

**2004**

**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

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

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

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

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

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

**QW:** Quality of AAWDT:

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

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

# Route Shield Legend

## Route Systems



Interstate Route

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



US Route



Virginia State Route



Secondary Route

## Special Routes



Bus - Business Route

Bypas - Bypass Route

Truck - Truck Route



ALT - Alternate Route

Wve - 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  
 2004  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 Caroline Maintenance Area

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	
							2Axle	3+Axle	1Trail	2Trail							
1	Caroline County	From: Hanover County Line	2.99	4400	F	87%	1%	1%	6%	6%	0%	F	0.082	F	0.662	4600	F
		To: SR 207 Carmel Church															
1	Caroline County	From: 16-639	3.06	5800	F	94%	0%	1%	2%	2%	0%	F	0.093	F	0.561	6000	F
		To: 16-632															
1	Caroline County	From: Spotsylvania County Line	2.53	5000	F	94%	0%	1%	2%	2%	0%	C	0.092	F	0.626	5200	F
		To: Hanover County Line															
2 301	Caroline County	From: SR 30 Dawn	3.16	4800	F	94%	1%	1%	1%	3%	0%	C	0.093	F	0.615	5000	F
		To: 16-647															
2 301	Caroline County	From: 16-721 Near de Jarnette	4.44	3700	F	80%	2%	1%	9%	7%	0%	F	0.088	F	0.505	3800	F
		To: Bus US 301															
2 301	Caroline County	From: SCL Bowling Green	7.50	3500	F	80%	2%	1%	9%	7%	0%	C	0.091	F	0.515	3600	F
		To: Bus US 301															
2 301	Town of Bowling Green (Maint: 16)	From: SCL Bowling Green	0.11	6000	N	80%	2%	1%	9%	7%	0%	N	0.088	N	0.585	6200	N
		To: Bus US 301															
2 Bus 301	Caroline County	From: SCL Bowling Green	0.22	5600	F	95%	1%	1%	2%	1%	0%	F	0.087	F	0.617	5800	F
		To: Bus US 301															
2 Bus 301	Town of Bowling Green (Maint: 16)	From: SCL Bowling Green	0.74	6300	F	95%	1%	1%	2%	1%	0%	C	0.089	F	0.529	6500	F
		To: Bus US 301															
2	Town of Bowling Green (Maint: 16)	From: Bus US 301	0.39	6300	F	94%	1%	1%	2%	2%	0%	F	0.090	F	0.510	6900	F
		To: NCL Bowling Green															
2	Caroline County	From: NCL Bowling Green	7.73	5200	G	94%	1%	1%	2%	2%	0%	F	0.090	N	0.510	5100	G
		To: 16-606															
2	Caroline County	From: 16-606	3.71	5300	F	94%	1%	1%	2%	2%	0%	C	0.086	F	0.621	5500	F
		To: Spotsylvania County Line															
17	Caroline County	From: Essex County Line	5.89	5900	F	93%	1%	1%	1%	5%	0%	F	0.078	F	0.608	5200	F
		To: US 301 Port Royal															
17	Caroline County	From: US 301 Port Royal	9.66	5000	F	93%	1%	1%	1%	5%	0%	F	0.086	F	0.564	4400	F
		To: 16-610															
17	Caroline County	From: 16-610	2.57	5100	F	93%	1%	1%	1%	5%	0%	F	0.079	F	0.567	4500	F
		To: Spotsylvania County Line															

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							2Axle	3+Axle	1Trail	2Trail							
30 Dawn Blvd	Caroline County	From: Hanover County Line	3.47	5500	F	83%	1%	1%	3%	12%	0%	F	0.101	F	0.719	5700	F
		To: US 301, SR 2 Richmond TrnPk	3.18	4300	F	75%	2%	3%	8%	12%	0%	C	0.082	F	0.678	4500	F
North 95	Caroline County	From: Hanover County Line	3.07	37000	F	85%	1%	1%	1%	12%	0%	F	0.071	F		36000	F
		Combined Traffic Estimates for 2 Parallel Roadways on this Route:	76000	F	85%	1%	1%	1%	12%	0%	F	0.072	F	0.547	71000	F	
North 95	Caroline County	From: SR 207	6.12	39000	F	84%	1%	1%	0%	14%	1%	F	0.066	F		34000	F
		Combined Traffic Estimates for 2 Parallel Roadways on this Route:	78000	F	83%	1%	1%	1%	14%	0%	F	NA			67000	F	
North 95	Caroline County	From: 16-639 Ladysmith	6.35	39000	F	84%	1%	1%	0%	14%	1%	F	0.064	F		34000	F
		Combined Traffic Estimates for 2 Parallel Roadways on this Route:	80000	F	83%	1%	1%	1%	14%	0%	F	0.071	F	0.557	69000	F	
South 95	Caroline County	From: Spotsylvania County Line	3.67	39000	F	86%	1%	1%	1%	11%	0%	F	0.077	F		35000	F
		Combined Traffic Estimates for 2 Parallel Roadways on this Route:	76000	F	85%	1%	1%	1%	12%	0%	F	0.072	F	0.547	71000	F	
South 95 Ridge Rd	Caroline County	From: SR 207	6.02	39000	F	83%	1%	1%	1%	14%	0%	F	NA		33000	F	
		Combined Traffic Estimates for 2 Parallel Roadways on this Route:	78000	F	83%	1%	1%	1%	14%	0%	F	NA			67000	F	
South 95	Caroline County	From: 16-639 Ladysmith	6.05	41000	F	83%	1%	1%	1%	14%	0%	F	0.078	F		35000	F
		Combined Traffic Estimates for 2 Parallel Roadways on this Route:	80000	F	83%	1%	1%	1%	14%	0%	F	0.071	F	0.557	69000	F	
207	Caroline County	From: US 1 Carmel Church	0.46	6100	F	84%	1%	1%	1%	12%	1%	F	0.092	F	0.676	5800	F
		To: I-95	5.14	9600	B	84%	1%	1%	1%	12%	1%	C	0.104	A	0.523	9100	B
207	Caroline County	From: S 16-601	4.31	11000	F	84%	1%	1%	1%	12%	1%	F	0.074	F	0.522	10000	F
		To: 16-722 Milford	0.57	12000	F	84%	1%	1%	1%	12%	1%	F	0.075	F	0.501	12000	F
207	Caroline County	From: SR 207 Bus	1.45	8900	F	84%	1%	1%	1%	12%	1%	F	0.08	F	0.500	8400	F
		To: US 301															



