

**2007**

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

where available

**Jurisdiction Report**

**49**

King & Queen 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.

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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 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.

**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 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
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

**Year:** Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

# Route Shield Legend

## Route Systems



Interstate Route

Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.



US Route



Virginia State Route



Frontage Road (F precedes frontage route number)



Secondary Route

## Special Routes



Bus - Business Route

Bypas - Bypass Route

Truck - Truck Route



ALT - Alternate Route

Wve - Wve Route connector



P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.



The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Virginia Department of Transportation  
 Traffic Engineering Division  
 2007  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 King Queen Maintenance Area

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
14 The Trail	King & Queen County	6.14	420	G	83%	1%	2%	2%	12%	0%	F	0.121	F	0.521	430	G
	From: US 360; St Stephens Church															
	To: 49-629 Walkerton Rd															
14 The Trail	King & Queen County	1.81	560	G	83%	1%	2%	2%	12%	0%	F	0.100	F	0.552	580	G
	From: 49-620 W, Duck Pond Rd															
	To: 49-617 Carletons Corner Rd															
14 The Trail	King & Queen County	9.74	350	G	83%	1%	2%	2%	12%	0%	C	0.093	F	0.667	360	G
	From: 49-614 Clifton Lane															
	To: SR 33 Shackelfords															
14 33 Lewis Puller Mem. Hwy.	King & Queen County	1.66	11000	G	90%	1%	2%	2%	6%	0%	C	0.093	F	0.591	12000	G
	From: SR 33 Shackelfords Fork															
	To: SR 33 Lewis Puller Mem Hwy															
14 Buena Vista Rd	King & Queen County	4.95	4000	G	90%	1%	2%	3%	5%	0%	C	0.092	F	0.637	4100	G
	From: Gloucester County Line															
	To: King William County Line															
33 Lewis Puller Mem Hwy	King & Queen County	3.30	14000	G	91%	1%	1%	2%	5%	0%	C	0.085	F	0.614	15000	G
	From: 49-678 Riverview Ave															
	To: SR 14 Buena Vista Rd, Shackelfords Fork															
33 14 Lewis Puller Mem. Hwy.	King & Queen County	1.66	11000	G	90%	1%	2%	2%	6%	0%	C	0.093	F	0.591	12000	G
	From: SR 14 Shackelfords Fork															
	To: SR 14 Buena Vista Rd, Shackelfords Fork															
33 Lewis Puller Mem Hwy	King & Queen County	2.61	7400	G	91%	1%	1%	2%	5%	0%	F	0.084	F	0.574	7600	G
	From: Gloucester County Line															
	To: ECL West Point															
33	King & Queen County	0.53	NA									NA			NA	
	From: SR 33 Lewis Puller Mem Hwy															
	To: King William County Line															
360 Richmond Hwy.	King & Queen County	2.91	11000	G	93%	1%	1%	1%	4%	0%	F	0.085	F	0.657	11000	G
	From: SR 14 The Trail															
	To: Essex County Line															

