

**2014**  
**Virginia Department of Transportation**  
**Daily Traffic Volume Estimates**  
**Including Vehicle Classification Estimates**  
where available

**Jurisdiction Report**

**49**

King & Queen County

Prepared By  
**Virginia Department of Transportation**  
**Traffic Engineering Division**

In Cooperation With  
**U.S. Department of Transportation**  
**Federal Highway Administration**

Virginia Department of Transportation  
Traffic Engineering Division  
Traffic Monitoring Section

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

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

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

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

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

## Publication Notes

### Parallel Roads

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

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

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

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

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

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

Glossary of Terms:

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

**Length:** Length of the traffic segment in miles.

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

**QA:** Quality of AADT:

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

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

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

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

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

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

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

**QC:** Quality of Classification Data:

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

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

**QK:** Quality of the K Factor estimate:

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

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

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

**QW:** Quality of AAWDT:

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

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

# Route Shield Legend

## Route Systems

- 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  
 2014  
 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 King & Queen County	6.14	390	G	84%	1%	2%	2%	11%	0%	F	0.118	F	0.536	400	G
	To: 49-629 Walkerton Rd															
(14) The Trail	From: 49-629 Walkerton Rd King & Queen County	1.81	550	G	84%	1%	2%	2%	11%	0%	F	0.106	F	0.5	570	G
	To: 49-620 W. Duck Pond Rd															
(14) The Trail	From: 49-620 W. Duck Pond Rd King & Queen County	9.74	330	G	84%	1%	2%	2%	11%	0%	C	0.088	F	0.576	340	G
	To: 49-617 Carletons Corner Rd															
(14) The Trail	From: 49-617 Carletons Corner Rd King & Queen County	5.63	840	G	84%	1%	2%	2%	11%	0%	F	0.094	F	0.583	860	G
	To: 49-614 Clifton Lane															
(14) The Trail	From: 49-614 Clifton Lane King & Queen County	6.81	2000	G	84%	1%	2%	2%	11%	0%	F	0.102	F	0.592	2000	G
	To: SR 33 Shacklefords															
(14) (33) Lewis Puller Mem. Hwy	From: SR 33 Shacklefords King & Queen County	1.66	12000	G	90%	1%	1%	2%	6%	0%	C	0.095	F	0.623	12000	G
	To: SR 33 Shacklefords Fork															
(14) Buena Vista Rd	From: SR 33 Lewis Puller Mem Hwy King & Queen County	4.95	4300	G	90%	1%	1%	3%	6%	0%	C	0.099	F	0.637	4400	G
	To: Gloucester County Line															
	From: King William County Line															
(33) Lewis Puller Mem Hwy	From: King William County Line King & Queen County	3.30	15000	G	91%	1%	1%	2%	6%	0%	C	0.092	F	0.616	15000	G
	To: 49-678 Riverview Ave															
(33) Lewis Puller Mem Hwy	From: 49-678 Riverview Ave King & Queen County	0.14	14000	G	91%	1%	1%	2%	6%	0%	F	0.085	F	0.597	15000	G
	To: SR 14 Buena Vista Rd, Shacklefords Fork															
	From: SR 14 Shacklefords															
(33) (14) Lewis Puller Mem. Hwy	From: SR 14 Shacklefords King & Queen County	1.66	12000	G	90%	1%	1%	2%	6%	0%	C	0.095	F	0.623	12000	G
	To: SR 14 Shacklefords Fork															
	From: SR 14 Buena Vista Rd, Shacklefords Fork															
(33) Lewis Puller Mem Hwy	From: SR 14 Buena Vista Rd, Shacklefords Fork King & Queen County	2.61	7500	G	91%	1%	1%	2%	6%	0%	F	0.088	F	0.634	7600	G
	To: Gloucester County Line															
	From: King William County Line															
(360) Richmond Hwy	From: King William County Line King & Queen County	2.91	11000	G	95%	0%	1%	1%	4%	0%	F	0.086	F	0.599	11000	G
	To: SR 14 The Trail															
(360) Richmond Hwy	From: SR 14 The Trail King & Queen County	6.29	8400	G	92%	1%	1%	2%	4%	0%	C	0.089	F	0.584	8600	G
	To: Essex County Line															

