

2001

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

Jurisdiction Report

48

Kina George County

Virginia Department of Transportation
Traffic Engineering Division
Traffic Monitoring Section

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

One of these booklets includes a list of all Interstate and Primary highway segments with the estimated Annual Average Daily Traffic (AADT). AADT is the total annual traffic estimate divided by the number of days in the year. This book is titled “Average Daily Traffic Volumes on Interstate, Arterial and Primary Routes”.

The second booklet includes the same information as the first, along with some additional information such as an estimate of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks. This booklet also includes the estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; and a “Design Hour” estimate which is a value used by planners to formulate design criteria. This book is titled “Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes”.

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

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

Available this year is a compact disc (CD) that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. One disc will include both Primary and Interstate publications as well as each of the 100 Jurisdiction Reports. The CD will also include a number of summary reports not available in the printed version.

Publication Notes

Parallel Roads

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

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

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

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

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

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

Glossary of Terms:

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

Length: Length of the traffic segment in miles.

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

QA: Quality of AADT:

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

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

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

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

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

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

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

QC: Quality of Classification Data:

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

Design Hour: The estimate of the traffic volume for the 30th highest traffic volume occurring in a one-year period.

QK: Quality of the Design Hour estimate:

- A 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B 30th Highest Hour Observed During Less than 12 Months of Continuous Traffic Data
- F Factored Highest Hour Collected at in a 48 Hour Weekday Period
- G Factored Highest Hour Collected at in a 48 Hour Weekday Period with Growth Element
- M Manual Estimate of 30th Highest Hour
- N Design Hour of Similar Neighboring Traffic Link
- O Provided by External Source

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

QW: Quality of AAWDT:

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

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is “R”, the year is the year that the raw traffic count was collected, and if available, the actual date that the count was obtained is provided. All other AADT data are factored to be accurate for the year of the report.

Route Shield Legend

Route Systems



Interstate Route

Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.



US Route



Virginia State Route



Secondary Route

Special Routes



Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route



ALT - Alternate Route
Wye - Wye Route connector



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



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

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

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
King George County															
3	3.68	19000	F	94%	1%	2%	1%	3%	0%	F	1800	F	19000	F	2001
						From: Stafford County Line									
						To: 48-605									
3	4.79	17000	F	94%	1%	2%	1%	3%	0%	C	1800	F	17000	F	2001
						From: SR 206 Arnolds Corner									
						To: SR 205 Purkins Corner									
3	2.58	14000	F	94%	1%	2%	1%	3%	0%	F	1300	F	14000	F	2001
						From: SR 205 Purkins Corner									
						To: US 301 Office Hall									
3	1.56	6600	F	94%	1%	2%	1%	3%	0%	F	580	F	6600	F	2001
						From: US 301 Office Hall									
						To: Westmoreland County Line									
205	7.18	4900	F	88%	1%	3%	2%	5%	0%	C	460	F	4900	F	2001
						From: SR 3 Purkins Corner									
						To: US 301 Edge Hill									
205	1.26	7400	F	95%	1%	3%	1%	1%	0%	F	750	F	7400	F	2001
						From: US 301 Edge Hill									
						To: 48-617 Carruthers Corner									
205	2.81	4300	F	95%	1%	3%	1%	1%	0%	F	400	F	4300	F	2001
						From: 48-617 Carruthers Corner									
						To: Westmoreland County Line									
205	3.36	3500	F	95%	1%	3%	1%	1%	0%	C	320	F	3500	F	2001
						From: Westmoreland County Line									
206	2.18	8800	F	96%	1%	1%	1%	1%	0%	F	1000	F	8800	F	2001
						From: SR 3 Arnolds Corner									
						To: 48-610									
206	4.26	8800	F	96%	1%	1%	1%	1%	0%	C	1000	F	8800	F	2001
						From: 48-610									
						To: SR 218 Berthaville									
206	2.19	10000	F	96%	1%	1%	1%	1%	0%	F	1300	F	10000	F	2001
						From: SR 218 Berthaville									
						To: SR 218 Owens									
206	0.62	10000	F	96%	1%	1%	1%	1%	0%	F	1200	F	10000	F	2001
						From: SR 218 Owens									
						To: US 301 East of Owens									
206	1.79	11000	F	96%	1%	1%	1%	1%	0%	F	1200	F	11000	F	2001
						From: US 301 East of Owens									
						To: 48-604									
218	5.93	2400	F	96%	1%	2%	0%	1%	0%	F	290	F	2400	F	2001
						From: Stafford County Line									
						To: 48-696									
218	1.05	2100	F	96%	1%	2%	0%	1%	0%	C	260	F	2100	F	2001
						From: 48-696									
						To: 48-609 Cash Corner									
218	6.81	1900	F	96%	1%	2%	0%	1%	0%	F	260	F	1900	F	2001
						From: 48-609 Cash Corner									
						To: SR 206 Berthaville									
218 206	2.19	10000	F	96%	1%	1%	1%	1%	0%	F	1300	F	10000	F	2001
						From: SR 206 Berthaville									
						To: SR 206 OWENS									
218	0.28	1000	F	95%	1%	2%	1%	1%	0%	F	110	F	1000	F	2001
						From: SR 206 OWENS									
						To: US 301 South of Owens									
218	6.02	4500	F	95%	1%	2%	1%	1%	0%	C	480	F	4500	F	2001
						From: US 301 South of Owens									
						To: SR 205 East of Tetotum									
301	3.05	10000	F	88%	1%	2%	1%	9%	0%	F	900	F	10000	F	2001
						From: Caroline County Line									
						To: 48-623									
301	2.05	11000	F	88%	1%	2%	1%	9%	0%	F	920	F	11000	F	2001
						From: 48-623									
						To: SR 3 Office Hall									
301	1.91	11000	F	88%	1%	2%	1%	9%	0%	F	990	F	11000	F	2001
						From: SR 3 Office Hall									
						To: SR 205 Edge Hill									
301	5.91	13000	F	88%	1%	2%	1%	9%	0%	F	1800	F	13000	F	2001
						From: SR 205 Edge Hill									
						To: SR 218									

