2015

Virginia Department of Transportation Daily Traffic Volume Estimates Including Vehicle Classification Estimates

where available

Jurisdiction Report 50

King William County Town of West Point

Prepared By

Virginia Department of Transportation Traffic Engineering Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Traffic Engineering Division Traffic Monitoring Section

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

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

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

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

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

Publication Notes

Parallel Roads

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

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

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

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

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

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

Glossary of Terms:

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

Length: Length of the traffic segment in miles.

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

QA: Quality of AADT:

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

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

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

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

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

1 Trail 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
- 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 81	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
29	US Route	

(F241)	Frontage Road (F precedes frontage route number)

(600) Secondary Route

Virginia State Route

Special Routes

Bus	Bus - Business Route
[29]	Bypas - Bypass Route
	Truck - Truck Route
ALT	ALT - Alternate Route
(220)	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 Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Virginia Department of Transportation Traffic Engineering Division 2015

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

						Tru	ıck			K	Dir		
Route	Jurisdiction	Length AADT C	A 4Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	Q۷
	From:	Caroline County Lin											
30) King William Rd	King William County	7.75 3300	G 79%	0%	1%	4%	16%	0%	С	0.088	0.656	3400	G
<u> </u>	To: From:	50-608 Globe Rd											
(30) King William Rd	King William County	4.37 4500	G 79%	0%	1%	4%	16%	0%	F	0.080	0.510	4600	(
<u></u>	To: From:	US 360 Richmond Tappahan	nock Hwy										
30) King William Rd	King William County	8.39 4900	G 88%	0%	1%	2%	9%	0%	С	0.089	0.62	5000	(
<u> </u>	To: From:	50-633 Powhatan Tra	ail		\neg \vdash								
30) King William Rd	King William County	8.34 2800	G 88%	0%	1%	2%	9%	0%	F	0.084	0.593	2900	(
\smile	Τα	50-632 Mt Olive-Cohok	e Rd		<u> </u>								
30) King William Rd	King William County	5.62 4200	G 88%	0%	1%	2%	9%	0%	F	0.075	0.592	4300	(
	To	WCL West Point											
30) Main St	Town of West Point (Maint: 50)		G 77%	1%	1%	4%	17%	0%	С	0.075	0.592	3900	
<u> </u>	To:	SR 33, 14th St											
	From:	SR 33 Main St							_				
30) (33) 14th St	Town of West Point (Maint: 50)		G 90%	0%	1%	3%	6%	0%	С	0.088	0.639	19000	
		New Kent County Li											_
33 30 14th St	Town of West Point (Maint: 50)	King William County I 0.25 18000	<u>G</u> 90%	0%	1%	3%	6%	0%	С	0.088	0.639	19000	
33) (30) 14th St	Town of West Foint (Maint. 50)		G 90%	076	1 70	3%	070	0%	C	0.000	0.639	19000	•
4 445 04	Town of Most Point (Maint 50)	SR 30 Main St	000/	00/	10/	10/	F0/	00/		0.007	0.570	10000	_
33) 14th St	Town of West Point (Maint: 50)	0.48 15000 King & Queen County	G 92%	0%	1%	1%	5%	0%	F	0.087	0.579	16000	•
	From		LIIIC										=
296)Kirby St	Town of West Point (Maint: 50)	SR 30, SR 33 0.22 700	G 97%	1%	1%	0%	2%	0%	С	0.119	0.707	720	
296 (Kilby St	To:	50-1107; 50-1126, 10ti		1 /0	1/8	0 /6	2/0	0 /6	O	0.113	0.707	720	
	From:	50-1107 Kirby St; 50-1											_
296)10th St	Town of West Point (Maint: 50)		G 97%	1%	1%	0%	2%	0%	F	0.119	0.707	220	
<u> </u>	To:	SR 298 Lee St											
	From:	Dead End											
298)5th St	Town of West Point (Maint: 50)		G 99%	0%	1%	0%	0%	0%	F	0.1	0.588	70	(
<u> </u>	To: From:	50-1109 Lee St; 50-11 50-1109; 50-1128, 5th											
298)Lee St	Town of West Point (Maint: 50)		G 99%	0%	1%	0%	0%	0%	С	0.1	0.588	1200	
290) = 44 41	To:	SR 296, 10th St						- , -	-				
	From:	SR 296 10th St											
298)Lee St	Town of West Point (Maint: 50)		G 99%	0%	1%	0%	0%	0%	F	0.103	0.562	1500	
<u> </u>	To	SR 33 14th St											
~~~	From:	Hanover County Lin					46:	•	_				
Richmond Tappahannock Hwy	King William County	2.32 <b>19000</b>	<b>G</b> 95%	0%	1%	1%	4%	0%	F	0.096	0.724	20000	•
~	T _{cc} From:	50-605 Old Newcastle	Rd		$\Box$ $\vdash$								
Richmond Tappahannock Hwy	King William County	2.77 <b>17000</b>	<b>G</b> 95%	0%	1%	1%	4%	0%	С	0.097	0.527	18000	(
~	To	SR 30 King William l	Rd										

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### Virginia Department of Transportation Traffic Engineering Division 2015

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

Route	Jurisdiction	Length AADT	QA	4Tire	Bus	2Axle		-		QC	K Factor	QK Dir Factor	AAWDT	QW
	From:	SR 30 King Willia	ım Rd											
(360) Richmond Tappahannock Hwy	King William County	3.34 <b>13000</b>	G	95%	0%	1%	1%	4%	0%	F	0.088	0.583	13000	G
	To:	King & Queen Cou	nty Line											

Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
King William County		From:	ł				reen Level				1					
600 E River Rd	1.30	40	R			30-021 G	ICCII LC VCI	Ku			NA			NA		04/13/2010
C Diver Dd	4.05	From				50-666 0	Chericoke 1	Rd			$\supset$			NA		04/12/2010
600 E River Rd	4.35	350	R		5(	)-618 Acqı	inton Chu	rch Dd			NA —			INA		04/13/2010
600) E River Rd	2.40	420 From:	R		30	7-010 / teqt	initon chu	ien Ru			NA			NA		03/23/2010
		From:				SR 30 E, K SR 30 W, F	_									
600 W River Rd	2.75	420	G	94%	0%	0%	5%	1%	0%	F	0.139		0.544	430	G	2015
600 W River Rd	1.86	From:	G	94%	0%	50-64 0%	7 Mill Rd 5%	1%	0%	F	0.137		0.562	410	G	2015
(600) W River Rd	1.00	400 To-		34 /6		0 Richmon				'	0.137		0.302	410	u	2013
600) W River Rd	2.39	1600 From:	G	94%	0%	0%	5%	1%	0%	С	0.11		0.619	1600	G	2015
$\overline{}$		To: From:				50-643	Millwood				$\Box$					
600 W River Rd	2.68	1100	G	94%	0%	0%	5%	1%	0%	F	0.094		0.626	1100	G	2015
(600) W River Rd	2.87	760	G	94%	0%	50-609 0%	Smokey R 5%	1%	0%	F	0.110		0.542	780	G	2015
		To-					Dover Lar									
600 W River Rd	3.24	590	G	94%	0%	0%	5%	1%	0%	F	0.135		0.724	600	G	2015
		From:	<u> </u>				County Li									
(601) Calno Rd	2.80	690	R			30-614 F	Etna Mills	Ku			NA			NA		09/10/2013
		To:				SR 30 W, I SR 30 E, K	_									
601) Edgar Rd	1.00	330	R			3K 30 E, K	ang wina	III Ku			NA			NA		08/27/2013
		To				Caroline	County Li	ine								
602) Landing Rd	0.18	40	R		0.18	MW 50-60	04 Dabney	s Mill Ro	i		NA			NA		06/12/2013
602) =4.14.19 114		To				50-604 Da	bnevs Mil	1 Rd								
602) Landing Rd	0.30	20 From:	R			20 00 1 20					NA			NA		03/17/2010
<u> </u>		To:			0.30	ME 50-60										
603) Dover Lane	1.25	90	R			50-600,	W River I	Rd			NA			NA		06/12/2013
		To:				De	ad End									
North Carolina Bd	0.68	From:		OE9/		50-605 Old 0%	l Newcastl	le Rd 1%	0%		0.127		0.727	160	G	2015
604) North Carolina Rd	0.66	150	G	95%	3%					С	0.127		0.737	160	G	2015
604) Dabneys Mill Rd	5.95	610 From:	G	97%	0%	0 Richmon 1%	1%	2%	0%	F	0.092		0.564	630	G	2015
		To: From:				50-652	Mahixon F	Rd								
604 Dabneys Mill Rd	0.86	470	G	97%	0%	1%	1%	2%	0%	F	0.104		0.533	480	G	2015
604) Dabneys Mill Rd	1.88	580 From:	G	97%	0%	50-605 1%	Manfield F	Rd 2%	0%	С	0.123		0.632	590	G	2015
(604) Dabneys Mill Rd	1.00	To		37 76	0 70		Etna Mills		0 70		0.120		0.002	330	<u> </u>	2010
