

2015
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.

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

- North
 Interstate Route Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
-  US Route
-  Virginia State Route
-  Frontage Road (F precedes frontage route number)
-  Secondary Route

Special Routes

-  Bus - Business Route
-  Bypass - 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
 2015
 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	From: US 360; St Stephens Church	6.14	360	F	79%	0%	1%	3%	17%	0%	F	0.107	0.748	370	F	
	To: King & Queen County															
14 The Trail	From: 49-629 Walkerton Landing Rd	1.81	440	F	79%	0%	1%	3%	17%	0%	F	0.114	0.523	450	F	
	To: King & Queen County															
14 The Trail	From: 49-620 W. Duck Pond Rd	9.74	300	F	79%	0%	1%	3%	17%	0%	C	0.114	0.571	320	F	
	To: King & Queen County															
14 The Trail	From: 49-617 Carletons Corner Rd	5.63	710	F	79%	0%	1%	3%	17%	0%	F	0.103	0.607	740	F	
	To: King & Queen County															
14 The Trail	From: 49-614 Clifton Lane	6.81	1300	F	79%	0%	1%	3%	17%	0%	F	0.082	0.559	1400	F	
	To: King & Queen County															
14 33 Lewis Puller Mem. Hwy	From: SR 33 Shacklefords	1.66	12000	F	91%	1%	1%	1%	6%	0%	C	0.084	0.652	12000	F	
	To: King & Queen County															
14 Buena Vista Rd	From: SR 33 Lewis Puller Mem Hwy	4.95	4100	F	94%	1%	1%	2%	3%	0%	C	0.092	0.564	4300	F	
	To: King & Queen County															
33 Lewis Puller Mem Hwy	From: Gloucester County Line	3.30	15000	F	92%	0%	1%	1%	5%	0%	C	0.090	0.652	15000	F	
	To: King & Queen County															
33 Lewis Puller Mem Hwy	From: 49-678 Centerville Road	0.14	15000	F	92%	0%	1%	1%	5%	0%	F	0.082	0.630	16000	F	
	To: King & Queen County															
33 14 Lewis Puller Mem. Hwy	From: SR 14 Buena Vista Rd, Shacklefords Fork	1.66	12000	F	91%	1%	1%	1%	6%	0%	C	0.084	0.652	12000	F	
	To: King & Queen County															
33 Lewis Puller Mem Hwy	From: SR 14 Shacklefords Fork	2.61	8000	F	92%	0%	1%	1%	5%	0%	F	0.083	0.654	8200	F	
	To: King & Queen County															
360 Richmond Hwy	From: Gloucester County Line	2.91	11000	F	95%	0%	1%	1%	4%	0%	F	0.09	0.617	11000	F	
	To: King & Queen County															
360 Richmond Hwy	From: SR 14 The Trail	6.29	9100	F	92%	1%	1%	2%	4%	0%	C	0.088	0.63	9400	F	
	To: King & Queen County															
	From: Essex County Line															

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King Queen Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
King & Queen County																
(F600) Pine Tree Rd	0.19	20	G	98%	0%	2%	0%	0%	0%	C	0.292		0.571	30	G	2015
(600) Pine Tree Rd	1.48	40	R									NA		NA		05/28/2015
(601) Cherry Row Lane	1.39	80	R									NA		NA		06/27/2012
(601) Cherry Row Lane	0.91	160	R									NA		NA		06/27/2012
(601) Stratton Major Rd	3.40	140	F	96%	2%	2%	0%	0%	0%	C	0.157		0.679	150	F	2015
(601) Pear Tree Ave	1.25	190	R									NA		NA		06/02/2015
(601) Farmville Rd	0.08	150	R									NA		NA		06/02/2015
(601) Liberty St	0.05	20	R									NA		NA		06/02/2015
(601) Liberty St	0.03	20	R									NA		NA		06/27/2012
(602) Melrose Landing Rd	1.20	100	R									NA		NA		05/28/2015
(602) Truhart Rd	1.00	30	R									NA		NA		06/06/2012
(602) Truhart Rd	3.60	10	R									NA		NA		05/28/2015
(602) Mt Olive Rd	1.90	60	F	87%	3%	8%	0%	2%	0%	C	0.185		0.583	60	F	2015
(602) Timber Branch Rd	0.20	180	F	87%	3%	8%	0%	2%	0%	F	0.14		0.585	180	F	2015
(602) Wares Church Rd	1.57	160	F	87%	3%	8%	0%	2%	0%	F	0.185		0.583	170	F	2015
(603) Lombardy Rd	4.39	150	F	95%	0%	1%	2%	2%	0%	F	0.145		0.667	150	F	2015
(603) Dragon Bridge Rd	0.86	330	F	95%	0%	1%	2%	2%	0%	C	0.107		0.595	350	F	2015
(604) Byrds Bridge Rd	0.70	110	R									NA		NA		05/28/2015
(605) Chain Ferry Rd	0.03	10	R									NA		NA		06/25/2012
(605) Chain Ferry Rd	1.31	140	R									NA		NA		06/25/2012
(605) York River Rd	3.46	810	F	96%	1%	1%	0%	2%	0%	C	0.096		0.622	840	F	2015
(605) York River Rd	1.39	460	F	96%	1%	1%	0%	2%	0%	F	0.106		0.648	480	F	2015