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail								
<b>King &amp; Queen County</b>																	
(F600) Pine Tree Rd	0.19	20	G	98%	0%	2%	0%	0%	0%	C	NA			20	G	2014	
						From: Dead End											
						To: SR 33 Lewis Puller Mem Hwy											
(600) Pine Tree Rd	1.48	30	R								NA			NA		07/15/2009	
						From: 49-616 Mt Zion Rd											
						To: 49-617 Exol Rd											
(601) Cherry Row Lane	1.39	80	R								NA			NA		06/27/2012	
						From: Dead End											
						To: 1.39 MN Dead End											
(601) Cherry Row Lane	0.91	160	R								NA			NA		06/27/2012	
						From: 49-605 S, Plain View Lane											
						To: 49-605 N, York River Rd											
(601) Stratton Major Rd	3.40	150	G	94%	2%	1%	0%	2%	0%	C	0.103	F	0.611	150	G	2014	
						From: SR 14 W, Buena Vista Rd											
						To: SR 14 E, Buena Vista Rd											
(601) Pear Tree Ave	1.25	200	R								NA			NA		06/18/2009	
						From: SR 33 Lewis Puller Mem Hwy											
(601) Farmville Rd	0.08	90	R								NA			NA		06/18/2009	
						From: Liberty St											
						To: Pear Tree Ave											
(601) Liberty St	0.05	80	R								NA			NA		06/18/2009	
						From: Southwest End State Maintenance											
						To: Northeast End State Maintenance											
(601) Liberty St	0.03	20	R								NA			NA		06/27/2012	
						From: Pear Tree Ave											
(602) Melrose Landing Rd	1.20	40	R								NA			NA		06/29/2009	
						From: Dead End											
						To: SR 14 The Trail											
(602) Truhart Rd	1.00	30	R								NA			NA		06/06/2012	
						From: 1.00 MN SR 14											
(602) Truhart Rd	3.60	5	R								NA			NA		06/29/2009	
						From: 49-614 Devils 3 Jump Rd											
(602) Mt Olive Rd	1.90	70	G	87%	3%	1%	3%	6%	0%	C	0.123	F	0.778	80	G	2014	
						From: 49-610 Timber Branch Rd											
(602) True Hart Rd	0.20	190	G	87%	3%	1%	3%	6%	0%	F	0.15	F	0.697	190	G	2014	
						From: 49-610 Piedmont Rd											
(602) Wares Church Rd	1.57	200	G	87%	3%	1%	3%	6%	0%	F	0.119	F	0.586	200	G	2014	
						From: Middlesex County Line											
(603) Lombardy Rd	4.39	160	G	93%	0%	1%	4%	3%	0%	F	0.131	F	0.551	170	G	2014	
						From: SR 14 The Trail											
						To: 49-610 Coldwater Rd; Elsom Mascot Rd											
(603) Dragon Bridge Rd	0.86	390	G	93%	0%	1%	4%	3%	0%	C	0.101	F	0.61	400	G	2014	
						From: Middlesex County Line											
(604) Byrds Bridge Rd	0.70	300	R								NA			NA		06/30/2009	
						From: 49-614 Poplar Grove Rd; Rock Spring Rd											
						To: Essex County Line											
(605) Chain Ferry Rd	0.03	10	R								NA			NA		06/25/2012	
						From: Dead End											
						To: 49-674 Shepards Warehouse Rd											
(605) Chain Ferry Rd	1.31	140	R								NA			NA		06/25/2012	
						From: SR 33 Lewis Puller Mem Hwy											
(605) York River Rd	3.46	880	G	97%	1%	0%	1%	1%	0%	C	0.087	F	0.605	900	G	2014	
						From: 49-606 Taylorsville Rd											
(605) York River Rd	1.39	550	G	97%	1%	0%	1%	1%	0%	F	0.086	F	0.593	560	G	2014	
						From: 49-601 N, Cherry Row Lane											



