## 2020

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

where available

## Special Locality Report 325

Town of West Point

Information in this report is included in Report

**50** 

(King William County)

Prepared By

Virginia Department of Transportation Traffic Engineering Division

In Cooperation With

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

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

## Virginia Department of Transportation Traffic Engineering Division Traffic Monitoring Section

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

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

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

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

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

### **Publication Notes**

### Parallel Roads

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

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

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

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

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

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

## Glossary of Terms:

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

Length: Length of the traffic segment in miles.

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

## QA: Quality of AADT:

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

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

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

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

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

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

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

QC: Quality of Classification Data:

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

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

QK: Quality of the K Factor estimate:

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

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

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

QW: Quality of AAWDT:

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

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

## Route Shield Legend

## Route Systems

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

7 Virginia State Route

F241) Frontage Road (F precedes frontage route number)

(600) Secondary Route

## Special Routes

Bus Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route
ALT 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 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 2020

## Annual Average Daily Traffic Volume Estimates By Section of Route Town of West Point

Route	Jurisdiction	Length AADT QA	4Tire	Bus		Tru 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW
	From:	WCL West Point												
(30) Main St	Town of West Point (Maint: 50)	2.19 <b>3600 N</b>	86%	0%	1%	2%	11%	0%	Ν	0.079	F	0.624	3500	N
$\bigcirc$	To:	SR 33, 14th St												
1446 64		SR 33 Main St	000/	10/	10/	00/	00/	00/	0	0.000	_	0.000	10000	_
(30) (33) 14th St	Town of West Point (Maint: 50)	0.25 <b>16000 G</b>	90%	1%	1%	2%	6%	0%	С	0.092	F	0.622	16000	G
		New Kent County Line												
	From:	King William County Line			Щ.				_		_			
(33) (30) 14th St	Town of West Point (Maint: 50)	0.25 <b>16000 G</b>	90%	1%	1%	2%	6%	0%	С	0.092	F	0.622	16000	G
<u> </u>	To: From:	SR 30 Main St												
(33) 14th St	Town of West Point (Maint: 50)	0.48 <b>15000 G</b>	92%	1%	1%	1%	5%	0%	F	0.082	F	0.632	15000	G
$\bigcirc$	To:	King & Queen County Line												
	From:	SR 30, SR 33												
(296)Kirby St	Town of West Point (Maint: 50)	0.22 <b>510 G</b>	98%	1%	0%	0%	0%	0%	С	0.110	F	0.689	500	G
	To:	50-1107; 50-1126, 10th St												
	From:	50-1107 Kirby St; 50-1126												
(296)10th St	Town of West Point (Maint: 50)	0.17 <b>160 G</b>	96%	3%	0%	0%	0%	0%	С	0.117	F	0.704	160	G
	To:	SR 298 Lee St												
	From:	Dead End												
298)5th St	Town of West Point (Maint: 50)	0.24 <b>46 G</b>	100%	0%	0%	0%	0%	0%	С	0.212	F	0.5	46	G
$\bigcirc$	To:	50-1109 Lee St; 50-1128												
C L c c Ct		50-1109; 50-1128, 5th St	070/	00/	10/	00/	10/	00/	0	0.000	_	0.500	1100	_
(298) Lee St	Town of West Point (Maint: 50)	0.29 <b>1100 G</b>	97%	0%	1%	0%	1%	0%	С	0.096	F	0.589	1100	G
	From	SR 296, 10th St SR 296 10th St												
298 Lee St	Town of West Point (Maint: 50)	0.22 <b>1000 G</b>	98%	1%	1%	0%	0%	0%	С	0.092	F	0.574	1000	G
230) 3	To:	SR 33 14th St		. , ,	Ť	0,0	0,0	0,0	_	3.00=		3.0. 1	.000	<u> </u>
	, and the second	511 55 1 111 51												

