

2003

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

Jurisdiction Report

50

King William County
Town of West Point

Prepared By

**Virginia Department of Transportation
Mobility Management Division**

In Cooperation With

**U.S. Department of Transportation
Federal Highway Administration**

Virginia Department of Transportation
Mobility Management Division
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled “Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes” includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled “Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99”.

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management’s Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a “Combined Traffic Estimates for Parallel Roadways on this Route” or “Combined Traffic” identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate “NA” for not available.

VDOT’s traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating “NA” for not available. It is the intention of the VDOT’s Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate “NA” for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles.

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

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

Route Shield Legend

Route Systems



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
Wve - Wve Route connector



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



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

Virginia Department of Transportation
 Mobility Management Division
 2003
 Annual Average Daily Traffic Volume Estimates By Section of Route
 King William Maintenance Area

Route	Length	AADT	QA	Year
King William County				
From: 30 To: Caroline County Line	7.75	3200	G	2003
From: 30 To: 50-608	4.37	4200	G	2003
From: 30 To: US 360 Central Garage	8.39	4400	G	2003
From: 30 To: 50-633 Whites Shop	8.34	2900	G	2003
From: 30 To: 50-632	5.62	3300	G	2003
From: 30 To: WCL West Point				
Town of West Point				
From: 30 To: WCL West Point	2.19	3300	N	2003
From: 30 To: SR 33 West Point	0.25	15000	G	2003
From: 33 30 To: King William County Line	0.25	15000	G	2003
From: 33 To: SR 30	0.48	15000	G	2003
From: 296 To: King & Queen County Line				
From: 296 To: SR 33	0.40	1100	G	2003
From: 296 To: SR 298				
From: 298 To: End Route	0.53	500	G	2003
From: 298 To: SR 296	0.22	1900	G	2003
From: 298 To: SR 33				
King William County				
From: 360 To: Hanover County Line	2.32	17000	G	2003
From: 360 To: 50-605	2.77	16000	G	2003
From: 360 To: SR 30	3.34	12000	G	2003
From: 600 To: King & Queen County Line				
From: 600 To: 50-621	1.30	30	R	03/01/2001
From: 600 To: 50-666	4.35	270	R	03/01/2001
From: 600 To: 50-618	2.40	170	R	04/23/2001
From: 600 To: SR 30 EAST SR 30 WEST	2.75	380	G	2003
From: 600 To: 50-647	1.86	400	G	2003
From: 600 To: US 360	2.39	1400	G	2003
From: 600 To: 50-643	2.68	1000	G	2003
From: 600 To: 50-609				

Route	Length	AADT	QA	Year
King William County				
From: 600 To: 50-609	2.87	680	G	2003
From: 600 To: 50-603	3.24	350	G	2003
From: 601 To: Caroline County Line				
From: 601 To: 50-614	2.80	410	R	05/03/2001
From: 601 To: SR 30 West SR 30 East	1.00	520	R	05/03/2001
From: 601 To: Caroline County Line				
From: 602 To: 0.18 MW 50-604	0.18	40	R	05/01/2001
From: 602 To: 50-604	0.30	20	R	1998
From: 602 To: 0.30 ME 50-604				
From: 603 To: 50-600	1.25	90	R	05/03/2001
From: 603 To: Dead End				
From: 604 To: 50-605 SOUTH	0.68	520	R	05/16/2001
From: 604 To: US 360	5.95	280	R	05/01/2001
From: 604 To: 50-652	0.86	150	R	05/01/2001
From: 604 To: 50-605 NORTH	1.88	630	G	2003
From: 604 To: 50-614	2.70	250	G	2003
From: 604 To: SR 30 EAST SR 30 WEST	2.90	880	G	2003
From: 604 To: 50-628	3.50	70	R	05/03/2001
From: 604 To: 50-600				
From: 605 To: Dead End	0.60	30	R	05/16/2001
From: 605 To: 50-604 EAST 50-604 WEST	2.60	150	R	1998
From: 605 To: US 360	2.92	1500	G	2003
From: 605 To: 50-611	2.37	1000	G	2003
From: 605 To: 50-604 WEST				
From: 606 To: Dead End	0.20	60	R	05/14/2001
From: 606 To: 50-611	0.86	1800	G	2003
From: 606 To: 50-1216	1.27	450	G	2003
From: 606 To: 50-608				
From: 607 To: SR 30	0.50	190	R	1998
From: 607 To: 50-608 WEST				