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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							
<b>King &amp; Queen County</b>																
(605) Plain View Lane	0.61	550	N	97%	1%	0%	1%	1%	0%	N	0.086	N	0.593	560	N	2014
(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	60	R								NA		NA		07/15/2009	
(607) Princess Rd	1.40	20	R								NA		NA		07/06/2009	
(608) Clancie Rd	0.17	870	G	94%	0%	1%	2%	2%	0%	C	0.107	F	0.73	890	G	2014
(608) Clancie Rd	2.73	490	G	94%	0%	1%	2%	2%	0%	F	0.096	F	0.646	500	G	2014
(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	20	R								NA		NA		07/15/2009	
(609) Iris Rd	0.64	120	R								NA		NA		06/29/2009	
(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	170	R								NA		NA		06/29/2009	
(610) Elsom Mascot Rd	3.65	450	G	99%	0%	0%	0%	0%	0%	C	0.095	F	0.682	460	G	2014
(610) Elsom Mascot Rd	1.89	420	G	99%	0%	0%	0%	0%	0%	F	0.104	F	0.522	430	G	2014
(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	230	G	88%	1%	1%	0%	9%	0%	C	0.094	F	0.696	240	G	2014

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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							
<b>King &amp; Queen County</b>																
From: 610 Hickory Hill Rd	0.20	220	R			49-614 N, Rock Spring Rd					NA			NA		06/04/2012
To: 610 Hickory Hill Rd	0.85	30	R			49-616 E, Liberty Hall Rd					NA			NA		06/04/2012
From: 610 Liberty Hall Rd	0.75	2	R			0.85 MN 49-616					NA			NA		06/04/2012
To: 610 Spring Garden Rd	1.70	9	R			49-615 Union Hope Church Rd					NA			NA		06/04/2012
From: 611 Tastine Rd	2.00	40	R			49-616 W, Liberty Hall Rd; Mt Zion Rd					NA			NA		06/06/2012
To: 611 Tastine Rd	1.00	46	R			49-609 Iris Rd					NA			NA		06/06/2012
From: 611 Water Lane	1.60	180	R			2.00 MS 49-609					NA			NA		06/29/2009
To: 612 Lily Pond Rd	0.30	180	R			SR 14 E, The Trail SR 14 W, The Trail					NA			NA		06/29/2009
From: 612 Lily Pond Rd	2.77	60	R			Dead End					NA			NA		06/04/2012
To: 612 Lily Pond Rd	1.53	90	R			SR 14 The Trail					NA			NA		06/04/2012
From: 613 Allens Mill Pond Rd	1.10	9	R			49-630 Deshazo Rd					NA			NA		07/15/2009
To: 613 Dabney Rd	4.10	110	R			49-617 S, Providence Rd					NA			NA		06/29/2009
From: 614 Clifton Lane	1.90	40	R			Essex County Line					NA			NA		07/15/2009
To: 614 Devils 3 Jump Rd	0.90	780	G	59%	1%	1%	5%	34%	0%	C	0.09	F	0.507	800	G	2014
From: 614 Devils 3 Jump Rd	1.00	730	G	59%	1%	1%	5%	34%	0%	F	0.105	F	0.604	750	G	2014
To: 614 Devils 3 Jump Rd	0.80	710	G	59%	1%	1%	5%	34%	0%	F	0.109	F	0.574	720	G	2014
From: 614 Devils 3 Jump Rd	1.30	210	G	59%	1%	1%	5%	34%	0%	F	0.101	F	0.569	220	G	2014
To: 614 Devils 3 Jump Rd	1.00	130	G	59%	1%	1%	5%	34%	0%	F	0.114	F	0.510	130	G	2014
From: 614 Rock Spring Rd	4.65	130	R			49-610 Piedmont Rd; Coldwater Rd					NA			NA		06/04/2012
To: 614 Rock Spring Rd	0.70	190	G	70%	1%	3%	6%	21%	0%	C	NA			190	G	2014
From: 614 Poplar Grove Rd	3.30	40	R			Dead End					NA			NA		06/04/2012
To: 615 Union Hope Church Rd	1.40	9	R			49-610 Liberty Hall Rd					NA			NA		06/04/2012
From: 615 Union Hope Church Rd						49-614 Rock Spring Rd										

