### 2010

# 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.

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 Rou	te
(F241)	Frontage Road (F	precedes frontage route number)
(600)	Secondary 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

### 2010 Annual Average Daily Traffic Volume Estimates By Section of Route King William Maintenance Area

			n Maintenance				Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QV
	From:	Caroli	ne County Line				017.000		2		. 4010.				
30) King William Rd	King William County	7.75	3300 F	78%	1%	1%	3%	17%	0%	С	0.092	F	0.619	3400	F
30) 3	To	50.6	508 Globe Rd												
30) King William Rd	From: King William County	4.37	4600 F	79%	2%	1%	5%	14%	0%	С	0.089	F	0.53	4700	F
30) King William Kd	- F				270	170	070	1 - 70	070	Ü	0.000	•	0.00	4700	•
King William Dd	From:		ond Tappahannock  5400 F		20/		40/	00/	00/		0.444	_	0.540	FF00	F
30) King William Rd	King William County	8.39	5400 F	87%	2%	1%	1%	9%	0%	С	0.111	F	0.549	5500	г
	To: From:		Powhatan Trail												
<sub>30</sub> ) King William Rd	King William County	8.34	2700 F	75%	1%	1%	3%	19%	0%	С	0.084	F	0.53	2800	F
<u>~</u>	To	50-632 M	t Olive-Cohoke Ro	i											
30) King William Rd	King William County	5.62	4100 F	87%	2%	1%	1%	9%	0%	F	0.078	F	0.668	4200	F
	To	WC	L West Point												
30) Main St	Town of West Point (Maint: 50		3900 G	77%	1%	1%	4%	17%	0%	С	0.078	Ν	0.668	3900	G
30) Main St	To:	,	33, 14th St	7770	170		470	17 70	070	Ü	0.070	.,	0.000	0000	_
	From:		33 Main St												
30) (33) 14th St	Town of West Point (Maint: 50	0.25	17000 F	89%	1%	1%	2%	8%	0%	С	0.091	F	0.640	17000	F
9 0	To:	New K	ent County Line												
	From:	King Wi	lliam County Line												
33) (30) 14th St	Town of West Point (Maint: 50		17000 F	89%	1%	1%	2%	8%	0%	С	0.091	F	0.640	17000	F
	To:	, cp	30 Main St												
33 14th St	Town of West Point (Maint: 50		16000 F	92%	0%	1%	2%	5%	0%	F	0.085	F	0.672	17000	F
33) 14th St	To:	,	Queen County Line		070	170	270	370	070	•	0.005	'	0.012	17000	٠
	From	-				<u> </u>									
Kirby St	Town of West Point (Maint: 50		R 30, SR 33 <b>670 F</b>	97%	1%	1%	0%	1%	0%	С	0.114	F	0.638	690	F
Kirby St	Town or West Point (Maint. 50	,	; 50-1126, 10th St	9170	170	176	0%	170	0%	C	0.114	Г	0.036	090	Г
	From:		Kirby St; 50-1126												
296)10th St	Town of West Point (Maint: 50		240 F	97%	1%	1%	0%	1%	0%	F	0.141	F	0.632	250	F
30)	To	SR	298 Lee St			1									
	From:	,	Dead End												
298)5th St	Town of West Point (Maint: 50		80 F	98%	1%	1%	0%	0%	0%	F	0.258	F	0.544	80	F
96)	To:	,	Lee St; 50-1128	0070	.,,		0,0	0,0	0,0	•	0.200	•	0.0	00	·
	From:		; 50-1128, 5th St												
98)Lee St	Town of West Point (Maint: 50	0.29	1200 F	98%	1%	1%	0%	0%	0%	С	0.101	F	0.6	1200	F
<u> </u>	То:		296, 10th St												
	From:		296 10th St												
Lee St	Town of West Point (Maint: 50	,	1500 F	98%	1%	1%	0%	0%	0%	F	0.098	F	0.573	1500	F
<u></u>	To:	SF	R 33 14th St												
~	From		er County Line												
Richmond Tappahannock Hwy	King William County	2.32	18000 F	95%	0%	1%	1%	3%	0%	F	0.095	F	0.7	19000	F
~	To:	50-605 (	Old Newcastle Rd												
Richmond Tappahannock Hwy	King William County		17000 F	95%	0%	1%	1%	3%	0%	С	0.098	F	0.684	17000	F
, ,	To:		King William Rd							-					-

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### Virginia Department of Transportation Traffic Engineering Division

### 2010 Annual Average Daily Traffic Volume Estimates By Section of Route King William Maintenance Area

Route	Jurisdiction .	Length AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
	From:	SR 30 King Will	iam Rd												
(360) Richmond Tappahannock Hwy	King William County	3.34 <b>12000</b>	F	95%	0%	1%	1%	3%	0%	F	0.086	F	0.618	13000	F
<u> </u>	To:	King & Queen Co	unty Line												

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Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
King William County		Fron														
600 E River Rd	1.30	40	R			50-621 (	Green Leve	l Rd			NA			NA		04/13/2010
(600) E River Rd	4.35	350 From	R			50-666	Chericoke	Rd			NA			NA		04/13/2010
O		Fron	1:		50	0-618 Acq	uinton Chu	rch Rd								
600 E River Rd	2.40	420	R		:	SR 30 E, 1	King Willia	m Rd			NA			NA		03/23/2010
O		Fron		222	5	SR 30 W,	King Willia	ım Rd				_			_	
600) W River Rd	2.75	420	F	86%	0%	1%	11%	2%	0%	F	0.098	F		430	F	2010
600) W River Rd	1.86	410 From	;; <u></u>	86%	0%	50-6 1%	47 Mill Rd 11%	2%	0%	F	0.104	F	0.509	420	F	2010
(000)		Т	1				nd Tappaha									
(600) W River Rd	2.39	1700 From	F	86%	0%	1%	11%	2%	0%	С	0.079	F	0.635	1700	F	2010
		To Fron	1.			50-643	Millwood	Ct								
600) W River Rd	2.68	1300	F	86%	0%	1%	11%	2%	0%	F	0.092	F	0.527	1300	F	2010
O W Di ver Del	0.07	Fron		000/	00/		Smokey F		00/	_	0.407		0.005	740		0040
600 W River Rd	2.87	720	F	86%	0%	1%	11%	2%	0%	F	0.107	F	0.635	740	F	2010
600) W River Rd	3.24	410 Fron	F	86%	0%	50-603 1%	3 Dover Lar 11%	1e 2%	0%	F	0.1	F	0.702	420	F	2010
		Te	):				e County L									
$\widehat{}$		Fron				50-614	Etna Mills	Rd								
601) Calno Rd	2.80	760	R			SD 20 W	Vina Willia	m Dd			NA			NA		04/17/2007
_		Fron	1:				King Willia King Willia									
(601) Edgar Rd	1.00	380	R								NA			NA		04/09/2007
		To	):				e County L				4					
(602) Landing Rd	0.18	Fron 9	" R		0.18	MW 50-6	504 Dabney	s Mill Rd			NA			NA		04/17/2007
(002) <u>-</u> aag . ta	00	т				50 604 D	abneys Mi	11 D.4								
(602) Landing Rd	0.30	<b>20</b> From	R			30-004 D	aulicys Wil	ii Ku			NA			NA		03/17/2010
		Te	):		0.30	ME 50-6	04 Dabney	s Mill Rd								
<u> </u>		Fron				50-600	, W River l	Rd			<u> </u>					/ /
603 Dover Lane	1.25	90 Tr	R			D	ead End				NA			NA		04/20/2007
		Fron	1:				ld Newcast	le Rd								
(604) North Carolina Rd	0.68	240	R			20 002 0	id 1 to Wellst	.c rtu			NA			NA		04/05/2007
$\overline{}$		To Fron	<u>.</u>		US 36	0 Richmo	nd Tappaha	nnock Hv	vy		_					
604) Dabneys Mill Rd	5.95	370	R								NA			NA		04/17/2007
<u> </u>		Fron				50-652	Mahixon I	Rd								
604) Dabneys Mill Rd	0.86	520	R								NA 			NA		04/17/2007
604) Dabneys Mill Rd	1.88	610 From	F	98%	1%	50-605 0%	Manfield I	Rd 1%	0%	F	0.122	F	0.692	630	F	2010
(604) Dabneys Mill Rd	1.00	010		30 70	1 /0				070	'	0.122	•	0.032	030		2010
(604) Dabneys Mill Rd	2.70	280 From	<u></u>	94%	2%	1%	Etna Mills 1%	2%	0%	С	0.105	F	0.508	290	F	2010
,		To	):		;	SR 30 E, 1	King Willia	m Rd								
604) Herring Creek Rd	2.85	990	" <u> </u>	98%	1%	SR 30 W, 0%	King Willia	ım Rd 1%	0%	С	0.111	F	0.966	1000	F	2010
(604) Herring Creek Rd	2.00		·	3070	170				070		<del>-</del>		0.000	1000		2010
(604) Herring Creek Rd	3.50	220 From	R			30-02	8 Dorrell R	u			NA			NA		04/19/2007
		Tr				50-600	, W River l	Rd								
	•	Fron				D	ead End				<u> </u>					001/=15=:
605) Old Newcastle Rd	0.60	20	R								NA			NA		03/17/2010
Oos Old Nowcootle Rd	2.60	210 From				50-604 N	orth Carolii	na Rd			NA			NA		03/17/2010
605) Old Newcastle Rd	2.60	<b>∠1U</b> ™	R		US 36	0 Richmo	nd Tappaha	nnock Hu	vv					INA		03/11/2010

