

**2005**

**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  
Traffic Engineering Division**

In Cooperation With

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

Virginia Department of Transportation  
Traffic Engineering Division  
Traffic Monitoring Section

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

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

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

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

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

## Publication Notes

### Parallel Roads

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

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

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

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

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

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

Glossary of Terms:

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

**Length:** Length of the traffic segment in miles.

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

**QA:** Quality of AADT:

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

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

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

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

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

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

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

**QC:** Quality of Classification Data:

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

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

**QK:** Quality of the 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



Frontage Road (F precedes frontage route number)



Secondary Route

## Special Routes



Bus - Business Route

Bypas - Bypass Route

Truck - Truck Route



ALT - Alternate Route

Wve - Wve 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  
Traffic Engineering Division  
2005  
Annual Average Daily Traffic Volume Estimates By Section of Route  
New Kent Operational Area

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
	From: King William County Line															
30 33	New Kent County	4.65	12000	F	86%	1%	2%	2%	9%	0%	C	0.089	F	0.574	12000	F
	To: SR 33; SR 249 Angelview Church															
30	New Kent County	3.43	3200	F	84%	1%	2%	5%	8%	0%	C	0.095	F	0.612	3300	F
	To: SR 273 Farmers Drive															
30 New Kent Hwy	New Kent County	0.78	6500	F	84%	1%	2%	5%	8%	0%	F	0.084	F	0.597	6700	F
	To: James City County Line															
	From: Henrico County Line															
33 60	New Kent County	0.91	11000	F	94%	0%	1%	2%	3%	0%	F	0.087	F	0.631	11000	F
	To: US 60 Bottoms Bridge															
33	New Kent County	0.22	12000	F	94%	1%	1%	1%	3%	0%	F	0.088	F	0.554	13000	F
	To: I-64															
	From: SR 33, SR 249															
33 64	New Kent County	5.32														
	See I-64 for directional traffic volume estimates for this segment.															
	Combined Traffic Estimates for 2 Parallel Roadways on this Route: 55000 F 83% 1% 1% 13% 0% C 0.075 F 0.541 51000 F															
	To: SR 106															
	From: RT 60 BOTTOMS BRIDGE															
33 64	New Kent County	3.47														
	See I-64 for directional traffic volume estimates for this segment.															
	Combined Traffic Estimates for 2 Parallel Roadways on this Route: 51000 F 89% 1% 1% 1% 8% 0% F 0.073 F 0.532 47000 F															
	To: SR 155															
33 64	New Kent County	5.69														
	See I-64 for directional traffic volume estimates for this segment.															
	Combined Traffic Estimates for 2 Parallel Roadways on this Route: 57000 F 90% 1% 1% 1% 8% 0% F 0.075 F 0.518 52000 F															
	To: SR 33															
	From: I-64 East Int															
33	New Kent County	2.98	8900	F	84%	1%	1%	2%	12%	0%	C	0.085	F	0.67	9100	F
	To: SR 249 & 30, Angelview Church															
	From: SR 249-30 ANGELVIEW CHURCH															
33 30	New Kent County	4.65	12000	F	86%	1%	2%	2%	9%	0%	C	0.089	F	0.574	12000	F
	To: King William County Line															
	From: Henrico County Line															
60 33	New Kent County	0.91	11000	F	94%	0%	1%	2%	3%	0%	F	0.087	F	0.631	11000	F
	To: SR 33 Bottoms Bridge															
60	New Kent County	4.03	10000	F	94%	1%	1%	2%	2%	0%	F	0.088	F	0.665	10000	F
	To: SR 106															
60	New Kent County	2.62	6100	F	94%	1%	1%	2%	2%	0%	F	0.084	F	0.666	6200	F
	To: 63-615															
60	New Kent County	2.88	6200	F	94%	1%	1%	2%	2%	0%	C	0.093	F	0.589	6400	F
	To: SR 155 Providence Forge															
60 Pocahontas Trail	New Kent County	8.58	4700	F	94%	1%	1%	2%	2%	0%	F	0.087	F	0.554	4800	F
	To: James City County Line															

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							2Axle	3+Axle	1Trail	2Trail						
East 64	From: Henrico County Line															
	New Kent County	1.30	34000	G	89%	1%	1%	1%	8%	0%	F	0.083	F	32000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			68000	G	90%	1%	1%	1%	8%	0%	F	NA		62000	G	
East 64 33	From: SR 33, SR 249															
	New Kent County	5.32	28000	F	83%	1%	1%	1%	13%	0%	C	0.078	F	26000	F	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			55000	F	83%	1%	1%	1%	13%	0%	C	0.075	F	0.541	51000	F
East 64 33	From: SR 106															
	New Kent County	3.47	28000	F	89%	1%	1%	1%	8%	0%	F	0.074	F	26000	F	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			51000	F	89%	1%	1%	1%	8%	0%	F	0.073	F	0.532	47000	F
East 64 33	From: SR 155															
	New Kent County	5.69	29000	F	89%	1%	1%	1%	8%	0%	F	0.077	F	26000	F	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			57000	F	90%	1%	1%	1%	8%	0%	F	0.075	F	0.518	52000	F
East 64	From: SR 33 Eltham Rd															
	New Kent County	4.29	25000	G	89%	1%	1%	1%	8%	0%	F	0.074	F	23000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			47000	G	90%	1%	1%	1%	8%	0%	F	NA		43000	G	
West 64	From: Henrico County Line															
	New Kent County	1.36	33000	G	90%	1%	1%	1%	8%	0%	F	0.103	F	31000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			68000	G	90%	1%	1%	1%	8%	0%	F	NA		62000	G	
West 64 33	From: SR 33, SR 249															
	New Kent County	5.79	27000	F	83%	1%	1%	1%	13%	0%	C	0.084	F	25000	F	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			55000	F	83%	1%	1%	1%	13%	0%	C	0.075	F	0.541	51000	F
West 64 33	From: SR 106															
	New Kent County	3.44	23000	F	90%	1%	1%	1%	8%	0%	F	0.088	F	21000	F	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			51000	F	89%	1%	1%	1%	8%	0%	F	0.073	F	0.532	47000	F
West 64 33	From: SR 155															
	New Kent County	5.52	28000	F	90%	1%	1%	1%	8%	0%	F	0.075	F	26000	F	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			57000	F	90%	1%	1%	1%	8%	0%	F	0.075	F	0.518	52000	F
West 64	From: SR 33 Eltham Rd															
	New Kent County	4.06	22000	G	90%	1%	1%	1%	8%	0%	F	0.071	F	20000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			47000	G	90%	1%	1%	1%	8%	0%	F	NA		43000	G	
106 Roxbury Rd	From: Charles City County Line															
	New Kent County (Maint: 18)	0.43	2800	N	75%	1%	1%	5%	18%	0%	N	0.085	N	0.550	2900	N
To: New Kent County Line																