Route	Length	AADT	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	OW/	Year
Town of West Point	Lengin	AADI	QА	41116	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QIV	Factor	AAWDI	QVV	i cai
<u> </u>	0.10	From	Ļ			50-702 I	Industrial F	Pkwy						NIA		04/00/001
(636) VFW Rd	0.19	340 To	R			NCL	West Poir	nt			NA			NA		04/02/201
		From	4				West Poi									
(701) Euclid Heights Blvd	0.20	60	R								NA			NA		05/17/200
<u> </u>	2.50	From					6 Dogwood				<u> </u>		2 = 1 2	= 40		
Euclid Heights Blvd	0.58	750	G	99%	0%	0% SR 30 Ki	0% ing Willian	0%	0%	С	0.127	F	0.516	740	G	2020
		From	4				30 Main St									
702 Industrial Pkwy	0.07	780	R								NA			NA		04/02/201
30		To	4			50-63	36 VFW R	d								
1000 Azalea Cresent	0.28	40	R			50-101	3 N, River	Rd			NA			NA		08/23/201
Azalea Cresent	0.20	<b>40</b>	<del>"</del>			50-101	3 S, River	Rd						INA		00/23/201
		From				50-1002,	, E Magnol	lia Dr								
1001 Bond St	0.50	110	R								NA			NA		04/17/201
		From	1				ead End									
(1002) E Magnolia Dr	0.20	300	R			50-1010	) Southern	Ave			NA			NA		04/04/201
E Magnolia Dr		То	4			SR 30 Ki	ing Willian	n Ave								
E Magnolia Dr	1.02	940	G	98%	0%	1%	1%	0%	0%	С	0.118	F	0.579	920	G	2020
50		To From				50-100	3 Chelsea	Rd								
1002 E Magnolia Dr	0.09	30	R								NA			NA		04/02/201
		To	1		0.		0-1003 Che									
(1003) Chelsea Rd	0.12	1700	L	92%	0%	2%	33, 14th St 2%	t 4%	0%	С	0.088	F	0.535	1700	G	2020
Chelsea Rd		To	_				Glass Islar									
Chelsea Rd	1.05	1100	G	99%	0%	0%	0%	0%	0%	С	0.090	F	0.606	1100	G	2020
50		To From				50-1004	Mattaponi	i Ave								
1003 Chelsea Rd	0.30	670	G	98%	0%	0%	0%	0%	0%	С	0.092	F	0.582	660	G	2020
<u> </u>		From		2221	221		Thompson							- 10		
Chelsea Rd	0.75	550		99%	0%	0%	0%	0%	0%	С	0.104	F	0.581	540	G	2020
(1003) Chelsea Rd	0.28	640	R			50-1002,	, E Magnol	lia Dr			 NA			NA		08/23/201
Chelsea Rd	0.20	040 To				50 1014	E Englid	Dlod						1471		00/20/201
Chelsea Rd	0.15	140 From	R			30-1014	, E Euclid	Divu			NA			NA		08/23/201
50		To From			0.	15 MN 50	)-1014 Euc	clid Blvd			_					
Chelsea Rd	0.24	110	R								NA			NA		04/02/201
307		To	4				West Poir									
(1004) Mattaponi Ave	0.70	620	R			50-1002,	, E Magnol	lia Dr			NA			NA		09/11/2019
Mattaponi Ave	0.70	To				50 1006	Thomason	. Av.a						1471		00/11/201
Mattaponi Ave	0.20	850	R			30-1006	Thompson	1 Ave			NA			NA		09/11/201
Mattaponi Ave		To	_			50-100	3 Chelsea	Rd								
0.11.01	0.07	From	<u> </u>			50-1002,	, E Magnol	lia Dr						<b>.</b>		0.4/0.0/0.04
1005 Odi St	0.07	<b>20</b>	R			Dead	d End; Gaj	n			NA			NA		04/06/201
$\widehat{}$		From					30 Bagby									
1005 Odi St	0.45	440	R								NA 			NA		09/11/2019
	0.00	From				50-1006	Thompson	1 Ave			N/A			NIA		04/17/001
1005 Odi St	0.20	<b>70</b>	R			D	ead End				NA			NA		04/17/201
		From	1				30 Main St	t								
Thompson Ave	0.93	990	G	99%	0%	1%	0%	0%	0%	С	0.109	F	0.597	980	G	2020
···		To	1			50-100	3 Chelsea	Rd								