					KING	william ivia	iintenance Ar	ea							
Route	Length	AADT	QA	4Tire	Bus		Truck +Axle 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
King William County		Fron	.ī		110.0	-0 P: 1				1					
605 Manfield Rd	2.92	1700	F	99%	US 36		Tappahannock H  0% 0%	wy 0%	С	0.108	F	0.635	1800	F	2010
(605) Manfield Rd	2.52	1700		99 76	0 /0			076	C	0.108	-	0.033	1000	-	2010
Monfield Dd	2.27	From	<u></u>	000/	00/	50-611 V		00/		0 11		0.507	1100		2010
(605) Manfield Rd	2.37	1100	F	99%	0%	0% 50-604 Dabn	0% 0%	0%	F	0.11	F	0.527	1100	F	2010
		Fron													
606) Commins Rd	0.20	40	R			Dead	End			NA			NA		03/25/2010
(606) Commins Rd	0.20	-TO											14/1		00/20/2010
Comming Rd	0.06	2000	F	079/	1%	50-611 V		0%	С	0.118	F	0.65	2100	F	2010
(606) Commins Rd	0.86	2000		97%	1 /0			076	C	0.116	-	0.65	2100	-	2010
O	4.07	Fron		070/	40/	50-1216 No		00/		0.400	_	0.500	040	_	0040
(606) Commins Rd	1.27	600	F	97%	1%		0% 1%	0%	F	0.103	F	0.536	610	F	2010
			1			50-608 Up									
O Dandles Dd	0.50	From	Ц_			SR 30 King	William Rd						NIA		00/47/004
(607) Beadles Rd	0.50	460	R			50-608 W, U	Inchow Dd			NA			NA		03/17/2010
		Fron	:			50-608 E, U	•								
(607) Millwood Rd	1.68	80	R			, , ,				NA			NA		03/17/2010
		Т				50-643 Milly	wood Court								
(607) Millwood Rd	0.03	40 From	R			30-043 WIIII	wood Court			NA			NA		03/17/2010
(607) William Cod 11td	0.00	Tr				50-600 Wes	st River Rd						1471		00/11/2010
		Fron				50-600 W, V				i					
(608) Hazelwood Rd	1.75	100	R			30-000 W, V	V KIVCI Ku			NA			NA		03/17/2010
(606)	0	To	-			50-628	WEST								00/11/2011
_		Fron	:			50-628									
(608) Locust Hill Rd	2.40	140	R							NA			NA		03/17/2010
<u> </u>		To	:			50-609 W, S									
Globa Pd	2 20	530	F	98%	0%	50-609 E, S	•	0%	С	0.125	F	0.613	540	F	2010
608 Globe Rd	3.30	330 To		90%		SR 30 W, King		0%	C	0.123	Г	0.613	340	Г	2010
		Fron	:			SR 30 W, King									
(608) Upshaw Rd	1.10	400	F	98%	0%	1%	0% 0%	0%	F	0.139	F	0.597	410	F	2010
		Tr				50-607 W, I	Readles Rd			$\neg$ —					
(608) Upshaw Rd	3.63	550 From	F	98%	0%		0% 0%	0%	F	0.121	F	0.671	570	F	2010
		To	:			50-600 E, V									
		Fron	:			50-604 Herrii	ng Creek Rd								
609 Smokey Rd	2.23	300	F	97%	2%		1% 0%	0%	С	0.159	F	0.729	310	F	2010
		To				50 600 C	Iloho Dd								
609 Smokey Rd	3.62	210 From	·L R			50-608 G	nobe Ku			NA			NA		04/19/2007
(609) Smokey Rd	0.02	To				50-600 Wes	st River Rd						1471		0 1/ 10/2001
		Fron	:			50-605 Ma				1					
610) Enfield Rd	3.70	200	R			50 005 1410	amera ra			NA			NA		04/17/2007
010		Tr				SR 30 E, King	g William Rd								
		Fron	:			SR 30 W, King									
(610) Epworth Rd	1.60	320	R							NA			NA		04/09/2007
$\overline{}$		To				50-608 S,									
610 Mitchells Mill Rd	2.79	120	R			50-608 N,	Globe Kd			NA			NA		04/19/2007
(610) Mitchells Milli Rd	2.13	120											INA		04/13/2001
A A Controller A CULD of	0.74	Fron				2.79 MN 50-6	08 Globe Rd			<u> </u>			NIA		0.4/4.0/0.00
(610) Mitchells Mill Rd	0.71	<b>20</b>	R			50, 600 C	1 D. 1			NA —			NA		04/19/2007
_			<u> </u>			50-609 Sn									
Nantar Dal	0.04	From	<u> </u>	000/	007	50-605 Ma		001		0.400	_	0.505	4400	_	0040
(611) Venter Rd	2.84	1100	F	99%	0%	0%	0% 0%	0%	С	0.106	F	0.535	1100	F	2010
		Tron Fron				SR 30 King									
(611) Venter Rd	0.70	1200	F	99%	0%	0%	0% 0%	0%	F	0.103	F	0.511	1200	F	2010
		T. Fron				50-606 Cor	mmins Rd								
(611) Venter Rd	0.76	2300	F	99%	0%	0%	0% 0%	0%	С	0.103	F	0.658	2400	F	2010
		To	:		IIS 36	O Richmond T	Fappahannock H	070							

					Kirig	vvilliaiii i	iviali il <del>e</del> ria	ance Are	ta							
Route	Length	AADT	QA	4Tire	Bus			uck 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
King William County		From	:		110 26	0 Richmor	nd Tonnoh	onnook Ur	UN 7		-					
611) Walnut Lane	0.62	260	R		03 30	O KICIIIIOI	и тарран	aiiiock fiv	vy		NA			NA		04/09/200
011)		To	-			De	ead End									
		From	·		S	SR 30 W, I	King Willi	am Rd								
612) Kelley Rd	0.75	100	R								NA			NA		04/09/200
		To				SR 30 E, K										
Dunlyon Dd	1.60	From	R		51	0-618 Acq	uinton Ch	arch Rd						NΙΔ		04/05/20
613) Dunluce Rd	1.60	170									NA			NA		04/05/200
613) Dunluce Rd	0.58	910	R		1.60 N	IN 50-618	Acquinto	n Church I	Rd		NA			NA		04/05/200
613) Dunluce Rd	0.56	JIU To	:			SR 30 Ki	ng Williar	n Rd						INA		04/03/200
		From	:				r County I									
614) Etna Mills Rd	2.28	1000	F	99%	0%	1%	0%	0%	0%	С	0.118	F	0.837	1100	F	2010
<u> </u>		To					1 Calno R									
614) Etna Mills Rd	2.00	620 From	F	99%	0%	1%	0%	0%	0%	F	0.130	F	0.775	630	F	2010
014)		To														
614) Etna Mills Rd	1.39	460 From	R			50-615 Ne	ISOIIS DITU	ige Ku			NA			NA		04/17/200
014) =		То				50-604 D	abneys Mi	ll Rd								
		From				Hanover	r County L	ine								
615) Nelsons Bridge Rd	2.88	550	F	98%	0%	1%	1%	0%	0%	F	0.111	F	0.788	570	F	2010
		To	-			50-652	Mahixon	Rd			_					
615) Nelsons Bridge Rd	3.52	260 From	F	98%	0%	1%	1%	0%	0%	С	0.140	F	0.564	270	F	2010
		To	:			50-604 D	abneys Mi	ll Rd								
		From	:			De	ead End									
616) Chinquapin Rd	1.10	290	R								NA			NA		04/13/20
<u> </u>		To From				SR 30 Ki 50-617, E S	ng Williar									
616) E Chinquapin Rd	0.85	140	R		•	00-017, E i	spring roi	est Ku			NA			NA		04/13/20
010)		To				0.05.1	MN 05 61	7			_					
616) E Chinquapin Rd	0.35	20 From	R			0.83 1	MN 05-61	/			NA			NA		04/09/200
010) = 0quap	0.00	To	:			De	ead End				Ti.					0 1, 00, 20
		From	:		5	SR 30 W, I	King Willi	am Rd								
617) E Spring Forest Rd	0.50	210	R				8				NA			NA		04/13/20
		To				50-616 E,	Chinquan	in Rd								
617) E Spring Forest Rd	0.66	100 From	R								NA			NA		04/13/20
		To			SI	R 30 MID,	King Wil	liam Rd								
617) W Spring Forest Rd	0.74	60 From	R			,					NA			NA		04/09/200
		То	:			SR 30 E, k	King Willia	am Rd								
_		From	:		US 36	0 Richmor	nd Tappah	annock Hy	vy							
618) Mount Pleasant Rd	0.49	1400	F	97%	0%	1%	1%	1%	0%	F	0.105	F	0.721	1400	F	2010
<u> </u>		To				0-661 Acq 50-661 Mc										
618) Acquinton Church Rd	1.77	1700	F	97%	0%	1%	1%	1%	0%	С	0.111	F	0.596	1800	F	2010
618) /toquillori oriaiori rta		т.	·	0.70	070				070		<del></del>		0.000	1000	•	2010
618) Acquinton Church Rd	0.99	1300 From		97%	0%	1%	Dunluce 1	1%	0%	F	0.108	F	0.796	1300	F	2010
(618) Acquinton Church Rd	0.55	1000		01 70	070				070		0.100	•	0.750	1000	•	2010
618) Acquinton Church Rd	3.10	860 From		97%	0%	50-600 1%	, E River 1 1%	Rd 1%	0%	F	0.104	F	0.755	870	F	2010
(618) Acquinton Church Rd	5.10	т.	·	JI /0	0 /0		acks Creel		J /0	1	0.104	1	0.733	010	1	2010
		From	:				ng Williar									
619) Horse Landing Rd	0.06	630	R			N OC AC	ng willidi	ıı IXU			NA			NA		04/02/20
013) 2						50 1201 0	10111111	Lore								
619) Horse Landing Rd	2.10	460 From	R			50-1301 C	ourtnouse	Lane			NA			NA		04/13/201
019 Holde Editally Ita	2.10	To				50-670 Ho	orse Landi	ng Rd						1 1/7		5 1, 10/201
			•													

Route	Length	AADT	QA	4Tire	Bus		Tr 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
King William County		From	Ī			SR 30 W.	King Willi	iam Rd			1					
(620) Black Gum Rd	0.50	60	R			B10 50 111,	Ting (				NA			NA		04/07/2010
		To					), King Wil									
Coatland Landing Rd	0.50	100	R			SR 30 E,	King Willi	am Rd			NIA			NΙΛ		04/02/200
620 Scotland Landing Rd	0.50	To				Ī	Dead End				NA			NA		04/02/2007
		From					Dead End				+					
(621) Green Level Rd	0.70	10	R				ocad End				NA			NA		04/05/2007
021)		To				50.60	0, E River	Dd								
(621) Green Level Rd	2.09	60 From	R			30-00	o, L River	Ru			NA			NA		04/05/2007
021)		To			-	50 622 Me	Olive-Coh	olza Dd								
(621) Green Level Rd	3.80	160 From	R			00-032 IVI	Olive-Col	ioke Ku			NA			NA		04/13/2010
021)		То				50-633	Powhatan '	Trail								
		From				50-632 Mt	Olive-Coh	noke Rd								
(622) Hills Fork Rd	0.80	60	R								NA			NA		03/13/200
		То				I	Dead End									
		From				50-633	Powhatan '	Trail								
(623) Union Hope Rd	2.00	160	R								NA			NA		03/13/2007
<u> </u>		То				50-632 Mt	Olive-Coh	oke Rd								
		From				50-64	0 Wakema	Rd								
(624) Trimmers Shop Rd	1.11	90	R								NA			NA		04/07/2010
		To					Dead End									
Overtie Miller en d Del	0.05	From	<u> </u>			SR 30 K	King Willia	m Rd						NIA		04/05/004/
625 Custis Millpond Rd	0.65	580	R								NA			NA		04/05/2010
<u> </u>		To From				50-634 V	W, Seatons	Lane								
(625) Custis Millpond Rd	1.77	380	R								NA			NA		04/05/2010
<u> </u>		From				50-64	0 Wakema	Rd								
(625) Custis Millpond Rd	2.40	100	R								NA			NA		04/02/2007
<u> </u>		From				2.40	MN 50-64	0			$\Box$					
(625) Custis Millpond Rd	1.00	220	R								NA			NA		04/02/2007
		To From				50-626, E	Rose Gard	den Rd								
(625) Custis Millpond Rd	0.10	220	F	94%	4%	1%	0%	0%	0%	F	0.140	F	0.612	220	F	2010
$\overline{}$		To From				50-64	0 Wakema	Rd			_					
625) Indian Town Rd	1.81	180	F	94%	4%	1%	0%	0%	0%	С	0.148	F	0.593	190	F	2010
		То				Er	nd of Loop									
		From					Powhatan 7	Trail								
(626) W Rose Garden Rd	2.57	230	F	95%	3%	2%	0%	1%	0%	F	0.12	F	8.0	230	F	2010
		To From				SR 30 k	King Willia	m Rd								
(626) E Rose Garden Rd	1.00	150	F	95%	3%	2%	0%	1%	0%	С	0.135	F	0.6	160	F	2010
		To From				50-625 Ci	ustis Millpo	ond Rd								
626) E Rose Garden Rd	0.11	30	R								NA			NA		04/02/2007
		То				50-64	0 Wakema	Rd								
		From				SR 30 W,	King Willi	iam Rd								
(627) E St Johns Church Rd	0.70	60	R								NA			NA		03/13/2007
<u> </u>		To From				SR 30 E,	King Willi	am Rd			$\Box$					
(627) E St Johns Church Rd	0.30	50	R								NA			NA		03/13/2007
<u> </u>		To	<u> </u>				Dead End				<u> </u>					
<u> </u>		From	L_				Herring Cre					_			_	
628) Dorrell Rd	2.18	230	F	88%	2%	0%	2%	8%	0%	F	0.143	F	0.857	240	F	2010
<u> </u>		From				50-608 V	V, Hazelwo	od Rd			$\Box$					
628) Dorrell Rd	2.70	150	F	88%	2%	0%	2%	8%	0%	F	0.127	F	0.523	150	F	2010
<u> </u>		To From				50-60	0, W River	Rd			_					
628) Dorrell Rd	2.36	430	F	88%	2%	0%	2%	8%	0%	С	0.111	F	0.830	440	F	2010
$\overline{}$		To				King & Q	ueen Coun	ty Line								

Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
King William County		Fron	1:			50.60	0, E River	D.d			-					
629 Jacks Creek Rd	1.80	190	R			30-00	o, E River	Ku			NA			NA		04/05/2007
(629) Jacks Creek Rd	1.62	710	R		5	0-632 Mt	Olive-Coh	oke Rd			NA			NA		04/05/2007
(629) Jacks Creek Rd	1.02	7 TO			5	0-618 Acc	quinton Ch	urch Rd						INA		04/03/2007
O 4 11 01 1 D1	4.70	Fron	:	0.40/	40/		Jacks Creel		00/		0.407	_	0.040	0.50	_	0040
629 Acquinton Church Rd	1.78	840	F	94%	1%	1% SR 30 E	0% King Willia	4% am Rd	0%	F	0.107	F	0.642	850	F	2010
		Fron	1:		Ç	SR 30 W,	King Willi	am Rd								
(629) Walkerton Rd	2.21	1900 To	<u>. F</u>	94%	1%	1%	0% ueen Count	4%	0%	С	0.113	F	0.703	2000	F	2010
		Fron	1:				Dead End	ly Line			<del></del>					
630) Smith Ferry Rd	1.20	70	R			L	cau Enu				NA			NA		03/13/2007
,		To	:				It Olive-Co									
630) Churchville Rd	2.52	160	E		50	-632 N, N	It Olive-Co	hoke Rd			 NA			NA		03/13/2007
(630) Churchville Rd	2.02	To				SR 30 K	ing Williar	n Rd			— "``			1471		00/10/2007
		Fron	1:			D	ead End									
(631) Marl Hill Rd	1.40	70	R								NA			NA		03/13/2007
		To					ing Williar									
632) Mt Olive-Cohoke Rd	2.60	370	L			SR 30 K	ing Williar	n Rd			 NA			NA		03/13/2007
(632) Mt Olive-Cohoke Rd	2.00	370					~=				INA			INA		03/13/2007
(632) Mt Olive-Cohoke Rd	3.50	110 From	R			50-630 S	, Smith Fer	ту Rd			NA			NA		03/13/2007
002		To				50-633	Powhatan 7	Frail								
632) Mt Olive-Cohoke Rd	6.26	320 From	R			30 033	i Ownatan i	11411			NA			NA		03/13/2007
		Tr Fron				50-621	Green Leve	el Rd			_					
632) Mt Olive-Cohoke Rd	1.30	560	R								NA			NA		04/05/2007
		Te	:			50-629	Jacks Creel	k Rd								
Pourboton Troil	0.10	From				Е	ead End							NΙΔ		02/42/2007
633) Powhatan Trail	0.10	60	R								NA			NA		03/13/2007
633) Powhatan Trail	3.05	160 From	F	99%	0%	50-673 F	Pocahontas 0%	Trail 1%	0%	С	0.109	F	0.619	160	F	2010
(633) Powhatan Trail	3.03	100		33 70					0 70		0.103	•	0.019	100	'	2010
(633) Powhatan Trail	4.75	180 From	F	99%	0%	0% 00-626, w	Rose Gard	1%	0%	F	0.123	F	0.52	180	F	2010
(033) * * * * * * * * * * * * * * * * * *		To	_				ing Williar									
		Fron	n:			Ε	ead End									
(634) Sweet Hall Rd	1.90	160	R								NA			NA		04/05/2010
		Fron					King Willi King Willia									
(634) Seatons Lane	1.30	80	R								NA			NA		04/05/2010
$\overline{}$		To					Custis Mill									
(634) Kentucky Rd	0.68	40	R		3(	<i>J</i> -023 E, C	Custis Millp	ona Ka			NA			NA		04/05/2010
(004)		To				Г	ead End									
		Fron	n:			Ε	ead End									
(635) Romancoke Rd	0.40	4	R								NA			NA		04/02/2007
<u> </u>		From	1.			SR 30 K	ing Williar	n Rd								
(635) Chelsea Rd	1.40	110	R			50.645	M C 1:	1.0.1			NA			NA		04/02/2007
						50-645	Moorefield	ı Ka								
Town of West Point		Fron	1:			50-702 1	Industrial P	kwy								
(636) VFW Rd	0.19	450	R								NA			NA		03/28/2007
		To	00			NCL	West Poir	nt								
King William County		From	h-			NCI	West Poir	nt			1					
(636) VFW Rd	1.70	100	R			.,,,,	Joe I OII				NA			NA		03/28/2007
$\bigcirc$		To	):			SR 30 K	ing Williar	n Rd								

					rung	· · · · · · · · · · · · · · · · · · ·	II IVIGII I	toriarioc / t	iou							
Route	Length	AADT	QA	4Tire	Bus			-Truck xxle 1Trai		OC	K actor	QK	Dir Factor	AAWDT	QW	Year
King William County		Fron	1:			50-619	Horse I	anding Rd			1					
(637) White Oak Landing Rd	0.70	60	R			30-019	HOISC L	anding Ru			NA			NA		04/02/2007
<u> </u>		To Fron	1:		50	-642 Wh	ite Oak	Landing Land	e		]—					
(637) White Oak Landing Rd	0.60	6	R								NA			NA		04/02/2007
		Tr					Dead E									
638) Mangohick Church Rd	0.10	Fron 30	"L				Dead E	nd			NA			NA		03/13/2007
(638) Mangohick Church Rd	0.10	т				SR 30	King W	illiam Rd			Ϊ΄			IVA		03/13/2007
		Fron	1:				Dead E	nd			Ī					
639) Mt Columbia Rd	1.10	130	R								NA			NA		04/17/2007
<u> </u>		Te	):					s Mill Rd								
Wakama Dd	4.00	Fron			5	0-625 E,	Custis I	Millpond Rd			NIA			NIA		04/02/200
640) Wakema Rd	4.82	140	R								NA —			NA		04/02/200
640) Wakema Rd	1.20	450 From	. D	50	0-625 W,	Indian 7	Town Ro	; Custis Mill	pond Rd		NA			NA		04/02/200
640) Wakema Rd	1.20	43U	R			SR 30	King W	illiam Rd						INA		04/02/2007
		Fron	1:					illiam Rd			1					
641) Sandy Point Rd	0.70	70	R			SIC 50	rung ***	inum ra			NA			NA		04/02/2007
		Tr	·				Dead E	nd								
		Fron	1:		50	0-637 W	hite Oak	Landing Rd								
642) White Oak Landing Lan	0.50	10	R								NA			NA		04/02/200
$\subseteq$		Т	):				Dead E									
Millwood Ct	0.03	30	" R			50-60	)7 Millw	ood Rd			NA			NA		04/10/200
Millwood Ct	0.03	JU To				50-60	0 West I	River Rd						INA		04/19/200
		Fron	1:					Villiam Rd			1					
644) Olde Footpath Rd	0.85	70	R			510 50 11	, rung	· mum rea			NA			NA		03/13/2007
		Te	0:			SR 30 E	, King V	Villiam Rd								
		Fron	1:			50-	636 VF	W Rd								
645) Moorefield Rd	1.55	220	R								NA			NA		03/28/2007
<u> </u>		Te	):				Dead E									
646) Winchester Rd	0.93	Fron	°L				Dead E	nd			NA			NA		03/13/200
646) Winchester Rd	0.93	To To	·			50-623	3 Union	Hope Rd						INA		03/13/200
		Fron	n:		US 36			pahannock F	łwv							
647) Mill Rd	1.40	530	R		000	, o 1 ciem.	iona raj	риминоск 1	1		NA			NA		04/09/2007
		To	):			50-60	00, W R	iver Rd								
		Fron	1:			SR 30	King W	illiam Rd								
648) White Bank Rd	0.15	200	R								NA			NA		04/02/2007
<u> </u>		To Fron	): 1:			0.1	5 MN S	R 30			]					
648) White Bank Rd	0.85	110	R								NA			NA		04/02/2007
			):				Dead E				<u> </u>					
649) Brandywine Rd	0.50	40	"∐ R				Dead E	nd			NA			NA		03/17/2010
649 Brandywine Rd	0.50	40									7			INA		03/11/2010
649) Brandywine Rd	0.11	40 Fron	R			50-60	05 Manf	ield Rd			NA			NA		03/17/2010
649 Brandywine Rd	0.11	To			US 36	60 Richn	nond Taj	pahannock F	łwy		ή''			1471		00/11/2010
		Fron	1.					illiam Rd			1					
650) Roane Oak Rd	1.07	70	R								NA			NA		04/09/2007
		Te	o:				Dead E	nd			<u> </u>					
		Fron			_		Dead E	nd			]					
651) Shooting Box Rd	1.00	<b>40</b>	R			50 C22 3	1+ O1:	C-1-1 P			NA			NA		03/13/2007
		Fron	1					Cohoke Rd			1					
652) Mahixon Rd	2.98	360	R			50-615	Nelsons	Bridge Rd			NA			NA		04/17/2007
002) 1101111011110	2.00	To	: <u> </u>			50-604	Dabney	s Mill Rd						. 4/ (		5 1, 17,2007
			_													