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

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
King & Queen County																
(605) Plain View Lane	0.61	460	N	96%	1%	1%	0%	2%	0%	N	0.106	0.648	480	N	2015	
(605) Plain View Lane	2.68	320	R							NA			NA		06/27/2012	
(606) Taylorsville Rd	2.40	140	R							NA			NA		06/27/2012	
(607) Crouches Rd	1.10	50	R							NA			NA		05/28/2015	
(607) Princess Rd	1.40	40	R							NA			NA		05/28/2015	
(608) Clancie Rd	0.17	730	F	93%	1%	1%	2%	2%	0%	C	0.098	0.597	760	F	2015	
(608) Clancie Rd	2.73	420	F	93%	1%	1%	2%	2%	0%	F	0.109	0.661	430	F	2015	
(608) Royal Oak School Rd	1.89	140	R							NA			NA		06/27/2012	
(608) Royal Oak School Rd	0.29	40	R							NA			NA		06/27/2012	
(609) Mt Olive Bottom Rd	0.60	30	R							NA			NA		05/28/2015	
(609) Iris Rd	0.64	630	R							NA			NA		05/28/2015	
(609) Iris Rd	2.31	30	R							NA			NA		06/06/2012	
(609) Iris Rd	0.30	30	R							NA			NA		06/06/2012	
(609) Iris Rd	1.80	30	R							NA			NA		06/06/2012	
(609) New Hope Rd	5.80	120	R							NA			NA		06/02/2015	
(610) Elsom Mascot Rd	3.65	370	F	98%	0%	1%	0%	1%	0%	C	0.123	0.809	390	F	2015	
(610) Elsom Mascot Rd	1.89	350	F	98%	0%	1%	0%	1%	0%	F	0.114	0.663	360	F	2015	
(610) Coldwater Rd	1.19	130	R							NA			NA		06/04/2012	
(610) Coldwater Rd	2.14	100	R							NA			NA		06/04/2012	
(610) Piedmont Rd	2.30	60	R							NA			NA		06/04/2012	
(610) Timber Branch Rd	1.40	100	R							NA			NA		06/04/2012	
(610) Dragonville Rd	0.70	140	F	95%	2%	0%	1%	2%	0%	C	0.144	0.609	150	F	2015	

