

2001

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

Jurisdiction Report

16

Caroline County
Town of Bowling Green
Town of Port Royal

Virginia Department of Transportation
Traffic Engineering Division
Traffic Monitoring Section

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

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

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

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

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

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

Publication Notes

Parallel Roads

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

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

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

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

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

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

Glossary of Terms:

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

Length: Length of the traffic segment in miles.

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

QA: Quality of AADT:

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

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

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

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

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

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

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

QC: Quality of Classification Data:

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

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

QK: Quality of the Design Hour estimate:

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

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

QW: Quality of AAWDT:

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

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

Route Shield Legend

Route Systems



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
Wye - Wye Route connector



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



The VDOT 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
2001
Annual Average Daily Traffic Volume Estimates By Section of Route
Caroline Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Caroline County															
1	2.99	4600	F	88%	1%	2%	3%	6%	0%	F	410	F	4600	F	2001
				From:	Hanover County Line										
				To:	SR 207 Carmel Church										
1	6.29	4700	F	93%	1%	2%	1%	2%	0%	F	420	F	4700	F	2001
				From:	16-639										
				To:	16-632										
1	3.06	5400	F	93%	1%	2%	1%	2%	0%	F	510	F	5400	F	2001
				From:	Spotsylvania County Line										
				To:	Hanover County Line										
2 301	3.16	4800	F	95%	1%	3%	1%	1%	0%	F	460	F	4800	F	2001
				From:	SR 30 DAWN										
				To:	16-647										
2 301	4.44	3600	F	86%	1%	3%	3%	7%	0%	F	320	F	3600	F	2001
				From:	16-721 NEAR DE JARNETTE										
				To:	BUS US 301										
2 301	7.50	3200	F	86%	1%	3%	3%	7%	0%	C	290	F	3200	F	2001
				From:	BUS US 301										
				To:	SR 30 DAWN										
2 301	2.46	5700	F	86%	1%	3%	3%	7%	0%	F	480	F	5700	F	2001
				From:	SCL Bowling Green										
				To:	RT 301 BUS S										
Town of Bowling Green															
2 301	0.11	5700	N	86%	1%	3%	3%	7%	0%	N	480	N	5700	N	2001
				From:	RTE 301 BUS S										
				To:	SCL BOWLING GREEN										
Caroline County															
2 301	0.22	5400	F	94%	0%	2%	1%	3%	0%	F	530	F	5400	F	2001
				From:	SCL BOWLING GREEN										
				To:	US 301 BUS N										
2	0.39	6100	F	91%	1%	2%	3%	2%	0%	F	640	F	6400	F	2001
				From:	NCL Bowling Green										
				To:	NCL Bowling Green										
Caroline County															
2	7.73	4400	G	91%	1%	2%	3%	2%	0%	F	390	G	4300	G	2001
				From:	16-606										
				To:	Spotsylvania County Line										
2	3.71	4800	F	91%	1%	2%	3%	2%	0%	C	440	F	4800	F	2001
				From:	Essex County Line										
				To:	US 301 Port Royal										
17	5.89	5100	F	92%	0%	2%	1%	5%	0%	F	380	F	4600	F	2001
				From:	16-610										
				To:	Spotsylvania County Line										
17	9.66	3900	F	92%	0%	2%	1%	5%	0%	F	330	F	3500	F	2001
				From:	Hanover County Line										
				To:	US 301, SR 2 Dawn										
17	2.57	4000	F	92%	0%	2%	1%	5%	0%	F	360	F	3600	F	2001
				From:	King William County Line										
				To:	King William County Line										
30	3.47	5500	F	84%	0%	2%	8%	6%	0%	F	490	F	5500	F	2001
				From:	US 301, SR 2 Dawn										
				To:	King William County Line										
30	3.18	3900	F	66%	2%	3%	6%	23%	0%	F	340	F	3900	F	2001
				From:	Hanover County Line										
				To:	SR 207										
North 95	3.07	37000	F	83%	1%	2%	1%	13%	0%	F	2100	F	34000	F	2001
				From:	Hanover County Line										
				To:	SR 207										
Combined Traffic:		75000	F	82%	1%	2%	1%	14%	1%	F	4300	F	69000	F	2001

Virginia Department of Transportation
Traffic Engineering Division
2001
Annual Average Daily Traffic Volume Estimates By Section of Route
Caroline Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Caroline County															
North 95	6.12	36000	F	79%	1%	2%	1%	17%	1%	F	1800	F	33000	F	2001
	Combined Traffic:	74000	F	79%	1%	2%	1%	16%	1%	F	4000	F	66000	F	2001
From: SR 207															
North 95	6.35	34000	F	79%	1%	2%	1%	17%	1%	F	1700	F	31000	F	2001
	Combined Traffic:	73000	F	79%	1%	2%	1%	16%	1%	F	4000	F	65000	F	2001
To: 16-639 Ladysmith															
To: Spotsylvania County Line															
South 95	3.67	38000	F	80%	1%	2%	1%	15%	1%	F	2300	F	35000	F	2001
	Combined Traffic:	75000	F	82%	1%	2%	1%	14%	1%	F	4300	F	69000	F	2001
To: Hanover County Line															
South 95	6.02	38000	F	80%	1%	2%	1%	16%	1%	F	2200	F	33000	F	2001
	Combined Traffic:	74000	F	79%	1%	2%	1%	16%	1%	F	4000	F	66000	F	2001
From: SR 207															
South 95	6.05	39000	F	80%	1%	2%	1%	16%	1%	F	2300	F	34000	F	2001
	Combined Traffic:	73000	F	79%	1%	2%	1%	16%	1%	F	4000	F	65000	F	2001
To: 16-639 Ladysmith															
To: Spotsylvania County Line															
207	0.53	5900	F	84%	1%	2%	2%	11%	0%	F	450	F	5700	F	2001
From: US 1 Carmel Church															
207	5.07	8500	A	84%	1%	2%	2%	11%	0%	A	950	A	8200	A	2001
To: I-95															
207	4.31	11000	F	84%	1%	2%	2%	11%	0%	F	1000	F	10000	F	2001
To: S 16-601															
207	0.57	12000	F	84%	1%	2%	2%	11%	0%	F	1100	F	11000	F	2001
To: 16-722 Milford															
207	1.30	6700	F	84%	1%	2%	2%	11%	0%	F	610	F	6500	F	2001
To: SR 207 Bus															
Bus 207	0.54	3700	F	92%	2%	2%	3%	2%	0%	C	340	F	3700	F	2001
To: US 301															
To: WCL Bowling Green															
Town of Bowling Green															
Bus 207	0.73	5200	F	94%	1%	1%	2%	1%	0%	C	470	F	5200	F	2001
From: WCL Bowling Green															
To: SR 2 US 301 Bus															
Caroline County															
301	3.16	4800	F	95%	1%	3%	1%	1%	0%	F	460	F	4800	F	2001
From: Hanover County Line															
301	4.44	3600	F	86%	1%	3%	3%	7%	0%	F	320	F	3600	F	2001
To: SR 30 Dawn															
301	7.50	3200	F	86%	1%	3%	3%	7%	0%	C	290	F	3200	F	2001
To: 16-647															
301	2.46	5700	F	86%	1%	3%	3%	7%	0%	F	480	F	5700	F	2001
To: 16-721 Near De Jarnette															
To: SCL Bowling Green															
Town of Bowling Green															
301	0.11	5700	N	86%	1%	3%	3%	7%	0%	N	480	N	5700	N	2001
From: SCL Bowling Green															
301	0.15	7300	M								NA		NA		2001
To: Bus US 301															
301	1.35	8300	F	88%	1%	2%	1%	9%	0%	F	650	F	8300	F	2001
From: SR 207															
To: US 301 Bus N OF Bowling Green															