				- 1		William Mainter				V		D:-			
Route	Length	AADT	QA	4Tire B	Bus	Tı 2Axle 3+Axle		(	C)	K actor	QK	Dir Factor	AAWDT	QW	Year
King William County		From	1			Dead End									
653) Towinque Farm Rd	0.65	70	R			Dead End			ı	NA			NA		04/17/200
		To				50-656 Oak Grove	Lane								
_		From				Dead End				Ī					
654) Pampatike Rd	2.30	130	R						I	NA			NA		04/05/20
<u> </u>		To			50	)-618 Acquinton Cl	nurch Rd								
A.Jawa Dal	0.50	From	Ļ			Dead End				]			NIA		04/00/00
655) Ayletts Rd	0.50	<b>230</b>	R			50-600, W River	r Dd		ı	NA I			NA		04/09/20
		From			50					l I					
656) Oak Grove Lane	0.08	80	R		30	0-615 S, Nelsons B	nage Ka		-	I NA			NA		03/17/20
030) Gain Grove Taile	0.00	To				50 652 Tawinana E	Zoman D.d.								00,, 20
056) Oak Grove Lane	0.08	<b>70</b> From	R			50-653 Towinque F	arm Ku			NA			NA		03/17/20
556) Our Grove Lane	0.00	To				50-615 Nelsons Bri	idge Rd		<u>'</u>	ľ			14/1		00/11/20
		From				Dead End				Ī					
657) Elsassar Rd	0.80	10	R						l	NA			NA		03/13/20
		To			50	0-632 Mt Olive-Co	hoke Rd								
_		From				SR 30 King Willia	am Rd			Ī					
658) Indian Church Rd	0.55	110	R						ı	NA			NA		04/09/20
$\overline{}$		To				Dead End									
<u> </u>		From				Dead End									
Vessels Lane	0.25	140	R							NA			NA		04/19/20
		10				50-608 Upshaw									
Oarran Dd	0.05	From	ᄂ		50	0-632 Mt Olive-Co	hoke Rd						NIA		00/40/00
Canaan Rd	0.25	<b>60</b>	R			Dead End			- 1	NA I			NA		03/13/20
		From		50.610	0. 4		Manual Diagram	4 D.1		l I					
661) Mt Pleasant Rd	0.86	520	R	50-618	s Acqu	uinton Church Rd; I	Mount Pleas	ant Ka	-	I NA			NA		04/05/20
661) Mt Pleasant Rd	0.00	To	Ë	ľ	JS 360	Richmond Tappal	hannock Hw	v		1			14/1		0-1/00/20
		From				W, Richmond Tapp									
662) Sharon Rd	1.14	1500	R			,		,	ı	NA			NA		04/05/20
<u> </u>		То				SR 30 King Willia	am Rd			<b></b>					
662) Sharon Rd	0.21	740 From	R			SK 30 King Willia	un Ru		ı	NA			NA		04/05/20
302)		To		US	S 360 I	E, Richmond Tapp	ahannock H	wy		]					
		From				50-629 Jacks Cree	ek Rd								
663) Jackson Rd	0.20	20	R						I	NA			NA		04/05/20
<u> </u>		To				Dead End									
		From				50-629 Walkerton	n Rd								
664) Woodbury Rd	1.52	160	R						l	NA			NA		04/02/20
<u> </u>		To				Dead End									
O Balanari I ana	0.04	From	<u> </u>			Dead End				]			NIA		0.4/4.0/0/
Belmont Lane	0.24	<b>48</b>	R			50-600, E River	. D.4		l	NA I			NA		04/13/20
		From	l	_	10.25					<u> </u>					
667) Horse Alley	0.08	70	R		JS 360	Richmond Tappal	nannock Hw	У		I NA			NA		04/05/20
667 Horse Alley	0.00	To				50-662 Sharon	Rd		'	Ì			14/3		04/03/20
		From				50-630 Churchvil				i i					
668) Episcopal Rd	0.15	20	R			50 050 Chuichvii	m		ı	I NA			NA		03/13/20
		To				Dead End									
		From				Dead End									
669) St Johns Church Lane	0.10	10	R						ı	NA			NA		03/13/20
$\bigcirc$		To				SR 30 King Willia	am Rd								
		From				50-619 Horse Land	ling Rd								
670) Horse Landing Rd	0.25	140	R						Ī	NA			NA		04/02/20
$\sim$		To				Dead End									

					King	vviilla	im Mainte	enance A	rea								
Route	Length	AADT	QA	4Tire	Bus			Truck de 1Trai		QC	; K Fac		QK	Dir Factor	AAWDT	QW	Year
King William County		From	:			SD 30	S, King W	illiam Dd			<del>- 1</del>						
(671) Mangohick Circle	0.90	80	R			SK 30	5, King W	illialli Ku			N.	Д			NA		03/13/200
		To				SR 30	N, King W	illiam Rd									
	0.35	20	R				Dead En	d			N	٨			NA		03/13/200
672)	0.33	<b>ZU</b> To	·			50-63	33 Powhata	an Trail				٦.			INA		03/13/200
		From	:				End Loop	p									
673) Pamunkey River Rd	0.50	60	R								N	4			NA		04/13/201
<u> </u>		From				50-14	01 Lay Lar	nding Rd			<u></u>						
673) Lay Landing Rd	0.25	50	R								N.	4			NA		04/13/201
673) Lay Landing Rd	0.30	70 From	R			50-1	403 Cornfi	eld Rd				Δ			NA		04/13/201
(673) Lay Landing Rd	0.50	7 O				50.14	02 C (	S 1- D.1				`			IVA		04/13/201
673) Pocahontas Trail	0.30	90 From	R			50-140	02 Spring C	леек ка				Α			NA		04/13/201
<u></u>		То					Begin Loc	OD .									
673) Pocahontas Trail	0.05	140 From	R								N	4			NA		04/13/201
		To From				50-	-1400 Pock	et Rd			<del> </del>						
673) Pocahontas Trail	1.00	130	F	100%	0%	0%			0%	С	0.1	19	F	0.765	130	F	2010
		From					33 Powhata										
674) McPherson Dr	0.20	20	R			50-0	605 Manfie	eld Rd			N.	Δ			NA		04/17/200
674) Wei Heiself Bi	0.20	To					Dead End	d									0 1/ 11//200
		From	:			50-60-	4 Dabneys	Mill Rd									
675) Corinth Dr	0.21	110	R								N.	4			NA		03/17/201
<u> </u>		To					50-676 Hill										
676) Hill Dr	0.39	80	R			50-60	4 Dabneys	Mill Rd			 N	Δ			NA		03/17/201
(676) Hill Dr	0.00	To				50-	-675 Corin	th Dr				•					00/11/20
		From	:				Dead End	d									
677) Recycle Rd	0.07	<b>420</b>	R								N.	4			NA		04/05/200
		From	1			SR 30	0 King Wil										
678) Flotbeck Rd	0.60	20	R				Dead En	<u>d</u>			N.	Α			NA		04/05/200
070		To			:	50-629 A	Acquinton	Church Rd									
		From				50-63	33 Powhata	an Trail									
679 Mt Rose Rd	0.70	30	R				D 15				N.	4			NA		03/13/200
		From	1			GD 20	Dead End										
680) Garlick Rd	0.18	40	R			SK 30	0 King Wil	nam Ku			N.	Α			NA		04/02/200
000)		To	c				Dead End	d									
		From	:				Dead End	d									
681) Hybla Farm Rd	0.31	<b>80</b>	R			50.6	20 1 1 0	1.01			N.	4			NA		04/05/200
		From				50-62	29 Jacks Cı										
682) Tidy Cat Rd	0.14	370	R				Cul-de-Sa	ic			N.	Ą			NA		03/23/201
,		To				50-	613 Dunlu	ce Rd									
		From					Dead End	d									
701) Euclid Heights Blvd	0.40	50 To	R			***	CLW	Daint			N.	Ą			NA		03/22/200
F		10	<u> </u>			W	CL West I	OINT									
Fown of West Point		From	:			W	CL West F	Point									
(701) Euclid Heights Blvd	0.20	60	R								N.	Ą			NA		05/17/200
<u> </u>		To From					026 Dogw										
(701) Euclid Heights Blvd	0.58	860	F	97%	1%	19			0%	С	0.1	05	F	0.576	880	F	2010
$\overline{}$		To				SR 30	King Will	iam Ave									

					King	vviillam	Mainten	ance Are	a							
Route	Length	AADT	QA	4Tire	Bus		3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of West Point		From	n:			SR	30 Main St				1					
(702) Industrial Pkwy	0.07	830	R			510	30 17 <b>14111</b> 50				NA			NA		03/28/200
$\bigcirc$		To	a-			50-63	36 VFW R	d								
(1000) Azalea Cresent	0.20	From <b>80</b>	R			50-101	3 N, River	Rd						NA		04/07/201
(1000) Azalea Cresent	0.28	OU To				50-101	3 S, River	Rd			NA T			NA		04/07/201
		From	n:				E Magnol									
(1001) Bond St	0.50	220	R								NA			NA		03/22/200
<u> </u>		To					ead End									
(1002) E Magnolia Dr	0.20	410	R			50-1010	Southern	Ave			NA			NA		03/22/200
(1002) E Magnolia Dr	0.20					SD 30 K	ng Willian	λ λνα						147 (		00/22/200
(1002) E Magnolia Dr	1.02	1200	F	98%	1%	0%	0%	0%	0%	С	0.121	F	0.545	1200	F	2010
		To				50-100	3 Chelsea	Rd								
(1002) E Magnolia Dr	0.09	<b>30</b> From	R								NA			NA		03/22/200
		To	:		0		)-1003 Che									
	0.12	From	n:			SR	33, 14th St							NA		
(1003)	0.12	NA 									NA			NA		
(1003) Chelsea Rd	1.05	1800		99%	0%	50-1130 0%	Glass Islan 0%	d Rd 0%	0%	С	0.134	F	0.516	1800	F	2010
(1003)		To	_				Mattaponi									
(1003) Chelsea Rd	0.30	1100 From	F	99%	0%	0%	0%	0%	0%	F	0.139	F	0.538	1100	F	2010
$\bigcirc$		To				50-1006	Thompson	Ave			_					
(1003) Chelsea Rd	0.75	830	F	99%	0%	0%	0%	0%	0%	F	0.126	F	0.658	850	F	2010
		To From	1			50-1002,	E Magnol	ia Dr								
(1003) Chelsea Rd	0.28	700	R								NA			NA		04/05/2010
<u> </u>		From	1:			50-1014	, E Euclid	Blvd								
(1003) Chelsea Rd	0.15	150	R								NA			NA		04/05/2010
(1003) Chelsea Rd	0.24	70 From	R			0.15 1	MN 50-101	4			NA			NA		03/22/200
(1003) Chelsea Rd	0.24	7 U	×			NCL	West Poir	it			INA			INA		03/22/200
		From	1.				E Magnol									
(1004) Mattaponi Ave	0.70	780	R				.,				NA			NA		03/28/200
<u> </u>		To From	11			50-1006	Thompson	Ave								
(1004) Mattaponi Ave	0.20	800 To	R			50 100	2.01.1	D.1			NA			NA		03/28/200
		From					3 Chelsea									
(1005) Odi St	0.07	47	R			50-1002,	E Magnol	ia Dr			NA			NA		04/13/2010
()		To					d End; Gap									
(1005) Odi St	0.45	From <b>440</b>	ELL.			50-10	30 Bagby S	St			NA			NA		03/28/200
1005) Gai Gi	0.40					50 1006	Thomason	Arra						147 (		00/20/200
(1005) Odi St	0.20	80 From	R			30-1000	Thompson	Ave			NA			NA		03/28/200
		To				D	ead End									
$\bigcirc$		From					30 Main St									
1006 Thompson Ave	0.93	1700 To	F	98%	1%	1%	0% 3 Chelsea	0%	0%	С	0.109	F	0.574	1800	F	2010
		From					1108, C St	ixu								
(1007) Lyndale St	0.13	120	R			30-	. 100, C 51				NA			NA		03/22/2007
$\overline{\bigcirc}$		To From				SR	30 Main St				_					
(1007) Ogden St	0.20	200	R								NA			NA		03/22/2007
$\overline{}$		To					ead End									
Dunant St	0.00	From				D	ead End				NIA			NIA.		03/33/333
1008 Dupont St	0.20	330 To	R			SR	30 Main St				NA			NA		03/22/200
			1			JIC.										-