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							2Axle	3+Axle	1Trail	2Trail						
106	From: Charles City County Line															
	New Kent County	0.91	5100	F	77%	1%	2%	3%	17%	0%	F	0.091	F	0.502	5200	F
106	To: US 60															
	New Kent County	3.04	2600	F	77%	2%	2%	4%	15%	0%	C	0.089	F	0.578	2700	F
106	To: I-64															
	New Kent County	1.68	1800	F	94%	1%	1%	1%	2%	0%	C	0.119	F	0.692	1800	F
155	To: SR 249															
	New Kent County	1.09	2700	N	94%	0%	1%	2%	3%	0%	N	0.088	N	0.569	2800	N
155	From: Charles City County Line															
	New Kent County	3.83	2700	F	94%	1%	2%	1%	2%	0%	C	0.095	F	0.551	2800	F
155	To: US 60 Pocahontas Trail															
	New Kent County	2.19	1900	F	94%	1%	2%	1%	2%	0%	C	0.145	F	0.721	1900	F
249	To: I-64															
	New Kent County	4.31	5400	F	97%	0%	1%	1%	0%	0%	C	0.098	F	0.721	5500	F
249	To: I-64 East of Bottoms Bridge															
	New Kent County	2.30	2200	F	97%	0%	1%	1%	0%	0%	F	0.101	F	0.577	2300	F
249	To: 63-612 Quinton															
	New Kent County	3.78	1700	F	96%	0%	2%	1%	1%	0%	C	0.109	F	0.513	1700	F
249	To: SR 106 Talleyville															
	New Kent County	5.04	1800	F	96%	0%	2%	1%	1%	0%	F	0.111	F	0.757	1900	F
249	To: SR 155 Carys Corner															
	New Kent County	3.00	1300	F	96%	0%	2%	1%	1%	0%	F	0.108	F	0.643	1400	F
273	To: 63-626															
	New Kent County	5.33	3900	F	99%	0%	1%	0%	0%	0%	C	0.11	F	0.694	4000	F
Farmers Drive	To: SR 30 & 33 Angel View Church															
	New Kent County															
	From: SR 30 New Kent Hwy															
	To: SR 33															

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

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>New Kent County</b>																
(F117)	0.14	NA														
(F118)	0.21	NA														
(F119)	0.34	NA														
(F120)	0.11	NA														
(600)	1.40	390	R													05/06/2002
(600)	3.35	170	R													05/06/2002
(600)	0.45	480	R													05/06/2002
(601)	2.58	210	R													05/06/2002
(602)	0.25	60	R													04/06/2005
(602)	0.25	50	R													04/06/2005
(602)	0.06	240	R													06/27/2002
(603)	4.24	180	R													05/20/2002
(604) Poindexter Rd	0.50	400	R													02/22/2005
(604) Poindexter Rd	1.70	240	R													02/22/2005
(605) Egypt Rd	0.59	2000	R													06/03/2002
(605) Egypt Rd	0.06	2000	R													06/03/2002
(605) Egypt Rd	0.23	2000	R													06/03/2002
(605) Egypt Rd	0.01	2000	R													06/03/2002
(605) Egypt Rd	0.11	2000	R													06/03/2002
(605) Egypt Rd	0.03	2000	R													06/03/2002
(605) Egypt Rd	0.08	2000	R													06/03/2002