(604) Dabneys Mill Rd	2.70	210 From:	G	97%	0%	1%	1%	2%	0%	F	0.113		0.654	210	G	2015
$\bigcup$		To: From:				SR 30 E, K SR 30 W, F										
(604) Herring Creek Rd	2.85	970	G	98%	0%	1%	0%	1%	0%	С	0.123		0.729	990	G	2015
$\frac{\bigcirc}{\bigcirc}$		To: From:				50-628	Dorrell R	d								
604) Herring Creek Rd	3.50	220 To:	R			50,600	W River I	D.d.			NA			NA		09/10/2013
		From:					ad End	.u			<u> </u>					
605) Old Newcastle Rd	0.60	20	R								NA			NA		03/17/2010
		To- From:			;	50-604 No	rth Carolin	na Rd			$\supset$					
605) Old Newcastle Rd	2.60	210 To:	R		TIC 20	0 Richmon	d Tow1	mm o c1- TY			NA			NA		03/17/2010

					King	william	Mainten	ance Ai	ea							
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
King William County																
Manfield Dd	0.00	From	<u> </u>	000/		0 Richmor							0.004	1000	_	0015
605 Manfield Rd	2.92	1800	G	98%	0%	0%	0%	1%	0%	С	0.114		0.684	1800	G	2015
<u> </u>		From				50-61	l Venter F									
(605) Manfield Rd	2.37	1000	G	98%	0%	0%	0%	1%	0%	F	0.117		0.517	1000	G	2015
<u> </u>		To	1			50-604 D	abneys Mi	ll Rd								
		From				D	ead End									
(606) Commins Rd	0.20	100	R								NA			NA		06/12/201
$\overline{}$		To	-			50-61	l Venter F	2d			$\neg$ —					
(606) Commins Rd	0.86	2000	G	99%	0%	0%	0%	0%	0%	С	0.12		0.711	2000	G	2015
$\odot$		To	_			50 1214	Newman	De								
(606) Commins Rd	1.27	530 From	G	99%	0%	0%	0%	0%	0%	F	0.121		0.606	540	G	2015
(606) 3011111113 114	1.27	To	<u> </u>	0070	0 70		Upshaw 1		0 70	'			0.000	040	u	2010
		From									_					
607 Beadles Rd	0.50					SR 30 Ki	ng Williar	n Rd			NA			NA		03/17/201
(607) Beadles Rd	0.50	460	R			50 600 1	V, Upshav	. D.4			TIVA			INA		03/17/201
		From					v, Opsnav E, Upshaw									
(607) Millwood Rd	1.68	80	R			50 000 1	э, орышч	Ru			NA			NA		03/17/201
(607)																00/11/201
	0.00	From				50-643 N	fillwood C	Court								00/47/004
(607) Millwood Rd	0.03	40	R								NA			NA		03/17/201
		To	1			50-600 V	West Rive	r Rd								
		From				50-600 V	V, W Rive	r Rd								
608) Hazelwood Rd	1.75	100	R								NA_			NA		03/17/201
$\overline{}$		To					28 WEST									
O Lassia Lill Da	0.40	From	Ц			50-6	28 EAST							NIA		00/17/001
608 Locust Hill Rd	2.40	140	R			50 600 I		n.			NA			NA		03/17/201
		From	-				V, Smokey E, Smokey				+					
(608) Globe Rd	3.30	490	G	97%	0%	1%	0%	1%	0%	С	0.125		0.641	510	G	2015
(600) GIODO FIG	0.00	To	<u> </u>	07.70		SR 30 W,			070				0.011	0.0	ŭ	2010
		From				SR 30 E, I										
608) Upshaw Rd	1.10	410	G	97%	0%	1%	0%	1%	0%	F	0.107		0.688	420	G	2015
		To				50 607 1	V, Beadle	D.A								
608) Upshaw Rd	3.63	570 From	G	97%	0%	1%	0%	1%	0%	F	0.103		0.636	580	G	2015
(608) Upshaw Rd	0.00	To	<u> </u>	01 70	0 70		E, W River		0 70	'	-0.100		0.000	000	u	2010
		From									_					
(609) Smokey Rd	0.00		<u> </u>	97%	2%	50-604 He 1%			0%	С	0.135		0.684	200	_	2015
(609) Sillokey nu	2.23	280	G	97%	270	170	0%	0%	0%	C	0.133		0.004	290	G	2013
		From				50-60	8 Globe R	d								
609) Smokey Rd	3.62	210	R								NA_			NA		09/10/201
$\overline{}$		To	1			50-600 V	West Rive	r Rd								
		From				50-605	Manfield	Rd								
(610) Enfield Rd	3.70	170	R								NA			NA		09/10/2013
		To				SR 30 E, I										
<u> </u>		From	<u> </u>		(	SR 30 W,	King Willi	am Rd								
(610) Epworth Rd	1.60	290	R								NA NA			NA		08/27/2013
		To					S, Globe				_					
Mitaballa Mill Pd	2.70	80	R			50-608	N, Globe	Ka			NA			NA		06/10/201
(610) Mitchells Mill Rd	2.79	80	п								INA			INA		06/12/2013
		To From			- 2	2.79 MN 5	0-608 Glo	be Rd			$\Box$					
(610) Mitchells Mill Rd	0.71	30	R								NA_			NA		08/27/2013
$\overline{}$		To	1			50-609	Smokey l	Rd	·							
_		From				50-605	Manfield	Rd								
(611) Venter Rd	2.84	920	G	98%	0%	0%	0%	1%	0%	С	0.124		0.526	940	G	2015
		То	_			SB 30 V	ng Williar	n RA				_				
611) Venter Rd	0.70	1100	G	98%	0%	0%	0%	1%	0%	F	0.104		0.630	1200	G	2015
(611) Venter Rd	0.70	1100		JU /0	U /0	0 /0	0 /0	1 /0	0 /0	'	0.104		0.030	1200	G	2010
		From					Commins									
(611) Venter Rd	0.76	2300	G	99%	0%	0%	0%	0%	0%	С	0.108		0.685	2300	G	2015
(0)									wy							

					King	William N	viainten	ance Ar	ea							
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
King William County		From	4		IIS 360	0 Richmon	d Tannah	annock H	W/W/		-					
(611) Walnut Lane	0.62	240	R		03 300	O KICIIIIOII	и таррана	aiiiock 11	wy		NA			NA		08/27/201
011)		To				De	ad End									
		From			S	SR 30 W, K	King Willi	am Rd								
(612) Kelley Rd	0.75	170	R								NA			NA		06/12/201
<u> </u>		To	1			SR 30 E, K										
Dunluga Pd	1.60	120	<u> </u>		50	)-618 Acqu	iinton Chu	arch Rd						NA		00/27/201
613) Dunluce Rd	1.60	130	R								NA			INA		08/27/201
613) Dunluce Rd	0.58	960			1.60 M	IN 50-618	Acquintor	n Church	Rd		NA			NA		06/24/201
(613) Dunluce Rd	0.56	900 To	R			SR 30 Kii	ng Willian	n Rd						INA		00/24/201
		From					County L									
614) Etna Mills Rd	2.28	1100	G	97%	1%	1%	0%	1%	0%	С	0.115		0.780	1100	G	2015
<u>(14)</u>		To	_			50.601	l Calno R	d								
614) Etna Mills Rd	2.00	630 From	G	97%	1%	1%	0%	1%	0%	F	0.137		0.832	650	G	2015
014)		То	_			50-615 Nel										
614) Etna Mills Rd	1.39	430 From	R		•	50-015 INC	ISOIIS DITU	ge Ku			NA			NA		06/12/201
014)		To				50-604 Da	ibneys Mi	ll Rd								
		From	1			Hanover	County L	Line								
(615) Nelsons Bridge Rd	2.88	550	G	95%	1%	1%	0%	3%	0%	F	0.129		0.83	570	G	2015
		To From				50-652	Mahixon l	Rd			_					
615) Nelsons Bridge Rd	3.52	240	G	95%	1%	1%	0%	3%	0%	С	0.168		0.667	250	G	2015
<u> </u>		To				50-604 Da	ibneys Mi	ll Rd								
		From				De	ad End									
(616) Chinquapin Rd	1.10	290	R			an ac 111	******	~.			NA			NA		04/13/201
		From			5	SR 30 Kii 60-617, E S	_				_					
(616) E Chinquapin Rd	0.85	140	R			0 017,25	pring r or	est rea			NA			NA		04/13/201
		To	_			0.85 N	AN 05-61	7								
616) E Chinquapin Rd	0.35	20 From	R			0.05 1	111 05 01	,			NA			NA		07/01/201
		To				De	ad End									
		From			S	SR 30 W, K	King Willi	am Rd								
(617) E Spring Forest Rd	0.50	210	R								NA			NA		04/13/201
		To From				50-616 E,	Chinquap	in Rd								
617) E Spring Forest Rd	0.66	100	R								NA			NA		04/13/201
$\overline{}$		To From			SI	R 30 MID,	King Wil	liam Rd								
617) W Spring Forest Rd	0.74	80	R	-	-				-		NA			NA		06/24/201
		То	<u> </u>			SR 30 E, K	ing Willia	am Rd								
	0.10	From		00-1		0 Richmon				_			0.615	4 100		0015
618 Mount Pleasant Rd	0.49	1400	G	98%	0%	1%	0%	1%	0%	F	0.114		0.649	1400	G	2015
		From				0-661 Acqu 50-661 Mo					+					
618) Acquinton Church Rd	1.77	1500	G	98%	0%	1%	0%	1%	0%	С	0.11		0.586	1500	G	2015
$\bigcup$		_ То	-			50-613	Dunluce l	Rd			<b>—</b> —					
618) Acquinton Church Rd	0.99	1300	G	98%	0%	1%	0%	1%	0%	F	0.117		0.598	1400	G	2015
$\bigcup$		To	-			50-600	E River I				¬					
(618) Acquinton Church Rd	3.10	950 From	G	98%	0%	1%	0%	1%	0%	F	0.109		0.73	980	G	2015
		To				50-629 Ja	icks Creel	k Rd								
		From				SR 30 Kii	ng Willian	n Rd								
619 Horse Landing Rd	0.06	690	R								NA			NA		06/11/201
		To From				50-1301 C	ourthouse	Lane								
(619) Horse Landing Rd	2.10	460	R								NA			NA		04/13/201
$\overline{}$		To	1			50-670 Ho	rse Landii	ng Rd								
-					:	50-670 Ho	rse Landii	ng Rd								

					rang	vviiiiaiii	Mairitor	ianoc 7 ti	ca							
Route	Length	AADT	QA	4Tire	Bus		Tr e 3+Axle			QC	K Facto	QK or	Dir Factor	AAWDT	QW	Year
King William County		From	1			SR 30 W	, King Will	iam Rd								
(620) Black Gum Rd	0.50	60	R			DIC DO W	, ring ,, in				NA			NA		04/07/2010
		To			S		O, King Wi									
620) Scotland Landing Rd	0.50	90	R			SR 30 E,	King Will	iam Rd			 NA			NA		06/11/2013
620) Social a Zanding Fid	0.00	Те	ſ			I	Dead End				٦ï.					00/11/2010
		From	:			I	Dead End									
(621) Green Level Rd	0.70	30	R								NA			NA		06/24/2013
