

**2005**

**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  
Traffic Engineering Division**

In Cooperation With

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

Virginia Department of Transportation  
Traffic Engineering Division  
Traffic Monitoring Section

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

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

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

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

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

## Publication Notes

### Parallel Roads

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

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

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

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

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

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

## Glossary of Terms:

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

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

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

### QA: Quality of AADT:

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

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

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

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

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

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

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

### QC: Quality of Classification Data:

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

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

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

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

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

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

**QW:** Quality of AAWDT:

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

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

# Route Shield Legend

## Route Systems



Interstate Route

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



US Route



Virginia State Route



Frontage Road (F precedes frontage route number)



Secondary Route

## Special Routes



Bus - Business Route

Bypas - Bypass Route

Truck - Truck Route



ALT - Alternate Route

Wve - Wve Route connector



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



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

Virginia Department of Transportation  
Traffic Engineering Division  
2005  
Annual Average Daily Traffic Volume Estimates By Section of Route  
Caroline Operational Area

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
	From: Hanover County Line															
1 Jefferson Davis Hwy	Caroline County	2.99	4500	G	90%	1%	1%	2%	6%	0%	F	0.082	F	0.662	4600	G
	To: SR 207 Carmel Church															
1 Jefferson Davis Hwy	Caroline County	6.29	4700	G	94%	0%	1%	2%	2%	0%	F	0.089	F	0.598	4900	G
	To: 16-639															
1 Jefferson Davis Hwy	Caroline County	3.06	5800	G	94%	0%	1%	2%	2%	0%	F	0.093	F	0.561	6100	G
	To: 16-632															
1 Jefferson Davis Hwy	Caroline County	2.53	5100	G	94%	0%	1%	2%	2%	0%	C	0.092	F	0.626	5300	G
	To: Spotsylvania County Line															
	From: Hanover County Line															
2 301 Richmond Tpke	Caroline County	3.16	5000	G	96%	0%	1%	1%	2%	0%	F	0.093	F	0.615	5200	G
	To: SR 30 Dawn															
2 301 Richmond Tpke	Caroline County	4.44	3700	G	80%	2%	1%	9%	7%	0%	F	0.088	F	0.505	3900	G
	To: 16-647															
2 301 Richmond Tpke	Caroline County	7.50	3500	G	80%	2%	1%	9%	7%	0%	C	0.091	F	0.515	3600	G
	To: 16-721 Near de Jarrette															
2 301 Richmond Tpke	Caroline County	2.46	6100	G	80%	2%	1%	9%	7%	0%	F	0.088	F	0.585	6300	G
	To: Bus US 301															
	From: SCL Bowling Green															
2 301 Richmond Tpke	Town of Bowling Green (Maint: 16)	0.11	6100	N	80%	2%	1%	9%	7%	0%	N	0.088	N	0.585	6300	N
	To: Bus US 301															
	From: US 301															
2 301 Main St	Caroline County	0.22	5600	G	95%	1%	1%	2%	1%	0%	F	0.087	F	0.617	5800	G
	To: SCL Bowling Green															
2 301 Main St	Town of Bowling Green (Maint: 16)	0.74	6300	G	95%	1%	1%	2%	1%	0%	C	0.089	F	0.529	6600	G
	To: Bus SR 207															
	From: Bus US 301, Bus SR 207															
2 Main St	Town of Bowling Green (Maint: 16)	0.39	6300	G	94%	1%	1%	2%	2%	0%	F	0.090	F	0.510	6900	G
	To: NCL Bowling Green															
2 Fredericksburg Tpke	Caroline County	7.73	5300	G	94%	1%	1%	2%	2%	0%	F	0.090	N	0.510	5400	G
	To: 16-606															
2 Fredericksburg Tpke	Caroline County	3.71	5300	G	94%	1%	1%	2%	2%	0%	C	0.086	F	0.621	5500	G
	To: Spotsylvania County Line															
	From: Essex County Line															
17 Tidewater Trail	Caroline County	5.89	5900	G	93%	1%	1%	1%	5%	0%	F	0.078	F	0.608	5200	G
	To: US 301 Port Royal															
17	Caroline County	9.66	5000	G	93%	1%	1%	1%	5%	0%	F	0.086	F	0.564	4400	G
	To: 16-610															
17	Caroline County	2.57	5100	G	93%	1%	1%	1%	5%	0%	F	0.079	F	0.567	4400	G
	To: Spotsylvania County Line															