## Virginia Department of Transportation Traffic Engineering Division 2020 Annual Average Daily Traffic Vicest Point

Tov	vn c	of W	lest	Point	

					TOWIT	or west Point								
Route	Length	AADT	QA 4Ti	re Bus	S	Truck- le 3+Axle 1T		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of West Point		From			5(	0-1108, C St								
Lyndale St	0.13	40	R		30	5-1100, C St			NA			NA		04/04/201
50		To			SF	R 30 Main St			_					
Ogden St	0.20	120	R						NA			NA		04/17/201
30		То				Dead End								
Dunant Ct	0.00	From				Dead End						NIA		00/11/001
Dupont St	0.20	40 To	R		SI.	R 30 Main St			NA			NA		09/11/201
		From				Dead End								
1009 W Oak Grove St	0.16	50	R			Dead Elid			NA			NA		09/11/201
W Oak Grove St		To			SE	R 30 Main St								
Oak Grove St	0.06	1200 From	R		SI.	X 50 Maii 5t			NA			NA		09/11/201
Oak Grove St		To				Dead End								
		From			50-701	Euclid Heights Ro	i							
Southern Ave	0.25	130	R						NA			NA		04/04/201
30		To From			50-100	2, E Magnolia Dr			_					
Southern Ave	0.20	70	R						NA			NA		04/09/201
50		To				munkey Ave								
Pamunkey Ave	0.20	260	R		- 50	outhern Ave			NA			NA		04/09/201
Pamunkey Ave	0.20	To	••		SR 30 1	King William Ave	;		i)					0 1/00/201
		From				2, E Magnolia Dr								
Romancoke Ave	0.05	40	R			,			NA			NA		04/17/201
50		To				Dead End								
		From			50	0-1108, C St								
Berkley St	0.13	40	R						NA			NA		04/04/201
		То				R 30 Main St								
1013) Pine Lane	0.50	From				Dead End			NIA			NA		04/06/001
Pine Lane	0.50	100	R						NA —			IVA		04/06/201
Complia Dr	0.22	From			50-701 E	Euclid Heights Bly	vd .					NA		00/00/001
1013 Camelia Dr	0.33	180	R		50-10	26 Dogwood Dr			NA			INA		08/23/201
		From				003 Chelsea Rd								
1014) E Euclid Blvd	0.24	320	R		30-10	003 Cheisea Ru			NA			NA		08/23/201
50		To			50.10	32 Shoreline Dr								
E Euclid Blvd	0.03	80 From	R		30-10	32 Shoreline Di			NA			NA		08/23/201
1014		То			50-10	15 Newman Rd								
		From			50-101	14, E Euclid Blvd								
Newman Rd	0.17	40	R			•			NA			NA		08/24/201
50		То			50-10	34 Sandy Creek								
$\sim$		From			50-1009	, W Oak Grove S	t							
1016 Romancoke Ave	0.05	<b>20</b>	R						NA			NA		04/17/201
						Dead End								
1017) Taylor Ave	0.06	From			50-1009	, W Oak Grove S	t		NA			NA		07/17/201
Taylor Ave	0.06	90 To	R			Dead End						IVA		07/17/201
		From				Dead End								
1018 Camelia Dr	0.07	30	R			Dead Elid			NA			NA		04/06/201
Camelia Dr		To			50-701 E	Euclid Heights Bly	⁄d							
		From			50-701 F	Euclid Heights Bly	vd							
Romancoke Ave	0.10	160	R						NA			NA		08/23/201
00		То			50-10	20 Cypress Ave								
		From				Dead End								
$\bigcirc$	0.08	30	R						NA			NA		04/06/201
1020 Cypress Ave	0.06	30			50.11	9 Romancoke Ave								