Virginia Department of Transportation
Traffic Engineering Division
2001
Annual Average Daily Traffic Volume Estimates By Section of Route
Caroline Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Town of Bowling Green															
301	0.74	9400	F	88%	1%	2%	1%	9%	0%	F	760	F	9400	F	2001
						From: US 301 Bus N OF Bowling Green									
						To: 16-608									
Caroline County															
301	9.90	7300	F	88%	1%	2%	1%	9%	0%	F	580	F	7300	F	2001
						From: 16-608									
						To: US 17									
301	0.39	10000	F	88%	1%	2%	1%	9%	0%	F	810	F	10000	F	2001
						From: 88%									
						To: SCL Port Royal									
Town of Port Royal															
301	0.47	10000	N	88%	1%	2%	1%	9%	0%	N	810	N	10000	N	2001
						From: SCL Port Royal									
						To: NCL Port Royal									
Caroline County															
301	0.29	10000	N	88%	1%	2%	1%	9%	0%	N	810	N	10000	N	2001
						From: NCL Port Royal									
						To: King George County Line									
Bus 301	0.22	5400	F	94%	0%	2%	1%	3%	0%	F	530	F	5400	F	2001
						From: Bus US 301									
						To: SCL Bowling Green									
Town of Bowling Green															
Bus 301	0.74	5800	F	94%	0%	2%	1%	3%	0%	C	530	F	5800	F	2001
						From: SCL Bowling Green									
						To: SR2-207 Bus									
Bus 301	0.27	3700	F	94%	0%	2%	1%	3%	0%	F	340	F	3700	F	2001
						From: 94%									
						To: ECL Bowling Green									
Caroline County															
Bus 301	0.41	2400	F	94%	1%	2%	1%	1%	0%	C	200	F	2400	F	2001
						From: ECL Bowling Green									
						To: US 301 North of Bowling Green									
600	0.15	110	R								NA		NA		1998
						From: 16-602									
						To: US 301									
600	3.07	900	F	85%	1%	2%	2%	10%	0%	F	100	F	900	F	2001
						From: 85%									
						To: 16-670									
600	2.23	770	F	85%	1%	2%	2%	10%	0%	F	100	F	770	F	2001
						From: 85%									
						To: 16-601 EAST									
600	2.27	530	F	85%	1%	2%	2%	10%	0%	F	80	F	530	F	2001
						From: 85%									
						To: King William County Line									
601	1.61	300	F	95%	2%	2%	0%	1%	0%	F	30	F	300	F	2001
						From: Hanover County Line									
						To: 16-658 South									
601	3.07	280	F	95%	2%	1%	0%	1%	0%	F	30	F	280	F	2001
						From: 16-658 North									
						To: US 1									
601	1.80	580	F	96%	2%	2%	0%	1%	0%	F	90	F	580	F	2001
						From: 96%									
						To: 16-633									
601	1.00	770	F	95%	2%	2%	0%	1%	0%	F	120	F	770	F	2001
						From: 95%									
						To: 16-672									
601	1.12	800	F	95%	2%	1%	0%	1%	0%	F	130	F	800	F	2001
						From: 95%									
						To: 16-664									
601	1.52	1000	F	95%	2%	1%	0%	1%	0%	C	150	F	1000	F	2001
						From: 95%									
						To: 16-714									
601	0.08	1100	F	95%	2%	2%	0%	1%	0%	F	150	F	1100	F	2001
						From: 95%									
						To: SR 207 North									

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

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Caroline County															
(601)	5.84	310	R			From: SR 207 South					NA		NA		10/10/2001
(601)	3.01	140	F	96%	2%	To: US 301				F	20	F	140	F	2001
(601)	0.79	290	F	96%	2%	From: 16-647 West				F	40	F	290	F	2001
(601)	2.62	150	F	95%	2%	To: 16-647 East				F	20	F	150	F	2001
(601)	3.39	120	R			From: 16-600 East 16-600 West					NA		NA		08/20/2001
(602)	1.80	380	R			To: King William County Line									
(602)	1.20	530	R			From: 16-652					NA		NA		08/28/2001
(602)	1.20	530	R			To: 16-662					NA		NA		08/28/2001
(603)	2.61	230	R			From: US 301; 16-651									
(603)	2.61	230	R			From: Hanover County Line					NA		NA		1998
(603)	1.11	330	R			To: 16-669					NA		NA		1998
(603)	3.85	650	F	92%	2%	From: 16-658; 16-639 West 16-639 East				F	70	F	650	F	2001
(603)	0.70	850	F	92%	2%	To: 16-604 South				C	90	F	850	F	2001
(603)	2.39	680	R			From: 16-661					NA		NA		1998
(604)	0.72	340	R			To: Spotsylvania County Line									
(604)	2.88	500	R			From: Spotsylvania County Line					NA		NA		10/03/2001
(604)	2.88	500	R			To: 16-603 NORTH 16-603 SOUTH					NA		NA		10/10/2001
(605)	0.43	440	R			From: US 1									
(605)	0.71	840	F	95%	1%	To: US 1				C	100	F	840	F	2001
(605)	1.57	670	F	95%	1%	From: 16-633				F	80	F	670	F	2001
(605)	2.67	530	F	95%	1%	To: 16-632 EAST				F	60	F	530	F	2001
(605)	1.94	450	F	95%	1%	From: 16-626 NORTH				F	60	F	450	F	2001
(605)	4.08	550	F	95%	1%	To: 16-638				F	70	F	550	F	2001
Town of Bowling Green															
(605)	0.04	550	F	95%	1%	From: NCL Bowling Green				F	70	F	550	F	2001
Caroline County															
(606)	3.51	1700	F	83%	2%	To: SR 2				F	170	F	1700	F	2001
(606)	3.51	1700	F	83%	2%	From: Spotsylvania County Line				F	170	F	1700	F	2001
(606)	3.51	1700	F	83%	2%	To: 16-755				F	170	F	1700	F	2001

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Traffic Engineering Division
2001
Annual Average Daily Traffic Volume Estimates By Section of Route
Caroline Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
Caroline County																
606	0.19	1800	F			From: 16-755					F	200	F	1800	F	2001
606	0.63	1600	F	83%	2%	To: 16-607 EAST	4%	5%	6%	0%	F	190	F	1600	F	2001
606	2.30	1400	F	83%	2%	From: 16-609 EAST	4%	5%	6%	0%	C	160	F	1400	F	2001
						To: SR 2										
607	2.09	300	R			From: Spotsylvania County Line					NA		NA			1998
607	0.76	160	R			To: 16-606 WEST					NA		NA			1998
607	2.10	190	R			From: 16-606 EAST					NA		NA			1998
607						To: 16-609 WEST										
607						From: 16-609 EAST										
607						To: SR 2										
608	2.41	130	R			From: 16-630					NA		NA			10/01/2001
608	1.20	70	R			To: 16-621 SOUTH					NA		NA			10/01/2001
608	0.09	260	R			From: 16-641 Gap Terminus					NA		NA			10/01/2001
608						To: Dead End; Gap Terminus										
						From: ECL Bowling Green										
						To: ECL Bowling Green										
Town of Bowling Green																
608	0.01	390	R			From: US 301 EAST					NA		NA			10/01/2001
608	0.44	110	R			To: WCL Bowling Green					NA		NA			10/01/2001
Caroline County																
608	0.84	70	R			From: WCL Bowling Green					NA		NA			10/01/2001
						To: NCL Bowling Green										
Town of Bowling Green																
608	0.35	150	R			From: NCL Bowling Green					NA		NA			10/01/2001
						To: US 301 BUS WEST										
Caroline County																
609	0.61	180	R			From: SR 2					NA		NA			08/13/2001
609	1.71	110	R			To: 16-780					NA		NA			08/13/2001
609	1.30	210	R			From: 16-626 SOUTH					NA		NA			09/26/2001
609	1.48	340	R			To: 16-626 NORTH					NA		NA			09/26/2001
609	2.85	580	F	95%	1%	From: 16-607 EAST					NA		NA			09/26/2001
609	0.64	780	R			To: 16-606 EAST										
609						From: 16-606 WEST										
609	0.64	780	R			To: 16-668 SOUTH					NA		NA			09/26/2001
						From: Spotsylvania County Line										
610	4.73	440	F	95%	1%	From: SR 2					C	50	F	440	F	2001
						To: US 17										