<u> </u>		T _c From				50-60	0, E River	Rd			⊒⊢					
(621) Green Level Rd	2.09	60	R								NA			NA		06/24/2013
<u> </u>		To From			:	50-632 M	t Olive-Col	hoke Rd								
(621) Green Level Rd	3.80	160	R								NA			NA		04/13/2010
<u> </u>		To	1				Powhatan									
Lilla Fork Dd	0.00	From				50-632 M	t Olive-Col	hoke Rd						NIA		06/04/0010
622) Hills Fork Rd	0.80	40	R			T	Dead End				NA			NA		06/24/2013
		From					Powhatan	Trail								
(623) Union Hope Rd	2.00	120	R			30-033	rownatan	TTall			NA			NA		08/27/2013
023)		To	:			50-632 Mt	t Olive-Col	hoke Rd								
		From	i			50-64	0 Wakema	Rd								
(624) Trimmers Shop Rd	1.11	80	R								NA			NA		06/11/2013
$\overline{}$		To	c			I	Dead End									
0 0 11 1411 151		From				SR 30 I	King Willia	m Rd			Д.					0.1/0.7/0.01
625 Custis Millpond Rd	0.65	580	R								NA			NA		04/05/2010
		From				50-634	W, Seatons	Lane			<u> </u>					
625 Custis Millpond Rd	1.77	380	R								NA —			NA		04/05/2010
0 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0.40	From				50-64	0 Wakema	Rd			⇉			<b></b>		
625 Custis Millpond Rd	2.40	170	R								NA —			NA		06/11/2013
Overtie Miller and Del	4.00	From	<u> </u>			2.40	MN 50-64	40						NIA		00/44/0046
625) Custis Millpond Rd	1.00	250	R								NA —			NA		06/11/2013
Overtia Millmand Dd	0.10	From		050/			Rose Gar		00/				0.000	000		
625 Custis Millpond Rd	0.10	220	G	95%	0%	1%	3%	1%	0%	F	0.12	)	0.660	220	G	2015
	1.01	From	<u> </u>	050/	00/		0 Wakema		00/			4	0.000	150		
625 Indian Town Rd	1.81	140	G	95%	0%	1%	3% nd of Loop	1%	0%	С	0.13	+	0.632	150	G	2015
		From	3								$\pm$					
(626) W Rose Garden Rd	2.57	280	G	94%	1%	1%	Powhatan 0%	4%	0%	F	0.1		0.672	290	G	2015
020) 11 1100 00100111			<u> </u>		.,,-		King Willia									
(626) E Rose Garden Rd	1.00	150 From	G	94%	1%	1%	0%	4%	0%	С	0.12	7	0.65	160	G	2015
020		To					ustis Millp									
(626) E Rose Garden Rd	0.11	30 From	R			30-023 C	ustis Milip	ona Ka			NA			NA		06/11/2013
020		To	1			50-64	0 Wakema	Rd								
		From	·			SR 30 W.	, King Will	iam Rd			T					
(627) E St Johns Church Rd	0.70	50	R								NA			NA		06/11/2013
$\overline{}$		Te From	:			SR 30 E,	King Will	iam Rd			$\neg$					
627) E St Johns Church Rd	0.30	30	R								NA			NA		06/11/2013
		To	1			I	Dead End									
<u> </u>	0.1-	From					Herring Cre				Ţ	_	0.05-		_	
628 Dorrell Rd	2.18	250	G	84%	0%	0%	3%	12%	0%	F	0.09	j	0.823	260	G	2015
<u> </u>		From					V, Hazelwo				<b>]</b> -					
628 Dorrell Rd	2.70	130	G	84%	0%	0%	3%	12%	0%	F	0.10	3	0.722	140	G	2015
		From					0, W River				$\supset$					
(628) Dorrell Rd	2.36	390	G	84%	0%	0%	3%	12%	0%	С	0.10	7	0.659	400	G	2015
		To	C .			King & Q	ueen Cour	ty Line								

Route	Length	AADT	QA	4Tire	Bus			uck		QC	K	OK	Dir	AAWDT	QW	Year
King William County									ZITAII		Factor		actor			
(629) Jacks Creek Rd	1.80	140	R			50-60	0, E River	Rd			NA			NA		06/24/2013
020		To			5	50-632 Mt	Olive-Col	hoke Rd								
(629) Jacks Creek Rd	1.62	780	R								NA			NA		08/27/2013
		From			5		quinton Ch Jacks Cree									
(629) Acquinton Church Rd	1.78	870	G	92%	0%	1%	1%	6%	0%	F	0.111	0	.532	890	G	2015
		To	9				King Will King Will									
(629) Walkerton Rd	2.21	1900	G	92%	0%	1%	1%	6%	0%	С	0.103	0	.505	1900	G	2015
<u> </u>		To	d				ueen Cour	nty Line								
(630) Smith Ferry Rd	1.20	From	L R			Ι	Dead End				NA			NA		06/24/2013
(630) 5	0	To			50	0-632 S, N	It Olive-C	ohoke Rd								00/2 1/2010
(630) Churchville Rd	2.52	130	R		50	-632 N, N	It Olive-C	ohoke Rd			NA			NA		06/24/2013
(630) Churchville Rd	2.02	To	· ` `			SR 30 k	King Willia	m Rd						IVA		00/24/2010
_		From				Ι	Dead End									
(631) Marl Hill Rd	1.40	90	R			ap 20 1	z. <b>1</b> 777111	D 1			NA			NA		06/11/2013
		To	3				King Willia									
(632) Mt Olive-Cohoke Rd	2.60	380	R			SR 30 F	King Willia	m Rd			NA			NA		06/24/2013
032		To	_			50-630 S	, Smith Fe	rrv Rd								
(632) Mt Olive-Cohoke Rd	3.50	160 From	R			30-030 5	, omini i c	iry Ru			NA			NA		06/24/2013
$\bigcirc$		To From	-			50-633	Powhatan	Trail								
(632) Mt Olive-Cohoke Rd	6.26	340	R								NA			NA		06/24/2013
		To From				50-621	Green Lev	el Rd								
(632) Mt Olive-Cohoke Rd	1.30	530	R			50.620	I1 C	1. D.1			NA			NA		08/27/2013
		From	1				Jacks Cree Dead End	ek Ku								
(633) Powhatan Trail	0.10	50	R			1	Jeau Enu				NA			NA		07/01/2013
		To From	-			50-673 1	Pocahontas	s Trail								
(633) Powhatan Trail	3.05	190	G	94%	2%	1%	2%	2%	0%	С	0.121	C	0.68	190	G	2015
<u> </u>		To From				50-626, W	/ Rose Gar	rden Rd								
633) Powhatan Trail	4.75	190	G	94%	2%	1%	2%	2%	0%	F	0.14	0	.709	190	G	2015
		From					King Willia	m Ka								
634) Sweet Hall Rd	1.90	160	R			1	Dead End				NA			NA		04/05/2010
		To					King Will									
(634) Seatons Lane	1.30	From	L R			SR 30 E,	King Will	ıam Rd			NA			NA		04/05/2010
004)		To					Custis Mil									
(634) Kentucky Rd	0.68	40	R		5	0-625 E, 0	Custis Mill	pond Rd			 NA			NA		04/05/2010
(634) Kentucky Rd	0.00	To	<u>'</u>			I	Dead End							INA		04/03/2010
		From				Ι	Dead End									
(635) Romancoke Rd	0.40	10	R								NA			NA		07/01/2013
<u> </u>		To From				SR 30 k	King Willia	m Rd								
635) Chelsea Rd	1.40	110	R			50 645	Moorefiel	4 D.4			NA			NA		08/27/2013
T6 W4 D-:4						30-043	Moorener	u Ku								
Town of West Point		From				50-702	Industrial 1	Pkwy								
(636) VFW Rd	0.19	540	R			NO	W D				NA			NA		06/11/2013
W. W. C .		10	1			NCI	West Poi	nt								
King William County		From				NCI	_ West Poi	nt								
636) VFW Rd	1.70	150	R								NA			NA		06/11/2013
		To	9			SR 30 k	King Willia	m Rd								

				King William Maintenance Area				
Route	Length	AADT	QA	4Tire Bus	K Factor	QK Dir Factor	AAWDT	QW Year
King William County		From		50 610 Horse Landing Dd				
(637) White Oak Landing Rd	0.70	100	R	50-619 Horse Landing Rd	NA		NA	06/11/201
0		To From		50-642 White Oak Landing Lane	$\Box$			
(637) White Oak Landing Rd	0.60	10 To	R	Dood End	NA		NA	06/11/201
		From		Dead End	_			
(638) Mangohick Church Rd	0.10	30	R	Dead End	NA		NA	07/01/201
		To		SR 30 King William Rd				
<u> </u>		From		Dead End				
639 Mt Columbia Rd	1.10	80 To	R	50-604 Dabneys Mill Rd	NA		NA	06/12/201
		From		50-625 E, Custis Millpond Rd				
(640) Wakema Rd	4.82	130	R	30-023 E, Cusus Minipoliu Ku	NA		NA	06/11/201
		To From		50-625 W, Indian Town Rd; Custis Millpond Rd				
(640) Wakema Rd	1.20	470	R	, , , , , , , , , , , , , , , , , , , ,	NA		NA	06/11/201
$\bigcirc$		To		SR 30 King William Rd				
Condy Point Dd	0.70	From	_	SR 30 King William Rd			NA	06/11/001
641) Sandy Point Rd	0.70	90 To	R	Dead End	NA		INA	06/11/201
		From		50-637 White Oak Landing Rd				
(642) White Oak Landing Lan	e 0.50	10	R		NA		NA	07/01/201
$\bigcirc$		To		Dead End				
Millwood Ct	0.00	From	В	50-607 Millwood Rd			NIA	06/10/001
643 Millwood Ct	0.03	<b>70</b>	R	50-600 West River Rd	NA		NA	06/12/201
		From		SR 30 W, King William Rd				
(644) Olde Footpath Rd	0.85	60	R		NA		NA	08/27/2013
$\bigcirc$		To		SR 30 E, King William Rd				
Manustiald Dd	1.55	From	_	50-636 VFW Rd			NIA	00/07/001
645 Moorefield Rd	1.55	280 To	R	Dead End	NA		NA	08/27/201
		From		Dead End				
(646) Winchester Rd	0.93	40	R	D that Zha	NA		NA	06/24/2013
		To		50-623 Union Hope Rd				
O MILES	4.40	From		US 360 Richmond Tappahannock Hwy				00/10/001
647 Mill Rd	1.40	470	R	50-600, W River Rd	NA		NA	06/12/201
		From		SR 30 King William Rd	+			
(648) White Bank Rd	0.15	180	R	SK 30 King William Rd	NA		NA	06/11/2013
		To		0.15 MN SR 30	$\neg$			
(648) White Bank Rd	0.85	120	R		NA		NA	06/11/2013
		To		Dead End				
O Drandunia a Dd	0.50	From	_	Dead End			NIA	00/17/001
649 Brandywine Rd	0.50	40	R		NA		NA	03/17/2010
(649) Brandywine Rd	0.11	40 From	R	50-605 Manfield Rd	NA		NA	03/17/2010
(649) Brandywine Rd	0.11	To		US 360 Richmond Tappahannock Hwy	<b>—</b> "		147.	00/17/2010