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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							
King & Queen County																
(610) Hickory Hill Rd	0.20	220	R								NA		NA			06/04/2012
			From: 49-614 N, Rock Spring Rd													
(610) Hickory Hill Rd	0.85	30	R								NA		NA			06/04/2012
			To: 49-616 E, Liberty Hall Rd													
			From: 0.85 MN 49-616													
(610) Liberty Hall Rd	0.75	2	R								NA		NA			06/04/2012
			To: 49-615 Union Hope Church Rd													
(610) Spring Garden Rd	1.70	9	R								NA		NA			06/04/2012
			To: 49-616 W, Liberty Hall Rd; Mt Zion Rd													
			From: 49-609 Iris Rd													
(611) Tastine Rd	2.00	40	R								NA		NA			06/06/2012
			To: 2.00 MS 49-609													
(611) Tastine Rd	1.00	46	R								NA		NA			06/06/2012
			To: SR 14 E, The Trail													
			From: SR 14 W, The Trail													
(611) Water Lane	1.60	160	R								NA		NA			05/28/2015
			To: Dead End													
			From: SR 14 The Trail													
(612) Lily Pond Rd	0.30	180	R								NA		NA			06/04/2012
			To: 49-630 Deshazo Rd													
(612) Lily Pond Rd	2.77	60	R								NA		NA			06/04/2012
			To: 49-617 S, Providence Rd													
(612) Lily Pond Rd	1.53	90	R								NA		NA			06/04/2012
			To: Essex County Line													
			From: Dead End													
(613) Allens Mill Pond Rd	1.10	6	R								NA		NA			05/28/2015
			To: 49-614 N, Devils 3 Jump Rd													
			From: 49-614 S, Devils 3 Jump Rd													
(613) Dabney Rd	4.10	70	R								NA		NA			05/28/2015
			To: 49-610 Piedmont Rd; Coldwater Rd													
			From: Dead End													
(614) Clifton Lane	1.90	80	R								NA		NA			05/28/2015
			To: SR 14 The Trail													
(614) Devils 3 Jump Rd	0.90	520	F	71%	1%	2%	4%	22%	0%	C	0.095	0.585	540	F		2015
			To: 49-613 S, Dabney Rd													
(614) Devils 3 Jump Rd	1.00	460	F	71%	1%	2%	4%	22%	0%	F	0.116	0.52	480	F		2015
			To: 49-613 N, Allens Mill Pond Rd													
(614) Devils 3 Jump Rd	0.80	460	F	71%	1%	2%	4%	22%	0%	F	0.118	0.519	470	F		2015
			To: 49-609 S, Iris Rd													
(614) Devils 3 Jump Rd	1.30	150	F	71%	1%	2%	4%	22%	0%	F	0.110	0.532	160	F		2015
			To: 49-602 Truhart Rd; Wares Church Rd													
(614) Devils 3 Jump Rd	1.00	70	F	71%	1%	2%	4%	22%	0%	F	0.165	0.563	70	F		2015
			To: 49-610 E, Dragonville Rd													
			From: 49-610 W, Liberty Hall Rd; Dragonville Rd													
(614) Rock Spring Rd	4.65	130	R								NA		NA			06/04/2012
			To: 49-615 Union Hope Church Rd													
(614) Rock Spring Rd	0.70	190	G	70%	1%	3%	6%	21%	0%	C	0.099	0.5	190	G		2015
			To: 49-604 Byrds Bridge Rd													
(614) Poplar Grove Rd	3.30	40	R								NA		NA			06/04/2012
			To: 49-617 Exol Rd; White House Lane													
			From: 49-610 Liberty Hall Rd													
(615) Union Hope Church Rd	1.40	9	R								NA		NA			06/04/2012
			To: 49-614 Rock Spring Rd													

