

2001

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

Jurisdiction Report

50

King William County
Town of West Point

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 William Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
King William County																
30	7.75	3200	F	66%	2%	3%	6%	23%	0%	C	270	F	3200	F	2001	
				From:	Caroline County Line											
				To:	50-608											
30	4.37	4100	F	66%	2%	3%	6%	23%	0%	F	350	F	4100	F	2001	
				From:	US 360 Central Garage											
				To:	50-633 Whites Shop											
30	8.39	4300	F	79%	1%	3%	2%	17%	0%	C	340	F	4300	F	2001	
				From:	50-632											
				To:	WCL West Point											
Town of West Point																
30	2.19	3300	N	79%	1%	3%	2%	17%	0%	N	250	N	3300	N	2001	
				From:	WCL West Point											
				To:	SR 33 West Point											
30	0.25	14000	F	87%	1%	3%	1%	8%	0%	C	1200	F	14000	F	2001	
				From:	New Kent County Line											
				To:	King William County Line											
33 30	0.25	14000	F	87%	1%	3%	1%	8%	0%	C	1200	F	14000	F	2001	
				From:	SR 30											
				To:	King William County Line											
33	0.48	15000	F	87%	1%	3%	2%	6%	0%	F	1300	F	15000	F	2001	
				From:	SR 33											
				To:	SR 298											
296	0.40	1100	F	97%	0%	1%	0%	1%	0%	C	100	F	1100	F	2001	
				From:	End Route											
				To:	SR 296											
298	0.53	490	F	97%	0%	2%	0%	0%	0%	C	48	F	490	F	2001	
				From:	SR 296											
				To:	SR 33											
King William County																
360	2.32	16000	F	91%	0%	3%	1%	5%	0%	F	1600	F	16000	F	2001	
				From:	Hanover County Line											
				To:	50-605											
360	2.77	15000	F	91%	0%	3%	1%	5%	0%	C	1500	F	15000	F	2001	
				From:	SR 30											
				To:	King & Queen County Line											
360	3.34	12000	F	91%	0%	3%	1%	5%	0%	F	1100	F	12000	F	2001	
				From:	50-621							NA		NA		03/01/2001
				To:	50-666							NA		NA		03/01/2001
600	1.30	30	R													
				From:	50-618							NA		NA		04/23/2001
				To:	SR 30 EAST											
				From:	SR 30 WEST											
600	2.75	370	F	91%	0%	1%	6%	1%	0%	F	45	F	380	F	2001	
				From:	50-647											
				To:	US 360											
600	1.86	390	F	91%	0%	1%	6%	1%	0%	F	50	F	390	F	2001	
				From:	50-643											
				To:	50-609											
600	2.39	1300	F	91%	0%	1%	6%	1%	0%	C	120	F	1300	F	2001	
				From:	50-643											
				To:	50-609											
600	2.68	970	F	91%	0%	1%	6%	1%	0%	F	80	F	980	F	2001	
				From:	50-643											
				To:	50-609											

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						2Axle	3+Axle	1Trail	2Trail							
King William County																
600	2.87	660	F	90%	0%	1%	6%	1%	0%	F	70	F	660	F	2001	
				From:	50-609											
				To:	50-603											
600	3.24	340	F	91%	0%	1%	6%	1%	0%	F	40	F	340	F	2001	
				From:	Caroline County Line											
				To:												
601	2.80	410	R								NA		NA		05/03/2001	
				From:	50-614											
				To:	SR 30 West											
601	1.00	520	R								NA		NA		05/03/2001	
				From:	SR 30 East											
				To:	Caroline County Line											
602	0.18	40	R								NA		NA		05/01/2001	
				From:	0.18 MW 50-604											
				To:	50-604											
602	0.30	20	R								NA		NA		1998	
				From:	50-604											
				To:	0.30 ME 50-604											
603	1.25	90	R								NA		NA		05/03/2001	
				From:	50-600											
				To:	Dead End											
604	0.68	520	R								NA		NA		05/16/2001	
				From:	50-605 SOUTH											
				To:	US 360											
604	5.95	280	R								NA		NA		05/01/2001	
				From:	50-652											
				To:	50-652											
604	0.86	150	R								NA		NA		05/01/2001	
				From:	50-605 NORTH											
604	1.88	610	F	96%	0%	2%	0%	2%	0%	F	80	F	610	F	2001	
				From:	50-614											
604	2.70	240	F	96%	0%	2%	0%	2%	0%	F	30	F	240	F	2001	
				From:	SR 30 EAST											
				To:	SR 30 WEST											
604	2.90	860	F	96%	0%	2%	0%	2%	0%	C	100	F	860	F	2001	
				From:	50-628											
604	3.50	70	R								NA		NA		05/03/2001	
				From:	50-600											
				To:	50-600											
605	0.60	30	R								NA		NA		05/16/2001	
				From:	Dead End											
				To:	50-604 EAST											
605	2.60	140	R								NA		NA		1998	
				From:	50-604 WEST											
				To:	US 360											
605	2.92	1500	F	96%	0%	2%	1%	1%	0%	C	150	F	1500	F	2001	
				From:	50-611											
605	2.37	1000	F	96%	0%	2%	0%	1%	0%	F	100	F	1000	F	2001	
				From:	50-604 WEST											
				To:	50-604 WEST											
606	0.20	60	R								NA		NA		05/14/2001	
				From:	Dead End											
				To:	50-611											
606	0.86	1800	F	96%	0%	2%	0%	1%	0%	C	200	F	1800	F	2001	
				From:	50-1216											
606	1.27	440	F	96%	0%	3%	0%	0%	0%	F	60	F	440	F	2001	
				From:	50-608											
				To:	SR 30											
607	0.50	190	R								NA		NA		1998	
				From:	SR 30											
				To:	50-608 WEST											

