

2001

Virginia Department of Transportation
Daily Traffic Volumes
Including Vehicle Classification Estimates
where available

Jurisdiction Report

49

King & Queen 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 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
2001
Annual Average Daily Traffic Volume Estimates By Section of Route
King Queen Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
King & Queen County															
14	6.14	590	G	89%	2%	4%	2%	3%	0%	F	60	G	590	G	2001
				From:	US 360; St Stephens Church										
				To:	49-629										
14	1.81	610	G	89%	2%	4%	1%	3%	0%	F	70	G	600	G	2001
				From:	W 49-620										
				To:	49-617 King and Queen C H										
14	9.74	920	G	89%	2%	4%	2%	3%	0%	F	100	G	910	G	2001
				From:	49-614										
				To:	SR 33 Shackelfords										
14	5.63	870	G	89%	2%	4%	2%	3%	0%	F	100	G	860	G	2001
				From:	49-614										
				To:	SR 33 Shackelfords Fork										
14	6.81	2300	G	89%	2%	4%	1%	3%	0%	F	230	G	2300	G	2001
				From:	SR 33 Shackelfords Fork										
				To:	Gloucester County Line										
14	4.95	3700	G	87%	1%	3%	4%	6%	0%	F	300	G	3700	G	2001
				From:	King William County Line										
				To:	49-678										
33	3.30	14000	G	87%	1%	3%	2%	6%	0%	F	1200	G	14000	G	2001
				From:	SR 14 Shackelfords Fork										
				To:	SR 14 SHACKELFORDS										
33 14	1.66	11000	G	86%	1%	4%	2%	6%	0%	F	880	G	11000	G	2001
				From:	SR 14 SHACKELFORDS FORK										
				To:	SR 14 Shackelfords Fork										
33	2.61	6700	G	87%	1%	3%	2%	6%	0%	F	560	G	6600	G	2001
				From:	Gloucester County Line										
				To:	King William County Line										
360	2.91	9900	G	91%	0%	3%	1%	5%	0%	F	910	G	9800	G	2001
				From:	SR 14										
				To:	Essex County Line										
600	1.48	20	R								NA		NA		09/11/2000
				From:	49-616										
				To:	49-617										
601	1.39	60	R								NA		NA		08/08/2000
				From:	Dead End										
				To:	1.39 MN Dead End										
601	0.91	60	R								NA		NA		08/08/2000
				From:	49-605 South										
				To:	49-605 North										
601	3.40	180	G	93%	2%	3%	0%	2%	0%	C	20	G	180	G	2001
				From:	SR 14 West										
				To:	SR 14 East										
601	1.25	220	R								NA		NA		1997
				From:	SR 33										
				To:	SR 33										
601	0.13	60	R								NA		NA		1997
				From:	Dead End Gap Terminus										
				To:	49-601										
601	0.03	40	R								NA		NA		1997
				From:	Dead End										
				To:	SR 14										
602	1.20	70	R								NA		NA		10/03/2000
				From:	1.00 MN SR 14										
				To:	49-614										
602	1.00	60	R								NA		NA		09/20/2000
				From:	1.00 MN SR 14										
				To:	49-614										
602	3.60	9	R								NA		NA		09/20/2000
				From:	49-614										
				To:	49-614										

