

**2002**

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

where available

**Jurisdiction Report**

**16**

Caroline County  
Town of Bowling Green  
Town of Port Royal

Prepared By

**Virginia Department of Transportation  
Mobility Management Division**

In Cooperation With

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

Virginia Department of Transportation  
Mobility Management Division  
Traffic Monitoring Section

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

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

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

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

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

## **Publication Notes**

### **Parallel Roads**

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

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

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

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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’s Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

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

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

Glossary of Terms:

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

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

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

**QA:** Quality of AADT:

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

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

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

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

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

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

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

**QC:** Quality of Classification Data:

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

**Peak Hour:** The estimate of the traffic volume for the 30<sup>th</sup> highest traffic volume occurring in a one-year period divided by the AADT for the same one-year period.

**QK:** Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B Factor based on 30th Highest Hour Observed During Less than 12 Months 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 30th Highest Hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

**Dir Factor:** The estimate of the portion of the traffic volume traveling in the peak direction during the Peak Hour..

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

**QW:** Quality of AAWDT:

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

**Year:** Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

## Route Shield Legend

### Route Systems



Interstate Route

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



US Route



Virginia State Route



Secondary Route

### Special Routes



Bus - Business Route

Bypas - Bypass Route

Truck - Truck Route



ALT - Alternate Route

Wve - 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  
 Mobility Management Division  
 2002  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 Caroline Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Caroline County</b>																
1	2.99	4700	G	87%	1%	From: Hanover County Line To: SR 207 Carmel Church				F	0.087	F	0.566	4700	G	2002
1	6.29	4700	G	93%	1%	From: SR 207 Carmel Church To: 16-639				F	0.089	F	0.632	4700	G	2002
1	3.06	5500	G	93%	1%	From: 16-639 To: 16-632				F	0.088	F	0.554	5500	G	2002
1	2.53	4200	G	93%	1%	From: 16-632 To: Spotsylvania County Line				C	0.091	F	0.644	4200	G	2002
2 301	3.16	4900	G	95%	0%	From: Hanover County Line To: SR 30 DAWN				F	0.093	F	0.662	4900	G	2002
2 301	4.44	3600	G	86%	1%	From: SR 30 DAWN To: 16-647				F	0.084	F	0.560	3600	G	2002
2 301	7.50	3200	G	86%	1%	From: 16-647 To: 16-721 Near de Jarnette				F	0.088	F	0.5	3200	G	2002
2 301	2.46	5700	G	86%	1%	From: 16-721 Near de Jarnette To: BUS US 301				F	0.079	F	0.597	5700	G	2002
<b>Town of Bowling Green</b>																
2 301	0.11	5700	N	86%	1%	From: SCL Bowling Green To: BUS US 301 S				N	0.079	N	0.597	5700	N	2002
<b>Caroline County</b>																
2 301	0.22	5400	G	94%	0%	From: BUS US 301 S To: SCL Bowling Green				F	0.094	F	0.519	5400	G	2002
<b>Town of Bowling Green</b>																
2 301	0.74	5800	G	94%	0%	From: SCL Bowling Green To: BUS US 301 N				F	0.085	F	0.578	5800	G	2002
2	0.39	6300	G	91%	1%	From: BUS US 301 N To: NCL Bowling Green				F	0.095	F	0.507	6500	G	2002
<b>Caroline County</b>																
2	7.73	4900	G	91%	1%	From: NCL Bowling Green To: 16-606				F	NA			4800	G	2002
2	3.71	4900	G	91%	1%	From: 16-606 To: Spotsylvania County Line				C	0.090	F	0.556	4900	G	2002
17	5.89	5100	G	91%	1%	From: Essex County Line To: US 301 Port Royal				F	0.081	F	0.567	4600	G	2002
17	9.66	3900	G	91%	1%	From: US 301 Port Royal To: 16-610				F	0.091	F	0.55	3500	G	2002
17	2.57	4000	G	91%	1%	From: 16-610 To: Spotsylvania County Line				F	0.097	F	0.507	3600	G	2002
30	3.47	5500	G	83%	1%	From: Hanover County Line To: US 301, SR 2 Dawn				F	0.087	F	0.739	5500	G	2002
30	3.18	3900	G	66%	2%	From: US 301, SR 2 Dawn To: King William County Line				F	0.084	F	0.645	3900	G	2002
North 95	3.07	39000	G	83%	1%	From: Hanover County Line To: SR 207				F	0.075	F		35000	G	2002
Combined Traffic:		78000	G	83%	1%					F	0.068	F	0.551	72000	G	

