

**2003**

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

**Jurisdiction Report**

**48**

King George 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.

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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

- North  
 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  
 Bus - Business Route  
Bypas - Bypass Route  
Truck - Truck Route
- ALT  
 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  
 King George Maintenance Area

Route	Length	AADT	QA	Year
<b>King George County</b>				
From: Stafford County Line				
3	3.68	19000	G	2003
To: 48-605				
From: 48-605				
3	4.79	18000	G	2003
To: SR 206 Arnolds Corner				
From: SR 206 Arnolds Corner				
3	2.58	15000	G	2003
To: SR 205 Purkins Corner				
From: SR 205 Purkins Corner				
3	1.56	6800	G	2003
To: US 301 Office Hall				
From: US 301 Office Hall				
3	7.18	5100	G	2003
To: Westmoreland County Line				
From: Westmoreland County Line				
205	1.26	7600	G	2003
To: SR 3 Purkins Corner				
From: SR 3 Purkins Corner				
205	2.81	4500	G	2003
To: US 301 Edge Hill				
From: US 301 Edge Hill				
205	3.36	3600	G	2003
To: 48-617 Carruthers Corner				
From: 48-617 Carruthers Corner				
205	3.36	3600	G	2003
To: Westmoreland County Line				
From: Westmoreland County Line				
206	2.18	9100	G	2003
To: SR 3 Arnolds Corner				
From: SR 3 Arnolds Corner				
206	4.26	9100	G	2003
To: 48-610				
From: 48-610				
206	2.19	11000	G	2003
To: SR 218 Berthaville				
From: SR 218 Berthaville				
206	0.62	11000	G	2003
To: SR 218 Owens				
From: SR 218 Owens				
206	1.79	12000	G	2003
To: US 301 East of Owens				
From: US 301 East of Owens				
206	1.79	12000	G	2003
To: 48-604				
From: 48-604				
218	5.93	2500	G	2003
To: Stafford County Line				
From: Stafford County Line				
218	1.05	2200	G	2003
To: 48-696				
From: 48-696				
218	6.81	1900	G	2003
To: 48-609 Cash Corner				
From: 48-609 Cash Corner				
218 206	2.19	11000	G	2003
To: SR 206 Berthaville				
From: SR 206 Berthaville				
218	0.28	1100	G	2003
To: SR 206 Owens				
From: SR 206 Owens				
218	6.02	4600	G	2003
To: US 301 South of Owens				
From: US 301 South of Owens				
218	6.02	4600	G	2003
To: SR 205 East of Tetotum				
From: SR 205 East of Tetotum				
301	3.05	11000	G	2003
To: Caroline County Line				
From: Caroline County Line				
301	2.05	11000	G	2003
To: 48-623				
From: 48-623				
301	1.91	12000	G	2003
To: SR 3 Office Hall				
From: SR 3 Office Hall				
301	5.91	14000	A	2003
To: SR 205 Edge Hill				
From: SR 205 Edge Hill				
301	0.56	18000	G	2003
To: SR 218				
From: SR 218				
301	0.56	18000	G	2003
To: SR 206 East of Owens				
From: SR 206 East of Owens				