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						2Axle	3+Axle	1Trail	2Trail							
<b>King &amp; Queen County</b>																
(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	80	R									NA		NA		06/30/2009
			From: 49-607 E, Princess Rd													
(617) Providence Rd	2.00	50	R									NA		NA		06/30/2009
			From: 49-612 S, Lily Pond Rd													
			To: 49-612 N, Lily Pond Rd													
(617) White House Lane	1.80	70	R									NA		NA		06/30/2009
			From: 49-614 Popular Grove Rd													
(617) Exol Rd	2.60	40	R									NA		NA		06/30/2009
			From: 49-616 Mt Zion Rd													
(617) Carletons Corner Rd	4.90	60	R									NA		NA		06/29/2009
			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	370	G	98%	0%	1%	0%	0%	0%	F	0.102	F	0.539	380	G	2014
			From: 49-673 Martin Town Rd													
(619) Owens Mill Rd	1.80	290	G	98%	0%	1%	0%	0%	0%	C	0.103	F	0.655	300	G	2014
			From: 49-660 Sorghum Rd													
(619) Owens Mill Rd	3.00	260	G	98%	0%	1%	0%	0%	0%	F	0.128	F	0.521	270	G	2014
			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	200	G	95%	0%	1%	1%	3%	0%	F	0.115	F	0.558	200	G	2014
			From: 49-631 E, Poor House Lane													
(620) Powcan Rd	1.00	510	G	95%	0%	1%	1%	3%	0%	C	0.121	F	0.766	530	G	2014
			From: Essex County Line													
			To: SR 14 The Trail													
(621) Bruinton Rd	3.80	540	G	91%	1%	1%	1%	7%	0%	C	0.106	F	0.55	550	G	2014
			From: US 360; Essex County Line													
			To: US 360 Richmond Hwy													
(622) Minor Rd	0.49	380	G	98%	0%	1%	1%	0%	0%	C	0.097	F	0.949	390	G	2014
			From: Essex County Line													
			To: 49-721 Newtown Rd													
(623) Indian Neck Rd	1.05	150	G	98%	1%	0%	0%	0%	0%	C	0.151	F	0.571	160	G	2014
			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	60	R									NA		NA		07/08/2009
			From: 49-689 Frog Pond Rd													
(624) Root Swamp Rd	1.97	45	R									NA		NA		07/08/2009
			From: Caroline County Line													

