2001

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

Jurisdiction Report 50

King William County Town of West Point

Virginia Department of Transportation Traffic Engineering Division Traffic Monitoring Section

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

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

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

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

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

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

Publication Notes

Parallel Roads

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

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

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

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

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

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

Glossary of Terms:

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

Length: Length of the traffic segment in miles.

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

QA: Quality of AADT:

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

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

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

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

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

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

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

QC: Quality of Classification Data:

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

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

QK: Quality of the Design Hour estimate:

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

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

QW: Quality of AAWDT:

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

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

Route Shield Legend

Route Systems

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 Rout	de
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.

				<u> </u>	ung Wil	liam Mair					D- :				
Route	Length	AADT	QA	4Tire	Bus	20vlo	Tru 3+Axle		 2Trail	QC	Design Hour	QK	AAWDT	QW	Year
King William County								ıııdlı	ZIIdli		11001				
	7.75	3200	F	From: 66%	2%	Caroline Cou 3%	inty Line 6%	23%	0%	С	270	F	3200	F	2001
30	7.75	3200		To:	2 /0	50-60		25 /0		0	210	'	3200	'	2001
30	4.37	4100	F	66%	2%	3%	6%	23%	0%	F	350	F	4100	F	2001
·				To: From:	U	S 360 Centr	al Garage								
30	8.39	4300	F	79%	1%	3%	2%	17%	0%	С	340	F	4300	F	2001
	8.34	2900	F	To: From: 78%	1%	50-633 Whit 3%	tes Shop 2%	17%	0%	F	220	F	2900	F	2001
30	0.54	2900	Г	7 O 70	1 /0	50-63		17 /0	7	ı	220	ı	2900		2001
(30)	5.62	3300	F	79%	1%	3%	2%	17%	0%	F	250	F	3300	F	2001
				To:		WCL Wes	t Point		7						
Town of West Point				From:		WCL Wes	t Point		1						
(30)	2.19	3300	N	79%	1%	3%	2%	17%	0%	Ν	250	Ν	3300	N	2001
$\overline{}$				To: From:		SR 33 Wes	st Point]						
(30)	0.25	14000	F	87% To:	1%	3%	1%	8%	0%	С	1200	F	14000	F	2001
				From:		ew Kent Co g William C	-								
(33) (30)	0.25	14000	F	87%	1%	3%	1%	8%	0%	С	1200	F	14000	F	2001
				To: From:		SR 30	0		<u> </u>						
(33)	0.48	15000	F	87% To:	1%	3%	2%	6%	0%	F	1300	F	15000	F	2001
				From:	Kin	g William C SR 3:			<u> </u>						
(296)	0.40	1100	F	97%	0%	1%	0%	1%	0%	С	100	F	1100	F	2001
				To:		SR 29	98								
	0.53	490	F	97%	0%	End Ro 2%	oute 0%	0%	0%	С	48	F	490	F	2001
298)	0.55	430		37 /0	0 70	SR 29		0 70		0	40	'	490	'	2001
298)	0.22	1900	F	97%	0%	2%	0%	0%	0%	F	190	F	1900	F	2001
				To:		SR 3	3								
King William County				From:	Н	Ianover Cou	ınty Line								
(360)	2.32	16000	F	91%	0%	3%	1%	5%	0%	F	1600	F	16000	F	2001
<u></u>				To: From:		50-60									
(360)	2.77	15000	F	91%	0%	3%	1%	5%	0%	С	1500	F	15000	F	2001
	3.34	12000	F	From: 91%	0%	SR 30	1%	5%	0%	F	1100	F	12000	F	2001
(360)	3.54	12000	-	To:		g & Queen ('	1100	'	12000	'	2001
				From:		50-62	1]						
600	1.30	30	R								NA		NA		03/01/2001
	4.35	270	R	From:		50-66	66				NA		NA		03/01/2001
600	4.00	270	K	To:		50 (1	0				INA		INA		03/01/2001
600	2.40	170	R	From:		50-61	8				NA		NA		04/23/2001
				To: From:		SR 30 E			1						
600	2.75	370	F	91%	0%	SR 30 W	6%	1%	0%	F	45	F	380	F	2001
				To: From:		50-64	.7]——						
600	1.86	390	F	91%	0%	1%	6%	1%	0%	F	50	F	390	F	2001
				From:	20.	US 36		401	<u></u>		100		100-		
600	2.39	1300	F	91%	0%	1%	6%	1%	0%	С	120	F	1300	F	2001
600	2.68	970	F	From: 91%	0%	50-64 1%	6%	1%	0%	F	80	F	980	F	2001
600		370		70:	U / U	50-60		1 /0							2001

Route	Length	AADT	QA	4Tire	Bus			uck 1Trail		QC	Design Hour	QK	AAWDT	QW	Year
King William County								TITAL	ZITAII		rioui				
600	2.87	660	F	90%	0%	50-60 1%	6%	1%	0%	F	70	F	660	F	2001
(600)	3.24	340	F	From: 91%	0%	50-60 1%	3 6%	1%	0%	F	40	F	340	F	2001
				To:	(Caroline Cou	inty Line								
\bigcirc				From:		50-61	4								
601)	2.80	410	R	To:		SR 30 V	Vect		7		NA		NA		05/03/2001
				From:		SR 30 E									
601)	1.00	520	R	To:		7 I: G	, T:		_		NA		NA		05/03/200
				From:	(Caroline Cou									
602	0.18	40	R			0.18 MW 5	00-004				NA		NA		05/01/200
002				To:		50-60	4								
602)	0.30	20	R	From:		20 00			_		NA		NA		1998
				To:		0.30 ME 5	0-604								
\bigcirc				From:		50-60	0								
603	1.25	90	R	To:		D 1 E			_		NA		NA		05/03/2001
				From:		Dead E									
604)	0.68	520	R			50-605 SC	JUTH		_		NA		NA		05/16/2001
604)				To		US 36	in								
604)	5.95	280	R	From:		03.30					NA		NA		05/01/2001
				To:		50-65	2		—						
604)	0.86	150	R	From:							NA		NA		05/01/2001
				To: From:		50-605 NO	ORTH		Ī						
604	1.88	610	F	96%	0%	2%	0%	2%	0%	F	80	F	610	F	2001
				To: From:		50-61	4		_						
604)	2.70	240	F	96%	0%	2%	0%	2%	0%	F	30	F	240	F	2001
				To: From:		SR 30 E									
604)	2.90	860	F	96%	0%	2%	0%	2%	0%	С	100	F	860	F	2001
				To: From:		50-62	8		Ī						
604)	3.50	70	R								NA		NA		05/03/2001
				To:		50-60	0								
	0.60	20	_	From:		Dead E	ind				NIA		NIA		05/16/2004
605	0.60	30	R	To:		50-604 E	AST		7		NA		NA		05/16/2001
				From:		50-604 W									
605	2.60	140	R								NA		NA		1998
_				From:		US 36] 						
605	2.92	1500	F	96%	0%	2%	1%	1%	0%	С	150	F	1500	F	2001
	0.07	4000		From:	00/	50-61		40/			400		4000		2004
605)	2.37	1000	F	96% To:	0%	2% 50-604 W	0% EST	1%	0%	F	100	F	1000	F	2001
				From:		Dead F									
606	0.20	60	R			Deua E	ina .				NA		NA		05/14/2001
				To: From:		50-61	1		—						
606	0.86	1800	F	96%	0%	2%	0%	1%	0%	С	200	F	1800	F	2001
				To: From:		50-121	16		Ī						
606)	1.27	440	F	96%	0%	3%	0%	0%	0%	F	60	F	440	F	2001
				To:		50-60									
_	0.50	100	Б	From:		SR 30)				NA		NA		1998
607	0.50	190	R	To:		50-608 W	EST		1		NA		NA		1998
						20-000 W	LUI								

