

2020

**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**

The reported 2020 AADTs represent the best estimate of 2020 average daily traffic, however, this year's AADTs do vary from normal traffic in the years prior to 2020 due to COVID-19. The reported AADTs may not represent typical traffic for a given day or period within the year as the drastic seasonal variations were normalized through the factoring process. The 2020 publications are therefore colored to draw users attention to the fact that uses of the 2020 published estimates versus alternative data sources should be determined at users' discretion based on the objectives or nature of the analyses being performed.

The estimated 2020 DVMT for the entire state maintained network total to 208,000,000, which has trended down by 11 percent compared to the 2019 level of 234,000,000. For most traffic links across the state, the estimated 2020 AADTs are also seen to have decreased from their 2019 levels.

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 buses.

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



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
 2020
 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						
		From: US 360; St Stephens Church														
14 The Trail	King & Queen County	6.14	400	G	89%	1%	2%	1%	7%	0%	C	0.139	F	0.625	400	G
		To: 49-629 Walkerton Landing Rd														
14 The Trail	King & Queen County	1.81	440	G	85%	2%	3%	3%	7%	0%	C	0.115	F	0.552	430	G
		To: 49-620 W, Duck Pond Rd														
14 The Trail	King & Queen County	9.74	290	G	78%	1%	4%	2%	16%	0%	C	0.096	F	0.529	280	G
		To: 49-617 Carletons Corner Rd														
14 The Trail	King & Queen County	5.63	710	G	92%	1%	2%	1%	5%	0%	C	0.114	F	0.5	700	G
		To: 49-614 Clifton Lane														
14 The Trail	King & Queen County	6.81	1500	G	80%	1%	1%	2%	15%	0%	C	0.107	F	0.527	1500	G
		To: SR 33 Shackelfords														
14 33 Lewis Puller Mem. Hwy	King & Queen County	1.66	11000	G	92%	1%	1%	1%	5%	0%	C	0.094	F	0.643	11000	G
		To: SR 33 Shackelfords Fork														
		From: SR 33 Lewis Puller Mem Hwy														
14 Buena Vista Rd	King & Queen County	4.95	3900	G	93%	1%	1%	1%	4%	0%	C	0.093	F	0.624	3800	G
		To: Gloucester County Line														
		From: King William County Line														
33 Lewis Puller Mem Hwy	King & Queen County		13000	G	92%	1%	1%	1%	5%	0%	C	0.090	F	0.660	13000	G
		To: 49-678 Centerville Road														
		From: 49-678 Centerville Rd W														
33 Lewis Puller Mem Hwy	King & Queen County		12000	G	92%	1%	1%	1%	5%	0%	F	0.093	F	0.643	12000	G
		To: SR 14 Buena Vista Rd, Shackelfords Fork														
		From: SR 14 Shackelfords														
33 14 Lewis Puller Mem. Hwy	King & Queen County	1.66	11000	G	92%	1%	1%	1%	5%	0%	C	0.094	F	0.643	11000	G
		To: SR 14 Shackelfords Fork														
		From: SR 14 Buena Vista Rd, Shackelfords Fork														
33 Lewis Puller Mem Hwy	King & Queen County	2.61	6400	G	92%	1%	1%	1%	5%	0%	F	0.09	F	0.649	6300	G
		To: Gloucester County Line														
		From: King William County Line														
360 Richmond Hwy	King & Queen County	2.91	9500	G	94%	0%	1%	1%	3%	0%	F	0.087	F	0.662	9400	G
		To: SR 14 The Trail														
360 Richmond Hwy	King & Queen County	6.29	7800	G	92%	1%	1%	2%	4%	0%	C	0.087	F	0.634	7700	G
		To: 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	10	R								0.292	F	0.571	NA		06/02/2015
(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	G	94%	1%	3%	1%	1%	0%	C	0.121	F	0.667	130	G	2020
(601) Pear Tree Ave	1.25	190	R								NA			NA		06/02/2015
(601) Farmville Rd	0.16	150	R								NA			NA		06/02/2015
(601) Liberty St	0.05	20	R								NA			NA		06/02/2015
(601) Liberty St		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	47	G	95%	1%	1%	0%	3%	0%	C	0.203	F	0.583	46	G	2020
(602) Timber Branch Rd	0.20	120	G	89%	2%	2%	2%	6%	0%	C	0.203	F	0.583	120	G	2020
(602) Wares Church Rd	1.57	130	G	90%	1%	4%	1%	4%	0%	C	0.203	F	0.583	130	G	2020
(603) Lombardy Rd	4.39	150	G	90%	1%	1%	5%	3%	0%	C	0.133	F	0.593	150	G	2020
(603) Dragon Bridge Rd	0.86	420	G	95%	0%	0%	2%	2%	0%	C	0.127	F	0.618	420	G	2020
(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	620	G	97%	1%	0%	1%	0%	0%	C	0.111	F	0.582	610	G	2020
(605) York River Rd	1.39	430	G	96%	1%	1%	2%	0%	0%	C	0.117	F	0.615	420	G	2020

