2001

Virginia Department of Transportation

Daily Traffic Volumes

Including Vehicle Classification Estimates

where available

Jurisdiction Report

63

New Kent County

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
New Kent Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck: 2Axle	Truck: 3+Axle	Truck: 1Trail	Truck: 2Trail	QC	Design Hour	QK	AAWDT	QW	Year
New Kent County															
				From: King William County Line											
30	4.65	**11000**	**G**	87%	1%	3%	1%	8%	0%	F	880	G	11000	G	2001
				To: SR 33 & 249 Angelview Church											
				From:											
30	3.43	**2700**	**G**								260	G	2700	G	2001
				To: SR 273 Barhamsville											
				From:											
30	0.78	**5900**	**G**								540	G	6000	G	2001
				To: James City County Line											
				From: Henrico County Line											
33 60	0.91	**9400**	**G**	91%	0%	2%	2%	5%	0%	F	840	G	9500	G	2001
				To: US 60 BOTTOMS BRIDGE											
				From:											
33	0.22	**4100**	**G**	92%	1%	3%	1%	3%	0%	F	450	G	4200	G	2001
				To: I-64											
				From: SR 33, SR 249											
33 64	5.32			See I-64 for directional traffic volume estimates for this segment.											
	Combined Traffic:	**40000**	**G**	94%	0%	2%	1%	4%	0%	F	3100	G	38000	G	2001
				To: SR 106											
				From: RT 60 BOTTOMS BRIDGE											
33 64	3.47			See I-64 for directional traffic volume estimates for this segment.											
	Combined Traffic:	**41000**	**G**	94%	0%	2%	1%	4%	0%	F	3100	G	39000	G	2001
				To: SR 155											
				From:											
33 64	5.69			See I-64 for directional traffic volume estimates for this segment.											
	Combined Traffic:	**40000**	**G**	94%	0%	2%	1%	4%	0%	F	3000	G	38000	G	2001
				To: SR 33											
				From: I-64 East Int											
33	2.98	**12000**	**G**	86%	1%	3%	3%	7%	0%	F	1000	G	12000	G	2001
				To: SR 249 & 30, Angelview Church											
				From: SR 249-30 ANGELVIEW CHURCH											
33 30	4.65	**11000**	**G**	87%	1%	3%	1%	8%	0%	F	880	G	11000	G	2001
				To: King William County Line											
				From: Henrico County Line											
60	0.91	**9400**	**G**	91%	0%	2%	2%	5%	0%	F	840	G	9500	G	2001
				To: SR 33 Bottoms Bridge											
				From:											
60	4.03	**11000**	**G**	93%	1%	3%	2%	1%	0%	F	1000	G	12000	G	2001
				To: SR 106											
				From:											
60	2.62	**5700**	**G**	93%	1%	3%	2%	1%	0%	F	520	G	5700	G	2001
				To: 63-615											
				From:											
60	2.88	**5400**	**G**	93%	1%	3%	2%	1%	0%	F	510	G	5500	G	2001
				To: SR 155 Providence Forge											
				From:											
60	8.58	**4500**	**G**	93%	1%	3%	2%	1%	0%	F	430	G	4500	G	2001
				To: James City County Line											
				From: Henrico County Line											
East 64	1.30	**25000**	**F**	93%	0%	2%	1%	4%	0%	F	2600	F	25000	F	2001
	Combined Traffic:	**55000**	**G**	94%	0%	2%	1%	4%	0%	F	5000	G	55000	G	2001
				To: SR 33, SR 249											
				From:											
East 64	5.32	**22000**	**G**	93%	0%	2%	1%	4%	0%	F	1600	G	20000	G	2001
	Combined Traffic:	**40000**	**G**	94%	0%	2%	1%	4%	0%	F	3100	G	38000	G	2001
				To: SR 106											
				From:											
East 64	3.47	**23000**	**G**	93%	0%	2%	1%	4%	0%	F	1600	G	21000	G	2001
	Combined Traffic:	**41000**	**G**	94%	0%	2%	1%	4%	0%	F	3100	G	39000	G	2001
				To: SR 155											
				From:											
East 64	5.69	**22000**	**G**	93%	0%	2%	1%	4%	0%	F	1600	G	20000	G	2001
	Combined Traffic:	**40000**	**G**	94%	0%	2%	1%	4%	0%	F	3000	G	38000	G	2001
				To: SR 33											