Signature Sign		Route	Length	AADT	QA	4Tire	Bus	2Axle		uck 1Trail	2Trail	QC	Design Hour	QK	AAWDT	QW	Year
1.88 60 R	1.88	King William County				From:		50-608 E	AST		1						
1.75	1,75	607)	1.68	60	R						_		NA		NA		05/14/200
Second Metal Seco	Second WIST	<u></u>	0.03	40	Р	To: From:		50-643	3		_		NΔ		NΔ		1008
1.75	1.75 40 R	(607)	0.03	40	K	To:		50-600)		1		INA		INA		1990
1.75 40 R	1.75					From:		50-600 W	EST								
		(608)	1.75	40	R						_		NA		NA		05/01/200
Solido S	668 2.40 100 R 100 100 100 100 100 100																
	State Stat	608)	2.40	100	R	<u> </u>		30-028 EA	131		_		NA		NA		05/01/200
SR 30 WEST SR	SR 30 MIST SR		3 30	470	_		Λ0/-			0%		C	60	_	470	_	2001
Second S	Second	(608)	3.30	470	Г		070			0 76	7	C	00	Г	470	Г	2001
Solido S		<u> </u>						SR 30 EA									
Solido S		(608)	1.10	400	F	97%	0%	2%	0%	1%	0%	F	49	F	400	F	2001
Signature Sign	Solon Solo										}						
Side	Solon Solo	(608)	3.63	560	F		0%			1%	0%	F	70	F	560	F	2001
SO SO SO SO SO SO SO SO	Social Color		2.20	200	_		10/			40/		0	20	_	260	_	2001
Second S	Section Sect	(609)	2.20	260	F	91%	1%			4%	U% —	C	30	F	260	F	2001
S0-600 S0-605 NA	Signature Sign		0.00			From:		50-608	3		_						05/00/000
Solution Solution	Signature Sign	(609)	3.62	200	R	To:		50.600	0		7		NA		NA		05/03/200
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610 2.79 140 R NA NA 05/03/2 610 0.71 110 R NA NA 05/03/2 611	Sign					From:											
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SO-609 SO-609 SO-609 SO-609 SO-609 SO-609 SO-609 SO-605 S	Society Soci	610	0.71	110	R	From:		2.79 MN 50	J-608				NA		NA		05/03/200
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SR 30	SR 30	(611)	2.84	740	F	96%	0%			1%	0%	С	80	F	740	F	2001
611 0.70 1200 F 96% 0% 2% 1% 1% 0% F 140 F 1200 F 2001 611 0.76 2300 F 97% 0% 2% 0% 1% 0% C 250 F 2300 F 2001 611 0.62 250 R	611 0.70 1200 F 96% 0% 2% 1% 1% 0% F 140 F 1200 F 2001 611 0.76 2300 F 97% 0% 2% 0% 1% 0% C 250 F 2300 F 2001 611 0.62 250 R Tel: US 360 NA NA NA 03/22/200 612 0.75 130 R Tel: SR 30 WEST 613 1.60 10 R Tol: SR 30 EAST 614 2.28 900 F 97% 0% 2% 0% 0% 0% 0% C 110 F 900 F 2001 Fine: Hanover County Line: 50-601 Fine: SR 30 WEST NA NA NA 1998 Tol: SR 30 Fine:					To		SR 30			٦						
Solution Solution	SR 30 EAST SR 30	611)	0.70	1200	F		0%			1%	0%	F	140	F	1200	F	2001
611 0.76 2300 F 97% 0% 2% 0% 1% 0% C 250 F 2300 F 2001 611 0.62 250 R To Dead End NA NA NA 03/22/2 From SR 30 WEST NA NA NA 03/01/2 612 0.75 130 R To SR 30 EAST NA NA NA 03/01/2 From SR 30 EAST NA NA NA 03/01/2 613 0.60 580 R To SR 30 From Hanover County Line 614 2.28 900 F 97% 0% 2% 0% 0% 0% 0% C 110 F 900 F 2001	611 0.76 2300 F 97% 0% 2% 0% 1% 0% C 250 F 2300 F 2001					To:			6		1						
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612 0.75 130 R	SR 30 WEST	611)	0.62	250	R	From:		03 30	J				NA		NA		03/22/200
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613 0.60 580 R To SR 30 From Hanover County Line 2.28 900 F 97% 0% 2% 0% 0% 0% C 110 F 900 F 2001	613) 0.60 580 R NA NA 1998 To SR 30 614) 2.28 900 F 97% 0% 2% 0% 0% 0% C 110 F 900 F 2001 Table 1.60 MN 50-618 NA NA 1998 One of the state					From:		50-618	3								
613 0.60 580 R To SR 30 From Hanover County Line 2.28 900 F 97% 0% 2% 0% 0% 0% C 110 F 900 F 2001	613) 0.60 580 R NA NA 1998 To SR 30 614) 2.28 900 F 97% 0% 2% 0% 0% 0% C 110 F 900 F 2001 Table 1.60 MN 50-618 NA NA 1998 One of the state	(613)	1.60	10	R								NA		NA		03/01/2001
614) 2.28 900 F 97% 0% 2% 0% 0% C 110 F 900 F 2001	614) 2.28 900 F 97% 0% 2% 0% 0% 0 C 110 F 900 F 2001 614) 2.00 490 F 97% 0% 2% 0% 0% 0 F 60 F 490 F 2001					To: From:		1.60 MN 5	0-618]						
614) 2.28 900 F 97% 0% 2% 0% 0% C 110 F 900 F 2001	614) 2.28 900 F 97% 0% 2% 0% 0% 0 C 110 F 900 F 2001 614) 2.00 490 F 97% 0% 2% 0% 0% 0 F 60 F 490 F 2001	(613)	0.60	580	R						_		NA		NA		1998
614) 2.28 900 F 97% 0% 2% 0% 0% 0% C 110 F 900 F 2001	614) 2.28 900 F 97% 0% 2% 0% 0% 0% C 110 F 900 F 2001										<u> </u>						
	2.00 490 F 97% 0% 2% 0% 0% F 60 F 490 F 2001	\bigcirc	0.00	000	_					00/			440		000	_	0004
	2.00 490 F 97% 0% 2% 0% 0% F 60 F 490 F 2001	(614)	2.28	900	F	9/%	υ%	2%	U%	υ%	U% 	Ċ	110	۲	900	F	2001
					_	From:	201									_	225 :
	<u>ν</u> 50-615	(614)	2.00	490	F		0%			0%	0%	F	60	F	490	F	2001