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
Caroline County																
611	0.70	40	R								NA	NA			08/01/2001	
				From:	Dead End											
				To:	US 17											
612	0.37	3	R								NA	NA			08/28/2001	
				From:	US 301; 16-628											
				To:	16-703											
613	1.15	80	R								NA	NA			09/19/2001	
				From:	US 1 SOUTH											
				To:	US 1 NORTH											
614	1.40	170	R								NA	NA			1998	
				From:	US 17											
				To:	16-615 WEST											
614	0.20	90	F	92%	1%	5%	0%	2%	0%	C	10	F	90	F	2001	
				From:	16-615 EAST											
				To:	16-615 EAST											
614	0.40	30	R								NA	NA			1998	
				From:	Dead End											
				To:	Dead End											
615	0.90	180	F	90%	2%	3%	1%	5%	0%	C	20	F	180	F	2001	
				From:	US 17											
				To:	16-614 EAST											
615	2.30	110	R								NA	NA			1998	
				From:	16-614 EAST											
				To:	16-728											
615	2.20	250	F	90%	2%	3%	1%	5%	0%	F	30	F	250	F	2001	
				From:	16-614 EAST											
				To:	16-614 WEST											
616	0.79	60	R								NA	NA			08/23/2001	
				From:	16-618											
				To:	Dead End											
617	1.40	60	R								NA	NA			08/13/2001	
				From:	Dead End											
				To:	16-630											
618	1.10	10	R								NA	NA			08/13/2001	
				From:	Dead End											
				To:	16-645											
618	1.00	100	R								NA	NA			1998	
				From:	16-645											
				To:	16-630											
618	0.70	300	R								NA	NA			1998	
				From:	16-630											
				To:	16-665											
618	2.97	40	R								NA	NA			1998	
				From:	16-665											
				To:	16-641											
618	2.43	80	R								NA	NA			1998	
				From:	16-641											
				To:	16-625											
619	0.37	660	R								NA	NA			09/12/2001	
				From:	SR 207											
				To:	WCL Bowling Green											
Town of Bowling Green																
619	0.55	1500	R								NA	NA			09/12/2001	
				From:	WCL Bowling Green											
				To:	US 301 BUS											
619	0.06	1400	F	98%	1%	1%	0%	0%	0%	F	160	F	1400	F	2001	
				From:	US 301 BUS											
				To:	16-1205											
619	0.28	740	F	98%	1%	1%	0%	0%	0%	C	70	F	750	F	2001	
				From:	16-1205											
				To:	US 301											
Caroline County																
619	2.52	210	F	98%	0%	1%	0%	0%	0%	F	20	F	210	F	2001	
				From:	US 301											
				To:	16-667											

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
Caroline County																
620	0.15	70	R								NA	NA			09/19/2001	
				From:	16-652											
				To:	Dead End											
621	2.50	30	R								NA	NA			08/23/2001	
				From:	16-640											
				To:	16-608 SOUTH											
621	2.00	40	R								NA	NA			08/23/2001	
				From:	16-608 NORTH											
				To:	16-618											
622	1.54	120	R								NA	NA			10/10/2001	
				From:	Dead End											
				To:	US 1											
623	1.10	7	R								NA	NA			08/23/2001	
				From:	16-654											
				To:	16-627											
624	0.33	80	R								NA	NA			08/13/2001	
				From:	King & Queen County Line											
				To:	16-630											
625	1.50	60	R								NA	NA			08/13/2001	
				From:	King & Queen County Line											
				To:	16-630											
625	8.97	140	R								NA	NA			08/13/2001	
				From:	16-630											
				To:	Essex County Line											
626	3.30	90	R								NA	NA			1998	
				From:	16-633											
				To:	16-605 SOUTH											
626	2.59	270	R								NA	NA			1998	
				From:	16-605 NORTH											
				To:	16-609 SOUTH											
626	2.40	340	R								NA	NA			1998	
				From:	SR 2											
				To:	16-721											
627	4.70	200	R								NA	NA			08/23/2001	
				From:	16-721											
				To:	16-654											
627	4.60	250	R								NA	NA			08/23/2001	
				From:	16-654											
				To:	16-644											
627	2.90	180	R								NA	NA			08/23/2001	
				From:	16-644											
				To:	King & Queen County Line											
628	0.30	1900	F	87%	1%	4%	1%	7%	0%	C	180	F	1900	F	2001	
				From:	16-722											
				To:	16-640											
628	1.88	970	F	87%	1%	4%	1%	7%	0%	F	90	F	970	F	2001	
				From:	16-640											
				To:	US 301; 16-612											
629	0.80	30	R								NA	NA			08/13/2001	
				From:	16-609											
				To:	SR 2											
630	3.10	820	F	90%	0%	3%	1%	4%	0%	C	90	F	820	F	2001	
				From:	16-721											
				To:	16-618											
630	2.78	530	F	90%	1%	3%	2%	4%	0%	F	50	F	530	F	2001	
				From:	16-618											
				To:	16-625											
630	3.91	390	F	90%	1%	3%	2%	4%	0%	F	40	F	400	F	2001	
				From:	16-625											
				To:	16-635; Essex County Line											
631	1.20	90	R								NA	NA			09/12/2001	
				From:	SR 2 SOUTH											
				To:	SR 2 NORTH											