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							2Axle	3+Axle	1Trail	2Trail							
Bus 207	Caroline County	From: SR 207 To: WCL Bowling Green	0.54	3800	F	94%	1%	1%	2%	2%	0%	C	0.088	F	0.562	4000	F
Bus 207	Town of Bowling Green (Maint: 16)	From: SR 2 US 301 Bus To: SR 2 US 301 Bus	0.73	5200	F	95%	1%	1%	2%	1%	0%	C	0.082	F	0.510	5400	F
301 2	Caroline County	From: Hanover County Line To: SR 30 Dawn Boulevard	3.16	4800	F	94%	1%	1%	1%	3%	0%	C	0.093	F	0.615	5000	F
301 2	Caroline County	From: SR 30 Dawn Boulevard To: 16-647	4.44	3700	F	80%	2%	1%	9%	7%	0%	F	0.088	F	0.505	3800	F
301 2	Caroline County	From: 16-647 To: 16-721 Near De Jarnette	7.50	3500	F	80%	2%	1%	9%	7%	0%	C	0.091	F	0.515	3600	F
301 2	Caroline County	From: 16-721 Near De Jarnette To: SCL Bowling Green	2.46	6000	F	80%	2%	1%	9%	7%	0%	F	0.088	F	0.585	6200	F
301 2	Town of Bowling Green (Maint: 16)	From: SCL Bowling Green To: Bus US 301	0.11	6000	N	80%	2%	1%	9%	7%	0%	N	0.088	N	0.585	6200	N
301	Town of Bowling Green (Maint: 16)	From: Bus US 301 To: SR 207	0.23	6000	N	80%	2%	1%	9%	7%	0%	N	0.088	N	0.585	6200	N
301	Town of Bowling Green (Maint: 16)	From: SR 207 To: US 301 Bus N of Bowling Green	1.27	10000	F	87%	1%	2%	1%	9%	0%	F	0.075	F	0.558	9800	F
301	Town of Bowling Green (Maint: 16)	From: US 301 Bus N of Bowling Green To: 16-608	0.74	11000	F	87%	1%	2%	1%	9%	0%	F	0.076	F	0.563	11000	F
301	Caroline County	From: 16-608 To: US 17	9.90	8000	F	78%	1%	3%	1%	16%	1%	C	0.072	F	0.503	7600	F
301	Caroline County	From: US 17 To: SCL Port Royal	0.39	12000	F	87%	1%	2%	1%	9%	0%	F	0.078	F	0.582	12000	F
301	Town of Port Royal (Maint: 16)	From: SCL Port Royal To: NCL Port Royal	0.47	12000	N	87%	1%	2%	1%	9%	0%	N	0.078	N	0.582	12000	N
301	Caroline County	From: NCL Port Royal To: King George County Line	0.29	12000	N	87%	1%	2%	1%	9%	0%	N	0.078	N	0.582	12000	N
Bus 301 2	Caroline County	From: King George County Line To: Bus US 301	0.22	5600	F	95%	1%	1%	2%	1%	0%	F	0.087	F	0.617	5800	F
Bus 301 2	Town of Bowling Green (Maint: 16)	From: Bus US 301 To: SCL Bowling Green	0.74	6300	F	95%	1%	1%	2%	1%	0%	C	0.089	F	0.529	6500	F
Bus 301	Town of Bowling Green (Maint: 16)	From: SCL Bowling Green To: SR2-207 Bus	0.27	3000	F	95%	1%	1%	2%	1%	0%	F	0.088	F	0.545	3100	F
		From: SR2-207 Bus To: ECL Bowling Green															

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Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	
							2Axle	3+Axle	1Trail	2Trail							
	Caroline County	From: ECL Bowling Green	0.41	<b>2000</b>	<b>F</b>	97%	1%	1%	0%	1%	0%	C	0.089	F	0.569	2100	F
		To: US 301 North of Bowling Green															

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Caroline County</b>																
(600)	0.15	100	R			From: 16-602					NA			NA		07/20/2004
(600)	3.07	1000	F	79%	1%	To: US 301				C	0.093	F	0.822	1100	F	2004
(600)	2.23	920	F	79%	1%	From: 16-670				F	0.106	F	0.789	960	F	2004
(600)	2.27	700	F	79%	1%	To: 16-601 EAST				F	0.12	F	0.747	730	F	2004
						From: King William County Line										
(601)	1.61	290	F	95%	2%	To: Hanover County Line				F	0.099	F	0.615	300	F	2004
(601)	3.07	340	F	95%	2%	From: 16-658 SOUTH				F	0.095	F	0.606	350	F	2004
(601)	1.80	530	F	95%	2%	To: 16-658 NORTH				F	0.14	F	0.711	550	F	2004
(601)	1.00	750	F	95%	2%	From: US 1				F	0.129	F	0.664	780	F	2004
(601)	1.12	740	F	95%	2%	To: 16-633				F	0.136	F	0.714	770	F	2004
(601)	1.52	980	F	95%	2%	From: 16-672				C	0.129	F	0.735	1000	F	2004
(601)	0.08	1100	F	95%	2%	To: 16-664				F	0.117	F	0.711	1100	F	2004
(601)	5.84	310	R			From: 16-714					NA			NA		10/10/2001
(601)	3.01	200	F	95%	2%	To: SR 207 NORTH				F	0.113	F	0.625	210	F	2004
(601)	0.79	370	F	95%	2%	From: SR 207 SOUTH				F	0.091	F	0.779	380	F	2004
(601)	2.62	170	F	95%	2%	To: US 301				F	0.086	F	0.636	170	F	2004
(601)	3.39	120	R			From: 16-647 WEST					NA			NA		08/20/2001
(602)	1.80	380	R			To: 16-647 EAST					NA			NA		08/28/2001
(602)	1.20	530	R			From: 16-600 EAST					NA			NA		08/28/2001
(603)	2.61	280	R			To: 16-600 WEST					NA			NA		08/09/2004
(603)	1.11	400	R			From: King William County Line					NA			NA		08/09/2004
(603)	3.85	680	F	96%	1%	To: 16-652				F	0.091	F	0.628	700	F	2004
(603)	0.70	860	F	96%	1%	From: 16-662				C	0.087	F	0.564	890	F	2004
(603)	2.39	760	R			To: US 301; 16-651					NA			NA		08/16/2004
						From: Hanover County Line										
						To: 16-669										
						From: 16-658; 16-639 West										
						To: 16-639 East										
						From: 16-604 South										
						To: 16-661										
						From: Spotsylvania County Line										

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						2Axle	3+Axle	1Trail	2Trail							
<b>Caroline County</b>																
604	0.72	340	R			From: Spotsylvania County Line					NA			NA		10/03/2001
						To: 16-603 NORTH										
604	2.88	500	R			From: 16-603 SOUTH					NA			NA		10/10/2001
						To: US 1										
605	0.43	440	R			From: Spotsylvania County Line					NA			NA		10/03/2001
						To: US 1										
605	0.71	930	F	97%	1%	1%	0%	0%	0%	C	0.103	F	0.625	960	F	2004
						To: 16-633										
605	1.57	740	F	97%	1%	1%	0%	0%	0%	F	0.095	F	0.616	770	F	2004
						To: 16-632 EAST										
605	2.67	600	F	97%	1%	1%	0%	0%	0%	F	0.099	F	0.5	620	F	2004
						To: 16-626 NORTH										
605	1.94	510	F	97%	1%	1%	0%	0%	0%	F	0.107	F	0.513	530	F	2004
						To: 16-638										
605	4.08	640	F	97%	1%	1%	0%	0%	0%	F	0.096	F	0.568	670	F	2004
						To: NCL Bowling Green										
<b>Town of Bowling Green</b>																
605	0.04	640	F	97%	1%	1%	0%	0%	0%	F	0.096	F	0.568	670	F	2004
						To: SR 2										
<b>Caroline County</b>																
606	3.51	1900	F	91%	1%	3%	2%	4%	0%	F	0.098	F	0.521	1900	F	2004
						To: 16-755										
606	0.19	2200	F	91%	1%	3%	2%	4%	0%	F	0.097	F	0.511	2200	F	2004
						To: 16-607 EAST										
606	0.63	1900	F	91%	1%	3%	2%	4%	0%	F	0.095	F	0.522	2000	F	2004
						To: 16-609 EAST										
606	2.30	1500	F	91%	1%	3%	2%	4%	0%	C	0.096	F	0.568	1600	F	2004
						To: SR 2										
607	2.09	300	R			From: Spotsylvania County Line					NA			NA		08/02/2004
						To: 16-606 WEST										
607	0.76	170	R			From: 16-606 EAST					NA			NA		08/02/2004
						To: 16-609 WEST										
607	2.10	150	R			From: 16-609 EAST					NA			NA		08/02/2004
						To: SR 2										
608	2.41	130	R			From: 16-630					NA			NA		10/01/2001
						To: 16-621 SOUTH										
608	1.20	70	R			From: 16-641 Gap Terminus					NA			NA		10/01/2001
						To: Dead End; Gap Terminus										
608	0.09	260	R			From: ECL Bowling Green					NA			NA		10/01/2001
						To: WCL Bowling Green										
<b>Town of Bowling Green</b>																
608	0.01	390	R			From: ECL Bowling Green					NA			NA		10/01/2001
						To: US 301 EAST										
608	0.44	110	R			From: WCL Bowling Green					NA			NA		10/01/2001
						To: WCL Bowling Green										