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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							
King & Queen County																
(616) Mt Zion Rd	3.20	150	R									NA		NA		06/07/2012
			From: SR 14 The Trail													
			To: 49-610 E, Spring Garden Rd													
(616) Liberty Hall Rd	3.70	90	R									NA		NA		06/04/2012
			From: 49-610 W, Hickory Hill Rd													
			To: 49-631 Poor House Lane													
(617) Providence Rd	2.20	100	R									NA		NA		05/28/2015
			From: 49-607 E, Princess Rd													
(617) Providence Rd	2.00	50	R									NA		NA		05/28/2015
			From: 49-612 S, Lily Pond Rd													
			To: 49-612 N, Lily Pond Rd													
(617) White House Lane	1.80	80	R									NA		NA		05/28/2015
			From: 49-614 Popular Grove Rd													
(617) Exol Rd	2.60	50	R									NA		NA		05/28/2015
			From: 49-616 Mt Zion Rd													
(617) Carletons Corner Rd	4.90	110	R									NA		NA		05/28/2015
			From: SR 14 The Trail													
			To: SR 14 The Trail													
(618) Shilo Rd	1.00	40	R									NA		NA		06/07/2012
			From: Dead End													
			To: 49-721 Newtown Rd													
(619) Owens Mill Rd	2.80	380	F	98%	0%	2%	0%	0%	0%	F	0.102	0.6	390	F	2015	
			From: 49-673 Martin Town Rd													
(619) Owens Mill Rd	1.80	300	F	98%	0%	2%	0%	0%	0%	C	0.098	0.531	310	F	2015	
			From: 49-660 Sorghum Rd													
(619) Owens Mill Rd	3.00	250	F	98%	0%	2%	0%	0%	0%	F	0.093	0.577	260	F	2015	
			From: Essex County Line													
			To: 49-633 Stones Rd													
(620) Duck Pond Rd	2.20	10	R									NA		NA		06/07/2012
			From: SR 14 W, The Trail													
			To: SR 14 E, The Trail													
(620) Powcan Rd	2.89	160	F	93%	1%	1%	1%	5%	0%	F	0.141	0.661	170	F	2015	
			From: 49-631 E, Poor House Lane													
(620) Powcan Rd	1.00	540	F	93%	1%	1%	1%	5%	0%	C	0.107	0.652	560	F	2015	
			From: Essex County Line													
			To: SR 14 The Trail													
(621) Bruington Rd	3.80	550	F	90%	0%	1%	0%	9%	0%	C	0.102	0.603	570	F	2015	
			From: US 360; Essex County Line													
			To: US 360 Richmond Hwy													
(622) Minor Rd	0.49	340	F	98%	0%	0%	0%	1%	0%	C	0.107	0.667	350	F	2015	
			From: Essex County Line													
			To: 49-721 Newtown Rd													
(623) Indian Neck Rd	1.05	150	F	94%	1%	3%	2%	0%	0%	C	0.124	0.684	150	F	2015	
			From: 49-635 S, Bradley Farm Rd													
			To: 49-635 N, Bradley Farm Rd													
(623) Indian Neck Rd	4.60	210	R									NA		NA		06/21/2012
			From: 49-619 Owens Mill Rd													
(623) Indian Neck Rd	1.80	20	R									NA		NA		06/21/2012
			From: Essex County Line													
			To: 49-635 Bradley Farm Rd													
(624) Root Swamp Rd	1.13	90	R									NA		NA		05/28/2015
			From: 49-689 Frog Pond Rd													
(624) Root Swamp Rd	1.97	80	R									NA		NA		05/28/2015
			From: Caroline County Line													