Route	Length	AADT	QA	Year
<b>King George County</b>				
From: SR 206 East of Owens				
301	3.58	16000	G	2003
To: Maryland State Line				
From: Maryland State Line				
600	1.68	580	R	03/12/2001
To: SR 218				
From: SR 218				
600	1.04	200	R	03/12/2001
To: 48-658				
From: 48-658				
601	1.30	260	R	04/02/2001
To: Stafford County Line				
From: Stafford County Line				
602	0.80	290	R	03/14/2001
To: 48-631				
From: 48-631				
603	1.16	900	R	03/14/2001
To: Stafford County Line				
From: Stafford County Line				
603	1.27	560	R	03/14/2001
To: SR 3				
From: SR 3				
603	0.63	360	R	03/14/2001
To: 48-602				
From: 48-602				
603	0.63	360	R	03/14/2001
To: 48-1021				
From: 48-1021				
603 Y Intersection Leg	0.04	NA		
To: SR 218 West				
From: SR 218 West				
603	0.15	90	R	03/14/2001
To: SR 218 East				
From: SR 218 East				
603	0.79	90	R	03/14/2001
To: 48-605				
From: 48-605				
603	0.79	90	R	03/14/2001
To: 0.79 MN 48-605				
From: 0.79 MN 48-605				
603	0.80	40	R	03/14/2001
To: Dead End				
From: Dead End				
604	0.23	410	G	2003
To: 48-614				
From: 48-614				
605	0.75	290	R	03/22/2001
To: SR 206				
From: SR 206				
605	1.20	920	R	03/22/2001
To: Dead End				
From: Dead End				
605	2.20	600	R	03/22/2001
To: SR 3				
From: SR 3				
605	0.20	50	R	03/14/2001
To: 48-665				
From: 48-665				
605	0.20	50	R	03/14/2001
To: SR 218				
From: SR 218				
606	0.50	46	R	05/02/2001
To: 48-603 Y Intersection Leg				
From: 48-603 Y Intersection Leg				
606	0.11	80	R	05/02/2001
To: Dead End				
From: Dead End				
607	0.90	790	G	2003
To: SR 3; 48-677				
From: SR 3; 48-677				
607	3.04	710	G	2003
To: US 301; 48-625				
From: US 301; 48-625				
607	2.75	1100	G	2003
To: 48-631				
From: 48-631				
607	2.75	1100	G	2003
To: 48-610				
From: 48-610				
607	2.75	1100	G	2003
To: SR 3				
From: SR 3				

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Route	Length	AADT	QA	Year
<b>King George County</b>				
From: 48-694				
(608)	2.38	240	R	05/02/2001
To: 48-609 NORTH				
From: 48-609 SOUTH				
(608)	0.79	70	R	05/02/2001
To: Dead End				
From: SR 3				
(609)	0.32	1900	G	2003
To: 48-677				
From: 48-677				
(609)	0.53	2400	G	2003
To: 48-608 SOUTH				
From: 48-608 SOUTH				
(609)	1.31	1200	G	2003
To: 48-649				
From: 48-649				
(609)	0.53	1200	G	2003
To: SR 218				
From: 48-607				
(610)	1.63	350	R	04/02/2001
To: 48-631				
From: 48-631				
(610)	1.30	640	G	2003
To: 48-678				
From: 48-678				
(610)	0.08	1600	G	2003
To: SR 3 WEST				
From: SR 3 WEST				
(610)	1.80	1400	G	2003
To: SR 3 EAST				
From: SR 3 EAST				
(610)	1.80	1400	G	2003
To: SR 206				
From: SR 206				
(610)	0.50	1600	R	04/30/2001
To: 48-1210				
From: 48-1210				
(610)	2.21	260	R	04/30/2001
To: SR 218				
From: SR 218				
(611)	0.47	560	G	2003
To: SR 205				
From: SR 205				
(611)	0.47	560	G	2003
To: US 301				
From: US 301				
(611)	2.24	900	G	2003
To: SR 206				
From: SR 206				
(612)	0.20	90	R	04/09/2001
To: 48-610				
From: 48-610				
(612)	0.20	90	R	04/09/2001
To: Dead End				
From: SR 218				
(613)	0.05	60	R	04/30/2001
To: 0.06 ME SR 218				
From: 0.06 ME SR 218				
(613)	0.80	70	R	1998
To: Dead End				
From: Dead End				
(614)	0.93	590	G	2003
To: SR 206				
From: SR 206				
(614)	1.16	2000	G	2003
To: US 301				
From: US 301				
(614)	0.55	1700	G	2003
To: 48-635				
From: 48-635				
(614)	0.85	910	G	2003
To: 48-624				
From: 48-624				
(615)	1.50	20	R	04/04/2001
To: SR 218				
From: SR 218				
(615)	1.50	20	R	04/04/2001
To: Dead End				