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Route	Length	AADT	QA	Year
King William County				
From: 50-608 EAST				
607	1.68	60	R	05/14/2001
To: 50-643				
From: 50-643				
607	0.03	40	R	1998
To: 50-600				
From: 50-600 WEST				
608	1.75	40	R	05/01/2001
To: 50-628 WEST				
From: 50-628 EAST				
608	2.40	100	R	05/01/2001
To: 50-609 WEST				
From: 50-609 EAST				
608	3.30	480	G	2003
To: SR 30 WEST				
From: SR 30 EAST				
608	1.10	410	G	2003
To: 50-607 WEST				
From: 50-607 WEST				
608	3.63	580	G	2003
To: 50-600 EAST				
From: 50-604				
609	2.20	270	G	2003
To: 50-608				
From: 50-608				
609	3.62	200	R	05/03/2001
To: 50-600				
From: 50-605				
610	3.70	210	R	05/01/2001
To: SR 30 EAST				
From: SR 30 WEST				
610	1.60	210	R	05/01/2001
To: 50-608 SOUTH				
From: 50-608 NORTH				
610	2.79	140	R	05/03/2001
To: 2.79 MN 50-608				
From: 2.79 MN 50-608				
610	0.71	110	R	05/03/2001
To: 50-609				
From: 50-605				
611	2.84	760	G	2003
To: SR 30				
From: SR 30				
611	0.70	1200	G	2003
To: 50-606				
From: 50-606				
611	0.76	2400	G	2003
To: US 360				
From: US 360				
611	0.62	250	R	03/22/2001
To: Dead End				
From: SR 30 WEST				
612	0.75	130	R	03/01/2001
To: SR 30 EAST				
From: 50-618				
613	1.60	10	R	03/01/2001
To: 1.60 MN 50-618				
From: 1.60 MN 50-618				
613	0.60	580	R	1998
To: SR 30				
From: Hanover County Line				
614	2.28	920	G	2003
To: 50-601				
From: 50-601				
614	2.00	500	G	2003
To: 50-615				

Route	Length	AADT	QA	Year
King William County				
From: 50-615				
614	1.39	410	R	05/01/2001
To: 50-604				
From: Hanover County Line				
615	2.88	590	G	2003
To: 50-652				
From: 50-652				
615	3.52	230	G	2003
To: 50-604				
From: Dead End				
616	1.10	30	R	04/23/2001
To: SR 30				
From: 50-617				
616	0.85	70	R	04/23/2001
To: 0.85 MN 05-617				
From: 0.85 MN 05-617				
616	0.35	20	R	04/23/2001
To: Dead End				
From: SR 30 WEST				
617	0.50	150	R	04/23/2001
To: 50-616				
From: 50-616				
617	0.66	90	R	04/23/2001
To: SR 30 MID				
From: SR 30 MID				
617	0.74	50	R	04/23/2001
To: SR 30 EAST				
From: US 360				
618	0.49	1100	G	2003
To: 50-661				
From: 50-661				
618	1.77	1200	G	2003
To: 50-613				
From: 50-613				
618	0.99	1100	G	2003
To: 50-600				
From: 50-600				
618	3.10	710	G	2003
To: 50-629				
From: SR 30				
619	0.06	540	R	05/14/2001
To: 50-1301				
From: 50-1301				
619	2.10	320	R	1992
To: 50-670				
From: SR 30 WEST				
620	0.50	48	R	05/07/2001
To: SR 30 MID				
From: SR 30 EAST				
620	0.50	70	R	05/07/2001
To: Dead End				
From: Dead End				
621	0.70	20	R	03/01/2001
To: 50-600				
From: 50-600				
621	2.09	10	R	03/01/2001
To: 50-632				
From: 50-632				
621	3.80	210	R	05/09/2001
To: 50-633				
From: 50-633				
622	0.80	80	R	05/19/2001
To: Dead End				
From: 50-633				
623	2.00	70	R	05/09/2001
To: 50-632				