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						2Axle	3+Axle	1Trail	2Trail							
King & Queen County																
(625) Poplar Hill Rd	1.60	140	F	89%	3%	3%	3%	1%	0%	F	0.106	0.778	140	F	2015	
						From: 49-628 Spring Cottage Rd; Poplar Hill Rd										
						To: 49-651 Dewsville Rd										
(625) Poplar Hill Rd	1.00	160	F	89%	3%	3%	3%	1%	0%	F	0.099	0.632	170	F	2015	
						From: 49-721 Newtown Rd										
(625) Byrds Mill Rd	1.50	150	F	89%	3%	3%	3%	1%	0%	C	0.124	0.75	160	F	2015	
						From: 49-649 Kays Lane										
(625) Byrds Mill Rd	1.10	170	R							NA			NA		06/21/2012	
						From: 49-641 Salvia Rd										
(625) Byrds Mill Rd	2.00	10	R							NA			NA		06/21/2012	
						From: Caroline County Line										
(626) Roseville Rd	0.46	4	R							NA			NA		05/04/2015	
						From: 49-623 Indians Neck Rd										
(626) Roseville Rd	0.04	4	R							NA			NA		05/04/2015	
						From: 0.46 MN 49-623										
						To: Dead End										
(627) Roundabout Route Rd	2.04	120	R							NA			NA		06/25/2012	
						From: Caroline County Line										
						To: 49-721 Newtown Rd										
(628) Green Chambers Rd	0.50	40	R							NA			NA		06/21/2012	
						From: US 360 Richmond Hwy										
						To: 49-642 Pattie Swamp Rd										
(628) Pattie Swamp Rd	1.00	40	R							NA			NA		06/21/2012	
						From: 49-642 Green Chambers Rd										
						To: 49-721 S, Newtown Rd										
(628) Todds Bridge Rd	1.20	170	R							NA			NA		06/21/2012	
						From: 49-721 N, Newtown Rd										
						To: 1.20 MW 49-721										
(628) Todds Bridge Rd	1.40	40	R							NA			NA		06/21/2012	
						From: 2.60 MW 49-721 GAP										
						To: Dead End; Gap										
(628) Spring Cottage Rd	1.80	20	R							NA			NA		06/21/2012	
						From: 49-639 Eastern View Rd										
(628) Spring Cottage Rd	1.80	60	R							NA			NA		06/21/2012	
						From: 49-625 Byrds Mill Rd										
						To: 49-625 Poplar Hill Rd										
(628) Spring Cottage Rd	1.90	210	F	82%	0%	1%	5%	12%	0%	C	0.14	0.9	220	F	2015	
						From: King William County Line										
(629) Walkerton Rd	3.11	750	F	90%	1%	1%	0%	8%	0%	C	0.107	0.674	780	F	2015	
						From: King William County Line: 50-629										
						To: SR 14 The Trail										
(630) Deshazo Rd	2.50	70	R							NA			NA		05/28/2015	
						From: 49-631 Poor House Lane										
						To: 49-612 Lily Pond Rd										
						To: Dead End										
(631) Frazier Ferry Rd	1.45	90	R							NA			NA		05/28/2015	
						From: SR 14 E, The Trail										
						To: SR 14 W, The Trail										
(631) Bunker Hill Rd	2.60	630	F	96%	2%	2%	0%	0%	0%	C	0.11	0.575	660	F	2015	
						From: 49-632 Hockley Neck Rd										
(631) Stevensville Rd	1.45	340	F	96%	2%	2%	0%	0%	0%	F	0.105	0.553	360	F	2015	
						From: SR 14 S; 49-633 Stones Rd										
						To: SR 14 N, The Trail										
(631) Poor House Lane	1.58	200	F	96%	2%	2%	0%	0%	0%	F	0.128	0.517	210	F	2015	
						From: 49-630 Deshazo Rd										
(631) Poor House Lane	2.54	300	F	96%	2%	2%	0%	0%	0%	F	0.109	0.711	310	F	2015	
						From: 49-620 E, Powcan Rd										