## Virginia Department of Transportation Traffic Engineering Division

		Anı	nual A	verage Da	aily Tra	20: affic Volur	ering Divisio 20 ne Estimate /est Point		ction of	Route					
Route	Length	AADT	QA	4Tire	Bus		Truck +Axle 1Trai		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of West Point		From	12		5	50-1019 Ron	nancoke Ave								
(1020) Cypress Ave	0.08	30	R			Б. 1	Б.1			NA			NA		04/06/2016
		From	1			Dead SR 30 M									
(1021) Cheatham Dr	0.07	70	R			SK 30 F	viaiii St			NA			NA		04/04/2019
50.		To	):			50-1025 Ch	neatham Dr								
<u> </u>		From	12			50-110	8, C St								
Bellwood St	0.12	100	R			SR 30 N	Main St			NA			NA		04/09/2019
		From	1:			50-110									
(1023) Fort St	0.13	100	R			30-110	o, e si			NA			NA		08/24/2016
50		To	):			SR 30 N	Main St								
O 01 0:	0.10	From				50-110	8, C St			Ц.,					0.4/0.4/0.04
Glenn St	0.12	120	R							NA 			NA		04/04/2019
Thomason Ct	0.12	From				SR 30 N	Main St			NA			NA		09/11/2019
Thompson St	0.12	1600 To	R			50-1006 The	ompson Ave						INA		09/11/2018
		From	1:			50-1021 Ch									
Cheatham Dr	0.08	40	R							NA			NA		04/17/2019
511		To	00			Dead	End								
O De serve el De	0.47	From			50	0-701 Euclid	Heights Blvd						NIA		00/00/004
Dogwood Dr	0.17	160	R							NA			NA		08/23/2016
(1026) Dogwood Dr	0.11	From	<u> </u>			50-1028 T	anager Ct			 NA			NA		08/23/2016
Dogwood Dr	0.11	60	R							INA			INA		00/23/2010
(1026) Dogwood Dr	0.02	50 From	Ħ R			50-1027 Mo	ckingbird Ct			NA			NA		08/23/2016
Dogwood Dr	0.02					50-1013	Divon Dd								00/20/2010
Dogwood Dr	0.14	40 From	R			30-1013	KIVCI KU			NA			NA		04/06/2016
Dogwood Dr		Te	1			Dead	End								
		Fron				Dead	End								
Mockingbird Ct	0.06	<b>20</b>	R			50 1026 D				NA			NA		04/06/2016
		From				50-1026 Do									
(1028) Tanager Ct	0.06	30	R			Dead	End			NA			NA		04/06/2016
Tanager Ct		Tr	Y			50-1026 Do	ogwood Dr								
		From	1:		0.0	8 MN 50-10	02 Magnolia D	r							
Taylor Ave	0.08	100	R							NA			NA		04/04/2019
<u> </u>		From			;	50-1002, E N	Magnolia Dr			<u> </u>					0.1/0.1/0.01
Taylor Ave	0.21	150	R		50-1010	0 Pamunkey	Ave; Southern	Δve		NA			NA		04/04/2019
		From	1:		50-1010	50-1005		AVC							
(1030) Bagby St	0.28	230	R			30-1003	our st			NA			NA		09/11/2019
50		Te				50-1004 Ma	ttanoni Ave								
(1030) Bagby St	0.29	120	R							NA			NA		04/05/2019
50)		To	):			50-1003 C	helsea Rd								
O Birmai - B	<b>0.11</b>	From				50-1003 C	helsea Rd						N. 1. A.		00/00/00
Riverview Dr	0.11	160	_R ∞			50-1032 Sh	oreline Dr			NA			NA		08/23/2016
		From	1:			Dead									
Shoreline Dr	0.04	30	R			Dead	Lilu			NA			NA		04/06/2016
50		Te				50-1031 Ri	verview Dr								
(1032) Shoreline Dr	0.12	110 From	R							NA			NA		08/24/2016
9U		To	x			50-1014, E	Euclid Blvd								
C C-1-1	0.00	From				50-1006 The	ompson Ave						NIA		04/00/004
1033 E Oak Lane	0.22	100	R			0.1.1	0			NA			NA		04/06/2016