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 2001
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 King William Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
King William County															
607	1.68	60	R			From: 50-608 EAST					NA		NA		05/14/2001
607	0.03	40	R			From: 50-643					NA		NA		1998
						To: 50-600									
608	1.75	40	R			From: 50-600 WEST					NA		NA		05/01/2001
						To: 50-628 WEST									
						From: 50-628 EAST					NA		NA		05/01/2001
						To: 50-609 WEST									
608	3.30	470	F	97%	0%	2%	0%	0%	0%	C	60	F	470	F	2001
						From: 50-609 EAST									
						To: SR 30 WEST									
						From: SR 30 EAST									
608	1.10	400	F	97%	0%	2%	0%	1%	0%	F	49	F	400	F	2001
						To: 50-607 WEST									
608	3.63	560	F	97%	0%	2%	0%	1%	0%	F	70	F	560	F	2001
						From: 50-604									
609	2.20	260	F	91%	1%	3%	0%	4%	0%	C	30	F	260	F	2001
						To: 50-608									
609	3.62	200	R			From: 50-608					NA		NA		05/03/2001
						To: 50-600									
						From: 50-605									
610	3.70	210	R			To: SR 30 EAST					NA		NA		05/01/2001
						From: SR 30 WEST									
610	1.60	210	R			To: 50-608 SOUTH					NA		NA		05/01/2001
						From: 50-608 NORTH									
610	2.79	140	R			To: 2.79 MN 50-608					NA		NA		05/03/2001
						From: 50-609									
611	2.84	740	F	96%	0%	2%	1%	1%	0%	C	80	F	740	F	2001
						To: SR 30									
611	0.70	1200	F	96%	0%	2%	1%	1%	0%	F	140	F	1200	F	2001
						From: 50-606									
611	0.76	2300	F	97%	0%	2%	0%	1%	0%	C	250	F	2300	F	2001
						To: US 360									
611	0.62	250	R			From: US 360					NA		NA		03/22/2001
						To: Dead End									
						From: SR 30 WEST									
612	0.75	130	R			To: SR 30 EAST					NA		NA		03/01/2001
						From: 50-618									
613	1.60	10	R			To: 1.60 MN 50-618					NA		NA		03/01/2001
						From: SR 30									
614	2.28	900	F	97%	0%	2%	0%	0%	0%	C	110	F	900	F	2001
						From: Hanover County Line									
						To: 50-601									
614	2.00	490	F	97%	0%	2%	0%	0%	0%	F	60	F	490	F	2001
						From: 50-615									

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
King William County															
614	1.39	410	R			From: 50-615 To: 50-604					NA		NA		05/01/2001
615	2.88	570	F	97%	0%	2%	0%	1%	0%	F	70	F	570	F	2001
615	3.52	220	F	97%	0%	2%	0%	0%	0%	C	30	F	220	F	2001
616	1.10	30	R			From: Dead End To: SR 30					NA		NA		04/23/2001
616	0.85	70	R			From: 50-617 To: 0.85 MN 05-617					NA		NA		04/23/2001
616	0.35	20	R			From: Dead End To: Dead End					NA		NA		04/23/2001
617	0.50	150	R			From: SR 30 WEST To: 50-616					NA		NA		04/23/2001
617	0.66	90	R			From: 50-616 To: SR 30 MID					NA		NA		04/23/2001
617	0.74	50	R			From: SR 30 MID To: SR 30 EAST					NA		NA		04/23/2001
618	0.49	1100	F	97%	0%	1%	1%	1%	0%	F	120	F	1100	F	2001
618	1.77	1200	F	97%	0%	1%	1%	1%	0%	C	130	F	1200	F	2001
618	0.99	1100	F	97%	0%	1%	1%	1%	0%	F	130	F	1100	F	2001
618	3.10	690	F	97%	0%	1%	1%	1%	0%	F	80	F	690	F	2001
619	0.06	540	R			From: SR 30 To: 50-1301					NA		NA		05/14/2001
619	2.10	320	R			From: 50-1301 To: 50-670					NA		NA		1992
620	0.50	48	R			From: SR 30 WEST To: SR 30 MID					NA		NA		05/07/2001
620	0.50	70	R			From: SR 30 MID To: SR 30 EAST					NA		NA		05/07/2001
621	0.70	20	R			From: Dead End To: Dead End					NA		NA		03/01/2001
621	2.09	10	R			From: 50-600 To: 50-632					NA		NA		03/01/2001
621	3.80	200	R			From: 50-632 To: 50-633					NA		NA		05/09/2001
622	0.80	80	R			From: 50-632 To: Dead End					NA		NA		05/19/2001