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 King William Maintenance Area

Route	Length	AADT	QA	Year
King William County				
From: 50-640				
(624) To: Dead End	1.11	20	R	05/07/2001
From: SR 30				
(625) To: 50-634 WEST	0.65	380	R	05/07/2001
(625) From: 50-640	1.77	220	R	05/07/2001
(625) From: 50-640	2.40	50	R	05/07/2001
(625) From: 2.40 MN 50-640	1.00	90	R	05/07/2001
(625) From: 50-626	0.10	170	G	2003
(625) From: 50-640	1.20	170	G	2003
(625) From: 1.20 MN 05-640	0.61	190	R	05/07/2001
(625) To: Cul-de-Sac				
(626) From: 50-633	2.57	160	G	2003
(626) From: SR 30	1.00	160	G	2003
(626) From: 50-625	0.11	20	R	05/07/2001
(626) To: 50-640				
(627) From: SR 30 WEST	0.80	10	R	05/09/2001
(627) From: SR 30 EAST	0.20	70	R	05/09/2001
(627) To: Dead End				
(628) From: 50-604	2.18	210	G	2003
(628) From: 50-608 WEST	2.70	180	G	2003
(628) From: 50-600	2.36	230	G	2003
(628) To: King & Queen County Line				
(629) From: 50-600	1.80	130	R	04/23/2001
(629) From: 50-632	1.62	490	R	03/01/2001
(629) From: 50-618	1.78	700	G	2003
(629) From: SR 30 EAST				
(629) From: SR 30 WEST	2.20	2000	G	2003
(629) To: King & Queen County Line				
(630) From: Dead End	1.20	70	R	05/09/2001
(630) From: 50-632 SOUTH				
(630) From: 50-632 NORTH	2.52	130	R	05/09/2001
(630) To: SR 30				
(631) From: Dead End	1.40	20	R	05/09/2001
(631) To: SR 30				

Route	Length	AADT	QA	Year
King William County				
From: SR 30				
(632) To: 50-630 SOUTH	2.60	280	R	05/09/2001
(632) From: 50-633	3.50	200	R	05/09/2001
(632) From: 50-633	6.26	220	R	05/09/2001
(632) From: 50-621	1.30	420	R	03/01/2001
(632) To: 50-629				
(633) From: Dead End	0.10	9	R	05/09/2001
(633) From: 50-673	3.05	210	G	2003
(633) From: 50-626	4.75	230	G	2003
(633) To: SR 30				
(633) From: Dead End	1.90	170	R	05/09/2001
(634) To: SR 30 WEST				
(634) From: SR 30 EAST	1.30	80	R	05/07/2001
(634) To: 50-625 WEST				
(634) From: 50-625 EAST	0.70	10	R	05/07/2001
(634) To: Dead End				
(634) From: Dead End	0.40	10	R	05/07/2001
(634) To: SR 30	1.40	100	R	05/07/2001
(634) To: 50-645				
Town of West Point				
From: 50-702				
(636) To: NCL West Point	0.19	420	R	05/21/2001
King William County				
From: NCL West Point				
(636) To: SR 30 North	1.70	140	R	05/21/2001
(637) From: 50-619	0.70	40	R	05/14/2001
(637) From: 50-642	0.60	40	R	05/14/2001
(637) To: Dead End				
(637) From: Dead End				
(638) To: SR 30	0.10	10	R	05/03/2001
(639) From: Dead End	1.10	100	R	05/01/2001
(639) To: 50-604				
(640) From: 50-625 EAST	4.82	40	R	05/07/2001
(640) From: 50-625 WEST	1.20	250	R	05/07/2001
(640) To: SR 30				
(640) From: SR 30				
(641) To: SR 30	0.70	30	R	05/07/2001
(641) To: Dead End				

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 King William Maintenance Area