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2001
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King George Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
King George County																
301	0.56	17000	F	88%	1%	2%	1%	9%	0%	F	1600	F	17000	F	2001	
				From:	SR 218											
				To:	SR 206 East of Owens											
301	3.58	16000	F	88%	1%	2%	1%	9%	0%	F	1400	F	16000	F	2001	
				To:	Maryland State Line											
600	1.68	580	R								NA		NA		03/12/2001	
				From:	SR 218											
				To:	48-658											
600	1.04	200	R								NA		NA		03/12/2001	
				To:	Stafford County Line											
601	1.30	260	R								NA		NA		04/02/2001	
				From:	48-631											
				To:	48-686											
602	0.80	290	R								NA		NA		03/14/2001	
				From:	Stafford County Line											
				To:	48-603											
603	1.16	900	R								NA		NA		03/14/2001	
				From:	SR 3											
				To:	48-602											
603	1.27	560	R								NA		NA		03/14/2001	
				From:	48-1021											
				To:	48-1021											
603	0.63	360	R								NA		NA		03/14/2001	
				From:	SR 218 West											
603 Y Intersection Leg	0.04	NA									NA		NA			
				To:	SR 218 East											
603	0.15	90	R								NA		NA		03/14/2001	
				From:	48-605											
				To:	48-605											
603	0.79	90	R								NA		NA		03/14/2001	
				From:	0.79 MN 48-605											
				To:	0.79 MN 48-605											
603	0.80	40	R								NA		NA		03/14/2001	
				From:	Dead End											
				To:	48-614											
604	0.23	400	F	96%	2%	2%	0%	0%	0%	C	47	F	400	F	2001	
				To:	SR 206											
605	0.75	290	R								NA		NA		03/22/2001	
				From:	Dead End											
				To:	SR 3											
605	1.20	920	R								NA		NA		03/22/2001	
				From:	48-665											
				To:	48-665											
605	2.20	600	R								NA		NA		03/22/2001	
				From:	SR 218											
				To:	SR 218											
605	0.20	50	R								NA		NA		03/14/2001	
				From:	48-603											
				To:	48-603											
606	0.50	46	R								NA		NA		05/02/2001	
				From:	Dead End											
				To:	0.50 ME Dead End											
606	0.11	80	R								NA		NA		05/02/2001	
				From:	SR 3; 48-677											
				To:	SR 3; 48-677											
607	0.90	770	F	82%	2%	4%	2%	10%	0%	F	80	F	760	F	2001	
				From:	US 301; 48-625											
				To:	48-631											
607	3.04	690	F	82%	2%	4%	2%	10%	0%	C	70	F	690	F	2001	
				From:	48-610											
				To:	48-610											