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						2Axle	3+Axle	1Trail	2Trail							
<b>King &amp; Queen County</b>																
600 Pine Tree Rd	1.48	40	R								NA		NA			06/22/2006
From: 49-616 Mt Zion Rd																
To: 49-617 Exol Rd																
601 Cherry Row Lane	1.39	40	R								NA		NA			06/26/2006
From: Dead End																
To: 1.39 MN Dead End																
601 Cherry Row Lane	0.91	140	R								NA		NA			06/26/2006
From: 49-605 S, Plain View Lane																
To: 49-605 N, York River Rd																
601 Stratton Major Rd	3.40	190	G	97%	1%	2%	0%	1%	0%	C	0.124	F	0.539	190	G	2007
From: SR 14 W, Buena Vista Rd																
To: SR 14 E, Buena Vista Rd																
601 Liberty St	1.25	270	R								NA		NA			06/26/2003
From: SR 33 Lewis Puller Mem Hwy																
601 Liberty St	0.08	40	R								NA		NA			06/26/2003
From: T Intersection																
601 Liberty St	0.05	20	R								NA		NA			06/26/2003
From: Southwest Dead End																
To: Northeast Dead End																
601 Liberty St	0.03	10	R								NA		NA			06/26/2006
From: T Intersection																
To: Dead End																
602 Melrose Landing Rd	1.20	40	R								NA		NA			06/11/2003
From: SR 14 The Trail																
602 Truhart Rd	1.00	40	R								NA		NA			06/22/2006
From: 1.00 MN SR 14																
602 Truhart Rd	3.60	20	R								NA		NA			06/22/2006
From: 49-614 Devils 3 Jump Rd																
602 Mt Olive Rd	1.90	90	G	94%	2%	2%	2%	0%	0%	C	0.105	F	0.556	90	G	2007
From: 49-610 Timber Branch Rd																
To: Middlesex County Line																
602 True Hart Rd	1.77	90	N	94%	2%	2%	2%	0%	0%	N	0.105	N	0.556	90	N	2007
From: SR 14 The Trail																
To: Middlesex County Line																
603 Lombardy Rd	4.39	240	G	92%	0%	4%	3%	1%	0%	F	0.123	F	0.725	250	G	2007
From: 49-610 Coldwater Rd; Elsom Mascot Rd																
To: Middlesex County Line																
603 Dragon Bridge Rd	0.86	390	G	92%	0%	4%	3%	1%	0%	C	0.125	F	0.615	400	G	2007
From: 49-614 Poplar Grove Rd; Rock Spring Rd																
To: Essex County Line																
604	0.70	220	R								NA		NA			06/11/2003
From: Dead End																
605 Chain Ferry Rd	0.03	20	R								NA		NA			06/28/2006
From: 49-674 Shepards Warehouse Rd																
605 Chain Ferry Rd	1.31	140	R								NA		NA			06/28/2006
From: SR 33 Lewis Puller Mem Hwy																
605 York River Rd	3.46	950	G	95%	0%	1%	3%	1%	0%	C	0.103	F	0.635	970	G	2007
From: 49-606 Taylorsville Rd																
605 York River Rd	1.39	530	G	95%	0%	1%	3%	1%	0%	F	0.111	F	0.68	550	G	2007
From: 49-601 N, Cherry Row Lane																
605 Plain View Lane	0.61	530	N	95%	0%	1%	3%	1%	0%	N	0.111	N	0.68	550	N	2007
From: 49-601 S, Cherry Row Lane																
605 Plain View Lane	2.68	320	R								NA		NA			06/26/2006
From: SR 14 Buena Vista Rd																



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						2Axle	3+Axle	1Trail	2Trail							
<b>King &amp; Queen County</b>																
(606) Taylorsville Rd	2.40	150	R											NA		06/26/2006
(607) Crouches Rd	1.10	30	R											NA		06/19/2006
(607) Princess Rd	1.40	30	R											NA		06/09/2003
(608) Clancie Rd	0.17	930	G	95%	0%	1%	1%	3%	0%	C	0.1	F	0.688	950	G	2007
(608) Clancie Rd	2.73	540	G	95%	0%	1%	1%	3%	0%	F	0.104	F	0.781	550	G	2007
(608) Royal Oak School Rd	1.89	140	R											NA		06/26/2006
(608) Royal Oak School Rd	0.29	30	R											NA		06/26/2006
(609) Mt Olive Bottom Rd	0.60	30	R											NA		06/22/2006
(609) Iris Rd	0.64	90	R											NA		06/26/2003
(609) Iris Rd	2.31	20	R											NA		06/22/2006
(609) Iris Rd	0.30	20	R											NA		06/22/2006
(609) Iris Rd	1.80	4	R											NA		06/22/2006
(609) New Hope Rd	5.80	180	R											NA		06/26/2003
(610) Elsom Mascot Rd	3.65	470	G	96%	0%	2%	1%	1%	0%	C	0.099	F	0.766	480	G	2007
(610) Elsom Mascot Rd	1.89	440	G	96%	0%	2%	1%	1%	0%	F	0.094	F	0.747	450	G	2007
(610) Coldwater Rd	1.19	160	R											NA		06/26/2006
(610) Coldwater Rd	2.14	100	R											NA		06/26/2006
(610) Piedmont Rd	2.30	60	R											NA		06/26/2006
(610) Timber Branch Rd	1.40	80	R											NA		06/26/2006
(610) Dragonville Rd	0.70	240	G	82%	3%	1%	4%	10%	0%	C	0.130	F	0.688	250	G	2007
(610) Hickory Hill Rd	0.20	150	R											NA		06/26/2006
(610) Hickory Hill Rd	0.85	20	R											NA		06/19/2006
(610) Liberty Hall Rd	0.75	6	R											NA		06/19/2006