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						2Axle	3+Axle	1Trail	2Trail							
<b>Caroline County</b>																
North 95						From: SR 207										
	6.12	36000	G	81%	1%	2%	1%	14%	1%	F	0.067	F		33000	G	2002
	Combined Traffic:		75000	G	81%	1%	2%	1%	14%	F	0.067	F		67000	G	
North 95						From: 16-639 Ladysmith										
	6.35	34000	G	81%	1%	2%	1%	14%	1%	F	0.065	F		31000	G	2002
	Combined Traffic:		74000	G	81%	1%	2%	1%	14%	F	0.068	F	0.588	66000	G	
						To: Spotsylvania County Line										
South 95						From: Hanover County Line										
	3.67	40000	G	84%	1%	1%	1%	13%	0%	F	0.071	F		36000	G	2002
	Combined Traffic:		78000	G	83%	1%	2%	1%	13%	F	NA			72000	G	
						To: SR 207										
South 95						From: SR 207										
	6.02	39000	G	81%	1%	2%	1%	14%	1%	F	0.074	F		34000	G	2002
	Combined Traffic:		75000	G	81%	1%	2%	1%	14%	F	NA			67000	G	
						To: 16-639 Ladysmith										
South 95						From: 16-639 Ladysmith										
	6.05	40000	G	81%	1%	2%	1%	14%	1%	F	0.075	F		35000	G	2002
	Combined Traffic:		74000	G	81%	1%	2%	1%	14%	F	NA			66000	G	
						To: Spotsylvania County Line										
207						From: US 1 Carmel Church										
	0.46	5900	G	84%	1%	3%	1%	10%	0%	F	0.073	F	0.572	5800	G	2002
						To: I-95										
207						From: I-95										
	5.14	8600	A	84%	1%	3%	1%	10%	0%	B	0.11	A	0.515	8200	A	2002
						To: S 16-601										
207						From: S 16-601										
	4.31	11000	G	84%	1%	3%	1%	10%	0%	F	0.081	F	0.633	10000	G	2002
						To: 16-722 Milford										
207						From: 16-722 Milford										
	0.57	12000	G	84%	1%	3%	1%	10%	0%	F	0.078	F	0.649	11000	G	2002
						To: SR 207 Bus										
207						From: SR 207 Bus										
	1.45	6800	G	84%	1%	3%	1%	10%	0%	F	0.079	F	0.507	6600	G	2002
						To: US 301										
Bus 207						From: SR 207										
	0.54	3700	G	92%	2%	2%	3%	2%	0%	C	0.088	F	0.501	3700	G	2002
						To: WCL Bowling Green										
<b>Town of Bowling Green</b>																
Bus 207						From: WCL Bowling Green										
	0.73	5300	G	94%	1%	1%	2%	1%	0%	C	0.085	F	0.505	5300	G	2002
						To: SR 2 US 301 Bus										
<b>Caroline County</b>																
301						From: Hanover County Line										
	3.16	4900	G	95%	0%	2%	1%	2%	0%	F	0.093	F	0.662	4900	G	2002
						To: SR 30 Dawn										
301						From: SR 30 Dawn										
	4.44	3600	G	86%	1%	3%	3%	7%	0%	F	0.084	F	0.560	3600	G	2002
						To: 16-647										
301						From: 16-647										
	7.50	3200	G	86%	1%	3%	3%	7%	0%	F	0.088	F	0.5	3200	G	2002
						To: 16-721 Near De Jarnette										
301						From: 16-721 Near De Jarnette										
	2.46	5700	G	86%	1%	3%	3%	7%	0%	F	0.079	F	0.597	5700	G	2002
						To: SCL Bowling Green										
<b>Town of Bowling Green</b>																
301						From: SCL Bowling Green										
	0.11	5700	N	86%	1%	3%	3%	7%	0%	N	0.079	N	0.597	5700	N	2002
						To: Bus US 301										
301						From: Bus US 301										
	0.23	7300	M								0.079	N	0.597	NA		2002
						To: SR 207										
301						From: SR 207										
	1.27	8300	G	87%	1%	2%	1%	9%	0%	F	0.074	F	0.506	8300	G	2002
						To: US 301 Bus N of Bowling Green										



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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail								
<b>Town of Bowling Green</b>																	
301	0.74	9400	G	87%	1%	2%	1%	9%	0%	F	0.080	F	0.537	9400	G	2002	
				From:	US 301 Bus N of Bowling Green												
				To:	16-608												
<b>Caroline County</b>																	
301	9.90	7300	G	87%	1%	2%	1%	9%	0%	F	0.08	F	0.545	7300	G	2002	
				From:	16-608												
				To:	US 17												
301	0.39	10000	G	87%	1%	2%	1%	9%	0%	F	0.081	F	0.504	10000	G	2002	
				From:	SCL Port Royal												
				To:	SCL Port Royal												
<b>Town of Port Royal</b>																	
301	0.47	10000	N	87%	1%	2%	1%	9%	0%	N	0.081	N	0.504	10000	N	2002	
				From:	SCL Port Royal												
				To:	NCL Port Royal												
<b>Caroline County</b>																	
301	0.29	10000	N	87%	1%	2%	1%	9%	0%	N	0.081	N	0.504	10000	N	2002	
				From:	NCL Port Royal												
				To:	King George County Line												
Bus 301	0.22	5400	G	94%	0%	2%	1%	3%	0%	F	0.094	F	0.519	5400	G	2002	
				From:	Bus US 301												
				To:	SCL Bowling Green												
<b>Town of Bowling Green</b>																	
Bus 301	0.74	5800	G	94%	0%	2%	1%	3%	0%	F	0.085	F	0.578	5800	G	2002	
				From:	SCL Bowling Green												
				To:	SR2-207 Bus												
Bus 301	0.27	3700	G	94%	0%	2%	1%	3%	0%	F	0.083	F	0.553	3700	G	2002	
				From:	SR2-207 Bus												
				To:	ECL Bowling Green												
<b>Caroline County</b>																	
Bus 301	0.41	2400	G	94%	1%	2%	1%	1%	0%	F	0.076	F	0.563	2400	G	2002	
				From:	ECL Bowling Green												
				To:	US 301 North of Bowling Green												
600	0.15	110	R								NA			NA		1998	
				From:	16-602												
600	3.07	910	G	85%	1%	2%	2%	10%	0%	C	0.113	F	0.849	910	G	2002	
				From:	US 301												
600	2.23	770	G	85%	1%	2%	2%	10%	0%	F	0.120	F	0.801	770	G	2002	
				From:	16-670												
600	2.27	540	G	85%	1%	2%	2%	10%	0%	F	0.132	F	0.734	530	G	2002	
				From:	16-601 EAST												
				To:	King William County Line												
601	1.61	300	G	95%	2%	2%	0%	1%	0%	F	0.102	F	0.633	300	G	2002	
				From:	Hanover County Line												
				To:	16-658 South												
601	3.07	290	G	95%	2%	2%	0%	1%	0%	F	0.095	F	0.673	280	G	2002	
				From:	16-658 North												
				To:	US 1												
601	1.80	580	G	95%	2%	2%	0%	1%	0%	F	0.164	F	0.681	580	G	2002	
				From:	US 1												
				To:	16-633												
601	1.00	780	G	95%	2%	2%	0%	1%	0%	F	0.14	F	0.675	770	G	2002	
				From:	16-633												
				To:	16-672												
601	1.12	810	G	95%	2%	2%	0%	1%	0%	F	0.16	F	0.682	810	G	2002	
				From:	16-672												
				To:	16-664												
601	1.52	1000	G	95%	2%	2%	0%	1%	0%	C	0.129	F	0.748	1000	G	2002	
				From:	16-664												
				To:	16-714												
601	0.08	1200	G	95%	2%	2%	0%	1%	0%	F	0.122	F	0.716	1200	G	2002	
				From:	16-714												
				To:	SR 207 North												