_		From		SR 30 King William Rd				
(650) Roane Oak Rd	1.07	140	R		NA		NA	06/11/2013
		To		Dead End	_			
(651) Shooting Box Rd	1.00	20	R	Dead End	NA		NA	06/24/2013
(651) Shooting Box Rd	1.00	<b>20</b>		50-632 Mt Olive-Cohoke Rd			INA	00/24/201
		From		50-615 Nelsons Bridge Rd	j			
(652) Mahixon Rd	2.98	430	R		NA		NA	06/12/2013
$\overline{}$		To		50-604 Dabneys Mill Rd				

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Route	Length	AADT	QA	4Tire	e	Bus				Fruck de 1Tra			QC	K actor	QK	Dir Facto	or A	AWDT	QW	Yea
King William County		From							15.	1				ı						
(653) Towinque Farm Rd	0.65	50	R					Dea	ad End	1				NA				NA		06/12/2
030) 1 411 11		To					50-	656 Oa	ık Gro	ve Lane										
		From						Dea	ad End	l										
(654) Pampatike Rd	2.30	90	R											NA				NA		06/24/2
		To				5	50-618			Church R	.d									
655) Ayletts Rd	0.50	280	R			—	—	Dea	ad End	l				NA				NA		09/10/2
(655) Ayletts Rd	0.50	<b>200</b>					51	0-600, \	W Riv	er Rd								14/7		03/10/2
		From:								Bridge R	d			Ī						
656) Oak Grove Lane	0.08	80	R											NA				NA		03/17/2
$\bigcirc$		To					50-6	53 Tow	vinque	Farm Rd	l			<b>—</b>						
(656) Oak Grove Lane	0.08	70	R											NA				NA		03/17/2
$\overline{}$		To					50-6	15 Nels	sons B	ridge Rd										
O 51 - 51		From:						Dea	ad End	i				]						22/12/2
657 Elsassar Rd	0.80	10 To	R				50.62	2 Mt O	Nivo C	ahalra D	4			NA				NA		09/10/2
		From								ohoke R	u			-						
(658) Indian Church Rd	0.55	160	R				SR	30 Kin	ıg Wıll	iam Rd				NA				NA		06/12/2
(656)	0.00	To:						Dea	ad End	i				T.						00, 12, 2
		From						Dea	ad End	l										
(659) Vessels Lane	0.25	150	R											NA				NA		08/27/2
<u> </u>		To					5	50-608 U	Upsha	w Rd										
<u> </u>		From				5	50-63	2 Mt O	live-C	ohoke R	d									
660 Canaan Rd	0.25	10	R					D	. 1 F 1	1				NA				NA		06/12/2
		From:			0.61	0.4	<del>_</del>		ad End		DI	. D. I								
(661) Mt Pleasant Rd	0.86	280	R	50	0-61	8 Acc	quinto	on Chur	ren Ka	; Mount	Pleasan	т ка		NA				NA		08/27/2
(001)		To:			1	US 36	60 Ri	chmond	d Tapp	ahannocl	k Hwy									
		From								pahanno		y								
662) Sharon Rd	1.14	1700	R											NA				NA		09/10/2
$\overline{}$		To:					SR	30 Kin	ng Will	iam Rd				1						
662) Sharon Rd	0.21	1100	R											NA				NA		09/10/2
		To			U	S 360	) E, R	tichmon	nd Tap	pahanno	ck Hwy	7								
C Jackson Bd	0.00	From					50-	-629 Jac	cks Cr	eek Rd								N.1.0		07/04/0
663 Jackson Rd	0.20	<b>20</b>	R					Dec	ad End	ı				NA				NA		07/01/2
		From				_	50	)-629 W						1						
(664) Woodbury Rd	1.52	110	R				- 50	F-027 11	varkert	ion Ru				NA				NA		08/27/2
,		To						Dea	ad End	l										
_		From						Dea	ad End	l										
(665) Belmont Lane	0.24	48	R											NA				NA		04/13/2
		To				_		50-600,												
Llorge Alley	0.00	From:			1	US 36	60 Ric	chmond	d Tapp	ahannocl	k Hwy							NA		06/10/0
667 Horse Alley	0.08	160	R			—		50-662	Sharoi	n Rd				NA T				INA		06/12/2
		From				_		-630 Cl						1						
668) Episcopal Rd	0.15	20	R				50.	550 CI		c rxu				NA				NA		07/01/2
		To						Dea	ad End	l										
		From						Dea	ad End	l										
/ N =			R											NA				NA		07/01/2
669 St Johns Church Lane	0.10	10												_						
669 St Johns Church Lane	0.10	To				_	SR	30 Kin	ng Will	iam Rd										
669 St Johns Church Lane 670 Horse Landing Rd	0.10		R			<u> </u>				liam Rd				] J NA				NA		09/10/2

Route	Length	AADT	QA	4Tire	Bus		Tr	uck		QC	K	QK	Dir	AAWDT	QW	Year
King William County							3+Axle		2Trail		Factor		Factor			
(671) Mangohick Circle	0.90	80	R			SR 30 S,	King Will	iam Rd			 NA			NA		06/12/2013
(671) mangamen anaia	0.00	Te				SR 30 N,	King Will	iam Rd								00, 12, 20.
_		From				I	Dead End									
(672)	0.35	30	R								NA			NA		06/12/201
<u> </u>		To				50-633	Powhatan	Trail								
Dammundson Diner Del	0.50	From	<u> </u>			E	End Loop							NIA		04/40/004
673 Pamunkey River Rd	0.50	60	R								NA —			NA		04/13/201
anding Pd	0.25	From				50-1401	Lay Landi	ing Rd						NA		04/12/201
673 Lay Landing Rd	0.25	50	R								NA —			INA		04/13/201
anding Pd	0.30	From	<u> </u>			50-140	3 Cornfiel	d Rd			<del>_</del> NA			NA		04/12/201
673 Lay Landing Rd	0.30	70	R								- INA			INA		04/13/201
Deschantes Trail	0.00	From				50-1402	Spring Cre	eek Rd						NIA		04/10/001
673 Pocahontas Trail	0.30	90	R								NA —			NA		04/13/201
673) Pocahontas Trail	0.05	From	┺_			В	egin Loop				NA			NA		04/12/201
673) Pocahontas Trail	0.05	140									INA			INA		04/13/201
Danahamtan Turil	1.00	From		000/	00/		00 Pocket		00/		0 107			100		0015
673) Pocahontas Trail	1.00	150	G	99%	0%	1% 50-633	0% Powhatan	0% Trail	0%	С	0.137			160	G	2015
		From														
674) McPherson Dr	0.20	50	R			50-603	5 Manfield	ı Rd			NA			NA		06/12/201
674) Wei Herden Bi	0.20	Тс				I	Dead End				<b>–</b>					00/12/20
		From				50-6041	Dabneys M	fill Rd								
675) Corinth Dr	0.21	110	R								NA			NA		03/17/20
		To				50-	676 Hill D	r								
		From				50-604 I	Dabneys M	fill Rd								
676) Hill Dr	0.39	80	R								NA			NA		03/17/201
<u> </u>		To	1			50-67	75 Corinth	Dr								
O 5 5.	0.07	From				I	Dead End				٠,,					00/40/00
677) Recycle Rd	0.07	480	R			CD 20 I	King Willia	m Dd			NA			NA		06/12/201
		From						III Ku								
678) Flotbeck Rd	0.60	30	R				Dead End				NA			NA		06/12/20
678) 1 10100011110	0.00	To			5	0-629 Ac	quinton Cl	nurch Rd			<b>–</b>					00/12/20
		From					Powhatan									
679) Mt Rose Rd	0.70	40	R			20 055	10111111111				NA			NA		06/12/201
		To	×			I	Dead End									
		From				SR 30 I	King Willia	ım Rd								
680) Garlick Rd	0.18	100	R								NA			NA		06/12/201
<u> </u>		To	c			I	Dead End									
O 5 . 5.	0.04	From				I	Dead End				٠,,					00/40/00
681) Hybla Farm Rd	0.31	90 To	R			50 620	In also Cuo	als D.4			NA			NA		06/12/201
		From					Jacks Cree	ek Ku								
682) Tidy Cat Rd	0.14	370	R				ul-de-Sac				NA			NA		03/23/201
682 Tidy Cat Rd	0.14	770 Tr	<del>-</del>			50-61	3 Dunluce	Rd						14/3		00/20/20
		From					Dead End				i					
701) Euclid Heights Blvd	0.40	80	R				zeau Enu				NA			NA		09/10/20
		To	c			WC	L West Po	int								
Cown of West Point																
	0.00	From	Ļ			WC	L West Po	int						h : A		05/47/00
	0.20	60	R								NA			NA		05/17/200
701) Euclid Heights Blvd																
(701) Euclid Heights Blvd $(701)$ Euclid Heights Blvd	0.58	870 From	G	99%	0%	50-102 0%	6 Dogwoo	od Dr 0%	0%	С	0.101		0.628	890	G	2015

Route	Length	AADT	QA	4Tire	Bus			ruck		QC	K	QK	Dir	AAWDT	QW	Year
Town of West Point						2Ax	le 3+Ax	le 1Trail	2Trail		Factor		Factor			
(702) Industrial Pkwy	0.07	900	R			S	R 30 Main	St			 NA			NA		06/11/2013
(702) maastriar i kwy	0.07	To				50-	-636 VFW	Rd						1471		00/11/2010
		From				50-10	013 N, Riv	er Rd								
(1000) Azalea Cresent	0.28	80 To	R			50.1	013 S, Rive	or Dd			NA			NA		04/07/2010
		From	1				)2, E Magn									
(1001) Bond St	0.50	170	R			30-100	72, E Magn	iona Di			NA			NA		08/28/2013
		To					Dead End									
C Magnelia Dr	0.00	From	_			50-10	10 Souther	rn Ave			NIA			NIA		06/10/0010
(1002) E Magnolia Dr	0.20	370	R								NA			NA		06/12/2013
(1002) E Magnolia Dr	1.02	1300 From	G	98%	0%		King Willia 0%		0%	С	0.107		0.659	1300	G	2015
(1002) = 11149110114 21		To	_				003 Chelse				¬		0.000			
(1002) E Magnolia Dr	0.09	50 From	R			30-1	003 Cheise	za Ku			NA			NA		09/10/2013
$\bigcirc$		То	1		(	0.09 MN	50-1003 C	helsea Rd								
01.1. 12.1	0.40	From		202/	00/		R 33, 14th		201		2 4 2 5		0.540	0000	_	2015
(1003) Chelsea Rd	0.12	2200	G	92%	0%	2%	1%	5%	0%	С	0.105		0.549	2300	G	2015
Chalcaa Pd	1.05	1600	G	98%	0%		30 Glass Isl		0%	С	0.117		0.571	1600	G	2015
(1003) Chelsea Rd	1.05	1000		90%	0 %				0%	C	0.117		0.571	1600	G	2015
(1003) Chelsea Rd	0.30	1000	G	98%	0%		04 Mattapo		0%	F	0.116		0.584	1100	G	2015
(1003) Gricisca ria	0.00	To To		0070	0 70				0 70	•			0.004	1100	٥	2010