Virginia Department of Transportation
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2001
Annual Average Daily Traffic Volume Estimates By Section of Route
New Kent Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck: 2Axle	Truck: 3+Axle	Truck: 1Trail	Truck: 2Trail	QC	Design Hour	QK	AAWDT	QW	Year
New Kent County															
East	From: SR 33														
64	4.29	**20000**	**F**	93%	0%	2%	1%	4%	0%	F	1700	F	20000	F	2001
	Combined Traffic:	**41000**	**F**	94%	0%	2%	1%	4%	0%	F	3500	F	42000	F	2001
	To: James City County Line														
West	From: Henrico County Line														
64	1.36	**30000**	**G**	94%	0%	2%	1%	3%	0%	F	2400	G	30000	G	2001
	Combined Traffic:	**55000**	**G**	94%	0%	2%	1%	4%	0%	F	5000	G	55000	G	2001
	To: From: SR 33, SR 249														
West															
64	5.79	**18000**	**G**	94%	0%	2%	1%	3%	0%	F	1500	G	18000	G	2001
	Combined Traffic:	**40000**	**G**	94%	0%	2%	1%	4%	0%	F	3100	G	38000	G	2001
	To: From: SR 106														
West															
64	3.44	**18000**	**G**	94%	0%	2%	1%	3%	0%	F	1500	G	18000	G	2001
	Combined Traffic:	**41000**	**G**	94%	0%	2%	1%	4%	0%	F	3100	G	39000	G	2001
	To: From: SR 155														
West															
64	5.52	**18000**	**G**	94%	0%	2%	1%	3%	0%	F	1400	G	18000	G	2001
	Combined Traffic:	**40000**	**G**	94%	0%	2%	1%	4%	0%	F	3000	G	38000	G	2001
	To: From: SR 33 Par														
West															
64	0.37	**18000**	**N**	94%	0%	2%	1%	3%	0%	N	1400	N	18000	N	2001
	Combined Traffic:	**40000**	**N**	94%	0%	2%	1%	4%	0%	N	3000	N	38000	N	2001
	To: From: SR 33														
West															
64	3.69	**21000**	**F**	94%	0%	2%	1%	3%	0%	F	1900	F	21000	F	2001
	Combined Traffic:	**41000**	**F**	94%	0%	2%	1%	4%	0%	F	3500	F	42000	F	2001
	To: James City County Line														
	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														
	From: Charles City County Line														
106	0.91	**5200**	**G**	82%	1%	3%	9%	6%	0%	F	430	G	5200	G	2001
	To: From: US 60														
106	3.04	**2100**	**G**	76%	1%	3%	4%	16%	0%	F	180	G	2100	G	2001
	To: From: I-64														
106	1.68	**1300**	**G**	93%	1%	2%	1%	2%	0%	C	160	G	1300	G	2001
	To: SR 249														
	From: Charles City County Line														
155	4.92	**1800**	**G**	90%	1%	5%	1%	4%	0%	F	230	G	1800	G	2001
	To: From: I-64														
155	2.19	**1400**	**G**	96%	1%	2%	0%	1%	0%	F	210	G	1400	G	2001
	To: SR 249														
	From: I-64 East of Bottoms Bridge														
249	4.31	**5000**	**G**	95%	0%	1%	2%	1%	0%	F	510	G	5100	G	2001
	To: From: 63-612 Quinton														
249	2.30	**2200**	**G**	95%	0%	1%	2%	1%	0%	F	270	G	2200	G	2001
	To: SR 106 Talleysville														
	From: SR 106 Talleysvlle														
249	3.78	**1900**	**G**	93%	4%	3%	0%	0%	0%	F	240	G	1900	G	2001
	To: From: SR 155 Carys Corner														
249	5.04	**1900**	**G**	93%	4%	3%	0%	0%	0%	F	240	G	1900	G	2001
	To: From: 63-626														
249	3.00	**1500**	**G**	93%	4%	3%	0%	0%	0%	F	140	G	1500	G	2001
	To: SR 30 & 33 Angel View Church														
	From: SR 30														
273	5.33	**2900**	**G**	98%	0%	1%	0%	0%	0%	F	300	G	3000	G	2001
	To: SR 33														

Virginia Department of Transportation
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2001
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New Kent Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle	Truck 3+Axle	Truck 1Trail	Truck 2Trail	QC	Design Hour	QK	AAWDT	QW	Year
New Kent County															
600	1.40	**370**	**R**								NA		NA		1993
From: James City County Line															
To: 63-601															
600	3.35	**140**	**R**								NA		NA		1993
From: 63-601															
To: 63-673															
600	0.45	**370**	**R**								NA		NA		1993
From: 63-673															
To: SR 273															
601	2.58	**250**	**R**								NA		NA		1993
From: James City County Line															
To: 63-600															
602	0.25	**49**	**R**								NA		NA		1999
From: SR 155															
To: 0.25 ME SR 155															
602	0.25	**49**	**R**								NA		NA		1999
From: 0.25 ME SR 155															
To: 63-629 WEST															
602	0.06	**220**	**R**								NA		NA		1993
From: 63-629 EAST															
To: US 60															
603	4.24	**160**	**R**								NA		NA		1993
From: James City County Line															
To: 63-627															
604	0.50	**300**	**R**								NA		NA		1999
From: SR 155															
To: 63-617															
604	1.70	**180**	**R**								NA		NA		1999
From: 63-617															
To: SR 249															
605	0.59	**780**	**R**								NA		NA		1993
From: Dead End															
To: 63-9289 WEST															
605	0.06	**780**	**R**								NA		NA		1993
From: 63-9289 WEST															
To: 63-9289 EAST															
605	0.23	**780**	**R**								NA		NA		1993
From: 63-9289 EAST															
To: 63-9288															
605	0.01	**780**	**R**								NA		NA		1993
From: 63-9288															
To: 0.02 MS 63-9288															
605	0.11	**780**	**R**								NA		NA		1993
From: 0.02 MS 63-9288															
To: 0.13 MS 63-9288															
605	0.03	**780**	**R**								NA		NA		1993
From: 0.13 MS 63-9288															
To: 0.15 MS 63-9288															
605	0.08	**780**	**R**								NA		NA		1993
From: 0.15 MS 63-9288															
To: 0.23 MS 63-9288															
605	0.05	**780**	**R**								NA		NA		1993
From: 0.23 MS 63-9288															
To: SR 249															
606	2.66	**240**	**G**	80%	1%	1%	14%	3%	0%	F	20	G	240	G	2001
From: 63-609															
To: 63-612															
606	0.64	**730**	**G**	80%	1%	2%	14%	3%	0%	C	90	G	740	G	2001
From: 63-612															
To: 63-608															
606	4.10	**310**	**G**	80%	1%	2%	14%	3%	0%	F	40	G	310	G	2001
From: 63-608															
To: Hanover County Line															
607	1.10	**120**	**R**								NA		NA		1993
From: 63-619															
To: 63-606															