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King George Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
King George County																
607	2.75	1100	F	From: 48-610 74%	1%	4%	5%	16%	0%	C	100	F	1100	F	2001	
				To: SR 3												
608	2.38	240	R	From: 48-694							NA		NA		05/02/2001	
				To: 48-609 NORTH												
608	0.79	70	R	From: 48-609 SOUTH							NA		NA		05/02/2001	
				To: Dead End												
609	0.32	1900	F	From: SR 3	95%	2%	2%	1%	1%	0%	C	170	F	1900	F	2001
				To: 48-677												
609	0.53	2300	F	From: 48-608 SOUTH	95%	2%	2%	1%	1%	0%	F	210	F	2300	F	2001
				To: 48-649												
609	1.31	1200	F	From: 48-649	95%	2%	2%	1%	1%	0%	F	110	F	1200	F	2001
				To: SR 218												
610	1.63	350	R	From: 48-607							NA		NA		04/02/2001	
				To: 48-631												
610	1.30	620	F	From: 48-631	96%	1%	2%	0%	0%	0%	F	80	F	620	F	2001
				To: 48-678												
610	0.08	1500	F	From: 48-678	96%	2%	2%	0%	0%	0%	F	180	F	1500	F	2001
				To: SR 3 WEST												
610	1.80	1400	F	From: SR 3 EAST	96%	2%	2%	0%	0%	0%	C	130	F	1400	F	2001
				To: SR 206												
610	0.50	1600	R	From: SR 206							NA		NA		04/30/2001	
				To: 48-1210												
610	2.21	260	R	From: 48-1210							NA		NA		04/30/2001	
				To: SR 218												
611	0.47	550	F	From: SR 205	95%	1%	2%	1%	1%	0%	F	80	F	550	F	2001
				To: US 301												
611	2.24	870	F	From: US 301	95%	1%	2%	1%	1%	0%	C	100	F	870	F	2001
				To: SR 206												
612	0.20	90	R	From: 48-610							NA		NA		04/09/2001	
				To: Dead End												
613	0.05	60	R	From: SR 218							NA		NA		04/30/2001	
				To: 0.06 ME SR 218												
613	0.80	70	R	From: 0.06 ME SR 218							NA		NA		1998	
				To: Dead End												
614	0.93	570	F	From: Dead End	98%	1%	1%	0%	0%	0%	F	60	F	570	F	2001
				To: SR 206												
614	1.16	2000	F	From: SR 206	98%	1%	1%	0%	0%	0%	C	190	F	2000	F	2001
				To: US 301												
614	0.55	1700	F	From: US 301	98%	1%	1%	0%	0%	0%	F	180	F	1700	F	2001
				To: 48-635												
614	0.85	890	F	From: 48-635	98%	1%	1%	0%	0%	0%	F	110	F	890	F	2001
				To: 48-624												

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						2Axle	3+Axle	1Trail	2Trail						
King George County															
615	1.50	20	R			From: SR 218					NA		NA		04/04/2001
						To: Dead End									
616	1.86	280	R			From: US 301					NA		NA		04/04/2001
						To: SR 218 SOUTH									
616	0.80	150	R			From: SR 218 NORTH					NA		NA		04/04/2001
						To: Dead End									
617	3.35	140	R			From: SR 205					NA		NA		04/04/2001
						To: US 301									
618	0.62	120	R			From: SR 218					NA		NA		04/04/2001
						To: Dead End									
619	0.60	460	R			From: SR 205					NA		NA		04/04/2001
						To: SR 218 SOUTH									
619	2.00	250	R			From: SR 218 NORTH					NA		NA		04/04/2001
						To: Dead End									
620	2.15	49	R			From: 48-629					NA		NA		04/04/2001
						To: SR 205									
621	1.60	370	R			From: 48-629					NA		NA		04/04/2001
						To: SR 205									
622	2.00	70	R			From: 48-679					NA		NA		04/09/2001
						To: SR 205									
623	1.00	890	F	90%	1%	4%	1%	3%	0%	C	90	F	890	F	2001
						From: 48-650									
623	1.70	710	F	90%	1%	5%	1%	3%	0%	F	80	F	710	F	2001
						To: 48-647									
624	0.33	1200	F	95%	1%	3%	0%	0%	0%	C	140	F	1200	F	2001
						From: SR 206; SR 218									
624	1.47	1000	F	95%	1%	3%	0%	0%	0%	F	150	F	1000	F	2001
						To: 48-711									
624	1.10	870	R			From: 48-614					NA		NA		03/12/2001
						To: 48-685									
624	1.20	790	R			From: 48-639					NA		NA		03/12/2001
						To: Dead End									
625	2.67	310	F	96%	0%	2%	2%	1%	0%	F	30	F	310	F	2001
						From: US 301; 48-607									
625	3.40	190	F	96%	0%	2%	2%	1%	0%	C	20	F	190	F	2001
						To: 48-650									
625	1.43	70	R			From: SR 3					NA		NA		03/22/2001
						To: 48-628 EAST									
625	1.35	30	R			From: 48-628 WEST					NA		NA		03/22/2001
						To: 48-647									