(1003) Chelsea Rd	0.75	710 From	G	98%	0%		06 Thomps 6 0%		0%	F	0.123		0.52	720	G	2015
1.000		To	-				2, E Magn									
(1003) Chelsea Rd	0.28	700 From	R			20 100	,2, 2 magn				NA			NA		04/05/2010
		To From				50-10	14, E Eucli	d Blvd								
(1003) Chelsea Rd	0.15	150	R								NA			NA		04/05/2010
<u> </u>		To From			(	).15 MN	50-1014 E	uclid Blvd			$\Box$					
(1003) Chelsea Rd	0.24	90	R			276	OL W D	• .			NA			NA		06/12/2013
		From	1				CL West Po									
(1004) Mattaponi Ave	0.70	750	R			50-100	)2, E Magn	iolia Dr			NA			NA		09/10/2013
1		То	-			50-100	06 Thomps	on Ave								
(1004) Mattaponi Ave	0.20	860 From	R			20 100	o mompo	011110			NA			NA		09/10/2013
		To				50-1	003 Chelse	ea Rd								
0.45.04	0.07	From				50-100	)2, E Magn	nolia Dr						NIA		04/40/0040
1005) Odi St	0.07	<b>47</b>	R			D	ead End; G	lan			NA			NA		04/13/2010
		From					1030 Bagb									
(1005) Odi St	0.45	540	R								NA			NA		06/05/2013
		From				50-100	06 Thomps	on Ave			⇉┈					
1005 Odi St	0.20	150	R				Dead End				NA			NA		08/28/2013
		From					R 30 Main				_					
(1006) Thompson Ave	0.93	1700	G	99%	0%				0%	С	0.1		0.631	1800	G	2015
		То				50-1	003 Chelse	ea Rd								
O		From	<u> </u>			5	0-1108, C	St								
(1007) Lyndale St	0.13	160	R								NA			NA		06/05/2013
(1007) Ogden St	0.20	320 From				S	R 30 Main	St			NA			NA		08/28/2013
(1007) Ogden St	0.20	320 To	R				Dead End				TIVA			INA		00/20/2013
		From					Dead End									
(1008) Dupont St	0.20	320	R								NA			NA		06/05/2013
$\overline{}$		To				S	R 30 Main	St								

Route	Length	AADT	QA 4	lTire Bus	Truck 3+Axle 1Trail 2 ⁻	$\circ$	K Factor	QK Dir Facto	r AAWDT (	QW Year
Town of West Point		From			Dead End		<u> </u>			
(1009) W Oak Grove St	0.16	170	R		Cau Enu		NA		NA	06/05/2013
		From		SR	30 Main St					
(1009) Oak Grove St	0.06	1200	R	Г	Dead End		NA T		NA	09/10/2013
		From			uclid Heights Rd					
(1010) Southern Ave	0.25	170	R	30-701 E	uciia rieigiiis Ka		NA		NA	06/05/2013
		To From		50-1002	, E Magnolia Dr		<b>—</b>			
(1010) Southern Ave	0.20	200	R				NA		NA	06/05/2013
		To From			nunkey Ave uthern Ave					
(1010) Pamunkey Ave	0.20	740	R	501	athern 71ve		NA		NA	08/28/2013
$\bigcup$		To		SR 30 K	ing William Ave					
<u> </u>		From		50-1002	, E Magnolia Dr					
(1011) Romancoke Ave	0.05	40 To	R	г	and End		NA		NA	06/05/2013
		From			Dead End 1108, C St					
(1012) Berkley St	0.13	80	R	30-	1106, C St		NA		NA	06/05/2013
,		To		SR	30 Main St					
		From		Γ	Dead End					
(1013) Pine Lane	0.50	100	R				NA		NA	04/07/2010
<u> </u>		To From		50-701 Eu	clid Heights Blvd					
(1013) Camelia Dr	0.33	250	R	50.100	(B. 1B.		NA		NA	04/07/2010
		E			6 Dogwood Dr					
(1014) E Euclid Blvd	0.24	290	R	50-100	3 Chelsea Rd		NA		NA	04/05/2010
1014) 2 200110 2110	0.2 1	To		50 102	2 Shoreline Dr				101	0 1/00/2010
(1014) E Euclid Blvd	0.03	120 From	R	30-103	2 Shoreline Di		NA		NA	04/05/2010
		To		50-101	5 Newman Rd					
		From		50-1014	, E Euclid Blvd					
(1015) Newman Rd	0.17	90	R				NA		NA	04/05/2010
		From			4 Sandy Creek					
(1016) Romancoke Ave	0.05	10	R	50-1009,	W Oak Grove St		 NA		NA	07/01/2013
(1016) Romancoke Ave	0.00	To		Γ	Dead End		Τ΄.		1471	0770172010
		From			W Oak Grove St					
(1017) Taylor Ave	0.06	120	R				NA		NA	06/05/2013
$\overline{}$		To		Γ	Dead End					
0 1 1	0.07	From		Γ	Dead End		$\exists$			0.4/0.4/0.04
(1018) Camelia Dr	0.07	<b>30</b>	R	50-701 Fu	iclid Heights Blvd		NA T		NA	04/01/2010
		From			iclid Heights Blvd					
(1019) Romancoke Ave	0.10	70	R	30-701 Et	iciia ricigiiis biva		NA		NA	04/07/2010
		To		50-102	0 Cypress Ave					
		From		Γ	Dead End					
(1020) Cypress Ave	0.08	40	R				NA		NA	04/07/2010
		From	_	50-1019	Romancoke Ave		<u> </u>			0.1/0=/==
(1020) Cypress Ave	0.08	40 Te	R	r	Dead End		NA		NA	04/07/2010
		From			30 Main St		<del></del>			
(1021) Cheatham Dr	0.07	90	R	SK	oo iviaiii ot		NA		NA	06/05/2013
1021)		To		50-102	5 Cheatham Dr					
		From		50-	1108, C St					
(1022) Bellwood St	0.12	180	R				NA		NA	06/05/2013
$\overline{}$		To		SR	30 Main St					

Route	Length	AADT	QA	4Tire	Bu	ıs			Truck kle 1Ti			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of West Point										iaii 2	- II ali		1 actor		i actor			
(1023) Fort St	0.13	80	R				50-	1108, C	St				NA			NA		04/01/2010
1023) 1 011 01	0.10	То	· · ·				SR	30 Mair	n St							14/3		04/01/2010
		From					50-	1108, C	St									
(1024) Glenn St	0.12	130	R										NA			NA		06/05/2013
		To From					SR	30 Mair	n St									
(1024) Thompson St	0.12	2100	R										NA			NA		06/05/2013
		To				5	0-1006	Thomp	son Ave									
(1025) Cheatham Dr	0.08	From <b>80</b>	R				50-1021	1 Cheatl	ham Dr				NA			NA		07/01/2013
(1025) Cheatham Dr	0.00	To	n				D	Dead End	d							INA		07/01/2013
		From				50-			ights Blv	'd								
(1026) Dogwood Dr	0.17	190	R				701 24	iona rio	igino Div				NA			NA		04/07/2010
		To				—	50-102	28 Tana	ger Ct									
(1026) Dogwood Dr	0.11	80 From	R				30-102	20 14114	geret				NA			NA		04/07/2010
		To					0-1027	Mockin	gbird Ct									
(1026) Dogwood Dr	0.02	100 From	R				0 1027	Wiockin	igona et				NA			NA		04/07/2010
		To					50-10	013 Rive	er Rd									
(1026) Dogwood Dr	0.14	60 From	R				30-10	713 Kive	JI Ku				NA			NA		04/07/2010
1020		To					D	Dead End	d									
		From					D	Dead End	d									
(1027) Mockingbird Ct	0.06	30	R										NA			NA		04/07/2010
<u> </u>		To				:	50-1020	6 Dogw	ood Dr									
$\bigcirc$		From					D	Dead End	d									
(1028) Tanager Ct	0.06	40	R				50.100	( P	1.5				NA			NA		04/07/2010
		- 10						6 Dogw					_					
(1029) Taylor Ave	0.08	110	R			0.08	3 MN 50	0-1002 1	Magnolia	ı Dr			NA			NA		06/05/2013
(1029) Taylor Ave	0.00		•••													1471		00/00/2010
(1029) Taylor Ave	0.21	100 From	R			5	0-1002,	, E Mag	nolia Dr				NA			NA		06/12/2013
(1029) Taylor Ave	0.21	To			50-	1010	Pamun	kev Ave	e; Southe	rn Ave	:					14/3		00/12/2010
		From						1005 Od										
(1030) Bagby St	0.28	250	R				201	1000 00					NA			NA		06/12/2013
		To				5	50-1004	Mattan	oni Ave									
(1030) Bagby St	0.29	200 From	R					типир	om iive				NA			NA		06/12/2013
		То					50-100	03 Chels	sea Rd									
		From					50-100	03 Chels	sea Rd									
(1031) Riverview Dr	0.11	150	R										NA			NA		04/05/2010
		То						2 Shore										
O 01 11 D	0.04	From					D	Dead End	d				٠,,					04/05/0046
Shoreline Dr	0.04	30	R										NA			NA		04/05/2010
		From					50-1031	1 Rivery	iew Dr				<u> </u>					0.1/0.5/0.01
(1032) Shoreline Dr	0.12	40	R				0 1014	F F1	1: 1 D1 1				NA			NA		04/05/2010
		From							lid Blvd									
(1033) E Oak Lane	0.22	160	R				0-1006	Inomp	son Ave				NA			NA		04/05/2010
(1033) E Oak Lane	0.22	To					Cı	ul-de-Sa	nc							IVA		5 1, 00, Z0 TC
		From				.5			eron Rd				l					
(1034) Sandy Creek	0.08	70	R				, 1000						NA			NA		06/12/2013
		То					50-101	5 Newn	nan Rd									
		From				5	50-1014	, E Eucl	lid Blvd									
(1036) Blue Heron Rd	0.14	230	R										NA			NA		08/28/2013
$\overline{}$		To					50-103	4 Sandy	Creek									

-					Kıng	William Maintenance Area							
Route	Length	AADT	QA	4Tire	Bus	Truck2Axle 3+Axle 1Trail 2Trail	$\cap$ C	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of West Point		F											
(1037) Westwood Ct	0.16	170	R			Dead End		NA			NA		04/05/201
		Te				50-1004 Mattaponi Ave							
<u></u>		From	_			Dead End		<u> </u>					2.1/25/221
(1038) N Oak Lane	0.12	<b>70</b>	R			50-1006 Thompson Ave		NA			NA		04/05/2010
		From	1			50-1014, E Euclid Blvd		l					
(1039) Briarwood Lane	0.16	120	R					NA			NA		06/12/2013
		To	1			Dead End							
(1040) Winter St	0.13	2300	L R			SR 30 Main St		NA			NA		06/12/201
(1040) Winter St	0.10	<b>2300</b>				Dead End					IVA		00/12/201
		From	1			50-1004 Mattaponi Ave							
(1041) Chelsea Run	0.12	110	R					NA			NA		06/12/2013