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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
New Kent County															
607	0.75	**130**	**R**	From: 63-606 To: Dead End							NA		NA		1999
608	3.78	**260**	**R**	From: SR 155 SR 249							NA		NA		1993
608	1.10	**200**	**R**	To: 63-614 From: 63-614 To: 63-609							NA		NA		1993
608	1.00	**230**	**R**	From: 63-609 To: 1.00 MW 63-609							NA		NA		1993
608	0.75	**160**	**R**	From: 1.00 MW 63-609 To: 1.75 MW 63-609							NA		NA		1999
608	0.61	**230**	**R**	From: 1.75 MW 63-609 To: 63-606							NA		NA		1993
609	1.39	**990**	**G**	From: SR 106 SR 249	89%	1%	1%	8%	2%	0%	C 110	G	1000	G	2001
609	2.57	**150**	**R**	To: 63-606 From: 63-606 To: 63-608							NA		NA		1993
610	3.01	**230**	**R**	From: SR 106 To: 63-612							NA		NA		1993
611	3.17	**480**	**R**	From: 63-613 NORTH							NA		NA		1993
611	2.10	**730**	**R**	To: 63-638 From: 63-638 To: SR 249							NA		NA		1993
612	1.08	**1500**	**R**	From: 63-640; 63-665							NA		NA		1993
612	2.09	**640**	**R**	To: 63-676 From: 63-676 To: SR 249							NA		NA		1993
612	1.00	**770**	**R**	From: SR 249 To: 63-680 SOUTH							NA		NA		1993
612	2.35	**550**	**R**	From: 63-680 SOUTH To: 63-606							NA		NA		1993
613	1.20	**840**	**G**	From: Hanover County Line	94%	1%	2%	2%	1%	0%	C 90	G	850	G	2001
613	0.95	**590**	**G**	To: 63-611 WEST From: 63-611 WEST To: 63-675	94%	1%	2%	2%	1%	0%	F 60	G	600	G	2001
613	1.53	**920**	**G**	From: 63-675 To: 63-611 EAST	94%	1%	2%	2%	1%	0%	F 90	G	920	G	2001
613	0.08	**2000**	**G**	From: 63-611 EAST To: SR 249	94%	1%	2%	2%	1%	0%	F 200	G	2000	G	2001
614	1.40	**50**	**R**	From: 63-608 To: Dead End							NA		NA		1999
615	0.20	**70**	**R**	From: Dead End To: 0.20 MN Dead End							NA		NA		1999
615	0.20	**640**	**R**	From: 0.20 MN Dead End To: US 60 EAST							NA		NA		1993

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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
New Kent County															
615	2.04	**420**	**R**	From: US 60 WEST To: SR 106							NA		NA		1993
616	0.70	**120**	**R**	From: 63-611 To: Hanover County Line							NA		NA		1993
617	0.89	**20**	**R**	From: 63-618 To: 0.90 ME 63-618							NA		NA		1999
617	1.37	**20**	**R**	From: 63-604 To: SR 155							NA		NA		1999
617	0.60	**8**	**R**								NA		NA		1999
618	0.74	**1000**	**G**	From: Charles City County Line To: US 60 W GAP TERMIN	93%	0%	3%	1%	2%	0%	C 100	G	1000	G	2001
618	0.05	**670**	**R**	From: 63-629 Gap Termin To: US 60 EAST							NA		NA		1993
618	4.45	**470**	**R**	From: 63-677 To: SR 249							NA		NA		1993
618	2.10	**150**	**R**								NA		NA		1993
619	3.11	**390**	**R**	From: Hanover County Line To: 63-606							NA		NA		1993
620	0.85	**80**	**R**	From: 63-603; 63-671 To: 63-672							NA		NA		1993
620	1.09	**60**	**R**	From: 1.09 MN 63-672 To: 1.25 MN 63-672							NA		NA		1999
620	0.16	**20**	**R**	From: 1.25 MN 63-672 To: 63-632							NA		NA		1993
620	1.00	**60**	**R**								NA		NA		1999
621	1.20	**230**	**R**	From: James City County Line To: 63-632							NA		NA		1993
622	0.10	**390**	**R**	From: US 60 To: James City County Line							NA		NA		1993
623	6.70	**140**	**R**	From: SR 249 WEST To: SR 249 EAST							NA		NA		1993
623	0.70	**40**	**R**	From: SR 249 MID INT To: 63-623							NA		NA		1999
624	1.15	**46**	**R**	From: Dead End To: 63-623							NA		NA		1999
625	1.30	**30**	**R**	From: Dead End To: SR 249 EAST							NA		NA		1999
626	1.00	**120**	**R**	From: SR 249 WEST To:							NA		NA		1999