Doute	المصيا-	AADT				Iliam Main				. 00	Design	OV	A A \ A \ C \ T	014	V
Route	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Hour	QK	AAWDT	QW	Year
King William County				From:		50-61:	5								
(614)	1.39	410	R			50 01.			_		NA		NA		05/01/200
				To:		50-604									
615	2.88	570	F	97%	0%	Hanover Cou 2%	nty Line 0%	1%	」 ○%	F	70	F	570	F	2001
615)	2.00	070	•	To:		50-652		170	¬			•	0.0		2001
615)	3.52	220	F	97%	0%	2%	0%	0%	0%	С	30	F	220	F	2001
				To:		50-604									
616	1.10	30	R	From:		Dead E	nd				NA		NA		04/23/200
616)	1.10			To:		SR 30									0 1/20/200
(a)	0.85	70	R	From:		50-61	7				NA		NA		04/23/200
616)	0.00	70	IX.	To:		0.85 MN 0	5 617				14/4		IVA		04/23/200
616)	0.35	20	R	From:		0.83 IVIN 0	3-01/				NA		NA		04/23/200
				To:		Dead E	nd								
	0.50	450		From:		SR 30 W	EST				NA		NIA		04/22/2004
617)	0.50	150	R	т		50.61			_		INA		NA		04/23/2001
617)	0.66	90	R	From:		50-610)				NA		NA		04/23/2001
				To		SR 30 M	IID		—						
617)	0.74	50	R	From:							NA		NA		04/23/2001
				To:		SR 30 EA									
618	0.49	1100	F	97%	0%	US 36 1%	0 1%	1%	」 ○%	F	120	F	1100	F	2001
618			-	To		50-66		.,,	¬					•	
618)	1.77	1200	F	97%	0%	1%	1%	1%	0%	С	130	F	1200	F	2001
				To: From:		50-613	3								
618)	0.99	1100	F	97%	0%	1%	1%	1%	0%	F	130	F	1100	F	2001
	3.10	600		From: 97%	0%	50-600 1%	1%	1%	0%	F	80	F	690	F	2001
618)	3.10	690	F	91 70 To:	070	50-629 W		1 70	7 0%	Г	80	г	090	Г	2001
				From:		SR 30									
619	0.06	540	R								NA		NA		05/14/2001
\bigcirc	0.40			From:		50-130	1				NIA		NIA.		4000
619	2.10	320	R	To:		50-670)		1		NA		NA		1992
				From:		SR 30 W									
620	0.50	48	R						_		NA		NA		05/07/2001
				To: From:		SR 30 M SR 30 EA									
(620)	0.50	70	R								NA		NA		05/07/2001
				To:		Dead E									
621)	0.70	20	R	From:		Dead E	nd				NA		NA		03/01/2001
021)				To:		50-600)								
(621)	2.09	10	R	From:		20 300	-		_		NA		NA		03/01/2001
				From:		50-632	2]						
621)	3.80	200	R	To:		E0 (0)	,		_		NA		NA		05/09/2001
				From:		50-633									
622	0.80	80	R	· I		30-032	۷		_		NA		NA		05/19/2001
				To:		Dead E	nd								

Route	Length	AADT	QA	4Tire	Bus	2Axle		ıck 1Trail		QC	Design Hour	QK	AAWDT	QW	Year
King William County				From:		50-633	}]						
623)	2.00	70	R	To:		50.633			7		NA		NA		05/09/200
				From:		50-632 50-640									
624)	1.11	20	R			30-040	,		_		NA		NA		05/07/200
				To:		Dead Er	nd								
\sim				From:		SR 30									
625)	0.65	380	R						_		NA		NA		05/07/200
	1.77	220	R	To: From:		50-634 W	EST		_		NA		NA		05/07/200
625	1.77	220	K	Tar		50.640			-		INA		INA		03/01/200
625	2.40	50	R	From:		50-640)				NA		NA		05/07/200
625)				To:		2.40 MN 50) 640								00/0//200
625)	1.00	90	R	From:		2.40 MN 50	J-040				NA		NA		05/07/200
				To		50-626	<u> </u>								
625	0.10	170	F	93%	3%	4%	0%	0%	0%	F	20	F	170	F	2001
				To: From:		50-640)		1—						
625	1.20	170	F	93%	3%	4%	0%	0%	0%	С	20	F	170	F	2001
				To: From:		1.20 MN 05	5-640		<u> </u>						
625	0.61	180	R						_		NA		NA		05/07/200
				To:		Cul-de-S									
	2.57	160	F	94%	2%	50-633 4 %	0%	0%	_ 0%	F	20	F	160	F	2001
626	2.51	100	-	94 /0	2 /0			0 70	7	·	20		100		2001
626	1.00	150	F	From: 94%	1%	SR 30 3%	0%	0%	0%	С	20	F	150	F	2001
626	1.00	.00	·	To	. , ,	50-625		0 70	٦			·	100	•	2001
626)	0.11	20	R	From:		30-023	,				NA		NA		05/07/200
				To:		50-640)								
				From:		SR 30 WI	EST		_						
627	0.80	10	R								NA		NA		05/09/200
				To: From:		SR 30 EA	ST								0=1001001
627	0.20	70	R	To:		Dead Er	ad.		7		NA		NA		05/09/200
				From:		50-604			1						
(628)	2.18	200	F	96%	0%	2%	0%	2%	0%	F	20	F	200	F	2001
0.29				To:		50-608 W			7						
628)	2.70	180	F	96%	0%	2%	0%	2%	0%	F	20	F	180	F	2001
				To: From:		50-600)		7——						
628)	2.36	230	F	96%	0%	2%	0%	2%	0%	С	20	F	230	F	2001
\bigcirc				To:	Kin	g & Queen C	ounty Lin	e							
	4.00	400	_	From:		50-600)				NIA		NIA		04/00/00
629	1.80	130	R	_					_		NA		NA		04/23/200
<u></u>	1.62	490	R	From:		50-632	2				NA		NA		03/01/200
629	1.02	490	ĸ						_		INA		INA		03/01/200
620)	1.78	690	F	From: 93%	0%	50-618 3 %	0%	4%	0%	F	80	F	690	F	2001
629				To:	3,0	SR 30 EA		. 70							
			_	From:	00/	SR 30 WI	EST	401]		460		0000	_	0004
629	2.20	2000	F	93% To:	0% Kin	3% g & Queen C	0%	4%	0%	С	190	F	2000	F	2001
				From:	NII)				+-						
630	1.20	70	R			Dead Er	IG		_		NA		NA		05/09/200
				To:		50-632 SO	UTH		1						