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						2Axle	3+Axle	1Trail	2Trail						
King William County															
623	2.00	70	R			From: 50-633 To: 50-632					NA		NA		05/09/2001
624	1.11	20	R			From: 50-640 To: Dead End					NA		NA		05/07/2001
625	0.65	380	R			From: SR 30 To: 50-634 WEST					NA		NA		05/07/2001
625	1.77	220	R			From: 50-640 To: 50-640					NA		NA		05/07/2001
625	2.40	50	R			From: 2.40 MN 50-640 To: 2.40 MN 50-640					NA		NA		05/07/2001
625	1.00	90	R			From: 50-626 To: 50-640					NA		NA		05/07/2001
625	0.10	170	F	93%	3%	4%	0%	0%	0%	F	20	F	170	F	2001
625	1.20	170	F	93%	3%	4%	0%	0%	0%	C	20	F	170	F	2001
625	0.61	180	R			From: 1.20 MN 05-640 To: Cul-de-Sac					NA		NA		05/07/2001
626	2.57	160	F	94%	2%	4%	0%	0%	0%	F	20	F	160	F	2001
626	1.00	150	F	94%	1%	3%	0%	0%	0%	C	20	F	150	F	2001
626	0.11	20	R			From: 50-625 To: 50-640					NA		NA		05/07/2001
627	0.80	10	R			From: SR 30 WEST To: SR 30 EAST					NA		NA		05/09/2001
627	0.20	70	R			From: SR 30 EAST To: Dead End					NA		NA		05/09/2001
628	2.18	200	F	96%	0%	2%	0%	2%	0%	F	20	F	200	F	2001
628	2.70	180	F	96%	0%	2%	0%	2%	0%	F	20	F	180	F	2001
628	2.36	230	F	96%	0%	2%	0%	2%	0%	C	20	F	230	F	2001
629	1.80	130	R			From: 50-600 To: 50-632					NA		NA		04/23/2001
629	1.62	490	R			From: 50-618 To: SR 30 EAST					NA		NA		03/01/2001
629	1.78	690	F	93%	0%	3%	0%	4%	0%	F	80	F	690	F	2001
629	2.20	2000	F	93%	0%	3%	0%	4%	0%	C	190	F	2000	F	2001
630	1.20	70	R			From: Dead End To: 50-632 SOUTH					NA		NA		05/09/2001

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
King William County															
630	2.52	130	R			From: 50-632 NORTH To: SR 30					NA		NA		05/09/2001
631	1.40	20	R			From: Dead End To: SR 30					NA		NA		05/09/2001
632	2.60	280	R			From: SR 30 To: 50-630 NORTH					NA		NA		05/09/2001
632	3.50	200	R			From: 50-630 SOUTH To: 50-633					NA		NA		05/09/2001
632	6.26	220	R			From: 50-633 To: 50-621					NA		NA		05/09/2001
632	1.30	420	R			From: 50-621 To: 50-629					NA		NA		03/01/2001
633	0.10	9	R			From: Dead End To: 50-673					NA		NA		05/09/2001
633	3.05	210	F	92%	0%	3%	0%	4%	0%	C	20	F	210	F	2001
633	4.75	230	F	92%	0%	3%	1%	4%	0%	F	20	F	230	F	2001
633						From: 50-626 To: SR 30									
634	1.90	170	R			From: Dead End To: SR 30 WEST					NA		NA		05/09/2001
634	1.30	80	R			From: SR 30 EAST To: 50-625 WEST					NA		NA		05/07/2001
634	0.70	10	R			From: 50-625 EAST To: Dead End					NA		NA		05/07/2001
635	0.40	10	R			From: Dead End To: SR 30					NA		NA		05/07/2001
635	1.40	100	R			From: SR 30 To: 50-645					NA		NA		05/07/2001
Town of West Point															
636	0.19	420	R			From: 50-702 To: NCL West Point					NA		NA		05/21/2001
King William County															
636	1.70	140	R			From: NCL West Point To: SR 30 North					NA		NA		05/21/2001
637	0.70	40	R			From: 50-619 To: 50-642					NA		NA		05/14/2001
637	0.60	40	R			From: 50-642 To: Dead End					NA		NA		05/14/2001
638	0.10	10	R			From: Dead End To: SR 30					NA		NA		05/03/2001
639	1.10	100	R			From: Dead End To: 50-604					NA		NA		05/01/2001

