

2004

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

where available

Jurisdiction Report

63

New Kent County

Prepared By

**Virginia Department of Transportation
Mobility Management Division**

In Cooperation With

**U.S. Department of Transportation
Federal Highway Administration**

Virginia Department of Transportation
Mobility Management 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 at VDOT Mobility Management's 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’s Mobility Management 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 Peak Hour 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 Peak Hour 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



Interstate Route

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



US Route



Virginia State Route



Secondary Route

Special Routes



Bus - Business Route

Bypas - Bypass Route

Truck - Truck Route



ALT - Alternate Route

Wve - Wye Route connector



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



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

Virginia Department of Transportation
 Mobility Management Division
 2004
 Annual Average Daily Traffic Volume Estimates By Section of Route
 New Kent Maintenance Area

| Route | Jurisdiction | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | | | | | | | | |
|-------|------------------|--|--------------|----------|-------|-----|-----------------|--------|--------|--------|----|-------------|-----|---------------|-------|----|----|----|-------|-------|-------|-------|-------|---|
| | | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | | | | | | | | |
| | New Kent County | From: King William County Line 4.65 | 12000 | G | 88% | 1% | 1% | 2% | 9% | 0% | F | 0.08 | F | 0.623 | 12000 | G | | | | | | | | |
| | | To: SR 33 & 249 Angelview Church | | | | | | | | | | | | | | | | | | | | | | |
| | New Kent County | From: SR 33 & 249 Angelview Church 3.43 | 3400 | G | 86% | 1% | 2% | 3% | 8% | 0% | C | 0.097 | F | 0.677 | 3500 | G | | | | | | | | |
| | | To: SR 273 Barhamsville | | | | | | | | | | | | | | | | | | | | | | |
| | New Kent County | From: SR 273 Barhamsville 0.78 | 6600 | G | 86% | 1% | 2% | 3% | 8% | 0% | F | 0.088 | F | 0.672 | 6600 | G | | | | | | | | |
| | | To: James City County Line | | | | | | | | | | | | | | | | | | | | | | |
| | New Kent County | From: Henrico County Line 0.91 | 9500 | G | 94% | 0% | 1% | 2% | 3% | 0% | F | 0.088 | F | 0.6 | 9500 | G | | | | | | | | |
| | | To: US 60 Bottoms Bridge | | | | | | | | | | | | | | | | | | | | | | |
| | New Kent County | From: US 60 Bottoms Bridge 0.22 | 13000 | G | 94% | 1% | 1% | 1% | 3% | 0% | F | 0.097 | F | 0.578 | 13000 | G | | | | | | | | |
| | | To: I-64 | | | | | | | | | | | | | | | | | | | | | | |
| | New Kent County | From: SR 33, SR 249 5.32 | | | | | | | | | | | | | | | | | | | | | | |
| | | See I-64 for directional traffic volume estimates for this segment. | | | | | | | | | | | | | | | | | | | | | | |
| | | Combined Traffic Estimates for 2 Parallel Roadways on this Route: 41000 | | | | | | | | | | G | 90% | 1% | 1% | 8% | 0% | F | 0.081 | F | 0.541 | 38000 | G | |
| | | To: SR 106 | | | | | | | | | | | | | | | | | | | | | | |
| | New Kent County | From: RT 60 BOTTOMS BRIDGE 3.47 | | | | | | | | | | | | | | | | | | | | | | |
| | | See I-64 for directional traffic volume estimates for this segment. | | | | | | | | | | | | | | | | | | | | | | |
| | | Combined Traffic Estimates for 2 Parallel Roadways on this Route: 46000 | | | | | | | | | | F | 90% | 1% | 1% | 1% | 8% | 0% | F | 0.075 | F | 0.502 | 48000 | F |
| | | To: SR 155 | | | | | | | | | | | | | | | | | | | | | | |
| | New Kent County | From: SR 155 5.69 | | | | | | | | | | | | | | | | | | | | | | |
| | | See I-64 for directional traffic volume estimates for this segment. | | | | | | | | | | | | | | | | | | | | | | |
| | | Combined Traffic Estimates for 2 Parallel Roadways on this Route: 40000 | | | | | | | | | | G | 90% | 1% | 1% | 1% | 8% | 0% | F | 0.078 | F | 0.544 | 38000 | G |
| | | To: SR 33 | | | | | | | | | | | | | | | | | | | | | | |
| | New Kent County | From: I-64 East Int 2.98 | 8600 | G | 86% | 1% | 1% | 1% | 11% | 0% | C | 0.090 | F | 0.611 | 8600 | G | | | | | | | | |
| | | To: SR 249 & 30, Angelview Church | | | | | | | | | | | | | | | | | | | | | | |
| | New Kent County | From: SR 249-30 ANGELVIEW CHURCH 4.65 | 12000 | G | 88% | 1% | 1% | 2% | 9% | 0% | F | 0.08 | F | 0.623 | 12000 | G | | | | | | | | |
| | | To: King William County Line | | | | | | | | | | | | | | | | | | | | | | |
| | New Kent County | From: Henrico County Line 0.91 | 9500 | G | 94% | 0% | 1% | 2% | 3% | 0% | F | 0.088 | F | 0.6 | 9500 | G | | | | | | | | |
| | | To: SR 33 Bottoms Bridge | | | | | | | | | | | | | | | | | | | | | | |
| | New Kent County | From: SR 33 Bottoms Bridge 4.03 | 11000 | G | 96% | 0% | 1% | 1% | 2% | 0% | F | 0.093 | F | 0.651 | 11000 | G | | | | | | | | |
| | | To: SR 106 | | | | | | | | | | | | | | | | | | | | | | |
| | New Kent County | From: SR 106 2.62 | 5900 | G | 96% | 0% | 1% | 1% | 2% | 0% | F | 0.09 | F | 0.712 | 5900 | G | | | | | | | | |
| | | To: 63-615 | | | | | | | | | | | | | | | | | | | | | | |
| | New Kent County | From: 63-615 2.88 | 5900 | G | 96% | 0% | 1% | 1% | 2% | 0% | C | 0.099 | F | 0.802 | 6000 | G | | | | | | | | |
| | | To: SR 155 Providence Forge | | | | | | | | | | | | | | | | | | | | | | |
| | Pocahontas Trail | From: SR 155 Providence Forge 8.58 | 4200 | G | 96% | 0% | 1% | 1% | 2% | 0% | F | 0.095 | F | 0.649 | 4200 | G | | | | | | | | |
| | | To: James City County Line | | | | | | | | | | | | | | | | | | | | | | |

Virginia Department of Transportation
 Mobility Management Division
 2004
 Annual Average Daily Traffic Volume Estimates By Section of Route
 New Kent Maintenance Area

| Route | Jurisdiction | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW |
|---|---------------------------|--------|-------|----|-------|-----|-----------------|--------|--------|--------|----|-------------|----|---------------|-------|----|
| | | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| East 64 | From: Henrico County Line | | | | | | | | | | | | | | | |
| | New Kent County | 1.30 | 29000 | F | 89% | 1% | 1% | 1% | 8% | 0% | F | 0.083 | F | 29000 | F | |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | | 58000 | F | 90% | 1% | 1% | 1% | 8% | 0% | F | NA | | 60000 | F | |
| East 64 33 | To: SR 33, SR 249 | | | | | | | | | | | | | | | |
| | New Kent County | 5.32 | 19000 | G | 89% | 1% | 1% | 1% | 8% | 0% | F | 0.092 | F | 18000 | G | |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | | 41000 | G | 90% | 1% | 1% | 1% | 8% | 0% | F | 0.081 | F | 0.541 | 38000 | G |
| East 64 33 | To: SR 106 | | | | | | | | | | | | | | | |
| | New Kent County | 3.47 | 23000 | F | 89% | 1% | 1% | 1% | 8% | 0% | F | 0.077 | F | 23000 | F | |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | | 46000 | F | 90% | 1% | 1% | 1% | 8% | 0% | F | 0.075 | F | 0.502 | 48000 | F |
| East 64 33 | To: SR 155 | | | | | | | | | | | | | | | |
| | New Kent County | 5.69 | 19000 | G | 89% | 1% | 1% | 1% | 8% | 0% | F | 0.091 | F | 18000 | G | |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | | 40000 | G | 90% | 1% | 1% | 1% | 8% | 0% | F | 0.078 | F | 0.544 | 38000 | G |
| East 64 | To: SR 33 | | | | | | | | | | | | | | | |
| | New Kent County | 4.29 | 22000 | F | 89% | 1% | 1% | 1% | 8% | 0% | F | 0.074 | F | 23000 | F | |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | | 42000 | F | 90% | 1% | 1% | 1% | 8% | 0% | F | NA | | 45000 | F | |
| West 64 | From: Henrico County Line | | | | | | | | | | | | | | | |
| | New Kent County | 1.36 | 29000 | F | 90% | 1% | 1% | 1% | 8% | 0% | F | 0.103 | F | 30000 | F | |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | | 58000 | F | 90% | 1% | 1% | 1% | 8% | 0% | F | NA | | 60000 | F | |
| West 64 33 | To: SR 33, SR 249 | | | | | | | | | | | | | | | |
| | New Kent County | 5.79 | 22000 | G | 90% | 1% | 1% | 1% | 8% | 0% | F | 0.087 | F | 20000 | G | |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | | 41000 | G | 90% | 1% | 1% | 1% | 8% | 0% | F | NA | | 38000 | G | |
| West 64 33 | To: SR 106 | | | | | | | | | | | | | | | |
| | New Kent County | 3.44 | 23000 | F | 90% | 1% | 1% | 1% | 8% | 0% | F | 0.073 | F | 25000 | F | |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | | 46000 | F | 90% | 1% | 1% | 1% | 8% | 0% | F | 0.075 | F | 0.502 | 48000 | F |
| West 64 33 | To: SR 155 | | | | | | | | | | | | | | | |
| | New Kent County | 5.52 | 21000 | G | 90% | 1% | 1% | 1% | 8% | 0% | F | 0.088 | F | 20000 | G | |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | | 40000 | G | 90% | 1% | 1% | 1% | 8% | 0% | F | NA | | 38000 | G | |
| West 64 33 | To: SR 33 Par | | | | | | | | | | | | | | | |
| | New Kent County | 0.37 | 21000 | N | 90% | 1% | 1% | 1% | 8% | 0% | N | 0.088 | N | 20000 | N | |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | | 40000 | N | 90% | 1% | 1% | 1% | 8% | 0% | N | NA | | 38000 | N | |
| West 64 | To: SR 33 | | | | | | | | | | | | | | | |
| | New Kent County | 3.69 | 21000 | F | 90% | 1% | 1% | 1% | 8% | 0% | F | 0.071 | F | 22000 | F | |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | | 42000 | F | 90% | 1% | 1% | 1% | 8% | 0% | F | NA | | 45000 | F | |
| To: James City County Line | | | | | | | | | | | | | | | | |