					King Wil	lliam Mai									
Route	Length	AADT	QA	4Tire	Bus		TrıTrı 3+Axle		2Trail	QC	Design Hour	QK	AAWDT	QW	Year
King William County				<u>.</u>				ıııalı	∠ 11dll		i ioui				
(630)	2.52	130	R	From:		50-632 N	ORTH				NA		NA		05/09/2001
(630)				To:		SR 3	0								00,00,200
$\overline{}$				From:		Dead I	End								
631)	1.40	20	R	To:		SR 3	0		_		NA		NA		05/09/2001
				From:		SR 3			1						
632)	2.60	280	R	<u> </u>		SK 3	U				NA		NA		05/09/2001
				To: From:		50-630 N									
632	3.50	200	R	rioni.		50-630 S	JUTH				NA		NA		05/09/2001
002				To		50-63	33		1						
632	6.26	220	R	From:		20 0	,,,				NA		NA		05/09/2001
				To: From:		50-62	21]						
632	1.30	420	R						_		NA		NA		03/01/2001
				To:		50-62									
622	0.10	9	R	From:		Dead I	End				NA		NA		05/09/2001
633	00			To:		50-67	73								00,00,200
633	3.05	210	F	92%	0%	3%	0%	4%	0%	С	20	F	210	F	2001
				To: From:		50-62	26		—						
633	4.75	230	F	92%	0%	3%	1%	4%	0%	F	20	F	230	F	2001
				To:		SR 3									
	1.90	170	R	From:		Dead I	End				NA		NA		05/09/2001
634)	1.90	170	K	To:		SR 30 W	EST		1		INA		INA		03/09/2001
\bigcirc			_	From:		SR 30 E									
634	1.30	80	R	To:		50-625 V	VEST		7		NA		NA		05/07/2001
				From:		50-625 I									
634)	0.70	10	R	To:		D 11			_		NA		NA		05/07/2001
				From:		Dead I									
(635)	0.40	10	R			Dead I	zna –				NA		NA		05/07/2001
				To:		SR 3	0		1						
635)	1.40	100	R	From:			*		_		NA		NA		05/07/2001
				To:		50-64	15								
Town of West Point				From:		50-70)?								
(636)	0.19	420	R	<u> </u>		30-70)2				NA		NA		05/21/2001
				To:		NCL Wes	t Point								
King William County				From:		NOL W	. D : .								
(636)	1.70	140	R	rioni.		NCL Wes	t Point				NA		NA		05/21/2001
000				To:		SR 30 N	North								
				From:		50-61	19								
637)	0.70	40	R								NA		NA		05/14/2001
	0.00	40		To: From:		50-64	12				N.A		NI A		05/14/0004
637)	0.60	40	R	To:		Dead I	End		1		NA		NA		05/14/2001
				From:		Dead I									
(638)	0.10	10	R						_		NA		NA		05/03/2001
				To:		SR 3									
<u></u>	1.10	400	P	From:		Dead I	End				NA		NA		05/01/2001
639	1.10	100	R	To:		50-60)4		1		INA		INA		00/01/2001
						2000									

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK AAWDT	QW Year
King William County				From:	50-625 EAST					
640	4.82	40	R					NA	NA	05/07/2001
				To: From:	50-625 WEST					
640	1.20	240	R	To:	SR 30	7		NA	NA	05/07/2001
				From:	SR 30	<u> </u>				
641)	0.70	30	R		SK 30	_		NA	NA	05/07/2001
				To:	Dead End					
\bigcirc	0.50	_		From:	50-642					05/44/000
642	0.50	8	R	To:	Dead End	_		NA	NA	05/14/200
				From:	50-607	<u> </u>				
643)	0.03	20	R			_		NA	NA	05/14/200
				To:	50-600					
\bigcirc	0.05			From:	SR 30 WEST					05/00/000
644)	0.85	45	R	To:	SR 30 EAST	_		NA	NA	05/03/200
				From:	50-636	1				
645)	1.55	320	R		30-030	_		NA	NA	05/21/200
				To:	Dead End					
				From:	Dead End					
646	0.93	47	R	To:	50.622	_		NA	NA	05/09/200
				From:	50-623	1				
647	1.40	360	R	rioii.	US 360	_		NA	NA	03/22/200
647)				To:	50-600					00/11/200
				From:	SR 30					
648)	0.15	150	R					NA	NA	04/23/2001
				To: From:	0.15 MN SR 30]				
648)	0.85	120	R	To:	D. I.F. I	_		NA	NA	1998
				From:	Dead End	 				
649	0.50	30	R	rioiii.	Dead End	_		NA	NA	05/01/2001
049	0.00			To	50-605					00/01/200
(649)	0.11	30	R	From:	30-003			NA	NA	1998
				To:	US 360					
				From:	SR 30					
650	1.07	50	R	To	D1 F1	_		NA	NA	04/23/2001
				From:	Dead End	_				
651)	1.00	20	R	110.11.	Dead End	_		NA	NA	05/09/200
(031)				To:	50-632					
				From:	50-615					
652	2.98	490	R		-0.61	_		NA	NA	05/01/2001
				To:	50-604					
653	0.65	70	R	From:	Dead End	_		NA	NA	05/01/2001
653				To:	50-656					
	<u>-</u>			From:	Dead End					
654)	2.30	200	R					NA	NA	03/01/2001
		_		To:	50-618			_		
<u></u>	0.50	60	В	From:	Dead End			NIA.	NIA.	02/22/2004
655)	0.50	60	R	To:	50-600	7		NA	NA	03/22/2001
				_	50-000					

Route	Length	AADT	QA	4Tire	Bus 2Axle	3+Axle	n 1Trail	2Trail	QC	Design Hour	QK	AAWDT	QW	Year
King William County				From:	50-615 SO			1						
656)	0.16	90	R					_		NA		NA		05/01/200
				To:	50-615 NO									
	0.80	7	R	From:	Dead E	nd		_		NA		NA		05/09/200
657)	0.00	•	IX	To:	50-632	2		٦		INA		11/5		03/03/200
				From:	SR 30)								
658)	0.55	49	R					_		NA		NA		03/01/200
				To:	Dead Er									
G-0	0.25	40	R	From:	Dead E	nd				NA		NA		05/14/200
659	0.20	40	IX	To:	50-608	8		٦		INA		14/5		00/14/200
				From:	50-632									
660	0.25	30	R							NA		NA		05/09/200
				To:	Dead Er	nd								
\bigcirc	0.00	040	_	From:	50-618	3				NIA		NIA		05/04/000
661	0.86	310	R	To:	US 360	0		7		NA		NA		05/01/200
				From:	US 360 W									
662	1.14	830	R		05 300 W	LST		_		NA		NA		05/14/200
				To	SR 30)								
662	0.21	600	R	From:				-		NA		NA		05/14/200
				To:	US 360 E									
\bigcirc	0.00		_	From:	50-629)								0.4/00/00/
663	0.20	3	R	To:	Dead Er	nd		7		NA		NA		04/23/200
				From:	50-629									
664)	1.52	210	R		30-023	<u>′</u>		_		NA		NA		05/21/200
				To:	Dead Er	nd								
				From:	Dead Er	nd								
665	0.24	40	R	To:	50.606			7		NA		NA		1998
				From:	50-600			1						
666)	0.72	20	R		Dead Er	na		_		NA		NA		03/01/200
000				To:	50-600)]						
				From:	US 360	0								
667)	0.08	60	R					_		NA		NA		05/14/200
				To:	50-662									
660	0.15	9	R	From:	50-630)		_		NA		NA		05/09/200
668	0.10	Ū		To:	Dead Er	nd		7						00/00/200
				From:	Dead E									
669	0.10	4	R					_		NA		NA		05/09/200
				To:	SR 30									
	0.25	440	В	From:	50-619)		_		NA		NIA		05/14/200
670	0.25	110	R	To	Dead Er	nd		7		INA		NA		03/14/200
				From:	SR 30 SOI									
671)	0.90	50	R	<u> </u>	510 50 500					NA		NA		05/03/200
				To:	SR 30 NO	RTH								
\bigcirc			_	From:	Dead Er	nd								0 =1
672	0.35	20	R	To:	50.633	2		7		NA		NA		05/09/200
				From:	50-633			 						
673)	0.50	60	R		END LO	OP		_		NA		NA		1998
9,9				To:	50-140	1		7		•		•		