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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						
30 Dawn Blvd	From: Hanover County Line															
	Caroline County	3.47	5500	G	81%	1%	1%	4%	13%	0%	F	0.101	F	0.719	5700	G
30 Dawn Blvd	From: US 301, SR 2 Richmond TrnPk															
	Caroline County	3.18	3900	G	71%	1%	1%	6%	22%	0%	F	0.082	F	0.678	4100	G
North 95	From: Hanover County Line															
	Caroline County	3.07	37000	G	85%	1%	1%	1%	12%	0%	F	0.071	F		36000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		76000	G	85%	1%	1%	1%	12%	0%	F	0.072	F	0.547	71000	G
North 95	From: SR 207 Rogers Clark Blvd															
	Caroline County	6.12	38000	G	84%	1%	1%	1%	13%	1%	F	0.066	F		33000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		76000	G	83%	1%	1%	1%	15%	1%	F	NA		66000	G	
North 95	From: 16-639 Ladysmith Rd															
	Caroline County	6.35	38000	G	84%	1%	1%	1%	13%	1%	F	0.064	F		33000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		78000	G	82%	1%	1%	1%	15%	1%	F	0.071	F	0.557	67000	G
South 95	From: Spotsylvania County Line															
	Caroline County	3.67	39000	G	86%	1%	1%	1%	11%	0%	F	0.077	F		35000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		76000	G	85%	1%	1%	1%	12%	0%	F	0.072	F	0.547	71000	G
South 95	From: SR 207 Rogers Clark Blvd															
	Caroline County	6.02	38000	G	81%	1%	1%	1%	16%	1%	F	NA		33000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		76000	G	83%	1%	1%	1%	15%	1%	F	NA		66000	G	
South 95	From: 16-639 Ladysmith Rd															
	Caroline County	6.05	40000	G	81%	1%	1%	1%	16%	1%	F	0.078	F		34000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		78000	G	82%	1%	1%	1%	15%	1%	F	0.071	F	0.557	67000	G
207 Rogers Clark Blvd	From: US 1 Jefferson Davis Hwy															
	Caroline County	0.46	7200	F	63%	2%	2%	2%	31%	0%	C	0.067	F		6900	F
207 Rogers Clark Blvd	From: I-95															
	Caroline County	5.14	9800	A	85%	1%	1%	1%	11%	1%	C	0.117	A	0.521	9400	A
207 Rogers Clark Blvd	From: 16-601 SOUTH															
	Caroline County	4.31	11000	G	85%	1%	1%	1%	11%	1%	F	0.074	F	0.522	11000	G
207 Rogers Clark Blvd	From: 16-722 Milford															
	Caroline County	0.57	12000	G	85%	1%	1%	1%	11%	1%	F	0.075	F	0.501	12000	G
207	From: Bus SR 207															
	Caroline County	1.45	9100	G	85%	1%	1%	1%	11%	1%	F	0.08	F	0.500	8600	G
	To: US 301 Richmond Tpk															



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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						
Bus 207 Rogers Clark Blvd	From: [redacted] Caroline County	0.54	3900	G	94%	1%	1%	2%	2%	0%	C	0.088	F	0.562	4000	G
Bus 207 W Broaddus Ave	From: [redacted] Town of Bowling Green (Maint: 16)	0.73	5200	G	95%	1%	1%	2%	1%	0%	C	0.082	F	0.510	5400	G
301 2 Richmond Tpke	From: [redacted] Caroline County	3.16	5000	G	96%	0%	1%	1%	2%	0%	F	0.093	F	0.615	5200	G
301 2 Richmond Tpke	From: [redacted] Caroline County	4.44	3700	G	80%	2%	1%	9%	7%	0%	F	0.088	F	0.505	3900	G
301 2 Richmond Tpke	From: [redacted] Caroline County	7.50	3500	G	80%	2%	1%	9%	7%	0%	C	0.091	F	0.515	3600	G
301 2 Richmond Tpke	From: [redacted] Caroline County	2.46	6100	G	80%	2%	1%	9%	7%	0%	F	0.088	F	0.585	6300	G
301 2 Richmond Tpke	From: [redacted] Town of Bowling Green (Maint: 16)	0.11	6100	N	80%	2%	1%	9%	7%	0%	N	0.088	N	0.585	6300	N
301 Richmond Tpke	From: [redacted] Town of Bowling Green (Maint: 16)	0.23	6100	N	80%	2%	1%	9%	7%	0%	N	0.088	N	0.585	6300	N
301 Richmond Tpke	From: [redacted] Town of Bowling Green (Maint: 16)	1.27	10000	G	87%	1%	2%	1%	9%	0%	F	0.075	F	0.558	10000	G
301 A P Hill Blvd	From: [redacted] Town of Bowling Green (Maint: 16)	0.74	11000	G	87%	1%	2%	1%	9%	0%	F	0.076	F	0.563	11000	G
301 A P Hill Blvd	From: [redacted] Caroline County	9.90	8900	G	87%	1%	2%	1%	9%	0%	F	0.072	F	0.503	8500	G
301 A P Hill Blvd	From: [redacted] Caroline County	0.39	12000	G	87%	1%	2%	1%	9%	0%	F	0.078	F	0.582	12000	G
301 A P Hill Blvd	From: [redacted] Town of Port Royal (Maint: 16)	0.47	12000	N	87%	1%	2%	1%	9%	0%	N	0.078	N	0.582	12000	N
301 A P Hill Blvd	From: [redacted] Caroline County	0.29	12000	N	87%	1%	2%	1%	9%	0%	N	0.078	N	0.582	12000	N
Bus 301 2 Main St	From: [redacted] Caroline County	0.22	5600	G	95%	1%	1%	2%	1%	0%	F	0.087	F	0.617	5800	G
Bus 301 2 Main St	From: [redacted] Town of Bowling Green (Maint: 16)	0.74	6300	G	95%	1%	1%	2%	1%	0%	C	0.089	F	0.529	6600	G
Bus 301	From: [redacted] Town of Bowling Green (Maint: 16)	0.27	3000	G	95%	1%	1%	2%	1%	0%	F	0.088	F	0.545	3100	G