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2020
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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																
605 Plain View Lane	0.61	430	N	96%	1%	1%	2%	0%	0%	N	0.117	F	0.615	420	N	2020
605 Plain View Lane	2.68	350	R								NA			NA		09/13/2018
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	650	G	93%	1%	1%	1%	5%	0%	C	0.115	F	0.568	630	G	2020
608 Clancie Rd	2.73	350	G	97%	1%	1%	0%	1%	0%	C	0.126	F	0.589	340	G	2020
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	410	G	93%	1%	2%	1%	2%	0%	C	0.106	F	0.614	410	G	2020
610 Elsom Mascot Rd	1.89	400	G	96%	1%	1%	1%	1%	0%	C	0.114	F	0.583	400	G	2020
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	170	G	90%	3%	3%	1%	3%	0%	C	0.102	F	0.565	170	G	2020

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						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													
			From: SR 14 E, 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	90	G	85%	2%	3%	0%	9%	0%	C	0.130	F	0.733	90	G	2020
			To: 49-630 Deshazo Rd													
(612) Lily Pond Rd	2.77	10	G	90%	3%	7%	0%	0%	0%	C	0.353	F	0.833	10	G	2020
			To: 49-617 S, Providence Rd													
(612) Lily Pond Rd	1.53	40	G	93%	2%	5%	0%	0%	0%	C	0.182	F	0.75	40	G	2020
			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													
(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	590	G	56%	1%	2%	5%	36%	0%	C	0.096	F	0.627	580	G	2020
			To: 49-613 S, Dabney Rd													
(614) Devils 3 Jump Rd	1.00	510	G	49%	1%	2%	7%	42%	0%	C	0.096	F	0.586	500	G	2020
			To: 49-613 N, Allens Mill Pond Rd													
(614) Devils 3 Jump Rd	0.80	500	G	49%	1%	2%	8%	39%	0%	C	0.104	F	0.532	490	G	2020
			To: 49-609 S, Iris Rd													
(614) Devils 3 Jump Rd	1.30	180	G	92%	2%	3%	1%	2%	0%	C	0.128	F	0.621	180	G	2020
			To: 49-602 Truhart Rd; Wares Church Rd													
(614) Devils 3 Jump Rd	1.00	110	G	94%	2%	2%	0%	1%	0%	C	0.135	F	0.5	110	G	2020
			To: 49-610 E, 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	80	R									0.099	F	0.5	NA	05/28/2015
			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													
(615) Union Hope Church Rd	1.40	9	R									NA		NA		06/04/2012
			To: 49-610 Liberty Hall Rd													
			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
(616) Liberty Hall Rd	3.70	90	R								NA			NA		06/04/2012
(617) Providence Rd	2.20	100	R								NA			NA		05/28/2015
(617) Providence Rd	2.00	50	R								NA			NA		05/28/2015
(617) White House Lane	1.80	50	G	88%	6%	7%	0%	0%	0%	C	0.211	F	0.6	50	G	2020
(617) Exol Rd	2.60	30	G	79%	1%	20%	0%	0%	0%	C	0.333	F	0.692	30	G	2020
(617) Carletons Corner Rd	4.90	40	G	95%	0%	4%	0%	1%	0%	C	0.148	F	0.875	40	G	2020
(618) Shilo Rd	1.00	40	R								NA			NA		06/07/2012
(619) Owens Mill Rd	2.80	320	G	96%	1%	1%	2%	1%	0%	C	0.119	F	0.674	320	G	2020
(619) Owens Mill Rd	1.80	270	G	97%	1%	1%	0%	1%	0%	C	0.116	F	0.605	260	G	2020
(619) Owens Mill Rd	3.00	220	G	97%	2%	1%	0%	0%	0%	C	0.135	F	0.606	210	G	2020
(620) Duck Pond Rd	2.20	10	R								NA			NA		06/07/2012
(620) Powcan Rd	2.89	160	G	87%	2%	2%	4%	5%	0%	C	0.126	F	0.5	160	G	2020
(620) Powcan Rd	1.00	510	G	93%	1%	1%	0%	4%	0%	C	0.111	F	0.625	500	G	2020
(621) Bruington Rd	3.80	460	G	92%	1%	2%	1%	5%	0%	C	0.119	F	0.611	460	G	2020
(622) Minor Rd		310	G	99%	1%	0%	0%	0%	0%	C	0.122	F	0.814	300	G	2020
(623) Indian Neck Rd	1.05	130	G	97%	1%	2%	0%	0%	0%	C	0.116	F	0.588	130	G	2020
(623) Indian Neck Rd	4.60	210	R								NA			NA		06/21/2012
(623) Indian Neck Rd	1.80	20	R								NA			NA		06/21/2012
(624) Root Swamp Rd	1.13	90	R								NA			NA		05/28/2015
(624) Root Swamp Rd	1.97	80	R								NA			NA		05/28/2015

