		06/10/2014
020		т				1.00	MN 18-61	5								
(623) Wilcox Neck Rd	1.00	100 From	R			1.00					NA			NA		06/10/2014
$\bigcup$		Te	):			I	Dead End									
O		Fron				18-615	W, Glebe I	Lane								
624 Horseshoe Rd	3.10	80 T	R			18 615	E, Glebe L	ana			NA			NA		06/07/2011
		Fron	12								1					
(625) West Run Rd	2.35	240	`L			18-65	8 Kimages	Kű			NA			NA		05/26/201
023)		<b>2-10</b>	_			18-60	9 Barnetts	Rd								
		Fron	1:			I	Dead End									
(626) Old Elam Cemetery	0.50	48	R								NA			NA		06/14/2011
$\overline{}$		Te	):			0.50 N	MN Dead E	end								

Length	AADT	QA 4	4Tire	Bus	2Axl	le 3+	Axle 1T	rail	2Trail	QC	K Factor	QK	Dir Factor	AAWD	T QV	V Y	'ear
	Erom										1						
1.00		R			0.50	MN De	ead End				NA			NA		06/1	0/201
	To				18-6	15 Glet	be Lane										-,
	From:				18-623	Wilcox	Neck Ro	l									
1.80	170	R									NA			NA		06/0	7/201
	To					Dead E	End										
0.04	From					Dead E	End							NIA		06/0	7/001
0.04		К			18 64	4 Court	house Pd							NA		06/0	7/201
	From																
0.46	60	R			0.20	O IVI VV I	10-010				NA			NA		06/1	0/201
	To					Dead E	End										
	From				18-60	02 Lott	Cary Rd										
0.52	620	R									NA			NA		05/1	7/201
	To:				18-	611 Kiz	zze Rd										
1.07	440	R									NA			NA		05/1	7/201
	To				18-63	31 Cool	Hill Rd										
0.00	From:				18-6	518 Adk	cins Rd							N.1.0		05/4	7/004
0.60	720	R									NA			NA		05/1	7/201
2.00	From:				18-63	30 Sama	ria Lane				ᆜ					05/4	7/004
3.20	390 To:	R			10 6	00 Dom	aatta D.d				NA			NA		05/1	//201
	F																
1 00		R				Dead E	end				NΙΔ			ΝΔ		06/1	n/201
1.00	To			5	SR 5 Jol	nn Tyler	Mem Hv	vy						11/3		00/11	5/ <b>2</b> 0 I
	From:																
0.25	270	R									NA			NA		06/2	6/201
	To				18-640	Herring	Creek R	d									
	From					Dead E	End										
0.16	210	R									NA			NA		06/1	4/201
	10										_						
0.50		D			18-620	Lewis 7	Tyler Lan	e			NIA			NΙΛ		05/1	7/201
0.50	310 To:	n				Dead F	End							INA		03/1	7/201
	From:			(				VX/			l						
0.65	190	R			310 3 301	III I yici	I WICHI IIV	v y			NA			NA		06/2	1/201
	To					Dead E	End										
	From				18-6	09 Barn	netts Rd										
0.50	90	R									NA			NA		06/2	1/201
	To					Dead E	End										
2.22	From				18-61	9 Weya	noke Rd									00/0	7/004
0.66		R				Dood E	7m.d				NA			NA		06/0	7/201
											<u> </u>						
1.00		R				Dead E	ena				NA			NA		06/2	1/201
	To:				18-6	07 Way	side Rd									00/2	.,_0.