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						2Axle	3+Axle	1Trail	2Trail							
<b>New Kent County</b>																
(605) Egypt Rd	0.05	2000	R			0.23 MN 63-9288					NA			NA		06/03/2002
						SR 249										
(606)	2.66	290	F	97%	0%	1%	1%	1%	0%	F	0.106	F	0.524	290	F	2005
						63-609										
(606)	0.64	890	F	97%	0%	1%	1%	1%	0%	C	0.099	F	0.702	920	F	2005
						63-612										
(606)	4.10	420	F	97%	0%	1%	1%	1%	0%	F	0.139	F	0.505	430	F	2005
						63-608										
						Hanover County Line										
(607)	1.10	140	R			63-619					NA			NA		05/08/2002
						63-606										
(607) Steel Trap Rd	0.75	140	R			Dead End					NA			NA		05/08/2002
						SR 155; SR 249										
(608) Old River Rd	3.78	450	R			63-614					NA			NA		06/03/2002
						63-609										
(608)	1.10	190	R			1.00 MW 63-609					NA			NA		06/03/2002
						1.75 MW 63-609										
(608)	1.00	220	R			63-606					NA			NA		06/03/2002
						63-606										
(608)	0.75	170	R			SR 106; SR 249					NA			NA		06/03/2002
						63-606										
(608)	0.61	220	R			63-606					NA			NA		06/03/2002
						63-606										
(609)	1.39	1100	F	98%	0%	0%	1%	1%	0%	C	0.108	F	0.667	1100	F	2005
						63-606										
(609)	2.57	840	R			63-608					NA			NA		06/03/2002
						SR 106										
(610)	3.01	260	R			63-612					NA			NA		06/12/2002
						63-613 NORTH										
(611)	3.17	510	R			63-638					NA			NA		05/08/2002
						SR 249										
(611)	2.10	3200	R			63-640; 63-665					NA			NA		06/27/2002
						63-676										
(612)	1.08	820	R			SR 249					NA			NA		07/18/2002
						63-680 SOUTH										
(612)	2.09	1600	R			63-606					NA			NA		07/18/2002
						Hanover County Line										
(612)	0.99	2200	R			63-611 WEST					NA			NA		06/12/2002
						63-606										
(612)	2.26	840	R			Hanover County Line					NA			NA		06/12/2002
						63-675										
(613)	1.20	900	F	97%	0%	2%	0%	1%	0%	C	0.109	F	0.804	920	F	2005
						63-611 WEST										
(613)	0.95	770	F	97%	0%	2%	0%	1%	0%	F	0.095	F	0.503	790	F	2005
						63-675										

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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							
<b>New Kent County</b>																
(613)	1.51	1200	F	97%	0%	From: 63-675				F	0.098	F	0.574	1200	F	2005
(613)	0.08	2600	F	97%	0%	From: 63-611 EAST				C	0.093	F	0.598	2600	F	2005
						To: SR 249										
(614)	1.40	70	R			From: 63-608 Old River Rd				NA				NA		02/22/2005
						To: Dead End										
(615)	Mountcastle Rd	0.20	350	R		From: Dead End				NA				NA		04/04/2005
(615)	Mountcastle Rd	0.20	180	R		From: 0.20 MN Dead End				NA				NA		04/04/2005
						To: US 60 EAST										
(615)		2.04	450	R		From: US 60 WEST				NA				NA		06/12/2002
						To: SR 106										
(616)		0.70	160	R		From: 63-611				NA				NA		06/27/2002
						To: Hanover County Line										
(617)	Crisscross Lane	0.89	40	R		From: 63-618				NA				NA		02/22/2005
						To: 0.89 ME 63-618										
(617)	Crisscross Lane	1.37	40	R		From: 63-604 Poindexter Rd				NA				NA		02/22/2005
						To: SR 155										
(618)		0.74	1200	G	98%	From: Charles City County Line				C	0.112	N	0.652	1200	G	2005
						To: US 60 W; Gap Terminus										
(618)		0.05	590	R		From: 63-629 Gap Terminus				NA				NA		06/27/2002
						To: US 60 EAST										
(618)		4.45	600	R		From: 63-677 Piney Branch Rd				NA				NA		06/03/2002
						To: SR 249										
(618)		2.10	170	R		From: Hanover County Line				NA				NA		06/27/2002
						To: 63-606										
(620)		0.85	120	R		From: 63-603; 63-671				NA				NA		05/06/2002
						To: 63-672 Wahran Rd										
(620)	Homestead Rd	1.09	80	R		From: 1.09 MN 63-672				NA				NA		03/29/2005
						To: 1.25 MN 63-672										
(620)	Homestead Rd	0.16	80	R		From: 63-632 Stage Rd				NA				NA		03/29/2005
						To: James City County Line										
(621)		1.20	270	R		From: 63-632 Stage Rd				NA				NA		05/06/2002
						To: US 60 Pocahontas Trail										
(622)		0.10	420	R		From: James City County Line				NA				NA		05/20/2002
						To: James City County Line										

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						2Axle	3+Axle	1Trail	2Trail								
<b>New Kent County</b>																	
(623)	6.70	160	R													06/03/2002	
(623)	Pamunkey Church Rd	0.70	20	R												03/29/2005	
(624)	Old Sweet Hall Ferry	1.15	30	R												03/29/2005	
(625)	Hill Farm Rd	1.30	40	R												03/29/2005	
(626)	Paige Rd	1.00	40	R												03/29/2005	
(627)		1.04	570	R												05/20/2002	
(627)		1.73	1400	R												05/20/2002	
(627)		1.12	1800	R												05/20/2002	
(627)		3.80	870	R												05/20/2002	
(627)		2.75	480	R												05/20/2002	
(628)		0.65	310	R												06/27/2002	
(628)		0.34	130	R												06/27/2002	
(628)	Mt Pleasant Rd	3.96	170	R												03/29/2005	
(628)		1.83	50	R												06/27/2002	
(629)		0.16	600	R												06/27/2002	
(629)		0.19	730	F	98%	0%	1%	0%	1%	0%	C	0.097	F	0.747	730	F	2005
(629)		0.58	380	R												06/27/2002	
(629)		2.85	120	R												06/27/2002	
(630)		1.00	150	R												06/12/2002	
(631)		2.69	80	R												06/12/2002	
(632)		1.37	390	R												06/03/2002	
(632)	Stage Rd	0.13	870	R												03/29/2005	