Cul-de-Sac

11

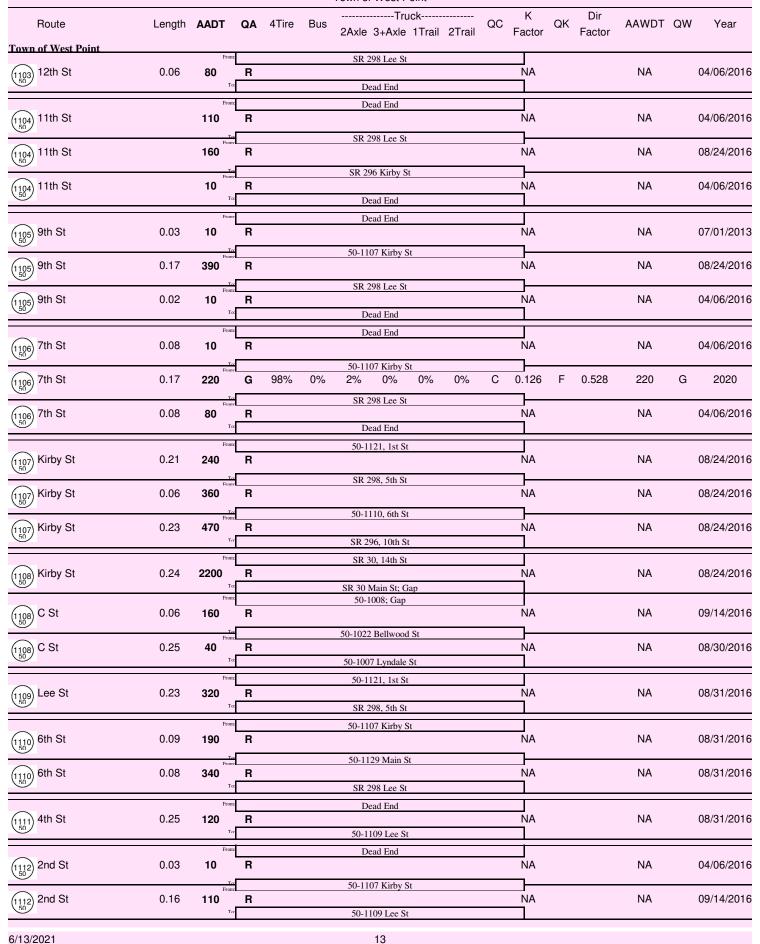
6/13/2021

Route	Length	AADT	QA 4	4Tire	Bu	IS			Truck- xle 1T		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
own of West Point		From				5	50-1036	Blue F	Ieron Rd								
034 Sandy Creek	0.08	40	R									NA			NA		04/02/20
		То							man Rd								
036) Blue Heron Rd	0.14	From	R			5	50-1014	, E Euc	lid Blvd			 NA			NA		04/02/20
Blue Heron Rd	0.14	To	n				50-1034	4 Sand	y Creek						INA		04/02/20
		From						Dead En									
Westwood Ct	0.16	100	R									NA			NA		04/06/20
30)		To				5	50-1004	Matta	oni Ave								
N Oak Lana	0.10	From	_				D	Dead En	ıd						NIA		04/00/0
N Oak Lane	0.12	<b>50</b>	R			5	60-1006	Thomr	son Ave			NA T			NA		04/06/20
		From							lid Blvd								
Briarwood Lane	0.16	40	R				70 1011	, E Euc	na biva			NA			NA		04/17/20
50/		То					D	Dead En	ıd								
		From					SR :	30 Mai	n St								
Winter St	0.13	1700 To	R				-	No. 1 E	A			NA			NA		07/31/20
		From				-		Dead En									
O41) Chelsea Run	0.12	50	R			3	0-1004	Mattaj	ooni Ave			NA			NA		04/17/20
Chelsea Run	• • • • • • • • • • • • • • • • • • • •	То					D	Dead En	ıd								• ,, , _
		From					50-1	1005 O	di St								
O42 Cressfield Dr	0.25	100	R									NA			NA		07/17/2
		То					D	Dead En	ıd								
Vork Ct	0.00	From					D	Dead En	ıd						NIA		04/06/2
York St	0.09	<b>20</b>	R				50-10	001 Bo	nd St			NA T			NA		04/06/2
		From				5			oni Ave								
Cherokee St	0.08	30	R				00 1001	Tracta	Join 1110			NA			NA		04/06/2
50		To					Cı	ul-de-S	ac								
$\sim$		From					D	Dead En	ıd								
Ball Park Dr	0.11	200	R				50.100	2001 1				NA			NA		08/24/2
		From					50-100										
Rivergate Terrace	0.14	40	R				50-1047	/ Bridge	eway Ct			NA			NA		04/02/2
Rivergate Terrace	0.14	To					50-1	1005 O	di St						INA		04/02/20
		From				50-			te Terrac	e							
Bridgeway Ct	0.10	20	R									NA			NA		04/02/20
50)		To					50-1	1005 O	di St								
) I C:	2.52	From					SR	33, 14t	h St								04/07/0
Lee St	0.22	680	R									NA —			NA		04/05/2
Loo St	0.00	From	В				50-1	114, 18	8th St			NIA			NIA		04/04/0
Lee St	0.29	340 To	R				50-11	120, 23	rd St			NA			NA		04/04/2
		From						Dead En									
102) 13th St	0.06	130	R				D	cau El	iu.			NA			NA		08/24/2
50		To					SR 2	296 Kir	by St								
102 13th St	0.08	270 From	R				SIC 2	., J IXII	. j .Jt			NA			NA		08/24/20
50		To					50-11	129 Ma	in St			<u> </u>					
102) 13th St	0.03	1200 From	R									NA			NA		08/24/20
50)		То					D	ead En	ıd								
<b>~</b> ~		From					D	Dead En	ıd								
103 12th St	0.05	20	R									NA			NA		04/06/20
		From					SR 2	296 Kir	by St			]—					00/5//
103 12th St	0.17	180 To	R				GP.	200 1	- C4			NA			NA		08/24/20
		10					SR	298 Le	દ ગ્રા								