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						2Axle	3+Axle	1Trail	2Trail							
<b>Caroline County</b>																
608	0.84	70	R			From: WCL Bowling Green					NA			NA		10/01/2001
						To: NCL Bowling Green										
<b>Town of Bowling Green</b>																
608	0.35	150	R			From: NCL Bowling Green					NA			NA		10/01/2001
						To: US 301 BUS WEST										
<b>Caroline County</b>																
609	0.61	180	R			From: SR 2					NA			NA		08/13/2001
						To: 16-780										
609	1.71	110	R			From: 16-626 SOUTH					NA			NA		08/13/2001
						To: 16-626 NORTH										
609	1.30	210	R			From: 16-607 EAST					NA			NA		09/26/2001
						To: 16-606 EAST										
						To: 16-606 WEST										
609	2.85	680	F	97%	1%	1%	0%	0%	0%	C	0.103	F	0.676	710	F	2004
						From: 16-668 SOUTH										
609	0.64	780	R			From: Spotsylvania County Line					NA			NA		09/26/2001
						To: SR 2										
610	4.73	600	F	95%	2%	2%	1%	1%	0%	C	0.107	F	0.6	620	F	2004
						To: US 17										
						From: Dead End										
611	0.70	40	R			From: US 17					NA			NA		08/18/2004
						To: US 301; 16-628										
612	0.37	20	R			From: 16-703					NA			NA		07/28/2004
						To: US 1 SOUTH										
613	1.15	80	R			From: US 1 NORTH					NA			NA		09/19/2001
						To: US 17										
614	1.40	340	R			From: 16-615 WEST					NA			NA		08/18/2004
						To: 16-615 WEST										
614	0.20	120	F	95%	2%	1%	2%	0%	0%	C	0.139	F	0.6	130	F	2004
						From: 16-615 EAST										
614	0.40	40	R			From: Dead End					NA			NA		08/18/2004
						To: US 17										
615	0.90	190	F	90%	4%	2%	4%	1%	0%	C	0.112	F	0.571	190	F	2004
						From: 16-614 EAST										
615	2.30	400	R			From: 16-728					NA			NA		08/18/2004
						To: 16-614 WEST										
615	2.20	280	F	90%	4%	2%	4%	1%	0%	F	0.103	F	0.656	290	F	2004
						From: 16-618										
616	0.79	60	R			From: Dead End					NA			NA		08/23/2001
						To: Dead End										
						From: Dead End										
617	1.40	60	R			From: 16-630					NA			NA		08/13/2001
						To: 16-630										

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						2Axle	3+Axle	1Trail	2Trail							
<b>Caroline County</b>																
(618)	1.10	40	R			From: Dead End					NA			NA		08/16/2004
(618)	1.00	90	R			From: 16-645					NA			NA		08/16/2004
(618)	0.70	310	R			From: 16-630					NA			NA		08/18/2004
(618)	2.97	30	R			From: 16-665					NA			NA		08/18/2004
(618)	2.43	60	R			From: 16-641					NA			NA		08/18/2004
(618)						To: 16-625										
(619)	0.37	660	R			From: SR 207					NA			NA		09/12/2001
						To: WCL Bowling Green										
<b>Town of Bowling Green</b>																
(619)	0.55	1500	R			From: WCL Bowling Green					NA			NA		09/12/2001
(619)	0.06	1500	F	98%	1%	From: Bus US 301				F	0.094	F	0.537	1500	F	2004
(619)	0.28	780	F	98%	1%	From: 16-1205				C	0.104	F	0.598	810	F	2004
						To: US 301										
<b>Caroline County</b>																
(619)	2.52	300	F	98%	1%	From: US 301				F	0.11	F	0.557	310	F	2004
						To: 16-640										
(620)	0.15	70	R			From: 16-652					NA			NA		09/19/2001
						To: Dead End										
(621)	2.50	40	R			From: 16-640					NA			NA		08/18/2004
(621)	2.00	40	R			From: 16-608 SOUTH 16-608 NORTH					NA			NA		08/18/2004
						To: 16-618										
(622)	1.54	110	R			From: Dead End					NA			NA		08/11/2004
						To: US 1										
(623)	1.10	8	R			From: 16-654					NA			NA		07/19/2004
						To: 16-627										
(624)	0.33	80	R			From: King & Queen County Line					NA			NA		08/13/2001
						To: 16-630										
(625)	1.50	60	R			From: King & Queen County Line					NA			NA		08/13/2001
(625)	8.97	140	R			From: 16-630					NA			NA		08/13/2001
						To: Essex County Line										
(626)	3.30	70	R			From: 16-633					NA			NA		08/04/2004
(626)	2.59	250	R			From: 16-605 SOUTH 16-605 NORTH					NA			NA		08/04/2004
						To: 16-609 SOUTH										

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						2Axle	3+Axle	1Trail	2Trail							
<b>Caroline County</b>																
626	2.40	270	R			From: 16-609 SOUTH To: SR 2					NA			NA		08/04/2004
627	4.70	200	R			From: 16-721 To: 16-654					NA			NA		08/23/2001
627	4.60	250	R			From: 16-644 To: King & Queen County Line					NA			NA		08/23/2001
628	0.30	1100	F	93%	1%	1%	2%	3%	0%	C	0.104	F	0.541	1200	F	2004
628	1.88	1400	F	93%	1%	1%	2%	3%	0%	F	0.096	F	0.538	1400	F	2004
629	0.80	20	R			From: 16-609 To: SR 2					NA			NA		08/02/2004
630	3.10	790	F	94%	0%	1%	1%	3%	0%	C	0.088	F	0.627	820	F	2004
630	2.78	520	F	94%	0%	1%	1%	3%	0%	F	0.088	F	0.598	540	F	2004
630	3.91	340	F	94%	0%	1%	1%	3%	0%	F	0.110	F	0.553	350	F	2004
631	1.20	90	R			From: SR 2 SOUTH To: SR 2 NORTH					NA			NA		09/12/2001
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	480	F	96%	2%	0%	1%	2%	0%	C	0.111	F	0.537	500	F	2004
632	1.00	380	F	96%	2%	0%	1%	2%	0%	F	0.107	F	0.547	400	F	2004
632	3.18	110	R			From: 16-605 WEST To: 16-606					NA			NA		09/27/2001
633	1.80	230	R			From: 16-601 To: 16-639					NA			NA		08/04/2004
633	1.76	240	R			From: 16-639 To: 16-634					NA			NA		08/04/2004
633	2.87	330	R			From: 16-634 To: 16-632 NORTH 16-632 SOUTH					NA			NA		08/04/2004
633	1.30	140	R			From: 16-632 SOUTH To: 16-605					NA			NA		08/04/2004
633	0.81	20	R			From: 16-605 To: Dead End					NA			NA		08/04/2004