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						2Axle	3+Axle	1Trail	2Trail							
<b>New Kent County</b>																
(632) Stage Rd	2.10	180	R				SR 33					NA		NA		03/29/2005
(632) Stage Rd	0.90	140	R				63-634					NA		NA		03/29/2005
(632) Stage Rd	1.40	110	R				63-620 Homestead Rd					NA		NA		03/29/2005
(632)	1.00	520	R				63-621					NA		NA		06/03/2002
(632)	0.04	1000	R				63-633					NA		NA		06/03/2002
(633)	0.60	280	R				63-632					NA		NA		06/03/2002
(633) Barham Rd	1.10	30	R				SR 273 WEST SR 273 EAST					NA		NA		03/29/2005
(634) Windy Lane	0.70	70	R				63-601					NA		NA		03/29/2005
(634) Polishtown Rd	1.40	90	R				Dead End; Gap Terminus SR 273; Gap Terminus					NA		NA		03/29/2005
(634)	3.20	100	R				63-639					NA		NA		05/06/2002
(635)	0.60	120	R				63-601 63-600					NA		NA		05/06/2002
(636)	0.06	860	R				SR 273					NA		NA		05/06/2002
(636)	0.50	360	R				63-646					NA		NA		05/06/2002
(636)	0.24	160	R				63-661					NA		NA		05/06/2002
(637)	1.50	1200	R				SR 249					NA		NA		06/03/2002
(638)	2.60	840	R				63-611					NA		NA		05/08/2002
(638)	1.70	340	R				63-656 Continental Rd					NA		NA		05/08/2002
(639)	0.80	140	R				SR 30					NA		NA		05/06/2002
(640)	1.20	1900	R				US 60					NA		NA		06/12/2002
(640)	2.67	640	R				63-612; 63-665					NA		NA		06/12/2002
(640)	1.36	240	R				SR 249 WEST SR 249 EAST					NA		NA		06/12/2002
(640)							63-611									

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						2Axle	3+Axle	1Trail	2Trail							
<b>New Kent County</b>																
(641)	0.04	30	R											NA		05/06/2002
(642)	0.64	250	R											NA		06/03/2002
(642)	St. Peters Lane	1.01	170	R										NA		02/22/2005
(643)	McNacde Ln	0.50	140	R										NA		04/06/2005
(644)		1.30	220	R										NA		05/08/2002
(645)		0.80	450	R										NA		05/13/2002
(646)		0.73	120	R										NA		05/06/2002
(647)	Old Telegraph Rd	1.92	40	R										NA		03/29/2005
(647)	Old Telegraph Rd	0.51	90	R										NA		03/29/2005
(647)	Old Telegraph Rd	0.80	80	R										NA		03/29/2005
(648)		0.14	370	R										NA		06/03/2002
(649)		2.50	860	R										NA		05/20/2002
(649)		0.55	250	R										NA		05/20/2002
(650)		0.63	240	R										NA		05/20/2002
(651)	Angleview Lane	0.80	320	R										NA		03/29/2005
(652)		0.18	40	R										NA		06/27/2002
(653)	Macon Lane	0.30	70	R										NA		02/22/2005
(654)		0.16	230	R										NA		05/06/2002
(655)		0.22	110	R										NA		05/06/2002
(656)	Continental Rd	1.18	240	R										NA		02/22/2005

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						2Axle	3+Axle	1Trail	2Trail							
<b>New Kent County</b>																
(657) Foxwell Rd	0.25	60	R			From: US 60					NA		NA			04/04/2005
						To: Dead End										
(658) Higgins Rd	0.50	110	R			From: Dead End					NA		NA			04/06/2005
						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
						To: 63-667										
(660)	0.13	8	R			From: Dead End					NA		NA			05/06/2002
						To: Dead End										
(661)	0.10	20	R			From: Dead End					NA		NA			05/06/2002
						To: 63-636										
(661)	0.08	110	R			From: 63-660					NA		NA			05/06/2002
						To: Dead End										
(662)	0.60	190	R			From: Dead End					NA		NA			06/12/2002
						To: SR 106										
(663)	0.01	320	R			From: US 60 Pocahontas Trail					NA		NA			05/20/2002
						To: 63-622										
(664)	0.10	40	R			From: Dead End					NA		NA			05/06/2002
						To: SR 30; SR 33										
(665)	2.60	1200	R			From: 63-612; 63-640					NA		NA			06/12/2002
						To: SR 249										
(665)	0.30	320	R			From: 63-611					NA		NA			06/27/2002
						To: Dead End										
(666) Bailey Lane	0.30	60	R			From: SR 155					NA		NA			03/29/2005
						To: 63-636										
(667)	0.32	60	R			From: Dead End					NA		NA			05/06/2002
						To: SR 273										
(668)	0.04	10	R			From: Dead End					NA		NA			05/06/2002
						To: SR 30; SR 33										
(669)	0.32	140	R			From: Dead End					NA		NA			05/06/2002
						To: Dead End										
(670)	0.51	520	R			From: Dead End					NA		NA			05/08/2002
						To: 63-611										
(671)	0.36	30	R			From: 63-603; 63-620					NA		NA			05/06/2002
						To: Dead End										
(672) Wahrani Rd	0.90	40	R			From: Dead End					NA		NA			03/29/2005
						To: 63-620 Homestead Rd										