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						2Axle	3+Axle	1Trail	2Trail							
<b>Caroline County</b>																
(601)	5.84	310	R			From: SR 207 South					NA			NA		10/10/2001
(601)	3.01	140	G	95%	2%	To: US 301				F	0.120	F	0.649	140	G	2002
(601)	0.79	300	G	95%	2%	From: 16-647 West				F	0.132	F	0.75	290	G	2002
(601)	2.62	150	G	95%	2%	To: 16-647 East				F	0.142	F	0.805	150	G	2002
(601)	3.39	120	R			From: 16-600 East 16-600 West					NA			NA		08/20/2001
(601)						To: King William County Line										
(602)	1.80	380	R			From: 16-652					NA			NA		08/28/2001
(602)	1.20	530	R			To: 16-662					NA			NA		08/28/2001
(602)						To: 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	G	92%	2%	From: 16-658; 16-639 West 16-639 East				F	0.107	F	0.589	650	G	2002
(603)	0.70	850	G	92%	2%	To: 16-604 South				C	0.105	F	0.506	850	G	2002
(603)	2.39	680	R			From: 16-661					NA			NA		1998
(603)						To: Spotsylvania County Line										
(604)	0.72	340	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
(604)						To: US 1										
(605)	0.43	440	R			From: Spotsylvania County Line					NA			NA		10/03/2001
(605)	0.71	840	G	95%	1%	To: US 1				C	0.117	F	0.577	840	G	2002
(605)	1.57	670	G	95%	1%	From: 16-633				F	0.107	F	0.553	670	G	2002
(605)	2.67	530	G	95%	1%	To: 16-632 EAST				F	0.113	F	0.559	530	G	2002
(605)	1.94	450	G	95%	1%	From: 16-626 NORTH				F	0.123	F	0.59	450	G	2002
(605)	4.08	560	G	95%	1%	To: 16-638				F	0.128	F	0.6	560	G	2002
(605)						To: NCL Bowling Green										
<b>Town of Bowling Green</b>																
(605)	0.04	560	G	95%	1%	From: NCL Bowling Green				F	0.128	F	0.6	560	G	2002
(605)						To: SR 2										
<b>Caroline County</b>																
(606)	3.51	1700	G	83%	2%	From: Spotsylvania County Line				F	0.101	F	0.545	1700	G	2002
(606)						To: 16-755										

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail								
<b>Caroline County</b>																	
606	0.19	1800	G	83%	2%	4%	5%	7%	0%	F	0.106	F	0.511	1800	G	2002	
				From:	16-755												
				To:	16-607 EAST												
606	0.63	1600	G	83%	2%	4%	5%	7%	0%	F	0.11	F	0.505	1600	G	2002	
				From:	16-609 EAST												
				To:	SR 2												
606	2.30	1400	G	83%	2%	4%	5%	7%	0%	C	0.111	F	0.527	1400	G	2002	
				From:	Spotsylvania County Line												
				To:	16-606 WEST												
607	2.09	300	R								NA			NA		1998	
				From:	16-606 EAST												
				To:	16-609 WEST												
607	0.76	160	R								NA			NA		1998	
				From:	16-609 EAST												
				To:	SR 2												
607	2.10	190	R								NA			NA		1998	
				From:	16-630												
				To:	16-621 SOUTH												
608	2.41	130	R								NA			NA		10/01/2001	
				From:	16-641 Gap Terminus												
				To:	Dead End; Gap Terminus												
608	1.20	70	R								NA			NA		10/01/2001	
				From:	ECL Bowling Green												
				To:	ECL Bowling Green												
608	0.09	260	R								NA			NA		10/01/2001	
				From:	US 301 EAST												
				To:	WCL Bowling Green												
<b>Town of Bowling Green</b>																	
608	0.01	390	R								NA			NA		10/01/2001	
				From:	ECL Bowling Green												
				To:	US 301 EAST												
608	0.44	110	R								NA			NA		10/01/2001	
				From:	WCL Bowling Green												
				To:	WCL Bowling Green												
<b>Caroline County</b>																	
608	0.84	70	R								NA			NA		10/01/2001	
				From:	WCL Bowling Green												
				To:	NCL Bowling Green												
<b>Town of Bowling Green</b>																	
608	0.35	150	R								NA			NA		10/01/2001	
				From:	NCL Bowling Green												
				To:	US 301 BUS WEST												
<b>Caroline County</b>																	
609	0.61	180	R								NA			NA		08/13/2001	
				From:	SR 2												
				To:	16-780												
609	1.71	110	R								NA			NA		08/13/2001	
				From:	16-626 SOUTH												
				To:	16-626 NORTH												
609	1.30	210	R								NA			NA		09/26/2001	
				From:	16-607 EAST												
				To:	16-607 EAST												
609	1.48	340	R								NA			NA		09/26/2001	
				From:	16-606 EAST												
				To:	16-606 WEST												
609	2.85	580	G	95%	1%	2%	0%	1%	0%	C	0.103	F	0.585	580	G	2002	
				From:	16-668 SOUTH												
				To:	16-668 SOUTH												
609	0.64	780	R								NA			NA		09/26/2001	
				From:	Spotsylvania County Line												
				To:	Spotsylvania County Line												
610	4.73	440	G	95%	1%	2%	0%	2%	0%	C	0.11	F	0.6	440	G	2002	
				From:	SR 2												
				To:	US 17												