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

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
King George County															
625	1.60	30	R			From: 48-647 To: 48-629					NA		NA		03/22/2001
626	0.50	40	R			From: Dead End To: 48-627					NA		NA		03/22/2001
627	1.39	20	R			From: Dead End To: 1.40 MN Dead End					NA		NA		03/22/2001
627	0.15	40	R			From: 48-626 To: 48-681					NA		NA		03/22/2001
627	0.90	110	R			From: 48-681 To: SR 3					NA		NA		03/22/2001
627	2.67	90	R			From: SR 3 To: 48-628					NA		NA		03/22/2001
628	1.20	390	F	95%	1%	2%	0%	1%	0%	F	45	F	390	F	2001
628	1.30	440	F	95%	1%	2%	0%	1%	0%	C	60	F	440	F	2001
						From: SR 3 To: 48-625 EAST To: Westmoreland County Line									
629	0.22	980	F	95%	2%	3%	0%	0%	0%	F	120	F	980	F	2001
629	1.69	660	F	95%	2%	3%	0%	0%	0%	C	80	F	660	F	2001
629	0.66	500	F	95%	2%	3%	0%	0%	0%	F	60	F	500	F	2001
629	0.70	380	F	94%	3%	2%	0%	0%	0%	C	40	F	380	F	2001
629	1.31	340	F	94%	3%	2%	0%	0%	0%	F	40	F	340	F	2001
						From: Dead End To: 48-616					NA		NA		04/04/2001
630	0.25	60	R			From: Dead End To: 48-616					NA		NA		04/04/2001
631	1.00	50	R			From: Dead End To: 48-607					NA		NA		04/02/2001
631	1.48	240	F	94%	3%	1%	1%	0%	0%	F	30	F	240	F	2001
631	0.66	350	F	94%	3%	1%	1%	0%	0%	C	48	F	350	F	2001
631	1.38	260	F	94%	3%	2%	1%	0%	0%	F	40	F	260	F	2001
						From: SR 206, SR 218 To: SR 206					NA		NA		03/14/2001
632	0.90	120	R			From: US 301 To: 48-617					NA		NA		04/04/2001
633	0.55	50	R			From: 48-617 To: Dead End					NA		NA		04/04/2001

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Traffic Engineering Division
2001
Annual Average Daily Traffic Volume Estimates By Section of Route
King George Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
King George County															
634	0.32	140	R			From: Dead End To: US 301					NA		NA		03/14/2001
635	0.37	120	R			From: 48-614 To: 0.38 ME 48-614					NA		NA		03/12/2001
635	0.08	20	R			From: 0.38 ME 48-614 To: Dead End					NA		NA		03/12/2001
636	0.07	40	R			From: Dead End To: 48-640					NA		NA		1998
636	0.09	110	R			From: 48-640 To: 48-604					NA		NA		1998
636	0.17	220	R			From: 48-604 To: SR 206; 48-668					NA		NA		04/04/2001
637	0.64	80	R			From: Dead End To: SR 3					NA		NA		05/02/2001
638	0.20	130	R			From: SR 3 To: Dead End					NA		NA		04/09/2001
639	0.90	380	R			From: 48-624 To: Dead End					NA		NA		03/12/2001
640	0.10	70	R			From: 48-614 To: 48-636					NA		NA		1998
641	0.80	50	R			From: SR 218 To: Dead End					NA		NA		05/02/2001
642	0.70	240	R			From: SR 218 To: 48-682					NA		NA		05/02/2001
642	0.10	20	R			From: 48-682 To: Dead End					NA		NA		05/02/2001
643	1.80	30	R			From: Dead End To: 48-625					NA		NA		04/02/2001
644	0.30	200	R			From: SR 206 To: 48-1206					NA		NA		1998
644	0.10	130	R			From: 48-1206 To: 0.10 ME 48-1206					NA		NA		1998
644	0.30	140	R			From: 0.10 ME 48-1206 To: Dead End					NA		NA		04/09/2001
645	1.05	120	R			From: Dead End To: 48-647					NA		NA		04/02/2001
645	0.03	610	F	89%	2%	4%	2%	3%	0%	C	70	F	610	F	2001
646	0.40	160	R			From: Dead End To: 48-670					NA		NA		1998

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
King George County															
647	0.12	550	F	88%	1%	4%	2%	4%	0%	C	70	F	550	F	2001
647	0.30	330	R								NA		NA		04/02/2001
647	1.61	130	R								NA		NA		04/09/2001
647	0.97	48	R								NA		NA		04/09/2001
648	0.60	100	R								NA		NA		05/02/2001
648	0.61	350	R								NA		NA		05/02/2001
649	0.75	40	R								NA		NA		05/02/2001
650	1.10	460	R								NA		NA		04/02/2001
651	0.72	30	R								NA		NA		03/12/2001
652	0.58	120	R								NA		NA		03/12/2001
653	1.00	80	R								NA		NA		04/02/2001
654	1.65	240	R								NA		NA		03/12/2001
655	0.63	60	R								NA		NA		03/14/2001
655	0.57	20	R								NA		NA		03/14/2001
656	0.32	180	R								NA		NA		04/30/2001
657	0.75	150	R								NA		NA		04/02/2001
658	0.07	90	R								NA		NA		03/12/2001
658	0.46	60	R								NA		NA		03/12/2001
659	0.65	150	R								NA		NA		04/09/2001
660	0.25	40	R								NA		NA		04/02/2001