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						2Axle	3+Axle	1Trail	2Trail							
<b>King &amp; Queen County</b>																
(610) Spring Garden Rd	1.70	10	R											NA		06/19/2006
(611) Tastine Rd	2.00	30	R											NA		06/22/2006
(611) Tastine Rd	1.00	80	R											NA		06/22/2006
(611) Water Ln	1.60	140	R											NA		06/26/2003
(612) Lily Pond Rd	0.30	110	R											NA		06/19/2006
(612) Lily Pond Rd	2.77	40	R											NA		06/19/2006
(612) Lily Pond Rd	1.53	130	R											NA		06/11/2003
(613) Allens Mill Pond Rd	1.10	8	R											NA		06/22/2006
(613) Dabney Rd	4.10	50	R											NA		06/26/2003
(614) Clifton Lane	1.90	40	R											NA		06/22/2006
(614) Devils 3 Jump Rd	0.90	880	G	55%	2%	2%	6%	36%	0%	C	0.091	F	0.538	900	G	2007
(614) Devils 3 Jump Rd	1.00	750	G	55%	2%	2%	6%	36%	0%	F	0.1	F	0.531	770	G	2007
(614) Devils 3 Jump Rd	0.80	800	G	55%	2%	2%	6%	36%	0%	F	0.101	F	0.564	820	G	2007
(614) Devils 3 Jump Rd	1.30	250	G	55%	2%	2%	6%	36%	0%	F	0.125	F	0.771	260	G	2007
(614) Devils 3 Jump Rd	1.00	160	G	55%	2%	2%	6%	36%	0%	F	0.151	F	0.763	170	G	2007
(614) Rock Spring Rd	4.65	240	R											NA		06/19/2006
(614) Rock Spring Rd	0.70	320	R											NA		06/19/2006
(614) Poplar Grove Rd	3.30	40	R											NA		06/19/2006
(615) Union Hope Church Rd	1.40	30	R											NA		06/19/2006
(616) Mt Zion Rd	3.20	120	R											NA		06/11/2003
(616) Liberty Hall Rd	3.70	120	R											NA		06/26/2006
(617) Providence Rd	2.20	90	R											NA		06/09/2003