Virginia Department of Transportation  
Traffic Engineering Division  
2014  
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							
<b>King &amp; Queen County</b>																
(625) Poplar Hill Rd	1.60	210	G	94%	2%	3%	0%	0%	0%	F	0.141	F	0.676	210	G	2014
			From: 49-628 Spring Cottage Rd; Poplar Hill Rd													
			To: 49-651 Dewsville Rd													
(625) Poplar Hill Rd	1.00	220	G	94%	2%	3%	0%	0%	0%	F	0.162	F	0.627	230	G	2014
			From: 49-721 Newtown Rd													
(625) Byrds Mill Rd	1.50	130	G	94%	2%	3%	0%	0%	0%	C	0.127	F	0.588	130	G	2014
			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		07/13/2009
			From: 49-623 Indians Neck Rd													
(626) Roseville Rd	0.04	4	R								NA			NA		07/15/2009
			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													
(628) Spring Cottage Rd	1.90	220	G	84%	0%	1%	3%	12%	0%	C	0.157	F	0.667	230	G	2014
			From: King William County Line													
(629) Walkerton Rd	3.11	740	G	90%	1%	1%	2%	7%	0%	C	0.114	F	0.533	760	G	2014
			From: King William County Line; 50-629													
			To: SR 14 The Trail													
(630) Deshazo Rd	2.50	70	R								NA			NA		07/15/2009
			From: 49-631 Poor House Lane													
			To: 49-612 Lily Pond Rd													
			From: Dead End													
(631) Frazier Ferry Rd	1.45	150	R								NA			NA		06/29/2009
			From: SR 14 E, The Trail													
			To: SR 14 W, The Trail													
(631) Bunker Hill Rd	2.60	700	G	96%	1%	1%	0%	1%	0%	C	0.118	F	0.671	710	G	2014
			From: 49-632 Hockley Neck Rd													
(631) Stevensville Rd	1.45	400	G	96%	1%	1%	0%	1%	0%	F	0.129	F	0.573	420	G	2014
			From: SR 14 S; 49-633 Stones Rd													
			To: SR 14 N, The Trail													
(631) Poor House Lane	1.58	210	G	96%	1%	1%	0%	1%	0%	F	0.13	F	0.517	220	G	2014
			From: 49-630 Deshazo Rd													
(631) Poor House Lane	2.54	290	G	96%	1%	1%	0%	1%	0%	F	0.102	F	0.871	290	G	2014
			From: 49-620 E, Powcan Rd													

Virginia Department of Transportation  
Traffic Engineering Division  
2014  
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							
<b>King &amp; Queen County</b>																
(631) Norwood Rd	3.03	60	R								NA			NA		07/06/2009
(631) Fleets Mill Rd	0.98	100	R								NA			NA		07/06/2009
(631) Fleets Mill Rd	1.44	190	R								NA			NA		07/06/2009
(631) Fleets Mill Rd	0.06	190	R								NA			NA		07/06/2009
(631) Smithfield Rd	2.20	420	G	98%	0%	1%	0%	0%	0%	C	0.11	F	0.612	440	G	2014
(631) Smithfield Rd	2.15	70	R								NA			NA		07/08/2009
(632) Hockley Neck Rd	1.79	400	G	99%	0%	1%	0%	0%	0%	C	0.099	F	0.524	410	G	2014
(633) Bendley Lane	0.27	2	R								NA			NA		07/15/2009
(633) Bendley Lane	0.65	40	R								NA			NA		06/21/2012
(633) Rose Mount Rd	1.41	200	G	99%	0%	0%	0%	0%	0%	F	0.116	F	0.62	210	G	2014
(633) Rose Mount Rd	0.30	200	G	99%	0%	0%	0%	0%	0%	F	0.136	F	0.702	200	G	2014
(633) Rose Mount Rd	0.69	180	R								NA			NA		07/06/2009
(633) Rose Mount Rd	1.31	170	R								NA			NA		07/06/2009
(633) Stones Rd	1.70	130	G	99%	0%	0%	0%	0%	0%	F	0.128	F	0.588	130	G	2014
(633) Mantau Rd	2.60	510	G	99%	0%	0%	0%	0%	0%	C	0.093	F	0.521	520	G	2014
(633) Stones Rd	2.60	80	R								NA			NA		06/19/2006
(634) Mt Elba Rd	1.35	480	G	93%	0%	2%	0%	4%	0%	F	0.105	F	0.593	490	G	2014
(634) Canterbury Rd	1.72	450	G	93%	0%	2%	0%	4%	0%	F	0.103	F	0.548	460	G	2014
(634) Canterbury Rd	1.78	320	G	93%	0%	2%	0%	4%	0%	F	0.103	F	0.689	330	G	2014
(634) Canterbury Rd	0.47	380	G	93%	0%	2%	0%	4%	0%	F	0.113	F	0.707	390	G	2014
(634) Canterbury Rd	2.07	640	G	93%	0%	2%	0%	4%	0%	C	0.095	F	0.5	650	G	2014
(635) Bradley Farm Rd	1.19	290	G	96%	0%	1%	2%	2%	0%	C	0.113	F	0.697	290	G	2014
(635) Bradley Farm Rd	4.43	200	G	96%	0%	1%	2%	2%	0%	F	0.116	F	0.62	210	G	2014