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
King George County															
661	0.20	110	R			From: SR 3					NA		NA		04/09/2001
						To: 48-629									
662	0.60	160	R			From: 48-706					NA		NA		04/09/2001
						To: Dead End									
663	0.30	100	R			From: SR 206 WEST					NA		NA		03/14/2001
						To: SR 206 EAST									
664	1.00	240	R			From: Dead End					NA		NA		05/02/2001
						To: 48-694									
665	1.35	1100	R			From: SR 3					NA		NA		03/14/2001
665	0.18	750	R			To: 1.35 MS SR 3					NA		NA		03/14/2001
						To: 48-605									
666	0.43	20	R			From: 48-629 WEST					NA		NA		04/04/2001
						To: 48-629 EAST									
667	0.90	260	R			From: US 301					NA		NA		04/04/2001
						To: Dead End									
668	0.10	150	R			From: 48-614					NA		NA		1998
						To: SR 206; 48-636									
669	0.40	110	R			From: 48-631					NA		NA		04/04/2001
						To: Dead End									
670	0.17	760	R			From: 48-671					NA		NA		1998
						To: 48-614									
671	0.03	30	R			From: Dead End					NA		NA		04/04/2001
671	0.08	160	R			To: 48-672					NA		NA		1998
671	0.07	310	R			From: 48-670					NA		NA		1998
671	0.11	50	R			To: 48-674					NA		NA		1998
						To: Dead End									
672	0.08	110	R			From: 48-673					NA		NA		1998
						To: 48-671									
673	0.13	60	R			From: Dead End					NA		NA		1998
						To: 48-672									
674	0.07	120	R			From: 48-675					NA		NA		1998
674	0.07	250	R			To: 48-703					NA		NA		1998
						To: 48-671									
675	0.10	60	R			From: 48-715					NA		NA		1998
						To: 48-674									

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						2Axle	3+Axle	1Trail	2Trail						
King George County															
675	0.10	40	R			From: 48-674					NA	NA			1998
						To: Dead End									
676	0.30	90	R			From: SR 3					NA	NA			1998
						To: Dead End									
677	0.29	620	R			From: SR 3; 48-606					NA	NA			05/02/2001
						To: 48-609									
678	0.51	410	R			From: SR 3					NA	NA			05/09/2001
						To: 48-610									
679	0.85	370	R			From: SR 3 WEST					NA	NA			05/09/2001
						To: SR 3 EAST									
680	0.32	30	R			From: 48-625					NA	NA			1998
						To: SR 3									
681	0.30	130	R			From: SR 3					NA	NA			03/22/2001
						To: 48-627									
682	1.00	100	R			From: 48-642					NA	NA			05/02/2001
						To: Dead End									
683	0.17	250	R			From: 48-614					NA	NA			1998
683	0.03	130	R			From: 48-691					NA	NA			1998
						To: 48-693									
684	0.35	10	R			From: SR 205 WEST					NA	NA			1998
						To: SR 205 EAST									
685	0.13	20	R			From: 48-624					NA	NA			03/12/2001
						To: Dead End									
686	1.21	330	R			From: SR 3 SOUTH					NA	NA			04/02/2001
						To: SR 3 NORTH									
687	1.66	180	R			From: 48-624					NA	NA			03/12/2001
						To: Dead End									
688	0.20	70	R			From: 48-610					NA	NA			1998
						To: Dead End									
689	0.13	60	R			From: Dead End					NA	NA			1998
						To: 48-614									
690	0.16	50	R			From: SR 3					NA	NA			1998
						To: Dead End									
691	0.18	80	R			From: 48-683					NA	NA			1998
						To: Dead End									
692	2.60	1100	R			From: Dead End					NA	NA			04/02/2001
						To: 48-607									

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						2Axle	3+Axle	1Trail	2Trail						
King George County															
693	0.11	70	R			From: 48-683 To: Dead End					NA		NA		1998
694	1.39	670	F	91%	3%	3%	2%	1%	0%	C	80	F	670	F	2001
694	0.96	360	R			From: 48-664 To: 48-608					NA		NA		1993
694	1.45	360	R			From: 48-608 To: SR 218					NA		NA		1993
695	0.55	30	R			From: Dead End To: SR 218					NA		NA		1998
696	0.75	990	R			From: SR 218 To: 48-707					NA		NA		05/02/2001
696	0.18	700	R			From: 48-707 To: 48-1001					NA		NA		1998
696	0.05	280	R			From: 48-1001 To: 48-1002					NA		NA		1998
696	0.04	220	R			From: 48-1002 To: 48-1003					NA		NA		1998
696	0.09	190	R			From: 48-1003 To: 48-1005					NA		NA		1998
697	0.28	30	R			From: US 301 SOUTH To: US 301 NORTH					NA		NA		04/04/2001
698	2.28	140	R			From: Dead End To: 48-625					NA		NA		04/02/2001
699	0.35	30	R			From: US 301 SOUTH To: US 301 NORTH					NA		NA		04/04/2001
700	0.20	40	R			From: Dead End To: 48-648					NA		NA		05/02/2001
701	0.38	30	R			From: Dead End To: 48-616					NA		NA		04/04/2001
702	0.12	60	R			From: SR 206 To: Dead End					NA		NA		1998
703	0.10	46	R			From: 48-674 To: Dead End					NA		NA		1998
704	0.14	610	R			From: Dead End To: SR 205					NA		NA		1998
705	0.47	80	R			From: SR 205 WEST To: SR 205 EAST					NA		NA		04/09/2001
706	0.44	30	R			From: SR 205 WEST To: 48-662					NA		NA		04/09/2001