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Caroline County															
631	0.70	200	R			From: SR 2 NORTH					NA		NA		09/12/2001
						To: Dead End									
632	1.26	230	R			From: 16-603					NA		NA		10/03/2001
						To: 16-754									
632	0.72	350	R			From: 16-754					NA		NA		10/03/2001
						To: US 1									
632	1.70	410	F	92%	2%	3%	1%	2%	0%	C	48	F	400	F	2001
						From: 16-633 SOUTH									
632	1.00	350	F	92%	2%	3%	1%	2%	0%	F	40	F	350	F	2001
						From: 16-605 WEST									
632	3.18	110	R			From: 16-606					NA		NA		09/27/2001
						To: 16-601									
633	1.80	220	R			From: 16-639					NA		NA		1998
						To: 16-634									
633	1.76	270	R			From: 16-634					NA		NA		1998
						To: 16-632 NORTH									
633	2.87	200	R			From: 16-632 SOUTH					NA		NA		1998
						To: 16-605									
633	1.30	160	R			From: 16-605					NA		NA		1998
						To: Dead End									
633	0.81	45	R			From: 16-633					NA		NA		09/27/2001
						To: 16-664									
634	2.20	50	R			From: 16-664					NA		NA		09/27/2001
						To: King & Queen County Line									
635	0.70	450	F	93%	0%	3%	1%	3%	0%	C	48	F	450	F	2001
						From: 16-630									
636	1.50	90	R			From: 16-625					NA		NA		1998
						To: Essex County Line									
637	0.40	110	R			From: 16-625					NA		NA		08/13/2001
						To: Essex County Line									
638	4.35	200	R			From: 16-639					NA		NA		09/27/2001
						To: 16-605									
638	1.70	210	R			From: 16-605					NA		NA		09/27/2001
						To: 16-626									
639	0.53	2100	F	94%	1%	3%	1%	1%	0%	F	210	F	2100	F	2001
						From: 16-738									
639	4.20	4800	F	94%	1%	3%	1%	1%	0%	C	480	F	4800	F	2001
						From: 16-603 EAST									
639	0.79	5800	R			From: US 1					NA		NA		1998
						To: I-95 RAMP									
639	0.54	4600	R			From: I-95 RAMP					NA		NA		1998
						To: 16-633									
639	5.38	2600	R			From: 16-633					NA		NA		1998
						To: SR 207									

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						2Axle	3+Axle	1Trail	2Trail						
Caroline County															
(640)	0.19	50	F			From: Dead End				F	10	F	50	F	2001
(640)	0.51	190	F	67%	0%	To: 16-773				F	30	F	190	F	2001
(640)	0.39	590	F	67%	0%	From: 16-768				C	60	F	590	F	2001
(640)	1.92	440	F	67%	0%	To: 16-628				F	40	F	440	F	2001
(640)	2.06	200	F	67%	0%	From: US 301; SR 2 SOUTH US 301; SR 2 NORTH				F	20	F	200	F	2001
(640)	2.35	290	R			To: 16-667				NA		NA		1995	
(640)	3.28	90	R			From: 16-641 WEST 16-641 EAST				NA		NA		08/23/2001	
(641)	3.25	200	R			To: 16-721				NA		NA		08/23/2001	
(641)	5.90	90	R			From: 16-640 EAST				NA		NA		08/23/2001	
(642)	0.30	210	R			To: 16-618				NA		NA		08/23/2001	
(643)	1.80	160	R			From: 16-716				NA		NA		09/17/2001	
(643)	2.20	170	R			To: Dead End				NA		NA		09/17/2001	
(644)	2.20	90	R			From: 16-721				NA		NA		08/13/2001	
(644)	2.00	120	R			To: 16-654 EAST				NA		NA		08/13/2001	
(645)	1.65	80	R			From: 16-644				NA		NA		08/13/2001	
(646)	3.60	30	R			To: 16-627				NA		NA		08/23/2001	
(647)	0.55	920	R			From: 16-643				NA		NA		08/23/2001	
(647)	2.06	230	R			To: 16-721				NA		NA		08/13/2001	
(647)	1.90	260	R			From: 16-721				NA		NA		08/13/2001	
(647)	1.80	30	R			To: 16-618				NA		NA		08/13/2001	
(648)	1.95	230	R			From: 16-627				NA		NA		08/13/2001	
(647)	2.06	230	R			To: 16-627				NA		NA		08/13/2001	
(647)	1.90	260	R			From: US 301				NA		NA		08/20/2001	
(647)	1.90	260	R			To: 16-1310				NA		NA		08/20/2001	
(647)	1.90	260	R			From: 16-601 WEST 16-601 EAST				NA		NA		08/20/2001	
(647)	1.80	30	R			To: 16-627 WEST 16-627 EAST				NA		NA		08/20/2001	
(648)	1.95	230	R			From: 16-654				NA		NA		08/20/2001	
(648)	1.95	230	R			To: US 301 SOUTH				NA		NA		08/20/2001	
(648)	1.95	230	R			From: 16-663				NA		NA		08/20/2001	

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Caroline County															
(648)	1.90	70	R								NA		NA		08/20/2001
(648)	0.53	280	R								NA		NA		08/20/2001
(649)	0.55	90	R								NA		NA		1998
(650)	2.07	300	R								NA		NA		08/20/2001
(650)	0.60	40	R								NA		NA		08/20/2001
(651)	0.60	7	R								NA		NA		08/20/2001
(651)	2.10	290	R								NA		NA		1998
(651)	0.50	460	R								NA		NA		1998
(651)	0.22	1100	R								NA		NA		1998
(651)	0.20	730	R								NA		NA		1998
(651)	0.80	380	R								NA		NA		1998
(652)	1.00	730	R								NA		NA		08/28/2001
(652)	3.03	48	R								NA		NA		08/28/2001
(652)	3.83	1300	F	97%	1%	2%	0%	0%	0%	C	140	F	1300	F	2001
(652)	4.35	1300	F	97%	1%	2%	0%	0%	0%	F	150	F	1300	F	2001
(652)	0.95	740	R								NA		NA		09/19/2001
(652)	2.80	330	R								NA		NA		09/19/2001
(653)	3.45	150	R								NA		NA		1998
(654)	1.70	330	R								NA		NA		09/17/2001
(654)	2.60	460	R								NA		NA		09/17/2001
(654)	0.10	550	R								NA		NA		08/23/2001
(654)	2.84	100	R								NA		NA		08/23/2001

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Caroline County															
(654)	3.40	100	R			From: 16-627					NA		NA		08/23/2001
						To: 16-643 WEST									
(654)	1.80	130	R			From: 16-643 EAST					NA		NA		10/01/2001
						To: 16-721									
(655)	1.76	190	R			From: 16-656					NA		NA		09/17/2001
						To: 16-654									
(656)	2.10	300	R			From: US 301; 16-648					NA		NA		09/17/2001
						To: 16-654 EAST									
(656)	1.81	340	R			From: 16-655					NA		NA		09/17/2001
(656)	2.10	440	R			From: 16-655					NA		NA		09/17/2001
						To: 16-684									
(656)	0.89	140	R			From: RF&P RAILROAD					NA		NA		09/17/2001
						To: SR 207; 16-716									
(657)	2.72	250	R			From: US 1 SOUTH					NA		NA		1998
						To: US 1 NORTH									
(658)	4.32	930	F	95%	1%	2%	1%	1%	0%	F	90	F	930	F	2001
						From: 16-639									
(658)	0.86	1200	F	95%	1%	2%	1%	1%	0%	F	120	F	1200	F	2001
						From: 16-601 SOUTH									
(658)	3.25	1800	F	95%	1%	2%	1%	1%	0%	C	160	F	1800	F	2001
						From: 16-659									
						To: US 1; SR 207									
(659)	1.50	120	R			From: 16-658					NA		NA		09/19/2001
						To: Dead End									
(660)	0.27	300	R			From: 16-607					NA		NA		09/27/2001
						To: 16-1020									
(660)	1.23	130	R			From: 16-609					NA		NA		09/27/2001
						To: 16-603									
(661)	2.40	420	F	94%	3%	2%	0%	1%	0%	C	40	F	420	F	2001
						From: US 1									
(662)	2.10	80	R			From: 16-602					NA		NA		08/28/2001
						To: 16-653									
(663)	3.25	60	R			From: 16-648					NA		NA		1998
						To: 16-601									
(664)	0.82	80	R			From: Dead End					NA		NA		10/10/2001
						To: 0.82 MN Dead End									
(664)	0.08	140	R			From: 16-601					NA		NA		10/10/2001
						To: 16-639 WEST									