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						2Axle	3+Axle	1Trail	2Trail							
<b>King &amp; Queen County</b>																
(617) Providence Rd	2.00	70	R													06/09/2003
(617) White House Lane	1.80	60	R													06/11/2003
(617) Exol Rd	2.60	70	R													06/22/2006
(617) Carletons Corner Rd	4.90	100	R													06/11/2003
(618) Shilo Rd	1.00	47	R													06/19/2006
(619) Owens Mill Rd	2.80	430	G	98%	0%	1%	0%	1%	0%	F	0.105	F	0.698	440	G	2007
(619) Owens Mill Rd	1.80	320	G	98%	0%	1%	0%	1%	0%	C	0.096	F	0.533	320	G	2007
(619) Owens Mill Rd	3.00	260	G	98%	0%	1%	0%	1%	0%	F	0.101	F	0.679	260	G	2007
(620) Duck Pond Rd	2.20	40	R													06/19/2006
(620) Powcan Rd	2.89	170	G	97%	0%	1%	1%	1%	0%	F	0.099	F	0.771	170	G	2007
(620) Powcan Rd	1.00	480	G	97%	0%	1%	1%	1%	0%	C	0.122	F	0.763	490	G	2007
(621) Bruinton Rd	3.80	530	G	92%	0%	1%	0%	5%	0%	C	0.111	F	0.633	540	G	2007
(622) Minor Rd	0.49	430	G	98%	0%	1%	0%	1%	0%	C	0.124	F	0.808	440	G	2007
(623) Indian Neck Rd	1.05	210	G	98%	0%	0%	0%	1%	0%	C	0.112	F	0.64	210	G	2007
(623) Indian Neck Rd	4.60	290	R													06/13/2006
(623) Indian Neck Rd	1.80	20	R													06/13/2006
(624) Root Swamp Rd	1.13	140	R													06/02/2003
(624) Root Swamp Rd	1.97	80	R													06/02/2003
(625) Poplar Hill Rd	1.60	180	G	95%	0%	2%	2%	1%	0%	F	0.12	F	0.729	190	G	2007
(625) Poplar Hill Rd	1.00	290	G	95%	0%	2%	2%	1%	0%	F	0.121	F	0.697	300	G	2007
(625) Byrds Mill Rd	1.50	150	G	95%	0%	2%	2%	1%	0%	C	0.134	F	0.7	150	G	2007
(625) Byrds Mill Rd	1.10	120	R													06/15/2006

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						2Axle	3+Axle	1Trail	2Trail							
<b>King &amp; Queen County</b>																
(625) Byrds Mill Rd	2.00	48	R											NA		06/15/2006
(626) Roseville Rd	0.46	6	R											NA		06/13/2006
(626) Roseville Rd	0.04	6	R											NA		06/13/2006
(627) Roundabout Route Rd	2.04	90	R											NA		06/15/2006
(628) Green Chambers Rd	0.50	40	R											NA		06/05/2006
(628) Pattie Swamp Rd	1.00	60	R											NA		06/05/2006
(628) Todds Bridge Rd	1.20	200	R											NA		06/05/2006
(628) Todds Bridge Rd	1.40	10	R											NA		06/05/2006
(628) Spring Cottage Rd	1.80	10	R											NA		06/05/2006
(628) Spring Cottage Rd	1.80	80	R											NA		06/02/2003
(628) Spring Cottage Rd	1.90	250	G	92%	0%	1%	1%	6%	0%	C	0.129	F	0.622	260	G	2007
(629) Walkerton Rd	3.11	830	G	88%	0%	1%	1%	10%	0%	C	0.104	F	0.698	850	G	2007
(630) Deshazo Rd	2.50	90	R											NA		06/19/2006
(631) Bunker Hill Rd	1.45	130	R											NA		06/11/2003
(631) Stevensville Rd	2.60	630	G	99%	1%	1%	0%	0%	0%	C	0.107	F	0.543	650	G	2007
(631) Poor House Lane	1.45	320	G	99%	1%	1%	0%	0%	0%	F	0.097	F	0.582	320	G	2007
(631) Poor House Lane	1.58	220	G	99%	1%	1%	0%	0%	0%	F	0.112	F	0.6	220	G	2007
(631) Poor House Lane	2.54	260	G	99%	1%	1%	0%	0%	0%	F	0.100	F	0.571	270	G	2007
(631) Norwood Rd	3.03	80	R											NA		06/09/2003
(631) Fleets Mill Rd	0.98	120	R											NA		06/09/2003
(631) Fleets Mill Rd	1.44	180	R											NA		06/22/2006
(631) Fleets Mill Rd	0.06	180	R											NA		06/02/2003