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
King George County															
(706)	0.02	220	R			From: 48-662					NA	NA			04/09/2001
						To: SR 205 EAST									
(707)	0.05	720	R			From: 48-696					NA	NA			05/02/2001
(707)	0.05	790	R			From: 48-1001					NA	NA			1998
(707)	0.05	760	R			From: 48-1002					NA	NA			1998
(707)	0.05	730	R			From: 48-1003					NA	NA			1998
(707)	0.05	700	R			From: 48-1004					NA	NA			1998
(707)	0.12	660	R			From: 48-1005					NA	NA			1998
(707)	0.04	450	R			From: 48-1007					NA	NA			1998
(707)	0.06	380	R			From: 48-1008					NA	NA			1998
(707)	0.05	370	R			From: 48-1009					NA	NA			1998
(707)	0.05	300	R			From: 48-1010					NA	NA			1998
						To: 48-1011									
(708)	0.04	100	R			From: 48-1007					NA	NA			1998
(708)	0.05	110	R			From: 48-1008					NA	NA			1998
(708)	0.05	100	R			From: 48-1009					NA	NA			1998
(708)	0.05	100	R			From: 48-1010					NA	NA			1998
(708)	0.04	50	R			From: 48-1011					NA	NA			1998
						To: 48-1012									
(709)	0.34	130	R			From: SR 3					NA	NA			1998
						To: 48-710									
(710)	0.08	30	R			From: 48-709					NA	NA			1998
						To: 48-629									
(711)	0.20	40	R			From: Dead End					NA	NA			03/12/2001
						To: 48-624									
(712)	0.32	70	R			From: 48-614 SOUTH					NA	NA			1998
						To: 48-614 NORTH									
(713)	0.14	50	R			From: Cul-de-Sac					NA	NA			03/12/2001
						To: 48-600									
(714)	0.13	40	R			From: 48-663					NA	NA			03/14/2001
						To: Dead End									

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
King George County															
715	0.05	40	R			From: 48-675					NA		NA		04/04/2001
						To: Dead End									
717	0.25	49	R			From: 48-719					NA		NA		04/04/2001
						To: SR 205									
718	0.39	70	R			From: 48-719					NA		NA		04/04/2001
						To: SR 205									
719	0.27	40	R			From: 48-717					NA		NA		04/04/2001
						To: Cul-de-Sac									
724	0.18	160	R			From: 48-629					NA		NA		1998
						To: 48-725									
725	0.30	90	R			From: Dead End					NA		NA		1998
						To: 48-724									
1000	0.39	70	R			From: US 301					NA		NA		03/12/2001
						To: Dead End									
1001	0.15	40	R			From: 48-707					NA		NA		1998
						To: 48-696									
1002	0.15	80	R			From: 48-707					NA		NA		1998
						To: 48-696									
1003	0.15	40	R			From: 48-707					NA		NA		1998
						To: 48-696									
1004	0.15	70	R			From: 48-707					NA		NA		1998
						To: 48-696									
1005	0.15	200	R			From: 48-707					NA		NA		1998
						To: 48-696									
1007	0.11	100	R			From: 48-707					NA		NA		1998
						To: 48-708									
1008	0.11	50	R			From: 48-707					NA		NA		1998
						To: 48-708									
1009	0.11	40	R			From: 48-707					NA		NA		1998
						To: 48-708									
1010	0.11	46	R			From: 48-707					NA		NA		1998
						To: 48-708									
1011	0.15	90	R			From: Dead End					NA		NA		1998
						To: 48-708									
1012	0.04	30	R			From: Dead End					NA		NA		1998
						To: 48-708									
1013	0.19	45	R			From: Cul-de-Sac					NA		NA		1998
						To: SR 218									