									<del>-</del> -			.,					
Route	Length	AADT	QA	4Tire	Bus	•			Truck xle 1Tr		QC	K Factor	QK	Dir Factor	AAWI	OT QW	Year
Town of West Point		Fron	c					Dead Er	ad.			1					
(1009) W Oak Grove St	0.16	70	R					Deau Ei	iu			NA			NA		03/22/2007
		Tr Fron					SR	30 Mai	n St								
(1009) Oak Grove St	0.06	1300	R									NA			NA		03/22/2007
		Fron						Dead Er				<u> </u>					
(1010) Southern Ave	0.25	140	R			50	)-/01 E	suchd H	leights Rd			NA			NA		03/22/2007
(1010) Garanem 7 110	0.20	Tr					0 1002	EMa	gnolia Dr			¬					00/22/200
(1010) Southern Ave	0.20	180 From	R				0-1002	, E Ma	gilolia Di			NA			NA		03/22/200
		To	:			_		nunkey									
(1010) Pamunkey Ave	0.20	400	R			—	Soi	uthern A	Ave			NA			NA		03/22/200
(1010) Pamunkey Ave	0.20	<b>-100</b>	<u> </u>			<b>S</b> !	R 30 K	ing Wil	liam Ave						INA		03/22/200
		Fron	:						gnolia Dr								
(1011) Romancoke Ave	0.05	90	R									NA			NA		03/22/200
$\bigcirc$		To	:				Ι	Dead Er	ıd								
O		Fron					50-	-1108, C	C St			4					
(1012) Berkley St	0.13	140	R				CD	20 Mai	C4			NA			NA		03/22/2007
		Fron	1			_		30 Mai				<del></del>					
(1013) Pine Lane	0.50	100	R					Dead Er	ıa			NA			NA		04/07/2010
(1013) 1 1110 24110	0.00	TO TO				-50	701 E-	1: 4 77.	:-1-4- D14								0 1/01/201
(1013) Camelia Dr	0.33	250 From	R			50-	-/01 Et	исна Не	ights Blvd	1		NA			NA		04/07/2010
(1013) Garriona 21	0.00	Te					50-102	26 Dogw	ood Dr			T.					0 1/01/201
		Fron	:				50-10	03 Chel	sea Rd								
(1014) E Euclid Blvd	0.24	290	R									NA			NA		04/05/2010
$\overline{}$		Te Fron					50-103	32 Shore	line Dr			_					
(1014) E Euclid Blvd	0.03	120	R									NA			NA		04/05/2010
		To	:				50-101	15 Newi	nan Rd								
Nauman Dd	0.47	From				5	50-1014	4, E Euc	lid Blvd						NIA		04/05/004
(1015) Newman Rd	0.17	90 To	R				50-10°	34 Sand	y Creek			NA			NA		04/05/2010
		Fron	:						Grove St			†					
(1016) Romancoke Ave	0.05	10	R				, 100,	, ,, our	01010 51			NA			NA		03/22/2007
		To	:				Ι	Dead Er	nd								
		Fron	:			50	)-1009,	, W Oak	Grove St								
(1017) Taylor Ave	0.06	50	R									NA			NA		03/22/200
		To				=		Dead Er									
(1018) Camelia Dr	0.07	30 From	R					Dead Er	ıd			NA			NA		04/01/2010
(1018) Camelia Dr	0.07	To				50-	-701 Eı	uclid He	ights Blvd	i					INA		04/01/2010
		Fron	:						ights Blvd			Ì					
(1019) Romancoke Ave	0.10	70	R									NA			NA		04/07/2010
$\bigcirc$		To	:				50-102	20 Cypre	ess Ave								
		Fron				_	Ι	Dead Er	ıd								
(1020) Cypress Ave	0.08	40	R									NA			NA		04/07/2010
		From				50	0-1019	Roman	coke Ave			<u> </u>					0.4/0=/00:
(1020) Cypress Ave	0.08	40	R				-	Dead Er	nd			NA			NA		04/07/2010
_		Fron				_											
(1021) Cheatham Dr	0.07	180	R				SR	30 Mai	ıı ət			NA			NA		03/22/2007
1021)		Th					50-102	25 Cheat	ham Dr								
		Fron	:					-1108, 0									
(1022) Bellwood St	0.12	100	R									NA			NA		03/22/2007
$\bigcirc$		Tr					SR	30 Mai	n St								

Route	Length	AADT	QA	4Tire	Bus			-Truck Axle 1Tra		$\cap$ C	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of West Point		From									1 40101		1 40101			
(1023) Fort St	0.13	80	R			50	0-1108,	C St			NA			NA		04/01/2010
1023)		To				SI	R 30 Ma	in St								
		From				50	0-1108,	C St								
(1024) Glenn St	0.12	170	R								NA			NA		03/22/2007
<u> </u>		To From				SI	R 30 Ma	in St								
1024 Thompson St	0.12	2200 To	R			50 100	6 Thom	pson Ave			NA			NA		03/22/2007
		From						tham Dr			1					
(1025) Cheatham Dr	0.08	90	R			30-10	121 Chea	mani Di			NA			NA		03/22/2007
1020		То					Dead E	nd								
		From				50-701 E	Euclid H	eights Blvd								
(1026) Dogwood Dr	0.17	190	R								NA			NA		04/07/2010
<u> </u>		From				50-1	028 Tan	ager Ct								
1026 Dogwood Dr	0.11	80	R								NA			NA		04/07/2010
<u> </u>		From				50-102	7 Mocki	ngbird Ct								
1026 Dogwood Dr	0.02	100	R								NA			NA		04/07/2010
<u> </u>		From				50-	1013 Riv	ver Rd								
1026 Dogwood Dr	0.14	60 To	R				Dead E	nd			NA			NA		04/07/2010
		From														
(1027) Mockingbird Ct	0.06	30	R				Dead E	na			NA			NA		04/07/2010
1021)		To				50-10	26 Dog	wood Dr								
		From					Dead E	nd								
(1028) Tanager Ct	0.06	40	R								NA			NA		04/07/2010
		To				50-10	026 Dogs	wood Dr								
Toylor Ave	0.00	From	<u> </u>			0.0	8 MN 5	0-1002						NIA		02/22/2007
(1029) Taylor Ave	0.08	150	R								NA			NA		03/22/2007
(1029) Taylor Ave	0.21	150 From	R			50-100	02, E Ma	gnolia Dr			NA			NA		03/22/2007
(1029) Taylor Ave	0.21	To			50-10	10 Pamu	ınkev Av	e; Southern	Ave					INA		03/22/2007
		From			-		)-1005 C									
(1030) Bagby St	0.28	210	R				7 1000 0	ar St			NA			NA		03/28/2007
		To From	-			50-100	)4 Matta	poni Ave								
(1030) Bagby St	0.29	<b>200</b> From	R								NA			NA		03/28/2007
<u> </u>		То				50-1	003 Che	lsea Rd								
O 51		From	<u> </u>			50-1	003 Che	lsea Rd			_]					0.1/0.7/0.01
(1031) Riverview Dr	0.11	150 To	R			50.10	122 Chou	eline Dr			NA			NA		04/05/2010
_		From														
(1032) Shoreline Dr	0.04	30	R				Dead E	na			NA			NA		04/05/2010
1032) 31131311112	0.0 .	То				50.10	21 Divo	eriory De								0 1/00/2010
(1032) Shoreline Dr	0.12	40 From	R			50-10	31 Kivei	view Dr			NA			NA		04/05/2010
1032)		То				50-101	14, E Eu	clid Blvd								,
		From				50-100	6 Thom	pson Ave								
(1033) E Oak Lane	0.22	160	R								NA			NA		04/05/2010
		To					Cul-de-S									
<u> </u>		From	<u> </u>			50-103	36 Blue l	Heron Rd	-							00/00/00
1034 Sandy Creek	80.0	<b>60</b>	R			50.10	115 Na	mon P.4			NA			NA		03/22/2007
<del>-</del>		From	I				)15 New				<u> </u>					
(1036) Blue Heron Rd	0.14	90	R			50-101	14, E Eu	clid Blvd			NA			NA		03/22/2007
(1030) 5.00 1.0001110	0.17	50									1 1/ 3			14/3		JU, ZZ, ZUUI