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 King Queen Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
King & Queen County															
602	3.67	80	G	71%	1%	9%	2%	16%	0%	C	10	G	80	G	2001
				From: 49-614											
				To: Middlesex County Line											
603	4.39	200	G	93%	0%	3%	1%	3%	0%	F	20	G	190	G	2001
				From: SR 14											
603	0.86	380	G	93%	0%	2%	1%	3%	0%	C	40	G	380	G	2001
				From: 49-610											
				To: Middlesex County Line											
604	0.70	220	R								NA		NA		1997
				From: 49-614											
				To: Essex County Line											
605	0.03	20	R								NA		NA		08/15/2000
				From: Dead End											
605	1.31	140	R								NA		NA		08/15/2000
				From: 49-674											
605	3.46	850	G	96%	1%	3%	0%	0%	0%	C	80	G	840	G	2001
				From: SR 33											
605	2.00	460	G	96%	1%	3%	0%	0%	0%	F	40	G	450	G	2001
				From: 49-606											
605	2.68	170	R								NA		NA		08/08/2000
				From: 49-601 SOUTH											
				To: SR 14											
606	2.40	110	R								NA		NA		08/08/2000
				From: 49-605											
				To: 49-601											
607	1.10	20	R								NA		NA		09/11/2000
				From: 49-631											
				To: 49-617 EAST											
607	1.40	60	R								NA		NA		1997
				From: 49-617 WEST											
				To: Essex County Line											
608	0.17	920	G	94%	0%	2%	1%	3%	0%	C	80	G	910	G	2001
				From: 49-678											
608	2.73	520	G	94%	0%	2%	1%	3%	0%	F	50	G	520	G	2001
				From: 49-700											
				To: 49-609 WEST											
608	1.89	150	R								NA		NA		10/03/2000
				From: 49-609 EAST											
608	0.29	40	R								NA		NA		10/03/2000
				From: 1.89 MN 49-609											
				To: Cul-de-Sac											
609	0.60	20	R								NA		NA		09/07/2000
				From: Dead End											
609	0.64	10	R								NA		NA		10/31/2000
				From: 49-614 NORTH											
				To: 49-614 SOUTH											
609	2.31	7	R								NA		NA		09/07/2000
				From: 0.64 ME 49-614											
609	0.30	20	R								NA		NA		09/20/2000
				From: 49-613											
609	1.80	10	R								NA		NA		10/03/2000
				From: 49-611											
609	5.80	170	R								NA		NA		1997
				From: 49-603 Gap Terminus											
				To: 49-610 Gap Terminus											
				From: SR 33											

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
King & Queen County																
610	3.65	480	G	92%	0%	3%	0%	5%	0%	C	47	G	470	G	2001	
				From:	SR 14											
				To:	49-609											
610	1.89	380	G	92%	0%	3%	1%	5%	0%	F	40	G	380	G	2001	
				From:	49-603											
610	1.19	120	R								NA		NA		09/20/2000	
				From:	49-656											
610	2.14	100	R								NA		NA		09/20/2000	
				From:	49-613											
610	2.30	80	R								NA		NA		09/20/2000	
				From:	49-602 EAST											
				To:	49-602 WEST											
610	1.40	60	R								NA		NA		09/20/2000	
				From:	49-614 EAST											
610	0.70	230	G	85%	0%	3%	8%	4%	0%	C	30	G	230	G	2001	
				From:	49-614 WEST											
610	0.20	50	R								NA		NA		09/11/2000	
				From:	49-616 EAST											
610	0.85	30	R								NA		NA		09/11/2000	
				From:	0.85 MN 49-616											
610	0.75	5	R								NA		NA		09/11/2000	
				From:	49-615											
610	1.70	30	R								NA		NA		09/11/2000	
				From:	49-616 WEST											
611	2.00	20	R								NA		NA		10/03/2000	
				From:	49-609											
611	1.00	30	R								NA		NA		10/03/2000	
				From:	2.00 MS 49-609											
611	1.60	70	R								NA		NA		10/03/2000	
				From:	SR 14 EAST											
				To:	SR 14 WEST											
612	0.30	140	R								NA		NA		09/11/2000	
				From:	Dead End											
612	2.77	20	R								NA		NA		09/11/2000	
				From:	SR 14											
612	1.53	70	R								NA		NA		09/11/2000	
				From:	49-630											
				To:	49-617 SOUTH											
613	1.10	2	R								NA		NA		10/03/2000	
				From:	Essex County Line											
613	4.10	60	R								NA		NA		09/07/2000	
				From:	Dead End											
				To:	49-614 NORTH											
614	1.90	20	R								NA		NA		10/03/2000	
				From:	49-614 SOUTH											
614	0.90	790	G	57%	3%	5%	8%	27%	0%	C	80	G	780	G	2001	
				From:	49-610											
614	1.00	720	G	57%	3%	5%	9%	27%	0%	F	80	G	710	G	2001	
				From:	49-613 SOUTH											
614	0.80	710	G	57%	3%	5%	8%	27%	0%	F	90	G	700	G	2001	
				From:	49-613 NORTH											
				To:	49-609 SOUTH											