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						2Axle	3+Axle	1Trail	2Trail						
King George County															
1014	0.42	20	R			From: Cul-de-Sac					NA	NA			1998
						To: SR 218									
1015	0.10	30	R			From: 48-603					NA	NA			03/14/2001
						To: Dead End									
1020	0.34	240	R			From: 48-1027					NA	NA			05/03/2001
						To: 48-1023									
1020	0.12	250	R			From: 48-1023					NA	NA			05/03/2001
						To: 0.12 ME 48-1023									
1020	0.22	280	R			From: 48-603					NA	NA			1998
						To: 48-603									
1021	0.14	190	R			From: 48-603					NA	NA			1998
						To: 48-1022									
1021	0.23	190	R			From: 48-1022					NA	NA			1998
						To: Dead End									
1022	0.05	30	R			From: Cul-de-Sac					NA	NA			1998
						To: 48-1021									
1023	0.12	80	R			From: 48-1024					NA	NA			05/03/2001
						To: 48-1020									
1024	0.15	80	R			From: Cul-de-Sac					NA	NA			05/03/2001
						To: 48-1023									
1024	0.19	80	R			From: 48-1023					NA	NA			05/03/2001
						To: 48-1025									
1025	0.74	570	R			From: 48-1024					NA	NA			09/01/1998
						To: 48-1020									
1026	0.18	100	R			From: 48-1024					NA	NA			09/01/1998
						To: 48-1020									
1027	0.28	120	R			From: Cul-de-Sac					NA	NA			05/03/2001
						To: 48-1020									
1030	0.29	200	R			From: SR 206					NA	NA			04/09/2001
						To: Cul-de-Sac									
1031	0.29	100	R			From: 48-1030					NA	NA			04/09/2001
						To: 48-1032									
1032	0.18	680	R			From: SR 206					NA	NA			04/09/2001
						To: 48-1033									
1032	0.38	240	R			From: 48-1033					NA	NA			04/09/2001
						To: 48-1039									
1033	0.57	340	R			From: 48-1032					NA	NA			04/09/2001
						To: Cul-de-Sac									
1034	0.16	40	R			From: 48-1033					NA	NA			04/09/2001
						To: Dead End									

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						2Axle	3+Axle	1Trail	2Trail						
King George County															
(1035)	0.33	150	R			From: 48-1033					NA	NA			04/09/2001
						To: Cul-de-Sac									
(1036)	0.08	40	R			From: Cul-de-Sac					NA	NA			04/09/2001
						To: 48-1033									
(1039)	0.28	70	R			From: 48-1032					NA	NA			04/09/2001
						To: Cul-de-Sac									
(1040)	1.51	60	R			From: SR 218					NA	NA			1995
						To: 48-1041 EAST									
(1041)	0.37	150	R			From: 48-1040 WEST					NA	NA			05/02/2001
						To: Cul-de-Sac									
(1042)	0.18	20	R			From: 48-1041					NA	NA			05/02/2001
						To: 48-1040									
(1050)	0.50	170	R			From: Dead End					NA	NA			05/02/2001
						To: 48-694									
(1051)	0.24	300	R			From: Dead End					NA	NA			04/04/2001
						To: 48-614									
(1060)	0.40	90	R			From: 48-629					NA	NA			03/22/2001
						To: Cul-de-Sac									
(1061)	0.09	20	R			From: Cul-de-Sac					NA	NA			03/22/2001
						To: 48-1060									
(1062)	0.12	20	R			From: Cul-de-Sac					NA	NA			03/22/2001
						To: 48-1060									
(1100)	0.16	30	R			From: 48-1105					NA	NA			03/14/2001
						To: 48-1108									
(1101)	0.16	2200	R			From: US 301					NA	NA			1998
						To: 48-1102									
(1101)	0.11	1300	R			From: 48-1102					NA	NA			1998
						To: 48-1103									
(1101)	0.12	1000	R			From: 48-1103					NA	NA			1998
						To: 48-1105									
(1101)	0.15	390	R			From: 48-1105					NA	NA			03/14/2001
						To: 48-1108									
(1102)	0.06	170	R			From: 48-1104					NA	NA			1998
						To: 48-1101									
(1102)	0.07	80	R			From: 48-1101					NA	NA			1998
						To: Dead End									
(1103)	0.15	140	R			From: 48-1101					NA	NA			1998
						To: Dead End									
(1104)	0.06	110	R			From: Dead End					NA	NA			1998
						To: 48-1102									

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						2Axle	3+Axle	1Trail	2Trail						
King George County															
(1104)	0.06	60	R	From: 48-1102							NA	NA			1998
				To: Dead End											
(1105)	0.08	70	R	From: Cul-de-Sac							NA	NA			03/14/2001
(1105)	0.07	170	R	From: 48-1109							NA	NA			03/14/2001
(1105)	0.08	260	R	From: 48-1100							NA	NA			03/14/2001
(1105)	0.15	580	R	From: 48-1107							NA	NA			1998
(1105)	0.07	700	R	From: 48-1106							NA	NA			1998
				To: 48-1101											
(1106)	0.24	110	R	From: Cul-de-Sac							NA	NA			1998
				To: 48-1108											
(1107)	0.12	60	R	From: 48-1105							NA	NA			1998
				To: Cul-de-Sac											
(1108)	0.40	190	R	From: Cul-de-Sac							NA	NA			03/14/2001
(1108)	0.06	50	R	From: 48-1101							NA	NA			03/14/2001
				To: Cul-de-Sac											
(1109)	0.13	40	R	From: 48-1105							NA	NA			03/14/2001
				To: 48-1108											
(1110)	0.05	80	R	From: SR 218							NA	NA			1998
(1110)	0.36	40	R	From: 48-1111							NA	NA			1998
				To: Dead End											
(1111)	0.07	20	R	From: Dead End							NA	NA			1998
				To: 48-1110											
(1115)	0.20	110	R	From: Cul-de-Sac							NA	NA			1998
				To: SR 206											
(1120)	0.62	340	R	From: 48-679							NA	NA			04/09/2001
				To: Dead End											
(1121)	0.10	30	R	From: 48-1120							NA	NA			04/09/2001
				To: Cul-de-Sac											
(1122)	0.09	60	R	From: 48-1120							NA	NA			04/09/2001
				To: Cul-de-Sac											
(1123)	0.42	160	R	From: 48-1120							NA	NA			04/09/2001
				To: Cul-de-Sac											
(1124)	0.13	30	R	From: Cul-de-Sac							NA	NA			1998
				To: 48-1120											