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						2Axle	3+Axle	1Trail	2Trail							
<b>Caroline County</b>																
634	2.20	50	R			From: 16-633 To: 16-664					NA			NA		09/27/2001
635	0.70	410	F	95%	0%	From: King & Queen County Line To: 16-630				C	0.102	F	0.523	420	F	2004
636	1.50	70	R			From: 16-625 To: Essex County Line					NA			NA		08/16/2004
637	0.40	110	R			From: 16-625 To: Essex County Line					NA			NA		08/13/2001
638	4.35	210	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	2500	F	96%	1%	1%	1%	1%	0%	F	0.100	F	0.644	2600	F	2004
639	4.20	7300	F	96%	1%	1%	1%	1%	0%	C	0.086	F	0.693	7600	F	2004
639	0.79	8700	R			From: US 1 To: I-95					NA			NA		08/11/2004
639	0.54	5200	R			From: I-95 To: 16-633					NA			NA		08/04/2004
639	5.38	3100	R			From: 16-633 To: SR 207					NA			NA		08/09/2004
640	0.19	40	F	62%	0%	2%	9%	27%	0%	F	0.203	F	0.563	40	F	2004
640	0.51	220	F	62%	0%	2%	9%	27%	0%	F	0.184	F	0.505	230	F	2004
640	0.39	680	F	62%	0%	2%	9%	27%	0%	C	0.106	F	0.6	700	F	2004
640	1.92	630	F	62%	0%	2%	9%	27%	0%	F	0.104	F	0.513	660	F	2004
640	2.06	170	F	62%	0%	2%	9%	27%	0%	F	0.094	F	0.539	180	F	2004
640	2.35	290	R			From: 16-619 To: 16-641 WEST					NA			NA		1995
640	3.28	90	R			From: 16-641 EAST To: 16-721					NA			NA		08/23/2001
641	3.25	200	R			From: 16-721 To: 16-640 EAST					NA			NA		08/23/2001
641	5.90	90	R			From: 16-640 EAST To: 16-618					NA			NA		08/23/2001
642	0.30	210	R			From: 16-716 To: Dead End					NA			NA		09/17/2001



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						2Axle	3+Axle	1Trail	2Trail							
<b>Caroline County</b>																
643	1.80	160	R			From: 16-721							NA		NA	08/13/2001
643	2.20	170	R			From: 16-654 EAST							NA		NA	08/13/2001
						To: 16-644										
644	2.20	90	R			From: 16-627							NA		NA	08/23/2001
644	2.00	120	R			From: 16-643							NA		NA	08/13/2001
						To: 16-721										
645	1.65	80	R			From: 16-721							NA		NA	08/13/2001
						To: 16-618										
646	3.60	30	R			From: 16-627							NA		NA	08/23/2001
						To: 16-721										
647	0.55	920	R			From: US 301							NA		NA	08/20/2001
647	2.06	230	R			To: 16-1310							NA		NA	08/20/2001
						From: 16-601 WEST										
						To: 16-601 EAST										
647	1.90	260	R			From: 16-627 WEST							NA		NA	08/20/2001
						To: 16-627 EAST										
647	1.80	30	R			From: 16-654							NA		NA	08/20/2001
						To: US 301 SOUTH										
648	1.95	230	R			From: 16-663							NA		NA	08/20/2001
648	1.90	70	R			To: 16-647							NA		NA	08/20/2001
648	0.53	280	R			From: US 301 NORTH							NA		NA	08/20/2001
						To: 16-600										
649	0.55	110	R			From: 16-648							NA		NA	10/29/2004
						To: Dead End										
650	2.07	300	R			From: SR 30 WEST							NA		NA	08/20/2001
						To: SR 30 MID										
650	0.60	70	R			From: SR 30 EAST							NA		NA	07/19/2004
						To: US 301 SOUTH										
651	0.60	3	R			From: US 301 S MID							NA		NA	07/19/2004
651	2.10	190	R			To: US 301 MID							NA		NA	07/19/2004
651	0.50	420	R			From: US 301 N MID							NA		NA	07/19/2004
651	0.22	1300	R			To: SR 30							NA		NA	07/19/2004
651	0.20	840	R			From: 16-694							NA		NA	07/19/2004
651	0.80	360	R			To: US 301 NORTH							NA		NA	07/19/2004

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						2Axle	3+Axle	1Trail	2Trail							
<b>Caroline County</b>																
(652)	1.00	580	R			From: 16-651					NA			NA		07/19/2004
(652)	3.03	70	R			From: 16-725					NA			NA		07/19/2004
(652)	3.83	1100	F	97%	1%	0%	0%	1%	0%	C	0.099	F	0.685	1100	F	2004
(652)	4.35	1400	F	97%	1%	0%	0%	1%	0%	F	0.09	F	0.729	1500	F	2004
(652)	0.95	830	R			From: SR 207					NA			NA		08/09/2004
(652)	2.80	370	R			From: 16-716					NA			NA		08/09/2004
(653)	3.45	190	R			From: 16-652					NA			NA		07/19/2004
(654)	1.70	330	R			From: 16-652					NA			NA		09/17/2001
(654)	2.60	460	R			From: 16-656 WEST					NA			NA		09/17/2001
(654)	0.10	550	R			From: 16-656 EAST					NA			NA		08/23/2001
(654)	2.84	100	R			From: US 301; SR 2					NA			NA		08/23/2001
(654)	3.40	100	R			From: 16-601 WEST					NA			NA		08/23/2001
(654)	1.80	130	R			From: 16-601 EAST					NA			NA		10/01/2001
(655)	1.76	190	R			From: 16-627					NA			NA		08/23/2001
(656)	2.10	300	R			From: 16-643 WEST					NA			NA		08/23/2001
(656)	1.81	340	R			From: 16-643 EAST					NA			NA		10/01/2001
(656)	2.10	440	R			From: 16-721					NA			NA		09/17/2001
(656)	0.89	140	R			From: 16-656					NA			NA		09/17/2001
(656)	0.39	160	R			From: 16-654					NA			NA		09/17/2001
(657)	2.72	140	R			From: US 301; 16-648					NA			NA		09/17/2001
(658)	4.32	970	F	95%	1%	1%	1%	2%	0%	F	0.091	F	0.685	1000	F	2004
(658)	0.86	1300	F	95%	1%	1%	1%	2%	0%	F	0.099	F	0.708	1300	F	2004
						From: 16-654 EAST					NA			NA		09/17/2001
						From: 16-655					NA			NA		09/17/2001
						From: 16-684					NA			NA		09/17/2001
						From: RF&P Railroad					NA			NA		09/17/2001
						From: SR 207; 16-716					NA			NA		09/17/2001
						From: US 1 SOUTH					NA			NA		08/09/2004
						From: US 1 NORTH					NA			NA		08/09/2004
						From: 16-639					NA			NA		08/09/2004
						From: 16-601 SOUTH					NA			NA		08/09/2004
						From: 16-659					NA			NA		08/09/2004