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						2Axle	3+Axle	1Trail	2Trail						
Caroline County															
(664)	2.13	150	R								NA	NA			10/10/2001
(665)	4.20	140	R								NA	NA			08/13/2001
(666)	0.69	20	R								NA	NA			09/12/2001
(666)	0.21	40	R								NA	NA			09/12/2001
(668)	0.42	220	R								NA	NA			09/26/2001
(668)	3.10	260	R								NA	NA			09/26/2001
(669)	1.75	110	R								NA	NA			1998
(669)	1.10	80	R								NA	NA			1998
(670)	1.60	170	R								NA	NA			08/20/2001
(671)	1.90	70	R								NA	NA			10/03/2001
(671)	1.37	110	R								NA	NA			10/03/2001
(672)	1.90	80	R								NA	NA			10/10/2001
(673)	0.30	4	R								NA	NA			09/27/2001
(674)	0.40	60	R								NA	NA			08/20/2001
(674)	1.20	120	R								NA	NA			08/20/2001
(675)	1.43	110	R								NA	NA			08/01/2001
(676)	2.21	440	F	96%	1%	3%	0%	0%	0%	C	60	F	440	F	2001
(677)	0.80	300	R								NA	NA			08/20/2001
(677)	1.00	40	R								NA	NA			08/20/2001
(678)	0.12	100	R								NA	NA			08/13/2001

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Caroline County															
(679)	1.20	90	R			From: 16-669					NA		NA		10/03/2001
						To: Spotsylvania County Line									
(680)	0.85	47	R			From: Dead End					NA		NA		11/13/2001
						To: 16-603									
(681)	1.65	60	R			From: US 17					NA		NA		1998
(681)	0.10	70	R			From: 16-758					NA		NA		08/01/2001
						To: Dead End									
(682)	1.20	80	R			From: Dead End					NA		NA		08/28/2001
						To: US 301									
(683)	4.21	80	R			From: 16-658					NA		NA		09/19/2001
						To: US 1									
(684)	0.88	540	R			From: SR 207					NA		NA		09/17/2001
						To: 16-656									
(685)	0.45	100	R			From: 16-639 SOUTH					NA		NA		1998
						To: 16-639 NORTH									
(686)	0.70	40	R			From: US 17					NA		NA		08/01/2001
						To: Dead End									
(687)	0.20	49	R			From: 16-722					NA		NA		08/28/2001
						To: Dead End									
(688)	0.20	100	R			From: Dead End					NA		NA		10/03/2001
						To: 16-632									
(689)	4.90	70	R			From: US 1					NA		NA		1998
						To: 16-658									
(690)	2.40	8	R			From: 16-652					NA		NA		09/17/2001
(690)	0.30	20	R			From: 16-732					NA		NA		09/17/2001
						To: 16-656									
(691)	1.48	60	R			From: 16-654					NA		NA		08/23/2001
						To: Dead End									
(692)	0.10	500	R			From: 16-778					NA		NA		1998
						To: 16-639									
(693)	1.50	10	R			From: 16-694					NA		NA		08/20/2001
(693)	1.50	30	R			From: 16-677					NA		NA		08/20/2001
						To: 16-601									
(694)	1.85	120	R			From: 16-651					NA		NA		08/20/2001
(694)	2.15	220	R			From: 16-677					NA		NA		08/20/2001
						To: 16-601									

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						2Axle	3+Axle	1Trail	2Trail						
Caroline County															
(695)	0.68	400	R			From: US 301; SR 2 SOUTH					NA		NA		08/28/2001
(695)	0.16	880	R			To: 16-1225 SOUTH					NA		NA		08/28/2001
(696)	0.01	60	R			From: US 301; SR 2 NORTH					NA		NA		09/12/2001
(696)	0.29	10	R			To: 16-639					NA		NA		09/12/2001
(697)	0.65	20	R			From: 16-764					NA		NA		09/19/2001
(698)	0.50	40	R			To: Dead End					NA		NA		10/03/2001
(699)	0.90	90	R			From: 16-601					NA		NA		10/03/2001
(700)	0.50	60	R			To: Dead End					NA		NA		09/19/2001
(701)	0.90	70	R			From: 16-669					NA		NA		1998
(702)	0.85	280	R			To: Dead End					NA		NA		09/27/2001
(703)	0.25	45	R			From: 16-627					NA		NA		08/28/2001
(703)	0.04	80	R			To: 16-612					NA		NA		1998
(704)	0.35	160	R			From: US 301					NA		NA		09/19/2001
(705)	0.70	210	R			To: Dead End					NA		NA		09/19/2001
(706)	0.60	20	R			From: 16-716					NA		NA		08/23/2001
(707)	1.25	90	R			To: 16-652					NA		NA		08/13/2001
(708)	0.60	10	R			From: Dead End					NA		NA		08/13/2001
(708)	1.40	20	R			To: 16-721					NA		NA		08/13/2001
(709)	0.60	20	R			From: 16-654					NA		NA		08/28/2001
(710)	0.10	45	R			To: Dead End					NA		NA		10/10/2001

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						2Axle	3+Axle	1Trail	2Trail						
Caroline County															
(711)	0.10	100	R			From: 16-722 To: Dead End					NA		NA		08/28/2001
(712)	1.13	940	R			From: US 1 To: 16-639					NA		NA		10/10/2001
(713)	0.27	30	R			From: SR 207 SOUTH To: 16-639					NA		NA		1998
(713)	0.12	110	R			From: 16-639 To: SR 207 NORTH					NA		NA		09/12/2001
(714)	0.46	100	R			From: SR 207 To: 16-601					NA		NA		1998
(715)	0.29	80	R			From: Dead End To: 16-652					NA		NA		09/19/2001
(716)	0.77	450	R			From: 16-652 To: 16-642					NA		NA		09/19/2001
(716)	1.40	270	R			From: 16-642 To: SR 207; 16-656					NA		NA		09/19/2001
(717)	0.55	90	R			From: Dead End To: 16-721					NA		NA		08/13/2001
(718)	0.40	30	R			From: Dead End To: 16-674					NA		NA		08/20/2001
(719)	0.35	170	R			From: US 17 To: Dead End					NA		NA		1998
(720)	0.99	170	R			From: 16-658 To: Cul-de-Sac					NA		NA		09/19/2001
(721)	2.46	2500	F	93%	0%	2%	1%	4%	0%	C	250	F	2500	F	2001
(721)	4.00	1800	F	93%	0%	2%	1%	4%	0%	F	180	F	1800	F	2001
(721)	1.93	850	F	93%	0%	2%	1%	4%	0%	F	80	F	850	F	2001
(721)	1.08	640	F	93%	0%	2%	1%	4%	0%	F	60	F	640	F	2001
(721)	1.08	580	F	93%	0%	2%	1%	4%	0%	F	60	F	590	F	2001
(722)	1.22	1600	F	92%	1%	2%	2%	3%	0%	F	130	F	1600	F	2001
(722)	1.87	1200	F	92%	1%	2%	2%	3%	0%	C	120	F	1200	F	2001
(723)	0.55	50	R			From: 16-604 To: Dead End					NA		NA		10/10/2001