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						2Axle	3+Axle	1Trail	2Trail							
<b>Caroline County</b>																
611	0.70	40	R			From: Dead End To: US 17					NA			NA		08/01/2001
612	0.37	3	R			From: US 301; 16-628 To: 16-703					NA			NA		08/28/2001
613	1.15	80	R			From: US 1 SOUTH To: US 1 NORTH					NA			NA		09/19/2001
614	1.40	170	R			From: US 17 To: 16-615 WEST					NA			NA		1998
614	0.20	90	G	92%	1%	5%	0%	2%	0%	C	0.124	F	0.5	90	G	2002
614	0.40	30	R			From: 16-615 EAST To: Dead End					NA			NA		1998
615	0.90	180	G	90%	2%	3%	1%	5%	0%	C	0.117	F	0.913	180	G	2002
615	2.30	110	R			From: 16-614 EAST To: 16-728					NA			NA		1998
615	2.20	250	G	90%	2%	3%	1%	5%	0%	F	0.125	F	0.75	250	G	2002
616	0.79	60	R			From: 16-618 To: Dead End					NA			NA		08/23/2001
617	1.40	60	R			From: Dead End To: 16-630					NA			NA		08/13/2001
618	1.10	10	R			From: Dead End To: 16-645					NA			NA		08/13/2001
618	1.00	100	R			From: 16-630 To: 16-665					NA			NA		1998
618	0.70	300	R			From: 16-641 To: 16-625					NA			NA		1998
618	2.97	40	R			From: 16-665 To: 16-641					NA			NA		1998
618	2.43	80	R			From: 16-641 To: 16-625					NA			NA		1998
619	0.37	660	R			From: SR 207 To: WCL Bowling Green					NA			NA		09/12/2001
<b>Town of Bowling Green</b>																
619	0.55	1500	R			From: WCL Bowling Green To: US 301 BUS					NA			NA		09/12/2001
619	0.06	1400	G	98%	1%	1%	0%	0%	0%	F	0.108	F	0.656	1400	G	2002
619	0.28	750	G	98%	1%	1%	0%	0%	0%	C	0.091	F	0.542	750	G	2002
<b>Caroline County</b>																
619	2.52	210	G	98%	1%	1%	0%	0%	0%	F	0.098	F	0.682	210	G	2002

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						2Axle	3+Axle	1Trail	2Trail							
<b>Caroline County</b>																
620	0.15	70	R			From: 16-652 To: Dead End					NA			NA		09/19/2001
621	2.50	30	R			From: 16-640 To: 16-608 SOUTH					NA			NA		08/23/2001
621	2.00	40	R			From: 16-608 NORTH To: 16-618					NA			NA		08/23/2001
622	1.54	120	R			From: Dead End To: US 1					NA			NA		10/10/2001
623	1.10	7	R			From: 16-654 To: 16-627					NA			NA		08/23/2001
624	0.33	80	R			From: King & Queen County Line To: 16-630					NA			NA		08/13/2001
625	1.50	60	R			From: King & Queen County Line To: 16-630					NA			NA		08/13/2001
625	8.97	140	R			From: 16-630 To: Essex County Line					NA			NA		08/13/2001
626	3.30	90	R			From: 16-633 To: 16-605 SOUTH					NA			NA		1998
626	2.59	270	R			From: 16-605 NORTH To: 16-609 SOUTH					NA			NA		1998
626	2.40	340	R			From: 16-609 SOUTH To: SR 2					NA			NA		1998
627	4.70	200	R			From: 16-721 To: 16-654					NA			NA		08/23/2001
627	4.60	250	R			From: 16-654 To: 16-644					NA			NA		08/23/2001
627	2.90	180	R			From: 16-644 To: King & Queen County Line					NA			NA		08/23/2001
628	0.30	2000	G	87%	1%	4%	1%	7%	0%	C	0.089	F	0.539	2000	G	2002
628	1.88	980	G	87%	1%	4%	1%	7%	0%	F	0.09	F	0.662	980	G	2002
629	0.80	30	R			From: 16-609 To: SR 2					NA			NA		08/13/2001
630	3.10	820	G	90%	0%	3%	1%	4%	0%	C	0.111	F	0.685	820	G	2002
630	2.78	530	G	90%	0%	3%	1%	4%	0%	F	0.099	F	0.672	530	G	2002
630	3.91	400	G	90%	0%	3%	1%	4%	0%	F	0.085	F	0.810	400	G	2002
631	1.20	90	R			From: SR 2 SOUTH To: SR 2 NORTH					NA			NA		09/12/2001