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						2Axle	3+Axle	1Trail	2Trail							
<b>Caroline County</b>																
(658)	3.25	1800	F	95%	1%	1%	1%	2%	0%	C	0.094	F	0.697	1900	F	2004
				From:	16-659											
				To:	US 1; SR 207											
(659)	1.50	120	R								NA		NA		09/19/2001	
				From:	16-658											
				To:	Dead End											
(660)	0.27	360	R								NA		NA		08/02/2004	
				From:	16-607											
(660)	1.23	170	R								NA		NA		08/02/2004	
				From:	16-1020											
				To:	16-609											
(661)	2.40	470	F	93%	3%	2%	0%	1%	0%	C	0.109	F	0.593	490	F	2004
				From:	16-603											
				To:	US 1											
(662)	2.10	80	R								NA		NA		08/28/2001	
				From:	16-602											
				To:	16-653											
(663)	3.25	110	R								NA		NA		07/22/2004	
				From:	16-648											
				To:	16-601											
(664)	0.82	80	R								NA		NA		08/04/2004	
				From:	Dead End											
(664)	0.08	140	R								NA		NA		08/04/2004	
				From:	0.82 MN Dead End											
(664)	1.90	160	R								NA		NA		10/10/2001	
				From:	16-601											
(664)	2.13	150	R								NA		NA		10/10/2001	
				From:	16-639 WEST											
				To:	16-639 EAST											
(664)				To:	16-638											
(665)	4.20	140	R								NA		NA		08/13/2001	
				From:	16-618											
				To:	16-625											
(666)	0.69	20	R								NA		NA		07/28/2004	
				From:	Dead End											
(666)	0.21	50	R								NA		NA		07/28/2004	
				From:	0.69 ME Dead End											
				To:	16-631											
(668)	0.42	220	R								NA		NA		09/26/2001	
				From:	Spotsylvania County Line											
(668)	3.10	260	R								NA		NA		09/26/2001	
				From:	16-609 SOUTH											
				To:	16-609 NORTH											
				To:	SR 2											
(669)	1.75	210	R								NA		NA		08/09/2004	
				From:	Spotsylvania County Line											
(669)	1.10	60	R								NA		NA		08/09/2004	
				From:	16-738 NORTH											
				To:	16-738 SOUTH											
				To:	16-603											
(670)	1.60	170	R								NA		NA		08/20/2001	
				From:	16-600											
				To:	16-663											
(671)	1.90	70	R								NA		NA		10/03/2001	
				From:	16-738 SOUTH											
				To:	16-738 MIDDLE											

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						2Axle	3+Axle	1Trail	2Trail							
<b>Caroline County</b>																
(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	30	R			From: SR 2 To: Dead End					NA			NA		08/02/2004
(674)	0.40	47	R			From: Dead End To: 16-718					NA			NA		08/16/2004
(674)	1.20	120	R			From: 16-627 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	580	F	96%	3%	1%	0%	0%	0%	C	0.155	F	0.621	600	F	2004
(677)	0.80	300	R			From: SR 207 To: 16-722					NA			NA		08/20/2001
(677)	1.00	40	R			From: SR 30 To: 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
(679)	1.20	90	R			From: 16-669 To: Spotsylvania County Line					NA			NA		10/03/2001
(680)	0.85	40	R			From: Dead End To: 16-603					NA			NA		08/11/2004
(681)	1.65	70	R			From: US 17 To: 16-758					NA			NA		08/16/2004
(681)	0.10	50	R			From: Dead End To: Dead End					NA			NA		08/16/2004
(682)	1.20	80	R			From: Dead End To: US 301					NA			NA		08/28/2001
(683)	4.21	90	R			From: 16-658 To: US 1					NA			NA		09/19/2001
(684)	0.88	540	R			From: SR 207 To: 16-656					NA			NA		09/17/2001
(685)	0.45	47	R			From: 16-639 SOUTH To: 16-639 NORTH					NA			NA		08/09/2004
(686)	1.08	40	R			From: US 17 To: Dead End					NA			NA		08/01/2001

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Caroline County</b>																
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	60	R			From: US 1						NA		NA		08/04/2004
						To: 16-658										
690	2.40	40	R			From: 16-652						NA		NA		07/19/2004
						To: 16-732										
690	0.30	70	R			From: 16-656						NA		NA		07/19/2004
						To: 16-656										
691	1.48	60	R			From: 16-654						NA		NA		08/23/2001
						To: Dead End										
692	0.10	650	R			From: 16-778						NA		NA		08/11/2004
						To: 16-639										
693	1.50	40	R			From: 16-694						NA		NA		07/19/2004
						To: 16-677										
693	1.50	80	R			From: 16-601						NA		NA		07/19/2004
						To: 16-601										
694	1.85	400	R			From: 16-651						NA		NA		07/19/2004
						To: 16-677										
694	2.15	170	R			From: 16-601						NA		NA		07/19/2004
						To: 16-601										
695	0.68	410	R			From: US 301; SR 2 SOUTH						NA		NA		08/28/2001
						To: 16-1225 SOUTH										
695	0.16	880	R			From: US 301; SR 2 NORTH						NA		NA		08/28/2001
						To: US 301; SR 2 NORTH										
696	0.01	60	R			From: 16-639						NA		NA		09/12/2001
						To: 16-764										
696	0.29	8	R			From: Dead End						NA		NA		08/09/2004
						To: Dead End										
697	0.65	20	R			From: 16-601						NA		NA		09/19/2001
						To: Dead End										
698	0.50	40	R			From: Dead End						NA		NA		08/09/2004
						To: 16-669										
699	0.90	80	R			From: Dead End						NA		NA		08/09/2004
						To: 16-603										
700	0.50	60	R			From: Dead End						NA		NA		08/04/2004
						To: 16-658										
701	0.90	30	R			From: Dead End						NA		NA		08/16/2004
						To: 16-627										

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						2Axle	3+Axle	1Trail	2Trail							
<b>Caroline County</b>																
702	0.85	290	R			From: Dead End						NA		NA		09/27/2001
						To: 16-626										
703	0.25	40	R			From: Dead End						NA		NA		07/28/2004
						To: 16-612										
703	0.04	90	R			From: 16-612						NA		NA		07/28/2004
						To: US 301										
704	0.35	160	R			From: Dead End						NA		NA		09/19/2001
						To: US 1										
705	0.70	210	R			From: 16-716						NA		NA		09/19/2001
						To: 16-652										
706	0.60	20	R			From: Dead End						NA		NA		08/16/2004
						To: 16-721										
707	1.25	90	R			From: 16-654						NA		NA		08/16/2004
						To: Dead End										
708	0.60	6	R			From: Dead End						NA		NA		08/16/2004
						To: 16-665										
708	1.40	20	R			From: 16-618						NA		NA		08/16/2004
						To: 16-618										
709	0.60	40	R			From: Dead End						NA		NA		07/28/2004
						To: 16-640										
710	0.10	45	R			From: US 1						NA		NA		10/10/2001
						To: Dead End										
711	0.10	100	R			From: 16-722						NA		NA		08/28/2001
						To: Dead End										
712	1.13	1300	R			From: US 1						NA		NA		08/11/2004
						To: 16-639										
713	0.27	10	R			From: SR 207 SOUTH						NA		NA		08/09/2004
						To: 16-639										
713	0.12	160	R			From: 16-639						NA		NA		08/09/2004
						To: SR 207 NORTH										
714	0.46	80	R			From: SR 207						NA		NA		08/04/2004
						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	50	R			From: Dead End						NA		NA		08/16/2004
						To: 16-721										