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						2Axle	3+Axle	1Trail	2Trail							
<b>New Kent County</b>																
(673) Stewart Rd	0.40	170	R				63-600					NA		NA		03/29/2005
							Dead End									
(674)	0.51	10	R				Dead End					NA		NA		05/08/2002
							SR 249									
(675)	0.32	240	R				63-1230					NA		NA		05/08/2002
							63-613									
(676) Ashland Farm Rd	1.12	80	R				63-612					NA		NA		04/04/2005
							FR-118									
(677) Piney Branch Rd	0.56	100	R				63-618					NA		NA		04/04/2005
							Dead End									
(678) Slatersville Rd	1.45	40	R				Dead End					NA		NA		03/29/2005
							63-627									
(678) Slatersville Rd	0.50	40	R				63-627					NA		NA		05/20/2002
							SR 249									
(679)	0.90	30	R				63-609 NORTH					NA		NA		06/03/2002
							63-609 SOUTH									
(680)	0.12	20	R				63-612 SOUTH					NA		NA		06/12/2002
							63-612 NORTH									
(681)	0.15	49	R				Cul-de-Sac					NA		NA		05/08/2002
							63-675									
(686)	0.18	1900	R				63-612					NA		NA		06/12/2002
							Dead End									
(690)	0.10	10	R				63-606					NA		NA		05/08/2002
							Dead End									
(691)	0.27	10	R				63-612					NA		NA		07/17/2002
							63-608									
(695)	0.49	90	R				Cul-de-Sac					NA		NA		05/06/2002
							63-600									
(700)	0.13	220	R				SR 155					NA		NA		06/12/2002
							63-701									
(700)	0.15	90	R				63-701					NA		NA		06/12/2002
							Dead End									
(701)	0.27	80	R				Cul-de-Sac					NA		NA		06/12/2002
							63-700									
(705)	0.34	270	R				SR 30					NA		NA		05/06/2002
							James City County Line									
(1001)	0.07	70	R				63-627 SOUTH					NA		NA		05/20/2002
							63-1006 Cypress Dr									

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						2Axle	3+Axle	1Trail	2Trail							
<b>New Kent County</b>																
(1001) Riverside Dr	0.10	80	R				From: 63-1006 Cypress Dr					NA		NA		03/30/2005
(1001) Riverside Dr	0.12	90	R				To: 63-1005 James Dr					NA		NA		03/30/2005
(1001) Riverside Dr	0.11	200	R				From: 63-1004 Beech Dr					NA		NA		03/30/2005
(1001) Riverside Dr	0.45	350	R				To: 63-1003 Whiteoak Dr					NA		NA		03/30/2005
							From: 63-627 NORTH									
(1002) Carter Rd	0.87	940	R				To: 63-627					NA		NA		03/29/2005
							From: US 60 Pocahontas Trail									
(1003) Whiteoak Dr	0.11	60	R				To: 63-1001 Riverside Dr					NA		NA		03/30/2005
							From: 63-627									
(1004) Beech Dr	0.20	30	R				To: 63-1001 Riverside Dr					NA		NA		03/30/2005
							From: 63-627									
(1005) James Dr	0.31	60	R				To: 63-1001 Riverside Dr					NA		NA		03/30/2005
							From: 63-627									
(1006) Cypress Dr	0.37	80	R				To: 63-1001 Riverside Dr					NA		NA		03/30/2005
							From: 63-627									
(1009)	0.12	40	R				To: 63-1013					NA		NA		05/20/2002
							From: Cul-de-Sac									
(1010) Colony Trail	0.10	46	R				To: Cul-de-Sac					NA		NA		05/20/2002
							From: 63-1018									
(1010) Colony Trail	0.45	210	R				To: 63-1017					NA		NA		05/20/2002
							From: 63-1013									
(1010) Colony Trail	0.20	380	R				To: 63-1012 Chickahominy Ct					NA		NA		03/30/2005
							From: 63-1011 Rolfe Ct									
(1010)	1.08	930	R				To: 63-627					NA		NA		03/30/2005
							From: Cul-de-Sac									
(1011) Rolfe Ct	0.03	20	R				To: 63-1010					NA		NA		03/30/2005
							From: Cul-de-Sac									
(1012) Chickahominy Ct	0.07	30	R				To: 63-1010 Colony Trail					NA		NA		03/30/2005
							From: 63-1014 Four Island Trail									
(1013)	0.71	320	R				To: 63-1010 Colony Trail					NA		NA		05/20/2002
							From: Cul-de-Sac									
(1014) Four Island Trail	0.36	40	R				To: 63-1017					NA		NA		03/30/2005
							From: Cul-de-Sac									
(1014) Four Island Trail	0.34	60	R				To: Cul-de-Sac					NA		NA		03/30/2005