Route	Length	AADT	QA	4Tire	Bus	Truck: 2Axle	Truck: 3+Axle	Truck: 1Trail	Truck: 2Trail	QC	Design Hour	QK	AAWDT	QW	Year
New Kent County															
627	1.04	**260**	**R**	From: 63-1001 SOUTH							NA		NA		1993
627	1.73	**850**	**R**	To: / From: 63-1001 NORTH							NA		NA		1993
627	1.12	**950**	**R**	To: / From: 63-1010							NA		NA		1993
627	3.80	**620**	**R**	To: / From: US 60							NA		NA		1993
627	2.75	**350**	**R**	To: / From: 63-603 To: SR 249							NA		NA		1993
628	0.65	**280**	**R**	From: US 60							NA		NA		1993
628	0.34	**120**	**R**	To: / From: 63-1102							NA		NA		1993
628	3.96	**170**	**R**	To: / From: 0.35 MN 63-1102							NA		NA		1999
628	1.83	**45**	**R**	To: / From: 4.30 MN 63-1102 To: FR-119; 63-627							NA		NA		1993
629	0.16	**550**	**R**	From: US 60 WEST							NA		NA		1993
629	0.19	**960**	**R**	To: / From: 63-618 Gap Termin To: SR 155 WEST							NA		NA		1993
629	0.58	**960**	**R**	From: SR 155 EAST							NA		NA		1993
629	2.85	**200**	**R**	To: / From: 63-602 WEST To: US 60 EAST							NA		NA		1993
630	1.00	**130**	**R**	From: 63-610 To: SR 249							NA		NA		1993
631	2.69	**60**	**R**	From: SR 106 To: 63-615							NA		NA		1993
632	1.37	**370**	**R**	From: 63-627							NA		NA		1993
632	0.13	**780**	**R**	To: / From: 1.37 ME 63-627							NA		NA		1999
632	2.10	**40**	**R**	To: / From: SR 33							NA		NA		1999
632	0.90	**90**	**R**	To: / From: 63-634							NA		NA		1999
632	1.40	**500**	**R**	To: / From: 63-620							NA		NA		1999
632	1.00	**480**	**R**	To: / From: 63-621							NA		NA		1993
632	0.04	**550**	**R**	To: / From: 63-633 To: SR 30							NA		NA		1993
633	0.60	**850**	**R**	From: 63-632 To: SR 273 WEST							NA		NA		1993

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New Kent County															
633	1.10	**40**	**R**	From: SR 273 EAST To: SR 30 NORTH							NA		NA		1999
634	0.70	**80**	**R**	From: 63-601 To: Dead End GAP TERMIN							NA		NA		1999
634	1.40	**80**	**R**	From: SR 273 Gap Termin To: 63-639							NA		NA		1999
634	3.20	**90**	**R**	From: 63-632							NA		NA		1993
635	0.60	**90**	**R**	From: 63-601 To: 63-600							NA		NA		1993
636	0.06	**650**	**R**	From: SR 273 To: 63-646							NA		NA		1993
636	0.50	**320**	**R**	From: 63-661							NA		NA		1993
636	0.24	**150**	**R**	From: To: Dead End							NA		NA		1993
637	1.50	**450**	**R**	From: SR 249 To: Dead End							NA		NA		1993
638	2.60	**480**	**R**	From: 63-611 To: 63-656							NA		NA		1993
638	1.70	**300**	**R**	From: To: Hanover County Line							NA		NA		1993
639	0.80	**120**	**R**	From: SR 30 To: 63-634							NA		NA		1993
640	1.20	**1000**	**R**	From: US 60 To: 63-612; 63-665							NA		NA		1993
640	2.67	**530**	**R**	From: To: SR 249 WEST							NA		NA		1993
640	1.36	**210**	**R**	From: SR 249 EAST To: 63-611 North							NA		NA		1993
641	0.04	**30**	**R**	From: Dead End To: 63-659							NA		NA		1993
642	0.64	**150**	**R**	From: 63-609 To: 0.65 ME 63-609							NA		NA		1993
642	1.01	**130**	**R**	From: To: Dead End							NA		NA		1999
643	0.50	**150**	**R**	From: SR 106 To: Dead End							NA		NA		1999
644	1.30	**120**	**R**	From: Dead End To: 63-619							NA		NA		1993