Virginia Department of Transportation
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 Annual Average Daily Traffic Volume Estimates By Section of Route
 New Kent Maintenance Area

| Route | Jurisdiction | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | |
|----------------|-----------------------------|-----------------------------------|------|------|-------|-----|-----------------|--------|--------|--------|----|-------------|-------|---------------|-------|------|---|
| | | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| 106 Roxbury Rd | New Kent County (Maint: 18) | From: Charles City County Line | 0.43 | 2600 | N | 75% | 1% | 1% | 4% | 19% | 0% | N | 0.084 | N | 0.514 | 2600 | N |
| | | To: New Kent County Line | | | | | | | | | | | | | | | |
| 106 | New Kent County | From: Charles City County Line | 0.91 | 6000 | G | 81% | 1% | 3% | 9% | 6% | 0% | C | 0.083 | F | 0.502 | 6000 | G |
| | | To: US 60 | | | | | | | | | | | | | | | |
| 106 | New Kent County | From: US 60 | 3.04 | 2200 | G | 80% | 1% | 2% | 2% | 15% | 0% | C | 0.086 | F | 0.514 | 2300 | G |
| | | To: I-64 | | | | | | | | | | | | | | | |
| 106 | New Kent County | From: I-64 | 1.68 | 1700 | G | 95% | 1% | 1% | 1% | 1% | 0% | C | 0.109 | F | 0.634 | 1700 | G |
| | | To: SR 249 | | | | | | | | | | | | | | | |
| 155 | New Kent County | From: Charles City County Line | 4.92 | 2400 | G | 94% | 0% | 1% | 2% | 3% | 0% | F | 0.09 | F | 0.607 | 2400 | G |
| | | To: I-64 | | | | | | | | | | | | | | | |
| 155 | New Kent County | From: I-64 | 2.19 | 2100 | G | 95% | 1% | 1% | 1% | 2% | 0% | C | 0.117 | F | 0.747 | 2100 | G |
| | | To: SR 249 | | | | | | | | | | | | | | | |
| 249 | New Kent County | From: I-64 East of Bottoms Bridge | 4.31 | 5700 | G | 96% | 1% | 1% | 1% | 1% | 0% | C | 0.105 | F | 0.707 | 5700 | G |
| | | To: 63-612 Quinton | | | | | | | | | | | | | | | |
| 249 | New Kent County | From: 63-612 Quinton | 2.30 | 2800 | G | 96% | 1% | 1% | 1% | 1% | 0% | F | 0.093 | F | 0.516 | 2800 | G |
| | | To: SR 106 Talleyville | | | | | | | | | | | | | | | |
| 249 | New Kent County | From: SR 106 Talleyville | 3.78 | 2400 | G | 94% | 3% | 1% | 0% | 1% | 0% | C | 0.106 | F | 0.594 | 2400 | G |
| | | To: SR 155 Carys Corner | | | | | | | | | | | | | | | |
| 249 | New Kent County | From: SR 155 Carys Corner | 5.04 | 2500 | G | 94% | 3% | 1% | 0% | 1% | 0% | F | 0.129 | F | 0.802 | 2500 | G |
| | | To: 63-626 | | | | | | | | | | | | | | | |
| 249 | New Kent County | From: 63-626 | 3.00 | 1500 | G | 94% | 3% | 1% | 0% | 1% | 0% | F | 0.107 | F | 0.669 | 1600 | G |
| | | To: SR 30 & 33 Angel View Church | | | | | | | | | | | | | | | |
| 273 | New Kent County | From: SR 30 | 5.33 | 3900 | G | 98% | 0% | 1% | 0% | 0% | 0% | C | 0.121 | F | 0.784 | 3900 | G |
| | | To: SR 33 | | | | | | | | | | | | | | | |

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 Annual Average Daily Traffic Volume Estimates By Section of Route
 New Kent Maintenance Area

| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|------------------------|--------|------|----|-------|-----|------------------------------|--------|--------|--------|----|-------------|----|---------------|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| New Kent County | | | | | | | | | | | | | | | | |
| (600) | 1.40 | 390 | R | | | From: James City County Line | | | | | NA | | | NA | | 05/06/2002 |
| (600) | 3.35 | 170 | R | | | From: 63-601 | | | | | NA | | | NA | | 05/06/2002 |
| (600) | 0.45 | 480 | R | | | To: 63-673 Stewart Rd | | | | | NA | | | NA | | 05/06/2002 |
| (600) | | | | | | From: 63-673 | | | | | | | | | | |
| (600) | | | | | | To: SR 273 | | | | | | | | | | |
| (601) | 2.58 | 210 | R | | | From: James City County Line | | | | | NA | | | NA | | 05/06/2002 |
| (601) | | | | | | To: 63-600 | | | | | | | | | | |
| (602) | 0.25 | 49 | R | | | From: SR 155 | | | | | NA | | | NA | | 1999 |
| (602) | | | | | | To: 0.25 ME SR 155 | | | | | | | | | | |
| (602) | 0.25 | 60 | R | | | From: 63-629 WEST | | | | | NA | | | NA | | 06/27/2002 |
| (602) | | | | | | To: 63-629 EAST | | | | | | | | | | |
| (602) | 0.06 | 240 | R | | | From: US 60 Pocahontas Trail | | | | | NA | | | NA | | 06/27/2002 |
| (602) | | | | | | To: US 60 Pocahontas Trail | | | | | | | | | | |
| (603) | 4.24 | 180 | R | | | From: James City County Line | | | | | NA | | | NA | | 05/20/2002 |
| (603) | | | | | | To: 63-627 | | | | | | | | | | |
| (604) | 0.50 | 320 | R | | | From: SR 155 | | | | | NA | | | NA | | 06/03/2002 |
| (604) | | | | | | To: 63-617 Crisscross La | | | | | | | | | | |
| (604) | 1.70 | 190 | R | | | From: SR 249 | | | | | NA | | | NA | | 06/03/2002 |
| (604) | | | | | | To: SR 249 | | | | | | | | | | |
| (605) | 0.59 | 2000 | R | | | From: Dead End | | | | | NA | | | NA | | 06/03/2002 |
| (605) | | | | | | To: 63-9289 WEST | | | | | | | | | | |
| (605) | 0.06 | 2000 | R | | | From: 63-9289 EAST | | | | | NA | | | NA | | 06/03/2002 |
| (605) | | | | | | To: 63-9289 EAST | | | | | | | | | | |
| (605) | 0.23 | 2000 | R | | | From: 63-9288 | | | | | NA | | | NA | | 06/03/2002 |
| (605) | | | | | | To: 63-9288 | | | | | | | | | | |
| (605) | 0.01 | 2000 | R | | | From: 0.01 MN 63-9288 | | | | | NA | | | NA | | 06/03/2002 |
| (605) | | | | | | To: 0.01 MN 63-9288 | | | | | | | | | | |
| (605) | 0.11 | 2000 | R | | | From: 0.12 MN 63-9288 | | | | | NA | | | NA | | 06/03/2002 |
| (605) | | | | | | To: 0.12 MN 63-9288 | | | | | | | | | | |
| (605) | 0.03 | 2000 | R | | | From: 0.15 MN 63-9288 | | | | | NA | | | NA | | 06/03/2002 |
| (605) | | | | | | To: 0.15 MN 63-9288 | | | | | | | | | | |
| (605) | 0.08 | 2000 | R | | | From: 0.23 MN 63-9288 | | | | | NA | | | NA | | 06/03/2002 |
| (605) | | | | | | To: 0.23 MN 63-9288 | | | | | | | | | | |
| (605) | 0.05 | 2000 | R | | | From: SR 249 | | | | | NA | | | NA | | 06/03/2002 |
| (605) | | | | | | To: SR 249 | | | | | | | | | | |
| (606) | 2.66 | 310 | G | 95% | 1% | 2% | 2% | 0% | 0% | F | 0.121 | F | 0.731 | 310 | G | 2004 |
| (606) | | | | | | From: 63-609 | | | | | | | | | | |
| (606) | 0.64 | 900 | G | 95% | 1% | 2% | 2% | 0% | 0% | C | 0.092 | F | 0.725 | 900 | G | 2004 |
| (606) | | | | | | From: 63-612 | | | | | | | | | | |
| (606) | 4.10 | 420 | G | 95% | 1% | 2% | 2% | 0% | 0% | F | 0.116 | F | 0.556 | 420 | G | 2004 |
| (606) | | | | | | From: 63-608 | | | | | | | | | | |
| (606) | | | | | | To: Hanover County Line | | | | | | | | | | |
| (607) | 1.10 | 140 | R | | | From: 63-619 | | | | | NA | | | NA | | 05/08/2002 |
| (607) | | | | | | To: 63-606 | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year | |
|------------------------|----------------|------|------|-------|-----|-------|---------------------------|--------|--------|----|-------------|-------|---------------|-------|------|------------|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | | |
| New Kent County | | | | | | | | | | | | | | | | | |
| 607 | Steel Trap Rd | 0.75 | 140 | R | | | From: 63-606 | | | | | NA | | NA | | 05/08/2002 | |
| | | | | | | | To: Dead End | | | | | | | | | | |
| 608 | Old River Rd | 3.78 | 450 | R | | | From: SR 155; SR 249 | | | | | NA | | NA | | 06/03/2002 | |
| 608 | | 1.10 | 190 | R | | | From: 63-614 | | | | | NA | | NA | | 06/03/2002 | |
| 608 | | 1.00 | 220 | R | | | From: 63-609 | | | | | NA | | NA | | 06/03/2002 | |
| 608 | | 0.75 | 170 | R | | | From: 1.00 MW 63-609 | | | | | NA | | NA | | 06/03/2002 | |
| 608 | | 0.61 | 220 | R | | | From: 1.75 MW 63-609 | | | | | NA | | NA | | 06/03/2002 | |
| 609 | | 1.39 | 1100 | G | 97% | 0% | 1% | 0% | 1% | 0% | C | 0.106 | F | 0.809 | 1100 | G | 2004 |
| 609 | | 2.57 | 840 | R | | | From: 63-606 | | | | | NA | | NA | | 06/03/2002 | |
| 610 | | 3.01 | 260 | R | | | From: SR 106 | | | | | NA | | NA | | 06/12/2002 | |
| 611 | | 3.17 | 510 | R | | | From: 63-613 NORTH | | | | | NA | | NA | | 05/08/2002 | |
| 611 | | 2.10 | 3200 | R | | | From: 63-638 | | | | | NA | | NA | | 06/27/2002 | |
| 612 | | 1.08 | 820 | R | | | From: 63-640; 63-665 | | | | | NA | | NA | | 07/18/2002 | |
| 612 | | 2.09 | 1600 | R | | | From: 63-676 | | | | | NA | | NA | | 07/18/2002 | |
| 612 | | 0.99 | 2200 | R | | | From: SR 249 | | | | | NA | | NA | | 06/12/2002 | |
| 612 | | 2.26 | 840 | R | | | From: 63-680 SOUTH | | | | | NA | | NA | | 06/12/2002 | |
| 613 | | 1.20 | 900 | G | 97% | 1% | 1% | 1% | 1% | 0% | C | 0.115 | F | 0.786 | 900 | G | 2004 |
| 613 | | 0.95 | 750 | G | 97% | 1% | 1% | 1% | 1% | 0% | F | 0.107 | F | 0.51 | 750 | G | 2004 |
| 613 | | 1.51 | 1100 | G | 97% | 1% | 1% | 1% | 1% | 0% | F | 0.127 | F | 0.585 | 1100 | G | 2004 |
| 613 | | 0.08 | 2100 | F | 97% | 0% | 1% | 1% | 1% | 0% | C | 0.107 | F | 0.609 | 2100 | F | 2004 |
| 614 | | 1.40 | 48 | R | | | From: 63-608 Old River Rd | | | | | NA | | NA | | 06/03/2002 | |
| 615 | Mountcastle Rd | 0.20 | 150 | R | | | From: Dead End | | | | | NA | | NA | | 06/12/2002 | |
| 615 | Mountcastle Rd | 0.20 | 150 | R | | | From: 0.20 MN Dead End | | | | | NA | | NA | | 06/12/2002 | |
| | | | | | | | To: US 60 EAST | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|------------------------|----------------------|------|-----|-------|-----|---|--------|--------|--------|----|-------------|----|---------------|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| New Kent County | | | | | | | | | | | | | | | | |
| (615) | 2.04 | 450 | R | | | From: US 60 WEST To: SR 106 | | | | | NA | | | NA | | 06/12/2002 |
| (616) | 0.70 | 160 | R | | | From: 63-611 To: Hanover County Line | | | | | NA | | | NA | | 06/27/2002 |
| (617) | Crisscross La | 0.89 | 20 | R | | From: 63-618 To: 0.89 ME 63-618 | | | | | NA | | | NA | | 06/03/2002 |
| (617) | Crisscross La | 1.37 | 20 | R | | From: 63-604 Poindexter Rd To: SR 155 | | | | | NA | | | NA | | 06/03/2002 |
| (617) | Crisscross La | 0.60 | 10 | R | | From: Charles City County Line To: US 60 W; Gap Terminus | | | | C | 0.118 | F | 0.647 | 1200 | G | 2004 |
| (618) | | 0.05 | 590 | R | 98% | 0% | 1% | 0% | 1% | 0% | | | | NA | | 06/27/2002 |
| (618) | | 4.45 | 600 | R | | From: 63-629 Gap Terminus To: US 60 EAST | | | | | NA | | | NA | | 06/03/2002 |
| (618) | | 2.10 | 170 | R | | From: 63-677 Piney Branch Rd To: SR 249 | | | | | NA | | | NA | | 06/27/2002 |
| (619) | | 3.11 | 690 | R | | From: Hanover County Line To: 63-606 | | | | | NA | | | NA | | 07/17/2002 |
| (620) | | 0.85 | 120 | R | | From: 63-603; 63-671 To: 63-672 Wahrani Rd | | | | | NA | | | NA | | 05/06/2002 |
| (620) | Homestead Rd | 1.09 | 60 | R | | From: 1.09 MN 63-672 To: 1.25 MN 63-672 | | | | | NA | | | NA | | 05/06/2002 |