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						2Axle	3+Axle	1Trail	2Trail							
<b>Caroline County</b>																
(718)	0.40	40	R			From: Dead End					NA			NA		08/16/2004
						To: 16-674										
(719)	0.35	90	R			From: US 17					NA			NA		08/18/2004
						To: Dead End										
(720)	0.99	170	R			From: 16-658					NA			NA		09/19/2001
						To: Cul-de-Sac										
(721)	2.46	2500	F	95%	0%	1%	1%	2%	0%	C	0.093	F	0.676	2600	F	2004
						From: US 301										
(721)	4.00	1800	F	95%	0%	1%	1%	2%	0%	F	0.093	F	0.656	1900	F	2004
						From: 16-717										
(721)	1.93	840	F	95%	0%	1%	1%	2%	0%	F	0.089	F	0.577	870	F	2004
						From: 16-630										
(721)	1.08	680	F	95%	0%	1%	1%	2%	0%	F	0.078	F	0.617	710	F	2004
						From: 16-644										
(721)	1.08	600	F	95%	0%	1%	1%	2%	0%	F	0.092	F	0.597	620	F	2004
						From: 16-646										
						To: King & Queen County Line										
(722)	1.22	1900	F	93%	1%	1%	2%	3%	0%	F	0.088	F	0.536	1900	F	2004
						From: SR 207 WEST										
(722)	1.87	1100	F	93%	1%	1%	2%	3%	0%	C	0.095	F	0.571	1100	F	2004
						From: 16-676										
						To: SR 207 EAST										
(723)	0.55	60	R			From: 16-604					NA			NA		08/11/2004
						To: Dead End										
(724)	0.20	80	R			From: Dead End					NA			NA		08/11/2004
						To: 16-683										
(725)	0.84	420	R			From: 16-652					NA			NA		08/28/2001
						To: SR 30 EAST										
(725)	0.82	260	R			From: SR 30 WEST					NA			NA		08/28/2001
						To: 16-602										
(726)	0.20	30	R			From: Dead End					NA			NA		08/04/2004
						To: 16-626										
(727)	0.70	80	R			From: Dead End					NA			NA		10/10/2001
						To: 16-604										
(728)	0.65	240	R			From: 16-615					NA			NA		08/01/2001
						To: Dead End										
(729)	0.01	30	R			From: 16-630					NA			NA		08/16/2004
						To: 0.01 MN 16-630										
(729)	0.31	30	R			From: Dead End					NA			NA		08/16/2004
						To: Dead End										
(730)	0.30	30	R			From: Dead End					NA			NA		08/04/2004
						To: 16-689										

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						2Axle	3+Axle	1Trail	2Trail							
<b>Caroline County</b>																
(731)	0.31	70	R			From: Dead End					NA			NA		09/19/2001
						To: 16-657										
(732)	0.20	10	R			From: Dead End					NA			NA		07/19/2004
						To: 16-690										
(733)	0.40	120	R			From: 16-654					NA			NA		07/19/2004
						To: Dead End										
(734)	0.37	30	R			From: 16-721 WEST					NA			NA		08/16/2004
						To: 16-721 EAST										
(735)	0.30	20	R			From: Dead End					NA			NA		08/04/2004
						To: 16-626										
(736)	0.30	190	R			From: Dead End					NA			NA		07/19/2004
						To: 16-656										
(737)	0.01	80	R			From: 16-606					NA			NA		08/02/2004
						To: 0.01 MN 16-606										
(737)	0.49	40	R			From: Dead End					NA			NA		08/02/2004
						To: Dead End										
(738)	3.50	700	F	96%	1%	From: Hanover County Line				F	0.087	F	0.623	730	F	2004
						To: 16-639										
(738)	1.81	1800	F	96%	1%	From: Spotsylvania County Line				C	0.099	F	0.577	1800	F	2004
						To: 16-600										
(739)	0.27	40	R			From: 16-601					NA			NA		08/20/2001
						To: Dead End										
(740)	0.80	20	R			From: 16-630					NA			NA		08/16/2004
						To: 16-604										
(741)	0.32	50	R			From: Dead End					NA			NA		08/16/2004
						To: US 1										
(742)	0.23	140	R			From: 0.23 ME US 1					NA			NA		10/10/2001
						To: Dead End										
(743)	1.00	20	R			From: FR-162					NA			NA		08/04/2004
						To: 16-633										
(744)	0.21	8	R			From: 16-652 WEST					NA			NA		07/19/2004
						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										



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						2Axle	3+Axle	1Trail	2Trail							
<b>Caroline County</b>																
(747)	1.56	47	R			From: 16-640						NA		NA		08/23/2001
						To: 16-621										
(748)	0.25	190	R			From: US 1						NA		NA		08/09/2004
						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	40	R			From: 16-608						NA		NA		08/18/2004
						To: Dead End										
(752)	0.40	70	R			From: 16-684						NA		NA		08/09/2004
						To: Dead End										
(753)	0.15	20	R			From: 16-606						NA		NA		08/02/2004
						To: Dead End										
(754)	0.25	40	R			From: 16-632						NA		NA		08/16/2004
						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		08/11/2004
						To: US 1										
(758)	0.30	60	R			From: 16-681						NA		NA		08/01/2001
						To: Dead End										
(759)	0.55	40	R			From: Dead End						NA		NA		08/04/2004
						To: Spotsylvania County Line										
(760)	1.50	40	R			From: Dead End						NA		NA		08/16/2004
						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	110	R			From: SR 30 WEST						NA		NA		07/19/2004
						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										

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						2Axle	3+Axle	1Trail	2Trail							
<b>Caroline County</b>																
(766)	2.21	30	R			From: Dead End										08/18/2004
(766)	0.09	30	R			From: 2.21 ME Dead End										08/18/2004
						To: US 17										
(767)	0.65	70	R			From: 16-664										10/10/2001
						To: Dead End										
(768)	0.23	130	R			From: 16-640										08/28/2001
						To: Dead End										
(770)	0.19	50	R			From: Dead End										09/12/2001
						To: 16-722										
(771)	0.10	40	R			From: Dead End										08/11/2004
						To: 16-639										
(772)	0.45	130	R			From: 16-606										09/27/2001
						To: Cul-de-Sac										
(773)	0.19	140	R			From: 16-640										08/28/2001
						To: Dead End										
(774)	0.36	130	R			From: Dead End										08/16/2004
						To: US 1										
(775)	0.15	60	R			From: Dead End										08/02/2004
						To: SR 2										
(776)	0.14	120	R			From: 16-654										07/19/2004
						To: Cul-de-Sac										
(777)	0.34	90	R			From: 16-653										07/19/2004
						To: Cul-de-Sac										
(778)	0.14	60	R			From: Dead End										08/11/2004
						To: 16-692										
(779)	0.31	140	R			From: Dead End										08/04/2004
						To: 16-601										
(780)	0.10	50	R			From: 16-609										08/13/2001
						To: 16-781										
(781)	0.10	10	R			From: 16-780										08/13/2001
						To: Cul-de-Sac										
(785)	0.60	220	R			From: 16-661										08/16/2004
						To: Dead End										
(798)	0.10	190	R			From: Cul-de-Sac										08/09/2004
						To: 16-799										
(798)	0.10	70	R			From: 16-799										08/09/2004
						To: Cul-de-Sac										