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						2Axle	3+Axle	1Trail	2Trail							
King & Queen County																
(625) Poplar Hill Rd	1.60	190	G	82%	2%	2%	4%	10%	0%	C	0.136	F	0.621	180	G	2020
						From: 49-628 Spring Cottage Rd; Poplar Hill Rd										
(625) Poplar Hill Rd	1.00	220	G	81%	2%	4%	4%	9%	0%	C	0.12	F	0.516	220	G	2020
						To: 49-651 Dewsville Rd										
(625) Byrds Mill Rd	1.50	160	G	93%	2%	3%	0%	3%	0%	C	0.124	F	0.826	160	G	2020
						From: 49-721 Newtown Rd										
(625) Byrds Mill Rd	1.10	170	R								NA			NA		06/21/2012
						From: 49-649 Kays Lane										
(625) Byrds Mill Rd	2.00	10	R								NA			NA		06/21/2012
						From: 49-641 Salvia Rd										
						To: 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										
(628) Pattie Swamp Rd	1.00	40	R								NA			NA		06/21/2012
						To: 49-642 Pattie Swamp Rd										
						From: 49-642 Green Chambers Rd										
(628) Todds Bridge Rd	1.20	170	R								NA			NA		06/21/2012
						To: 49-721 S, Newtown Rd										
(628) Todds Bridge Rd	1.40	40	R								NA			NA		06/21/2012
						From: 49-721 N, Newtown Rd										
						To: 1.20 MW 49-721										
(628) Spring Cottage Rd	1.80	20	R								NA			NA		06/21/2012
						To: 2.60 MW 49-721 GAP										
						From: Dead End; Gap										
(628) Spring Cottage Rd	1.80	60	R								NA			NA		06/21/2012
						From: 49-639 Eastern View Rd										
(628) Spring Cottage Rd	1.90	230	G	76%	1%	0%	5%	18%	0%	C	0.132	F	0.757	220	G	2020
						To: 49-625 Byrds Mill Rd										
						From: 49-625 Poplar Hill Rd										
						To: King William County Line										
(629) Walkerton Rd	3.11	680	G	89%	1%	2%	2%	6%	0%	C	0.106	F	0.663	660	G	2020
						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										
(631) Frazier Ferry Rd	1.45	90	R								NA			NA		05/28/2015
						From: Dead End										
						To: SR 14 E, The Trail										
(631) Bunker Hill Rd	2.60	560	G	96%	1%	2%	1%	0%	0%	C	0.124	F	0.602	550	G	2020
						From: SR 14 W, The Trail										
(631) Stevensville Rd	1.45	300	G	96%	2%	1%	0%	0%	0%	C	0.128	F	0.625	290	G	2020
						To: 49-632 Hockley Neck Rd										
(631) Poor House Lane	1.58	150	G	95%	2%	2%	1%	1%	0%	C	0.105	F	0.546	150	G	2020
						From: SR 14 S; 49-633 Stones Rd										
						To: SR 14 N, The Trail										
(631) Poor House Lane	2.54	220	G	94%	1%	2%	0%	3%	0%	C	0.112	F	0.546	220	G	2020
						From: 49-630 Deshazo Rd										
						To: 49-620 E, Powcan Rd										