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						2Axle	3+Axle	1Trail	2Trail						
King & Queen County															
(614)	1.30	230	G	57%	3%	5%	9%	27%	0%	F	20	G	230	G	2001
				From:	49-609 SOUTH										
				To:	49-602										
(614)	1.00	120	G	57%	3%	4%	9%	27%	0%	F	20	G	120	G	2001
				From:	49-610 EAST										
				To:	49-610 WEST										
(614)	4.65	60	R								NA		NA		09/11/2000
				From:	49-615										
(614)	0.70	110	R								NA		NA		09/07/2000
				From:	49-604										
(614)	3.30	20	R								NA		NA		09/11/2000
				To:	49-617										
(615)	1.40	7	R								NA		NA		09/11/2000
				From:	49-610										
				To:	49-614										
(616)	6.90	100	R								NA		NA		1997
				From:	SR 14										
				To:	49-610 EAST										
(617)	2.20	100	R								NA		NA		09/11/2000
				From:	49-631										
				To:	49-607 EAST										
(617)	2.00	30	R								NA		NA		1997
				From:	49-612 SOUTH										
				To:	49-612 NORTH										
(617)	1.80	80	R								NA		NA		1997
				From:	49-614										
(617)	2.60	40	R								NA		NA		09/11/2000
				From:	49-616										
(617)	4.90	80	R								NA		NA		1997
				To:	SR 14										
(618)	1.00	30	R								NA		NA		09/11/2000
				From:	SR 14										
				To:	Dead End										
(619)	2.80	410	G	95%	2%	1%	0%	2%	0%	F	40	G	410	G	2001
				From:	49-721										
				To:	49-673										
(619)	1.80	330	G	95%	2%	1%	0%	2%	0%	C	40	G	330	G	2001
				From:	49-660										
				To:	Essex County Line										
(619)	3.00	320	G	95%	2%	1%	0%	2%	0%	F	40	G	310	G	2001
				From:	49-633										
(620)	2.20	20	R								NA		NA		08/23/2000
				To:	SR 14 WEST										
(620)	2.89	180	G	92%	1%	3%	1%	3%	0%	F	20	G	180	G	2001
				From:	SR 14 EAST										
(620)	1.00	530	G	92%	1%	3%	1%	4%	0%	C	50	G	530	G	2001
				To:	49-631 EAST										
				To:	Essex County Line										
(621)	3.80	540	G	90%	1%	2%	1%	7%	0%	C	50	G	540	G	2001
				From:	SR 14										
				To:	Essex County Line										
(622)	0.49	370	G	95%	0%	4%	0%	1%	0%	C	40	G	370	G	2001
				From:	US 360										
				To:	Essex County Line										

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
King & Queen County															
623	1.05	230	G	96%	1%	2%	0%	1%	0%	C	30	G	230	G	2001
				From: 49-721											
				To: 49-635 SOUTH											
623	4.60	170	R								NA		NA		08/01/2000
				From: 49-635 NORTH											
623	1.80	30	R								NA		NA		10/05/2000
				From: 49-619											
				To: Essex County Line											
624	1.13	160	R								NA		NA		1997
				From: 49-635											
624	1.97	90	R								NA		NA		1997
				From: 49-689											
				To: Caroline County Line											
625	1.60	160	G	91%	4%	3%	1%	2%	0%	F	20	G	160	G	2001
				From: 49-628											
625	1.00	190	G	91%	4%	3%	1%	2%	0%	F	20	G	180	G	2001
				From: 49-651											
625	1.50	220	G	91%	4%	3%	0%	2%	0%	C	20	G	220	G	2001
				From: 49-721											
625	1.10	120	R								NA		NA		06/27/2000
				From: 49-649											
625	2.00	70	R								NA		NA		06/27/2000
				From: 49-641											
				To: Caroline County Line											
626	0.46	2	R								NA		NA		10/05/2000
				From: 49-623											
626	0.04	2	R								NA		NA		10/05/2000
				From: 0.46 MN 49-623											
				To: Dead End											
627	2.04	80	R								NA		NA		06/27/2000
				From: Caroline County Line											
				To: 49-721											
628	1.50	50	R								NA		NA		07/27/2000
				From: US 360											
				To: 49-721 SOUTH											
628	1.20	230	R								NA		NA		1997
				From: 49-721 NORTH											
				To: 1.20 MW 49-721											
628	1.40	20	R								NA		NA		07/27/2000
				From: 2.60 MW 49-721 GAP											
				To: 1.80 SE 49-639 GAP											
628	1.80	9	R								NA		NA		07/27/2000
				From: 49-639											
628	1.80	120	R								NA		NA		1997
				From: 49-625											
628	1.90	180	G	94%	0%	3%	0%	3%	0%	C	20	G	180	G	2001
				From: King William County Line											
629	3.10	1500	G	93%	1%	2%	0%	4%	0%	C	160	G	1500	G	2001
				From: King William County Line											
				To: SR 14											
630	2.50	40	R								NA		NA		09/11/2000
				From: 49-631											
				To: 49-612											
631	1.45	150	R								NA		NA		1997
				From: Dead End											
				To: SR 14 EAST											