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						2Axle	3+Axle	1Trail	2Trail							
<b>Caroline County</b>																
631	0.70	200	R			From: SR 2 NORTH To: Dead End					NA			NA		09/12/2001
632	1.26	230	R			From: 16-603 To: 16-754					NA			NA		10/03/2001
632	0.72	350	R			From: 16-754 To: US 1					NA			NA		10/03/2001
632	1.70	410	G	92%	2%	3%	1%	2%	0%	C	0.119	F	0.542	410	G	2002
632	1.00	350	G	92%	2%	3%	1%	2%	0%	F	0.113	F	0.577	350	G	2002
632	3.18	110	R			From: 16-633 SOUTH To: 16-605 WEST To: 16-606					NA			NA		09/27/2001
633	1.80	220	R			From: 16-601 To: 16-639					NA			NA		1998
633	1.76	270	R			From: 16-639 To: 16-634					NA			NA		1998
633	2.87	200	R			From: 16-634 To: 16-632 NORTH To: 16-632 SOUTH					NA			NA		1998
633	1.30	160	R			From: 16-632 SOUTH To: 16-605					NA			NA		1998
633	0.81	45	R			From: 16-605 To: Dead End					NA			NA		09/27/2001
634	2.20	50	R			From: 16-633 To: 16-664					NA			NA		09/27/2001
635	0.70	460	G	93%	0%	3%	1%	3%	0%	C	0.094	F	0.688	460	G	2002
636	1.50	90	R			From: 16-625 To: Essex County Line					NA			NA		1998
637	0.40	110	R			From: 16-625 To: Essex County Line					NA			NA		08/13/2001
638	4.35	200	R			From: 16-639 To: 16-605					NA			NA		09/27/2001
638	1.70	210	R			From: 16-605 To: 16-626					NA			NA		09/27/2001
639	0.53	2100	G	94%	1%	3%	1%	1%	0%	F	0.095	F	0.598	2100	G	2002
639	4.20	4800	G	94%	1%	3%	1%	1%	0%	C	0.099	F	0.699	4800	G	2002
639	0.79	5800	R			From: 16-738 To: 16-603 EAST To: US 1					NA			NA		1998
639	0.54	4600	R			From: I-95 RAMP To: 16-633					NA			NA		1998
639	5.38	2600	R			From: 16-633 To: SR 207					NA			NA		1998

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						2Axle	3+Axle	1Trail	2Trail								
<b>Caroline County</b>																	
640	0.19	50	G	67%	0%	6%	11%	16%	0%	F	0.206	F	0.613	50	G	2002	
				From:	Dead End												
				To:													
640	0.51	190	G	67%	0%	6%	11%	16%	0%	F	0.140	F	0.671	190	G	2002	
				From:	16-773												
				To:													
640	0.39	590	G	67%	0%	6%	11%	16%	0%	C	0.1	F	0.661	590	G	2002	
				From:	16-768												
				To:													
640	1.92	440	G	67%	0%	6%	11%	16%	0%	F	0.083	F	0.588	440	G	2002	
				From:	16-628												
				To:													
640	2.06	200	G	67%	0%	6%	11%	16%	0%	F	0.107	F	0.5	200	G	2002	
				From:	US 301; SR 2 SOUTH US 301; SR 2 NORTH												
				To:													
640	2.35	290	R								NA			NA		1995	
				From:	16-667												
				To:													
640	3.28	90	R								NA			NA		08/23/2001	
				From:	16-641 WEST 16-641 EAST												
				To:													
641	3.25	200	R								NA			NA		08/23/2001	
				From:	16-721												
				To:													
641	5.90	90	R								NA			NA		08/23/2001	
				From:	16-640 EAST												
				To:													
642	0.30	210	R								NA			NA		09/17/2001	
				From:	16-716												
				To:	Dead End												
643	1.80	160	R								NA			NA		08/13/2001	
				From:	16-721												
				To:													
643	2.20	170	R								NA			NA		08/13/2001	
				From:	16-654 EAST												
				To:													
644	2.20	90	R								NA			NA		08/23/2001	
				From:	16-627												
				To:													
644	2.00	120	R								NA			NA		08/13/2001	
				From:	16-643												
				To:													
645	1.65	80	R								NA			NA		08/13/2001	
				From:	16-721												
				To:													
646	3.60	30	R								NA			NA		08/23/2001	
				From:	16-627												
				To:													
647	0.55	920	R								NA			NA		08/20/2001	
				From:	US 301												
				To:													
647	2.06	230	R								NA			NA		08/20/2001	
				From:	16-1310												
				To:													
647	1.90	260	R								NA			NA		08/20/2001	
				From:	16-601 WEST 16-601 EAST												
				To:													
647	1.80	30	R								NA			NA		08/20/2001	
				From:	16-627 WEST 16-627 EAST												
				To:													
648	1.95	230	R								NA			NA		08/20/2001	
				From:	16-654												
				To:													
				From:	US 301 SOUTH												
				To:													
				To:	16-663												