Virginia Department of Transportation
Traffic Engineering Division
2020
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																
(631) Norwood Rd	3.03	50	R									NA		NA		05/04/2015
(631) Fleets Mill Rd	0.98	130	R									NA		NA		05/04/2015
(631) Fleets Mill Rd	1.44	220	R									NA		NA		05/04/2015
(631) Fleets Mill Rd	0.06	220	R									NA		NA		05/04/2015
(631) Smithfield Rd	2.20	330	G	98%	1%	1%	0%	0%	0%	C	0.115	F	0.851	330	G	2020
(631) Smithfield Rd	2.15	100	R									NA		NA		05/04/2015
(632) Hockley Neck Rd	1.79	330	G	96%	0%	2%	1%	1%	0%	C	0.111	F	0.511	320	G	2020
(633) Bendley Lane	0.27	10	R									NA		NA		05/04/2015
(633) Bendley Lane	0.65	40	R									NA		NA		06/21/2012
(633) Rose Mount Rd	1.41	140	G	84%	1%	1%	0%	15%	0%	C	0.116	F	0.524	140	G	2020
(633) Rose Mount Rd	0.30	170	G	89%	0%	2%	1%	8%	0%	C	0.12	F	0.846	170	G	2020
(633) Rose Mount Rd	0.69	150	R									NA		NA		05/04/2015
(633) Rose Mount Rd	1.31	160	R									NA		NA		05/04/2015
(633) Stones Rd	1.70	80	G	90%	1%	3%	2%	2%	0%	C	0.131	F	0.571	80	G	2020
(633) Mantau Rd	2.60	400	G	97%	0%	1%	0%	0%	0%	C	0.115	F	0.678	390	G	2020
(633) Stones Rd	2.60	100	R									NA		NA		05/04/2015
(634) Mt Elba Rd	1.35	400	G	98%	0%	1%	0%	1%	0%	C	0.113	F	0.649	390	G	2020
(634) Canterbury Rd	1.72	440	G	94%	0%	2%	1%	2%	0%	C	0.123	F	0.554	430	G	2020
(634) Canterbury Rd	1.78	320	G	94%	0%	2%	1%	3%	0%	C	0.146	F	0.661	310	G	2020
(634) Canterbury Rd	0.47	360	G	95%	0%	2%	1%	2%	0%	C	0.137	F	0.661	350	G	2020
(634) Canterbury Rd	2.07	570	G	95%	0%	1%	1%	4%	0%	C	0.113	F	0.539	560	G	2020
(635) Bradley Farm Rd	1.19	260	G	97%	0%	1%	0%	1%	0%	C	0.118	F	0.632	260	G	2020
(635) Bradley Farm Rd	4.43	190	G	97%	0%	2%	1%	0%	0%	C	0.101	F	0.739	180	G	2020

Virginia Department of Transportation
Traffic Engineering Division
2020
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																
(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: 1.00 MN 49-721					NA			NA		06/21/2012
						To: 49-623 Indians Neck Rd										
(641) Salvia Rd	2.00	130	R			From: 49-652 Vessels Rd					NA			NA		05/04/2015
						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	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: 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	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										
(651) Dewsville Rd	1.00	60	R			From: Dead End					NA			NA		06/04/2012
						To: 49-625 Byrds Mill Rd										

Virginia Department of Transportation
Traffic Engineering Division
2020
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																
(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
(667) Wrights Dock Rd	1.20	60	R								NA			NA		06/27/2012

Virginia Department of Transportation
Traffic Engineering Division
2020
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																
(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	120	G	96%	2%	0%	0%	1%	0%	C	0.167	F		120	G	2020
(678) Centerville Rd	0.91	500	G	94%	2%	2%	1%	2%	0%	C	0.105	F	0.739	490	G	2020
(678) Centerville Road	0.33	520	G	93%	1%	2%	1%	2%	0%	C	0.105	F	0.739	510	G	2020
(679) Beaulah 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
(683) Gregory Lane	0.07	40	R									NA		NA		06/25/2012

Virginia Department of Transportation
Traffic Engineering Division
2020
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																
(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	2100	G	93%	1%	1%	1%	5%	0%	C	0.106	F	0.663	2100	G	2020
(721) Newtown Rd	3.94	1400	G	91%	1%	1%	1%	6%	0%	C	0.091	F	0.792	1300	G	2020
(721) Newtown Rd	2.66	1200	G	93%	1%	2%	1%	3%	0%	C	0.098	F	0.629	1200	G	2020
(721) Newtown Rd	1.12	680	G	86%	1%	2%	2%	9%	0%	C	0.090	F	0.622	660	G	2020
(721) Newtown Rd	1.79	560	G	81%	1%	2%	3%	14%	0%	C	0.088	F	0.583	540	G	2020
(721) Newtown Rd	2.84	450	G	80%	1%	2%	2%	15%	0%	C	0.092	F	0.588	440	G	2020

Virginia Department of Transportation
Traffic Engineering Division
2020
Annual Average Daily Traffic Volume Estimates By Section of Route
King Queen Maintenance Area

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						2Axle	3+Axle	1Trail	2Trail							
King & Queen County																
(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