| (620) | Homestead Rd | 0.16 | 20 | R | | From: 63-632 Stage Rd To: James City County Line | | | | | NA | | | NA | | 05/06/2002 |
| (621) | | 1.20 | 270 | R | | From: 63-632 Stage Rd To: US 60 Pocahontas Trail | | | | | NA | | | NA | | 05/20/2002 |
| (622) | | 0.10 | 420 | R | | From: James City County Line To: SR 249 WEST | | | | | NA | | | NA | | 06/03/2002 |
| (623) | | 6.70 | 160 | R | | From: SR 249 EAST To: SR 249 MID INT | | | | | NA | | | NA | | 05/20/2002 |
| (623) | Pamunkey Church Rd | 0.70 | 40 | R | | From: 63-623 To: Dead End | | | | | NA | | | NA | | 06/03/2002 |
| (624) | Old Sweet Hall Ferry | 1.15 | 40 | R | | From: 63-623 To: Dead End | | | | | NA | | | NA | | 06/03/2002 |
| (625) | Hill Farm Rd | 1.30 | 30 | R | | From: SR 249 WEST To: SR 249 EAST | | | | | NA | | | NA | | 05/20/2002 |
| (626) | Paige Rd | 1.00 | 130 | R | | | | | | | NA | | | NA | | 05/20/2002 |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|------------------------|----------------|------|------|-------|-----|-------------------------------|--------|--------|--------|----|-------------|----|---------------|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| New Kent County | | | | | | | | | | | | | | | | |
| (627) | 1.04 | 570 | R | | | From: 63-1001 SOUTH | | | | | | NA | | NA | | 05/20/2002 |
| (627) | 1.73 | 1400 | R | | | To: 63-1001 N, Riverside Dr | | | | | | NA | | NA | | 05/20/2002 |
| (627) | 1.12 | 1800 | R | | | From: 63-1010 | | | | | | NA | | NA | | 05/20/2002 |
| (627) | 3.80 | 870 | R | | | To: US 60 Pocahontas Trail | | | | | | NA | | NA | | 05/20/2002 |
| (627) | 2.75 | 480 | R | | | From: 63-603 | | | | | | NA | | NA | | 05/20/2002 |
| | | | | | | To: SR 249 | | | | | | | | | | |
| (628) | 0.65 | 310 | R | | | From: US 60 Pocahontas Trail | | | | | | NA | | NA | | 06/27/2002 |
| (628) | 0.34 | 130 | R | | | To: 63-1102 Indian Hill La | | | | | | NA | | NA | | 06/27/2002 |
| (628) | Mt Pleasant Rd | 3.96 | 170 | R | | From: 0.34 MN 63-1102 | | | | | | NA | | NA | | 1999 |
| (628) | | 1.83 | 50 | R | | To: 4.30 MN 63-1102 | | | | | | NA | | NA | | 06/27/2002 |
| | | | | | | To: FR-119; 63-627 | | | | | | | | | | |
| (629) | 0.16 | 600 | R | | | From: US 60 WEST | | | | | | NA | | NA | | 06/27/2002 |
| (629) | 0.19 | 1200 | R | | | To: 63-618 | | | | | | NA | | NA | | 06/27/2002 |
| (629) | 0.58 | 380 | R | | | From: SR 155 WEST | | | | | | NA | | NA | | 06/27/2002 |
| (629) | 2.85 | 120 | R | | | To: SR 155 EAST | | | | | | NA | | NA | | 06/27/2002 |
| (629) | | | | | | From: 63-602 WEST | | | | | | NA | | NA | | 06/27/2002 |
| (629) | | | | | | To: US 60 E, Pocahontas Trail | | | | | | | | | | |
| (630) | 1.00 | 150 | R | | | From: 63-610 | | | | | | NA | | NA | | 06/12/2002 |
| | | | | | | To: SR 249 | | | | | | | | | | |
| (631) | 2.69 | 80 | R | | | From: SR 106 | | | | | | NA | | NA | | 06/12/2002 |
| | | | | | | To: 63-615 | | | | | | | | | | |
| (632) | 1.37 | 390 | R | | | From: 63-627 | | | | | | NA | | NA | | 06/03/2002 |
| (632) | Stage Rd | 0.13 | 800 | R | | To: 1.37 ME 63-627 | | | | | | NA | | NA | | 06/03/2002 |
| (632) | Stage Rd | 2.10 | 50 | R | | From: SR 33 | | | | | | NA | | NA | | 06/03/2002 |
| (632) | Stage Rd | 0.90 | 90 | R | | To: 63-634 | | | | | | NA | | NA | | 06/03/2002 |
| (632) | Stage Rd | 1.40 | 140 | R | | From: 63-620 Homestead Rd | | | | | | NA | | NA | | 06/03/2002 |
| (632) | | 1.00 | 520 | R | | To: 63-621 | | | | | | NA | | NA | | 06/03/2002 |
| (632) | | 0.04 | 1000 | R | | From: 63-633 | | | | | | NA | | NA | | 06/03/2002 |
| | | | | | | To: SR 30 | | | | | | | | | | |
| (633) | 0.60 | 280 | R | | | From: 63-632 | | | | | | NA | | NA | | 06/03/2002 |
| | | | | | | To: SR 273 WEST | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|------------------------|--------|------|----|-------|-----|-----------------------------|--------|--------|--------|----|-------------|----|---------------|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| New Kent County | | | | | | | | | | | | | | | | |
| (633) Barham Rd | 1.10 | 45 | R | | | From: SR 273 EAST | | | | | | NA | | NA | | 06/03/2002 |
| | | | | | | To: SR 30 NORTH | | | | | | | | | | |
| (634) Windy La | 0.70 | 80 | R | | | From: 63-601 | | | | | | NA | | NA | | 05/06/2002 |
| | | | | | | To: Dead End; Gap Terminus | | | | | | | | | | |
| (634) Polishtown Rd | 1.40 | 90 | R | | | From: SR 273; Gap Terminus | | | | | | NA | | NA | | 05/06/2002 |
| | | | | | | To: 63-639 | | | | | | | | | | |
| (634) | 3.20 | 100 | R | | | From: 63-632 Stage Rd | | | | | | NA | | NA | | 05/06/2002 |
| | | | | | | To: 63-601 | | | | | | | | | | |
| (635) | 0.60 | 120 | R | | | From: 63-600 | | | | | | NA | | NA | | 05/06/2002 |
| | | | | | | To: SR 273 | | | | | | | | | | |
| (636) | 0.06 | 860 | R | | | From: 63-646 | | | | | | NA | | NA | | 05/06/2002 |
| (636) | 0.50 | 360 | R | | | From: 63-661 | | | | | | NA | | NA | | 05/06/2002 |
| (636) | 0.24 | 160 | R | | | From: Dead End | | | | | | NA | | NA | | 05/06/2002 |
| | | | | | | To: SR 249 | | | | | | | | | | |
| (637) | 1.50 | 1200 | R | | | From: Dead End | | | | | | NA | | NA | | 06/03/2002 |
| | | | | | | To: 63-611 | | | | | | | | | | |
| (638) | 2.60 | 840 | R | | | From: 63-656 Continental Rd | | | | | | NA | | NA | | 05/08/2002 |
| (638) | 1.70 | 340 | R | | | From: Hanover County Line | | | | | | NA | | NA | | 05/08/2002 |
| | | | | | | To: SR 30 | | | | | | | | | | |
| (639) | 0.80 | 140 | R | | | From: 63-634 Polishtown Rd | | | | | | NA | | NA | | 05/06/2002 |
| | | | | | | To: US 60 | | | | | | | | | | |
| (640) | 1.20 | 1900 | R | | | From: 63-612; 63-665 | | | | | | NA | | NA | | 06/12/2002 |
| (640) | 2.67 | 640 | R | | | From: SR 249 WEST | | | | | | NA | | NA | | 06/12/2002 |
| | | | | | | To: SR 249 EAST | | | | | | | | | | |
| (640) | 1.36 | 240 | R | | | From: 63-611 | | | | | | NA | | NA | | 06/12/2002 |
| | | | | | | To: Dead End | | | | | | | | | | |
| (641) | 0.04 | 30 | R | | | From: 63-659 | | | | | | NA | | NA | | 05/06/2002 |
| | | | | | | To: 63-609 | | | | | | | | | | |
| (642) | 0.64 | 250 | R | | | From: 0.64 ME 63-609 | | | | | | NA | | NA | | 06/03/2002 |
| (642) St. Peters La | 1.01 | 130 | R | | | From: Dead End | | | | | | NA | | NA | | 1999 |
| | | | | | | To: SR 106 | | | | | | | | | | |
| (643) McNacde Ln | 0.50 | 150 | R | | | From: Dead End | | | | | | NA | | NA | | 06/12/2002 |
| | | | | | | To: Dead End | | | | | | | | | | |
| (644) | 1.30 | 220 | R | | | From: Dead End | | | | | | NA | | NA | | 05/08/2002 |
| | | | | | | To: 63-619 | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|------------------------|--------|------|----|-------|-----|---------------------------------|--------|--------|--------|----|-------------|----|---------------|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| New Kent County | | | | | | | | | | | | | | | | |
| (645) | 0.80 | 450 | R | | | From: SR 249 | | | | | | NA | | NA | | 05/13/2002 |
| | | | | | | To: Dead End | | | | | | | | | | |
| (646) | 0.73 | 120 | R | | | From: 63-636 | | | | | | NA | | NA | | 05/06/2002 |
| | | | | | | To: Dead End | | | | | | | | | | |
| (647) Old Telegraph Rd | 1.92 | 220 | R | | | From: US 60 W, Pocahontas Trail | | | | | | NA | | NA | | 05/20/2002 |
| (647) Old Telegraph Rd | 0.51 | 120 | R | | | From: 63-1104 Evergreen Rd | | | | | | NA | | NA | | 05/20/2002 |
| (647) Old Telegraph Rd | 0.80 | 50 | R | | | From: US 60 E, Pocahontas Trail | | | | | | NA | | NA | | 05/20/2002 |
| | | | | | | To: 63-649 | | | | | | | | | | |
| (648) | 0.14 | 370 | R | | | From: SR 249 EAST | | | | | | NA | | NA | | 06/03/2002 |
| | | | | | | To: SR 249 WEST | | | | | | | | | | |
| (649) | 2.50 | 860 | R | | | From: US 60 W, Pocahontas Trail | | | | | | NA | | NA | | 05/20/2002 |