		From	1			Dead End							
(1042) Cressfield Dr	0.25	140	R			50-1005 Odi St		NA			NA		08/28/201
1042		To				Dead End							
		From				Dead End							
(1043) York St	0.09	20	R			50 1001 P 10		NA			NA		04/05/201
		From	1			50-1001 Bond St							
1044) Cherokee St	0.08	40	R			50-1004 Mattaponi Ave		NA			NA		04/05/201
		To				Cul-de-Sac							
$\sim$		From				Dead End							
(1045) Ball Park Dr	0.11	90 Tr	R			50 1002 Chalana D.I		NA			NA		04/05/201
		From				50-1003 Chelsea Rd 50-1047 Bridgeway Ct							
(1046) Rivergate Terrace	0.14	180	R			30-1047 Bridgeway Ct		NA			NA		06/12/201
		To				50-1005 Odi St							
O		From	<u> </u>			50-1046 Rivergate Terrace							
1047 Bridgeway Ct	0.10	150	R			50-1005 Odi St		NA			NA		06/12/201
		From				SR 33, 14th St							
(1101) Lee St	0.22	1200	R			5R 55, 14th 5t		NA			NA		09/10/201
$\bigcup$		To From	-			50-1114, 18th St		_					
(1101) Lee St	0.29	550	R					NA			NA		08/28/201
<u> </u>		To	1			50-1120, 23rd St							
(1102) 13th St	0.06	40	L			Dead End		NA			NA		04/13/201
1102) 10111 01	0.00	-TO				SR 296 Kirby St					147.0		04/10/201
(1102) 13th St	0.08	150 From	R			SR 290 Kilby St		NA			NA		04/13/201
		To	-			50-1129 Main St							
(1102) 13th St	0.03	1300	R					NA			NA		04/15/201
$\bigcirc$		To				Dead End							
10th Ct	0.05	From	Ļ			Dead End					NIA		04/01/001
(1103) 12th St	0.05	10	R			CD 200 VIII 2		NA			NA		04/01/2010
(1103) 12th St	0.17	130 From	R			SR 296 Kirby St		NA			NA		07/27/2010
1103		Te	_			SR 298 Lee St					·		
(1103) 12th St	0.06	90 From	R			SIX 270 LET SI		NA			NA		04/01/201
		To				Dead End							
O		From				Dead End							
1104 11th St	0.09	120	R			CD 200 L ag Ct		NA			NA		04/01/2010
		10				SR 298 Lee St							

Route	Length	AADT	QA 4	ITire BusTruck 2Axle 3+Axle 1Trail 2Trail	QC K QK Factor	Dir AAWDT QW Factor	/ Year
Town of West Point		From		SR 298 Lee St	<u> </u>		
(1104) 11th St	0.17	210	R	SR 270 Lee St	NA	NA	07/27/2010
$\bigcirc$		T. From		SR 296 Kirby St			
11th St	0.02	<b>20</b>	R	Dead End	NA T	NA	04/01/2010
		From		Dead End			
(1105) 9th St	0.03	10	R	Dead Line	NA	NA	07/01/2013
(1105) 9th St	0.17	420	R	50-1107 Kirby St	NA NA	NA	04/15/2010
1105) 5411 54	<b></b>	т		SR 298 Lee St			0 17 107 20 10
1105) 9th St	0.02	10 From	R	SK 296 ECC St	NA	NA	04/15/2010
		T		Dead End			
1106) 7th St	0.08	20	R	Dead End	NA	NA	07/27/2010
1106) /th St	0.00	<b>20</b>	n	50 1107 W. 1 . 0.	- NA	IVA	07/27/2010
1106) 7th St	0.17	230 From	R	50-1107 Kirby St	NA	NA	04/15/2010
		T. Fron		SR 298 Lee St			
1106) 7th St	0.08	90	R		NA	NA	07/27/2010
<u> </u>		T		Dead End			
1107) Kirby St	0.21	190	R	50-1121, 1st St	NA	NA	07/27/2010
1107) 157 51	0.21	т.		SR 298, 5th St			0172172010
1107) Kirby St	0.06	260 From	R	3K 290, 3th 3t	NA	NA	07/27/2010
$\mathcal{L}$		T. From		50-1110, 6th St			
1107) Kirby St	0.23	870	R		NA	NA	07/27/2010
		Т.		SR 296, 10th St			
1108) Kirby St	0.24	1800	R	SR 30, 14th St	NA	NA	04/01/2010
1108) ************************************		T		SR 30 Main St; Gap			
1108) C St	0.06	80	R	50-1008; Gap	NA	NA	04/01/2010
1108) 0 01	0.00	- T		50-1022 Bellwood St		107	04/01/2010
1108) C St	0.25	45	R	50-1022 Bellwood St	NA	NA	04/01/2010
		T		50-1007 Lyndale St			
( ) Ot	0.00	From		50-1121, 1st St		NA	07/07/004
1109 Lee St	0.23	360 T	R	SR 298, 5th St	NA T	NA	07/27/2010
		From		50-1107 Kirby St	1		
1110) 6th St	0.09	130	R	•	NA	NA	07/27/2010
$\overline{}$		From		50-1129 Main St			
1110 6th St	0.08	<b>220</b>	R	CD 200 L ac Ct	NA	NA	07/27/2010
		From		SR 298 Lee St  Dead End	(		
1111) 4th St	0.25	110	R	Dead End	NA	NA	04/15/2010
$\bigcup$		T		50-1109 Lee St			
0 2 2 2 2 2	0.00	From	-	Dead End		110	07/07/00
1112 2nd St	0.03	10	R		NA ———	NA	07/27/2010
1112) 2nd St	0.16	140	R	50-1107 Kirby St	NA	NA	04/15/2010
1112) 2nd St	0.10	14U 	11	50 1100 1 54		INA	U <del>4</del> /13/2010
1112) 2nd St	0.05	20 From	R	50-1109 Lee St	NA	NA	04/01/2010
··· <del>·</del>		Т		Dead End			
		Fron		SR 30 Main St			
(1113) 17th St	0.15	220	R		NA	NA	04/01/2010
		T		50-1127, F St			

Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail 2Trail	OC:	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of West Point		From						1		. 40.0.			
(1114) 18th St	0.15	230	R			SR 30 Main St		NA			NA		04/01/2010
		To				50-1127, F St							
(1114) 18th St	0.05	280	R			,		NA			NA		08/28/2013
<u> </u>		To				Dead End							
(1115) 19th St	0.15	200	 R			SR 30 Main St		NA			NA		04/01/2010
1115	0.13	<b>200</b>				50-1127, F St					INA		04/01/2010
		From				SR 30 Main St							
(1116) 21st St	0.16	330	R					NA			NA		04/01/2010
<u> </u>		To From				50-1127, F St							
(1116) 21st St	0.05	<b>30</b>	R			0.1.1.0		NA			NA		04/01/2010
		From				Cul-de-Sac							
(1117) 3rd St	0.16	90	R			50-1107 Kirby St		NA			NA		04/15/2010
		To	_			50-1109 Lee St							
		From				Dead End							
(1118) 16th St	0.08	40	R					NA			NA		04/01/2010
<u> </u>		To From				50-1108 Kirby St							
1118) 16th St	0.07	170	R					NA			NA		04/01/2010
<u> </u>		From				SR 30 Main St		⊒					
1118 16th St	0.14	290 _{то}	R			50-1127, F St		NA			NA		08/28/2013
-		From				SR 30 Main St							
(1119) 20th St	0.14	70	R			SK 50 Maiii St		NA			NA		06/05/2013
		To				50-1127, F St							
		From				SR 30 Main St							
(1120) 23rd St	0.08	500	R					NA			NA		06/05/2013
<u> </u>		From				50-1101 Lee St		<u> </u>					
1120 23rd St	0.08	80 To	R			Dead End		NA			NA		06/05/2013
		From				50-1107 Kirby St							
(1121) 1st St	0.08	170	R			30-1107 Kildy St		NA			NA		08/28/2013
		To				50-1129 Main St							
(1121) 1st St	0.08	240 From	R					NA			NA		08/28/2013
<u> </u>		To				50-1109 Lee St							
(151) 01	2.22	From	L			Dead End							00/05/0040
15th St	0.08	60	R					NA			NA		06/05/2013
(1122) 15th St	0.08	740	R			50-1108 Kirby St		NA			NA		06/05/2013
(1122) 15th St	0.00	740				an an Milia					INA		00/03/2013
(1122) 15th St	0.13	310 From	R			SR 30 Main St		NA			NA		06/05/2013
1021 01	0.10	T.0				50 1127 E Ct					1471		00/00/2010
(1122) 15th St	0.02	110 From	R			50-1127, F St		NA			NA		06/05/2013
		To				Dead End							
		From				50-1107 Kirby St							
(1123) 8th St	0.16	170	R					NA			NA		08/28/2013
<u> </u>		From				SR 298 Lee St							
1123 8th St	0.02	<b>30</b>	R			Dood End		NA			NA		06/05/2013
		From				Dead End							
(1124) Prospect St	0.09	80	R			Dead End		NA			NA		06/05/2013
1124)	0.00	To				50-1001 Bond St							20.20.00

					King	William Maintenance Are	ea							
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of West Point		From	1			SR 30 Main St								
(1125) 22nd St	0.08	280	R			SK 30 Main St			NA			NA		04/01/2010
<u> </u>		From				50-1101 Lee St								
(1125) 22nd St	0.14	<b>220</b>	R			D1E-1			NA			NA		08/28/2013
		From	1			Dead End			+					
(1126) 10th St	0.02	10	R			Dead End			NA			NA		07/01/2013
1126	0.02	To	<u> </u>			SR 296 Kirby St			T.					0770172010
O		From				SR 298 Lee St								
(1126) 10th St	0.05	150	R			5 15 1			NA			NA		06/05/2013
		- 10	1			Dead End								
(1127) F St	0.01	From	Ľ R			Dead End			NA			NA		04/01/2010
(1127) F St	0.01	10							INA			INA		04/01/2011
C C+	0.22	From	┺-			SR 33, 14th St						NIA		04/01/2010
(1127) F St	0.23	880	R						NA —			NA		04/01/2010
<u> </u>	0.40	From	<u> </u>			50-1114, 18th St						NIA		00/05/0046
1127 F St	0.18	240	R						NA			NA		06/05/2013
<u> </u>		From				50-1116, 21st St			<u> </u>					
(1127) F St	0.06	190	R						NA			NA		04/01/2010
		To	1			50-1125, 22nd St								
C11 C1	0.05	From	<u> </u>			SR 298 Lee St					0.550	00	_	0015
1128 5th St	0.05	<b>30</b>	G			Dead End			0.290		0.556	30	G	2015
		From												
(1129) Main St	0.23	620	R			50-1121, 1st St			NA			NA		06/05/2013
(1129) Main St	0.23	020	- ' '						- 11/			INA		00/03/2010
Main Ct	0.10	From	Щ.			SR 298, 5th St						NIA		00/10/2012
Main St	0.10	1400	R						NA 			NA		09/10/2013