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						2Axle	3+Axle	1Trail	2Trail							
<b>New Kent County</b>																
(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: 0.04 MN 63-1013				NA			NA		05/20/2002
							To: 63-1014 Four Island Trail									
(1017)	0.17	130	R				From: 63-1018				NA			NA		05/20/2002
							To: 63-1010 Colony Trail									
(1017)	0.19	240	R				From: 63-1010 Colony Trail				NA			NA		05/20/2002
							To: 63-1019									
(1018)	0.14	45	R				From: 63-1017				NA			NA		05/20/2002
							To: 63-1018									
(1018)	0.15	80	R				From: Cul-de-Sac				NA			NA		05/20/2002
							To: 63-1018									
(1019)	0.12	47	R				From: Cul-de-Sac				NA			NA		05/20/2002
							To: 63-621									
(1020)	0.26	120	R				From: Cul-de-Sac				NA			NA		05/20/2002
							To: 63-1014 Four Island Trail									
(1024)	0.04	80	R				From: Cul-de-Sac				NA			NA		05/20/2002
							To: Cul-de-Sac									
(1030)	0.49	160	R				From: Cul-de-Sac				NA			NA		04/06/2005
							To: 63-627									
(1040)	Ranch Acres Dr	0.94	230	R			From: 63-638				NA			NA		04/06/2005
							To: Cul-de-Sac									
(1041)	Rachel Diann Dr	0.15	50	R			From: Cul-de-Sac				NA			NA		04/06/2005
							To: 63-1040 Ranch Acres Dr									
(1042)	Marsha Mae Dr	0.19	60	R			From: Cul-de-Sac				NA			NA		04/06/2005
							To: 63-1040 Ranch Acres Dr									
(1044)		0.21	NA				From: 63-665				NA			NA		
							To: Dead End									
(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									

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						2Axle	3+Axle	1Trail	2Trail							
<b>New Kent County</b>																
(1090)	0.46	NA					From: 63-665					NA		NA		
							To: Cul-de-Sac									
(1091)	0.13	NA					From: Cul-de-Sac					NA		NA		
							To: 63-1090									
(1092)	0.13	NA					From: 63-1090					NA		NA		
							To: Cul-de-Sac									
(1093)	0.06	NA					From: 63-1092					NA		NA		
							To: Cul-de-Sac									
(1101)	Windsor Shades Rd	0.10	60	R			From: US 60 Pocahontas Trail					NA		NA		03/29/2005
							To: Dead End									
(1102)	Indian Hill Lane	0.20	90	R			From: 63-628					NA		NA		03/29/2005
							To: Dead End									
(1103)	S Landing Rd	0.13	50	R			From: Dead End					NA		NA		03/29/2005
							To: 63-650									
(1104)	Evergreen Rd	0.44	47	R			From: 63-647 Old Telegraph Rd					NA		NA		03/29/2005
							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									
(1201)	Brook Rd	0.06	60	R			From: Dead End					NA		NA		03/21/2005
							To: 63-1211 Fairway St									
(1201)	Brook Rd	0.22	250	R			From: 63-1211 Fairway St					NA		NA		03/21/2005
							To: 63-1203 Club Rd									
(1201)	Brook Rd	0.06	580	R			From: 63-1203 Club Rd					NA		NA		03/21/2005
							To: 63-1202 Shoreline Rd									
(1201)	Brook Rd	0.22	880	R			From: 63-1202 Shoreline Rd					NA		NA		03/21/2005
							To: US 60									
(1202)	Shoreline Rd	0.12	240	R			From: 63-1201 Brook Rd					NA		NA		03/21/2005
							To: 63-1204 Lake Circle Dr									
(1202)	Shoreline Rd	0.03	180	R			From: 63-1204 Lake Circle Dr					NA		NA		03/21/2005
							To: 63-1207 Brianwood Ct									
(1202)	Shoreline Rd	0.30	110	R			From: 63-1207 Brianwood Ct					NA		NA		03/21/2005
							To: 63-1203 Club Rd									
(1202)	Shoreline Rd	0.16	90	R			From: 63-1203 Club Rd					NA		NA		03/21/2005
							To: Dead End									
(1203)	Club Rd	0.23	350	R			From: 63-1201 Brook Rd					NA		NA		03/21/2005
							To: 63-1205 Cardinal Dr									

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						2Axle	3+Axle	1Trail	2Trail							
<b>New Kent County</b>																
(1203) Club Rd	0.11	290	R				From: 63-1205 Cardinal Dr					NA		NA		03/21/2005
(1203) Club Rd	0.07	40	R				To: 63-1206					NA		NA		03/21/2005
(1204) Lake Circle Dr	0.07	40	R				From: 63-1202 Shoreline Rd					NA		NA		03/21/2005
(1205) Cardinal Dr	0.08	30	R				To: Cul-de-Sac					NA		NA		03/21/2005
(1206)	0.04	10	R				From: Cul-de-Sac					NA		NA		03/21/2005
(1207) Brianwood Ct	0.10	70	R				To: 63-1203 Club Rd					NA		NA		03/21/2005
(1208) Longview Dr	0.17	1400	R				From: Dead End					NA		NA		1999
(1208) Longview Dr	0.16	1100	R				To: US 60					NA		NA		03/21/2005
(1208) Longview Dr	0.24	1100	R				From: 63-1209 S, Hairpin Dr					NA		NA		03/21/2005
(1208) #####	0.06	630	R				To: 63-1209 N, Hairpin Dr					NA		NA		03/21/2005
(1208) #####	0.04	600	R				From: 63-1245 WEST					NA		NA		05/08/2002
(1208)	0.51	590	R				To: 63-1245 EAST					NA		NA		05/08/2002
(1209) Hairpin Dr	0.05	290	R				From: 63-1246					NA		NA		05/08/2002
(1209) Hairpin Dr	0.33	230	R				To: 63-665					NA		NA		05/08/2002
(1209) Hairpin Dr	0.38	120	R				From: 63-1208 S, Longview Dr					NA		NA		03/21/2005
(1209) Hairpin Dr	0.16	170	R				To: 63-1212 W, Ridge Rd					NA		NA		03/21/2005
(1209) Hairpin Dr	0.06	140	R				From: 63-1212 E, Ridge Rd					NA		NA		03/21/2005
(1209) Hairpin Dr	0.09	100	R				To: 63-1208 N, Longview Dr					NA		NA		03/21/2005
(1209) Hairpin Dr	0.05	30	R				From: 63-1211 Fairway St					NA		NA		03/21/2005
(1210) Greenway Cir	0.20	46	R				To: 63-1210 E, Greenway Cir					NA		NA		03/21/2005
(1211) Fairway St	0.13	220	R				From: 63-1210 W, Greenway Cir					NA		NA		03/21/2005
(1212) Ridge Rd	0.32	40	R				To: Dead End					NA		NA		03/21/2005
							From: 63-1209 S, Hairpin Dr					NA		NA		03/21/2005
							To: 63-1209 N, Hairpin Dr					NA		NA		03/21/2005
							From: 63-1201 Brook Rd					NA		NA		03/21/2005
							To: 63-1209 Hairpin Dr					NA		NA		03/21/2005
							From: 63-1209 W, Hairpin Dr					NA		NA		03/21/2005
							To: 63-1209 E, Hairpin Dr					NA		NA		03/21/2005