Virginia Department of Transportation  
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 Caroline Operational Area

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
	From: ECL Bowling Green															
	Caroline County	0.41	<b>2000</b>	<b>G</b>	97%	1%	1%	0%	1%	0%	C	0.089	F	0.569	2100	G
	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>																
(F160)	0.44	NA														
(F161)	0.54	NA														
(F162)	0.42	NA														
(F813)	0.07	NA														
(F814) School St	0.53	NA														
(F1043) Christmas Tree Lane	0.27	NA														
(600)	0.15	100	R													07/20/2004
(600)	3.07	1100	G	79%	1%	1%	4%	14%	0%	C	0.093	F	0.822	1100	G	2005
(600)	2.23	930	G	79%	1%	1%	4%	14%	0%	F	0.106	F	0.789	970	G	2005
(600)	2.27	710	G	79%	1%	1%	4%	14%	0%	F	0.12	F	0.747	730	G	2005
(601) Hewlett Rd	1.61	300	G	95%	2%	0%	0%	2%	0%	F	0.099	F	0.615	310	G	2005
(601) Cedar Fork Rd	3.07	340	G	95%	2%	0%	0%	2%	0%	F	0.095	F	0.606	350	G	2005
(601) Golansville Rd	1.80	530	G	95%	2%	0%	0%	2%	0%	F	0.14	F	0.711	550	G	2005
(601) Golansville Rd	1.00	760	G	95%	2%	0%	0%	2%	0%	F	0.129	F	0.664	780	G	2005
(601) Golansville Rd	1.12	750	G	95%	2%	0%	0%	2%	0%	F	0.136	F	0.714	780	G	2005
(601) Golansville Rd	1.52	990	G	95%	2%	0%	0%	2%	0%	C	0.129	F	0.735	1000	G	2005
(601) Golansville Rd	0.08	1100	G	95%	2%	0%	0%	2%	0%	F	0.117	F	0.711	1200	G	2005
(601) Penola Rd	5.84	310	R													10/10/2001
(601)	3.01	200	G	95%	2%	0%	0%	2%	0%	F	0.113	F	0.625	210	G	2005
(601)	0.79	370	G	95%	2%	0%	0%	2%	0%	F	0.091	F	0.779	380	G	2005
(601)	2.62	170	G	95%	2%	0%	0%	2%	0%	F	0.086	F	0.636	180	G	2005
(601)	3.39	120	R													08/20/2001