| (649) | 0.55 | 250 | R | | | From: 63-627 | | | | | | NA | | NA | | 05/20/2002 |
| | | | | | | To: US 60 E, Pocahontas Trail | | | | | | | | | | |
| (650) | 0.63 | 240 | R | | | From: Dead End | | | | | | NA | | NA | | 05/20/2002 |
| | | | | | | To: US 60 Pocahontas Trail | | | | | | | | | | |
| (651) Angleview La | 0.80 | 100 | R | | | From: SR 249 | | | | | | NA | | NA | | 05/20/2002 |
| | | | | | | To: Dead End | | | | | | | | | | |
| (652) | 0.18 | 40 | R | | | From: US 60 W, Pocahontas Trail | | | | | | NA | | NA | | 06/27/2002 |
| | | | | | | To: US 60 E, Pocahontas Trail | | | | | | | | | | |
| (653) Macon La | 0.30 | 80 | R | | | From: Dead End | | | | | | NA | | NA | | 05/08/2002 |
| | | | | | | To: 63-619 | | | | | | | | | | |
| (654) | 0.16 | 230 | R | | | From: Dead End | | | | | | NA | | NA | | 05/06/2002 |
| | | | | | | To: SR 33; SR 30 | | | | | | | | | | |
| (655) | 0.22 | 110 | R | | | From: 63-636 | | | | | | NA | | NA | | 05/06/2002 |
| | | | | | | To: Dead End | | | | | | | | | | |
| (656) Continental Rd | 1.18 | 190 | R | | | From: Dead End | | | | | | NA | | NA | | 05/08/2002 |
| | | | | | | To: 63-638 | | | | | | | | | | |
| (657) Foxwell Rd | 0.25 | 50 | R | | | From: US 60 | | | | | | NA | | NA | | 06/17/2002 |
| | | | | | | To: Dead End | | | | | | | | | | |
| (658) Higgins Rd | 0.50 | 120 | R | | | From: Dead End | | | | | | NA | | NA | | 05/08/2002 |
| | | | | | | To: 63-611 | | | | | | | | | | |
| (659) | 0.25 | 80 | R | | | From: SR 273 | | | | | | NA | | NA | | 05/06/2002 |
| | | | | | | To: SR 30; SR 33 | | | | | | | | | | |
| (660) | 0.27 | 90 | R | | | From: 63-655 | | | | | | NA | | NA | | 05/06/2002 |
| (660) | 0.13 | 8 | R | | | From: 63-667 | | | | | | NA | | NA | | 05/06/2002 |
| | | | | | | To: Dead End | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|------------------------|--------|------|----|-------|-----|------------------------------|--------|--------|--------|----|-------------|----|---------------|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| New Kent County | | | | | | | | | | | | | | | | |
| (661) | 0.10 | 20 | R | | | From: Dead End | | | | | | | | | | 05/06/2002 |
| (661) | 0.08 | 110 | R | | | From: 63-636 | | | | | | | | | | 05/06/2002 |
| | | | | | | To: 63-660 | | | | | | | | | | |
| (662) | 0.60 | 190 | R | | | From: Dead End | | | | | | | | | | 06/12/2002 |
| | | | | | | To: SR 106 | | | | | | | | | | |
| (663) | 0.01 | 320 | R | | | From: US 60 Pocahontas Trail | | | | | | | | | | 05/20/2002 |
| | | | | | | To: 63-622 | | | | | | | | | | |
| (664) | 0.10 | 40 | R | | | From: Dead End | | | | | | | | | | 05/06/2002 |
| | | | | | | To: SR 30; SR 33 | | | | | | | | | | |
| (665) | 2.60 | 1200 | R | | | From: 63-612; 63-640 | | | | | | | | | | 06/12/2002 |
| (665) | 0.30 | 320 | R | | | From: SR 249 | | | | | | | | | | 06/27/2002 |
| | | | | | | To: 63-611 | | | | | | | | | | |
| (666) Bailey La | 0.30 | 40 | R | | | From: Dead End | | | | | | | | | | 06/03/2002 |
| | | | | | | To: SR 155 | | | | | | | | | | |
| (667) | 0.32 | 60 | R | | | From: 63-636 | | | | | | | | | | 05/06/2002 |
| | | | | | | To: Dead End | | | | | | | | | | |
| (668) | 0.04 | 10 | R | | | From: SR 273 | | | | | | | | | | 05/06/2002 |
| | | | | | | To: Dead End | | | | | | | | | | |
| (669) | 0.32 | 140 | R | | | From: SR 30; SR 33 | | | | | | | | | | 05/06/2002 |
| | | | | | | To: Dead End | | | | | | | | | | |
| (670) | 0.51 | 520 | R | | | From: Dead End | | | | | | | | | | 05/08/2002 |
| | | | | | | To: 63-611 | | | | | | | | | | |
| (671) | 0.36 | 30 | R | | | From: Dead End | | | | | | | | | | 05/06/2002 |
| | | | | | | To: 63-603; 63-620 | | | | | | | | | | |
| (672) Wahrani Rd | 0.90 | 50 | R | | | From: Dead End | | | | | | | | | | 05/06/2002 |
| | | | | | | To: 63-620 Homestead Rd | | | | | | | | | | |
| (673) Stewart Rd | 0.40 | 90 | R | | | From: 63-600 | | | | | | | | | | 05/06/2002 |
| | | | | | | To: Dead End | | | | | | | | | | |
| (674) | 0.51 | 10 | R | | | From: Dead End | | | | | | | | | | 05/08/2002 |
| | | | | | | To: SR 249 | | | | | | | | | | |
| (675) | 0.32 | 240 | R | | | From: 63-1230 | | | | | | | | | | 05/08/2002 |
| | | | | | | To: 63-613 | | | | | | | | | | |
| (676) Ashland Farm Rd | 1.12 | 90 | R | | | From: 63-612 | | | | | | | | | | 06/12/2002 |
| | | | | | | To: FR-118 | | | | | | | | | | |
| (677) Piney Branch Rd | 0.56 | 20 | R | | | From: 63-618 | | | | | | | | | | 06/03/2002 |
| | | | | | | To: Dead End | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|------------------------|--------|------|----|-------|-----|----------------------------|--------|--------|--------|----|-------------|----|---------------|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| New Kent County | | | | | | | | | | | | | | | | |
| (678) Slatersville Rd | 1.45 | 40 | R | | | From: Dead End | | | | | | | | | | 05/20/2002 |
| (678) Slatersville Rd | 0.50 | 40 | R | | | To: 63-627 | | | | | | | | | | 05/20/2002 |
| (678) Slatersville Rd | | | | | | To: SR 249 | | | | | | | | | | |
| (679) | 0.90 | 30 | R | | | From: 63-609 NORTH | | | | | | | | | | 06/03/2002 |
| (679) | | | | | | To: 63-609 SOUTH | | | | | | | | | | |
| (680) | 0.12 | 20 | R | | | From: 63-612 SOUTH | | | | | | | | | | 06/12/2002 |
| (680) | | | | | | To: 63-612 NORTH | | | | | | | | | | |
| (681) | 0.15 | 49 | R | | | From: Cul-de-Sac | | | | | | | | | | 05/08/2002 |
| (681) | | | | | | To: 63-675 | | | | | | | | | | |
| (686) | 0.18 | 1900 | R | | | From: 63-612 | | | | | | | | | | 06/12/2002 |
| (686) | | | | | | To: Dead End | | | | | | | | | | |
| (690) | 0.10 | 10 | R | | | From: 63-606 | | | | | | | | | | 05/08/2002 |
| (690) | | | | | | To: Dead End | | | | | | | | | | |
| (691) | 0.27 | 10 | R | | | From: 63-612 | | | | | | | | | | 07/17/2002 |
| (691) | | | | | | To: 63-608 | | | | | | | | | | |
| (695) | 0.49 | 90 | R | | | From: Cul-de-Sac | | | | | | | | | | 05/06/2002 |
| (695) | | | | | | To: 63-600 | | | | | | | | | | |
| (700) | 0.13 | 220 | R | | | From: SR 155 | | | | | | | | | | 06/12/2002 |
| (700) | | | | | | To: 63-701 | | | | | | | | | | |
| (700) | 0.15 | 90 | R | | | From: Dead End | | | | | | | | | | 06/12/2002 |
| (700) | | | | | | To: Dead End | | | | | | | | | | |
| (701) | 0.27 | 80 | R | | | From: Cul-de-Sac | | | | | | | | | | 06/12/2002 |
| (701) | | | | | | To: 63-700 | | | | | | | | | | |
| (705) | 0.34 | 270 | R | | | From: SR 30 | | | | | | | | | | 05/06/2002 |
| (705) | | | | | | To: James City County Line | | | | | | | | | | |
| (1001) | 0.07 | 70 | R | | | From: 63-627 SOUTH | | | | | | | | | | 05/20/2002 |
| (1001) Riverside Dr | 0.10 | 90 | R | | | To: 63-1006 Cypress Dr | | | | | | | | | | 1999 |
| (1001) Riverside Dr | 0.12 | 90 | R | | | From: 63-1005 James Dr | | | | | | | | | | 1999 |
| (1001) Riverside Dr | 0.11 | 210 | R | | | To: 63-1004 Beech Dr | | | | | | | | | | 1999 |
| (1001) Riverside Dr | 0.45 | 140 | R | | | From: 63-1003 Whiteoak Dr | | | | | | | | | | 1999 |
| (1001) Riverside Dr | | | | | | To: 63-627 NORTH | | | | | | | | | | |
| (1002) Carter Rd | 0.87 | 760 | R | | | From: 63-627 | | | | | | | | | | 1999 |
| (1002) Carter Rd | | | | | | To: US 60 Pocahontas Trail | | | | | | | | | | |
| (1003) Whiteoak Dr | 0.11 | 80 | R | | | From: 63-1001 Riverside Dr | | | | | | | | | | 1999 |
| (1003) Whiteoak Dr | | | | | | To: 63-627 | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|--------------------------|--------|------|----|-------|-----|---------------------------------|--------|--------|--------|----|-------------|----|---------------|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| New Kent County | | | | | | | | | | | | | | | | |