### Virginia Department of Transportation Traffic Engineering Division 2020

## Annual Average Daily Traffic Volume Estimates By Section of Route

Town of West Point



Route	- · · · · · · · · · · · · · · · · · · ·	AADT		4Tire	Bus	2Axle 3+Axle 1T	rail 2Trail	QC	Factor	QK	Factor	AAWDT	Year
own of West Point		From:				50-1109 Lee St			J				
112 2nd St	0.05	<b>20</b>	R			Dood End			NA			NA	04/06/20
		From:				Dead End SR 30 Main St							
17th St	0.15	220	R			SK 50 Wall St			NA			NA	08/31/20
50		To:				50-1127, F St							
		From:				SR 30 Main St							
18th St	0.15	200	R						NA			NA	08/31/20
		From				50-1127, F St							
114 18th St	0.05	200 To:	R			Dood End			NA			NA	09/11/2
		From				Dead End							
19th St	0.15	160	R			SR 30 Main St			NA			NA	08/31/2
1139 10411 01	00	To				50-1127, F St						, .	00/01/2
		From:				SR 30 Main St							
21st St	0.16	230	R						NA			NA	08/31/2
		To:				50-1127, F St							
21st St	0.05	20	R						NA			NA	04/06/2
<u> </u>		To:				Cul-de-Sac							
04 Ct	0.10	From:				50-1107 Kirby St						NIA	00/00/0
3rd St	0.16	120	R			50-1109 Lee St			NA			NA	09/20/2
		From:											
16th St	0.08	40	R			Dead End			NA			NA	04/06/2
50		To				50 1100 Virby St							
16th St	0.07	210 From	R			50-1108 Kirby St			NA			NA	08/31/2
50		Tor				SR 30 Main St							
16th St	0.14	270 From	R			SK 50 Maii St			NA			NA	04/04/2
56		To				50-1127, F St							
		From:				SR 30 Main St							
20th St	0.14	80	R						NA			NA	04/04/2
		To:				50-1127, F St							
00.404	0.00	From				SR 30 Main St						NIA	04/04/0
23rd St	0.08	300	R						NA			NA	04/04/2
	0.00	From:				50-1101 Lee St						NA	07/17/2
23rd St	0.08	110 To:	R			Dead End			NA			INA	07/17/2
		From:				50-1107 Kirby St							
1st St	0.08	130	R			30-1107 Kilby St			NA			NA	04/05/2
50/		To				50-1129 Main St							
1st St	0.08	150	R			JULIE MAIN OF			NA			NA	04/05/2
50/		To:				50-1109 Lee St							
~		From:				Dead End							
15th St	0.08	30	R						NA			NA	07/24/2
$\sim$		To: From:				50-1108 Kirby St							
15th St	0.08	270	R						NA			NA	04/04/2
		From				SR 30 Main St			<u> </u>				0.1.15
15th St	0.13	240	R						NA			NA	04/04/2
		From				50-1127, F St			<u> </u>				00/0=
15th St	0.02	110 To:	R			Dood End			NA			NA	06/05/2
						Dead End							
8th St	0.16	100	R			50-1107 Kirby St			NA			NA	04/05/2
123) 8th St	0.10	To	••			SR 298 Lee St						14/1	J-1/00/2