Route	Length	AADT	QΔ	4Tire	Bus					QC	Design	OK	AAWDT	OW	Year
	Length	ושא	QA.	41116	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Hour	QIV	AAWDI	QVV	i cai
King William County				From:		50-1401									
673	0.25	110	R								NA		NA		1998
	0.30	50	R	To: From:		50-1403			<u> </u>		NA		NA		1998
673	0.30	30	K	To:		50-1402	,				IVA		INA		1990
673)	0.30	70	R	From:		30-1402	•		_		NA		NA		1998
				To: From:		BEGIN LO	OP		<u> </u>						
673	0.05	20	R								NA		NA		1998
	1.00	440	F	From: 97%	0%	50-1400 1%	1%	1%	0%	С	20	F	140	F	2001
673	1.00	140	г	9/ % To:	0%	50-633		170	7	C	20	Г	140	Г	2001
				From:		50-605									
674)	0.20	20	R						_		NA		NA		05/01/2001
				To: From:		Dead En	d		1						
675	0.21	70	R	rioin.		50-604					NA		NA		1998
019				To:		50-676]						
\bigcirc			_	From:		50-604									
676	0.39	100	R	To:		50-675			7		NA		NA		1998
				From:		Dead En			1						
677	0.07	250	R			Dead Ell			_		NA		NA		05/14/2001
<u> </u>				To:		SR 30									
670	0.60	9	R	From:		Dead En	d				NA		NA		03/01/2001
678)	0.00	3	IX.	To:		50-629					14/4		IVA		03/01/200
_				From:		50-633									
679	0.70	30	R	To:		B 15			_		NA		NA		05/14/2001
				From:		Dead En	d		1						
680	0.18	50	R			SR 30			_		NA		NA		04/23/2001
				To:		Dead En	d								
\bigcirc	0.04		_	From:		Dead En	d								0.4/00/000
681)	0.31	30	R	To:		50-629			7		NA		NA		04/23/2001
				From:		Dead En									
(701)	0.40	30	R						_		NA		NA		05/17/2001
				To:		WCL West	Point								
Town of West Point				From:		WCL West	Point								
701)	0.20	60	R						-		NA		NA		05/17/2001
				To: From:		50-626 50-1026									
701)	0.58	820	F	95%	0%	2%	0%	3%	0%	С	80	F	820	F	2001
				To:		SR 30									
	0.07	200		From:		SR 30					NA		NA		05/21/2001
702)	0.07	300	R	To:		50-636			7		INA		INA		03/21/2001
				From:		50-1013 NO									
(1000)	0.28	140	R						_		NA		NA		1998
				To:		50-1013 SO			<u> </u>						
(1001)	0.50	150	R	From:		50-1002	!		_		NA		NA		03/14/2001
(1001)	0.00	100		To:		Dead En	d				14/1		17/3		33, 17, 200
				From:		50-1010)								
1002	0.20	360	R						_		NA		NA		03/14/2001
				To:		SR 30									

Route	Length	AADT	QA	4Tire	Bus	2Axle		ıck 1Trail		QC	Design Hour	QK	AAWDT	QW	Year
Town of West Point				From:		SR 30									
(1002)	1.02	1200	F	98%	0%	1%	0%	0%	0%	С	120	F	1200	F	2001
	0.09	40	R	To: From:		50-100	3				NA		NA		03/14/200
(1002)	0.00	40	IX.	To:		0.09 MN 50	-1003				IVA		IVA		03/14/200
				From:		SR 33									
1003	1.05	1100	F	97%	1%	1%	0%	1%	0%	С	120	F	1100	F	2001
1003	0.30	690	F	97%	1%	50-100 1%	0%	1%	0%	F	80	F	690	F	2001
1003	0.75	580	F	From: 97%	1%	50-100 1%	6 0%	1%	0%	F	60	F	580	F	2001
1003	0.28	770	R	From:		50-100	2]——		NA		NA		03/14/200
				To: From:		50-101	4]						
1003	0.15	100	R						_		NA		NA		03/14/200
	0.24	48	R	From:		0.15 MS 50	-1014				NA		NA		03/14/200
1003	0.24	40	K	To:		NCL West	Point		1		INA		INA		03/14/200
				From:		50-100									
1004	0.70	980	R						_		NA		NA		03/14/200
1004	0.20	840	R	From:		50-100	6				NA		NA		03/14/200
				To:		50-100	3								
				From:		50-103	0								
1005	0.45	200	R						_		NA		NA		03/14/200
	0.20		R	To: From:		50-100	6				NA		NA		03/14/200
1005	0.20	80	ĸ	To:		Dead E	nd		1		INA		INA		03/14/200
				From:		SR 30			ĺ						
1006	0.93	1500	F	99% To:	0%	1% 50-100	0%	0%	0%	С	160	F	1500	F	2001
				From:		50-110									
1007	0.13	130	R	<u> </u>			-		_		NA		NA		05/16/200
				From:		SR 30									
1007	0.20	200	R	To:		DJ.F.	1		7		NA		NA		05/16/200
				From:		Dead E									
1008)	0.20	410	R	<u> </u>		Dead El	lu		_		NA		NA		05/16/200
				To:		SR 30									
				From:		Dead E	nd								
1009	0.16	60	R						_		NA		NA		05/16/200
	0.06	4000	R	From:		SR 30					NIA		NΙΔ		05/16/200
1009	0.06	1000	ĸ	To:		Dead E	nd		7		NA		NA		05/16/200
				From:		50-701									
1010	0.25	380	R						_		NA		NA		05/17/200
				From:		50-100	2								
1010	0.40	410	R			~			_		NA		NA		05/17/200
				To: From:		SR 30									
1011)	0.05	110	R	1 (OIII.		50-100	2		_		NA		NA		05/17/200
				To:		Dead E	nd		ī						
				To:		Dead E	nd								