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King Queen Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
King & Queen County															
631	2.60	730	G	94%	1%	3%	1%	1%	0%	C	100	G	720	G	2001
				From: SR 14 WEST											
631	1.45	400	G	94%	1%	3%	1%	2%	0%	F	48	G	400	G	2001
				To: 49-632											
				From: SR 14 SOUTH; 49-633											
631	1.58	250	G	94%	1%	3%	1%	2%	0%	F	30	G	250	G	2001
				To: SR 14 NORTH											
631	2.54	270	G	94%	1%	3%	1%	1%	0%	F	30	G	270	G	2001
				From: 49-630											
				To: 49-620 EAST											
				From: 49-620 WEST											
631	3.03	80	R								NA		NA		1997
				To: SR 14 EAST											
				From: SR 14 WEST											
631	0.98	120	R								NA		NA		1997
				To: 49-672											
631	1.44	160	R								NA		NA		1997
				From: 49-672											
631	0.06	180	R								NA		NA		1997
				To: 1.44 MW 49-672											
				From: US 360 EAST											
				To: US 360 WEST											
631	2.20	350	G	95%	0%	4%	0%	1%	0%	C	40	G	350	G	2001
				From: 49-650											
631	2.15	90	R								NA		NA		1997
				To: 49-619											
632	1.79	440	G	94%	1%	3%	0%	1%	0%	C	60	G	440	G	2001
				From: 49-633											
				To: 49-631											
633	0.27	5	R								NA		NA		08/23/2000
				From: Dead End											
633	0.65	60	R								NA		NA		08/23/2000
				To: 49-675											
				From: 49-634 SOUTH											
				To: 49-634 NORTH											
633	1.41	250	R								NA		NA		08/01/2000
				From: 49-636 WEST											
633	0.30	210	R								NA		NA		08/01/2000
				To: 49-636 EAST											
633	0.69	140	R								NA		NA		08/01/2000
				From: 0.69 ME 49-636											
633	1.31	210	R								NA		NA		08/01/2000
				To: 49-629 NORTH											
				From: 49-629 SOUTH											
633	1.70	160	R								NA		NA		08/01/2000
				To: 49-634											
633	2.60	600	G	96%	0%	3%	0%	1%	0%	C	70	G	590	G	2001
				From: 49-632											
633	2.60	80	R								NA		NA		08/23/2000
				To: SR 14; 49-631											
634	1.35	570	G	93%	0%	3%	0%	4%	0%	F	80	G	560	G	2001
				From: 49-633											
				To: 49-629 EAST											
634	1.72	480	G	93%	0%	3%	0%	4%	0%	F	48	G	470	G	2001
				From: 49-629 WEST											
634	1.78	380	G	93%	1%	3%	0%	4%	0%	F	40	G	380	G	2001
				To: 49-636											
				From: 49-633 SOUTH											