						Town of West Poi	nt								
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
own of West Point		From	4			SR 298 Lee St									
8th St	0.02	40	R			SR 270 Lee St				NA			NA		07/17/20
50		To				Dead End									
$\widehat{}$		From				Dead End									
Prospect St	0.09	40	R			50 1001 P 10				NA			NA		04/17/20
		From	1			50-1001 Bond St									
125) 22nd St	0.08	220	R			SR 30 Main St				NA			NA		08/31/20
22nd St	0.00					50 1101 F G									00/01/20
125) 22nd St	0.14	190 From	R			50-1101 Lee St				NA			NA		07/17/20
22nd St		То				Dead End									
		From	1			Dead End									
126 10th St	0.02	10	R							NA			NA		04/17/20
		To From				SR 296 Kirby St									
126 10th St	0.05	90	R			SR 298 Lee St				NA			NA		07/17/20
50		То				Dead End									•
		From				Dead End									
127 F St	0.01	10	R							NA			NA		04/06/20
		To				SR 33, 14th St				$\Box$					
127 F St	0.23	650	R							NA			NA		08/31/20
3117		To From				50-1114, 18th St				$\neg$ —					
127 F St	0.18	300	R							NA			NA		04/04/20
		To From				50-1116, 21st St									
127 F St	0.06	180	R							NA			NA		08/31/20
		То	1			50-1125, 22nd St									
	0.05	From				SR 298 Lee St					_	0.550	NIA		04/00/00
128 5th St	0.05	<b>20</b>	R			Dead End				0.290	F	0.556	NA		04/06/20
		From	1			50-1121, 1st St									
Main St	0.23	430	R			30-1121, 13t 3t				NA			NA		04/05/20
50		To	-			SR 298, 5th St									
Main St	0.10	610 From	R			51t 270, 3th 5t				NA			NA		04/05/20
		To	-			50-1106, 7th St									
Main St	0.17	1500	R							NA			NA		04/05/20
50		To	_			SR 296, 10th St									
129 Main St	0.22	1500 From	G	98%	1%		0%	0%	С	0.092	F	0.564	1500	G	2020
50/		To				SR 33, 14th St									
		From				50-1003 Chelsea Rd									
Glass Island Rd	0.25	660	R							NA			NA		07/17/20
		10	1			Dead End									
207) 14th St	0.17	960	L			Dead End				 NA			NA		09/14/20
14th St	0.17	<b>300</b> To	T.		SR	30 Main St; SR 33; 14	th St						INA		03/14/20
		From				50-1006 Thompson Av									
West Point Elem Sch	0.11	340	R			Do 1000 Inomponiii				NA			NA		03/28/20
50		To	9			West Point Schools									
$\sim$		From				50-1004 Mattaponi Av	/e								
West Point HS	0.11	300	R							NA			NA		03/28/20
		То	1			West Point HS									
Woot Point Flow Col	0.05	120	<u> </u>			50-1006 Thompson Av	/e			NIA			NIA		04/15/00
West Point Elem Sch	0.05	120	R			50-1006 Thompson Av	/e			NA			NA		04/15/20
						50-1000 Thompson Av	<i>-</i>								

6/13/2021