Virginia Department of Transportation
 Traffic Engineering Division
 2001
 Annual Average Daily Traffic Volume Estimates By Section of Route
 King William Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
King William County															
(640)	4.82	40	R			From: 50-625 EAST					NA	NA			05/07/2001
(640)	1.20	240	R			From: 50-625 WEST					NA	NA			05/07/2001
						To: SR 30									
(641)	0.70	30	R			From: SR 30					NA	NA			05/07/2001
						To: Dead End									
(642)	0.50	8	R			From: 50-642					NA	NA			05/14/2001
						To: Dead End									
(643)	0.03	20	R			From: 50-607					NA	NA			05/14/2001
						To: 50-600									
(644)	0.85	45	R			From: SR 30 WEST					NA	NA			05/03/2001
						To: SR 30 EAST									
(645)	1.55	320	R			From: 50-636					NA	NA			05/21/2001
						To: Dead End									
(646)	0.93	47	R			From: Dead End					NA	NA			05/09/2001
						To: 50-623									
(647)	1.40	360	R			From: US 360					NA	NA			03/22/2001
						To: 50-600									
(648)	0.15	150	R			From: SR 30					NA	NA			04/23/2001
						To: 0.15 MN SR 30									
(648)	0.85	120	R			From: Dead End					NA	NA			1998
						To: Dead End									
(649)	0.50	30	R			From: Dead End					NA	NA			05/01/2001
						To: 50-605									
(649)	0.11	30	R			From: 50-605					NA	NA			1998
						To: US 360									
(650)	1.07	50	R			From: SR 30					NA	NA			04/23/2001
						To: Dead End									
(651)	1.00	20	R			From: Dead End					NA	NA			05/09/2001
						To: 50-632									
(652)	2.98	490	R			From: 50-615					NA	NA			05/01/2001
						To: 50-604									
(653)	0.65	70	R			From: Dead End					NA	NA			05/01/2001
						To: 50-656									
(654)	2.30	200	R			From: Dead End					NA	NA			03/01/2001
						To: 50-618									
(655)	0.50	60	R			From: Dead End					NA	NA			03/22/2001
						To: 50-600									

Virginia Department of Transportation
 Traffic Engineering Division
 2001
 Annual Average Daily Traffic Volume Estimates By Section of Route
 King William Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
King William County															
(656)	0.16	90	R			From: 50-615 SOUTH					NA	NA			05/01/2001
						To: 50-615 NORTH									
(657)	0.80	7	R			From: Dead End					NA	NA			05/09/2001
						To: 50-632									
(658)	0.55	49	R			From: SR 30					NA	NA			03/01/2001
						To: Dead End									
(659)	0.25	40	R			From: Dead End					NA	NA			05/14/2001
						To: 50-608									
(660)	0.25	30	R			From: 50-632					NA	NA			05/09/2001
						To: Dead End									
(661)	0.86	310	R			From: 50-618					NA	NA			05/01/2001
						To: US 360									
(662)	1.14	830	R			From: US 360 WEST					NA	NA			05/14/2001
						To: SR 30									
(662)	0.21	600	R			From: SR 30					NA	NA			05/14/2001
						To: US 360 EAST									
(663)	0.20	3	R			From: 50-629					NA	NA			04/23/2001
						To: Dead End									
(664)	1.52	210	R			From: 50-629					NA	NA			05/21/2001
						To: Dead End									
(665)	0.24	40	R			From: Dead End					NA	NA			1998
						To: 50-600									
(666)	0.72	20	R			From: Dead End					NA	NA			03/01/2001
						To: 50-600									
(667)	0.08	60	R			From: US 360					NA	NA			05/14/2001
						To: 50-662									
(668)	0.15	9	R			From: 50-630					NA	NA			05/09/2001
						To: Dead End									
(669)	0.10	4	R			From: Dead End					NA	NA			05/09/2001
						To: SR 30									
(670)	0.25	110	R			From: 50-619					NA	NA			05/14/2001
						To: Dead End									
(671)	0.90	50	R			From: SR 30 SOUTH					NA	NA			05/03/2001
						To: SR 30 NORTH									
(672)	0.35	20	R			From: Dead End					NA	NA			05/09/2001
						To: 50-633									
(673)	0.50	60	R			From: END LOOP					NA	NA			1998
						To: 50-1401									

Virginia Department of Transportation
Traffic Engineering Division
2001
Annual Average Daily Traffic Volume Estimates By Section of Route
King William Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
King William County															
(673)	0.25	110	R			From: 50-1401					NA		NA		1998
(673)	0.30	50	R			To: 50-1403					NA		NA		1998
(673)	0.30	70	R			From: 50-1402					NA		NA		1998
(673)	0.05	20	R			To: BEGIN LOOP					NA		NA		1998
(673)	1.00	140	F	97%	0%	1%	1%	1%	0%	C	20	F	140	F	2001
(674)	0.20	20	R			From: 50-605					NA		NA		05/01/2001
						To: Dead End									
(675)	0.21	70	R			From: 50-604					NA		NA		1998
						To: 50-676									
(676)	0.39	100	R			From: 50-604					NA		NA		1998
						To: 50-675									
(677)	0.07	250	R			From: Dead End					NA		NA		05/14/2001
						To: SR 30									
(678)	0.60	9	R			From: Dead End					NA		NA		03/01/2001
						To: 50-629									
(679)	0.70	30	R			From: 50-633					NA		NA		05/14/2001
						To: Dead End									
(680)	0.18	50	R			From: SR 30					NA		NA		04/23/2001
						To: Dead End									
(681)	0.31	30	R			From: Dead End					NA		NA		04/23/2001
						To: 50-629									
(701)	0.40	30	R			From: Dead End					NA		NA		05/17/2001
						To: WCL West Point									
Town of West Point															
(701)	0.20	60	R			From: WCL West Point					NA		NA		05/17/2001
						To: 50-626									
(701)	0.58	820	F	95%	0%	2%	0%	3%	0%	C	80	F	820	F	2001
						To: SR 30									
(702)	0.07	300	R			From: SR 30					NA		NA		05/21/2001
						To: 50-636									
(1000)	0.28	140	R			From: 50-1013 NORTH					NA		NA		1998
						To: 50-1013 SOUTH									
(1001)	0.50	150	R			From: 50-1002					NA		NA		03/14/2001
						To: Dead End									
(1002)	0.20	360	R			From: 50-1010					NA		NA		03/14/2001
						To: SR 30									