	From			SR				łwy									
0.06	190	R						•			NA			NA		05/2	6/201
	To:			13	8-633 St	terling F	Heights I a	ane									
0.10	150 From:	R		-			.,				NA			NA		05/2	6/201
	То			SI	R 5 E, Jo	ohn Tyle	er Mem H	lwy									
	From:					Dead E	End										
1.50	440	R									NA			NA		00/0	1/201
	1.00  1.80  0.04  0.46  0.52  1.07  0.60  3.20  1.00  0.25  0.16  0.50  0.66  1.00  0.06	1.00 280 To From 1.80 170 To	1.00	1.00	1.00	1.00   280   R	1.00   280   R	1.00   280   R	1.00   280   R	1.00	1.00   280   R	1.00	1.00				

Route	Length	AADT	QA	4Tire	Bus	Truck2Axle 3+Axle 1Trail 2Tra	$\Omega$ C	K Factor	QK	Dir Factor	AAWDT	QW	Year
Charles City County			T				.11	1 actor		i acioi			
(642) Stagg Run Rd	0.73	120	L			Dead End		NA			NA		06/21/201
(042)		To				18-607 Wayside Rd							
O = -		From				18-644 Courthouse Rd							
643 The Crossover	0.02	160	R			SR 5 John Tyler Mem Hwy		NA			NA		06/07/201
		From	! :			R 5 W, John Tyler Mem Hwy							
644) Courthouse Rd	0.31	790	R			K 5 W, John Tyler Wein Trwy		NA			NA		06/07/201
644) Courthouse Rd	0.14	330 From:	R			18-628 Courthouse Green		NA			NA		06/07/201
(644) Courthouse Rd	0.14	To	<u> </u>		S	SR 5 E, John Tyler Mem Hwy					14/4		00/01/201
		From				Dead End							
(645) Chickahominy Bluff Rd	0.17	70	R					NA			NA		06/10/2014
<u> </u>		To				SR 5 John Tyler Mem Hwy							
Onlywood Dd	0.00	From	ᆫ			18-612 Ruthville Rd					NIA		00/40/004
(646) Oakwood Rd	0.20	<b>20</b>	R			Dead End		NA T			NA		06/10/2014
		From:				18-618 Adkins Rd							
(647) Indian Rd	0.43	50	R			10-010 / tukiis itu		NA			NA		06/10/2014
		То				Dead End							
		From				Dead End							
(648) New Quarter Run	0.30	10	R			10 (07 0) 1 1		NA			NA		06/10/2014
		From	1			18-607 Church Lane							
(649) Woodbourne Rd	0.51	60	R			18-618 Adkins Rd		NA			NA		06/10/2014
(649) Woodboame Hd	0.01	To	<u> </u>			Dead End		<b>—</b>					00/10/201
		From				SR 106 Roxbury Rd							
(650) Cattail Rd	3.20	370	R			•		NA			NA		05/17/201
$\bigcirc$		To				18-609 Barnetts Rd							
O 5.		From	<u> </u>			SR 155 Courthouse Rd							00/10/00/
651 Legion Rd	0.20	<b>20</b>	R			Dead End		NA			NA		06/10/2014
		From:	1										
(652) Wian Lane	0.31	47	R			Dead End		NA			NA		05/17/201
032)		To				SR 106 Roxbury Rd							
		From				18-609 Barnetts Rd							
(653) Mt Pleasants	0.12	420	R					NA			NA		06/21/201
<u> </u>		To				18-603 Old Union Rd							
(654) Deerfield Rd	0.40	From:	R			18-618 Adkins Rd		NA			NA		05/17/201
(654) Deerfield Rd	0.40	00						INA			INA		03/11/201
654) Deerfield Rd	0.60	40 From:	R			0.40 ME 18-618		NA			NA		05/17/201
(654) Deerfield Rd	0.00	To	_			Dead End					IVA		03/17/201
		From:				18-650 Cattail Rd							
(655) Salem Run Rd	0.35	45	R					NA			NA		06/10/2014
		To				Dead End							
O 5 11 5 :		From	Ļ			SR 106 Roxbury Rd							00/0:/:
656 Bradley Rd	0.10	110	R			19 602 Old Union D 4		NA			NA		06/21/2011
-		From:				18-603 Old Union Rd		<u> </u>					
(658) Kimages Rd	3.10	280	R			SR 5 John Tyler Mem Hwy		NA			NA		05/26/201
030) 1		To				18-607 Wayside Rd							
		From				Dead End							
(659) Old Ferry Rd	1.01	100	R					NA			NA		05/26/201
$\overline{}$		To				SR 5 John Tyler Mem Hwy							

Douts	Lament	AADT	<u> </u>	AT:				Truck-			00	K	01/	Dir	A A \ A \ f	T 011	/ V