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New Kent County															
645	0.80	**140**	**R**	From: SR 249							NA		NA		1993
				To: Dead End											
646	0.73	**130**	**R**	From: 63-636							NA		NA		1993
				To: Dead End											
647	1.92	**210**	**R**	From: US 60 WEST							NA		NA		1999
				To: 63-1104											
647	0.51	**120**	**R**	From:							NA		NA		1999
				To: US 60 EAST											
647	0.80	**49**	**R**	From:							NA		NA		1999
				To: 63-649											
648	0.14	**570**	**R**	From: SR 249 EAST							NA		NA		1993
				To: SR 249 WEST											
649	2.50	**620**	**R**	From: US 60 WEST							NA		NA		1993
				To: 63-627											
649	0.55	**170**	**R**	From:							NA		NA		1993
				To: US 60 EAST											
650	0.63	**150**	**R**	From: Dead End							NA		NA		1993
				To: US 60											
651	0.80	**110**	**R**	From: SR 249							NA		NA		1999
				To: Dead End											
652	0.18	**48**	**R**	From: US 60 WEST							NA		NA		1993
				To: US 60 EAST											
653	0.30	**80**	**R**	From: Dead End							NA		NA		1999
				To: 63-619											
654	0.16	**290**	**R**	From: Dead End							NA		NA		1993
				To: SR 33											
655	0.22	**100**	**R**	From: 63-636							NA		NA		1993
				To: Dead End											
656	1.25	**130**	**R**	From: Dead End							NA		NA		1999
				To: 63-638											
657	0.25	**60**	**R**	From: US 60							NA		NA		1999
				To: Dead End											
658	0.50	**130**	**R**	From: Dead End							NA		NA		1999
				To: 63-611											
659	0.25	**70**	**R**	From: SR 273							NA		NA		1993
				To: SR 30											
660	0.27	**80**	**R**	From: 63-655							NA		NA		1993
				To: 63-667											
660	0.13	**7**	**R**	From:							NA		NA		1993
				To: Dead End											

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New Kent County															
661	0.10	**10**	**R**	From: Dead End To: 63-636							NA		NA		1993
661	0.08	**90**	**R**	From: To: 63-660							NA		NA		1993
662	0.60	**230**	**R**	From: Dead End To: SR 106							NA		NA		1993
663	0.01	**300**	**R**	From: US 60 To: 63-622							NA		NA		1993
664	0.10	**40**	**R**	From: Dead End To: SR 30							NA		NA		1993
665	2.60	**1100**	**R**	From: 63-612; 63-640 To: SR 249							NA		NA		1993
665	0.30	**300**	**R**	From: To: 63-611							NA		NA		1993
666	0.30	**30**	**R**	From: Dead End To: SR 155 FOREST RD							NA		NA		1999
667	0.32	**40**	**R**	From: 63-636 To: Dead End							NA		NA		1993
668	0.04	**20**	**R**	From: SR 273 To: Dead End							NA		NA		1993
669	0.32	**150**	**R**	From: SR 30 To: Dead End							NA		NA		1993
670	0.51	**310**	**R**	From: Dead End To: 63-611							NA		NA		1993
671	0.36	**50**	**R**	From: Dead End To: 63-603; 63-620							NA		NA		1993
672	0.90	**60**	**R**	From: Dead End To: 63-620							NA		NA		1999
673	0.40	**90**	**R**	From: 63-600 To: Dead End							NA		NA		1999
674	0.51	**30**	**R**	From: Dead End To: SR 249							NA		NA		1993
675	0.32	**230**	**R**	From: 63-1230 To: 63-613							NA		NA		1993
676	1.12	**90**	**R**	From: 63-612 To: FR-118							NA		NA		1999
677	0.56	**8**	**R**	From: 63-618 To: Dead End							NA		NA		1993

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New Kent County															
678	1.45	**40**	**R**	From: Dead End							NA		NA		1999
				To: 63-627											
678	0.50	**30**	**R**	From:							NA		NA		1999
				To: SR 249											
679	0.90	**40**	**R**	From: 63-609 NORTH							NA		NA		1993
				To: 63-609 SOUTH											
680	0.12	**40**	**R**	From: 63-612 SOUTH							NA		NA		1993
				To: 63-612 NORTH											
681	0.15	**46**	**R**	From: Cul-de-Sac							NA		NA		1993
				To: 63-675											
686	0.18	**1500**	**R**	From: 63-612							NA		NA		1993
				To: Dead End											
690	0.10	**350**	**R**	From: 63-606							NA		NA		1993
				To: Dead End											
691	0.27	**350**	**R**	From: 63-612							NA		NA		1993
				To: 63-608											
695	0.49	**NA**		From: Cul-de-Sac							NA		NA		
				To: 63-600											
700	0.13	**NA**		From: SR 155							NA		NA		
				To: 63-701											
700	0.15	**NA**		From:							NA		NA		
				To: Dead End											
701	0.27	**NA**		From: Cul-de-Sac							NA		NA		
				To: 63-700											
705	0.34	**250**	**R**	From: SR 30							NA		NA		1993
				To: James City County Line											
1001	0.07	**70**	**R**	From: 63-627 SOUTH							NA		NA		1999
				To: 63-1006											
1001	0.10	**80**	**R**	From:							NA		NA		1999
				To: 63-1005											
1001	0.12	**90**	**R**	From:							NA		NA		1999
				To: 63-1004											
1001	0.11	**210**	**R**	From:							NA		NA		1999
				To: 63-1003											
1001	0.45	**140**	**R**	From:							NA		NA		1999
				To: 63-627 NORTH											
1002	0.87	**760**	**R**	From: 63-627							NA		NA		1999
				To: US 60											
1003	0.11	**80**	**R**	From: 63-1001							NA		NA		1999
				To: 63-627											