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						2Axle	3+Axle	1Trail	2Trail							
King & Queen County																
634	0.47	400	G	93%	0%	3%	0%	4%	0%	F	46	G	400	G	2001	
				From:	49-633 SOUTH											
				To:	49-633 NORTH											
634	2.07	680	G	93%	0%	3%	0%	4%	0%	C	70	G	680	G	2001	
				From:	49-633 NORTH											
				To:	SR 14											
635	1.19	420	G	91%	2%	3%	1%	2%	0%	C	40	G	420	G	2001	
				From:	49-721											
635	4.43	350	G	91%	2%	3%	1%	2%	0%	F	30	G	340	G	2001	
				From:	49-623 SOUTH											
				To:	Essex County Line											
636	2.00	100	R								NA		NA		08/23/2000	
				From:	49-634											
				To:	49-633 WEST											
636	2.00	150	R								NA		NA		1997	
				From:	49-633 EAST											
				To:	SR 14											
637	1.40	110	R								NA		NA		08/23/2000	
				From:	Dead End											
				To:	49-634											
638	0.20	10	R								NA		NA		09/11/2000	
				From:	49-620 SOUTH											
				To:	49-620 NORTH											
639	0.45	120	R								NA		NA		1997	
				From:	49-628											
639	1.15	500	R								NA		NA		1997	
				From:	49-684											
				To:	49-721											
640	1.00	140	R								NA		NA		1997	
				From:	49-721											
640	1.30	60	R								NA		NA		1997	
				From:	1.00 MN 49-721											
				To:	49-623											
641	2.00	100	R								NA		NA		1997	
				From:	49-652											
				To:	49-625											
642	0.30	60	R								NA		NA		07/27/2000	
				From:	US 360											
				To:	49-628											
643	0.83	240	R								NA		NA		08/15/2000	
				From:	Dead End											
				To:	SR 33											
644	1.40	90	R								NA		NA		08/08/2000	
				From:	49-601											
				To:	SR 14											
645	0.60	20	R								NA		NA		08/08/2000	
				From:	Dead End											
				To:	49-605											
646	0.20	160	R								NA		NA		08/08/2000	
				From:	SR 14											
				To:	49-678											
647	0.80	100	R								NA		NA		1997	
				From:	Dead End											
647	1.00	130	R								NA		NA		1997	
				From:	0.80 ME Dead End											
				To:	49-609											

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						2Axle	3+Axle	1Trail	2Trail						
King & Queen County															
(648)	1.40	140	R			From: Dead End					NA	NA			08/08/2000
						To: 49-605									
(649)	0.70	10	R			From: 49-625					NA	NA			06/27/2000
						To: Dead End									
(650)	1.60	140	R			From: 49-631					NA	NA			07/27/2000
						To: Essex County Line									
(651)	1.00	20	R			From: Dead End					NA	NA			06/27/2000
						To: 49-625									
(652)	1.40	49	R			From: 49-721 WEST					NA	NA			06/27/2000
						To: 49-641									
(652)	0.60	260	R			From: 49-721 EAST					NA	NA			1997
						To: 49-609									
(653)	0.70	4	R			From: 49-609					NA	NA			10/03/2000
						To: Dead End									
(654)	1.20	210	R			From: Dead End					NA	NA			10/03/2000
						To: SR 14									
(655)	1.00	60	R			From: Dead End					NA	NA			10/03/2000
						To: 49-681									
(656)	0.40	4	R			From: Dead End					NA	NA			09/20/2000
						To: 49-610									
(657)	1.28	100	R			From: Dead End					NA	NA			08/15/2000
						To: SR 14									
(658)	3.14	46	R			From: 49-605					NA	NA			08/08/2000
						To: 49-601									
(659)	0.60	70	R			From: Dead End					NA	NA			10/05/2000
						To: 49-631									
(659)	1.80	30	R			From: 49-631					NA	NA			10/05/2000
						To: SR 14									
(660)	2.10	180	R			From: 49-721					NA	NA			08/01/2000
						To: 49-619									
(661)	0.37	60	R			From: Dead End					NA	NA			1997
						To: 49-687									
(661)	0.31	250	R			From: 49-687					NA	NA			1997
						To: SR 33									
(662)	0.46	30	R			From: Dead End					NA	NA			08/23/2000
						To: 49-634									
(663)	0.31	50	R			From: Dead End					NA	NA			08/23/2000
						To: 49-629									