Route	Length	AADT	QA	4Tire	Bus	2A	xle 3+	Axle 1T	rail 2T	rail	QC F	actor	QK	Factor	AAWL	DT QW	/ Year
Charles City County		From					Dead l	End									
660 Munford Dr	0.32	180	R									NA			NA		06/14/20
<u> </u>		To						thouse Rd									
661) The Loop Rd	0.46	150	R			18-6	04 N, W	arriner Rd				NA			NA		05/26/20
(661) The Loop Rd	0.40	To	n			18-6	604 S. W	arriner Rd							INA		03/20/20
		From						hville Rd									
(662) Community Center Rd	0.05	150	R									NA			NA		06/14/20
		To					Dead l	End									
<u> </u>		From					Dead l	End									
663 Harrison Park Rd	0.11	48	R				<07 XX					NA			NA		06/21/20
		10.						yside Rd									
664) Roxbury Industrial Cour	t 0.45	600	R			SR 1	106 S, Ro	oxbury Rd				 NA			NA		06/10/20
(664) Roxbury Industrial Cour	1 0.43	To	- 11			SR 1	06 N. R	oxbury Rd				Ï			11/1		00/10/20
		From						r Mem Hw	V								
(665) Harrison Lake Rd	0.18	48	R									NA			NA		06/10/20
		To					Dead l	End									
		From					Dead l	End									
666) Harrison Lake Rd	0.54	70	R									NA			NA		06/10/20
<u> </u>		To						Union Rd									
Daybury Industrial Cour	+ 0.00	From:			18	-664 R	oxbury I	ndustrial C	ourt						NIA		06/10/00
667 Roxbury Industrial Cour	1 0.22	600 To:	R				Dead l	End				NA T			NA		06/10/20
		From					Cul-de-					1					
(669)	0.12	NA					Cui-uc-	-sac				NA			NA		
(009)		To				18-	-631 Coc	l Hill Rd				1					
		From					Dead l	End									
670) Salem Heights Dr	0.19	90	R									NA			NA		06/10/20
		To				18-	-609 Bar	netts Rd									
O:		From:					Cul-de-	-Sac				]					
675 Collins Run Pkwy	0.21	80 To:	R			10.4	(10 C	0.1.0.1				NA			NA		06/14/20
		From:				18-6		n Oak Rd									
(680) Old Holley Rd	0.42	70	R				Cul-de-	-Sac				NA			NA		05/17/20
680) Gla Flolicy Fla	0.42	To:	•••			18-6	603 Old	Union Rd				i"			1471		00/11/20
		From:						xbury Rd									
(685) Chambers Rd	1.66	1100	R									NA			NA		06/10/20
		To				18-	-609 Bar	netts Rd									
		From					Cul-de-	-Sac									
(690)	0.19	NA										NA			NA		
<u> </u>		To					SR 1:										
	0.10	From					SR 1:	56							NIA		
691)	0.13	NA To					Cul-de-	-Sac				NA			NA		
		From:					Dead I					+					
(697) Countrywoods Dr	0.26	70	R				Dead	EHU				NA			NA		06/22/20
097) 000)	0.20	To				SR	106 Ro	xbury Rd				Ī.					00/11/20
		From					Dead 1										
803) Perks Lane	0.50	200	R									NA			NA		06/10/20
$\smile$		To				18-6	503 Old	Union Rd									
$\widehat{}$		From:				18-6	544 Cour	thouse Rd									
9088	0.05	190	R									NA			NA		06/10/20
		To: From:				0	0.05 ME	18-644				}—					
9088	0.06	90	R									NA			NA		06/10/20
<u> </u>		To				1	18-643; 1	8-644									

Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Charles City County													
		From				18-615 Glebe Lane							
(9089)	0.06	140	R					NA			NA		09/09/2014
$\bigcirc$		To				Charles City High School							
		From:				18-602 Lott Cary Rd							
(9476) Charles City Elem Sch	0.02	440	R					NA			NA		02/06/2008
		To:				0.02 MS 18-602		<u> </u>					
(9476)	0.07	210	R					NA			NA		1992
		To:			C	Charles City Primary School							
		From:				18-609 Barnetts Rd							
(9671)	0.10	20	R			·		NA			NA		09/09/2014
		To:				Charles City Elem School							