								ivianie	Truck			K		Dir				
Route	Length	AADT	QA	4Tire	Bus	2			xle 1Tr		QC	R Factor	QK	Dir Factor	AA	WDT	QW	Year
own of West Point		From	:				Г	Dead En	ıd			ī						
Westwood Ct	0.16	170	R					Jud DII				NA				NA		04/05/2010
<u> </u>		To				50	)-1004	Mattap	oni Ave			<u></u>						
○ N.O.I.I	0.40	From	<u> </u>				Γ	Dead En	d			]						0.4/0.5/0.04
N Oak Lane	0.12	<b>70</b>	R			50	1006	Thomr	oson Ave			NA				NA		04/05/2010
		From	:						elid Blvd									
Briarwood Lane	0.16	80	R			30	J-101 <del>4</del>	, L Luc	na biva			NA				NA		03/22/2007
		To	:				Γ	Dead En	ıd									
$\widehat{}$		From	:				SR	30 Maii	n St									
040) Winter St	0.13	1100	R					15				NA				NA		03/22/200
		10 E	1					Dead En										
041) Chelsea Run	0.12	90	 R			50	)-1004	Mattap	ooni Ave			NA				NA		03/28/200
Chelsea Run	0.12	To					Г	Dead En	ıd							INA		03/20/200
		From	:					1005 Oc				Ì						
042) Cressfield Dr	0.25	210	R				50-1	. 505 00				NA				NA		03/28/200
<u> </u>		To	:				Γ	Dead En	ıd									
		From					Γ	Dead En	ıd									
043) York St	0.09	20	R									NA				NA		04/05/201
<u> </u>		To						001 Bor										
Charakaa Ct	0.00	From	<u> </u>			50	)-1004	Mattap	oni Ave							NΙΛ		04/05/201
O44 Cherokee St	0.08	<b>40</b>	R				C	ul-de-Sa	ac			NA				NA		04/05/201
		From						Dead En				1						
1045) Ball Park Dr	0.11	90	R				L	Cau En	u			NA				NA		04/05/201
1040		To					50-100	03 Chels	sea Rd									
		From	:				:	50-1047	7									
046)	0.14	NA										NA				NA		
<u> </u>		To	c				50-1	1005 Oc	li St									
$\sim$		From						50-1046	5									
1047)	0.10	<b>NA</b>	:				50.1	1005 Oc	1; C+			NA				NA		
		From										1						
1101) Lee St	0.22	1200	R				SK	33, 14tl	150			NA				NA		03/26/200
1101) =30 31	0.22	To					50.1	114 10	of Co			- · · · ·						00/20/200
1101) Lee St	0.29	390 From	R				50-1	114, 18	tn St			NA				NA		03/26/200
1101) 200 01	0.20	To	Ė				50-1	120, 23	rd St			Ť.						00/20/200
		From					Г	Dead En	ıd									
1102) 13th St	0.06	40	R									NA				NA		04/13/2010
		To From					SR 2	296 Kirt	oy St			1						
13th St	0.08	150	R									NA				NA		04/13/201
<u> </u>		To From					50-1	129 Ma	in St			1						
13th St	0.03	1300	R									NA				NA		04/15/2010
<u> </u>		To	:				Г	Dead En	ıd									
<u> </u>		From					Γ	Dead En	ıd									
103) 12th St	0.05	10	R									NA				NA		04/01/201
<u> </u>		From					SR 2	296 Kirt	oy St			]—						
103) 12th St	0.17	130	R									NA				NA		07/27/2010
<u> </u>		From					SR	298 Le	e St			$\exists$ —						
103) 12th St	0.06	90	R				-					NA				NA		04/01/2010
<u> </u>		To	1					Dead En										
	0.00	120	ليا				Γ	Dead En	d							NIA -		04/04/004
1104) 11th St	0.09	120	R									NA				NA		04/01/2010

Route	Length	AADT	QA	4Tire	Bus		Truck 3+Axle 1		K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of West Point		Fron							-					
(1104) 11th St	0.17	210	R			SR	298 Lee St		NA			NA		07/27/2010
(1104) 11th St	0.02	20 From	Ę			SR 2	96 Kirby St					NA		04/04/2010
1104) 1111131	0.02	<b>20</b>	R			D	Dead End		NA			INA		04/01/2010
		Fron					Dead End							
1105) 9th St	0.03	2	R						NA			NA		04/08/2004
(1105) 9th St	0.17	420 From	R			50-11	107 Kirby St		NA			NA		04/15/2010
		Fron				SR	298 Lee St		_					
1105 9th St	0.02	10	R			Г	Dead End		NA			NA		04/15/2010
		Fron	<u> </u>				Dead End							
(1106) 7th St	0.08	20	R				cau Enu		NA			NA		07/27/2010
		To From	-			50-11	107 Kirby St							
(1106) 7th St	0.17	<b>230</b>	R				•		NA			NA		04/15/2010
		To From				SR	298 Lee St							
(1106) 7th St	0.08	90	R						NA			NA		07/27/2010
$\stackrel{\smile}{=}$		To					Dead End							
(1107) Kirby St	0.21	190	LR			50-1	1121, 1st St		NA			NA		07/27/2010
(1107) Kilby St	0.21	190							- INA			INA		01/21/2010
(1107) Kirby St	0.06	260 From	R			SR	298, 5th St		NA			NA		07/27/2010
(1107) Kirby Gt	0.00	200				50.1	110 61 0					IVA		01/21/2010
(1107) Kirby St	0.23	870 From	R			50-1	110, 6th St		NA			NA		07/27/2010
1107 127 31	0.20	To				SR 2	296, 10th St							0172172010
		Fron				SR	30, 14th St							
(1108) Kirby St	0.24	1800	R						NA			NA		04/01/2010
		To					Main St; Gap 1008; Gap							
(1108) C St	0.06	80	R			50	1000, Сар		NA			NA		04/01/2010
$\overline{}$		Tr				50-102	2 Bellwood St							
(1108) C St	0.25	45	R						NA			NA		04/01/2010
$\overline{}$		To				50-100	07 Lyndale St							
<u> </u>	2.22	Fron	L			50-1	1121, 1st St							07/07/0040
(1109) Lee St	0.23	360	R			SR	298, 5th St		NA			NA		07/27/2010
		Fron					107 Kirby St							
(1110) 6th St	0.09	130	R			50 1	107 111103 21		NA			NA		07/27/2010
$\overline{}$		To From	-			50-1	129 Main St							
(1110) 6th St	0.08	220	R						NA			NA		07/27/2010
<u> </u>		Te				SR	298 Lee St							
( ) 411 OI	0.05	Fron				D	Pead End					NIA		04/45/0040
(1111) 4th St	0.25	110	R			50-1	109 Lee St		NA			NA		04/15/2010
		Fron					Dead End		+					
(1112) 2nd St	0.03	10	R				cad End		NA			NA		07/27/2010
		ть				50-11	107 Kirby St							
(1112) 2nd St	0.16	140 From	R			201			NA			NA		04/15/2010
$\bigcirc$		т.	-			50-1	109 Lee St							
(1112) 2nd St	0.05	<b>20</b> From	R						NA			NA		04/01/2010
		To				D	Dead End							
O : -		Fron				SR	30 Main St							
(1113) 17th St	0.15	<b>220</b>	R			50	1127 F.C:		NA			NA		04/01/2010
		Te	1			50-	1127, F St							

Length	AADT	QA 4	lire	Bus						QC	Factor	QK	Factor	AAW	DT (	λM	Year
	From				SI	R 30 Ma	in St										
0.15	230	R				X 50 1410	iii St				NA			N	Α		04/01/2010
	To From				50	0-1127,	F St										
0.05	110	R									NA			N	4		03/26/2007
																_	
0.15		R			SI	R 30 Ma	in St				NA			N.	Δ		04/01/2010
0.10		• • • • • • • • • • • • • • • • • • • •			50	0-1127,	F St								•		0 1/0 1/2010
	From				SI	R 30 Ma	in St										
0.16	330	R									NA			N	4		04/01/2010
	To From				50	0-1127,	F St										
0.05		R				Cul do 9	100				NA			N.	4		04/01/2010
0.16		R			50-	-110/ Ki	rby St				NA			N	4		04/15/2010
00	To	•••			50	)-1109 L	ee St								•		0 1, 10, 20 10
	From					Dead E	nd										
0.08	40	R									NA			N	4		04/01/2010
	To From				50-	-1108 Ki	rby St				$\Box$						
0.07	170	R									NA			N.	4		04/01/2010
	To From				SI	R 30 Ma	in St				$\Box$						
0.14		R			~	0.1107	E G.				NA			N.	4		04/15/2004
											<del>-</del>						
0.14		R			SI	R 30 Ma	ın St				NA			N	Δ.		03/26/2007
<b></b>	To				50	0-1127,	F St								•		00/20/2001
	From				SI	R 30 Ma	in St										
0.08	460	R									NA			N	4		03/26/2007
	To From				50	)-1101 L	ee St				$\exists$ $\vdash$					—	
0.08	80	R									NA			N.	4		03/26/2007
											_					_	
0.08		R			50-	-1107 Kı	rby St				NA			N	Δ.		03/26/2007
0.00					50	1120 M	-: C4								•		00/20/2001
0.08		R			30-	-1129 M	ain St				NA			N.	4		03/26/2007
	To				50	)-1109 L	ee St										
	From					Dead E	nd										
0.08	49	R									NA			N	4		04/23/2007
	To From				50-	-1108 Ki	rby St										
0.08	710	R									NA			N.	4		04/23/2007
	To From				SI	R 30 Ma	in St				<u> </u>						
0.13	340	R									NA			N.	4		04/23/2007
0.00	To From	_			50	0-1127,	F St				$\dashv$						0.4/0.0/0.00
0.02		К				Dead F	nd				NA			IN.	4		04/03/2001
	From																
0.16	160	R			50-	1107 IX					NA			N.	4		03/26/2007
	To				SI	R 298 I	ee St				<b>—</b> —						
0.02	<b>30</b> From	R									NA			N	4		03/26/2007
	To	_				Dead E	nd			_							
_	From					Dead E	nd				<u> </u>						a . /c = '
0.09	40	R									NA			N.	Α		04/05/2010
	0.15 0.05 0.15 0.16 0.08 0.07 0.14 0.14 0.08 0.08 0.08 0.08 0.08 0.08 0.08 0.0	0.15 230  0.05 110  To From:  0.15 200  To From:  0.16 330  0.05 30  To From:  0.16 90  To From:  0.14 360  To From:  0.14 90  To From:  0.14 90  To From:  0.08 460  0.08 460  0.08 4710  0.08 49  0.08 710  0.13 340  0.02 70  To From:  0.16 160  0.02 30  To From:  0.16 160  To From:  0.17 To From:  0.18 To From:  0.19 To To From:  0.10 To From:  0.10 To From:  0.11 To From:  0.12 To From:  0.12 To From:  0.12 To From:  0.13 To From:  0.14 To From:  0.15 To From:  0.16 To From:  0.17 To From:  0.18 To From:  0.19 To From:  0.10 To From:  0.10 To From:  0.11 To From:  0.11 To From:  0.12 To From:  0.12 To From:  0.12 To From:  0.13 To From:  0.14 To From:  0.15 To From:  0.15 To From:  0.16 To From:  0.17 To From:  0.18	0.15 230 R    0.05   110 R   0.15   200 R   0.15   200 R   0.16   330 R   0.05   30 R   0.06   30 R   0.07   170 R   0.08   40 R   0.07   170 R   0.14   360 R   0.08   460 R   0.08   460 R   0.08   460 R   0.08   710 R   0.09   710 R   0.09   710 R   0.09   710 R   0.09   710 R   0.00	0.15 230 R    O.05   110 R	0.15   230   R	Content   Cont	Carrell	Carrell	Canal   Cana	SR 30 Main St   SO 1127, F St   S	SR 30 Main St   SO-1127, F St	Length   AADI   GA   4 lire   Bus   2Axle 3+Axle 1Trail 2Trail   GC   Factor	Company   Comp	Care   Care	Caregor   Care	2Axide 34-Axide 1Treat 2Treat	Caregon   AADT   CA   4 line   Bus   2Axide 3+Axide 1Trail   2Trail   CC   Factor   CK   Factor   AAVIDT   CW