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>King &amp; Queen County</b>																
(631) Smithfield Rd	2.20	360	G	98%	0%	US 360 West				C	0.114	F	0.619	370	G	2007
(631) Smithfield Rd	2.15	90	R			49-650 Smithfield School Rd				NA			NA			06/02/2003
(632) Hockley Neck Rd	1.79	420	G	99%	0%	49-633 Stones Rd				C	0.110	F	0.5	430	G	2007
(633) Bendley Lane	0.27	6	R			49-631 Poor House Ln; Bunker Hill Rd				NA			NA			06/15/2006
(633) Bendley Lane	0.65	50	R			Dead End				NA			NA			06/15/2006
(633) Rose Mount Rd	1.41	260	R			49-675, N Blank Rd				NA			NA			06/15/2006
(633) Rose Mount Rd	0.30	220	R			49-634 S, Canterbury Rd				NA			NA			06/15/2006
(633) Rose Mount Rd	0.69	150	R			49-634 N, Canterbury Rd				NA			NA			06/15/2006
(633) Rose Mount Rd	1.31	150	R			49-636 W, Minter Lane				NA			NA			06/15/2006
(633) Rose Mount Rd	0.69	150	R			49-636 E, Pea Ridge Rd				NA			NA			06/15/2006
(633) Rose Mount Rd	1.31	150	R			0.69 ME 49-636				NA			NA			06/15/2006
(633) Stones Rd	1.70	140	R			49-629 N, Walkerton Rd				NA			NA			06/15/2006
(633) Mantau Rd	2.60	530	G	98%	0%	49-629 S, Walkerton Rd				C	0.101	F	0.571	550	G	2007
(633) Stones Rd	2.60	80	R			49-634 Mt Elba Rd				NA			NA			06/19/2006
(634) Mt Elba Rd	1.35	500	G	94%	0%	49-632 Hockle Rd				F	0.092	F	0.574	510	G	2007
(634) Canterbury Rd	1.72	440	G	94%	0%	SR 14 The Trail; 49-631 Poor House Lane				F	0.102	F	0.624	450	G	2007
(634) Canterbury Rd	1.78	370	G	94%	0%	49-633 Stones Rd				F	0.087	F	0.542	380	G	2007
(634) Canterbury Rd	0.47	420	G	94%	0%	49-629 E, Walkerton Rd				F	0.084	F	0.552	420	G	2007
(634) Canterbury Rd	2.07	670	G	94%	0%	49-629 W, Walkerton Rd				C	0.085	F	0.516	680	G	2007
(635) Bradley Farm Rd	1.19	350	G	95%	0%	49-636 Miner Lane				C	0.100	F	0.718	360	G	2007
(635) Bradley Farm Rd	4.43	260	G	95%	0%	49-633 S, Bendley Lane				F	0.103	F	0.702	260	G	2007
(636) Minter Lane	2.00	160	R			Essex County Line				NA			NA			06/15/2006
(636) Pea Ridge Rd	2.00	170	R			49-634 Canterbury Rd				NA			NA			06/09/2003
(637) Chatham Hill Rd	1.40	190	R			49-633 W, Rose Mount Rd				NA			NA			06/15/2006
						49-633 E, Rose Mount Rd										
						SR 14 The Trail										
						Dead End										
						49-634 Canterbury Rd										