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New Kent County															
1004	0.20	**30**	**R**	From: 63-1001 To: 63-627							NA		NA		1999
1005	0.31	**50**	**R**	From: 63-1001 To: 63-627							NA		NA		1999
1006	0.37	**80**	**R**	From: 63-1001 To: 63-627							NA		NA		1999
1009	0.12	**40**	**R**	From: 63-1013 To: Cul-de-Sac							NA		NA		1993
1010	0.10	**40**	**R**	From: Cul-de-Sac To: 63-1018							NA		NA		1993
1010	0.45	**120**	**R**	From: 63-1017 To: 63-1013							NA		NA		1999
1010	0.28	**580**	**R**	From: 63-1012 To: 63-1011							NA		NA		1999
1010	1.08	**810**	**R**	From: 63-627 To: Cul-de-Sac							NA		NA		1999
1011	0.03	**20**	**R**	From: Cul-de-Sac To: 63-1010							NA		NA		1999
1012	0.07	**30**	**R**	From: Cul-de-Sac To: 63-1010							NA		NA		1999
1013	0.71	**160**	**R**	From: 63-1014 To: 63-1010							NA		NA		1993
1014	0.36	**70**	**R**	From: Cul-de-Sac To: 63-1017							NA		NA		1999
1014	0.34	**120**	**R**	From: 63-1017 To: Cul-de-Sac							NA		NA		1999
1015	0.33	**60**	**R**	From: 63-1010 To: 63-1016							NA		NA		1993
1016	0.03	**10**	**R**	From: Cul-de-Sac To: 63-1015							NA		NA		1993
1016	0.04	**20**	**R**	From: 63-1015 To: 0.04 MN 63-1013							NA		NA		1993
1017	0.17	**100**	**R**	From: 63-1014 To: 63-1018							NA		NA		1993
1017	0.19	**150**	**R**	From: 63-1018 To: 63-1010							NA		NA		1993
1018	0.14	**40**	**R**	From: 63-1010 To: 63-1019							NA		NA		1993

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New Kent County															
1018	0.15	**80**	**R**	From: 63-1019 To: 63-1017							NA		NA		1993
1019	0.12	**40**	**R**	From: 63-1018 To: Cul-de-Sac							NA		NA		1993
1020	0.26	**140**	**R**	From: 63-621 To: Cul-de-Sac							NA		NA		1993
1024	0.04	**NA**		From: 63-1014 To: Cul-de-Sac							NA		NA		
1030	0.49	**150**	**R**	From: Cul-de-Sac To: 63-627							NA		NA		1999
1040	0.94	**NA**		From: 63-00638(B)/ To: Cul-de-Sac/							NA		NA		
1041	0.15	**NA**		From: Cul-de-Sac/ To: 63-01040(B)/							NA		NA		
1042	0.19	**NA**		From: Cul-de-Sac/ To: 63-01040(B)/							NA		NA		
1050	0.30	**220**	**R**	From: Cul-de-Sac To: 63-612							NA		NA		1993
1051	0.35	**NA**		From: 63-1050 WEST To: 63-1050 EAST							NA		NA		
1070	0.35	**NA**		From: 63-612 To: Cul-de-Sac							NA		NA		
1101	0.10	**60**	**R**	From: US 60 To: Dead End							NA		NA		1999
1102	0.20	**110**	**R**	From: 63-628 To: Dead End							NA		NA		1999
1103	0.13	**80**	**R**	From: Dead End To: 63-650							NA		NA		1999
1104	0.44	**80**	**R**	From: 63-647 To: Dead End							NA		NA		1999
1150	0.31	**NA**		From: 63-613 To: Cul-de-Sac							NA		NA		
1151	0.07	**NA**		From: 63-1152 To: 63-1150							NA		NA		
1152	0.10	**NA**		From: Cul-de-Sac To: 63-1151							NA		NA		
1201	0.06	**60**	**R**	From: Dead End To: 63-1211							NA		NA		1999