Route	Length	AADT	QA	Year
<b>King George County</b>				
From: US 301				
(616)	1.86	280	R	04/04/2001
To: SR 218 SOUTH				
From: SR 218 SOUTH				
(616)	0.80	150	R	04/04/2001
To: SR 218 NORTH				
From: SR 218 NORTH				
(616)	0.80	150	R	04/04/2001
To: Dead End				
From: SR 205				
(617)	3.35	140	R	04/04/2001
To: US 301				
From: US 301				
(618)	0.62	120	R	04/04/2001
To: SR 218				
From: SR 218				
(618)	0.62	120	R	04/04/2001
To: Dead End				
From: SR 205				
(619)	0.60	460	R	04/04/2001
To: SR 218 SOUTH				
From: SR 218 SOUTH				
(619)	2.00	250	R	04/04/2001
To: SR 218 NORTH				
From: SR 218 NORTH				
(619)	2.00	250	R	04/04/2001
To: Dead End				
From: 48-629				
(620)	2.15	49	R	04/04/2001
To: SR 205				
From: SR 205				
(621)	1.60	370	R	04/04/2001
To: 48-629				
From: 48-629				
(621)	1.60	370	R	04/04/2001
To: SR 205				
From: SR 205				
(622)	2.00	70	R	04/09/2001
To: 48-679				
From: 48-679				
(622)	2.00	70	R	04/09/2001
To: SR 205				
From: SR 205				
(623)	1.00	920	G	2003
To: US 301				
From: US 301				
(623)	1.70	730	G	2003
To: 48-650				
From: 48-650				
(623)	1.70	730	G	2003
To: 48-647				
From: 48-647				
(624)	0.33	1300	G	2003
To: SR 206; SR 218				
From: SR 206; SR 218				
(624)	1.47	1100	G	2003
To: 48-711				
From: 48-711				
(624)	1.47	1100	G	2003
To: 48-614				
From: 48-614				
(624)	1.10	870	R	03/12/2001
To: 48-614				
From: 48-614				
(624)	1.20	790	R	03/12/2001
To: 48-685				
From: 48-685				
(624)	1.20	790	R	03/12/2001
To: 48-639				
From: 48-639				
(624)	1.00	180	R	03/12/2001
To: Dead End				
From: Dead End				
(625)	2.67	320	G	2003
To: US 301; 48-607				
From: US 301; 48-607				
(625)	3.40	200	G	2003
To: 48-650				
From: 48-650				
(625)	3.40	200	G	2003
To: SR 3				
From: SR 3				
(625)	1.43	70	R	03/22/2001
To: 48-628 EAST				
From: 48-628 EAST				
(625)	1.43	70	R	03/22/2001
To: 48-628 WEST				
From: 48-628 WEST				
(625)	1.35	30	R	03/22/2001
To: 48-647				
From: 48-647				
(625)	1.35	30	R	03/22/2001
To: 48-629				
From: 48-629				



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Route	Length	AADT	QA	Year
<b>King George County</b>				
From: Dead End				
626 To: 48-627	0.50	40	R	03/22/2001
From: Dead End				
627 To: 1.40 MN Dead End	1.39	30	R	03/22/2001
From: 48-626	0.15	40	R	03/22/2001
From: 48-681	0.90	110	R	03/22/2001
From: 48-681	0.25	60	R	03/22/2001
From: SR 3	2.67	90	R	03/22/2001
To: 48-628				
From: SR 3	1.20	400	G	2003
To: 48-625 EAST	1.30	460	G	2003
To: Westmoreland County Line				
From: SR 3	0.22	1000	G	2003
To: 48-710	1.69	680	G	2003
From: 48-666 WEST	0.66	510	G	2003
To: 48-620	0.70	390	G	2003
From: 48-625	1.31	340	G	2003
To: Westmoreland County Line				
From: Dead End	0.25	70	R	04/04/2001
To: 48-616				
From: Dead End	1.00	50	R	04/02/2001
To: 48-607	1.48	250	G	2003
From: 48-669	0.66	360	G	2003
To: 48-601	1.38	270	G	2003
From: 48-610				
From: SR 206; SR 218	0.90	130	R	03/14/2001
To: SR 206				
From: US 301	0.55	50	R	04/04/2001
To: 48-617	0.14	50	R	04/04/2001
To: Dead End				
From: Dead End	0.32	140	R	03/14/2001
To: US 301				