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						2Axle	3+Axle	1Trail	2Trail							
<b>Caroline County</b>																
(799)	0.34	870	R			From: 16-798						NA		NA		08/09/2004
						To: SR 207										
<b>Town of Port Royal</b>																
(1001)	0.15	50	R			From: US 301						NA		NA		08/23/2004
						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: Dead End						NA		NA		08/01/2001
						To: ECL Port Royal										
(1003)	0.04	40	R			From: ECL Port Royal						NA		NA		08/23/2004
						To: 16-1005										
(1003)	0.06	220	R			From: 16-1005						NA		NA		08/23/2004
						To: 16-1006										
(1003)	0.10	250	R			From: 16-1006						NA		NA		08/01/2001
						To: US 301										
(1004)	0.15	110	R			From: 16-1005						NA		NA		08/23/2004
						To: US 301										
(1004)	0.05	80	R			From: US 301						NA		NA		08/23/2004
						To: Dead End										
(1005)	0.06	130	R			From: SCL Port Royal						NA		NA		08/23/2004
						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		08/23/2004
						To: 16-1003										
(1006)	0.24	40	R			From: 16-1003						NA		NA		08/01/2001
						To: 16-1004										
(1007)	0.17	70	R			From: Dead End						NA		NA		08/23/2004
						To: US 301										
(1008)	0.18	70	R			From: ECL Port Royal						NA		NA		08/23/2004
						To: US 301										
<b>Caroline County</b>																
(1009)	0.20	110	R			From: US 17						NA		NA		08/18/2004
						To: 16-1010										
(1010)	0.15	50	R			From: US 17						NA		NA		08/18/2004
						To: 16-1009										
(1011)	0.13	NA				From: 16-639						NA		NA		
						To: Dead End										
(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										

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						2Axle	3+Axle	1Trail	2Trail							
<b>Caroline County</b>																
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										
1101	0.09	20	R			From: 16-1102					NA			NA		07/22/2004
						To: 16-1104										
1101	0.09	30	R			From: 16-1104					NA			NA		07/22/2004
						To: 16-1103										
1102	0.06	40	R			From: 16-1101					NA			NA		07/22/2004
						To: 16-1105										
1102	0.06	60	R			From: 16-1105					NA			NA		07/22/2004
						To: 16-722										
1102	0.05	240	R			From: 16-722					NA			NA		07/22/2004
						To: 16-1106										
1102	0.11	120	R			From: 16-1106					NA			NA		07/22/2004
						To: 16-1108										
1102	0.06	60	R			From: 16-1108					NA			NA		07/22/2004
						To: 16-1109										
1103	0.06	80	R			From: 16-722; 16-1110					NA			NA		07/22/2004
						To: 16-1105										
1103	0.07	40	R			From: 16-1105					NA			NA		07/22/2004
						To: 16-1101										

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Caroline County</b>																
(1104)	0.06	100	R			From: 16-722						NA		NA		07/22/2004
(1104)	0.06	30	R			From: 16-1105						NA		NA		07/22/2004
						To: 16-1101										
(1105)	0.09	40	R			From: 16-1103						NA		NA		07/22/2004
(1105)	0.09	10	R			From: 16-1104						NA		NA		07/22/2004
						To: 16-1102										
(1106)	0.20	100	R			From: 16-1107						NA		NA		07/22/2004
						To: 16-1102										
(1107)	0.06	90	R			From: 16-1109						NA		NA		07/22/2004
(1107)	0.07	210	R			From: 16-1108						NA		NA		07/22/2004
(1107)	0.05	250	R			From: 16-1106						NA		NA		07/22/2004
						To: 16-722										
(1108)	0.20	40	R			From: 16-1107						NA		NA		07/22/2004
(1108)	0.12	20	R			From: 16-1102						NA		NA		07/22/2004
						To: 16-1111										
(1109)	0.20	40	R			From: 16-1107						NA		NA		07/22/2004
						To: 16-1102										
(1110)	0.20	60	R			From: Dead End						NA		NA		07/22/2004
						To: 16-722; 16-1103										
(1111)	0.04	30	R			From: Dead End						NA		NA		07/22/2004
(1111)	0.17	110	R			From: 16-1108						NA		NA		07/22/2004
						To: 16-722										
(1115)	0.20	100	R			From: 16-601						NA		NA		08/04/2004
						To: Dead End										
(1116)	0.55	80	R			From: Cul-de-Sac						NA		NA		08/28/2001
						To: 16-640										
<b>Town of Bowling Green</b>																
(1201)	0.48	350	R			From: 16-1216						NA		NA		08/28/2001
						To: Bus US 301										
(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: Bus US 301						NA		NA		09/12/2001
						To: Dead End										

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						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Bowling Green</b>																
(1204)	0.06	1400	R			From: Bus US 301								NA	NA	08/02/2004
(1204)	0.06	1000	R			To: 16-1205								NA	NA	09/12/2001
(1204)	0.15	430	R			From: 16-1229								NA	NA	09/12/2001
(1204)						To: US 301; FR-813										
(1205)	0.10	320	R			From: 16-619								NA	NA	08/28/2001
(1205)						To: 16-1204										
(1206)	0.11	290	R			From: 16-619								NA	NA	09/12/2001
(1206)						To: 16-1204										
(1207)	0.07	130	R			From: SCL Bowling Green								NA	NA	08/02/2004
(1207)						To: Bus US 301										
(1208)	0.07	80	R			From: 16-1211 SOUTH								NA	NA	08/02/2004
(1208)	0.03	48	R			To: SCL Bowling Green								NA	NA	08/02/2004
(1208)						To: 16-1211 NORTH										
(1209)	0.13	40	R			From: 16-619								NA	NA	08/02/2004
(1209)						To: Dead End										
(1210)	0.26	190	R			From: 16-619								NA	NA	08/28/2001
(1210)						To: SR 207										
(1211)	0.10	30	R			From: 16-1208								NA	NA	08/02/2004
(1211)	0.10	10	R			To: 16-1212								NA	NA	08/02/2004
(1211)						To: 16-1208										
(1212)	0.08	8	R			From: Dead End								NA	NA	08/02/2004
(1212)						To: 16-1211										
(1213)	0.12	70	R			From: Dead End								NA	NA	08/02/2004
(1213)						To: Bus US 301										
(1214)	0.04	260	R			From: 16-619								NA	NA	08/28/2001
(1214)						To: Dead End										
(1215)	0.09	510	R			From: 16-1201								NA	NA	08/02/2004
(1215)						To: 16-619										
(1216)	0.03	20	R			From: Dead End								NA	NA	08/02/2004
(1216)	0.04	120	R			To: 16-1201								NA	NA	08/02/2004
(1216)						To: 16-619										
(1217)	0.19	110	R			From: Bus US 301								NA	NA	09/12/2001
(1217)						To: 16-1229										
<b>Caroline County</b>																
(1218)	0.12	60	R			From: Dead End								NA	NA	08/02/2004
(1218)						To: 16-1219										