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						2Axle	3+Axle	1Trail	2Trail							
King & Queen County																
664	0.95	70	R			From: 49-721 To: Dead End					NA		NA		10/05/2000	
665	1.04	120	R			From: Dead End To: 49-721					NA		NA		06/27/2000	
666	0.76	290	R			From: Dead End To: 49-667					NA		NA		08/08/2000	
666	0.60	280	R			From: 49-667 To: 49-605					NA		NA		1997	
667	1.20	40	R			From: Dead End To: 49-666					NA		NA		08/08/2000	
668	0.25	180	R			From: 49-605 To: Dead End					NA		NA		08/15/2000	
669	1.20	40	R			From: Dead End To: 28-620; Essex County Line					NA		NA		09/11/2000	
670	0.15	60	R			From: Dead End To: SR 33					NA		NA		08/15/2000	
671	0.87	40	R			From: Dead End To: 49-641					NA		NA		06/27/2000	
672	0.84	60	R			From: 49-631 To: Dead End					NA		NA		10/05/2000	
673	0.79	80	R			From: 49-619 To: Dead End					NA		NA		10/05/2000	
674	0.29	40	R			From: Dead End To: 49-605					NA		NA		08/15/2000	
675	0.32	10	R			From: Dead End To: 49-633					NA		NA		08/23/2000	
676	0.26	80	R			From: Dead End To: SR 33					NA		NA		08/15/2000	
677	0.26	100	R			From: Dead End .26 MN To: SR 14					NA		NA		1996	
677	0.19	30	R			From: SR 14 To: Dead End .19 MS					NA		NA		1996	
678	0.17	190	R			From: SR 33 To: SR 14 WEST					NA		NA		08/08/2000	
678	1.24	830	G		94%	1%	2%	1%	2%	0%	C	90	G	820	G	2001
679	1.18	20	R			From: SR 33 WEST To: SR 33 EAST					NA		NA		08/08/2000	

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
King & Queen County															
680	0.49	50	R								NA	NA			08/08/2000
681	0.28	230	R								NA	NA			1997
682	0.15	30	R								NA	NA			07/27/2000
683	0.07	70	R								NA	NA			08/15/2000
684	1.37	90	R								NA	NA			08/01/2000
685	0.64	50	R								NA	NA			08/23/2000
685	0.16	60	R								NA	NA			08/23/2000
686	0.06	70	R								NA	NA			08/15/2000
687	0.26	60	R								NA	NA			08/15/2000
688	0.15	30	R								NA	NA			08/15/2000
689	0.26	10	R								NA	NA			08/11/2000
690	0.26	70	R								NA	NA			08/15/2000
691	0.22	80	R								NA	NA			1996
692	0.06	80	R								NA	NA			10/05/2000
693	0.40	70	R								NA	NA			08/11/2000
700	0.14	120	R								NA	NA			1996
701	0.17	30	R								NA	NA			08/08/2000
721	1.60	2400	G	92%	1%	3%	1%	4%	0%	C	210	G	2300	G	2001
721	3.94	1600	G	92%	1%	3%	1%	4%	0%	F	140	G	1600	G	2001

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
King & Queen County																
(721)	2.66	1400	G	92%	1%	3%	1%	4%	0%	F	120	G	1400	G	2001	
				From:	49-639											
				To:	49-635											
(721)	1.12	770	G	92%	1%	3%	1%	4%	0%	F	80	G	760	G	2001	
				From:	49-623											
				To:	49-627											
(721)	1.79	680	G	92%	1%	3%	1%	4%	0%	F	80	G	680	G	2001	
				From:	Caroline County Line											
				To:	Cul-de-Sac											
(725)	0.34	49	R								NA		NA		1997	
				From:	49-659											
(1000)	0.40	60	R								NA		NA		1997	
				From:	49-1001											
				To:	49-631											
(1001)	0.35	20	R								NA		NA		1997	
				From:	Cul-de-Sac											
				To:	49-1000											
(1001)	0.15	8	R								NA		NA		1997	
				From:	Cul-de-Sac											
				To:	49-629											
(1202)	0.20	20	R								NA		NA		08/23/2000	
				From:	49-629											
				To:	Dead End											
(1203)	0.30	120	R								NA		NA		1997	
				From:	49-629											
				To:	Dead End											
(9211)	0.09	80	R								NA		NA		10/18/2000	
				From:	PLEASANT HILL HS											
				To:	SR 14											
(9212)	0.12	20	R								NA		NA		1996	
				From:	MARIOTT ELEM SCH											
				To:	49-721											
(9493)	0.05	90	R								NA		NA		10/18/2000	
				From:	K & Q CEN HIGH SCH											
				To:	0.05 ME SR 14											
(9493)	0.16	120	R								NA		NA		10/18/2000	
				From:	SR 14											
				To:	SR 14											
(9958)	0.08	70	R								NA		NA		10/18/2000	
				From:	LAWSON ELEM SCH											
				To:	49-721											