Route	Length	AADT	QA	Year
<b>King George County</b>				
From: 48-614	0.37	120	R	03/12/2001
To: 0.38 ME 48-614	0.08	20	R	03/12/2001
From: Dead End				
From: Dead End	0.07	40	R	1998
From: 48-640	0.09	110	R	1998
To: 48-604	0.17	220	R	04/04/2001
To: SR 206; 48-668				
From: Dead End	0.64	80	R	05/02/2001
To: SR 3				
From: SR 3	0.20	130	R	04/09/2001
To: Dead End				
From: 48-624	0.90	380	R	03/12/2001
To: Dead End				
From: 48-614	0.10	70	R	1998
To: 48-636				
From: SR 218	0.80	50	R	05/02/2001
To: Dead End				
From: SR 218	0.70	240	R	05/02/2001
To: 48-682	0.10	20	R	05/02/2001
To: Dead End				
From: Dead End	1.80	30	R	04/02/2001
To: 48-625				
From: SR 206	0.30	200	R	1998
To: 48-1206	0.10	130	R	1998
From: 0.10 ME 48-1206	0.30	140	R	04/09/2001
To: Dead End				
From: Dead End	1.05	120	R	04/02/2001
To: 48-647	0.03	630	G	2003
To: SR 3				
From: Dead End	0.40	160	R	1998
To: 48-670				
From: 48-645	0.12	570	G	2003
To: 48-623	0.30	330	R	04/02/2001
To: SR 3				

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Route	Length	AADT	QA	Year
<b>King George County</b>				
From: SR 3				
(647)	1.61	130	R	04/09/2001
To: 1.61 ME SR 3				
From: 48-625				
(647)	0.97	48	R	04/09/2001
To: 48-625				
From: Dead End				
(648)	0.60	100	R	05/02/2001
To: 0.60 MN Dead End				
From: 48-609				
(648)	0.61	350	R	05/02/2001
To: 48-609				
From: 48-609				
(649)	0.75	40	R	05/02/2001
To: Dead End				
From: 48-625				
(650)	1.10	460	R	04/02/2001
To: 48-623				
From: SR 218 WEST				
(651)	0.72	30	R	03/12/2001
To: SR 218 EAST				
From: US 301				
(652)	0.58	120	R	03/12/2001
To: Dead End				
From: Dead End				
(653)	1.00	80	R	04/02/2001
To: 48-686				
From: 48-600				
(654)	1.65	240	R	03/12/2001
To: Dead End				
From: 48-632				
(655)	0.63	60	R	03/14/2001
To: 0.63 ME 48-632				
From: 48-632				
(655)	0.57	20	R	03/14/2001
To: Dead End				
From: SR 218				
(656)	0.32	180	R	04/30/2001
To: Dead End				
From: Dead End				
(657)	0.75	150	R	04/02/2001
To: SR 3				
From: 48-600				
(658)	0.07	90	R	03/12/2001
To: 0.07 ME 48-600				
From: 48-600				
(658)	0.46	60	R	03/12/2001
To: Dead End				
From: SR 206				
(659)	0.65	150	R	04/09/2001
To: Dead End				
From: Dead End				
(660)	0.25	40	R	04/02/2001
To: 48-607				
From: SR 3				
(661)	0.20	110	R	04/09/2001
To: 48-629				
From: 48-706				
(662)	0.60	160	R	04/09/2001
To: Dead End				

Route	Length	AADT	QA	Year
<b>King George County</b>				
From: SR 206 WEST				
(663)	0.30	100	R	03/14/2001
To: SR 206 EAST				
From: Dead End				
(664)	1.00	240	R	05/02/2001
To: 48-694				
From: SR 3				
(665)	1.35	1100	R	03/14/2001
To: 1.35 MS SR 3				
From: 48-605				
(665)	0.18	750	R	03/14/2001
To: 48-605				
From: 48-629 WEST				
(666)	0.43	20	R	04/04/2001
To: 48-629 EAST				
From: US 301				
(667)	0.90	260	R	04/04/2001
To: Dead End				
From: 48-614				
(668)	0.10	150	R	1998
To: SR 206; 48-636				
From: 48-631				
(669)	0.40	110	R	04/04/2001
To: Dead End				
From: 48-671				
(670)	0.17	760	R	1998
To: 48-614				
From: Dead End				
(671)	0.03	30	R	04/04/2001
To: 48-672				
From: 48-672				
(671)	0.08	160	R	1998
To: 48-670				
From: 48-670				
(671)	0.07	310	R	1998
To: 48-674				
From: 48-674				
(671)	0.11	50	R	1998
To: Dead End				
From: 48-673				
(672)	0.08	110	R	1998
To: 48-671				
From: Dead End				
(673)	0.13	60	R	1998
To: 48-672				
From: 48-675				
(674)	0.07	120	R	1998
To: 48-703				
From: 48-671				
(674)	0.07	250	R	1998
To: 48-671				
From: 48-715				
(675)	0.10	60	R	1998
To: 48-674				
From: 48-674				
(675)	0.10	40	R	1998
To: Dead End				
From: SR 3				
(676)	0.30	90	R	1998
To: Dead End				
From: SR 3; 48-606				
(677)	0.29	620	R	05/02/2001
To: 48-609				