| (1004) Beech Dr | 0.20 | 30 | R | | | From: 63-1001 Riverside Dr | | | | | NA | | | NA | | 1999 |
| | | | | | | To: 63-627 | | | | | | | | | | |
| (1005) James Dr | 0.31 | 50 | R | | | From: 63-1001 Riverside Dr | | | | | NA | | | NA | | 1999 |
| | | | | | | To: 63-627 | | | | | | | | | | |
| (1006) Cypress Dr | 0.37 | 80 | R | | | From: 63-1001 Riverside Dr | | | | | NA | | | NA | | 1999 |
| | | | | | | To: 63-627 | | | | | | | | | | |
| (1009) | 0.12 | 40 | R | | | From: 63-1013 | | | | | NA | | | NA | | 05/20/2002 |
| | | | | | | To: Cul-de-Sac | | | | | | | | | | |
| (1010) Colony Trail | 0.10 | 46 | R | | | From: Cul-de-Sac | | | | | NA | | | NA | | 05/20/2002 |
| | | | | | | To: 63-1018 | | | | | | | | | | |
| (1010) Colony Trail | 0.45 | 210 | R | | | From: 63-1018 | | | | | NA | | | NA | | 05/20/2002 |
| | | | | | | To: 63-1017 | | | | | | | | | | |
| (1010) Colony Trail | 0.20 | 360 | R | | | From: 63-1017 | | | | | NA | | | NA | | 1999 |
| | | | | | | To: 63-1013 | | | | | | | | | | |
| (1010) Colony Trail | 0.28 | 590 | R | | | From: 63-1013 | | | | | NA | | | NA | | 1999 |
| | | | | | | To: 63-1012 Chickahominy Ct | | | | | | | | | | |
| (1010) | 0.18 | 610 | R | | | From: 63-1012 Chickahominy Ct | | | | | NA | | | NA | | 1999 |
| | | | | | | To: 63-1011 Rolfe Ct | | | | | | | | | | |
| (1010) | 1.08 | 810 | R | | | From: 63-1011 Rolfe Ct | | | | | NA | | | NA | | 1999 |
| | | | | | | To: 63-627 | | | | | | | | | | |
| (1011) Rolfe Ct | 0.03 | 20 | R | | | From: Cul-de-Sac | | | | | NA | | | NA | | 1999 |
| | | | | | | To: 63-1010 | | | | | | | | | | |
| (1012) Chickahominy Ct | 0.07 | 30 | R | | | From: Cul-de-Sac | | | | | NA | | | NA | | 1999 |
| | | | | | | To: 63-1010 Colony Trail | | | | | | | | | | |
| (1013) | 0.71 | 320 | R | | | From: 63-1014 Four Island Trail | | | | | NA | | | NA | | 05/20/2002 |
| | | | | | | To: 63-1010 Colony Trail | | | | | | | | | | |
| (1014) Four Island Trail | 0.36 | 70 | R | | | From: Cul-de-Sac | | | | | NA | | | NA | | 1999 |
| | | | | | | To: 63-1017 | | | | | | | | | | |
| (1014) Four Island Trail | 0.34 | 120 | R | | | From: 63-1017 | | | | | NA | | | NA | | 1999 |
| | | | | | | To: Cul-de-Sac | | | | | | | | | | |
| (1015) | 0.33 | 90 | R | | | From: 63-1010 | | | | | NA | | | NA | | 05/20/2002 |
| | | | | | | To: 63-1016 | | | | | | | | | | |
| (1016) | 0.03 | 30 | R | | | From: Cul-de-Sac | | | | | NA | | | NA | | 05/20/2002 |
| | | | | | | To: 63-1015 | | | | | | | | | | |
| (1016) | 0.04 | 30 | R | | | From: 63-1015 | | | | | NA | | | NA | | 05/20/2002 |
| | | | | | | To: 0.04 MN 63-1013 | | | | | | | | | | |
| (1017) | 0.17 | 130 | R | | | From: 63-1014 Four Island Trail | | | | | NA | | | NA | | 05/20/2002 |
| | | | | | | To: 63-1018 | | | | | | | | | | |
| (1017) | 0.19 | 240 | R | | | From: 63-1018 | | | | | NA | | | NA | | 05/20/2002 |
| | | | | | | To: 63-1010 Colony Trail | | | | | | | | | | |
| (1018) | 0.14 | 45 | R | | | From: 63-1010 Colony Trail | | | | | NA | | | NA | | 05/20/2002 |
| | | | | | | To: 63-1019 | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|--------------------------|--------|------|----|-------|-----|---------------------------------|--------|--------|--------|----|-------------|----|---------------|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| New Kent County | | | | | | | | | | | | | | | | |
| (1018) | 0.15 | 80 | R | | | From: 63-1019 | | | | | NA | | NA | | | 05/20/2002 |
| | | | | | | To: 63-1017 | | | | | | | | | | |
| (1019) | 0.12 | 47 | R | | | From: 63-1018 | | | | | NA | | NA | | | 05/20/2002 |
| | | | | | | To: Cul-de-Sac | | | | | | | | | | |
| (1020) | 0.26 | 120 | R | | | From: 63-621 | | | | | NA | | NA | | | 05/20/2002 |
| | | | | | | To: Cul-de-Sac | | | | | | | | | | |
| (1024) | 0.04 | 80 | R | | | From: 63-1014 Four Island Trail | | | | | NA | | NA | | | 05/20/2002 |
| | | | | | | To: Cul-de-Sac | | | | | | | | | | |
| (1030) | 0.49 | 150 | R | | | From: Cul-de-Sac | | | | | NA | | NA | | | 1999 |
| | | | | | | To: 63-627 | | | | | | | | | | |
| (1040) Ranch Acres Dr | 0.94 | NA | | | | From: 63-638 | | | | | NA | | NA | | | |
| | | | | | | To: Cul-de-Sac | | | | | | | | | | |
| (1041) Rachel Diann Dr | 0.15 | NA | | | | From: Cul-de-Sac | | | | | NA | | NA | | | |
| | | | | | | To: 63-1040 Ranch Acres Dr | | | | | | | | | | |
| (1042) Marsha Mae Dr | 0.19 | NA | | | | From: Cul-de-Sac | | | | | NA | | NA | | | |
| | | | | | | To: 63-1040 Ranch Acres Dr | | | | | | | | | | |
| (1050) | 0.30 | 420 | R | | | From: Cul-de-Sac | | | | | NA | | NA | | | 05/13/2002 |
| | | | | | | To: 63-612 | | | | | | | | | | |
| (1051) | 0.35 | 80 | R | | | From: 63-1050 WEST | | | | | NA | | NA | | | 05/13/2002 |
| | | | | | | To: 63-1050 EAST | | | | | | | | | | |
| (1065) | 0.11 | NA | | | | From: Dead End | | | | | NA | | NA | | | |
| | | | | | | To: SR 155 | | | | | | | | | | |
| (1070) | 0.35 | 60 | R | | | From: 63-612 | | | | | NA | | NA | | | 06/12/2002 |
| | | | | | | To: Cul-de-Sac | | | | | | | | | | |
| (1101) Windsor Shades Rd | 0.10 | 60 | R | | | From: US 60 Pocahontas Trail | | | | | NA | | NA | | | 1999 |
| | | | | | | To: Dead End | | | | | | | | | | |
| (1102) Indian Hill La | 0.20 | 110 | R | | | From: 63-628 | | | | | NA | | NA | | | 1999 |
| | | | | | | To: Dead End | | | | | | | | | | |
| (1103) S Landing Rd | 0.13 | 80 | R | | | From: Dead End | | | | | NA | | NA | | | 1999 |
| | | | | | | To: 63-650 | | | | | | | | | | |
| (1104) Evergreen Rd | 0.44 | 70 | R | | | From: 63-647 Old Telegraph Rd | | | | | NA | | NA | | | 05/20/2002 |
| | | | | | | To: Dead End | | | | | | | | | | |
| (1150) | 0.31 | 190 | R | | | From: 63-613 | | | | | NA | | NA | | | 05/08/2002 |
| | | | | | | To: Cul-de-Sac | | | | | | | | | | |
| (1151) | 0.07 | 70 | R | | | From: 63-1152 | | | | | NA | | NA | | | 05/08/2002 |
| | | | | | | To: 63-1150 | | | | | | | | | | |
| (1152) | 0.10 | 90 | R | | | From: Cul-de-Sac | | | | | NA | | NA | | | 05/08/2002 |
| | | | | | | To: 63-1151 | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|------------------------|--------|------|----|-------|-----|------------------------------|--------|--------|--------|----|----------|----|------------|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| New Kent County | | | | | | | | | | | | | | | | |
| (1201) Brook Rd | 0.06 | 60 | R | | | From: Dead End | | | | | | NA | | NA | | 1999 |
| (1201) Brook Rd | 0.22 | 380 | R | | | To: 63-1211 Fairway St | | | | | | NA | | NA | | 1999 |
| (1201) Brook Rd | 0.06 | 690 | R | | | From: 63-1203 Club Rd | | | | | | NA | | NA | | 1999 |
| (1201) Brook Rd | 0.22 | 970 | R | | | To: 63-1202 Shoreline Rd | | | | | | NA | | NA | | 1999 |
| | | | | | | From: US 60 | | | | | | | | | | |
| (1202) Shoreline Rd | 0.12 | 240 | R | | | To: 63-1201 Brook Rd | | | | | | NA | | NA | | 1999 |
| (1202) Shoreline Rd | 0.03 | 220 | R | | | From: 63-1204 Lake Circle Dr | | | | | | NA | | NA | | 1999 |
| (1202) Shoreline Rd | 0.30 | 180 | R | | | To: 63-1207 Brianwood Ct | | | | | | NA | | NA | | 1999 |
| (1202) Shoreline Rd | 0.16 | 90 | R | | | From: 63-1203 Club Rd | | | | | | NA | | NA | | 1999 |
| | | | | | | To: Dead End | | | | | | | | | | |
| (1203) Club Rd | 0.23 | 550 | R | | | From: 63-1201 Brook Rd | | | | | | NA | | NA | | 1999 |
| (1203) Club Rd | 0.11 | 370 | R | | | To: 63-1205 Cardinal Dr | | | | | | NA | | NA | | 1999 |
| (1203) Club Rd | 0.07 | 60 | R | | | From: 63-1206 | | | | | | NA | | NA | | 1999 |
| | | | | | | To: 63-1202 Shoreline Rd | | | | | | | | | | |
| (1204) Lake Circle Dr | 0.07 | 40 | R | | | From: 63-1202 Shoreline Rd | | | | | | NA | | NA | | 1999 |