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						2Axle	3+Axle	1Trail	2Trail						
Caroline County															
(724)	0.20	70	R			From: Dead End To: 16-683					NA		NA		09/19/2001
(725)	0.84	420	R			From: 16-652 To: SR 30 EAST					NA		NA		08/28/2001
(725)	0.82	260	R			From: SR 30 WEST To: 16-602					NA		NA		08/28/2001
(726)	0.20	30	R			From: Dead End To: 16-626					NA		NA		09/26/2001
(727)	0.70	80	R			From: Dead End To: 16-604					NA		NA		10/10/2001
(728)	0.65	240	R			From: 16-615 To: Dead End					NA		NA		08/01/2001
(729)	0.01	20	R			From: 16-630 To: 0.01 MN 16-630					NA		NA		1998
(729)	0.31	20	R			From: 16-630 To: Dead End					NA		NA		1998
(730)	0.30	60	R			From: Dead End To: 16-689					NA		NA		09/19/2001
(731)	0.31	70	R			From: Dead End To: 16-657					NA		NA		09/19/2001
(732)	0.20	10	R			From: Dead End To: 16-690					NA		NA		09/17/2001
(733)	0.40	40	R			From: 16-654 To: Dead End					NA		NA		09/17/2001
(734)	0.37	47	R			From: 16-721 WEST To: 16-721 EAST					NA		NA		1998
(735)	0.30	30	R			From: Dead End To: 16-626					NA		NA		09/27/2001
(736)	0.30	160	R			From: Dead End To: 16-656					NA		NA		1998
(737)	0.01	70	R			From: 16-606 To: 0.01 MN 16-606					NA		NA		09/26/2001
(737)	0.49	20	R			From: 16-606 To: Dead End					NA		NA		09/26/2001
(738)	3.50	620	F	91%	1%	From: Hanover County Line To: 16-639				F	60	F	610	F	2001
(738)	1.81	1500	F	91%	1%	From: 16-639 To: Spotsylvania County Line				C	140	F	1500	F	2001
(739)	0.27	40	R			From: 16-600 To: 16-601					NA		NA		08/20/2001

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						2Axle	3+Axle	1Trail	2Trail						
Caroline County															
740	0.80	4	R			From: Dead End To: 16-630					NA		NA		08/13/2001
741	0.32	60	R			From: 16-604 To: Dead End					NA		NA		10/03/2001
742	0.23	140	R			From: US 1 To: 0.23 ME US 1					NA		NA		10/10/2001
742	0.78	60	R			From: 0.23 ME US 1 To: Dead End					NA		NA		10/10/2001
743	1.00	9	R			From: FR-162 To: 16-633					NA		NA		09/27/2001
744	0.21	10	R			From: 16-652 WEST To: 16-652 EAST					NA		NA		09/17/2001
745	0.10	270	R			From: 16-668 To: SR 2					NA		NA		09/26/2001
746	0.55	30	R			From: 16-656 To: Dead End					NA		NA		09/17/2001
747	1.56	47	R			From: 16-640 To: 16-621					NA		NA		08/23/2001
748	0.25	230	R			From: US 1 To: 16-1302					NA		NA		1998
749	0.08	50	R			From: US 1 To: Dead End					NA		NA		09/19/2001
750	0.30	30	R			From: Dead End To: 16-640					NA		NA		08/28/2001
751	1.35	60	R			From: 16-608 To: Dead End					NA		NA		08/23/2001
752	0.40	80	R			From: 16-684 To: Dead End					NA		NA		1998
753	0.15	20	R			From: 16-606 To: Dead End					NA		NA		09/26/2001
754	0.25	40	R			From: 16-632 To: Dead End					NA		NA		1998
755	0.33	90	R			From: 16-606 To: Dead End					NA		NA		09/26/2001
756	0.24	200	R			From: 16-633 To: 16-639					NA		NA		09/12/2001
757	0.06	80	R			From: Dead End To: US 1					NA		NA		10/10/2001

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						2Axle	3+Axle	1Trail	2Trail						
Caroline County															
(758)	0.30	60	R	From: 16-681						NA		NA			08/01/2001
				To: Dead End											
(759)	0.55	60	R	From: Dead End						NA		NA			10/03/2001
				To: Spotsylvania County Line											
(760)	1.50	40	R	From: Dead End						NA		NA			08/23/2001
				To: 16-646											
(761)	0.90	49	R	From: Dead End						NA		NA			08/23/2001
				To: 16-627											
(762)	0.20	70	R	From: 16-689						NA		NA			09/19/2001
				To: Dead End											
(763)	0.45	40	R	From: SR 30 WEST						NA		NA			1998
				To: SR 30 EAST											
(764)	0.26	40	R	From: 16-696						NA		NA			09/12/2001
				To: Dead End											
(765)	0.23	140	R	From: 16-639						NA		NA			09/12/2001
				To: 16-638											
(766)	2.21	40	R	From: Dead End						NA		NA			08/01/2001
(766)	0.09	40	R	To: 2.21 ME Dead End						NA		NA			1998
				To: US 17											
(767)	0.65	70	R	From: 16-664						NA		NA			10/10/2001
				To: Dead End											
(768)	0.23	130	R	From: 16-640						NA		NA			08/28/2001
				To: Dead End											
(770)	0.19	50	R	From: Dead End						NA		NA			09/12/2001
				To: 16-722											
(771)	0.10	49	R	From: Dead End						NA		NA			09/19/2001
				To: 16-639											
(772)	0.45	130	R	From: 16-606						NA		NA			09/27/2001
				To: Cul-de-Sac											
(773)	0.19	140	R	From: 16-640						NA		NA			08/28/2001
				To: Dead End											
(774)	0.36	130	R	From: Dead End						NA		NA			1998
				To: US 1											
(775)	0.15	100	R	From: Dead End						NA		NA			1998
				To: SR 2											
(776)	0.14	70	R	From: 16-654						NA		NA			1998
				To: Cul-de-Sac											

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						2Axle	3+Axle	1Trail	2Trail						
Caroline County															
(777)	0.34	90	R			From: 16-653					NA	NA			1998
						To: Cul-de-Sac									
(778)	0.14	70	R			From: Dead End					NA	NA			09/19/2001
						To: 16-692									
(779)	0.31	100	R			From: Dead End					NA	NA			1998
						To: 16-601									
(780)	0.10	50	R			From: 16-609					NA	NA			08/13/2001
						To: 16-781									
(781)	0.10	10	R			From: 16-780					NA	NA			08/13/2001
						To: Cul-de-Sac									
(785)	0.60	310	R			From: 16-661					NA	NA			10/03/2001
						To: Dead End									
(798)	0.10	80	R			From: Cul-de-Sac					NA	NA			1998
						To: 16-799									
(798)	0.10	60	R			From: 16-799					NA	NA			1998
						To: Cul-de-Sac									
(799)	0.34	310	R			From: 16-798					NA	NA			1998
						To: SR 207									
Town of Port Royal															
(1001)	0.15	60	R			From: US 301					NA	NA			1998
						To: 16-1005									
(1002)	0.24	130	R			From: 16-1003					NA	NA			08/01/2001
						To: 16-1004									
(1002)	0.12	50	R			From: 16-1004					NA	NA			08/01/2001
						To: Dead End									
(1003)	0.04	60	R			From: ECL PORT ROYAL					NA	NA			08/01/2001
						To: 16-1005									
(1003)	0.06	190	R			From: 16-1005					NA	NA			08/01/2001
						To: 16-1006									
(1003)	0.10	250	R			From: 16-1006					NA	NA			08/01/2001
						To: US 301									
(1004)	0.15	150	R			From: 16-1005					NA	NA			1998
						To: US 301									
(1004)	0.05	NA				From: 16-1005					NA	NA			
						To: Dead End									
(1005)	0.06	100	R			From: SCL PORT ROYAL					NA	NA			08/01/2001
						To: 16-1003 Gap Terminus									
(1005)	0.18	30	R			From: 16-1001 Gap Terminus					NA	NA			08/01/2001
						To: 16-1004									
(1006)	0.06	60	R			From: SCL PORT ROYAL					NA	NA			08/01/2001
						To: 16-1003									