Virginia Department of Transportation  
Traffic Engineering Division  
2014  
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								
<b>King &amp; Queen County</b>																	
(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	190	R			From: Dead End					NA			NA		07/15/2009	
						To: 49-634 Canterbury Rd											
(638) Aspen Hill Rd	0.20	20	R			From: 49-620 S, Powcan Rd					NA			NA		07/15/2009	
						To: 49-620 N, Powcan Rd											
(639) Eastern View Rd	0.45	120	R			From: 49-628 Spring Cottage Rd					NA			NA		07/08/2009	
						To: 49-684 The Forge Rd											
(639) Eastern View Rd	1.15	400	R			From: 49-721 Newtown Rd					NA			NA		07/08/2009	
						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: 49-623 Indians Neck Rd											
(641) Salvia Rd	2.00	70	R			From: 49-652 Vessels Rd					NA			NA		07/08/2009	
						To: 49-625 Byrds Mill Rd											
(642) Green Chambers Rd	0.30	60	R			From: US 360 Richmond Hwy					NA			NA		06/21/2012	
						To: 49-628 Pattie Swamp Rd											
(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	210	R			From: 49-601 Stratton Major Rd					NA			NA		06/18/2009	
						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	120	R			From: Dead End					NA			NA		06/29/2009	
						To: 0.80 ME Dead End											
(647) Milby Town Rd	1.00	180	R			From: 49-609 New Hope Rd					NA			NA		06/29/2009	
						To: 49-609 New Hope Rd											
(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	2	R			From: 49-625 Byrds Mill Rd					NA			NA		07/15/2009	
						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											

Virginia Department of Transportation  
Traffic Engineering Division  
2014  
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							
<b>King &amp; Queen County</b>																
(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	150	R								NA		NA			07/08/2009
(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			06/29/2009
(661) Brookshire Rd	0.31	210	R								NA		NA			06/29/2009
(662) Greenbriar Rd	0.46	60	R								NA		NA			07/15/2009
(663) Scuffletown Rd	0.31	40	R								NA		NA			06/07/2012
(664) Peach Grove Rd	0.95	150	R								NA		NA			07/08/2009
(665) Hell Bottom Rd	1.04	210	R								NA		NA			07/08/2009
(666) Tuckers Rd	0.76	260	R								NA		NA			06/18/2009
(666) Tuckers Rd	0.60	330	R								NA		NA			06/18/2009

Virginia Department of Transportation  
Traffic Engineering Division  
2014  
Annual Average Daily Traffic Volume Estimates By Section of Route  
King Queen Maintenance Area

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						2Axle	3+Axle	1Trail	2Trail							
<b>King &amp; Queen County</b>																
(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		07/06/2009
(673) Martin Town Rd	0.79	100	R									NA		NA		07/08/2009
(674) Shepards Warehouse Rd	0.29	60	R									NA		NA		06/25/2012
(675) North Bank Rd	0.32	40	R									NA		NA		07/15/2009
(676) Goulders Creek Rd	0.26	70	R									NA		NA		06/25/2012
(677) Suttons Court	0.26	30	R									NA		NA		07/06/2009
(677) Suttons Court	0.19	49	R									NA		NA		07/06/2009
(678) Centerville Rd	0.17	180	F	93%	2%	2%	1%	3%	0%	C	0.135	F	0.885	190	F	2014
(678) Centerville Rd	0.91	770	G	95%	0%	1%	1%	3%	0%	C	0.104	F	0.575	790	G	2014
(678) Riverview Ave	0.33	630	G	95%	0%	1%	1%	3%	0%	F	0.109	F	0.563	640	G	2014
(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	220	R									NA		NA		06/29/2009
(682)	0.15	30	R									NA		NA		07/06/2009