Route	Length	AADT	QA	4Tire	BusTruckTruck		QC	Design Hour	QK AAWDT	QW Year
Town of West Point				From:						
(1012)	0.13	150	R	rioni.	50-1108			NA	NA	05/16/200
				To:	SR 30 BERKLEY ST					
\bigcirc			_	From:	Dead End					4000
1013	0.50	100	R					NA	NA	1998
_	0.33	410	R	From:	50-701			NA	NA	05/17/200
(1013)	0.55	410	K	To:	50-1026	1		INA	INA	03/17/200
_				From:	50-1003					
(1014)	0.10	350	R					NA	NA	1998
				To: From:	50-1032					
1014)	0.17	140	R	To:	50-1015	_		NA	NA	1986
				From:	50-1013	1				
1015)	0.17	120	R	<u> </u>	30-1014			NA	NA	1998
				To:	50-1034					
$\overline{}$	0.05		-	From:	50-1009			NIA	A I A	05/40/00
1016	0.05	8	R	To:	Dead End	7		NA	NA	05/16/200
				From:	50-1009					
1017	0.06	20	R		20 1009			NA	NA	05/16/200
				To:	Dead End					
\bigcirc	0.07			From:	Dead End			NIA	NIA	4000
0.07	0.07	30	R	To:	50-701	1		NA	NA	1998
				From:	50-701					
1019	0.10	120	R			_		NA	NA	1998
				To:	50-1020					
\bigcirc	0.00	40	В	From:	Dead End			NIA	NA	1000
1020	0.08	40	R			_		NA	NA	1998
1020	0.08	60	R	From:	50-1019			NA	NA	1998
(1020)				To:	Dead End					
				From:	SR 30					
1021)	0.07	150	R	To:	50.1025	_		NA	NA	05/16/200
				From:	50-1025 50-1108	1				
1022)	0.12	80	R	T Cont.	50-1108			NA	NA	05/16/200
				To:	SR 30					
\sim				From:	50-1108					
(1023)	0.13	120	R	To:	CD 20 FORT CT	_		NA	NA	05/16/200
				From:	SR 30 FORT ST	1				
1024	0.12	100	R	<u> </u>	50-1108	_		NA	NA	05/16/200
				To	SR 30	—				
(1024)	0.12	60	R	From:	~	_		NA	NA	05/16/200
				To:	50-1006	1				
\bigcirc	0.00	70	_	From:	50-1021			NIA	NIA	05/40/000
1025	0.08	70	R	To:	Dead End	7		NA	NA	05/16/200
				From:	50-701					
(1026)	0.17	170	R	<u> </u>	50 /01	_		NA	NA	1998
				To: From:	50-1028					
1026	0.11	80	R			_		NA	NA	1998
				To:	50-1027					

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW	Year
Town of West Point				From:	50-1027						
(1026)	0.02	130	R		50 1027			NA	NA		1986
				To: From:	50-1013						1000
(1026)	0.14	70	R	To:	Dead End			NA	NA		1998
				From:	Dead End						
1027)	0.06	40	R			_		NA	NA		1998
				To:	50-1026						
1028	0.06	60	R	From:	Dead End			NA	NA		1998
(1028)				To:	50-1026						
\bigcirc				From:	0.O8 MN 50-1002						
1029	0.08	200	R			_		NA	NA	0	5/17/2001
	0.21	90	R	From:	50-1002			NA	NA	0,	3/14/2001
(1029)	0.21	90	K	To:	50-1010	7		INA	IVA	0.	3/14/2001
				From:	50-1005						
(1030)	0.28	150	R					NA	NA	03	3/14/2001
				From:	50-1004						
1030	0.29	170	R	To:	50-1003			NA	NA	03	3/14/2001
				From:	50-1003	1					
(1031)	0.11	170	R					NA	NA		1998
<u> </u>				To:	50-1032						
	0.12	70	R	From:	50-1014			NA	NA		1998
1032	0.12	70	K	To:	50 1021	_		INA	IVA		1990
1032	0.04	60	R	From:	50-1031			NA	NA	0:	3/14/2001
				To:	Dead End						
	0.00		_	From:	50-1006						1000
1033	0.22	190	R	To:	Cul-de-Sac			NA	NA		1998
				From:	Dead End	1					
(1034)	0.08	40	R					NA	NA	03	3/14/2001
				To:	50-1015						
	0.14	130	R	From:	50-1014			NA	NA	0,	3/14/2001
(1036)	0.14	130	K	To:	50-1034			INA	IVA	0.	3/14/2001
_				From:	Dead End						
(1037)	0.16	200	R	To:	50.1004	_		NA	NA		1998
				From:	50-1004						
1038	0.12	70	R	T tom.	Dead End			NA	NA		1998
				To:	50-1006						
\bigcirc	0.40		_	From:	50-1014						0// //000/
1039	0.16	90	R	To:	Dead End			NA	NA	03	3/14/2001
				From:	SR 30						
(1040)	0.13	70	R					NA	NA	03	3/14/2001
				To:	Dead End						
	0.11	40	R	From:	Dead End			NA	NA		1998
1045	U.11			To:	50-1003			INA			1330
				From:	SR 33						
(1101)	0.22	980	R	T.		_		NA	NA	03	3/14/2001
				To:	50-1114						

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK AAWDT	QW Year
Town of West Point				From:	50-1114					
(1101)	0.29	310	R					NA	NA	03/14/2001
				To:	50-1120					
	0.06	220	R	From:	Dead End			NA	NA	1998
(1102)	0.00	220	K	т	an and	_		INA	INA	1990
(1102)	0.08	280	R	From:	SR 296			NA	NA	1998
(1102)				To: From:	50-1129					
(1102)	0.03	260	R	From:	30-112)			NA	NA	1998
				To: From:	0.03 ME 05-1129					
(1102)	0.02	80	R	rioni.	SR 298			NA	NA	1998
(1102)				To:	Dead End					
_				From:	Dead End					
1103	0.05	60	R					NA	NA	1998
				To: From:	SR 296					
1103	0.17	250	R					NA	NA	1998
	0.00			From:	SR 298			NIA		4000
1103	0.06	60	R	To:	Dead End	_		NA	NA	1998
				From:	Dead End					
(1104)	0.09	120	R		Dead End	_		NA	NA	1998
				To:	SR 298					
(1104)	0.17	250	R	From:				NA	NA	1998
				To: From:	SR 296					
(1104)	0.02	30	R					NA	NA	1998
				To:	Dead End					
	0.03	2	R	From:	Dead End			NA	NA	05/17/2001
1105	0.03	2	ĸ	. —		_		NA	INA	05/17/200
(405)	0.17	360	R	From:	50-1107			NA	NA	1998
(1105)	0.11	000		To	CD 200	_				1000
(1105)	0.02	20	R	From:	SR 298			NA	NA	1998
				To:	Dead End					
				From:	Dead End					
(1106)	0.08	180	R					NA	NA	1998
				To: From:	50-1107					
(1106)	0.17	340	R					NA	NA	1998
\bigcirc	0.00	200		From:	SR 298			NIA	NIA	1000
1106	0.08	200	R	To:	Dead End	7		NA	NA	1998
				From:	50-1121					
(1107)	0.21	220	R		30 1121			NA	NA	1998
				To: From:	SR 298					
(1107)	0.06	2	R	From:	SR 298; KIRBY STREET			NA	NA	05/17/2001
1107	0.00	-		To	50 1110	_				00/1//2001
1107)	0.23	1000	R	From:	50-1110			NA	NA	1998
	-		-	To:	SR 296					
				From:	SR 30					
1108	0.12	600	R					NA	NA	1998
				To: From:	50-1118					
1108	0.19	70	R	To:	50 1000	_		NA	NA	1998
				To:	50-1022					