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						2Axle	3+Axle	1Trail	2Trail							
<b>King &amp; Queen County</b>																
(638) Aspen Hill Rd	0.20	20	R								NA			NA		06/26/2006
(639) Eastern View Rd	0.45	100	R								NA			NA		06/02/2003
(639) Eastern View Rd	1.15	390	R								NA			NA		06/02/2003
(640) Lyneville Rd	1.00	230	R								NA			NA		06/13/2006
(640) Lyneville Rd	1.30	120	R								NA			NA		06/13/2006
(641) Salvia Rd	2.00	90	R								NA			NA		06/02/2003
(642) Green Chambers Rd	0.30	70	R								NA			NA		06/05/2006
(643) Airport Rd	0.83	280	R								NA			NA		06/28/2006
(644) Jonestown Rd	1.40	160	R								NA			NA		06/26/2006
(645) Page Lane	0.60	60	R								NA			NA		06/26/2006
(646) Curtis St	0.20	160	R								NA			NA		06/26/2006
(647) Milby Town Rd	0.80	70	R								NA			NA		06/26/2003
(647) Milby Town Rd	1.00	160	R								NA			NA		06/26/2003
(648) Kingston Rd	1.40	110	R								NA			NA		06/26/2006
(649) Kays Lane	0.70	8	R								NA			NA		06/15/2006
(650) Smithfield School Rd	1.60	240	R								NA			NA		06/13/2006
(651) Dewsville Rd	1.00	40	R								NA			NA		06/05/2006
(652) Vessels Rd	1.40	70	R								NA			NA		06/15/2006
(652) Vessels Rd	0.60	190	R								NA			NA		06/02/2003
(653) Coates Lane	0.70	4	R								NA			NA		06/26/2006

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						2Axle	3+Axle	1Trail	2Trail							
<b>King &amp; Queen County</b>																
(654) Davis Beech Rd	1.20	120	R								NA		NA			06/22/2006
(655) Courthouse Landing Rd	1.00	50	R								NA		NA			06/22/2006
(656) Barn Gate Rd	0.40	8	R								NA		NA			06/26/2006
(657) Limehouse Rd	1.28	110	R								NA		NA			06/22/2006
(658) Travellers Rd	3.14	47	R								NA		NA			06/26/2006
(659) Mantapike Landing Rd	0.60	110	R								NA		NA			06/19/2006
(659) Mantapike Landing Rd	1.80	4	R								NA		NA			06/19/2006
(660) Sorghum Rd	2.10	250	R								NA		NA			06/15/2006
(661) Brookshire Rd	0.37	30	R								NA		NA			06/17/2003
(661) Brookshire Rd	0.31	210	R								NA		NA			06/17/2003
(662) Greenbriar Rd	0.46	50	R								NA		NA			06/15/2006
(663) Scuffletown Rd	0.31	40	R								NA		NA			06/15/2006
(664) Peach Grove Rd	0.95	130	R								NA		NA			06/15/2006
(665) Hell Bottom Rd	1.04	200	R								NA		NA			06/05/2006
(666) Tuckers Rd	0.76	230	R								NA		NA			06/26/2006
(666) Tuckers Rd	0.60	420	R								NA		NA			06/17/2003
(667) Wrights Dock Rd	1.20	50	R								NA		NA			06/26/2006
(668) Morris Lane	0.25	160	R								NA		NA			06/28/2006
(669) Buzzards Roost Rd	1.20	40	R								NA		NA			06/19/2006

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						2Axle	3+Axle	1Trail	2Trail							
<b>King &amp; Queen County</b>																
(670) Virginia Ave	0.15	80	R													06/28/2006
(671) Old Millwood Rd	0.87	48	R													06/15/2006
(672) Holmestown Rd	0.84	70	R													06/22/2006
(673) Martin Town Rd	0.79	140	R													06/13/2006
(674) Shepards Warehouse R	0.29	47	R													06/28/2006
(675) North Bank Rd	0.32	20	R													06/15/2006
(676) Goulders Creek Rd	0.26	80	R													06/28/2006
(677)	0.26	20	R													06/02/2003
(677)	0.19	30	R													06/02/2003
(678) Centerville Rd	0.17	250	R													06/26/2006
(678) Centerville Rd	0.91	850	G	96%	1%	1%	1%	2%	0%	C	0.1	F	0.678	870	G	2007
(678) Riverview Ave	0.33	850	N	96%	1%	1%	1%	2%	0%	N	0.1	N	0.678	870	N	2007
(679) Beulah Rd	1.18	50	R													06/26/2006
(680) Hockley Lane	0.49	80	R													06/26/2006
(681) Allens Circle	0.28	280	R													06/11/2003
(682)	0.15	30	R													06/13/2006
(683) Gregory Lane	0.07	60	R													06/28/2006
(684) The Forge Rd	1.37	100	R													06/05/2006
(685) Fish Hatchery Rd	0.64	60	R													06/19/2006
(685) Fish Hatchery Rd	0.16	10	R													06/19/2006