					King	William I	vlaintenan	ce Are	a							
Route	Length	AADT	QA	4Tire	Bus		Truc 3+Axle 1			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of West Point		From	,i			an a	0.14 : 6:				-1					
(1125) 22nd St	0.08	280	R				0 Main St				NA			NA		04/01/2010
(1125) 22nd St	0.14	20 From	R				01 Lee St				NA			NA		03/26/2007
		To					ad End									
(1126) 10th St	0.02	9	R				ad End				NA			NA		03/26/2007
		From					6 Kirby St 98 Lee St									
(1126) 10th St	0.05	<b>90</b>	R				ad End				NA			NA		03/26/2007
		From	:				ad End				i					
(1127) F St	0.01	10	R								NA			NA		04/01/2010
(1127) F St	0.23	880 From	R			SR 3	3, 14th St				NA			NA		04/01/2010
<u> </u>		To From				50-11	14, 18th St									
(1127) F St	0.18	240 To	R			50.11	16, 21st St				NA			NA		03/26/2007
(1127) F St	0.06	190 From	R			30-11	10, 218131				NA			NA		04/01/2010
		To				50-112	25, 22nd St									
		From	:			SR 2	98 Lee St									
(1128) 5th St	0.05	30	G								NA			30	G	2010
<u> </u>		To	:			De	ad End									
<u> </u>		From	:			50-11	21, 1st St									
(1129) Main St	0.23	610	R								NA			NA		03/26/2007
(1129) Main St	0.10	1100 From	R			SR 2	98, 5th St				NA			NA		03/26/2007
<u> </u>		To From				50-11	06, 7th St									
(1129) Main St	0.17	2300	R								NA			NA		03/26/2007
(1129) Main St	0.22	2300 From	F	98%	1%	1%		0%	0%	С	0.093	F	0.511	2400	F	2010
							3, 14th St									
(1130) Glass Island Rd	0.25	470	R			50-1003	Chelsea Rd				NA			NA		03/26/2007
1130 Class Island Nu	0.23					De	ad End							INA		03/20/2007
King William County																
		From	:			Cul	-de-Sac									
(1135) Parkwood Dr	1.01	570	R			50.500	** 1 51				NA			NA		03/17/2010
			1				Upshaw Rd									
White Dine Court	0.11	From	<u> </u>			50-1135	Parkwood D	r						NΙΔ		02/47/2040
1136 White Pine Court	0.11	<b>80</b>	R			Cul	-de-Sac				NA			NA		03/17/2010
		From	_								-					
$\bigcirc$	0.36	NA Prom	12			50	)-1151				NA			NA		
(1150)	0.30	To			LIS 36	0 Richmon	d Tappahanı	nock Hw	N/					INA		
		From	:		0000		)-1150	100101111	,		i					
(1151)	0.22	NA					<i>j</i> -1130				NA			NA		
		To	:			50	)-1154									
		From					)-1151									
(1152)	0.07	NA	-								NA			NA		
$\bigcirc$		To	:			Cul	-de-Sac									
		From	:			50	)-1151									
(1153)	0.11	NA		-	-						NA			NA		
$\overline{}$		To	:			Cul	-de-Sac									

					Tillig			ntenanc				K		Dir			
Route	Length	AADT	QA	4Tire	Bus			Truck -Axle 1			QC	Factor	QK	Factor	AAWD <sup>-</sup>	Г QW	Year
King William County		From					50-11	51				1					
(1154)	0.23	NA										NA			NA		
$\overline{}$		To					Cul-de-	-Sac									
Tarra Alta Dr	0.05	From	_				Dead I	End							NIA		00/00/004
(1201) Terra Alta Dr	0.05	40	R									NA —			NA		03/30/2010
(1201) Terra Alta Dr	0.51	100 From	R			50-	-1203 Ne	ewton Dr				NA			NA		03/30/2010
(1201) Terra Alta Dr	0.51	100	К									INA			INA		03/30/2011
1201) Terra Alta Dr	0.24	160	R			50-120	)2 Carey	Brook La	ne			NA			NA		03/30/201
(1201) Terra Alta Dr	0.24	To				50	)-611 Ve	nter Rd				Π΄`			1471		00/00/201
		From				50	)-611 Ve	nter Rd									
(1202) Carey Brook Lane	0.09	30	R									NA			NA		03/30/201
$\bigcirc$		То				50-1	1201 Ten	ra Alta Dr									
O		From				50	)-611 Ve	nter Rd									
Newton Dr	0.24	150 To	R			50.1	1201 Tam	ra Alta Dr				NA			NA		03/30/201
		From															
1205) Ayletts Mill Dr	0.16	70	R			30-	·000, W 1	River Rd				NA			NA		03/30/201
(1203) 7 1/10110 111111 21	00	To					Cul-de-	-Sac									00,00,20.
		From					Cul-de-	-Sac				Ī					
(1206) Windsor Rd	0.21	120	R									NA			NA		03/30/201
$\bigcirc$		То				5	50-647 M	Iill Rd									
Town of West Point		From					D 11	C 1									
1207) 14th St	0.17	1300	R				Dead I	Ena				 NA			NA		04/13/201
1207) - 1 Gt	0	То			SI	R 30 M	Iain St; S	SR 33; 14t	th St								0 ., 10,201
King William County																	
O 0 4 11		From				50-1	1211 Lan	caster Rd				$\exists$					00/0=/00/
(1210) Oxford Lane	0.37	300 To	R			T	JS 360; 5	50 662				NA			NA		03/25/201
		From															
(1211) Lancaster Rd	0.04	90	R			30-1	1210 OXI	ford Lane				NA			NA		03/25/201
		To				50	)-1212 E:	ccov Dd									
(1211) Lancaster Rd	0.30	130 From	R			30	J-1212 E	SSCA NU				NA			NA		03/25/201
		То				Ţ	JS 360; 5	50-667									
_		From				50-1	1211 Lan	caster Rd									
1212 Essex Rd	0.09	60	R									NA			NA		03/25/201
<u> </u>		To From				50-	1213 Ess	sex Court									
(1212) Essex Rd	0.07	30	R					_				NA			NA		03/25/201
		То					Cul-de-										
1213) Essex Court	0.07	20 From	R			50	)-1212 E:	ssex Rd				 NA			NA		03/25/201
(1213) Essex Court	0.07	ZU To	N.				Cul-de-	-Sac							INA		03/23/201
		From					Cul-de-										
1214) Choctaw Ridge	0.21	220	R				Cur uc	Suc				NA			NA		03/23/201
		To			US 36	60 Rich	nmond Ta	appahanno	ock Hw	y							
O		From				50-12	214 Choo	ctaw Ridge	e								
(1215) Clark Lane	0.12	110 To	R				0.1.1	C				NA			NA		03/23/2010
							Cul-de-					<u> </u>					
(1216) Newman Dr	0.42	230	R			50-	606 Corr	nmins Rd				 NA			NA		03/17/201
(1216) Newman Dr	0.42	<b>230</b> To	N.			50-121	7 Martin	ns Branch	Dr			11/4			INA		03/11/201
		From					Dead I										
(1217) Martins Branch Dr	0.11	40	R									NA			NA		03/17/2010
$\bigcirc$		To				50-	1216 Ne	wman Dr									

					Tang			intenance								
Route	Length	AADT	QA	4Tire	Bus			Truck -Axle 1Ti		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
King William County		Fron														
1217) Martins Branch Dr	0.12	40	R			50-	1216 Ne	wman Dr			NA			NA		03/17/20
1211)		т					Dead	End								
		Fron	:			50-1	1242 Laı	nae Circle								
1218) Lamae Court	0.04	30	R								NA			NA		03/25/20
<u> </u>		Te					Cul-de									
Holly Court	0.04	45	R				Cul-de	-Sac			NA			NA		03/25/20
Holly Court	0.04	<b>43</b>				50	)-1241 F	Iolly Rd						INA		03/23/20
		Fron	:				Dead				Ì					
1220) Edge Hill Farms Dr	0.28	140	R								NA			NA		03/17/20
		Te	:			50-	600, W	River Rd								
		Fron	:			50	-1242 P	oplar Rd								
Poplar Pl	0.04	40	R				0.1.1	2			NA			NA		04/09/20
			<u> </u>				Cul-de									
1223) Rosebud Run	0.49	330	 R			Ве	eginning	of Loop			NA			NA		04/09/20
Rosebud Run	0.40	330 T												IVA		04/03/20
1223) Rosebud Run	0.69	820 From	R			L	oop Inte	rsection			NA			NA		04/09/20
1223) 110000000 11011	0.00	To				50-	606 Cor	nmins Rd			-j''			100		0 1/00/20
		Fron	:			50	-608 Up	shaw Rd								
1224) Mayfair Trace	0.26	80	R				•				NA			NA		04/19/20
		Te	:				Cul-de	-Sac								
<u> </u>		Fron	:			SR 3	0 King	William Rd								
Cherry Hill Dr	0.12	420	R								NA			NA		03/23/20
O 01		Fron				50-1	226 Che	rry Hill Ct			⊒					00/00/00
1225 Cherry Hill Dr	0.17	320	R								NA			NA		03/23/20
		Fron				50-122	27 Chen	y Hill Circle	e		ᆣ					00/00/00
1225 Cherry Hill Dr	0.34	<b>90</b>	R				Cul-de	Saa			NA			NA		03/23/20
		Fron														
1226) Cherry Hill Ct	0.09	60	R				Dead	Ellu			NA			NA		03/23/20
1220		ъ				50.1	225 Che	rry Hill Dr								00,-0,-0
1226) Cherry Hill Ct	0.11	30 From	R			30-1	223 CH	ily filli Di			NA			NA		03/23/20
, , ,		To					Dead	End								
		Fron	:				Dead	End								
1227) Cherry Hill Circle	0.35	90	R								NA			NA		03/23/20
		Tr Fron	e e			50-1	225 Che	rry Hill Dr			$\exists$ —					
1227) Cherry Hill Circle	0.45	160	R								NA			NA		03/23/20
<u> </u>		To					Dead	End								
O	0.45	Fron	<u> </u>				Dead	End						NIA		00/00/00
1228 Gwynne Dr	0.15	80	R								NA —			NA		03/23/20
Cuarana Dr	0.16	Fron				50-	-1229 Pi	n Oak Ct						NIA		02/22/20
Gwynne Dr	0.16	300 To	R			50-123	31 Oak S	prings Circle	e.		NA			NA		03/23/20
		Fron				30 123										
Pin Oak Ct	0.12	90	R				Cul-de	-sac			NA			NA		03/23/20
		To				50-	·1228 G	wynne Dr								
		Fron	:				Dead	End								
1230) Oak Springs Dr	0.84	560	R								NA			NA		03/23/20
<u> </u>		Te				50-		nmins Rd								
O-1 O : : :	2.5=	Fron	L				Dead	End		 						00/00/0=
Oak Springs Circle	0.05	360	R			50	1229 (2	wynne Dr			NA			NA		03/23/20
			1			30-	1220 U	wynnie Dr								