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW	Year
Town of West Point				From:	50-1022	1					
(1108)	0.12	20	R		30-1022			NA	NA		1998
				To:	50-1007						
\bigcirc	0.00	450		From:	50-1121			NIA	NA		4000
(1109)	0.23	450	R	To:	SR 298	1		NA	NA		1998
				From:	50-1107						
(1110)	0.09	270	R		30 1107			NA	NA		1998
				To: From:	50-1129						
1110	0.08	340	R			_		NA	NA		1998
				To:	SR 298						
	0.25	230	R	From:	Dead End			NA	NA		1008
1111	0.20	230	IX.	To:	50-1109	1		INA	IVA		1330
				From:	Dead End						
(1112)	0.03	10	R	-				NA	NA		1998
				From:	50-1107						
(1112)	0.16	130	R					NA	NA		1998
				From:	50-1109						1000
(1112)	0.05	7	R	To:	Dead End	_		NA	NA		1998
				From:	SR 30	<u> </u>					
(1113)	0.15	90	R	<u> </u>	5K 30			NA	NA		1998
				To:	50-1127						
\bigcirc				From:	SR 30					1996 1996 1996 1996 1996	
(1114)	0.15	320	R	To:	50-1127	_		NA	NA		1998
				From:	SR 30	1					
(1115)	0.15	130	R	<u> </u>	5K 30			NA	NA		1998
				To:	50-1127						
\bigcirc				From:	SR 30						
1116	0.16	260	R	To:	50-1127	_		NA	NA		1998
				From:	50-1107	<u> </u>					
(1117)	0.16	160	R	<u> </u>	30-110/			NA	NA		1998
\bigcup				To:	50-1109						
				From:	Dead End						1000
(1118)	0.08	45	R			_		NA	NA		1998
	0.07	440	R	From:	50-1108			NA	NA		04/03/2001
(1118)	0.07	440	ĸ			_		INA	INA	,	14/03/2001
1118	0.14	150	R	From:	SR 30			NA	NA	(04/03/2001
(1110)				To:	50-1127						
				From:	SR 30						
(1119)	0.14	110	R	Tar	50.1105	_		NA	NA	C	04/03/2001
				To: From:	50-1127	1					
(1120)	0.08	290	R	. cont	SR 30			NA	NA	C	04/03/2001
1120				To	50-1101	—					
(1120)	0.08	60	R	From:	20-1101			NA	NA	(04/03/2001
				To:	Dead End						
\bigcirc	<u>.</u>		_	From:	50-1107					05/17/20	.==:-
(1121)	0.08	190	R	To:	50 1120	_		NA	NA	()5/17/2001
					50-1129						

Route	Length	AADT	QA	4Tire	Bus	2Axle 3				QC	Design Hour	QK	AAWDT	QW	Year
Town of West Point							- AXIC I	TTAII .			rioui				
(1121)	0.08	220	R	From:		50-1129					NA		NA		05/17/200
(12)				To:		50-1109									
\bigcirc				From:		Dead End									
1122	0.08	130	R						1		NA		NA		04/03/200
	0.08	990	R	From:		50-1108					NA		NA		04/03/200
1122	0.00	990	K	To		CD 20			1		INA		INA		04/03/200
1122	0.13	500	R	From:		SR 30					NA		NA		04/03/200
				To: From:		50-1127									
1122	0.02	70	R								NA		NA		04/03/200
				To:		Dead End									
	0.16	210	R	From:		50-1107					NA		NA		05/17/200
1123	0.10	210	K	т		an ***			i		INA		INA		03/17/200
1122	0.02	80	R	From:		SR 298					NA		NA		05/17/200
1123				To:		Dead End									
<u> </u>				From:		Dead End									
1124	0.09	40	R	To:					Ì		NA		NA		03/14/20
				To: From:		50-1001									
1125	0.08	170	R	rioiii.		SR 30					NA		NA		1998
1125	0.00			To:		50-1101									
1125	0.06	48	R	From:		30-1101					NA		NA		1998
				To:		Dead End									
$\overline{}$				From:		Dead End									
1126	0.02	10	R						-		NA		NA		03/14/20
	0.05	20		To: From:		SR 296					NIA		NΙΔ		02/14/20
1126	0.05	30	R	To:		Dead End					NA		NA		03/14/20
				From:		Dead End									
1127	0.02	160	R								NA		NA		04/03/200
				To: From:		SR 33									
1127	0.22	520	R								NA		NA		04/03/20
				To: From:		50-1114									0.1/00/00
1127	0.18	380	R	To:		50-1116			Ì		NA		NA		04/03/20
				From:		SR 298									
1128	0.05	50	R	<u> </u>		SIC 270					NA		NA		05/17/20
				To:		Dead End									
$\overline{}$				From:		50-1121									0=11=100
1129	0.23	930	R								NA		NA		05/17/200
	0.10	1100	R	From:		SR 298					NA		NA		05/17/200
1129	0.10	1100	ĸ	To:		50 1106		1	Ī		INA		INA		03/11/200
(1129)	0.17	2000	R	From:		50-1106					NA		NA		05/17/200
1123	• • • • • • • • • • • • • • • • • • • •			To		SR 296									,
1129	0.23	2800	F	From: 97%	0%		0% (0%	0%	С	280	F	2800	F	2001
				To:		SR 33									
$\overline{}$				From:		SR 33									
1130	0.20	250	R	To:		De-Jr 1			Ī		NA		NA		03/14/200
						Dead End									

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT QW	Year
King William County				From:	Dead End					
1201)	0.05	50	R		D vid Did	⊒ I		NA	NA	1998
<u> </u>				To: From:	50-1203]——				4000
1201)	0.51	100	R			_		NA	NA	1998
1201)	0.24	130	R	From:	50-1202			NA	NA	1998
1201)	<u> </u>			To:	50-611					
$\widehat{}$				From:	50-611					
1202	0.09	50	R	To:	50-1201	7		NA	NA	1998
				From:	50-611					
1203)	0.24	110	R		50 011	-		NA	NA	1998
				To:	50-1201					
	0.16	NA		From:	50-00600(B)/			NA	NA	
1205	0.10	NA		To:	Cul-de-Sac/	1		INA	INA	
				From:	Cul-de-Sac					
1206	0.21	160	R			_		NA	NA	1998
				To:	50-647					
1210	0.37	80	R	From:	50-1211			NA	NA	1998
1210)	0.07		.`	To:	US 360; 50-662]			147.1	1000
				From:	50-1210					
1211)	0.04	30	R					NA	NA	1998
_	0.00			To: From:	50-1212	}—				4000
1211)	0.30	110	R	To:	US 360; 50-667	7		NA	NA	1998
				From:	50-1211					
1212	0.09	30	R	<u> </u>	30-1211	_		NA	NA	1998
				To: From:	50-1213	1—				
1212	0.07	8	R			_		NA	NA	1998
				To:	Cul-de-Sac					
	0.07	6	R	From:	50-1212			NA	NA	1998
1213	0.07	Ü	IX.	To:	Cul-de-Sac	7		IVA	INA	1330
				From:	50-606					
1216)	0.42	250	R			_		NA	NA	1998
				To:	50-1217					
	0.11	60	R	From:	Dead End			NA	NA	1998
1217)	0.11	00		To:	50.1017			10/	14/1	1000
1217)	0.12	30	R	From:	50-1216	_		NA	NA	1998
				To:	Dead End					
				From:	Dead End					
1220	0.28	130	R	To:	50.600	7		NA	NA	1998
				From:	50-600					
1223)	1.18	890	R		BEGIN LOOP	_		NA	NA	03/14/20
				To:	END LOOP					
				From:	50-608; 50-659					·
1224	0.26	80	R	To:	0.1.0	7		NA	NA	03/14/20
				To: From:	Cul-de-Sac					
1225	0.12	400	R	1 IOIII.	SR 30	_		NA	NA	1998