Virginia Department of Transportation
 Traffic Engineering Division
 2001
 Annual Average Daily Traffic Volume Estimates By Section of Route
 King William Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Town of West Point															
1002	1.02	1200	F	98%	0%	1%	0%	0%	0%	C	120	F	1200	F	2001
1002	0.09	40	R								NA		NA		03/14/2001
1003	1.05	1100	F	97%	1%	1%	0%	1%	0%	C	120	F	1100	F	2001
1003	0.30	690	F	97%	1%	1%	0%	1%	0%	F	80	F	690	F	2001
1003	0.75	580	F	97%	1%	1%	0%	1%	0%	F	60	F	580	F	2001
1003	0.28	770	R								NA		NA		03/14/2001
1003	0.15	100	R								NA		NA		03/14/2001
1003	0.24	48	R								NA		NA		03/14/2001
1004	0.70	980	R								NA		NA		03/14/2001
1004	0.20	840	R								NA		NA		03/14/2001
1005	0.45	200	R								NA		NA		03/14/2001
1005	0.20	80	R								NA		NA		03/14/2001
1006	0.93	1500	F	99%	0%	1%	0%	0%	0%	C	160	F	1500	F	2001
1007	0.13	130	R								NA		NA		05/16/2001
1007	0.20	200	R								NA		NA		05/16/2001
1008	0.20	410	R								NA		NA		05/16/2001
1009	0.16	60	R								NA		NA		05/16/2001
1009	0.06	1000	R								NA		NA		05/16/2001
1010	0.25	380	R								NA		NA		05/17/2001
1010	0.40	410	R								NA		NA		05/17/2001
1011	0.05	110	R								NA		NA		05/17/2001

Virginia Department of Transportation
 Traffic Engineering Division
 2001
 Annual Average Daily Traffic Volume Estimates By Section of Route
 King William Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Town of West Point															
1012	0.13	150	R			From: 50-1108					NA	NA			05/16/2001
						To: SR 30 BERKLEY ST									
1013	0.50	100	R			From: Dead End					NA	NA			1998
1013	0.33	410	R			From: 50-701					NA	NA			05/17/2001
						To: 50-1026									
1014	0.10	350	R			From: 50-1003					NA	NA			1998
1014	0.17	140	R			From: 50-1032					NA	NA			1986
						To: 50-1015									
1015	0.17	120	R			From: 50-1014					NA	NA			1998
						To: 50-1034									
1016	0.05	8	R			From: 50-1009					NA	NA			05/16/2001
						To: Dead End									
1017	0.06	20	R			From: 50-1009					NA	NA			05/16/2001
						To: Dead End									
1018	0.07	30	R			From: Dead End					NA	NA			1998
						To: 50-701									
1019	0.10	120	R			From: 50-701					NA	NA			1998
						To: 50-1020									
1020	0.08	40	R			From: Dead End					NA	NA			1998
1020	0.08	60	R			From: 50-1019					NA	NA			1998
						To: Dead End									
1021	0.07	150	R			From: SR 30					NA	NA			05/16/2001
						To: 50-1025									
1022	0.12	80	R			From: 50-1108					NA	NA			05/16/2001
						To: SR 30									
1023	0.13	120	R			From: 50-1108					NA	NA			05/16/2001
						To: SR 30 FORT ST									
1024	0.12	100	R			From: 50-1108					NA	NA			05/16/2001
1024	0.12	60	R			From: SR 30					NA	NA			05/16/2001
						To: 50-1006									
1025	0.08	70	R			From: 50-1021					NA	NA			05/16/2001
						To: Dead End									
1026	0.17	170	R			From: 50-701					NA	NA			1998
1026	0.11	80	R			From: 50-1028					NA	NA			1998
						To: 50-1027									

Virginia Department of Transportation
 Traffic Engineering Division
 2001
 Annual Average Daily Traffic Volume Estimates By Section of Route
 King William Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Town of West Point															
(1026)	0.02	130	R			From: 50-1027					NA		NA		1986
(1026)	0.14	70	R			From: 50-1013					NA		NA		1998
						To: Dead End									
(1027)	0.06	40	R			From: Dead End					NA		NA		1998
						To: 50-1026									
(1028)	0.06	60	R			From: Dead End					NA		NA		1998
						To: 50-1026									
(1029)	0.08	200	R			From: 0.08 MN 50-1002					NA		NA		05/17/2001
(1029)	0.21	90	R			From: 50-1002					NA		NA		03/14/2001
						To: 50-1010									
(1030)	0.28	150	R			From: 50-1005					NA		NA		03/14/2001
(1030)	0.29	170	R			From: 50-1004					NA		NA		03/14/2001
						To: 50-1003									
(1031)	0.11	170	R			From: 50-1003					NA		NA		1998
						To: 50-1032									
(1032)	0.12	70	R			From: 50-1014					NA		NA		1998
(1032)	0.04	60	R			From: 50-1031					NA		NA		03/14/2001
						To: Dead End									
(1033)	0.22	190	R			From: 50-1006					NA		NA		1998
						To: Cul-de-Sac									
(1034)	0.08	40	R			From: Dead End					NA		NA		03/14/2001
						To: 50-1015									
(1036)	0.14	130	R			From: 50-1014					NA		NA		03/14/2001
						To: 50-1034									
(1037)	0.16	200	R			From: Dead End					NA		NA		1998
						To: 50-1004									
(1038)	0.12	70	R			From: Dead End					NA		NA		1998
						To: 50-1006									
(1039)	0.16	90	R			From: 50-1014					NA		NA		03/14/2001
						To: Dead End									
(1040)	0.13	70	R			From: SR 30					NA		NA		03/14/2001
						To: Dead End									
(1045)	0.11	40	R			From: Dead End					NA		NA		1998
						To: 50-1003									
(1101)	0.22	980	R			From: SR 33					NA		NA		03/14/2001
						To: 50-1114									