Route	Length	AADT	QA	Year
King William County				
From: 50-642				
(642) To: Dead End	0.50	8	R	05/14/2001
From: 50-607				
(643) To: 50-600	0.03	20	R	05/14/2001
From: SR 30 WEST				
(644) To: SR 30 EAST	0.85	45	R	05/03/2001
From: 50-636				
(645) To: Dead End	1.55	320	R	05/21/2001
From: Dead End				
(646) To: 50-623	0.93	47	R	05/09/2001
From: US 360				
(647) To: 50-600	1.40	360	R	03/22/2001
From: SR 30				
(648) To: 0.15 MN SR 30	0.15	150	R	04/23/2001
From: 0.15 MN SR 30				
(648) To: Dead End	0.85	130	R	1998
From: Dead End				
(649) To: 50-605	0.50	30	R	05/01/2001
From: 50-605				
(649) To: US 360	0.11	30	R	1998
From: SR 30				
(650) To: Dead End	1.07	50	R	04/23/2001
From: Dead End				
(651) To: 50-632	1.00	20	R	05/09/2001
From: 50-615				
(652) To: 50-604	2.98	490	R	05/01/2001
From: Dead End				
(653) To: 50-656	0.65	70	R	05/01/2001
From: Dead End				
(654) To: 50-618	2.30	200	R	03/01/2001
From: Dead End				
(655) To: 50-600	0.50	60	R	03/22/2001
From: 50-615 SOUTH				
(656) To: 50-615 NORTH	0.16	90	R	05/01/2001
From: Dead End				
(657) To: 50-632	0.80	7	R	05/09/2001
From: SR 30				
(658) To: Dead End	0.55	49	R	03/01/2001

Route	Length	AADT	QA	Year
King William County				
From: Dead End				
(659) To: 50-608	0.25	40	R	05/14/2001
From: 50-632				
(660) To: Dead End	0.25	30	R	05/09/2001
From: 50-618				
(661) To: US 360	0.86	310	R	05/01/2001
From: US 360 WEST				
(662) To: SR 30	1.14	830	R	05/14/2001
From: SR 30				
(662) To: US 360 EAST	0.21	600	R	05/14/2001
From: 50-629				
(663) To: Dead End	0.20	3	R	04/23/2001
From: 50-629				
(664) To: Dead End	1.52	210	R	05/21/2001
From: Dead End				
(665) To: 50-600	0.24	40	R	1998
From: Dead End				
(666) To: 50-600	0.72	20	R	03/01/2001
From: US 360				
(667) To: 50-662	0.08	60	R	05/14/2001
From: 50-630				
(668) To: Dead End	0.15	9	R	05/09/2001
From: Dead End				
(669) To: SR 30	0.10	4	R	05/09/2001
From: 50-619				
(670) To: Dead End	0.25	110	R	05/14/2001
From: SR 30 SOUTH				
(671) To: SR 30 NORTH	0.90	50	R	05/03/2001
From: Dead End				
(672) To: 50-633	0.35	20	R	05/09/2001
From: End Loop				
(673) To: 50-1401	0.50	60	R	1998
From: 50-1401				
(673) To: 50-1403	0.25	110	R	1998
From: 50-1403				
(673) To: 50-1402	0.30	50	R	1998
From: 50-1402				
(673) To: Begin Loop	0.30	70	R	1998
From: Begin Loop				
(673) To: 50-1400	0.05	20	R	1998
From: 50-1400				
(673) To: 50-633	1.00	150	G	2003

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 King William Maintenance Area