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						2Axle	3+Axle	1Trail	2Trail							
<b>Caroline County</b>																
(648)	1.90	70	R			From: 16-663					NA			NA		08/20/2001
(648)	0.53	280	R			From: 16-647					NA			NA		08/20/2001
(649)	0.55	90	R			To: US 301 NORTH										
(649)	0.55	90	R			From: 16-600					NA			NA		1998
(649)	0.55	90	R			To: 16-648										
(650)	2.07	300	R			From: Dead End					NA			NA		08/20/2001
(650)	2.07	300	R			To: SR 30 WEST										
(650)	0.60	40	R			From: SR 30 MID					NA			NA		08/20/2001
(650)	0.60	40	R			To: SR 30 EAST										
(651)	0.60	7	R			From: US 301 SOUTH					NA			NA		08/20/2001
(651)	0.60	7	R			To: US 301 S MID										
(651)	2.10	290	R			From: US 301 MID					NA			NA		1998
(651)	2.10	290	R			To: US 301 MID										
(651)	0.50	460	R			From: US 301 MID					NA			NA		1998
(651)	0.50	460	R			To: US 301 MID										
(651)	0.22	1100	R			From: US 301 N MID					NA			NA		1998
(651)	0.22	1100	R			To: US 301 N MID										
(651)	0.20	730	R			From: SR 30					NA			NA		1998
(651)	0.20	730	R			To: SR 30										
(651)	0.80	380	R			From: 16-694					NA			NA		1998
(651)	0.80	380	R			To: US 301 NORTH										
(652)	1.00	730	R			From: 16-651					NA			NA		08/28/2001
(652)	1.00	730	R			To: 16-725										
(652)	3.03	48	R			From: 16-725					NA			NA		08/28/2001
(652)	3.03	48	R			To: SR 30 WEST										
(652)	3.03	48	R			From: SR 30 EAST										
(652)	3.83	1300	G	97%	1%	2%	0%	0%	0%	C	0.105	F	0.718	1300	G	2002
(652)	3.83	1300	G	97%	1%	2%	0%	0%	0%	F	0.114	F	0.699	1300	G	2002
(652)	4.35	1300	G	97%	1%	2%	0%	0%	0%							
(652)	4.35	1300	G	97%	1%	2%	0%	0%	0%							
(652)	0.95	740	R			From: SR 207					NA			NA		09/19/2001
(652)	0.95	740	R			To: SR 207										
(652)	2.80	330	R			From: 16-716					NA			NA		09/19/2001
(652)	2.80	330	R			To: 16-716										
(652)	2.80	330	R			From: US 1										
(652)	2.80	330	R			To: US 1										
(653)	3.45	150	R			From: 16-652					NA			NA		1998
(653)	3.45	150	R			To: US 301										
(654)	1.70	330	R			From: 16-652					NA			NA		09/17/2001
(654)	1.70	330	R			To: 16-656 WEST										
(654)	2.60	460	R			From: 16-656 EAST					NA			NA		09/17/2001
(654)	2.60	460	R			To: 16-656 EAST										
(654)	0.10	550	R			From: US 301; SR 2					NA			NA		08/23/2001
(654)	0.10	550	R			To: US 301; SR 2										
(654)	2.84	100	R			From: 16-601 WEST					NA			NA		08/23/2001
(654)	2.84	100	R			To: 16-601 EAST										
(654)	2.84	100	R			From: 16-601 EAST					NA			NA		08/23/2001
(654)	2.84	100	R			To: 16-627										



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						2Axle	3+Axle	1Trail	2Trail							
<b>Caroline County</b>																
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
						To: 16-655										
656	2.10	440	R			From: 16-684					NA			NA		09/17/2001
						To: RF&P RAILROAD										
656	0.89	140	R			From: SR 207; 16-716					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	940	G	95%	1%	2%	1%	1%	0%	F	0.095	F	0.726	930	G	2002
						From: 16-639										
658	0.86	1300	G	95%	1%	2%	1%	1%	0%	F	0.096	F	0.804	1300	G	2002
						From: 16-601 SOUTH										
658	3.25	1800	G	95%	1%	2%	1%	1%	0%	C	0.093	F	0.727	1800	G	2002
						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: 16-609										
661	2.40	420	G	94%	3%	2%	0%	1%	0%	C	0.098	F	0.568	420	G	2002
						From: 16-603										
						To: 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: 16-601										
664	1.90	160	R			From: 16-639 WEST					NA			NA		10/10/2001
						To: 16-639 WEST										

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						2Axle	3+Axle	1Trail	2Trail							
<b>Caroline County</b>																
(664)	2.13	150	R			From: 16-639 EAST To: 16-638					NA			NA		10/10/2001
(665)	4.20	140	R			From: 16-618 To: 16-625					NA			NA		08/13/2001
(666)	0.69	20	R			From: Dead End To: 0.69 ME Dead End					NA			NA		09/12/2001
(666)	0.21	40	R			From: 0.69 ME Dead End To: 16-631					NA			NA		09/12/2001
(668)	0.42	220	R			From: Spotsylvania County Line To: 16-609 SOUTH					NA			NA		09/26/2001
(668)	3.10	260	R			From: 16-609 NORTH To: SR 2					NA			NA		09/26/2001
(669)	1.75	110	R			From: Spotsylvania County Line To: 16-738 NORTH					NA			NA		1998
(669)	1.10	80	R			From: 16-738 SOUTH To: 16-603					NA			NA		1998
(670)	1.60	170	R			From: 16-600 To: 16-663					NA			NA		08/20/2001
(671)	1.90	70	R			From: 16-738 SOUTH To: 16-738 MIDDLE					NA			NA		10/03/2001
(671)	1.37	110	R			From: 16-738 WEST To: 16-603					NA			NA		10/03/2001
(672)	1.90	80	R			From: 16-601 To: 16-639					NA			NA		10/10/2001
(673)	0.30	4	R			From: SR 2 To: Dead End					NA			NA		09/27/2001
(674)	0.40	60	R			From: Dead End To: 16-718					NA			NA		08/20/2001
(674)	1.20	120	R			From: 16-718 To: 16-627					NA			NA		08/20/2001
(675)	1.43	110	R			From: US 17 To: Dead End					NA			NA		08/01/2001
(676)	2.21	450	G	96%	1%	3%	0%	0%	0%	C	0.125	F	0.544	450	G	2002
(677)	0.80	300	R			From: SR 207 To: 16-722										
(677)	0.80	300	R			From: SR 30 To: 16-694					NA			NA		08/20/2001
(677)	1.00	40	R			From: 16-694 To: 16-693					NA			NA		08/20/2001
(678)	0.12	100	R			From: 16-644 To: 16-721					NA			NA		08/13/2001

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						2Axle	3+Axle	1Trail	2Trail							
<b>Caroline County</b>																
(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
						To: 16-758										
(681)	0.10	70	R			From: Dead End					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)	1.08	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
						To: 16-732										
(690)	0.30	20	R			From: 16-656					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
						To: 16-677										
(693)	1.50	30	R			From: 16-601					NA		NA			08/20/2001
						To: 16-601										
(694)	1.85	120	R			From: 16-651					NA		NA			08/20/2001
						To: 16-677										
(694)	2.15	220	R			From: 16-601					NA		NA			08/20/2001
						To: 16-601										