| | | | | | | To: Cul-de-Sac | | | | | | | | | | |
| (1205) Cardinal Dr | 0.08 | 30 | R | | | From: Cul-de-Sac | | | | | | NA | | NA | | 1999 |
| | | | | | | To: 63-1203 Club Rd | | | | | | | | | | |
| (1206) | 0.04 | 7 | R | | | From: Cul-de-Sac | | | | | | NA | | NA | | 1999 |
| | | | | | | To: 63-1203 Club Rd | | | | | | | | | | |
| (1207) Brianwood Ct | 0.10 | 80 | R | | | From: Dead End | | | | | | NA | | NA | | 1999 |
| | | | | | | To: 63-1202 Shoreline Rd | | | | | | | | | | |
| (1208) Longview Dr | 0.17 | 1400 | R | | | From: US 60 | | | | | | NA | | NA | | 1999 |
| (1208) Longview Dr | 0.16 | 270 | R | | | To: 63-1209 S; Hairpin Dr | | | | | | NA | | NA | | 1999 |
| (1208) Longview Dr | 0.24 | 650 | R | | | From: 63-1209 N; Hairpin Dr | | | | | | NA | | NA | | 1999 |
| (1208) ##### | 0.06 | 630 | R | | | To: 63-1245 WEST | | | | | | NA | | NA | | 05/08/2002 |
| (1208) ##### | 0.04 | 600 | R | | | From: 63-1245 EAST | | | | | | NA | | NA | | 05/08/2002 |
| (1208) | 0.51 | 590 | R | | | To: 63-1246 | | | | | | NA | | NA | | 05/08/2002 |
| | | | | | | From: 63-665 | | | | | | | | | | |
| (1209) Hairpin Dr | 0.05 | 190 | R | | | To: 63-1208 S; Longview Dr | | | | | | NA | | NA | | 1999 |
| | | | | | | From: 63-1212 W; Ridge Rd | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|------------------------|--------|------|----|-------|-----|-------------------------------|-----------------------------|--------|--------|----|----------|----|------------|-------|----|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| New Kent County | | | | | | | | | | | | | | | | |
| (1209) Hairpin Dr | 0.33 | 150 | R | | | From: 63-1212 W; Ridge Rd | | | | | | NA | | NA | | 1999 |
| (1209) Hairpin Dr | 0.38 | 190 | R | | | From: 63-1212 E; Ridge Rd | | | | | | NA | | NA | | 1999 |
| (1209) Hairpin Dr | 0.16 | 250 | R | | | From: 63-1208 N; Longview Dr | To: 63-1208 N; Longview Dr | | | | | NA | | NA | | 1999 |
| (1209) Hairpin Dr | 0.06 | 150 | R | | | From: 63-1211 Fairway St | | | | | | NA | | NA | | 1999 |
| (1209) Hairpin Dr | 0.09 | 90 | R | | | From: 63-1210 E; Greenway Cir | To: 63-1210 E; Greenway Cir | | | | | NA | | NA | | 1999 |
| (1209) Hairpin Dr | 0.05 | 30 | R | | | From: 63-1210 W; Greenway Cir | To: Dead End | | | | | NA | | NA | | 1999 |
| (1210) Greenway Cir | 0.20 | 40 | R | | | From: 63-1209 S; Hairpin Dr | To: 63-1209 N; Hairpin Dr | | | | | NA | | NA | | 1999 |
| (1211) Fairway St | 0.13 | 190 | R | | | From: 63-1201 Brook Rd | To: 63-1209 Hairpin Dr | | | | | NA | | NA | | 1999 |
| (1212) Ridge Rd | 0.32 | 180 | R | | | From: 63-1209 W; Hairpin Dr | To: 63-1209 E; Hairpin Dr | | | | | NA | | NA | | 1999 |
| (1213) Forest Dr | 0.14 | 510 | R | | | From: US 60 | | | | | | NA | | NA | | 1999 |
| (1213) Forest Dr | 0.08 | 410 | R | | | From: 63-1218 Redwood Ct | | | | | | NA | | NA | | 1999 |
| (1213) Forest Dr | 0.09 | 320 | R | | | From: 63-1217 Locust Ln | | | | | | NA | | NA | | 1999 |
| (1213) Forest Dr | 0.14 | 230 | R | | | From: 63-1216 Willow Ln | | | | | | NA | | NA | | 1999 |
| (1213) Forest Dr | 0.14 | 50 | R | | | From: 63-1215 Chestnut Dr | | | | | | NA | | NA | | 1999 |
| (1214) Cedar La | 0.03 | 20 | R | | | From: 63-1214 Cedar La | To: Cul-de-Sac | | | | | NA | | NA | | 1999 |
| (1214) Cedar La | 0.10 | 30 | R | | | From: 63-1215 Chestnut Dr | To: 63-1213 Forest Dr | | | | | NA | | NA | | 1999 |
| (1215) Chestnut Dr | 0.14 | 90 | R | | | From: 63-1213 Forest Dr | To: 63-1214 Cedar La | | | | | NA | | NA | | 1999 |
| (1216) Willow Ln | 0.07 | 49 | R | | | From: Cul-de-Sac | To: 63-1213 Forest Dr | | | | | NA | | NA | | 1999 |
| (1217) Locust Ln | 0.05 | 60 | R | | | From: Cul-de-Sac | To: 63-1213 Forest Dr | | | | | NA | | NA | | 1999 |
| (1218) Redwood Ct | 0.05 | 60 | R | | | From: Cul-de-Sac | To: 63-1213 Forest Dr | | | | | NA | | NA | | 1999 |
| (1220) Woodbrook Rd | 0.25 | 230 | R | | | From: 63-1223 | To: 63-1222 Grayson Dr | | | | | NA | | NA | | 1999 |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|-----------------------------|--------|------|----|-------|-----|---------------------------------|--------|--------|--------|----|-------------|----|---------------|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| New Kent County | | | | | | | | | | | | | | | | |
| (1220) Woodbrook Rd | 0.12 | 480 | R | | | From: 63-1222 Grayson Dr | | | | | | NA | | NA | | 1999 |
| (1220) Woodbrook Rd | 0.08 | 660 | R | | | To: 63-1221 Timber Dr | | | | | | NA | | NA | | 1999 |
| | | | | | | To: SR 249 | | | | | | | | | | |
| (1221) | 0.23 | 130 | R | | | From: 63-1223 | | | | | | NA | | NA | | 05/08/2002 |
| (1221) Timber Dr | 0.04 | 190 | R | | | To: 0.23 MN 63-1223 | | | | | | NA | | NA | | 1999 |
| (1221) Timber Dr | 0.21 | 170 | R | | | To: 63-1222 Grayson Dr | | | | | | NA | | NA | | 1999 |
| | | | | | | To: 63-1220 Woodbrook Rd | | | | | | | | | | |
| (1222) Grayson Dr | 0.08 | 120 | R | | | From: 63-1221 Timber Dr | | | | | | NA | | NA | | 1999 |
| | | | | | | To: 63-1220 Woodbrook Rd | | | | | | | | | | |
| (1223) | 0.04 | 20 | R | | | From: Dead End | | | | | | NA | | NA | | 05/08/2002 |
| (1223) | 0.07 | 49 | R | | | To: 63-1221 | | | | | | NA | | NA | | 05/08/2002 |
| (1223) | 0.07 | 70 | R | | | To: 63-1220 Woodbrook Rd | | | | | | NA | | NA | | 05/08/2002 |
| (1223) | 0.03 | 9 | R | | | To: 63-1224 | | | | | | NA | | NA | | 05/08/2002 |
| | | | | | | To: Dead End | | | | | | | | | | |
| (1224) | 0.05 | 30 | R | | | From: 63-1223 | | | | | | NA | | NA | | 05/08/2002 |
| | | | | | | To: Cul-de-Sac | | | | | | | | | | |
| (1230) | 0.16 | 40 | R | | | From: Cul-de-Sac | | | | | | NA | | NA | | 05/08/2002 |
| (1230) | 0.28 | 90 | R | | | To: 63-675 | | | | | | NA | | NA | | 05/08/2002 |
| | | | | | | To: 63-613 | | | | | | | | | | |
| (1232) Magnolia Woods Rd | 0.30 | NA | | | | From: US 60 | | | | | | NA | | NA | | |
| | | | | | | To: Dead End | | | | | | | | | | |
| (1233) Magnolia Woods Ct | 0.08 | NA | | | | From: Cul-de-Sac | | | | | | NA | | NA | | |
| | | | | | | To: 63-1232 Magnolia Woods Rd | | | | | | | | | | |
| (1234) Magnolia Woods Pl | 0.12 | NA | | | | From: 63-1232 Magnolia Woods Rd | | | | | | NA | | NA | | |
| | | | | | | To: Cul-de-Sac | | | | | | | | | | |
| (1235) Magnolia Woods Terra | 0.04 | NA | | | | From: Cul-de-Sac | | | | | | NA | | NA | | |
| | | | | | | To: 63-1232 Magnolia Woods Rd | | | | | | | | | | |
| (1236) Hollywoods Ct | 0.17 | NA | | | | From: 63-1232 Magnolia Woods Rd | | | | | | NA | | NA | | |
| | | | | | | To: Dead End | | | | | | | | | | |
| (1237) Poplar Wood Ct | 0.16 | NA | | | | From: 63-1236 Hollywoods Ct | | | | | | NA | | NA | | |
| | | | | | | To: Cul-de-Sac | | | | | | | | | | |
| (1240) | 0.07 | 650 | R | | | From: 66-1208 | | | | | | NA | | NA | | 05/08/2002 |
| (1240) | 0.09 | 620 | R | | | To: 63-1241 | | | | | | NA | | NA | | 05/08/2002 |
| | | | | | | To: 63-1242 SOUTH | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|------------------------|--------|------|----|-------|-----|------------------------------|--------|--------|--------|----|-------------|----|---------------|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| New Kent County | | | | | | | | | | | | | | | | |
| (1240) | 0.05 | 430 | R | | | From: 63-1242 SOUTH | | | | | | NA | | NA | | 05/08/2002 |
| (1240) | 0.45 | 260 | R | | | To: 63-1242 NORTH | | | | | | NA | | NA | | 05/08/2002 |
| (1241) | 0.06 | 30 | R | | | To: 63-1244 EAST | | | | | | NA | | NA | | 05/08/2002 |
| (1241) | 0.06 | 30 | R | | | From: 63-1240 | | | | | | NA | | NA | | 05/08/2002 |
| (1241) | 0.06 | 30 | R | | | To: Cul-de-Sac | | | | | | NA | | NA | | 05/08/2002 |