Route	Length	AADT	QA	Year
King William County				
From: 50-605				
(674) To: Dead End	0.20	20	R	05/01/2001
From: 50-604				
(675) To: 50-676	0.21	70	R	1998
From: 50-604				
(676) To: 50-675	0.39	100	R	1998
From: Dead End				
(677) To: SR 30	0.07	250	R	05/14/2001
From: Dead End				
(678) To: 50-629	0.60	9	R	03/01/2001
From: 50-633				
(679) To: Dead End	0.70	30	R	05/14/2001
From: SR 30				
(680) To: Dead End	0.18	50	R	04/23/2001
From: Dead End				
(681) To: 50-629	0.31	30	R	04/23/2001
From: Dead End				
(701) To: WCL West Point	0.40	30	R	05/17/2001
Town of West Point				
From: WCL West Point				
(701) To: 50-1026	0.20	60	R	05/17/2001
From: 50-1026				
(701) To: SR 30	0.58	840	G	2003
From: SR 30				
(702) To: 50-636	0.07	300	R	05/21/2001
From: 50-1013 NORTH				
(1000) To: 50-1013 SOUTH	0.28	140	R	1998
From: 50-1002				
(1001) To: Dead End	0.50	150	R	03/14/2001
From: 50-1010				
(1002) To: SR 30	0.20	360	R	03/14/2001
From: SR 30				
(1002) To: 50-1003	1.02	1200	G	2003
From: 50-1003				
(1002) To: 0.09 MN 50-1003	0.09	40	R	03/14/2001
From: SR 33				
(1003) To: 50-1004	1.05	1200	G	2003
From: 50-1004				
(1003) To: 50-1006	0.30	710	G	2003
From: 50-1006				
(1003) To: 50-1002	0.75	590	G	2003

Route	Length	AADT	QA	Year
Town of West Point				
From: 50-1002				
(1003) To: 50-1014	0.28	770	R	03/14/2001
From: 50-1014				
(1003) To: 0.15 MN 50-1014	0.15	100	R	03/14/2001
From: 0.15 MN 50-1014				
(1003) To: NCL West Point	0.24	48	R	03/14/2001
From: 50-1002				
(1004) To: 50-1006	0.70	980	R	03/14/2001
From: 50-1006				
(1004) To: 50-1003	0.20	840	R	03/14/2001
From: 50-1030				
(1005) To: 50-1006	0.45	200	R	03/14/2001
From: 50-1006				
(1005) To: Dead End	0.20	80	R	03/14/2001
From: SR 30				
(1006) To: 50-1003	0.93	1500	G	2003
From: 50-1108				
(1007) To: SR 30	0.13	130	R	05/16/2001
From: SR 30				
(1007) To: Dead End	0.20	210	R	05/16/2001
From: Dead End				
(1008) To: SR 30	0.20	410	R	05/16/2001
From: Dead End				
(1009) To: SR 30	0.16	60	R	05/16/2001
From: SR 30				
(1009) To: Dead End	0.06	1000	R	05/16/2001
From: 50-701				
(1010) To: 50-1002	0.25	380	R	05/17/2001
From: 50-1002				
(1010) To: SR 30	0.40	410	R	05/17/2001
From: 50-1002				
(1011) To: Dead End	0.05	110	R	05/17/2001
From: 50-1108				
(1012) To: SR 30	0.13	150	R	05/16/2001
From: Dead End				
(1013) To: 50-701	0.50	100	R	1998
From: 50-701				
(1013) To: 50-1026	0.33	410	R	05/17/2001
From: 50-1003				
(1014) To: 50-1003	0.10	350	R	1998
From: 50-1032				
(1014) To: 50-1015	0.17	140	R	1986

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Town of West Point				
From: 50-1014				
(1015) To: 50-1034	0.17	120	R	1998
From: 50-1009				
(1016) To: Dead End	0.05	8	R	05/16/2001
From: 50-1009				
(1017) To: Dead End	0.06	20	R	05/16/2001
From: Dead End				
(1018) To: 50-701	0.07	30	R	1998
From: 50-701				
(1019) To: 50-1020	0.10	120	R	1998
From: Dead End				
(1020) To: 50-1019	0.08	40	R	1998
(1020) To: Dead End	0.08	60	R	1998
From: SR 30				
(1021) To: 50-1025	0.07	150	R	05/16/2001
From: 50-1108				
(1022) To: SR 30	0.12	80	R	05/16/2001
From: 50-1108				
(1023) To: SR 30	0.13	120	R	05/16/2001
From: 50-1108				
(1024) To: SR 30	0.12	100	R	05/16/2001
(1024) To: 50-1006	0.12	70	R	05/16/2001
From: 50-1021				
(1025) To: Dead End	0.08	70	R	05/16/2001
From: 50-701				
(1026) To: 50-1028	0.17	170	R	1998
(1026) To: 50-1027	0.11	80	R	1998
(1026) To: 50-1013	0.02	130	R	1986
(1026) To: Dead End	0.14	70	R	1998
From: Dead End				
(1027) To: 50-1026	0.06	40	R	1998
From: Dead End				
(1028) To: 50-1026	0.06	60	R	1998
From: 0.08 MN 50-1002				
(1029) To: 50-1002	0.08	200	R	05/17/2001
(1029) To: 50-1010	0.21	90	R	03/14/2001