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<b>King George County</b>				
From: SR 3				
(678) To: 48-610	0.51	410	R	05/09/2001
From: SR 3 WEST				
(679) To: SR 3 EAST	0.85	370	R	05/09/2001
From: 48-625				
(680) To: SR 3	0.32	30	R	1998
From: SR 3				
(681) To: 48-627	0.30	130	R	03/22/2001
From: 48-642				
(682) To: Dead End	1.00	100	R	05/02/2001
From: 48-614				
(683) To: 48-691	0.17	250	R	1998
From: 48-691				
(683) To: 48-693	0.03	130	R	1998
From: SR 205 WEST				
(684) To: SR 205 EAST	0.35	10	R	1998
From: 48-624				
(685) To: Dead End	0.13	20	R	03/12/2001
From: SR 3 SOUTH				
(686) To: SR 3 NORTH	1.21	330	R	04/02/2001
From: 48-624				
(687) To: Dead End	1.66	180	R	03/12/2001
From: 48-610				
(688) To: Dead End	0.20	70	R	1998
From: Dead End				
(689) To: 48-614	0.13	60	R	1998
From: SR 3				
(690) To: Dead End	0.16	50	R	1998
From: 48-683				
(691) To: Dead End	0.18	80	R	1998
From: Dead End				
(692) To: 48-607	2.60	1100	R	04/02/2001
From: 48-683				
(693) To: Dead End	0.11	70	R	1998
From: SR 3				
(694) To: 48-664	1.39	700	G	2003
From: 48-608				
(694) To: 48-608	0.96	360	R	1993
From: 48-608				
(694) To: SR 218	1.45	360	R	1993

Route	Length	AADT	QA	Year
<b>King George County</b>				
From: Dead End				
(695) To: SR 218	0.55	30	R	1998
From: SR 218				
(696) To: 48-707	0.75	990	R	05/02/2001
From: 48-707				
(696) To: 48-1001	0.18	700	R	1998
From: 48-1001				
(696) To: 48-1002	0.05	280	R	1998
From: 48-1002				
(696) To: 48-1003	0.04	220	R	1998
From: 48-1003				
(696) To: 48-1005	0.09	190	R	1998
From: US 301 SOUTH				
(697) To: US 301 NORTH	0.28	30	R	04/04/2001
From: Dead End				
(698) To: 48-625	2.28	140	R	04/02/2001
From: US 301 SOUTH				
(699) To: US 301 NORTH	0.35	30	R	04/04/2001
From: Dead End				
(700) To: 48-648	0.20	40	R	05/02/2001
From: Dead End				
(701) To: 48-616	0.38	30	R	04/04/2001
From: SR 206				
(702) To: Dead End	0.12	60	R	1998
From: 48-674				
(703) To: Dead End	0.10	46	R	1998
From: Dead End				
(704) To: SR 205	0.14	610	R	1998
From: SR 205 WEST				
(705) To: SR 205 EAST	0.47	80	R	04/09/2001
From: SR 205 WEST				
(706) To: 48-662	0.44	30	R	04/09/2001
From: 48-662				
(706) To: SR 205 EAST	0.02	220	R	04/09/2001
From: 48-696				
(707) To: 48-1001	0.05	720	R	05/02/2001
From: 48-1001				
(707) To: 48-1002	0.05	790	R	1998
From: 48-1002				
(707) To: 48-1003	0.05	760	R	1998
From: 48-1003				
(707) To: 48-1004	0.05	730	R	1998