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						2Axle	3+Axle	1Trail	2Trail							
King & Queen County																
(631) Norwood Rd	3.03	50	R								NA		NA			05/04/2015
			From: 49-620 W, Powcan Rd													
			To: SR 14 E, The Trail													
(631) Fleets Mill Rd	0.98	130	R								NA		NA			05/04/2015
			From: SR 14 W, The Trail													
(631) Fleets Mill Rd	1.44	220	R								NA		NA			05/04/2015
			From: 49-672 Holmestown Rd													
(631) Fleets Mill Rd	0.06	220	R								NA		NA			05/04/2015
			From: 1.44 MW 49-672													
(631) Smithfield Rd	2.20	360	F	97%	0%	2%	1%	0%	0%	C	0.098		0.878	380	F	2015
			From: US 360 E, Richmond Hwy													
			To: US 360 W, Richmond Hwy													
(631) Smithfield Rd	2.15	100	R								NA		NA			05/04/2015
			From: 49-650 Smithfield School Rd													
			To: 49-619 Owens Manor Rd													
(632) Hockley Neck Rd	1.79	380	F	98%	0%	1%	0%	0%	0%	C	0.097		0.585	390	F	2015
			From: 49-633 Stones Rd													
			To: 49-631 Poor House Lane; Bunker Hill Rd													
(633) Bendley Lane	0.27	10	R								NA		NA			05/04/2015
			From: Dead End													
(633) Bendley Lane	0.65	40	R								NA		NA			06/21/2012
			From: 49-675, N Blank Rd													
(633) Rose Mount Rd	1.41	210	F	96%	0%	2%	0%	1%	0%	F	0.148		0.582	220	F	2015
			From: 49-634 S, Canterbury Rd													
			To: 49-634 N, Canterbury Rd													
(633) Rose Mount Rd	0.30	170	F	96%	0%	2%	0%	1%	0%	F	0.148		0.561	180	F	2015
			From: 49-636 W, Minter Lane													
(633) Rose Mount Rd	0.69	150	R								NA		NA			05/04/2015
			From: 49-636 E, Pea Ridge Rd													
(633) Rose Mount Rd	1.31	160	R								NA		NA			05/04/2015
			From: 0.69 ME 49-636													
(633) Stones Rd	1.70	120	F	96%	0%	2%	0%	1%	0%	F	0.112		0.936	120	F	2015
			From: 49-629 S, Walkerton Landing Rd													
(633) Mantau Rd	2.60	520	F	96%	0%	2%	0%	1%	0%	C	0.092		0.660	540	F	2015
			From: 49-634 Mt Elba Rd													
(633) Stones Rd	2.60	100	R								NA		NA			05/04/2015
			From: 49-632 Hockley Neck Rd													
			To: SR 14 The Trail; 49-631 Poor House Lane													
(634) Mt Elba Rd	1.35	500	F	93%	0%	1%	0%	6%	0%	F	0.094		0.639	520	F	2015
			From: 49-633 Stones Rd													
			To: 49-629 E, Walkerton Landing Rd													
(634) Canterbury Rd	1.72	470	F	93%	0%	1%	0%	6%	0%	F	0.091		0.598	480	F	2015
			From: 49-629 W, Walkerton Landing Rd													
(634) Canterbury Rd	1.78	340	F	93%	0%	1%	0%	6%	0%	F	0.123		0.511	350	F	2015
			From: 49-636 Miner Lane													
(634) Canterbury Rd	0.47	340	F	93%	0%	1%	0%	6%	0%	F	0.114		0.535	360	F	2015
			From: 49-633 S, Bewdley Lane													
(634) Canterbury Rd	2.07	590	F	93%	0%	1%	0%	6%	0%	C	0.111		0.561	610	F	2015
			From: 49-633 N, Rose Mount Rd													
			To: SR 14 The Trail													
(635) Bradley Farm Rd	1.19	310	F	98%	0%	0%	1%	1%	0%	C	0.109		0.65	320	F	2015
			From: 49-721 Newtown Rd													
(635) Bradley Farm Rd	4.43	220	F	98%	0%	0%	1%	1%	0%	F	0.115		0.539	230	F	2015
			From: 49-623 S, Indians Neck Rd													
			To: Essex County Line													

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						2Axle	3+Axle	1Trail	2Trail							
King & Queen County																
(636) Minter Lane	2.00	70	R			From: 49-634 Canterbury Rd					NA			NA		06/21/2012
						To: 49-633 W, Rose Mount Rd										
(636) Pea Ridge Rd	2.00	180	R			From: 49-633 E, Rose Mount Rd					NA			NA		06/21/2012
						To: SR 14 The Trail										
(637) Chatham Hill Rd	1.40	160	R			From: Dead End					NA			NA		05/04/2015
						To: 49-634 Canterbury Rd										
(638) Aspen Hill Rd	0.20	20	R			From: 49-620 S, Powcan Rd					NA			NA		05/04/2015
						To: 49-620 N, Powcan Rd										
(639) Eastern View Rd	0.45	110	R			From: 49-628 Spring Cottage Rd					NA			NA		05/04/2015
						To: 49-684 The Forge Rd										
(639) Eastern View Rd	1.15	310	R			From: 49-721 Newtown Rd					NA			NA		05/04/2015
						To: 49-721 Newtown Rd										
(640) Lyneville Rd	1.00	280	R			From: 49-721 Newtown Rd					NA			NA		06/21/2012
						To: 1.00 MN 49-721										
(640) Lyneville Rd	1.30	90	R			From: 49-623 Indians Neck Rd					NA			NA		06/21/2012
						To: 49-652 Vessels Rd										
(641) Salvia Rd	2.00	130	R			From: 49-625 Byrds Mill Rd					NA			NA		05/04/2015
						To: US 360 Richmond Hwy										
(642) Green Chambers Rd	0.30	60	R			From: 49-628 Pattie Swamp Rd					NA			NA		06/21/2012
						To: Dead End										
(643) Airport Rd	0.83	260	R			From: Dead End					NA			NA		06/25/2012
						To: SR 33 Lewis Puller Mem Hwy										
(644) Jonestown Rd	1.40	170	R			From: 49-601 Stratton Major Rd					NA			NA		06/02/2015
						To: SR 14 Buena Vista Rd										
(645) Page Lane	0.60	60	R			From: Dead End					NA			NA		06/27/2012
						To: 49-605 Plain View Lane										
(646) Curtis St	0.20	110	R			From: SR 14 The Trail					NA			NA		06/27/2012
						To: 49-678 Riverview Ave										
(647) Milby Town Rd	0.80	110	R			From: Dead End					NA			NA		06/02/2015
						To: 0.80 ME Dead End										
(647) Milby Town Rd	1.00	150	R			From: 49-609 New Hope Rd					NA			NA		06/02/2015
						To: Dead End										
(648) Kingston Rd	1.40	150	R			From: Dead End					NA			NA		06/27/2012
						To: 49-605 Plain View Lane										
(649) Kays Lane	0.70	5	R			From: 49-625 Byrds Mill Rd					NA			NA		05/04/2015
						To: Dead End										
(650) Smithfield School Rd	1.60	260	R			From: 49-631 Smithfield Rd					NA			NA		06/21/2012
						To: Essex County Line										