Route	Length	AADT	QA	Year
Town of West Point				
From: 50-1005				
(1030) To: 50-1004	0.28	150	R	03/14/2001
(1030) To: 50-1003	0.29	170	R	03/14/2001
From: 50-1003				
(1031) To: 50-1032	0.11	170	R	1998
From: 50-1014				
(1032) To: 50-1031	0.12	70	R	1998
(1032) To: Dead End	0.04	60	R	03/14/2001
From: 50-1006				
(1033) To: Cul-de-Sac	0.22	190	R	1998
From: 50-1036				
(1034) To: 50-1015	0.08	40	R	03/14/2001
From: 50-1014				
(1036) To: 50-1034	0.14	130	R	03/14/2001
From: Dead End				
(1037) To: 50-1004	0.16	200	R	1998
From: Dead End				
(1038) To: 50-1006	0.12	70	R	1998
From: 50-1014				
(1039) To: Dead End	0.16	90	R	03/14/2001
From: SR 30				
(1040) To: Dead End	0.13	70	R	03/14/2001
From: 50-01004(B)/				
(1041) To: Dead End/	0.12	NA		
From: Dead End				
(1045) To: 50-1003	0.11	40	R	1998
From: SR 33				
(1101) To: 50-1114	0.22	980	R	03/14/2001
(1101) To: 50-1120	0.29	310	R	03/14/2001
From: Dead End				
(1102) To: SR 296	0.06	220	R	1998
(1102) To: 50-1129	0.08	280	R	1998
(1102) To: 0.03 ME 05-1129	0.03	260	R	1998
From: SR 298				
(1102) To: Dead End	0.02	80	R	1998

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Town of West Point				
From: Dead End				
(1103)	0.05	60	R	1998
To: SR 296				
(1103)	0.17	250	R	1998
From: SR 298				
(1103)	0.06	60	R	1998
To: Dead End				
From: Dead End				
(1104)	0.09	120	R	1998
To: SR 298				
(1104)	0.17	250	R	1998
From: SR 296				
(1104)	0.02	30	R	1998
To: Dead End				
From: Dead End				
(1105)	0.03	2	R	05/17/2001
To: 50-1107				
(1105)	0.17	360	R	1998
From: SR 298				
(1105)	0.02	30	R	1998
To: Dead End				
From: Dead End				
(1106)	0.08	180	R	1998
To: 50-1107				
(1106)	0.17	340	R	1998
From: SR 298				
(1106)	0.08	200	R	1998
To: Dead End				
From: 50-1121				
(1107)	0.21	220	R	1998
To: SR 298				
(1107)	0.06	2	R	05/17/2001
From: 50-1110				
(1107)	0.23	1000	R	1998
To: SR 296				
From: SR 30				
(1108)	0.12	610	R	1998
To: 50-1118				
(1108)	0.19	70	R	1998
From: 50-1022				
(1108)	0.12	20	R	1998
To: 50-1007				
From: 50-1121				
(1109)	0.23	450	R	1998
To: SR 298				
From: 50-1107				
(1110)	0.09	270	R	1998
To: 50-1129				
(1110)	0.08	340	R	1998
From: SR 298				
(1111)	0.25	230	R	1998
To: Dead End				
From: Dead End				
(1111)	0.25	230	R	1998
To: 50-1109				