Virginia Department of Transportation
 Traffic Engineering Division
 2001
 Annual Average Daily Traffic Volume Estimates By Section of Route
 King William Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Town of West Point															
1101	0.29	310	R			From: 50-1114					NA		NA		03/14/2001
						To: 50-1120									
1102	0.06	220	R			From: Dead End					NA		NA		1998
						To: SR 296									
1102	0.08	280	R			From: SR 296					NA		NA		1998
						To: 50-1129									
1102	0.03	260	R			From: 50-1129					NA		NA		1998
						To: 0.03 ME 05-1129									
						From: SR 298									
1102	0.02	80	R			From: SR 298					NA		NA		1998
						To: Dead End									
						From: Dead End									
1103	0.05	60	R			From: Dead End					NA		NA		1998
						To: SR 296									
1103	0.17	250	R			From: SR 296					NA		NA		1998
						To: SR 298									
1103	0.06	60	R			From: SR 298					NA		NA		1998
						To: Dead End									
						From: Dead End									
1104	0.09	120	R			From: Dead End					NA		NA		1998
						To: SR 298									
1104	0.17	250	R			From: SR 298					NA		NA		1998
						To: SR 296									
1104	0.02	30	R			From: SR 296					NA		NA		1998
						To: Dead End									
						From: Dead End									
1105	0.03	2	R			From: Dead End					NA		NA		05/17/2001
						To: 50-1107									
1105	0.17	360	R			From: 50-1107					NA		NA		1998
						To: SR 298									
1105	0.02	20	R			From: SR 298					NA		NA		1998
						To: Dead End									
						From: Dead End									
1106	0.08	180	R			From: Dead End					NA		NA		1998
						To: 50-1107									
1106	0.17	340	R			From: 50-1107					NA		NA		1998
						To: SR 298									
1106	0.08	200	R			From: SR 298					NA		NA		1998
						To: Dead End									
						From: 50-1121									
1107	0.21	220	R			From: 50-1121					NA		NA		1998
						To: SR 298									
						From: SR 298; KIRBY STREET									
1107	0.06	2	R			From: SR 298; KIRBY STREET					NA		NA		05/17/2001
						To: 50-1110									
1107	0.23	1000	R			From: 50-1110					NA		NA		1998
						To: SR 296									
						From: SR 30									
1108	0.12	600	R			From: SR 30					NA		NA		1998
						To: 50-1118									
1108	0.19	70	R			From: 50-1118					NA		NA		1998
						To: 50-1022									

Virginia Department of Transportation
 Traffic Engineering Division
 2001
 Annual Average Daily Traffic Volume Estimates By Section of Route
 King William Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Town of West Point															
(1108)	0.12	20	R			From: 50-1022					NA		NA		1998
						To: 50-1007									
(1109)	0.23	450	R			From: 50-1121					NA		NA		1998
						To: SR 298									
(1110)	0.09	270	R			From: 50-1107					NA		NA		1998
(1110)	0.08	340	R			From: 50-1129					NA		NA		1998
						To: SR 298									
(1111)	0.25	230	R			From: Dead End					NA		NA		1998
						To: 50-1109									
(1112)	0.03	10	R			From: Dead End					NA		NA		1998
(1112)	0.16	130	R			From: 50-1107					NA		NA		1998
(1112)	0.05	7	R			From: 50-1109					NA		NA		1998
						To: Dead End									
(1113)	0.15	90	R			From: SR 30					NA		NA		1998
						To: 50-1127									
(1114)	0.15	320	R			From: SR 30					NA		NA		1998
						To: 50-1127									
(1115)	0.15	130	R			From: SR 30					NA		NA		1998
						To: 50-1127									
(1116)	0.16	260	R			From: SR 30					NA		NA		1998
						To: 50-1127									
(1117)	0.16	160	R			From: 50-1107					NA		NA		1998
						To: 50-1109									
(1118)	0.08	45	R			From: Dead End					NA		NA		1998
(1118)	0.07	440	R			From: 50-1108					NA		NA		04/03/2001
(1118)	0.14	150	R			From: SR 30					NA		NA		04/03/2001
						To: 50-1127									
(1119)	0.14	110	R			From: SR 30					NA		NA		04/03/2001
						To: 50-1127									
(1120)	0.08	290	R			From: SR 30					NA		NA		04/03/2001
(1120)	0.08	60	R			From: 50-1101					NA		NA		04/03/2001
						To: Dead End									
(1121)	0.08	190	R			From: 50-1107					NA		NA		05/17/2001
						To: 50-1129									