Virginia Department of Transportation  
Traffic Engineering Division  
2014  
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							
<b>King &amp; Queen County</b>																
(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	20	R								NA			NA		06/29/2009
(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		06/29/2009
(700) Coxs Lane	0.14	100	R								NA			NA		06/29/2009
(701) Airville Rd	0.17	40	R								NA			NA		06/27/2012
(721) Newtown Rd	1.60	2000	G	96%	0%	1%	1%	2%	0%	C	0.093	F	0.670	2100	G	2014
(721) Newtown Rd	3.94	1300	G	95%	0%	1%	1%	3%	0%	C	0.099	F	0.677	1400	G	2014
(721) Newtown Rd	2.66	1200	G	95%	0%	1%	1%	3%	0%	F	0.109	F	0.724	1200	G	2014
(721) Newtown Rd	1.12	610	G	95%	0%	1%	1%	3%	0%	F	0.105	F	0.698	620	G	2014
(721) Newtown Rd	1.79	590	G	95%	0%	1%	1%	3%	0%	F	0.089	F	0.607	610	G	2014

Virginia Department of Transportation  
 Traffic Engineering Division  
 2014  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 King Queen Maintenance Area

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						2Axle	3+Axle	1Trail	2Trail								
<b>King &amp; Queen County</b>																	
(721) Newtown Rd	2.84	450	G	95%	0%	1%	1%	3%	0%	F	0.107	F	0.569	460	G	2014	
						From: 49-627 Roundabout Route Rd											
						To: Caroline County Line											
(725) Riverview Rd	0.34	50	R								NA			NA		06/30/2009	
						From: Cul-de-Sac											
						To: 49-659 Mantapike Landing Rd											
(1000) River View Dr	0.40	80	R								NA			NA		06/30/2009	
						From: 49-1001 Rivers Bluff Lane											
						To: 49-631 Bunker Hill Rd											
(1001) Rivers Bluff Lane	0.35	46	R								NA			NA		06/30/2009	
						From: Cul-de-Sac											
						To: 49-1000 River View Dr											
(1001) Rivers Bluff Lane	0.15	20	R								NA			NA		06/30/2009	
						From: Cul-de-Sac											
						To: 49-634 Canterbury Rd											
(1010)	0.16	NA									NA			NA			
						From: 49-1011											
						To: Cul-de-Sac											
(1011)	0.12	NA									NA			NA			
						From: 49-1010											
(1011)	0.11	NA									NA			NA			
						From: Cul-de-Sac											
						To: 49-629 Walkerton Rd											
(1202) White Marsh Lane	0.20	30	R								NA			NA		06/07/2012	
						From: Dead End											
(1203) Masonic Lane	0.30	50	R								NA			NA		07/06/2009	
						From: 49-629 Walkerton Rd											
						To: Dead End											
(9211) Pleasant Hills High School	0.09	20	R								NA			NA		06/25/2012	
						From: Pleasant Hills High Sch											
						To: SR 14 The Trail											
(9493) King & Queen High School	0.05	20	R								NA			NA		06/27/2012	
						From: K & Q Cen High School											
						To: 0.05 ME SR 14											
(9493) King & Queen High School	0.16	40	R								NA			NA		06/27/2012	
						From: SR 14 The Trail											
						To: Lawson Elem Sch											
(9958) Lawson Elem Sch	0.08	30	R								NA			NA		06/25/2012	
						From: 49-721 Newtown Rd											