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<b>King George County</b>				
From: 48-1004				
(707)	0.05	700	R	1998
To: 48-1005				
(707)	0.12	660	R	1998
To: 48-1007				
(707)	0.04	450	R	1998
To: 48-1008				
(707)	0.06	380	R	1998
To: 48-1009				
(707)	0.05	370	R	1998
To: 48-1010				
(707)	0.05	300	R	1998
To: 48-1011				
From: 48-1007				
(708)	0.04	100	R	1998
To: 48-1008				
(708)	0.05	110	R	1998
To: 48-1009				
(708)	0.05	110	R	1998
To: 48-1010				
(708)	0.05	100	R	1998
To: 48-1011				
(708)	0.04	50	R	1998
To: 48-1012				
From: SR 3				
(709)	0.34	130	R	1998
To: 48-710				
From: 48-709				
(710)	0.08	30	R	1998
To: 48-629				
From: Dead End				
(711)	0.20	40	R	03/12/2001
To: 48-624				
From: 48-614 SOUTH				
(712)	0.32	70	R	1998
To: 48-614 NORTH				
From: Cul-de-Sac				
(713)	0.14	50	R	03/12/2001
To: 48-600				
From: 48-663				
(714)	0.13	40	R	03/14/2001
To: Dead End				
From: 48-675				
(715)	0.05	40	R	04/04/2001
To: Dead End				
From: 48-719				
(717)	0.25	49	R	04/04/2001
To: SR 205				
From: 48-719				
(718)	0.39	70	R	04/04/2001
To: SR 205				
From: 48-717				
(719)	0.27	40	R	04/04/2001
To: Cul-de-Sac				

Route	Length	AADT	QA	Year
<b>King George County</b>				
From: 48-629				
(724)	0.18	160	R	1998
To: 48-725				
From: Dead End				
(725)	0.30	90	R	1998
To: 48-724				
From: US 301				
(1000)	0.39	70	R	03/12/2001
To: Dead End				
From: 48-707				
(1001)	0.15	40	R	1998
To: 48-696				
From: 48-707				
(1002)	0.15	80	R	1998
To: 48-696				
From: 48-707				
(1003)	0.15	40	R	1998
To: 48-696				
From: 48-707				
(1004)	0.15	70	R	1998
To: 48-696				
From: 48-707				
(1005)	0.15	200	R	1998
To: 48-696				
From: 48-707				
(1007)	0.11	100	R	1998
To: 48-708				
From: 48-707				
(1008)	0.11	50	R	1998
To: 48-708				
From: 48-707				
(1009)	0.11	40	R	1998
To: 48-708				
From: 48-707				
(1010)	0.11	46	R	1998
To: 48-708				
From: Dead End				
(1011)	0.15	90	R	1998
To: 48-708				
From: Dead End				
(1012)	0.04	30	R	1998
To: 48-708				
From: Cul-de-Sac				
(1013)	0.19	45	R	1998
To: SR 218				
From: Cul-de-Sac				
(1014)	0.42	20	R	1998
To: SR 218				
From: 48-603 Y Intersection Leg				
(1015)	0.10	30	R	03/14/2001
To: Dead End				
From: 48-1027				
(1020)	0.34	240	R	05/03/2001
To: 48-1023				
From: 48-1023				
(1020)	0.12	250	R	05/03/2001
To: 0.12 ME 48-1023				

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<b>King George County</b>				
From: 0.12 ME 48-1023				
(1020) To: 48-603 Y Intersection Leg	0.22	280	R	1998
From: 48-603 Y Intersection Leg				
(1021) To: 48-1022	0.14	190	R	1998
From: 48-1022				
(1021) To: Dead End	0.23	190	R	1998
From: Cul-de-Sac				
(1022) To: 48-1021	0.05	30	R	1998
From: 48-1024				
(1023) To: 48-1020	0.12	80	R	05/03/2001
From: Cul-de-Sac				
(1024) To: 48-1023	0.15	90	R	05/03/2001
From: 48-1023				
(1024) To: 48-1025	0.19	80	R	05/03/2001
From: 48-1024				
(1025) To: 48-1020	0.74	570	R	09/01/1998
From: 48-1024				
(1026) To: 48-1020	0.18	100	R	09/01/1998
From: Cul-de-Sac				
(1027) To: 48-1020	0.28	120	R	05/03/2001
From: SR 206				
(1030) To: Cul-de-Sac	0.29	200	R	04/09/2001
From: 48-1030				
(1031) To: 48-1032	0.29	110	R	04/09/2001
From: SR 206				
(1032) To: 48-1033	0.18	680	R	04/09/2001
From: 48-1033				
(1032) To: 48-1039	0.38	240	R	04/09/2001
From: 48-01039(R)/				
(1032) To: 48-01038(L)/	0.32	NA		
From: 48-1032				
(1033) To: Cul-de-Sac	0.57	350	R	04/09/2001
From: 48-1033				
(1034) To: Dead End	0.16	40	R	04/09/2001
From: 48-1033				
(1035) To: Cul-de-Sac	0.33	150	R	04/09/2001
From: Cul-de-Sac				
(1036) To: 48-1033	0.08	40	R	04/09/2001
From: 48-01032(L)/				
(1038) To: Cul-de-Sac/	0.22	NA		