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
King George County															
(1130)	0.77	330	R			From: 48-1131					NA	NA			03/12/2001
						To: 48-639									
(1131)	0.55	110	R			From: Cul-de-Sac					NA	NA			03/12/2001
(1131)	0.02	30	R			From: 48-1130					NA	NA			03/12/2001
						To: Dead End .02 MN 1130									
(1132)	0.45	80	R			From: Cul-de-Sac					NA	NA			1998
						To: 48-1130									
(1140)	0.05	40	R			From: 48-1141					NA	NA			04/04/2001
						To: 48-630									
(1141)	0.24	40	R			From: Cul-de-Sac					NA	NA			04/04/2001
						To: 48-1140									
(1150)	0.48	1500	R			From: US 301					NA	NA			04/04/2001
						To: 48-614									
(1201)	0.08	410	R			From: 48-611					NA	NA			1998
(1201)	0.35	80	R			To: 48-1202 NORTH					NA	NA			1998
						To: 48-1202 SOUTH									
(1202)	0.10	60	R			From: Dead End					NA	NA			1998
(1202)	0.17	260	R			To: 48-1204					NA	NA			1998
(1202)	0.25	300	R			To: 48-1201 SOUTH					NA	NA			1998
						To: 48-1201 NORTH									
(1203)	0.38	40	R			From: 48-611 SOUTH					NA	NA			1998
						To: 48-611 NORTH									
(1204)	0.17	60	R			From: 48-1202					NA	NA			1998
						To: Cul-de-Sac									
(1205)	0.24	40	R			From: Cul-de-Sac					NA	NA			1998
(1205)	0.13	150	R			To: 48-1207					NA	NA			1998
						To: SR 206									
(1206)	0.33	140	R			From: SR 206					NA	NA			1998
						To: 48-644									
(1207)	0.64	110	R			From: 48-1205					NA	NA			1998
						To: Cul-de-Sac									
(1209)	0.19	50	R			From: Cul-de-Sac					NA	NA			04/09/2001
						To: SR 206									
(1210)	0.15	110	R			From: Cul-de-Sac					NA	NA			04/30/2001
						To: 48-1211									

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						2Axle	3+Axle	1Trail	2Trail						
King George County															
1210	0.08	540	R			From: 48-1211					NA	NA			04/30/2001
						To: 48-610									
1211	0.20	120	R			From: Dead End					NA	NA			1998
1211	0.08	120	R			From: 48-1210					NA	NA			1998
						To: Dead End									
1212	0.10	90	R			From: Cul-de-Sac					NA	NA			04/30/2001
						To: 48-1210									
1214	0.10	440	R			From: SR 3					NA	NA			1998
1214	0.13	260	R			From: 48-1215; 48-1216					NA	NA			1998
						To: 48-1217									
1215	0.08	90	R			From: Cul-de-Sac					NA	NA			1998
						To: 48-1214; 48-1216									
1216	0.09	40	R			From: 48-1214; 48-1215					NA	NA			1998
						To: Cul-de-Sac									
1217	0.09	110	R			From: Dead End					NA	NA			1998
1217	0.09	70	R			From: 48-1214					NA	NA			1998
						To: Dead End									
1220	0.48	230	R			From: Cul-de-Sac					NA	NA			04/09/2001
						To: 48-610									
1223	0.25	140	R			From: Cul-de-Sac					NA	NA			04/09/2001
						To: 48-1220									
1224	0.10	40	R			From: 48-1223					NA	NA			04/09/2001
						To: Cul-de-Sac									
1230	0.39	140	R			From: 48-610					NA	NA			04/30/2001
						To: 48-1231; 48-1232									
1231	0.08	20	R			From: Cul-de-Sac					NA	NA			04/20/2001
						To: 48-1230; 48-1232									
1232	0.08	40	R			From: 48-1230; 48-1231					NA	NA			04/30/2001
						To: Cul-de-Sac									
9209	0.14	40	R			From: 48-610					NA	NA			1998
						To: 48-610									
9210	0.06	10	R			From: US 301					NA	NA			1998
						To: US 301									
9213	0.15	230	R			From: SR 206					NA	NA			1998
						To: SR 206									

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
King George County															
9578	0.07	8	R	From:	48-670					NA		NA			1998
				To:	48-614										
9951	0.31	40	R	From:	SR 206					NA		NA			1998
				To:	SR 206										