						Villiam Maintenance A		K		Dir			
Route	Length	AADT	QA	4Tire B	Bus	2Axle 3+Axle 1Trail	QC	Factor	QK	Factor	AAWDT	QW	Year
King William County		From				50-1228 Gwynne Dr		1					
(1231) Oak Springs Circle	0.11	60	R			50 1220 G Wymie D1		NA			NA		03/23/201
$\bigcirc$		To From				50-1230 Oak Springs Dr							
(1231) Oak Springs Circle	0.17	160	R					NA			NA		03/23/2010
<u> </u>		To				Cul-de-Sac							
Million Oak Oans	0.00	From			50	0-1231 Oak Springs Circle					NIA		00/00/004
(1232) Willow Oak Court	0.08	60	R			Cul-de-Sac		NA			NA		03/23/2010
		From				50-1230 Oak Springs Dr		<u>_</u>					
(1233) Corann Dr	0.41	170	R			30-1230 Oak Springs Di		NA			NA		03/23/2010
(1233)	_	To				Cul-de-Sac							
		From				Cul-de-Sac							
(1234) Manquin Ct	0.13	60	R					NA			NA		04/17/2007
$\bigcirc$		To				50-1235 Manquin Dr							
O		From				50-605 Manfield Rd							
(1235) Manquin Dr	0.10	580	R					NA			NA		03/30/2010
$\overline{\bigcirc}$		To From				50-1239 Wysor Dr							
(1235) Manquin Dr	0.23	520	R					NA			NA		03/30/2010
<u> </u>		From			5	50-1236 S, Rainwater Dr							
(1235) Manquin Dr	0.30	210	R					NA			NA		03/30/2010
<u> </u>		10		50	0-1236	N, N Moncuin Dr; Rainwate	er Dr						
Poinwater Dr	0.45	From	_			50-1235 S, Manquin Dr					NΙΔ		02/20/201
(1236) Rainwater Dr	0.45	140	R					NA			NA		03/30/2010
<u></u>	0.40	From			:	50-1235 N, Manquin Dr		—├─					00/00/004
(1236) N Moncuin Dr	0.13	<b>80</b>	R			Cul-de-Sac		NA			NA		03/30/2010
		From											
(1237) Kendall Dr	0.12	190	R			50-605 Manfield Rd		NA			NA		03/30/2010
(1231)		To				50-1238 Devonshire Dr							
		From				50-1237 Kendall Dr							
(1238) Devonshire Dr	0.32	150	R					NA			NA		03/30/2010
		To				Cul-de-Sac							
		From				50-1235 Manquin Dr							
(1239) Wysor Dr	0.17	70	R					NA			NA		03/30/2010
		To				Cul-de-Sac							
Marsia Dal	0.40	From				SR 30 King William Rd					NIA		04/00/000
(1240) Maple Rd	0.18	110	R			50-611 Venter Rd		NA			NA		04/09/2007
		From				SR 30 King William Rd							
(1241) Holly Rd	0.09	630	R			5K 50 King winiam Ku		NA			NA		04/09/2007
1241) ************************************		То			50.12	142 C. Domlon D.d. I. omoo Cine	1.						.,,
(1241) Holly Rd	0.12	450 From	R		30-12-	42 S, Poplar Rd; Lamae Circ	ie	NA			NA		04/09/2007
(1241) ************************************		To				50 1242 MID							.,,
(1241) Holly Rd	0.08	390 From	R			50-1242 MID		NA			NA		04/09/2007
Holly Rd	0.00		-			50 1242 N. D. J. D. J.					14/1		J ., JU, 2001
(1241) Holly Rd	0.09	370 From	R			50-1242 N, Poplar Rd		NA			NA		04/09/2007
(1241) Holly Rd	0.00	J. J				50-611 Venter Rd					1 1/1		3 1,30,2001
		From				50-1241 MID		i					
(1242) Lamae Circle	0.37	110	R					NA			NA		04/09/2007
$\bigcup$		To				50-1241 S, Holly Rd							
(1242) Poplar Rd	0.21	60 From	R			50 12-11 D, 110Hy Ku		NA			NA		04/09/2007
		To				50 1241 N. Holler D.4					<u> </u>		
(1242) Poplar Rd	0.22	170 From	R			50-1241 N, Holly Rd		NA			NA		04/09/2007
		To				Cul-de-Sac							
								•					

							Maintenance		17		Δ.			
Route	Length	AADT	QA	4Tire	Bus		Truck 3+Axle 1Tr	OC	K Factor	QK	Dir Factor	AAWDT	QW	Year
King William County		From				50-1223	Rosebud Run		ī					
1243) Rosewood Court	0.14	50	R			00 1220	Troscoud Truit		NA			NA		03/23/201
<u> </u>		To				Cı	ıl-de-Sac							
O 5 10	0.40	From:				50-1223	Rosebud Run		٦,,					00/00/004
Dogwood Ct	0.18	310 To:	R			Cı	ıl-de-Sac		NA T			NA		03/23/201
		From:					Dogwood Ct							
1245) Courtney Lane	0.49	230	R			50 121	. Dog.rood et		NA			NA		03/23/201
		To				Cı	ıl-de-Sac							
O =		From:				Cı	ıl-de-Sac							
1246 Breezwood Court	0.07	40 To:	R			50 1245	Courtney Lane		NA			NA		03/23/201
		From:												
1247) Willow Court	0.03	30	R			30-1243	Courtney Lane		NA			NA		03/23/201
1241)		To:				Cu	ıl-de-Sac							
		From				Ct	ıl-de-Sac							
(1250) McCauley Pkwy	0.58	310	R						NA			NA		03/30/201
<u> </u>		To:					ing William Rd							
Pollard Place	0.57	220	R			Cı	ıl-de-Sac		NA			NA		03/30/201
Pollard Place	0.57	To	IX			SR 30 Ki	ing William Rd					INA		03/30/201
		From:					ıl-de-Sac		l					
1252) McCauley Court	0.04	40	R						NA			NA		03/30/201
<u> </u>		To				50-1250 N	McCauley Pkwy							
		From:				Cı	ıl-de-Sac		<u> </u>					00/00/00
(1253) Carlton Court	0.13	60	R			50 1250 1	McCauley Pkwy		NA			NA		03/30/201
		From:					McCauley Pkwy							
(1254) Wilt Way	0.04	30	R			30-12301	viccaulcy i kwy		NA			NA		03/30/201
,		To				Cı	ıl-de-Sac							
		From:				50-1250 N	McCauley Pkwy							
( <sub>1255</sub> ) Eliza Lane	0.10	<b>40</b>	R			50 1251	D II 1 DI		NA			NA		03/30/201
		From:					Pollard Place		1					
1256) Shelby Court	0.14	40	R			50-1251	Pollard Place		NA			NA		03/30/201
1250) 311313) 33411	0	To:				Cu	ıl-de-Sac							00/00/201
		From:				Cı	ıl-de-Sac							
1257) Eula Court	0.04	30	R						NA			NA		03/30/201
<u> </u>		To:					Pollard Place							
	0.42	From:				50-12	70; 50-1271					NA		
1268	0.42	NA To:				SR 30 Ki	ing William Rd		NA			INA		
		From					0-1268							
1269)	0.07	NA				-			NA			NA		
<u> </u>		To				Cι	ıl-de-Sac							
$\bigcirc$		From:				5	0-1268							
1270	0.05	NA To-				C	ıl-de-Sac		NA			NA		
		From:							i İ					
1271)	0.14	NA				<u> </u>	ıl-de-Sac		NA			NA		
		To:				5	0-1268							
_		From				5	0-1271	 						
1272	0.02	NA						 	NA			NA		
		To:					ıl-de-Sac							
1275	0.16	NA From:				Ct	ıl-de-Sac		<u> </u>			NA		
	11 16	NΔ							NA			NIA		

					1 (111)		intenance Area							
Route	Length	AADT	QA	4Tire	Bus		Truck +Axle 1Trail	()(;	K Factor	QK	Dir Factor	AAWDT	QW	Year
King William County		From:				Cul-de	Sac.							
(1276)	0.19	NA				Cui-u	z-Sac		NA			NA		
(1270)		To				50-1	275							
		From				Cul-de	e-Sac							
(1277)	0.10	NA							NA			NA		
		To				50-1	275							
$\sim$		From				Cul-de	e-Sac							
1278)	0.06	NA							NA			NA		
<u> </u>		To:				50-1								
	0.04	From:	Ļ			SR 30 W, Kin	g William Rd							0.4/0.0/0.0
(1301) Courthouse Lane	0.21	140	R						NA			NA		04/02/200
^		To:				50-619 Horse	Landing Rd							
(1301) Courthouse Lane	0.21	200	R						NA			NA		04/02/200
<u> </u>		10:				SR 30 E, King								
O Darelant Del	0.00	From:	Ļ			Dead	End					NIA		04/40/00
1400) Pocket Rd	0.68	60 To:	R			50-673 Pocal	hontae Trail		NA			NA		04/13/201
		From:	l		50 c50 t			P.1	1					
1401) Lay Landing Rd	0.35	100	R		50-6731	Lay Landing Ro	l; Pamunkey River	Rd	NA			NA		04/13/20
Lay Landing Rd	0.55	To:				Cul-de	e-Sac					INA		04/13/20
		From:				Cul-de			1					
1402) Spring Creek Rd	0.30	60	R			Cur-u	z-Sac		NA			NA		04/13/201
1402) 5711119 51151111		To:			50-673	Pocahontas T	rail; Lay Landing F	Rd	1					
		From				Cul-de	e-Sac							
1403) Cornfield Rd	0.30	30	R						NA			NA		04/13/20
$\cup$		To				50-673 Lay	Landing Rd							
Town of West Point														
		From				50-1006 Tho	ompson Ave							00/00/00
9205 West Point Elem Sch	0.11	340	R			W D	. C 1 1		NA			NA		03/28/200
						West Poin	t Schools							
King William County		From:				SR 30 King	William Rd		1					
9214) King William HS	0.19	280	R			DIT DO TIME	TTIMIN TU		NA			NA		04/23/200
		To:				King Wil	liam HS							
Town of West Point														
		From:				50-1004 Ma	ttaponi Ave							
9406) West Point HS	0.11	300	R						NA			NA		03/28/200
<u> </u>		To:				West Po								
O W . D : . E . O .	0.05	From	<u> </u>			50-1006 Tho	empson Ave							0.4/4.5/00
9407 West Point Elem Sch	0.05	120 To:	R			50 1006 The	······································		NA			NA		04/15/201
		207				50-1006 Tho	mpson Ave		1					
King William County		From				SR 30 King	William Rd							
9466) Hamilton Holmes Middle	0.14	240	R						NA			NA		04/13/201
		To				SR 30 King	William Rd							
		From				50-629 Acquint	ton Church Rd							
(9470) Acquinton Church Rd	0.17	200	R						NA			NA		04/13/201
$\bigcirc$		To:				SR 30 King	William Rd							