Route	Length	AADT	QA	Year
<b>King George County</b>				
From: 48-1032				
(1039) To: Cul-de-Sac	0.28	70	R	04/09/2001
From: SR 218				
(1040) To: 48-1041 EAST	1.51	60	R	1995
From: 48-1040 WEST				
(1041) To: Cul-de-Sac	0.37	150	R	05/02/2001
From: 48-1041				
(1042) To: 48-1040	0.18	20	R	05/02/2001
From: SR-00206(B)/				
(1043) To: 48-01044(R)/	0.04	NA		
From: 48-01031(U)/48-01032(B)/				
(1044) To: 48-01043(L)/	0.22	NA		
From: Dead End				
(1050) To: 48-694	0.50	170	R	05/02/2001
From: Dead End				
(1051) To: 48-614	0.24	300	R	04/04/2001
From: 48-629				
(1060) To: Cul-de-Sac	0.40	90	R	03/22/2001
From: Cul-de-Sac				
(1061) To: 48-1060	0.09	20	R	03/22/2001
From: Cul-de-Sac				
(1062) To: 48-1060	0.12	20	R	03/22/2001
From: 48-1105				
(1100) To: 48-1108	0.16	30	R	03/14/2001
From: US 301				
(1101) To: 48-1102	0.16	2200	R	1998
From: 48-1102				
(1101) To: 48-1103	0.11	1300	R	1998
From: 48-1103				
(1101) To: 48-1105	0.12	1000	R	1998
From: 48-1105				
(1101) To: 48-1108	0.15	390	R	03/14/2001
From: 48-1104				
(1102) To: 48-1101	0.06	170	R	1998
From: 48-1101				
(1102) To: Dead End	0.07	80	R	1998
From: 48-1101				
(1103) To: Dead End	0.15	140	R	1998
From: Dead End				
(1104) To: 48-1102	0.06	110	R	1998

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<b>King George County</b>				
From: 48-1102				
(1104) To: Dead End	0.06	60	R	1998
From: Cul-de-Sac				
(1105) To: 48-1109	0.08	70	R	03/14/2001
(1105) From: 48-1109	0.07	170	R	03/14/2001
(1105) From: 48-1100	0.08	260	R	03/14/2001
(1105) From: 48-1107	0.15	580	R	1998
(1105) From: 48-1106	0.07	700	R	1998
(1105) To: 48-1101				
(1106) From: Cul-de-Sac	0.24	110	R	1998
(1106) To: 48-1108				
(1107) From: 48-1105	0.12	60	R	1998
(1107) To: Cul-de-Sac				
(1108) From: Cul-de-Sac	0.40	190	R	03/14/2001
(1108) From: 48-1101	0.06	50	R	03/14/2001
(1108) To: Cul-de-Sac				
(1109) From: 48-1105	0.13	40	R	03/14/2001
(1109) To: 48-1108				
(1110) From: SR 218	0.05	80	R	1998
(1110) From: 48-1111	0.36	40	R	1998
(1110) To: Dead End				
(1111) From: Dead End	0.07	20	R	1998
(1111) To: 48-1110				
(1112) From: 48-01101(B)/	0.09	NA		
(1112) To: Cul-de-Sac/				
(1115) From: Cul-de-Sac	0.20	110	R	1998
(1115) To: SR 206				
(1120) From: 48-679	0.62	340	R	04/09/2001
(1120) To: Dead End				
(1121) From: 48-1120	0.10	30	R	04/09/2001
(1121) To: Cul-de-Sac				
(1122) From: 48-1120	0.09	60	R	04/09/2001
(1122) To: Cul-de-Sac				
(1123) From: 48-1120	0.42	160	R	04/09/2001
(1123) To: Cul-de-Sac				
(1124) From: Cul-de-Sac	0.13	30	R	1998
(1124) To: 48-1120				