Mata Ot	0.47	From	<u> </u>			50-1106, 7th St						NIA		00/40/0046
Main St	0.17	3100	R						NA			NA		09/10/2013
<u> </u>		From		2221		SR 296, 10th St								
(1129) Main St	0.22	2300 _{To}	G	98%	0%	1% 0% 0%	0%	С	0.092		0.539	2300	G	2015
			1			SR 33, 14th St								
(1130) Glass Island Rd	0.25	From	L			50-1003 Chelsea Rd			NA			NA		06/05/2013
(1130) Glass Island Rd	0.23		<u> </u>			Dead End						INA		00/03/2013
771 YY201 C 4						Dead End								
King William County		From	1			Cul-de-Sac								
(1135) Parkwood Dr	1.01	570	R						NA			NA		03/17/2010
$\bigcirc$		To				50-608 Upshaw Rd								
		From				50-1135 Parkwood Dr								
(1136) White Pine Court	0.11	80	R						NA			NA		03/17/2010
<u> </u>		To	1			Cul-de-Sac								
$\sim$		From			50	1151 N. Kennington Pkwy								
(1150) S. Kennington Pkwy	0.36	330	R						NA			NA		08/27/2013
<u> </u>		To	1			Richmond Tappahannock Hy	vy							
N. Kanadantan Dia	0.00	Prom	ᄂᢩ		50	0-1150 S. Kennington Pkwy						NIA		00/07/004
(1151) N. Kennington Pkwy	0.22	240 To	R			50-1154 Silver St			NA			NA		08/27/2013
		From							+					
(1152) White Oak Cir	0.07	40	R		50	9-1151 N. Kennington Pkwy			NA			NA		06/11/2013
(1152) White Oak Cir	0.07	<b>40</b>	<u> </u>			Cul-de-Sac						1 1/7		00/11/2010
		From			51	0-1151 N. Kennington Pkwy			+					
(1153) Sara Ann Ct	0.11	40	R		30	-1151 IV. Kemington PKWy			NA			NA		06/11/2013
1133)	J	To				Cul-de-Sac			Π.					
									-					

Route	l enath	AADT	QA	4Tire		Bus			Truck-			QC	K	QK	Dir	AAWDT	OW	Year
King William County	Longin	ועאר	37	71116	ט	uo	2Axle	e 3+A	xle 1T	rail 2	Trail	QU.	Factor	۷I۱	Factor	MANDI	IJ, V V	ισαι
		From				50-	-1151 N	. Kenni	ngton Pk	wy								
Silver St	0.23	<b>90</b>	R					Tul do C	100				NA			NA		06/11/201
		From	<u> </u>					Cul-de-S Dead En					+					
(1201) Terra Alta Dr	0.05	40	R					Dead En	IU				NA			NA		03/30/2010
$\bigcirc$		To From					50-12	03 New	ton Dr									
(1201) Terra Alta Dr	0.51	100	R										NA			NA		03/30/201
<u> </u>		From				5(	0-1202	Carey B	rook Lan	ie			<b>□</b> —					20/20/20/
(1201) Terra Alta Dr	0.24	160	R				50-6	11 Vent	ter Rd				NA			NA		03/30/201
		From						11 Vent					1					
(1202) Carey Brook Lane	0.09	30	R				30-0	11 VCIII	ici Ru				NA			NA		03/30/201
		To					50-120	1 Terra	Alta Dr									
<u> </u>		From			_	_	50-6	11 Vent	ter Rd									
(1203) Newton Dr	0.24	150	R				50 120	1 T	A14- D.:				NA			NA		03/30/201
		From	1						Alta Dr									
(1205) Ayletts Mill Dr	0.16	70	L				50-60	0, W Ri	iver Rd				NA			NA		03/30/201
(1203) 1 7 10 110 11111 21		To					C	Cul-de-S	ac									
		From					C	Cul-de-S	ac									
(1206) Windsor Rd	0.21	120	R										NA			NA		03/30/201
		То			—	—	50-	647 Mil	ll Rd									
Town of West Point		From					1	Dead En	nd									
(1207) 14th St	0.17	1300	R					Dead El	Id				NA			NA		04/13/201
		To				SR	30 Mai	n St; SR	R 33; 14th	n St								
King William County		From					50.101		. 51									
(1210) Oxford Lane	0.37	300	R				50-121	1 Lanca	aster Rd				 NA			NA		03/25/201
(1210) Oxford Lane	0.07	To					US	360; 50	-662				T.					00/20/20
		From					50-121	10 Oxfo	rd Lane									
(1211) Lancaster Rd	0.04	90	R										NA			NA		03/25/201
<u> </u>		To From					50-12	212 Ess	ex Rd									
(1211) Lancaster Rd	0.30	130	R										NA			NA		03/25/201
		To						360; 50										
(1212) Essex Rd	0.09	60	L				50-121	1 Lanca	aster Rd				 NA			NA		03/25/201
(1212) Essex Rd	0.03	- To					50.10	10.5	<u> </u>							INA		00/20/201
(1212) Essex Rd	0.07	30 From	R				50-12	13 Esse	x Court				NA			NA		03/25/201
(1212) 2000X 1 td	0.07	To					C	Cul-de-S	ac									00/20/201
		From					50-12	212 Ess	ex Rd									
(1213) Essex Court	0.07	20	R										NA			NA		03/25/201
		To					C	Cul-de-S	ac									
Chartaw Bidge	0.01	From	ᄂ				C	Cul-de-S	ac							NA		00/00/001
(1214) Choctaw Ridge	0.21	<b>220</b>	R		U:	S 360	) Richmo	ond Tan	pahanno	ck Hwy			NA			NA		03/23/201
		From	1						aw Ridge									
(1215) Clark Lane	0.12	110	R				50 1211	Choca	iw raage				NA			NA		03/23/201
		To					C	Cul-de-S	ac									
		From					50-60	6 Comn	nins Rd									
(1216) Newman Dr	0.42	230	R				0.121-		n :				NA			NA		03/17/201
		То	<u> </u>		_	50			Branch I	)r			<del> </del>					
(1217) Martins Branch Dr	0.11	40	L R		—	—	I	Dead En	nd				 NA			NA		03/17/201
Warting Dianell Di	0.11	<b>40</b>			—	—	50-12	16 New	man Dr							INA		00/11/2011

Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail 21	O.C	K Factor	QK	Dir Factor	AAWDT	QW	Year
King William County		From					· ruii	1 40101		1 40101			
(1217) Martins Branch Dr	0.12	40	R			50-1216 Newman Dr		NA			NA		03/17/201
		To				Dead End							
$\bigcirc$		From				50-1242 Lamae Circle							
(1218) Lamae Court	0.04	<b>30</b>	R			C-1 1- C		NA			NA		03/25/2010
		From				Cul-de-Sac							
(1219) Holly Court	0.04	45	R			Cul-de-Sac		NA			NA		03/25/2010
(1219)		To				50-1241 Holly Rd							
		From				Dead End							
(1220) Edge Hill Farms Dr	0.28	140	R					NA			NA		03/17/201
<u> </u>		To				50-600, W River Rd							
(1222) Poplar Pl	0.04	40	R			50-1242 Poplar Rd		 NA			NA		07/01/2013
(1222) Poplar Pl	0.04	To:	n			Cul-de-Sac					INA		07/01/201
		From				Beginning of Loop							
(1223) Rosebud Run	0.49	390	R					NA			NA		06/11/201
		To				Loop Intersection							
(1223) Rosebud Run	0.69	1000	R			•		NA			NA		08/28/2013
$\bigcirc$		To				50-606 Commins Rd							
O		From:				50-608 Upshaw Rd							
(1224) Mayfair Trace	0.26	60 To	R			C-1 1- C		NA			NA		08/28/2013
		From				Cul-de-Sac							
(1225) Cherry Hill Dr	0.12	420	R			SR 30 King William Rd		NA			NA		03/23/201
(1225) Gridity Tim Bi	0.12	To	•••			50 1224 CI TEU C					1471		00/20/2011
(1225) Cherry Hill Dr	0.17	320 From	R			50-1226 Cherry Hill Ct		NA			NA		03/23/2010
(1223) Grierry 1 mm 21	0	To				50-1227 Cherry Hill Circle							00/20/201
(1225) Cherry Hill Dr	0.34	90 From:	R			30-1227 Cherry Hill Circle		NA			NA		03/23/2010
,		To				Cul-de-Sac							
		From				Dead End							
(1226) Cherry Hill Ct	0.09	60	R					NA			NA		03/23/201
		To:				50-1225 Cherry Hill Dr							
(1226) Cherry Hill Ct	0.11	30	R					NA			NA		03/23/2010
<u> </u>		To				Dead End							
(1227) Cherry Hill Circle	0.35	90				Dead End		 NA			NA		03/23/2010
(1227) Cherry Hill Circle	0.33	90	R					INA			INA		03/23/2011
(1227) Cherry Hill Circle	0.45	160	R			50-1225 Cherry Hill Dr		<del>_</del> NA			NA		03/23/2010
(1227) Cherry Hill Circle	0.45	To:	n			Dead End					INA		03/23/2010
		From				Dead End							
(1228) Gwynne Dr	0.15	80	R			Doug Esta		NA			NA		03/23/2010
$\bigcup$		To:				50-1229 Pin Oak Ct							
(1228) Gwynne Dr	0.16	300 From:	R					NA			NA		03/23/2010
		To				50-1231 Oak Springs Circle							
O		From				Cul-de-Sac					_		
Pin Oak Ct	0.12	90 To	R			50 1220 C		NA			NA		03/23/2010
		To				50-1228 Gwynne Dr							
(1230) Oak Springs Dr	0.84	560	R			Dead End		 NA			NA		03/23/2010
(1230) Oak Springs Dr	0.04	To:				50-606 Commins Rd		1			INA		00/20/20 T
		From				Dead End							
(1231) Oak Springs Circle	0.05	360	R					NA			NA		03/23/2010
$\bigcirc$		To				50-1228 Gwynne Dr							

_								-Truck		_	K	_	Dir		_	
Route	Length	AADT	QA	4Tire	Bus			xle 1Trai		QC I	actor	QK	Factor	AAWDT	QW	Year
King William County		From	n-			50-	-1228 Gwy	nne Dr								
Oak Springs Circle	0.11	60	R				1220 0)	,			NA			NA		03/23/201
		T _e From	2			50-1	230 Oak S	prings Dr			_					
(1231) Oak Springs Circle	0.17	160	R								NA			NA		03/23/201
<u> </u>		To	):				Cul-de-S									
(1232) Willow Oak Court	0.08	60	`			50-123	31 Oak Spi	rings Circle			 NA			NA		03/23/201
(1232) Willow Oak Court	0.00	To	ı n				Cul-de-S	Sac						INA		03/23/201
		Fron	n:			50-1	230 Oak S				1					
1233) Corann Dr	0.41	170	R					r			NA			NA		03/23/201
$\bigcirc$		To	0:				Cul-de-S	Sac								
O 14	0.40	Fron	<u> </u>				Cul-de-S	Sac								07/04/004