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						2Axle	3+Axle	1Trail	2Trail							
King & Queen County																
(651) Dewsville Rd	1.00	60	R								NA		NA			06/04/2012
(652) Vessels Rd	1.40	80	R								NA		NA			07/15/2009
(652) Vessels Rd	0.60	230	R								NA		NA			05/04/2015
(653) Coates Lane	0.70	2	R								NA		NA			06/27/2012
(654) Davis Beech Rd	1.20	170	R								NA		NA			06/06/2012
(655) Courthouse Landing Rd	1.00	70	R								NA		NA			06/06/2012
(656) Barn Gate Rd	0.40	7	R								NA		NA			06/04/2012
(657) Limehouse Rd	1.28	190	R								NA		NA			06/06/2012
(658) Travellers Rd	3.14	170	R								NA		NA			06/27/2012
(659) Mantapike Landing Rd	0.60	120	R								NA		NA			06/06/2012
(659) Mantapike Landing Rd	1.80	20	R								NA		NA			06/06/2012
(660) Sorghum Rd	2.10	160	R								NA		NA			06/21/2012
(661) Brookshire Rd	0.37	20	R								NA		NA			06/02/2015
(661) Brookshire Rd	0.31	220	R								NA		NA			06/02/2015
(662) Greenbriar Rd	0.46	60	R								NA		NA			05/04/2015
(663) Scuffletown Rd	0.31	40	R								NA		NA			06/07/2012
(664) Peach Grove Rd	0.95	150	R								NA		NA			05/04/2015
(665) Hell Bottom Rd	1.04	130	R								NA		NA			05/04/2015
(666) Tuckers Rd	0.76	220	R								NA		NA			06/02/2015
(666) Tuckers Rd	0.60	340	R								NA		NA			06/02/2015

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						2Axle	3+Axle	1Trail	2Trail							
King & Queen County																
(667) Wrights Dock Rd	1.20	60	R								NA		NA			06/27/2012
(668) Morris Lane	0.25	150	R								NA		NA			06/25/2012
(669) Buzzards Roost Rd	1.20	20	R								NA		NA			06/04/2012
(670) Virginia Ave	0.15	80	R								NA		NA			06/25/2012
(671) Old Millwood Rd	0.87	40	R								NA		NA			06/04/2012
(672) Holmestown Rd	0.84	50	R								NA		NA			05/04/2015
(673) Martin Town Rd	0.79	70	R								NA		NA			05/04/2015
(674) Shepards Warehouse Rd	0.29	60	R								NA		NA			06/25/2012
(675) North Bank Rd	0.32	30	R								NA		NA			05/04/2015
(676) Goulders Creek Rd	0.26	70	R								NA		NA			06/25/2012
(677) Suttons Court	0.26	20	R								NA		NA			05/04/2015
(677) Suttons Court	0.19	20	R								NA		NA			05/04/2015
(678) Centerville Rd	0.17	170	F	94%	3%	1%	1%	3%	0%	C	0.117	0.905	170	F		2015
(678) Centerville Rd	0.91	680	F	94%	1%	1%	1%	3%	0%	C	0.097	0.603	710	F		2015
(678) Centerville Road	0.33	560	F	94%	1%	1%	1%	3%	0%	F	0.097	0.603	580	F		2015
(679) Beulah Rd	1.18	60	R								NA		NA			06/27/2012
(680) Hockley Lane	0.49	90	R								NA		NA			06/27/2012
(681) Allens Circle	0.28	200	R								NA		NA			05/28/2014
(682)	0.15	20	R								NA		NA			05/28/2014