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						2Axle	3+Axle	1Trail	2Trail							
<b>Caroline County</b>																
(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
(695)						From: US 301; SR 2 NORTH										
(696)	0.01	60	R			To: 16-639					NA			NA		09/12/2001
(696)	0.29	10	R			From: 16-764					NA			NA		09/12/2001
(696)						To: Dead End										
(697)	0.65	20	R			From: 16-601					NA			NA		09/19/2001
(697)						To: Dead End										
(698)	0.50	40	R			From: Dead End					NA			NA		10/03/2001
(698)						To: 16-669										
(699)	0.90	90	R			From: Dead End					NA			NA		10/03/2001
(699)						To: 16-603										
(700)	0.50	60	R			From: Dead End					NA			NA		09/19/2001
(700)						To: 16-658										
(701)	0.90	70	R			From: Dead End					NA			NA		1998
(701)						To: 16-627										
(702)	0.85	280	R			From: Dead End					NA			NA		09/27/2001
(702)						To: 16-626										
(703)	0.25	45	R			From: Dead End					NA			NA		08/28/2001
(703)						To: 16-612										
(703)	0.04	80	R			From: US 301					NA			NA		1998
(703)						To: US 301										
(704)	0.35	160	R			From: Dead End					NA			NA		09/19/2001
(704)						To: US 1										
(705)	0.70	210	R			From: 16-716					NA			NA		09/19/2001
(705)						To: 16-652										
(706)	0.60	20	R			From: Dead End					NA			NA		08/23/2001
(706)						To: 16-721										
(707)	1.25	90	R			From: 16-654					NA			NA		08/13/2001
(707)						To: Dead End										
(708)	0.60	10	R			From: Dead End					NA			NA		08/13/2001
(708)						To: 16-665										
(708)	1.40	20	R			From: 16-618					NA			NA		08/13/2001
(708)						To: 16-618										
(709)	0.60	20	R			From: Dead End					NA			NA		08/28/2001
(709)						To: 16-640										
(710)	0.10	45	R			From: US 1					NA			NA		10/10/2001
(710)						To: Dead End										

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						2Axle	3+Axle	1Trail	2Trail							
<b>Caroline County</b>																
(711)	0.10	100	R			From: 16-722					NA			NA		08/28/2001
						To: Dead End										
(712)	1.13	940	R			From: US 1					NA			NA		10/10/2001
						To: 16-639										
(713)	0.27	30	R			From: SR 207 SOUTH					NA			NA		1998
						To: 16-639										
(713)	0.12	110	R			From: 16-639					NA			NA		09/12/2001
						To: SR 207 NORTH										
(714)	0.46	100	R			From: SR 207					NA			NA		1998
						To: 16-601										
(715)	0.29	80	R			From: Dead End					NA			NA		09/19/2001
						To: 16-652										
(716)	0.77	450	R			From: 16-652					NA			NA		09/19/2001
						To: 16-642										
(716)	1.40	270	R			From: 16-642					NA			NA		09/19/2001
						To: SR 207; 16-656										
(717)	0.55	90	R			From: Dead End					NA			NA		08/13/2001
						To: 16-721										
(718)	0.40	30	R			From: Dead End					NA			NA		08/20/2001
						To: 16-674										
(719)	0.35	170	R			From: US 17					NA			NA		1998
						To: Dead End										
(720)	0.99	170	R			From: 16-658					NA			NA		09/19/2001
						To: Cul-de-Sac										
(721)	2.46	2500	G	93%	0%	2%	1%	4%	0%	C	0.097	F	0.715	2500	G	2002
						From: US 301										
(721)	4.00	1800	G	93%	0%	2%	1%	4%	0%	F	0.1	F	0.712	1800	G	2002
						From: 16-717										
(721)	1.93	850	G	93%	0%	2%	1%	4%	0%	F	0.088	F	0.654	850	G	2002
						From: 16-630										
(721)	1.08	650	G	93%	0%	2%	1%	4%	0%	F	0.088	F	0.641	650	G	2002
						From: 16-644										
(721)	1.08	590	G	93%	0%	2%	1%	4%	0%	F	0.087	F	0.513	590	G	2002
						From: 16-646										
						To: King & Queen County Line										
(722)	1.22	1600	G	92%	1%	2%	2%	3%	0%	F	0.083	F	0.507	1600	G	2002
						From: SR 207 WEST										
(722)	1.87	1300	G	92%	1%	2%	2%	3%	0%	C	0.095	F	0.512	1300	G	2002
						From: 16-676										
						To: SR 207 EAST										
(723)	0.55	50	R			From: 16-604					NA			NA		10/10/2001
						To: Dead End										

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						2Axle	3+Axle	1Trail	2Trail							
<b>Caroline County</b>																
(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: 0.01 MN 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: 0.01 MN 16-606 To: Dead End					NA			NA		09/26/2001
(738)	3.50	620	G	91%	1%	3%	4%	2%	0%	F	0.105	F	0.541	620	G	2002
(738)	1.81	1500	G	91%	1%	3%	4%	2%	0%	C	0.091	F	0.543	1500	G	2002
(739)	0.27	40	R			From: Hanover County Line To: 16-600					NA			NA		08/20/2001
(739)						From: 16-600 To: 16-601					NA			NA		08/20/2001