Route	Length	AADT	QA	Year
Town of West Point				
From: Dead End				
(1112)	0.03	10	R	1998
To: 50-1107				
(1112)	0.16	130	R	1998
From: 50-1109				
(1112)	0.05	7	R	1998
To: Dead End				
From: SR 30				
(1113)	0.15	90	R	1998
To: 50-1127				
From: SR 30				
(1114)	0.15	320	R	1998
To: 50-1127				
From: 50-01127(B)/				
(1114)	0.05	NA		
To: Dead End/				
From: SR 30				
(1115)	0.15	130	R	1998
To: 50-1127				
From: SR 30				
(1116)	0.16	260	R	1998
To: 50-1127				
From: 50-1107				
(1117)	0.16	160	R	1998
To: 50-1109				
From: Dead End				
(1118)	0.08	45	R	1998
To: 50-1108				
(1118)	0.07	440	R	04/03/2001
From: SR 30				
(1118)	0.14	150	R	04/03/2001
To: 50-1127				
From: SR 30				
(1119)	0.14	110	R	04/03/2001
To: 50-1127				
From: SR 30				
(1120)	0.08	290	R	04/03/2001
To: 50-1101				
(1120)	0.08	60	R	04/03/2001
To: Dead End				
From: 50-1107				
(1121)	0.08	190	R	05/17/2001
To: 50-1129				
(1121)	0.08	220	R	05/17/2001
To: 50-1109				
From: Dead End				
(1122)	0.08	130	R	04/03/2001
To: 50-1108				
(1122)	0.08	990	R	04/03/2001
From: SR 30				
(1122)	0.13	500	R	04/03/2001
To: 50-1127				
(1122)	0.02	70	R	04/03/2001
To: Dead End				

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Town of West Point				
From 50-1107				
(1123)	0.16	210	R	05/17/2001
To SR 298				
From SR 298				
(1123)	0.02	80	R	05/17/2001
To Dead End				
From Dead End				
(1124)	0.09	40	R	03/14/2001
To 50-1001				
From SR 30				
(1125)	0.08	170	R	1998
To 50-1101				
From 50-1101				
(1125)	0.06	48	R	1998
To Dead End				
From Dead End				
(1126)	0.02	10	R	03/14/2001
To SR 296				
From SR 296				
(1126)	0.05	30	R	03/14/2001
To Dead End				
From Dead End				
(1127)	0.02	160	R	04/03/2001
To SR 33				
From SR 33				
(1127)	0.22	520	R	04/03/2001
To 50-1114				
From 50-1114				
(1127)	0.18	380	R	04/03/2001
To 50-1116				
From SR 298				
(1128)	0.05	50	R	05/17/2001
To Dead End				
From 50-1121				
(1129)	0.23	930	R	05/17/2001
To SR 298				
From SR 298				
(1129)	0.10	1100	R	05/17/2001
To 50-1106				
From 50-1106				
(1129)	0.17	2000	R	05/17/2001
To SR 296				
From SR 296				
(1129)	0.23	2900	G	2003
To SR 33				
From SR 33				
(1130)	0.20	250	R	03/14/2001
To Dead End				
King William County				
From Dead End				
(1201)	0.05	50	R	1998
To 50-1203				
From 50-1203				
(1201)	0.51	100	R	1998
To 50-1202				
From 50-1202				
(1201)	0.24	130	R	1998
To 50-611				
From 50-611				
(1202)	0.09	50	R	1998
To 50-1201				
From 50-611				
(1203)	0.24	110	R	1998
To 50-1201				

Route	Length	AADT	QA	Year
King William County				
From 50-600				
(1205)	0.16	NA		
To Cul-de-Sac				
From Cul-de-Sac				
(1206)	0.21	160	R	1998
To 50-647				
From 50-1211				
(1210)	0.37	80	R	1998
To US 360; 50-662				
From 50-1210				
(1211)	0.04	30	R	1998
To 50-1212				
From 50-1212				
(1211)	0.30	110	R	1998
To US 360; 50-667				
From 50-1211				
(1212)	0.09	30	R	1998
To 50-1213				
From 50-1213				
(1212)	0.07	8	R	1998
To Cul-de-Sac				
From 50-1212				
(1213)	0.07	6	R	1998
To Cul-de-Sac				
From 50-606				
(1216)	0.42	250	R	1998
To 50-1217				
From Dead End				
(1217)	0.11	60	R	1998
To 50-1216				
From 50-1216				
(1217)	0.12	30	R	1998
To Dead End				
From Dead End				
(1220)	0.28	130	R	1998
To 50-600				
From Begin Loop				
(1223)	1.18	890	R	03/14/2001
To End Loop				
From 50-608; 50-659				
(1224)	0.26	80	R	03/14/2001
To Cul-de-Sac				
From SR 30				
(1225)	0.12	400	R	1998
To 50-1226				
From 50-1226				
(1225)	0.17	340	R	1998
To 50-1227				
From 50-1227				
(1225)	0.34	70	R	1998
To Cul-de-Sac				
From Dead End				
(1226)	0.09	20	R	1998
To 50-1225				
From 50-1225				
(1226)	0.11	20	R	1998
To Dead End				
From Dead End				
(1227)	0.35	120	R	1998
To 50-1225				
From 50-1225				
(1227)	0.45	140	R	1998
To Dead End				