| (1242) | 0.11 | 180 | R | | | From: 63-1240 SOUTH | | | | | | NA | | NA | | 05/08/2002 |
| (1242) | 0.44 | 170 | R | | | To: 63-1243 | | | | | | NA | | NA | | 05/08/2002 |
| (1242) | 0.44 | 170 | R | | | From: 63-1243 | | | | | | NA | | NA | | 05/08/2002 |
| (1242) | 0.44 | 170 | R | | | To: 63-1240 NORTH | | | | | | NA | | NA | | 05/08/2002 |
| (1243) | 0.07 | 60 | R | | | From: 63-1242 | | | | | | NA | | NA | | 05/08/2002 |
| (1243) | 0.07 | 60 | R | | | To: Cul-de-Sac | | | | | | NA | | NA | | 05/08/2002 |
| (1244) | 0.18 | 50 | R | | | From: 63-1240 WEST | | | | | | NA | | NA | | 05/08/2002 |
| (1244) | 0.18 | 50 | R | | | To: Cul-de-Sac | | | | | | NA | | NA | | 05/08/2002 |
| (1245) | 0.69 | 120 | R | | | From: 63-1208 W; Longview Dr | | | | | | NA | | NA | | 05/08/2002 |
| (1245) | 0.69 | 120 | R | | | To: 63-1208 E. | | | | | | NA | | NA | | 05/08/2002 |
| (1246) | 0.18 | 80 | R | | | From: Cul-de-Sac | | | | | | NA | | NA | | 05/08/2002 |
| (1246) | 0.18 | 80 | R | | | To: 63-1208 . | | | | | | NA | | NA | | 05/08/2002 |
| (1301) Monroe Dr | 0.09 | 230 | R | | | From: 63-609 | | | | | | NA | | NA | | 1999 |
| (1301) Monroe Dr | 0.09 | 230 | R | | | To: 63-1302 Old Quarter | | | | | | NA | | NA | | 1999 |
| (1302) Old Quarter | 0.29 | 100 | R | | | From: Dead End | | | | | | NA | | NA | | 1999 |
| (1302) Old Quarter | 0.29 | 100 | R | | | To: 63-1301 Monroe Dr | | | | | | NA | | NA | | 1999 |
| (1302) Old Quarter | 0.19 | 110 | R | | | From: 63-1301 Monroe Dr | | | | | | NA | | NA | | 1999 |
| (1302) Old Quarter | 0.19 | 110 | R | | | To: Dead End | | | | | | NA | | NA | | 1999 |
| (1305) Wensley Dr | 0.25 | 80 | R | | | From: 63-1310 Pontefract Dr | | | | | | NA | | NA | | 1999 |
| (1305) Wensley Dr | 0.25 | 80 | R | | | To: 63-1308 Sedbergh Dr | | | | | | NA | | NA | | 1999 |
| (1305) Wensley Dr | 0.13 | 190 | R | | | From: 63-1308 Sedbergh Dr | | | | | | NA | | NA | | 1999 |
| (1305) Wensley Dr | 0.13 | 190 | R | | | To: 63-1307 Shrewsbury Dr | | | | | | NA | | NA | | 1999 |
| (1305) Wensley Dr | 0.10 | 390 | R | | | From: 63-1307 Shrewsbury Dr | | | | | | NA | | NA | | 1999 |
| (1305) Wensley Dr | 0.10 | 390 | R | | | To: 63-612 | | | | | | NA | | NA | | 1999 |
| (1306) Hingham Dr | 0.10 | 230 | R | | | From: 63-612 | | | | | | NA | | NA | | 1999 |
| (1306) Hingham Dr | 0.10 | 230 | R | | | To: 63-1307 Shrewsbury Dr | | | | | | NA | | NA | | 1999 |
| (1306) Hingham Dr | 0.19 | 280 | R | | | From: 63-1307 Shrewsbury Dr | | | | | | NA | | NA | | 1999 |
| (1306) Hingham Dr | 0.19 | 280 | R | | | To: 63-1309 Buckden Dr | | | | | | NA | | NA | | 1999 |
| (1306) Hingham Dr | 0.23 | 140 | R | | | From: 63-1309 Buckden Dr | | | | | | NA | | NA | | 05/13/2002 |
| (1306) Hingham Dr | 0.23 | 140 | R | | | To: Cul-de-Sac | | | | | | NA | | NA | | 05/13/2002 |
| (1307) Shrewsbury Dr | 0.05 | 10 | R | | | From: Dead End | | | | | | NA | | NA | | 1999 |
| (1307) Shrewsbury Dr | 0.05 | 10 | R | | | To: 63-1305 Wensley Dr | | | | | | NA | | NA | | 1999 |
| (1307) Shrewsbury Dr | 0.12 | 60 | R | | | From: 63-1305 Wensley Dr | | | | | | NA | | NA | | 1999 |
| (1307) Shrewsbury Dr | 0.12 | 60 | R | | | To: 63-1310 Pontefract Dr | | | | | | NA | | NA | | 1999 |
| (1307) Shrewsbury Dr | 0.19 | 270 | R | | | From: 63-1310 Pontefract Dr | | | | | | NA | | NA | | 1999 |
| (1307) Shrewsbury Dr | 0.19 | 270 | R | | | To: 63-1306 Hingham Dr | | | | | | NA | | NA | | 1999 |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|------------------------|--------|------|----|-------|-----|-----------------------------|--------|--------|--------|----|-------------|----|---------------|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| New Kent County | | | | | | | | | | | | | | | | |
| (1307) Shrewsbury Dr | 0.06 | 30 | R | | | From: 63-1306 Hingham Dr | | | | | NA | | | NA | | 1999 |
| | | | | | | To: Dead End | | | | | | | | | | |
| (1308) Sedbergh Dr | 0.17 | 49 | R | | | From: 63-1305 Wensley Dr | | | | | NA | | | NA | | 1999 |
| | | | | | | To: 63-1310 Pontefract Dr | | | | | | | | | | |
| (1309) Buckden Dr | 0.06 | 20 | R | | | From: 63-1306 Hingham Dr | | | | | NA | | | NA | | 1999 |
| | | | | | | To: Dead End | | | | | | | | | | |
| (1310) Pontefract Dr | 0.09 | 160 | R | | | From: 63-1307 Shrewsbury Dr | | | | | NA | | | NA | | 1999 |
| | | | | | | To: 63-1308 Sedbergh Dr | | | | | | | | | | |
| (1310) Pontefract Dr | 0.21 | 100 | R | | | From: 63-1305 Wensley Dr | | | | | NA | | | NA | | 1999 |
| | | | | | | To: 63-612 | | | | | | | | | | |
| (1330) Quinton Est | 0.10 | 460 | R | | | From: 63-1331 Eddie La | | | | | NA | | | NA | | 1999 |
| | | | | | | To: Cul-de-Sac | | | | | | | | | | |
| (1330) Quinton Est | 0.30 | 410 | R | | | From: Cul-de-Sac | | | | | NA | | | NA | | 1999 |
| | | | | | | To: 63-1330 Quinton Est | | | | | | | | | | |
| (1331) | 0.11 | 60 | R | | | From: 63-1335 | | | | | NA | | | NA | | 05/13/2002 |
| | | | | | | To: Cul-de-Sac | | | | | | | | | | |
| (1331) Eddie La | 0.09 | 80 | R | | | From: Cul-de-Sac | | | | | NA | | | NA | | 1999 |
| | | | | | | To: 63-1330 Quinton Est | | | | | | | | | | |
| (1332) | 0.10 | 80 | R | | | From: 63-1335 | | | | | NA | | | NA | | 05/13/2002 |
| | | | | | | To: Cul-de-Sac | | | | | | | | | | |
| (1333) | 0.05 | 40 | R | | | From: 63-1330 Quinton Est | | | | | NA | | | NA | | 05/13/2002 |
| | | | | | | To: Cul-de-Sac | | | | | | | | | | |
| (1334) | 0.15 | 110 | R | | | From: Cul-de-Sac | | | | | NA | | | NA | | 05/13/2002 |
| | | | | | | To: 63-1330 Quinton Est | | | | | | | | | | |
| (1335) | 0.06 | 40 | R | | | From: Cul-de-Sac | | | | | NA | | | NA | | 05/13/2002 |
| | | | | | | To: 63-1331 Eddie La | | | | | | | | | | |
| (1335) | 0.20 | 70 | R | | | From: 63-1330 Quinton Est | | | | | NA | | | NA | | 05/13/2002 |
| | | | | | | To: Cul-de-Sac | | | | | | | | | | |
| (1335) | 0.08 | 40 | R | | | From: Cul-de-Sac | | | | | NA | | | NA | | 05/13/2002 |
| | | | | | | To: 63-1334 | | | | | | | | | | |
| (1336) | 0.03 | 30 | R | | | From: Cul-de-Sac | | | | | NA | | | NA | | 05/13/2002 |
| | | | | | | To: Cul-de-Sac | | | | | | | | | | |
| (1340) Lock In | 0.46 | 90 | R | | | From: Cul-de-Sac | | | | | NA | | | NA | | 1993 |
| | | | | | | To: 63-638 | | | | | | | | | | |
| (1392) Kendrick Dr | 0.23 | 70 | R | | | From: Hanover County Line | | | | | NA | | | NA | | 06/27/2002 |
| | | | | | | To: Cul-de-Sac | | | | | | | | | | |
| (1400) | 0.27 | 120 | R | | | From: 63-621 SOUTH | | | | | NA | | | NA | | 05/06/2002 |
| | | | | | | To: 63-621 NORTH | | | | | | | | | | |
| (9278) | 0.10 | 210 | R | | | From: SR 249 | | | | | NA | | | NA | | 1991 |
| | | | | | | To: 0.10 MS SR 249 | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|-------------------------------|--------|------|----|-------|-----|-----------------|--------------------|--------|--------|----|-------------|----|---------------|-------|----|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| <u>New Kent County</u> | | | | | | | | | | | | | | | | |
| (9278) | 0.01 | 220 | R | | | From: | 0.10 MS SR 249 | | | | | NA | | NA | | 1995 |
| (9278) | 0.03 | 210 | R | | | From: | 0.11 MS SR 249 | | | | | NA | | NA | | 1995 |
| | | | | | | To: | 63-630 | | | | | | | | | |
| (9279) | 0.05 | 330 | R | | | From: | SR 249 | | | | | NA | | NA | | 1985 |
| (9279) | 0.09 | 320 | R | | | From: | 0.05 MS SR 249 | | | | | NA | | NA | | 1989 |
| | | | | | | To: | SR 249 | | | | | | | | | |
| (9288) | 0.09 | 280 | R | | | From: | 63-605 Egypt Rd | | | | | NA | | NA | | 1986 |
| | | | | | | To: | SR 249 | | | | | | | | | |
| (9289) | 0.22 | NA | | | | From: | 63-605 W; Egypt Rd | | | | | NA | | NA | | |
| | | | | | | To: | 63-605 E; Egypt Rd | | | | | | | | | |