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New Kent County															
1201	0.22	**380**	**R**	From: 63-1211							NA		NA		1999
1201	0.06	**690**	**R**	To: 63-1203 From:							NA		NA		1999
1201	0.22	**970**	**R**	To: 63-1202 From: To: US 60							NA		NA		1999
1202	0.12	**240**	**R**	From: 63-1201							NA		NA		1999
1202	0.03	**220**	**R**	To: 63-1204 From:							NA		NA		1999
1202	0.30	**180**	**R**	To: 63-1207 From:							NA		NA		1999
1202	0.16	**90**	**R**	To: 63-1203 From: To: Dead End							NA		NA		1999
1203	0.23	**550**	**R**	From: 63-1201							NA		NA		1999
1203	0.11	**360**	**R**	To: 63-1205 From:							NA		NA		1999
1203	0.07	**60**	**R**	To: 63-1206 From: To: 63-1202							NA		NA		1999
1204	0.07	**40**	**R**	From: 63-1202 To: Cul-de-Sac							NA		NA		1999
1205	0.08	**30**	**R**	From: Cul-de-Sac To: 63-1203							NA		NA		1999
1206	0.04	**7**	**R**	From: Cul-de-Sac To: 63-1203							NA		NA		1999
1207	0.10	**80**	**R**	From: Dead End To: 63-1202							NA		NA		1999
1208	0.17	**1400**	**R**	From: US 60							NA		NA		1999
1208	0.16	**270**	**R**	To: 63-1209 SOUTH From:							NA		NA		1999
1208	0.24	**650**	**R**	To: 63-1209 NORTH From:							NA		NA		1999
1208	0.06	**470**	**R**	To: 63-1245 WEST From:							NA		NA		1993
1208	0.04	**410**	**R**	To: 63-1245 EAST From:							NA		NA		1993
1208	0.51	**370**	**R**	To: 63-1246 From: To: 63-665							NA		NA		1993
1209	0.05	**190**	**R**	From: 63-1208 SOUTH							NA		NA		1999
1209	0.33	**150**	**R**	To: 63-1212 WEST From: To: 63-1212 EAST							NA		NA		1999

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New Kent County															
1209	0.38	**190**	**R**	From: 63-1212 EAST							NA		NA		1999
				To:											
1209	0.16	**250**	**R**	From: 63-1208 NORTH							NA		NA		1999
				To:											
1209	0.06	**150**	**R**	From: 63-1211							NA		NA		1999
				To:											
1209	0.09	**90**	**R**	From: 63-1210 EAST							NA		NA		1999
				To:											
1209	0.05	**30**	**R**	From: 63-1210 WEST							NA		NA		1999
				To: Dead End											
1210	0.20	**40**	**R**	From: 63-1209							NA		NA		1999
				To: 63-1209											
1211	0.13	**190**	**R**	From: 63-1201							NA		NA		1999
				To: 63-1209											
1212	0.32	**180**	**R**	From: 63-1209							NA		NA		1999
				To: 63-1209											
1213	0.14	**510**	**R**	From: US 60							NA		NA		1999
				To:											
1213	0.08	**400**	**R**	From: 63-1218							NA		NA		1999
				To:											
1213	0.09	**320**	**R**	From: 63-1217							NA		NA		1999
				To:											
1213	0.14	**230**	**R**	From: 63-1216							NA		NA		1999
				To:											
1213	0.14	**50**	**R**	From: 63-1215							NA		NA		1999
				To: 63-1214											
1214	0.03	**20**	**R**	From: Cul-de-Sac							NA		NA		1999
				To:											
1214	0.10	**30**	**R**	From: 63-1215							NA		NA		1999
				To: 63-1213											
1215	0.14	**90**	**R**	From: 63-1213							NA		NA		1999
				To: 63-1214											
1216	0.07	**49**	**R**	From: Cul-de-Sac							NA		NA		1999
				To: 63-1213											
1217	0.05	**60**	**R**	From: Cul-de-Sac							NA		NA		1999
				To: 63-1213											
1218	0.05	**60**	**R**	From: Cul-de-Sac							NA		NA		1999
				To: 63-1213											
1220	0.25	**230**	**R**	From: 63-1223							NA		NA		1999
				To:											
1220	0.12	**480**	**R**	From: 63-1222							NA		NA		1999
				To: 63-1221											

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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
New Kent County															
1220	0.08	**660**	**R**	From: 63-1221 To: SR 249							NA		NA		1999
1221	0.23	**110**	**R**	From: 63-1223 To: 0.23 MN 63-1223							NA		NA		1993
1221	0.04	**190**	**R**	From: To: 63-1222							NA		NA		1999
1221	0.21	**170**	**R**	From: To: 63-1220							NA		NA		1999
1222	0.08	**120**	**R**	From: 63-1221 To: 63-1220							NA		NA		1999
1223	0.04	**20**	**R**	From: Dead End To: 63-1221							NA		NA		1993
1223	0.07	**46**	**R**	From: To: 63-1220							NA		NA		1993
1223	0.07	**60**	**R**	From: To: 63-1224							NA		NA		1993
1223	0.03	**8**	**R**	From: To: Dead End							NA		NA		1993
1224	0.05	**30**	**R**	From: 63-1223 To: Cul-de-Sac							NA		NA		1993
1230	0.16	**30**	**R**	From: Cul-de-Sac To: 63-675							NA		NA		1993
1230	0.28	**80**	**R**	From: To: 63-613							NA		NA		1993
1240	0.07	**510**	**R**	From: 66-1208 To: 63-1241							NA		NA		1993
1240	0.09	**470**	**R**	From: To: 63-1242 SOUTH							NA		NA		1993
1240	0.05	**260**	**R**	From: To: 63-1242 NORTH							NA		NA		1993
1240	0.45	**140**	**R**	From: To: 63-1244 EAST							NA		NA		1993
1241	0.06	**30**	**R**	From: 63-1240 To: Cul-de-Sac							NA		NA		1993
1242	0.11	**240**	**R**	From: 63-1240 SOUTH To: 63-1243							NA		NA		1993
1242	0.44	**80**	**R**	From: To: 63-1240 NORTH							NA		NA		1993
1243	0.07	**48**	**R**	From: 63-1242 To: Cul-de-Sac							NA		NA		1993
1244	0.18	**NA**		From: 63-1240 WEST To: Cul-de-Sac							NA		NA		