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King William County				
From 1228 To 50-1230	0.15	100	R	1998
From 1228 To 50-1229	0.16	390	R	1998
From 1229 To Cul-de-Sac	0.12	140	R	1998
From 1230 To 50-1228	0.84	500	R	1998
From 1231 To 50-1223	0.05	400	R	1998
From 1231 To 50-1228	0.11	120	R	1998
From 1231 To 50-1230	0.17	100	R	1998
From 1232 To Cul-de-Sac	0.08	40	R	1998
From 1233 To 50-1230	0.41	120	R	1998
From 1234 To Cul-de-Sac	0.13	5	R	05/14/2001
From 1235 To 50-605	0.10	640	R	1998
From 1235 To 50-1239	0.23	470	R	1998
From 1235 To 50-1236 SOUTH	0.30	280	R	1998
From 1236 To 50-1236 NORTH				
From 1236 To 50-1235 SOUTH	0.45	140	R	1998
From 1236 To 50-1235 NORTH	0.13	60	R	05/14/2001
From 1237 To 50-605	0.12	200	R	1998
From 1238 To 50-1237	0.32	130	R	1998
From 1239 To Cul-de-Sac	0.17	49	R	1998
From 1240 To SR 30	0.18	70	R	05/14/2001
From 1241 To 50-611	0.09	330	R	03/22/2001
From 1241 To 50-1242 SOUTH	0.12	250	R	03/22/2001

Route	Length	AADT	QA	Year
King William County				
From 1241 To 50-1242 MID	0.08	210	R	03/22/2001
From 1241 To 50-1242 NORTH	0.09	220	R	03/22/2001
From 1242 To 50-611				
From 1242 To 50-1241 MID	0.37	80	R	03/22/2001
From 1242 To 50-1241 SOUTH	0.21	70	R	03/22/2001
From 1243 To 50-1223	0.14	NA		
From 1243 To Cul-de-Sac				
From 1244 To 50-1223	0.18	NA		
From 1244 To Cul-de-Sac				
From 1245 To 50-1244	0.49	NA		
From 1245 To Cul-de-Sac				
From 1246 To Cul-de-Sac	0.07	NA		
From 1246 To 50-1245				
From 1247 To 50-1245	0.03	NA		
From 1247 To Cul-de-Sac				
From 1301 To SR 30 WEST	0.21	80	R	05/14/2001
From 1301 To 50-619	0.21	110	R	05/14/2001
From 1400 To SR 30 EAST				
From 1400 To Dead End	0.68	60	R	1998
From 1401 To 50-673	0.35	70	R	1998
From 1401 To Cul-de-Sac				
From 1402 To Cul-de-Sac	0.30	70	R	1998
From 1403 To 50-673	0.30	8	R	1998
Town of West Point				
From 9205 To 50-1006	0.11	380	R	05/16/2001
From 9205 To West Point Schools				
King William County				
From 9214 To SR 30	0.19	320	R	05/16/2001
From 9406 To King William HS				
Town of West Point				
From 9406 To 50-1004	0.11	390	R	05/16/2001
From 9406 To West Point HS				
From 9407 To 50-1006	0.05	90	R	1998

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King William County				
From	SR 30			
(9466)	0.14	270	R	1998
To	SR 30			