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						2Axle	3+Axle	1Trail	2Trail							
<b>New Kent County</b>																
(1213) Forest Dr	0.14	260	R			US 60					NA			NA		03/21/2005
(1213) Forest Dr	0.08	240	R			63-1218 Redwood Ct					NA			NA		03/21/2005
(1213) Forest Dr	0.09	170	R			63-1217 Locust Lane					NA			NA		03/21/2005
(1213) Forest Dr	0.14	130	R			63-1216 Willow Lane					NA			NA		03/21/2005
(1213) Forest Dr	0.14	80	R			63-1215 Chestnut Dr					NA			NA		03/21/2005
(1214) Cedar Lane	0.03	80	R			Cul-de-Sac					NA			NA		03/21/2005
(1214) Cedar Lane	0.10	60	R			63-1213 Forest Dr					NA			NA		03/21/2005
(1215) Chestnut Dr	0.14	60	R			63-1214 Cedar Lane					NA			NA		03/21/2005
(1216) Willow Ln	0.07	47	R			Cul-de-Sac					NA			NA		03/21/2005
(1217) Locust Ln	0.05	60	R			63-1213 Forest Dr					NA			NA		03/21/2005
(1218) Redwood Ct	0.05	50	R			Cul-de-Sac					NA			NA		03/21/2005
(1220) Woodbrook Rd	0.25	210	R			63-1223					NA			NA		04/04/2005
(1220) Woodbrook Rd	0.12	230	R			63-1222 Grayson Dr					NA			NA		04/04/2005
(1220) Woodbrook Rd	0.08	430	R			63-1221 Timber Dr					NA			NA		04/04/2005
(1221) Timber Dr	0.23	130	R			SR 249					NA			NA		05/08/2002
(1221) Timber Dr	0.04	140	R			63-1223					NA			NA		04/04/2005
(1221) Timber Dr	0.21	140	R			0.23 MN 63-1223					NA			NA		04/04/2005
(1222) Grayson Dr	0.08	10	R			63-1222 Grayson Dr					NA			NA		04/04/2005
(1222) Grayson Dr	0.08	10	R			63-1220 Woodbrook Rd					NA			NA		04/04/2005
(1223)	0.04	20	R			63-1221 Timber Dr					NA			NA		04/04/2005
(1223)	0.07	49	R			Dead End					NA			NA		05/08/2002
(1223)	0.07	70	R			63-1221					NA			NA		05/08/2002
(1223)	0.07	9	R			63-1220 Woodbrook Rd					NA			NA		05/08/2002
(1223)	0.03	9	R			63-1224					NA			NA		05/08/2002
(1223)						Dead End					NA			NA		05/08/2002

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						2Axle	3+Axle	1Trail	2Trail							
<b>New Kent County</b>																
(1224)	0.05	30	R				63-1223					NA		NA		05/08/2002
							Cul-de-Sac									
(1230)	0.16	40	R				Cul-de-Sac					NA		NA		05/08/2002
							63-675									
(1230)	0.28	90	R				63-613					NA		NA		05/08/2002
							US 60									
(1232) Magnolia Woods Rd	0.30	590	R				Dead End					NA		NA		04/06/2005
							Cul-de-Sac									
(1233) Magnolia Woods Ct	0.08	60	R				63-1232 Magnolia Woods Rd					NA		NA		04/06/2005
							63-1232 Magnolia Woods Rd									
(1234) Magnolia Woods Pl	0.12	80	R				Cul-de-Sac					NA		NA		04/06/2005
							Cul-de-Sac									
(1235) Magnolia Woods Terrac	0.04	40	R				63-1232 Magnolia Woods Rd					NA		NA		04/06/2005
							63-1232 Magnolia Woods Rd									
(1236) Hollywoods Ct	0.17	170	R				Dead End					NA		NA		04/06/2005
							63-1236 Hollywoods Ct									
(1237) Poplar Wood Ct	0.16	90	R				Cul-de-Sac					NA		NA		04/06/2005
							66-1208									
(1240)	0.07	650	R				63-1241					NA		NA		05/08/2002
							63-1242 SOUTH									
(1240)	0.09	620	R				63-1242 NORTH					NA		NA		05/08/2002
							63-1244 EAST									
(1240)	0.05	430	R				63-1240					NA		NA		05/08/2002
							63-1240 WEST									
(1240)	0.45	260	R				63-1240 SOUTH					NA		NA		05/08/2002
							63-1243									
(1241)	0.06	30	R				63-1240 NORTH					NA		NA		05/08/2002
							63-1242									
(1242)	0.11	180	R				Cul-de-Sac					NA		NA		05/08/2002
							63-1240 WEST									
(1242)	0.44	170	R				63-1240 NORTH					NA		NA		05/08/2002
							63-1242									
(1243)	0.07	60	R				Cul-de-Sac					NA		NA		05/08/2002
							63-1240 WEST									
(1244)	0.18	50	R				Cul-de-Sac					NA		NA		05/08/2002
							63-1208 W, Longview Dr									
(1245)	0.69	120	R				63-1208 E,					NA		NA		05/08/2002
							Cul-de-Sac									
(1246)	0.18	80	R				63-1208 .					NA		NA		05/08/2002