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						2Axle	3+Axle	1Trail	2Trail						
Town of Port Royal															
1006	0.24	40	R			From: 16-1003					NA		NA		08/01/2001
						To: 16-1004									
1007	0.17	120	R			From: Dead End					NA		NA		08/01/2001
						To: US 301									
1008	0.18	100	R			From: ECL PORT ROYAL					NA		NA		1998
						To: US 301									
Caroline County															
1009	0.20	120	R			From: US 17					NA		NA		1998
						To: 16-1010									
1010	0.15	60	R			From: US 17					NA		NA		1998
						To: 16-1009									
1020	0.29	200	R			From: 16-660					NA		NA		09/27/2001
						To: 16-1021									
1021	0.11	60	R			From: Cul-de-Sac					NA		NA		09/27/2001
						To: 16-1020									
1030	0.40	70	R			From: Cul-de-Sac					NA		NA		09/19/2001
						To: 16-652									
1031	0.11	30	R			From: Cul-de-Sac					NA		NA		09/19/2001
						To: 16-1030; 16-1032									
1032	0.10	9	R			From: Cul-de-Sac					NA		NA		09/19/2001
						To: 16-1030; 16-1031									
1040	0.09	140	R			From: US 17					NA		NA		08/01/2001
						To: 16-1041 BEGIN LOOP									
1041	2.01	100	R			From: 16-1040 BEGIN LOOP					NA		NA		08/01/2001
						To: 16-1040 END LOOP									
1042	0.46	30	R			From: 16-1041					NA		NA		08/01/2001
						To: Cul-de-Sac									
1043	0.18	30	R			From: Cul-de-Sac					NA		NA		08/01/2001
						To: 16-1041									
1050	0.25	130	R			From: 16-651					NA		NA		08/20/2001
						To: 16-1051									
1051	0.33	100	R			From: 16-1050					NA		NA		08/20/2001
						To: 16-1052									
1052	0.08	20	R			From: Cul-de-Sac					NA		NA		08/20/2001
						To: 16-1051									
1053	0.20	60	R			From: 16-1051					NA		NA		08/20/2001
						To: Cul-de-Sac									

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						2Axle	3+Axle	1Trail	2Trail						
Caroline County															
(1101)	0.09	40	R			From: 16-1102					NA		NA		1998
(1101)	0.09	70	R			To: 16-1104					NA		NA		1998
(1102)	0.06	40	R			From: 16-1101					NA		NA		1998
(1102)	0.06	140	R			To: 16-1105					NA		NA		1998
(1102)	0.05	250	R			From: 16-722					NA		NA		1998
(1102)	0.11	120	R			To: 16-1106					NA		NA		1998
(1102)	0.06	70	R			From: 16-1108					NA		NA		1998
(1103)	0.06	120	R			To: 16-1109					NA		NA		1998
(1103)	0.07	80	R			From: 16-722; 16-1110					NA		NA		1998
(1103)	0.07	80	R			To: 16-1105					NA		NA		1998
(1104)	0.06	150	R			From: 16-1101					NA		NA		1998
(1104)	0.06	40	R			To: 16-722					NA		NA		1998
(1105)	0.09	60	R			From: 16-1105					NA		NA		1998
(1105)	0.09	20	R			To: 16-1104					NA		NA		1998
(1106)	0.20	130	R			From: 16-1102					NA		NA		1998
(1107)	0.06	110	R			To: 16-1107					NA		NA		1998
(1107)	0.07	210	R			From: 16-1109					NA		NA		1998
(1107)	0.05	280	R			To: 16-1108					NA		NA		1998
(1108)	0.20	80	R			From: 16-1106					NA		NA		1998
(1108)	0.12	30	R			To: 16-722					NA		NA		1998
(1109)	0.20	60	R			From: 16-1107					NA		NA		1998
(1110)	0.20	70	R			To: 16-1102					NA		NA		1998
(1110)	0.20	70	R			From: Dead End					NA		NA		1998
(1110)	0.20	70	R			To: 16-722; 16-1103					NA		NA		1998

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						2Axle	3+Axle	1Trail	2Trail						
Caroline County															
(1111)	0.04	20	R			From: Dead End					NA		NA		1998
(1111)	0.17	100	R			From: 16-1108					NA		NA		1998
						To: 16-722									
(1115)	0.20	100	R			From: 16-601					NA		NA		1998
						To: Dead End									
(1116)	0.55	80	R			From: Cul-de-Sac					NA		NA		08/28/2001
						To: 16-640									
Town of Bowling Green															
(1201)	0.48	350	R			From: 16-1216					NA		NA		08/28/2001
						To: US 301 BUS									
(1202)	0.21	950	R			From: 16-619					NA		NA		08/28/2001
(1202)	0.08	110	R			From: SR 207					NA		NA		08/28/2001
						To: WCL BOWLING GREEN									
(1203)	0.10	650	R			From: US 301 BUS					NA		NA		09/12/2001
						To: Dead End									
(1204)	0.06	680	R			From: US 301 BUS					NA		NA		1998
(1204)	0.06	1000	R			From: 16-1205					NA		NA		09/12/2001
(1204)	0.15	430	R			From: 16-1229					NA		NA		09/12/2001
						To: US 301; FR-813									
(1205)	0.10	320	R			From: 16-619					NA		NA		08/28/2001
						To: 16-1204									
(1206)	0.11	290	R			From: 16-619					NA		NA		09/12/2001
						To: 16-1204									
(1207)	0.07	170	R			From: SCL BOWLING GREEN					NA		NA		1998
						To: US 301 BUS									
(1208)	0.07	40	R			From: 16-1211 SOUTH					NA		NA		1998
(1208)	0.03	60	R			From: SCL BOWLING GREEN					NA		NA		1998
						To: 16-1211 NORTH									
(1209)	0.13	50	R			From: 16-619					NA		NA		1998
						To: Dead End									
(1210)	0.26	190	R			From: 16-619					NA		NA		08/28/2001
						To: SR 207									
(1211)	0.10	20	R			From: 16-1208					NA		NA		1998
(1211)	0.10	20	R			From: 16-1212					NA		NA		1998
						To: 16-1208									