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK AAWDT QW	Year
King William County				From:	50-1226	1				
1225	0.17	340	R	<u> </u>	20 1220			NA	NA	1998
	0.34	70	R	From:	50-1227	_		NA	NA	1998
1225	0.04	70	IX.	To:	Cul-de-Sac			IVA	IVA	1000
				From:	Dead End					
1226	0.09	20	R					NA	NA	1998
	0.44			To: From:	50-1225	_		NIA		4000
1226	0.11	20	R	To:	Dead End	7		NA	NA	1998
				From:	Dead End					
1227)	0.35	120	R		Dead End	_		NA	NA	1998
<u> </u>				To: From:	50-1225]——				
(1227)	0.45	140	R			_		NA	NA	1998
				To:	Dead End					
(1000)	0.15	100	R	From:	50-1230			NA	NA	1998
(1228)	0.15	100	K	To:	50 1000	_		INA	IVA	1990
(1228)	0.16	390	R	From:	50-1229			NA	NA	1998
(1220)				То:	50-1231					
				From:	Cul-de-Sac					
(1229)	0.12	140	R	. —		_		NA	NA	1998
				To:	50-1228	4				
(1000)	0.84	500	R	From:	50-1228			NA	NA	1998
(1230)		000	.,	To:	50-606					1000
				From:	50-1223					
(1231)	0.05	400	R	, <u> </u>				NA	NA	1998
				To: From:	50-1228	_				
(1231)	0.11	120	R					NA	NA	1998
	0.17			From:	50-1230					1000
(1231)	0.17	100	R	To:	Cul-de-Sac			NA	NA	1998
				From:	50-1231					
(1232)	0.08	40	R	<u> </u>	30-1231	_		NA	NA	1998
				To:	Cul-de-Sac					
				From:	50-1230					1000
(1233)	0.41	120	R	To:	Cul-de-Sac	_		NA	NA	1998
				From:	Cul-de-Sac					
(1234)	0.13	5	R	<u> </u>	Cui-de-Sac	_		NA	NA	05/14/2001
				To:	50-1235					
\sim				From:	50-605					
(1235)	0.10	640	R					NA	NA	1998
	0.00	470		From:	50-1239	_		NIA	- NIA	1000
(1235)	0.23	470	R			_		NA	NA	1998
	0.30	280	R	To: From:	50-1236 SOUTH	_		NA	NA	1998
1235	0.30	200	^	To:	50-1236 NORTH	7		INA	INA	1990
				From:	50-1235 SOUTH	Ī				
1236	0.45	140	R					NA	NA	1998
				To: From:	50-1235 NORTH]				
1236	0.13	60	R			_		NA	NA	05/14/2001
				To:	Cul-de-Sac					

Douts	اللب سما	AADT	<u> </u>		King William Maintenance Area		00	Design	OK AANA/DT	0147	V
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Hour	QK AAWDT	QW	Year
King William County				From:	50-605						
(1237)	0.12	200	R			_		NA	NA		1998
				To:	50-1238						
	0.32	130	R	From:	50-1237			NA	NA		1998
1238	0.32	130	ĸ	To:	Cul-de-Sac	7		INA	NA.		1990
				From:	50-1235						
(1239)	0.17	49	R			_		NA	NA		1998
				To:	Cul-de-Sac	<u> </u>					
(100)	0.18	70	R	From:	SR 30			NA	NA	(05/14/2001
1240	0.10			To:	50-611					`	30/11/2001
				From:	SR 30						
1241)	0.09	330	R					NA	NA	(03/22/2001
				From:	50-1242 SOUTH]					
1241)	0.12	240	R					NA	NA	(03/22/2001
	0.00	040		From:	50-1242 MID			NI A	NIA		200000
1241)	0.08	210	R	_		_		NA	NA	(03/22/2001
(1241)	0.09	220	R	From:	50-1242 NORTH			NA	NA	(03/22/2001
(1241)	0.00	220	• • • • • • • • • • • • • • • • • • • •	To:	50-611			14/1	10.0	`	30/22/2001
				From:	50-1241 MID						
1242	0.37	80	R					NA	NA	(03/22/2001
				To: From:	50-1241 SOUTH]					
1242	0.21	70	R	To:	50 1241 NORTH	_		NA	NA	03/22/2	03/22/2001
				From:	50-1241 NORTH 50-01223(B)/						
(1243)	0.14	NA			30-01223(B)/			NA	NA		
				To:	Cul-de-Sac/						
\bigcirc				From:	50-01223(B)/						
1244	0.18	NA		To:	Cul-de-Sac/	_		NA	NA		
				From:	50-01244(B)/						
(1245)	0.49	NA			30-012+4(B)			NA	NA		
				To:	Cul-de-Sac/						
\bigcirc	0.07			From:	Cul-de-Sac/			NIA	NIA		
(1246)	0.07	NA		To:	50-01245(B)/	7		NA	NA		
				From:	50-01245(B)/						
(1247)	0.03	NA			00 01210(D)			NA	NA		
				To:	Cul-de-Sac/						
\bigcirc	0.04	00	_	From:	SR 30 WEST			NIA	NIA	,	25/4/4/0004
(1301)	0.21	80	R	_		_		NA	NA	(05/14/2001
	0.21	110	R	From:	50-619	_		NA	NA		05/14/2001
(1301)	U.Z I			To:	SR 30 EAST						
				From:	Dead End						
(1400)	0.68	60	R			_		NA	NA		1998
				To:	50-673						
	0.35	70	R	From:	50-673	_		NA	NA		1998
(1401)	0.00			To:	Cul-de-Sac			INA			1990
				From:	Cul-de-Sac						
1402	0.30	70	R			_		NA	NA		1998
				To:	50-673						

				r	Aling william Maimer	nance Area							
Route	Length	AADT	QA	4Tire	Rus	Truck +Axle 1Trail	2Trail	QC	Design Hour	QK	AAWDT	QW	Year
King William County													
			_	From:	Cul-de-Sac								
(1403)	0.30	8	R	_			_		NA		NA		1998
				To:	50-673								
Town of West Point													
				From:	50-1006								
(9205)	0.11	380	R				_		NA		NA		05/16/200
				To:	WEST PT SCHO	OOLS							
King William County													
				From:	SR 30								
(9214)	0.19	320	R						NA		NA		05/16/200
				To:	KING WILLIAM	A HS							
Town of West Point													
_				From:	50-1004								
(9406)	0.11	390	R						NA		NA		05/16/200
				To:	W POINT HS	S							
				From:	50-1006								
(9407)	0.05	90	R		20 1000				NA		NA		1998
9407)		•		To:	50-1006		7						
Y/1					20 1000								
King William County				From:	SR 30		1						
	0 14	270	R	<u> </u>	SK 30		_		ΝΔ		NA		1998
(9466)	0.14	0.14 270 i	R	To:	CD 20		_	NA	INA		INA		1990
					SR 30								