Virginia Department of Transportation
Traffic Engineering Division
2001
Annual Average Daily Traffic Volume Estimates By Section of Route
King William Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Town of West Point															
1121	0.08	220	R			From: 50-1129 To: 50-1109					NA		NA		05/17/2001
1122	0.08	130	R			From: Dead End To: 50-1108					NA		NA		04/03/2001
1122	0.08	990	R			From: 50-1108 To: SR 30					NA		NA		04/03/2001
1122	0.13	500	R			From: SR 30 To: 50-1127					NA		NA		04/03/2001
1122	0.02	70	R			From: 50-1127 To: Dead End					NA		NA		04/03/2001
1123	0.16	210	R			From: 50-1107 To: SR 298					NA		NA		05/17/2001
1123	0.02	80	R			From: SR 298 To: Dead End					NA		NA		05/17/2001
1124	0.09	40	R			From: Dead End To: 50-1001					NA		NA		03/14/2001
1125	0.08	170	R			From: SR 30 To: 50-1101					NA		NA		1998
1125	0.06	48	R			From: 50-1101 To: Dead End					NA		NA		1998
1126	0.02	10	R			From: Dead End To: SR 296					NA		NA		03/14/2001
1126	0.05	30	R			From: SR 296 To: Dead End					NA		NA		03/14/2001
1127	0.02	160	R			From: Dead End To: SR 33					NA		NA		04/03/2001
1127	0.22	520	R			From: SR 33 To: 50-1114					NA		NA		04/03/2001
1127	0.18	380	R			From: 50-1114 To: 50-1116					NA		NA		04/03/2001
1128	0.05	50	R			From: SR 298 To: Dead End					NA		NA		05/17/2001
1129	0.23	930	R			From: 50-1121 To: SR 298					NA		NA		05/17/2001
1129	0.10	1100	R			From: SR 298 To: 50-1106					NA		NA		05/17/2001
1129	0.17	2000	R			From: 50-1106 To: SR 296					NA		NA		05/17/2001
1129	0.23	2800	F	97%	0%	1%	0%	0%	0%	C	280	F	2800	F	2001
1130	0.20	250	R			From: SR 33 To: Dead End					NA		NA		03/14/2001

Virginia Department of Transportation
Traffic Engineering Division
2001
Annual Average Daily Traffic Volume Estimates By Section of Route
King William Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
King William County															
(1201)	0.05	50	R			From: Dead End					NA		NA		1998
(1201)	0.51	100	R			To: 50-1203					NA		NA		1998
(1201)	0.24	130	R			From: 50-1202					NA		NA		1998
(1201)						To: 50-611									
(1202)	0.09	50	R			From: 50-611					NA		NA		1998
(1202)						To: 50-1201									
(1203)	0.24	110	R			From: 50-611					NA		NA		1998
(1203)						To: 50-1201									
(1205)	0.16	NA				From: 50-00600(B)/					NA		NA		
(1205)						To: Cul-de-Sac/									
(1206)	0.21	160	R			From: Cul-de-Sac					NA		NA		1998
(1206)						To: 50-647									
(1210)	0.37	80	R			From: 50-1211					NA		NA		1998
(1210)						To: US 360; 50-662									
(1211)	0.04	30	R			From: 50-1210					NA		NA		1998
(1211)						To: 50-1212									
(1211)	0.30	110	R			From: 50-1212					NA		NA		1998
(1211)						To: US 360; 50-667									
(1212)	0.09	30	R			From: 50-1211					NA		NA		1998
(1212)						To: 50-1213									
(1212)	0.07	8	R			From: 50-1213					NA		NA		1998
(1212)						To: Cul-de-Sac									
(1213)	0.07	6	R			From: 50-1212					NA		NA		1998
(1213)						To: Cul-de-Sac									
(1216)	0.42	250	R			From: 50-606					NA		NA		1998
(1216)						To: 50-1217									
(1217)	0.11	60	R			From: Dead End					NA		NA		1998
(1217)						To: 50-1216									
(1217)	0.12	30	R			From: 50-1216					NA		NA		1998
(1217)						To: Dead End									
(1220)	0.28	130	R			From: Dead End					NA		NA		1998
(1220)						To: 50-600									
(1223)	1.18	890	R			From: BEGIN LOOP					NA		NA		03/14/2001
(1223)						To: END LOOP									
(1224)	0.26	80	R			From: 50-608; 50-659					NA		NA		03/14/2001
(1224)						To: Cul-de-Sac									
(1225)	0.12	400	R			From: SR 30					NA		NA		1998
(1225)						To: 50-1226									