Route	Length	AADT	QA	Year
<b>King George County</b>				
(1130) From: 48-1131	0.77	330	R	03/12/2001
(1130) To: 48-639				
(1131) From: Cul-de-Sac	0.55	110	R	03/12/2001
(1131) From: 48-1130	0.02	30	R	03/12/2001
(1131) To: Dead End .02 MN 1130				
(1132) From: Cul-de-Sac	0.45	80	R	1998
(1132) To: 48-1130				
(1140) From: 48-1141	0.05	40	R	04/04/2001
(1140) To: 48-630				
(1141) From: Cul-de-Sac	0.24	40	R	04/04/2001
(1141) To: 48-1140				
(1150) From: US 301	0.48	1500	R	04/04/2001
(1150) To: 48-614				
(1201) From: 48-611	0.08	410	R	1998
(1201) To: 48-1202 NORTH				
(1201) From: 48-1202 SOUTH	0.35	80	R	1998
(1201) To: 48-1202 SOUTH				
(1202) From: Dead End	0.10	60	R	1998
(1202) To: 48-1204				
(1202) From: 48-1204	0.17	260	R	1998
(1202) To: 48-1201 SOUTH				
(1202) From: 48-1201 NORTH	0.25	300	R	1998
(1202) To: 48-1201 NORTH				
(1203) From: 48-611 SOUTH	0.38	40	R	1998
(1203) To: 48-611 NORTH				
(1204) From: 48-1202	0.17	60	R	1998
(1204) To: Cul-de-Sac				
(1205) From: Cul-de-Sac	0.24	40	R	1998
(1205) To: 48-1207				
(1205) From: 48-1207	0.13	150	R	1998
(1205) To: SR 206				
(1206) From: SR 206	0.33	140	R	1998
(1206) To: 48-644				
(1207) From: 48-1205	0.64	110	R	1998
(1207) To: Cul-de-Sac				
(1209) From: Cul-de-Sac	0.19	50	R	04/09/2001
(1209) To: SR 206				
(1210) From: Cul-de-Sac	0.15	110	R	04/30/2001
(1210) To: 48-1211				
(1210) From: 48-1211	0.08	540	R	04/30/2001
(1210) To: 48-610				

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<b>King George County</b>				
From: (1211) Dead End	0.20	120	R	1998
To: 48-1210				
From: (1211) 48-1210	0.08	120	R	1998
To: Dead End				
From: (1212) Cul-de-Sac	0.10	90	R	04/30/2001
To: 48-1210				
From: (1214) SR 3	0.10	440	R	1998
To: 48-1215; 48-1216				
From: (1214) 48-1215; 48-1216	0.13	260	R	1998
To: 48-1217				
From: (1215) Cul-de-Sac	0.08	90	R	1998
To: 48-1214; 48-1216				
From: (1216) 48-1214; 48-1215	0.09	40	R	1998
To: Cul-de-Sac				
From: (1217) Dead End	0.09	110	R	1998
To: 48-1214				
From: (1217) 48-1214	0.09	70	R	1998
To: Dead End				
From: (1220) Cul-de-Sac	0.48	230	R	04/09/2001
To: 48-610				
From: (1223) Cul-de-Sac	0.25	140	R	04/09/2001
To: 48-1220				
From: (1224) 48-1223	0.10	40	R	04/09/2001
To: Cul-de-Sac				
From: (1230) 48-610	0.39	150	R	04/30/2001
To: 48-1231; 48-1232				
From: (1231) Cul-de-Sac	0.08	20	R	04/20/2001
To: 48-1230; 48-1232				
From: (1232) 48-1230; 48-1231	0.08	40	R	04/30/2001
To: Cul-de-Sac				
From: (9209) 48-610	0.14	40	R	1998
To: 48-610				
From: (9210) US 301	0.06	10	R	1998
To: US 301				
From: (9213) SR 206	0.15	230	R	1998
To: SR 206				
From: (9578) 48-670	0.07	8	R	1998
To: 48-614				
From: (9951) SR 206	0.31	40	R	1998
To: SR 206				