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						2Axle	3+Axle	1Trail	2Trail						
Town of Bowling Green															
(1212)	0.08	20	R			From: Dead End					NA	NA			1998
						To: 16-1211									
(1213)	0.12	110	R			From: Dead End					NA	NA			1998
						To: US 301 BUS									
(1214)	0.04	260	R			From: 16-619					NA	NA			08/28/2001
						To: Dead End									
(1215)	0.09	400	R			From: 16-1201					NA	NA			1998
						To: 16-619									
(1216)	0.03	20	R			From: Dead End					NA	NA			1998
						To: 16-1201									
(1216)	0.04	110	R			From: 16-619					NA	NA			1998
						To: 16-619									
(1217)	0.19	110	R			From: US 301 BUS					NA	NA			09/12/2001
						To: 16-1229									
Caroline County															
(1218)	0.12	60	R			From: Dead End					NA	NA			1998
						To: 16-1219									
(1218)	0.17	160	R			From: SR 2					NA	NA			1998
						To: Dead End									
(1218)	0.11	47	R			From: 16-1218					NA	NA			1998
						To: Dead End									
(1219)	0.16	90	R			From: 16-1218					NA	NA			1998
						To: Dead End									
Town of Bowling Green															
(1220)	0.26	150	R			From: US 301 BUS					NA	NA			1998
						To: Cul-de-Sac									
(1221)	0.12	150	R			From: Dead End					NA	NA			1998
						To: US 301 BUS									
(1222)	0.18	200	R			From: 16-1202					NA	NA			1998
						To: SR 207									
Caroline County															
(1223)	0.09	60	R			From: 16-1224					NA	NA			1998
						To: 16-695									
(1224)	0.08	49	R			From: 16-1225					NA	NA			1998
						To: 16-1223									
(1225)	0.14	160	R			From: 16-695 SOUTH					NA	NA			1998
						To: 16-1224									
(1225)	0.13	30	R			From: 16-1224					NA	NA			1998
						To: 16-695 NORTH									
Town of Bowling Green															
(1227)	0.21	90	R			From: US 301 BUS					NA	NA			1998
						To: Cul-de-Sac									

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Town of Bowling Green															
1228	0.05	48	R			From: 16-1229					NA	NA			09/12/2001
						To: ECL BOWLING GREEN									
1229	0.39	350	R			From: 16-1204					NA	NA			09/12/2001
						To: US 301 BUS									
Caroline County															
1230	0.30	190	R			From: Dead End					NA	NA			1998
						To: 16-695									
Town of Bowling Green															
1231	0.16	80	R			From: 16-1217					NA	NA			1998
						To: 16-1229									
1231	0.27	80	R			From: Dead End					NA	NA			1998
						To: Dead End									
Caroline County															
1232	0.11	20	R			From: US 301					NA	NA			1998
						To: 16-1233									
1232	0.15	150	R			From: BEGIN LOOP					NA	NA			1998
						To: END LOOP									
1232	0.34	70	R			From: Dead End					NA	NA			08/28/2001
						To: 16-1232									
1233	0.08	40	R			From: FR-814					NA	NA			1998
						To: 16-1235									
1235	0.07	70	R			From: 16-1234					NA	NA			1998
						To: Cul-de-Sac									
1238	0.36	180	R			From: Cul-de-Sac					NA	NA			1998
						To: 16-695									
1239	0.17	110	R			From: Cul-de-Sac					NA	NA			1998
						To: 16-619									
1240	0.17	60	R			From: Dead End					NA	NA			1998
						To: 16-1241									
1240	0.12	180	R			From: SCL Bowling Green					NA	NA			1998
						To: SCL Bowling Green									
Town of Bowling Green															
1240	0.04	180	N			From: US 301					NA	NA			1998
						To: US 301									
Caroline County															
1241	0.20	90	R			From: 16-1242					NA	NA			1998
						To: 16-1240									
1242	0.16	30	R			From: 16-1241					NA	NA			1998
						To: Dead End									

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Caroline County															
(1245)	0.75	260	R			From: 16-695 NORTH					NA		NA		08/28/2001
						To: 16-695 SOUTH									
(1301)	0.13	60	R			From: Dead End					NA		NA		1998
						To: 16-748									
(1302)	0.12	80	R			From: Dead End					NA		NA		1998
						To: 16-748									
(1310)	0.11	220	R			From: 16-647					NA		NA		1998
						To: 16-1311									
(1310)	0.09	170	R			From: 16-1311					NA		NA		1998
						To: 16-1312									
(1310)	0.09	140	R			From: 16-1312					NA		NA		1998
						To: 16-1313									
(1310)	0.08	40	R			From: 16-1313					NA		NA		1998
						To: ANDERSON STREET									
(1311)	0.31	290	R			From: 16-648					NA		NA		1998
						To: 16-1310									
(1311)	0.06	40	R			From: 16-1310					NA		NA		1998
						To: Cul-de-Sac									
(1312)	0.05	40	R			From: 16-1310					NA		NA		1998
						To: Cul-de-Sac									
(1313)	0.05	30	R			From: 16-1310					NA		NA		1998
						To: Cul-de-Sac									
(1401)	0.11	40	R			From: Dead End					NA		NA		1998
						To: 16-1403									
(1401)	0.06	570	R			From: 16-1403					NA		NA		1998
						To: 16-1402									
(1401)	0.06	620	R			From: 16-1402					NA		NA		1998
						To: US 1									
(1402)	0.34	240	R			From: 16-1401					NA		NA		1998
						To: Cul-de-Sac									
(1403)	0.15	280	R			From: Dead End					NA		NA		1998
						To: 16-1401									
(1403)	0.18	360	R			From: 16-1401					NA		NA		1998
						To: 16-1404									
(1403)	0.16	250	R			From: 16-1404					NA		NA		1998
						To: 16-1405									
(1403)	0.07	60	R			From: 16-1405					NA		NA		1998
						To: Cul-de-Sac									
(1404)	0.05	48	R			From: Cul-de-Sac					NA		NA		1998
						To: 16-1403									
(1405)	0.04	760	R			From: US 1					NA		NA		1998
						To: 16-1402									

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						2Axle	3+Axle	1Trail	2Trail						
Caroline County															
(1405)	0.07	640	R			From: 16-1402					NA	NA			1998
(1405)	0.12	490	R			From: 16-1407					NA	NA			1998
(1405)	0.06	180	R			From: 16-1403					NA	NA			1998
(1405)						To: 16-1408									
(1406)	0.08	100	R			From: Cul-de-Sac					NA	NA			1998
(1406)						To: 16-1402									
(1407)	0.13	110	R			From: 16-1405					NA	NA			1998
(1407)						To: Cul-de-Sac									
(1408)	0.10	70	R			From: Dead End					NA	NA			1998
(1408)	0.09	80	R			From: 16-1405					NA	NA			1998
(1408)						To: Dead End									
(1420)	0.20	110	R			From: 16-1421					NA	NA			10/03/2001
(1420)						To: 16-632									
(1421)	0.17	20	R			From: Dead End .17 MS 1420					NA	NA			10/03/2001
(1421)	0.20	50	R			From: 16-1420					NA	NA			10/03/2001
(1421)						To: Dead End .20 MN 1420									
(1440)	0.18	160	R			From: Dead End					NA	NA			1998
(1440)						To: 16-676									
(9078)	0.23	130	R			From: 16-640 BOWLING GREEN					NA	NA			1998
(9078)						To: US 301 HIGH SCH									
Town of Bowling Green															
(9080)	0.17	420	R			From: US 301 BOWLING GREEN					NA	NA			1998
(9080)						To: US 301 JR HIGH									
Caroline County															
(9081)	0.08	100	R			From: 16-639 LADYSMITH					NA	NA			1998
(9081)						To: 16-639									
(9081)	0.07	120	R			From: 16-639 HIGH					NA	NA			1998
(9081)						To: 16-692 SCHOOL									
(9082)	0.18	240	R			From: SR 207 CAROLINE					NA	NA			1998
(9082)						To: 16-676 HIGH SCH									
(9837)	0.11	660	R			From: 16-756 LADYSMITH					NA	NA			1998
(9837)						To: 16-756 ELEM SCH									