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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
New Kent County															
(1245)	0.69	**100**	**R**	From: 63-1208 WEST To: 63-1208 EAST							NA		NA		1993
(1246)	0.18	**120**	**R**	From: Cul-de-Sac To: 63-1208							NA		NA		1993
(1301)	0.09	**230**	**R**	From: 63-609 To: 63-1302							NA		NA		1999
(1302)	0.29	**100**	**R**	From: Dead End To: 63-1301							NA		NA		1999
(1302)	0.19	**110**	**R**	From: 63-1301 To: Dead End							NA		NA		1999
(1305)	0.25	**80**	**R**	From: 63-1310 To: 63-1308							NA		NA		1999
(1305)	0.13	**180**	**R**	From: 63-1308 To: 63-1307							NA		NA		1999
(1305)	0.10	**390**	**R**	From: 63-1307 To: 63-612							NA		NA		1999
(1306)	0.10	**230**	**R**	From: 63-612 To: 63-1307							NA		NA		1999
(1306)	0.19	**280**	**R**	From: 63-1307 To: 63-1309							NA		NA		1999
(1306)	0.23	**100**	**R**	From: 63-1309 To: Cul-de-Sac							NA		NA		1993
(1307)	0.05	**10**	**R**	From: Dead End To: 63-1305							NA		NA		1999
(1307)	0.12	**60**	**R**	From: 63-1305 To: 63-1310							NA		NA		1999
(1307)	0.19	**260**	**R**	From: 63-1310 To: 63-1306							NA		NA		1999
(1307)	0.06	**30**	**R**	From: 63-1306 To: Dead End							NA		NA		1999
(1308)	0.17	**49**	**R**	From: 63-1305 To: 63-1310							NA		NA		1999
(1309)	0.06	**20**	**R**	From: 63-1306 To: Dead End							NA		NA		1999
(1310)	0.09	**160**	**R**	From: 63-1307 To: 63-1308							NA		NA		1999
(1310)	0.21	**100**	**R**	From: 63-1308 To: 63-1305							NA		NA		1999
(1330)	0.10	**460**	**R**	From: 63-612 To: 63-1331							NA		NA		1999
(1330)	0.30	**410**	**R**	From: 63-1331 To: Cul-de-Sac							NA		NA		1999

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New Kent County															
1331	0.11	**NA**		From: Cul-de-Sac To: 63-1330							NA		NA		
1331	0.09	**80**	**R**	From: To: 63-1335							NA		NA		1999
1332	0.10	**NA**		From: Cul-de-Sac To: 63-1330							NA		NA		
1333	0.05	**NA**		From: 63-1330 To: Cul-de-Sac							NA		NA		
1334	0.15	**NA**		From: Cul-de-Sac To: 63-1330							NA		NA		
1335	0.06	**NA**		From: Cul-de-Sac To: 63-1331							NA		NA		
1335	0.20	**NA**		From: To: 63-1330							NA		NA		
1335	0.08	**NA**		From: To: Cul-de-Sac							NA		NA		
1336	0.03	**NA**		From: 63-1334 To: Cul-de-Sac							NA		NA		
1340	0.46	**90**	**R**	From: Cul-de-Sac To: 63-638							NA		NA		1993
1392	0.23	**NA**		From: Hanover County Line To: Cul-de-Sac							NA		NA		
1400	0.27	**100**	**R**	From: 63-621 SOUTH To: 63-621 NORTH							NA		NA		1993
9278	0.10	**210**	**R**	From: SR 249 To: 0.10 MS SR 249							NA		NA		1991
9278	0.01	**220**	**R**	From: To: 0.12 MS SR 249							NA		NA		1995
9278	0.03	**210**	**R**	From: To: 63-630							NA		NA		1995
9279	0.05	**330**	**R**	From: SR 249 To: 0.05 MS SR 249							NA		NA		1985
9279	0.09	**320**	**R**	From: To: SR 249							NA		NA		1989
9288	0.09	**280**	**R**	From: 63-605 To: SR 249							NA		NA		1986
9289	0.22	**NA**		From: 63-605 WEST To: 63-605 EAST							NA		NA		