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						2Axle	3+Axle	1Trail	2Trail							
<b>King &amp; Queen County</b>																
(686) Ashby Rd	0.06	60	R											NA		06/28/2006
(687) Simpson Creek Rd	0.26	100	R											NA		06/28/2006
(688) Howard Lane	0.15	30	R											NA		06/28/2006
(689) Frog Pond Rd	0.26	20	R											NA		06/13/2006
(690) Dudley Ferry Rd	0.26	70	R											NA		06/28/2006
(691)	0.22	30	R											NA		06/17/2003
(692) Dahlgren Rd	0.06	100	R											NA		06/19/2006
(693) Level Green Rd	0.40	80	R											NA		06/05/2006
(694)	0.24	NA												NA		
(700) Coxs Lane	0.14	90	R											NA		06/26/2003
(701) Airville Rd	0.17	40	R											NA		06/26/2006
(721) Newtown Rd	1.60	2400	G	95%	0%	1%	1%	4%	0%	C	0.081	F	0.624	2400	G	2007
(721) Newtown Rd	3.94	1600	G	95%	0%	1%	1%	4%	0%	F	0.082	F	0.595	1600	G	2007
(721) Newtown Rd	2.66	1400	G	95%	0%	1%	1%	4%	0%	F	0.083	F	0.689	1400	G	2007
(721) Newtown Rd	1.12	790	G	95%	0%	1%	1%	4%	0%	F	0.101	F	0.52	800	G	2007
(721) Newtown Rd	1.79	650	G	95%	0%	1%	1%	4%	0%	F	0.110	F	0.515	660	G	2007
(721) Newtown Rd	2.84	510	G	95%	0%	1%	1%	4%	0%	F	0.102	F	0.518	520	G	2007
(725) Riverview Rd	0.34	80	R											NA		06/11/2003
(1000) River View Dr	0.40	100	R											NA		06/11/2003
(1001) Rivers Bluff Lane	0.35	40	R											NA		06/11/2003

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						2Axle	3+Axle	1Trail	2Trail							
<b>King &amp; Queen County</b>																
⑩1001 Rivers Bluff Lane	0.15	45	R			From: 49-1000 River View Dr					NA			NA		06/11/2003
						To: Cul-de-Sac										
⑩1202 White Marsh Lane	0.20	40	R			From: 49-629 Walkerton Rd					NA			NA		06/15/2006
						To: Dead End										
⑩1203	0.30	130	R			From: 49-629 Walkerton Rd					NA			NA		06/09/2003
						To: Dead End										
⑩9211 Pleasant Hills High Sch	0.09	30	R			From: Pleasant Hills High Sch					NA			NA		06/28/2006
						To: SR 14 The Trail										
⑩9493 King & Queen High Sch	0.05	20	R			From: K & Q Cen High School					NA			NA		06/28/2006
						To: 0.05 ME SR 14										
⑩9493 King & Queen High Sch	0.16	40	R			From: 0.05 ME SR 14					NA			NA		06/28/2006
						To: SR 14 The Trail										
⑩9958 Lawson Elem Sch	0.08	80	R			From: Lawson Elem Sch					NA			NA		06/05/2006
						To: 49-721 Newtown Rd										