Virginia Department of Transportation
 Traffic Engineering Division
 2001
 Annual Average Daily Traffic Volume Estimates By Section of Route
 King William Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
King William County															
(1225)	0.17	340	R			From: 50-1226					NA		NA		1998
(1225)	0.34	70	R			To: 50-1227					NA		NA		1998
						To: Cul-de-Sac									
(1226)	0.09	20	R			From: Dead End					NA		NA		1998
(1226)	0.11	20	R			To: 50-1225					NA		NA		1998
						To: Dead End									
(1227)	0.35	120	R			From: Dead End					NA		NA		1998
(1227)	0.45	140	R			To: 50-1225					NA		NA		1998
						To: Dead End									
(1228)	0.15	100	R			From: 50-1230					NA		NA		1998
(1228)	0.16	390	R			To: 50-1229					NA		NA		1998
						To: 50-1231									
(1229)	0.12	140	R			From: Cul-de-Sac					NA		NA		1998
						To: 50-1228									
(1230)	0.84	500	R			From: 50-1228					NA		NA		1998
						To: 50-606									
(1231)	0.05	400	R			From: 50-1223					NA		NA		1998
(1231)	0.11	120	R			To: 50-1228					NA		NA		1998
(1231)	0.17	100	R			To: 50-1230					NA		NA		1998
						To: Cul-de-Sac									
(1232)	0.08	40	R			From: 50-1231					NA		NA		1998
						To: Cul-de-Sac									
(1233)	0.41	120	R			From: 50-1230					NA		NA		1998
						To: Cul-de-Sac									
(1234)	0.13	5	R			From: Cul-de-Sac					NA		NA		05/14/2001
						To: 50-1235									
(1235)	0.10	640	R			From: 50-605					NA		NA		1998
(1235)	0.23	470	R			To: 50-1239					NA		NA		1998
(1235)	0.30	280	R			To: 50-1236 SOUTH					NA		NA		1998
						To: 50-1236 NORTH									
(1236)	0.45	140	R			From: 50-1235 SOUTH					NA		NA		1998
(1236)	0.13	60	R			To: 50-1235 NORTH					NA		NA		05/14/2001
						To: Cul-de-Sac									

Virginia Department of Transportation
Traffic Engineering Division
2001
Annual Average Daily Traffic Volume Estimates By Section of Route
King William Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
King William County															
(1237)	0.12	200	R			From: 50-605					NA		NA		1998
						To: 50-1238									
(1238)	0.32	130	R			From: 50-1237					NA		NA		1998
						To: Cul-de-Sac									
(1239)	0.17	49	R			From: 50-1235					NA		NA		1998
						To: Cul-de-Sac									
(1240)	0.18	70	R			From: SR 30					NA		NA		05/14/2001
						To: 50-611									
(1241)	0.09	330	R			From: SR 30					NA		NA		03/22/2001
						To: 50-1242 SOUTH									
(1241)	0.12	240	R			From: 50-1242 SOUTH					NA		NA		03/22/2001
						To: 50-1242 MID									
(1241)	0.08	210	R			From: 50-1242 MID					NA		NA		03/22/2001
						To: 50-1242 NORTH									
(1241)	0.09	220	R			From: 50-1242 NORTH					NA		NA		03/22/2001
						To: 50-611									
(1242)	0.37	80	R			From: 50-1241 MID					NA		NA		03/22/2001
						To: 50-1241 SOUTH									
(1242)	0.21	70	R			From: 50-1241 SOUTH					NA		NA		03/22/2001
						To: 50-1241 NORTH									
(1243)	0.14	NA				From: 50-01223(B)/					NA		NA		
						To: Cul-de-Sac/									
(1244)	0.18	NA				From: 50-01223(B)/					NA		NA		
						To: Cul-de-Sac/									
(1245)	0.49	NA				From: 50-01244(B)/					NA		NA		
						To: Cul-de-Sac/									
(1246)	0.07	NA				From: Cul-de-Sac/					NA		NA		
						To: 50-01245(B)/									
(1247)	0.03	NA				From: 50-01245(B)/					NA		NA		
						To: Cul-de-Sac/									
(1301)	0.21	80	R			From: SR 30 WEST					NA		NA		05/14/2001
						To: 50-619									
(1301)	0.21	110	R			From: 50-619					NA		NA		05/14/2001
						To: SR 30 EAST									
(1400)	0.68	60	R			From: Dead End					NA		NA		1998
						To: 50-673									
(1401)	0.35	70	R			From: 50-673					NA		NA		1998
						To: Cul-de-Sac									
(1402)	0.30	70	R			From: Cul-de-Sac					NA		NA		1998
						To: 50-673									

Virginia Department of Transportation
 Traffic Engineering Division
 2001
 Annual Average Daily Traffic Volume Estimates By Section of Route
 King William Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
King William County															
(1403)	0.30	8	R			From: Cul-de-Sac					NA		NA		1998
						To: 50-673									
Town of West Point															
(9205)	0.11	380	R			From: 50-1006					NA		NA		05/16/2001
						To: WEST PT SCHOOLS									
King William County															
(9214)	0.19	320	R			From: SR 30					NA		NA		05/16/2001
						To: KING WILLIAM HS									
Town of West Point															
(9406)	0.11	390	R			From: 50-1004					NA		NA		05/16/2001
						To: W POINT HS									
(9407)	0.05	90	R			From: 50-1006					NA		NA		1998
						To: 50-1006									
King William County															
(9466)	0.14	270	R			From: SR 30					NA		NA		1998
						To: SR 30									