1234 Manquin Ct	0.13	<b>70</b>	R			50	1225 Man	ovin Da			NA T			NA		07/01/201
		Fron	1				-1235 Man									
1235) Manquin Dr	0.10	580	" R			50-	-605 Manf	iela Ka			NA			NA		03/30/201
1233)		т.					0-1239 Wy	room Du								
1235) Manquin Dr	0.23	520 From	R				1-1239 W Y	SOI DI			NA			NA		03/30/201
(1233) 37 47		т.				50.11	236 S, Raiı	nwater Dr								
(1235) Manquin Dr	0.30	210 From	R			30-12	230 S, Kan	ilwater Di			NA			NA		03/30/201
		To	):		50-123	6 N, N	Moncuin	Dr; Rainwat	er Dr							
		From				50-1	235 S, Ma	nquin Dr								
1236 Rainwater Dr	0.45	140	R								NA			NA		03/30/201
<u> </u>		To From	1.			50-1	235 N, Ma	ınquin Dr								
(1236) N Moncuin Dr	0.13	80	R								NA			NA		03/30/201
<u> </u>		10	0.			<del></del>	Cul-de-S									
(1237) Kendall Dr	0.12	190	`L			50-	-605 Manf	ield Rd			 NA			NA		03/30/201
(1237) Kendali Dr	0.12	ТО ТО				50-1	238 Devoi	nshire Dr						14/3		00/00/201
		Fron	n:				-1237 Ken									
1238) Devonshire Dr	0.32	150	R								NA			NA		03/30/201
		To	):				Cul-de-S	Sac								
$\bigcirc$		Fron				50-	-1235 Man	quin Dr								
1239 Wysor Dr	0.17	<b>70</b>	R				G 1 1 7	,			NA			NA		03/30/201
		Fron					Cul-de-S				1					
1240) Maple Rd	0.18	150	R			SR 3	30 King W	illiam Rd			 NA			NA		06/11/201
1240) Mapio 11a	0.10	To				51	0-611 Ven	ter Rd			Ť.					00/11/201
		Fron	n:				30 King W									
(1241) Holly Rd	0.09	730	R								NA			NA		06/11/201
$\bigcirc$		From			50-1	242 S.	, Poplar Ro	l; Lamae Cir	cle		<b>—</b>					
(1241) Holly Rd	0.12	500	R								NA			NA		06/11/201
		T. Fron	2				50-1242 N	MID								
(1241) Holly Rd	0.08	500	R								NA			NA		08/28/201
<u> </u>		Te From	20			50-	1242 N, Po	oplar Rd								
1241) Holly Rd	0.09	310	R								NA			NA		06/11/201
		To	1				0-611 Ven				1					
1242) Lamae Circle	0.27	From					50-1241 N	MID						NIA		06/11/201
(1242) Lamae Circle	0.37	60	R								NA			NA		06/11/201
(1242) Poplar Rd	0.21	From	<u></u>			50-	-1241 S, H	olly Rd			NA.			NA		N8/29/201
(1242) Poplar Rd	0.21	120	R								NA			INA		08/28/201
(1242) Poplar Rd	0.22	From				50-	-1241 N, H	Iolly Rd			_ <del> </del> NA			NA		06/11/201
(1242) Popiar Rd	0.22	160	R								INA			IVA		06/11/201

Route	Length	AADT	QA	4Tire	. [	Bus					 Гrail	2Trail	QC	K Facto	Qk r	Dir Facto	AAWD	T QV	٧	Year
King William County		From	ı																	
(1243) Rosewood Court	0.14	50	R	-			50-	-1223	Koser	oud Rur				NA			NA		03	3/23/2010
		To						Cul	l-de-S	ac										
$\sim$		Fron			_		50-	-1223	Roseb	oud Rur	ı									
1244) Dogwood Ct	0.18	310	R					0.1	1.1.0					NA			NA		03	3/23/2010
		From					50		1-de-S											
1245) Courtney Lane	0.49	230	R				30-	J-1244	Dogw	vood Ct				NA			NA		03	3/23/2010
,		To						Cul	l-de-S	ac										
		Fron			_			Cul	l-de-S	ac										
1246 Breezwood Court	0.07	40	R					1015	a .					NA			NA		03	3/23/2010
		Fron	l		_					ney Lan										
1247) Willow Court	0.03	30	LR				50-	1245 (	Courtr	ney Lan	e			NA			NA		03	3/23/2010
1247) 17	0.00	To						Cul	l-de-S	ac										,,_0,_0
		Fron						Cul	l-de-Sa	ac										
1250) McCauley Pkwy	0.58	310	R											NA			NA		03	3/30/2010
		To			_		SR	30 Kii	ng Wi	lliam R	d									
Dalland Diago	0.57	Fron	ᄂ					Cul	l-de-S	ac							NIA		0.0	)/00/004 <i>(</i>
Pollard Place	0.57	<b>220</b>	R		—		SR	30 Kii	no Wi	lliam R	d			NA			NA		03	3/30/2010
		Fron			_		SIC		l-de-S											
1252) McCauley Court	0.04	40	R					Cui	1-uc-5	ac				NA			NA		03	3/30/2010
		To					50-1	1250 N	/IcCau	ley Pkv	/у									
		From						Cul	l-de-S	ac										
Carlton Court	0.13	60	R											NA			NA		03	3/30/2010
<u> </u>		To	<u> </u>		_					ley Pkv										
1254) Wilt Way	0.04	30	R		—		50-1	1250 N	AcCau	ley Pkv	/y			NA			NA		03	3/30/2010
Wilt Way	0.04	To	<u> </u>					Cul	1-de-S	ac							1471		00	<i>,,</i> 00,2010
		Fron			_		50-1			ley Pkv	/ <b>y</b>									
1255) Eliza Lane	0.10	40	R											NA			NA		03	3/30/2010
		To					50-	-1251	Pollar	rd Place										
Ole alless Occurt	0.44	Fron	<u> </u>				50-	-1251	Pollar	rd Place									0.0	/00/004
Shelby Court	0.14	<b>40</b>	R		—		—	Cul	l-de-S	ac				NA			NA		03	3/30/2010
		Fron	l						1-de-S											
Eula Court	0.04	30	R					Cui	1-uc-3	ac				NA			NA		03	3/30/2010
		To					50	-1251	Pollar	rd Place										
		Fron					5	50-127	70; 50-	-1271										
1268) Shelton Pl	0.42	250	R											NA			NA		06	6/11/2013
		To	<u> </u>		_					lliam R	d									
1269) Madison Ct	0.07	90	R		—		5	50-126	8 Shel	lton Pl				 NA			NA		ne	6/11/2013
Madison Ct	0.07	To	<del></del>					Cul	1-de-S	ac							INA		00	)/ 1 1/20 TC
		Fron			_		5	50-126						İ						
1270) Brooking Ct	0.05	70	R											NA			NA		06	6/11/2013
$\smile$		To						Cul	l-de-S	ac										
<u> </u>		From						Cul	l-de-S	ac				Ц.,						
Brooking Terrace	0.14	60 Tr	R					50-126	8 Shal	lton Di				NA			NA		06	6/11/2013
		Fron	l		_					ng Terra	CO.			I						
1272) Abbey Ct	0.02	46	R				JU-12	∠/1 B1	TOOKIN	ig rema	LE			NA			NA		06	6/11/2013
,		To			_			Cul	l-de-S	ac										- "
	<u> </u>	Fron			_			Cul	l-de-S	ac									-	
(1275) Central Pkwy	0.16	60	R											NA			NA		06	6/11/2013
$\overline{}$		To					SR	30 Kii	ng Wi	lliam R	d									

					King	william Main	teriarice Are	a						
Route	Length	AADT	QA	4Tire	Bus		-Truck	ററ	_ K	QK	Dir	AAWDT	QW	Year
V: W:11: C						2Axie 3+A	xle 1Trail	21rail	Factor		Factor			
King William County		From				Cul-de-S	ac							
(1276) Central Crossing Terra	80	R						NA			NA		06/11/201	
<u> </u>		To				50-1275 Centr	al Pkwy							
		From				Cul-de-S	ac							
St. Charles Pl	0.10	130	R						NA	NA I		NA	06/11/20	
		To				50-1275 Centr	al Pkwy							
St. Charles Ct	0.06	170	ᆫ			Cul-de-S	ac				NA	NIA	06/11/20	06/11/001
			R			50-1277 St. C	noulos Di		NA			NA		
			<u> </u>											
(1301) Courthouse Lane	0.21	190	R		,	SR 30 W, King V	Villiam Rd		NA		NA	06/11	06/11/201	
	0.21	190										INA		00/11/201
Courthouse Lane	0.01	From:	ᆫ	50-619 Horse Landing Rd							NIA		00/00/00:	
(1301) Courthouse Lane	0.21	90 To:	R			SR 30 E, King V	Villiam Dd		NA			NA		08/28/201
		From							-					
Pocket Rd	0.68	60	L			Dead E	nd		NΔ	 NA		NA	n	04/13/201
	0.00	To:	<u> </u>			50-673 Pocaho	ntas Trail					INA		04/13/20
		From:			50 672 I	ay Landing Rd; l		D.4						
(1401) Lay Landing Rd	0.35	100	R		30-073 L	ay Landing Ru;	ramunkey Kive	Ku	NA			NA	04	04/13/201
		To	Ė			Cul-de-S	ac		Ti.					
(1402) Spring Creek Rd	0.30	From:				Cul-de-S					NA			
			R						NA			04/13/20	04/13/201	
		To			50-673	Pocahontas Trai	l; Lay Landing l	Rd						
(1403) Cornfield Rd	0.30	30				Cul-de-S	lac							
			R						NA			NA		04/13/201
		To				50-673 Lay La	nding Rd							
Town of West Point														
O W . D El . O .	0.11	From: 340	<u> </u>	50-1006 Thompson Ave				<u> </u>	<u></u>		N1.0		00/00/00/	
(9205) West Point Elem Sch			R			W . D C	1 1		NA			NA	03/28/20	03/28/200
						West Point S	cnoois							
King William County		From:				SR 30 King W	illiam P.d		_					
(9214) King William HS	0.19	280 To:	R			SK 50 King W	illialli Ku		NA			NA	0	04/23/200
9214)						King Willia	m HS							
Town of West Point														
(9406) West Point HS	0.11	From: <b>300</b>				50-1004 Matta	poni Ave							
			R						NA		NA		03/28/200	
		To				West Poin	t HS							
(9407) West Point Elem Sch		120		S0-1006 Thompson Ave							NA		04/15/2010	
	0.05		R					NA						
<u> </u>		To	<u> </u>			50-1006 Thom	oson Ave		1					
King William County		From				CD 30 17: 177	::: D 1		- 1					
9466) Hamilton Holmes Middle <b>Sch</b> 4		240	R			SR 30 King W	ıınam Kd		 NA			NA		04/13/201
(9466) Hamilton Holmes Midd	JIC OUTH	<b>240</b> To:	<u> </u>			SR 30 King W	illiam Rd		TIVA			INA		04/13/201
		From	!		-				1					
(9470) Acquinton Church Rd	0.17	200	R		51	0-629 Acquinton	Cnurch Kd		 NA			NA		04/13/201
	0.17	ZUU To				SR 30 King W	illiam Rd					INA		U4/13/201
						SIC SO IXING W			1					