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						2Axle	3+Axle	1Trail	2Trail							
King & Queen County																
(683) Gregory Lane	0.07	40	R								NA			NA		06/25/2012
(684) The Forge Rd	1.37	100	R								NA			NA		06/21/2012
(685) Fish Hatchery Rd	0.64	60	R								NA			NA		06/07/2012
(685) Fish Hatchery Rd	0.16	20	R								NA			NA		06/07/2012
(686) Ashby Rd	0.06	45	R								NA			NA		06/25/2012
(687) Simpson Creek Rd	0.26	80	R								NA			NA		06/25/2012
(688) Howard Lane	0.15	20	R								NA			NA		06/25/2012
(689) Frog Pond Rd	0.26	30	R								NA			NA		06/21/2012
(690) Dudley Ferry Rd	0.26	100	R								NA			NA		06/25/2012
(691) Apple Rd	0.22	30	R								NA			NA		06/02/2015
(692) Dahlgren Rd	0.06	100	R								NA			NA		06/07/2012
(693) Level Green Rd	0.40	80	R								NA			NA		06/25/2012
(694) New Beginning Rd	0.24	70	R								NA			NA		06/02/2015
(700) Coxs Lane	0.14	90	R								NA			NA		06/02/2015
(701) Airville Rd	0.17	40	R								NA			NA		06/27/2012
(721) Newtown Rd	1.60	2500	F	96%	0%	1%	1%	2%	0%	C	0.09		0.709	2600	F	2015
(721) Newtown Rd	3.94	1600	F	93%	1%	1%	1%	5%	0%	C	0.099		0.530	1600	F	2015
(721) Newtown Rd	2.66	1400	F	93%	1%	1%	1%	5%	0%	F	0.102		0.511	1400	F	2015
(721) Newtown Rd	1.12	760	F	93%	1%	1%	1%	5%	0%	F	0.106		0.562	780	F	2015
(721) Newtown Rd	1.79	630	F	93%	1%	1%	1%	5%	0%	F	0.11		0.551	650	F	2015

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						2Axle	3+Axle	1Trail	2Trail							
King & Queen County																
(721) Newtown Rd	2.84	480	F	93%	1%	1%	5%	0%	F	0.139		0.534	500	F	2015	
(725) Riverview Rd	0.34	70	R							NA			NA		06/02/2015	
(1000) River View Dr	0.40	140	R							NA			NA		06/02/2015	
(1001) Rivers Bluff Lane	0.35	80	R							NA			NA		06/02/2015	
(1001) Rivers Bluff Lane	0.15	40	R							NA			NA		06/02/2015	
(1010)	0.16	90	R							NA			NA		05/04/2015	
(1011)	0.12	30	R							NA			NA		05/04/2015	
(1011)	0.11	50	R							NA			NA		05/04/2015	
(1202) White Marsh Lane	0.20	30	R							NA			NA		06/07/2012	
(1203) Masonic Lane	0.30	120	R							NA			NA		05/04/2015	
(9211) Pleasant Hills High School	0.09	20	R							NA			NA		06/25/2012	
(9493) King & Queen High School	0.05	20	R							NA			NA		06/27/2012	
(9493) King & Queen High School	0.16	40	R							NA			NA		06/27/2012	
(9958) Lawson Elem Sch	0.08	30	R							NA			NA		06/25/2012	