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						2Axle	3+Axle	1Trail	2Trail							
<b>New Kent County</b>																
(1301) Monroe Dr	0.09	200	R			From: 63-609					NA		NA			02/22/2005
						To: 63-1302 Old Quarter										
(1302) Old Quarter	0.29	90	R			From: Dead End					NA		NA			02/22/2005
						To: 63-1301 Monroe Dr										
(1302) Old Quarter	0.19	110	R			From: Dead End					NA		NA			02/22/2005
						To: 63-1310 Pontefract Dr										
(1305) Wensley Dr	0.25	60	R			From: 63-1308 Sedbergh Dr					NA		NA			04/04/2005
						To: 63-1307 Shrewsbury Dr										
(1305) Wensley Dr	0.13	190	R			From: 63-612					NA		NA			04/04/2005
						To: 63-612										
(1306) Hingham Dr	0.10	230	R			From: 63-1307 Shrewsbury Dr					NA		NA			04/04/2005
						To: 63-1307										
(1306) Hingham Dr	0.19	200	R			From: 63-1309 Buckden Dr					NA		NA			04/04/2005
						To: Cul-de-Sac										
(1306)	0.23	140	R			From: Dead End					NA		NA			05/13/2002
						To: 63-1305 Wensley Dr										
(1307) Shrewsbury Dr	0.05	10	R			From: 63-1305 Wensley Dr					NA		NA			04/04/2005
						To: 63-1310 Pontefract Dr										
(1307) Shrewsbury Dr	0.12	150	R			From: 63-1310 Pontefract Dr					NA		NA			04/04/2005
						To: 63-1306 Hingham Dr										
(1307) Shrewsbury Dr	0.19	50	R			From: 63-1306 Hingham Dr					NA		NA			04/04/2005
						To: Dead End										
(1307) Shrewsbury Dr	0.06	20	R			From: Dead End					NA		NA			04/04/2005
						To: 63-1305 Wensley Dr										
(1308) Sedbergh Dr	0.17	40	R			From: 63-1305 Wensley Dr					NA		NA			04/04/2005
						To: 63-1310 Pontefract Dr										
(1308) Sedbergh Dr	0.17	40	R			From: 63-1306 Hingham Dr					NA		NA			04/04/2005
						To: Dead End										
(1309) Buckden Dr	0.06	30	R			From: 63-1306 Hingham Dr					NA		NA			04/04/2005
						To: Dead End										
(1310) Pontefract Dr	0.09	60	R			From: 63-1307 Shrewsbury Dr					NA		NA			04/04/2005
						To: 63-1308 Sedbergh Dr										
(1310) Pontefract Dr	0.21	60	R			From: 63-1308 Sedbergh Dr					NA		NA			04/04/2005
						To: 63-1305 Wensley Dr										
(1310) Pontefract Dr	0.21	60	R			From: 63-1305 Wensley Dr					NA		NA			04/04/2005
						To: 63-612										
(1330) Quinton Est	0.10	530	R			From: 63-612					NA		NA			04/04/2005
						To: 63-1331 Eddie Lane										
(1330) Quinton Est	0.30	400	R			From: 63-1331 Eddie Lane					NA		NA			04/04/2005
						To: Cul-de-Sac										
(1331)	0.11	60	R			From: Cul-de-Sac					NA		NA			05/13/2002
						To: 63-1330 Quinton Est										
(1331) Eddie Lane	0.09	80	R			From: 63-1330 Quinton Est					NA		NA			04/04/2005
						To: 63-1335										



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<b>New Kent County</b>																
(1332)	0.10	80	R									NA		NA		05/13/2002
(1333)	0.05	40	R									NA		NA		05/13/2002
(1334)	0.15	110	R									NA		NA		05/13/2002
(1335)	0.06	40	R									NA		NA		05/13/2002
(1335)	0.20	70	R									NA		NA		05/13/2002
(1335)	0.08	40	R									NA		NA		05/13/2002
(1336)	0.03	30	R									NA		NA		05/13/2002
(1340)	Lock In	0.46	100	R								NA		NA		02/22/2005
(1392)	Kendrick Dr	0.23	90	R								NA		NA		04/06/2005
(1400)		0.27	120	R								NA		NA		05/06/2002
(9278)		0.10	190	R								NA		NA		04/06/2005
(9278)		0.01	200	R								NA		NA		04/06/2005
(9278)		0.03	190	R								NA		NA		04/06/2005
(9279)		0.05	920	R								NA		NA		04/04/2005
(9279)		0.09	840	R								NA		NA		04/04/2005
(9288)		0.09	270	R								NA		NA		04/04/2005
(9289)		0.22	1700	R								NA		NA		04/04/2005