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

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						2Axle	3+Axle	1Trail	2Trail							
<b>Caroline County</b>																
(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			From: 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							
<b>Caroline County</b>																
(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										
<b>Town of Port Royal</b>																
(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: US 301					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							
<b>Town of Port Royal</b>																
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										
<b>Caroline County</b>																
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							
<b>Caroline County</b>																
(1101)	0.09	40	R			From: 16-1102					NA			NA		1998
(1101)	0.09	70	R			To: 16-1104					NA			NA		1998
(1101)	0.09	70	R			From: 16-1103					NA			NA		1998
(1102)	0.06	40	R			To: 16-1101					NA			NA		1998
(1102)	0.06	140	R			From: 16-1105					NA			NA		1998
(1102)	0.05	250	R			To: 16-722					NA			NA		1998
(1102)	0.11	120	R			From: 16-1106					NA			NA		1998
(1102)	0.06	70	R			To: 16-1108					NA			NA		1998
(1102)	0.06	70	R			From: 16-1109					NA			NA		1998
(1103)	0.06	120	R			To: 16-722; 16-1110					NA			NA		1998
(1103)	0.07	80	R			From: 16-1105					NA			NA		1998
(1103)	0.07	80	R			To: 16-1101					NA			NA		1998
(1104)	0.06	150	R			From: 16-722					NA			NA		1998
(1104)	0.06	40	R			To: 16-1105					NA			NA		1998
(1104)	0.06	40	R			From: 16-1101					NA			NA		1998
(1105)	0.09	60	R			To: 16-1103					NA			NA		1998
(1105)	0.09	20	R			From: 16-1104					NA			NA		1998
(1105)	0.09	20	R			To: 16-1102					NA			NA		1998
(1106)	0.20	130	R			From: 16-1107					NA			NA		1998
(1106)	0.20	130	R			To: 16-1102					NA			NA		1998
(1107)	0.06	110	R			From: 16-1109					NA			NA		1998
(1107)	0.07	210	R			To: 16-1108					NA			NA		1998
(1107)	0.07	210	R			From: 16-1106					NA			NA		1998
(1107)	0.05	280	R			To: 16-722					NA			NA		1998
(1108)	0.20	80	R			From: 16-1107					NA			NA		1998
(1108)	0.12	30	R			To: 16-1102					NA			NA		1998
(1108)	0.12	30	R			From: 16-1111					NA			NA		1998
(1109)	0.20	60	R			To: 16-1107					NA			NA		1998
(1109)	0.20	60	R			From: 16-1102					NA			NA		1998
(1110)	0.20	70	R			To: Dead End					NA			NA		1998
(1110)	0.20	70	R			From: 16-722; 16-1103					NA			NA		1998

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						2Axle	3+Axle	1Trail	2Trail							
<b>Caroline County</b>																
(1111)	0.04	20	R			From: Dead End					NA		NA			1998
(1111)	0.17	100	R			From: 16-1108					NA		NA			1998
(1115)	0.20	100	R			From: 16-601					NA		NA			1998
(1116)	0.55	80	R			From: Cul-de-Sac					NA		NA			08/28/2001
(1201)	0.48	350	R			From: 16-1216					NA		NA			08/28/2001
(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
(1203)	0.10	650	R			From: US 301 BUS					NA		NA			09/12/2001
(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
(1205)	0.10	320	R			From: US 301; FR-813					NA		NA			09/12/2001
(1206)	0.10	320	R			From: 16-619					NA		NA			08/28/2001
(1206)	0.11	290	R			From: 16-1204					NA		NA			09/12/2001
(1207)	0.07	170	R			From: SCL BOWLING GREEN					NA		NA			1998
(1208)	0.07	40	R			From: US 301 BUS					NA		NA			1998
(1208)	0.03	60	R			From: 16-1211 SOUTH					NA		NA			1998
(1209)	0.13	50	R			From: SCL BOWLING GREEN					NA		NA			1998
(1210)	0.26	190	R			From: 16-1211 NORTH					NA		NA			1998
(1211)	0.10	20	R			From: 16-619					NA		NA			1998
(1211)	0.10	20	R			From: Dead End					NA		NA			1998
(1211)	0.26	190	R			From: 16-619					NA		NA			08/28/2001
(1211)	0.10	20	R			From: SR 207					NA		NA			08/28/2001
(1211)	0.10	20	R			From: 16-1208					NA		NA			1998
(1211)	0.10	20	R			From: 16-1212					NA		NA			1998
(1211)	0.10	20	R			From: 16-1208					NA		NA			1998

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						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Bowling Green</b>																
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: 16-1201					NA		NA			1998
						To: 16-619										
1217	0.19	110	R			From: US 301 BUS					NA		NA			09/12/2001
						To: 16-1229										
<b>Caroline County</b>																
1218	0.12	60	R			From: Dead End					NA		NA			1998
						To: 16-1219										
1218	0.17	160	R			From: 16-1219					NA		NA			1998
						To: SR 2										
1218	0.11	47	R			From: SR 2					NA		NA			1998
						To: Dead End										
1219	0.16	90	R			From: 16-1218					NA		NA			1998
						To: Dead End										
<b>Town of Bowling Green</b>																
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										
<b>Caroline County</b>																
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										
<b>Town of Bowling Green</b>																
1227	0.21	90	R			From: US 301 BUS					NA		NA			1998
						To: Cul-de-Sac										

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						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Bowling Green</b>																
(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										
<b>Caroline County</b>																
(1230)	0.30	190	R			From: Dead End					NA			NA		1998
						To: 16-695										
<b>Town of Bowling Green</b>																
(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										
<b>Caroline County</b>																
(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										
<b>Town of Bowling Green</b>																
(1240)	0.04	180	N			From: US 301					NA		0	N		1998
						To: SCL Bowling Green										
<b>Caroline County</b>																
(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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						2Axle	3+Axle	1Trail	2Trail							
<b>Caroline County</b>																
(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							
<b>Caroline County</b>																
(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										
<b>Town of Bowling Green</b>																
(9080)	0.17	420	R			From: US 301 BOWLING GREEN					NA		NA			1998
(9080)						To: US 301 JR HIGH										
<b>Caroline County</b>																
(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										