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						2Axle	3+Axle	1Trail	2Trail							
<b>Caroline County</b>																
(1218)	0.17	160	R			From: 16-1219						NA		NA		08/02/2004
(1218)	0.11	40	R			To: SR 2						NA		NA		08/02/2004
(1219)	0.16	80	R			From: 16-1218						NA		NA		08/02/2004
						To: Dead End										
<b>Town of Bowling Green</b>																
(1220)	0.26	130	R			From: Bus US 301						NA		NA		07/28/2004
						To: Cul-de-Sac										
(1221)	0.12	130	R			From: Dead End						NA		NA		08/02/2004
						To: Bus US 301										
(1222)	0.18	180	R			From: 16-1202						NA		NA		08/02/2004
						To: SR 207										
<b>Caroline County</b>																
(1223)	0.09	70	R			From: 16-1224						NA		NA		07/28/2004
						To: 16-695										
(1224)	0.08	30	R			From: 16-1225						NA		NA		07/28/2004
						To: 16-1223										
(1225)	0.14	110	R			From: 16-695 SOUTH						NA		NA		07/28/2004
						To: 16-1224										
(1225)	0.13	30	R			From: 16-1224						NA		NA		07/28/2004
						To: 16-695 NORTH										
<b>Town of Bowling Green</b>																
(1227)	0.21	100	R			From: Bus US 301						NA		NA		07/28/2004
						To: Cul-de-Sac										
(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: Bus US 301										
<b>Caroline County</b>																
(1230)	0.30	120	R			From: Dead End						NA		NA		07/28/2004
						To: 16-695										
<b>Town of Bowling Green</b>																
(1231)	0.16	70	R			From: 16-1217						NA		NA		07/28/2004
(1231)	0.27	100	R			To: 16-1229						NA		NA		07/28/2004
						To: Dead End										
<b>Caroline County</b>																
(1232)	0.11	150	R			From: US 301						NA		NA		07/28/2004
(1232)	0.15	110	R			To: 16-1233						NA		NA		07/28/2004
						To: Begin Loop										

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						2Axle	3+Axle	1Trail	2Trail							
<b>Caroline County</b>																
(1232)	0.34	70	R			From: Begin Loop					NA			NA		08/28/2001
						To: End Loop										
(1233)	0.08	30	R			From: Dead End					NA			NA		07/28/2004
						To: 16-1232										
(1234)	0.32	420	R			From: FR-814					NA			NA		07/28/2004
						To: 16-1235										
(1235)	0.07	60	R			From: 16-1234					NA			NA		07/28/2004
						To: Cul-de-Sac										
(1238)	0.36	170	R			From: Cul-de-Sac					NA			NA		07/28/2004
						To: 16-695										
(1239)	0.17	120	R			From: Cul-de-Sac					NA			NA		08/02/2004
						To: 16-619										
(1240)	0.17	40	R			From: Dead End					NA			NA		08/02/2004
						To: 16-1241										
(1240)	0.12	140	R			From: SCL Bowling Green					NA			NA		08/02/2004
						To: SCL Bowling Green										
<b>Town of Bowling Green</b>																
(1240)	0.04	140	N			From: SCL Bowling Green					NA			NA		08/02/2004
						To: US 301										
<b>Caroline County</b>																
(1241)	0.20	80	R			From: 16-1242					NA			NA		08/02/2004
						To: 16-1240										
(1242)	0.16	20	R			From: 16-1241					NA			NA		08/02/2004
						To: Dead End										
(1245)	0.75	260	R			From: 16-695 NORTH					NA			NA		08/28/2001
						To: 16-695 SOUTH										
<b>Town of Bowling Green</b>																
(1250)	0.18	NA				From: Cul-de-Sac					NA			NA		
						To: 16-619										
(1251)	0.07	NA				From: 16-1250					NA			NA		
						To: Dead End										
<b>Caroline County</b>																
(1301)	0.13	80	R			From: Dead End					NA			NA		08/09/2004
						To: 16-748										
(1302)	0.12	70	R			From: Dead End					NA			NA		08/09/2004
						To: 16-748										
(1310)	0.11	250	R			From: 16-647					NA			NA		07/22/2004
						To: 16-1311										
(1310)	0.09	210	R			From: 16-1312					NA			NA		07/22/2004
						To: 16-1312										



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						2Axle	3+Axle	1Trail	2Trail							
<b>Caroline County</b>																
(1310)	0.09	170	R			From: 16-1312						NA		NA		07/22/2004
(1310)	0.08	70	R			To: 16-1313						NA		NA		07/22/2004
						To: Anderson Street										
(1311)	0.31	330	R			From: 16-648						NA		NA		07/22/2004
(1311)	0.06	30	R			To: 16-1310						NA		NA		07/22/2004
						To: Cul-de-Sac										
(1312)	0.05	47	R			From: 16-1310						NA		NA		07/22/2004
						To: Cul-de-Sac										
(1313)	0.05	140	R			From: 16-1310						NA		NA		07/22/2004
						To: Cul-de-Sac										
(1401)	0.11	20	R			From: Dead End						NA		NA		08/11/2004
(1401)	0.06	550	R			To: 16-1403						NA		NA		08/11/2004
(1401)	0.06	760	R			To: 16-1402						NA		NA		08/11/2004
						To: US 1										
(1402)	0.34	240	R			From: 16-1401						NA		NA		08/11/2004
						To: Cul-de-Sac										
(1403)	0.15	200	R			From: Dead End						NA		NA		08/11/2004
(1403)	0.18	390	R			To: 16-1401						NA		NA		08/11/2004
(1403)	0.16	200	R			To: 16-1404						NA		NA		08/11/2004
(1403)	0.07	60	R			To: 16-1405						NA		NA		08/11/2004
						To: Cul-de-Sac										
(1404)	0.05	40	R			From: Cul-de-Sac						NA		NA		08/11/2004
						To: 16-1403										
(1405)	0.04	750	R			From: US 1						NA		NA		08/11/2004
(1405)	0.07	620	R			To: 16-1402						NA		NA		08/11/2004
(1405)	0.12	490	R			To: 16-1407						NA		NA		08/11/2004
(1405)	0.06	230	R			To: 16-1403						NA		NA		08/11/2004
						To: 16-1408										
(1406)	0.08	70	R			From: Cul-de-Sac						NA		NA		08/11/2004
						To: 16-1402										
(1407)	0.13	80	R			From: 16-1405						NA		NA		08/11/2004
						To: Cul-de-Sac										

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year					
						2Axle	3+Axle	1Trail	2Trail												
<b>Caroline County</b>																					
(1408)	0.10	80	R			From: Dead End											NA	NA	08/11/2004		
(1408)	0.09	110	R			From: 16-1405												NA	NA	08/11/2004	
						To: Dead End															
(1420)	0.20	110	R			From: 16-1421													NA	NA	10/03/2001
						To: 16-632															
(1421)	0.17	20	R			From: Dead End O.17 MS 1420													NA	NA	10/03/2001
(1421)	0.20	50	R			From: 16-1420													NA	NA	10/03/2001
						To: Dead End O.20 MN 16-1420 N 1420															
(1440)	0.18	390	R			From: Dead End													NA	NA	08/09/2004
						To: 16-676															
(9078)	0.23	630	R			From: 16-640 Bowling Green													NA	NA	07/28/2004
						To: US 301 High School															
<b>Town of Bowling Green</b>																					
(9080)	0.17	210	R			From: US 301 Bowling Green													NA	NA	08/23/2004
						To: US 301 Jr High															
<b>Caroline County</b>																					
(9081)	0.08	50	R			From: 16-639 Ladysmith													NA	NA	08/11/2004
						To: 16-639															
(9081)	0.07	40	R			From: 16-639 High													NA	NA	08/11/2004
						To: 16-692 School															
(9082)	0.18	160	R			From: SR 207 Caroline													NA	NA	08/09/2004
						To: 16-676 High School															
(9837)	0.11	250	R			From: 16-756 Ladysmith													NA	NA	08/23/2004
						To: 16-756 Elem School															