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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>																
(602)	1.79	380	R													08/28/2001
From: 16-652																
(602)	1.20	530	R													08/28/2001
From: 16-662																
To: US 301; 16-651																
(603)	2.61	280	R													08/09/2004
From: Hanover County Line																
(603)	1.11	400	R													08/09/2004
From: 16-669 Sizer Rd																
To: 16-658; 16-639 W, Anderson Mill Rd																
From: 16-639 E, Anderson Mill Rd																
(603)	4.15	680	G	96%	1%	1%	0%	1%	0%	F	0.091	F	0.628	710	G	2005
To: 16-604 N Blantons Rd																
(603)	0.40	870	G	96%	1%	1%	0%	1%	0%	C	0.087	F	0.564	900	G	2005
From: 16-661 Cedon Rd																
(603)	2.01	760	R													08/16/2004
From: 16-632 Quarters Rd																
(603)	0.38	760	N													08/16/2004
To: Spotsylvania County Line																
(604)	0.72	340	R													10/03/2001
From: Spotsylvania County Line																
To: 16-603 N, Countyline Church Rd																
From: 16-603 S, Countyline Church Rd																
(604)	2.88	500	R													10/10/2001
To: US 1																
(605)	0.43	440	R													10/03/2001
From: Spotsylvania County Line																
To: US 1																
(605)	0.71	930	G	97%	1%	1%	0%	0%	0%	C	0.103	F	0.625	970	G	2005
To: 16-633																
(605)	1.57	750	G	97%	1%	1%	0%	0%	0%	F	0.095	F	0.616	780	G	2005
To: 16-632 EAST																
(605)	2.67	600	G	97%	1%	1%	0%	0%	0%	F	0.099	F	0.5	630	G	2005
To: 16-626 NORTH																
(605)	1.94	510	G	97%	1%	1%	0%	0%	0%	F	0.107	F	0.513	530	G	2005
To: 16-638																
(605)	4.08	650	G	97%	1%	1%	0%	0%	0%	F	0.096	F	0.568	670	G	2005
To: NCL Bowling Green																
<b>Town of Bowling Green</b>																
(605)	0.04	650	G	97%	1%	1%	0%	0%	0%	F	0.096	F	0.568	670	G	2005
From: NCL Bowling Green																
To: SR 2																
<b>Caroline County</b>																
(606)	3.51	1900	G	91%	1%	3%	2%	4%	0%	F	0.098	F	0.521	1900	G	2005
From: Spotsylvania County Line																
To: 16-755																
(606)	0.19	2200	G	91%	1%	3%	2%	4%	0%	F	0.097	F	0.511	2300	G	2005
From: 16-607 EAST																
(606)	0.63	1900	G	91%	1%	3%	2%	4%	0%	F	0.095	F	0.522	2000	G	2005
To: 16-609 EAST																
(606)	2.30	1600	G	91%	1%	3%	2%	4%	0%	C	0.096	F	0.568	1600	G	2005
To: SR 2																
(607)	2.09	300	R													08/02/2004
From: Spotsylvania County Line																
To: 16-606 WEST																

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Caroline County</b>																
(607)	0.76	170	R											NA		08/02/2004
(607)	2.10	150	R											NA		08/02/2004
(608)	2.41	130	R											NA		10/01/2001
(608)	1.20	70	R											NA		10/01/2001
(608)	0.09	260	R											NA		10/01/2001
<b>Town of Bowling Green</b>																
(608)	0.01	390	R											NA		10/01/2001
(608)	0.44	110	R											NA		10/01/2001
<b>Caroline County</b>																
(608)	0.84	70	R											NA		10/01/2001
<b>Town of Bowling Green</b>																
(608)	0.35	150	R											NA		10/01/2001
<b>Caroline County</b>																
(609)	0.61	180	R											NA		08/13/2001
(609)	1.71	110	R											NA		08/13/2001
(609)	1.30	210	R											NA		09/26/2001
(609) Rozell Rd	1.48	340	R											NA		09/26/2001
(609) Macedonia Rd	2.86	680	G	97%	1%	1%	0%	0%	0%	C	0.103	F	0.676	710	G	2005
(609) Macedonia Rd	0.64	780	R											NA		09/26/2001
(610) Pepmeier Hill Rd	4.73	600	G	95%	2%	2%	1%	0%	0%	C	0.107	F	0.6	630	G	2005
(611)	0.70	40	R											NA		08/18/2004
(612)	0.37	20	R											NA		07/28/2004
(613)	1.15	80	R											NA		09/19/2001

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						2Axle	3+Axle	1Trail	2Trail							
<b>Caroline County</b>																
(614) Ware Creek Rd	1.40	340	R			From: US 17 Tidewater Trail					NA			NA		08/18/2004
(614) Ware Creek Rd	0.20	130	G	95%	2%	1%	2%	0%	0%	C	0.139	F	0.6	130	G	2005
(614) Ware Creek Rd	0.40	40	R			From: 16-615 E, Buckner Rd					NA			NA		08/18/2004
						To: Dead End										
(615) Buckner Rd	0.90	190	G	90%	4%	2%	4%	1%	0%	C	0.112	F	0.571	200	G	2005
(615) Buckner Rd	2.30	400	R			From: 16-614 E, Ware Creek Rd					NA			NA		08/18/2004
(615) Skinkers Neck Rd	2.20	290	G	90%	4%	2%	4%	1%	0%	F	0.103	F	0.656	300	G	2005
						From: 16-618								NA		08/23/2001
(616)	0.79	60	R			To: Dead End					NA			NA		08/23/2001
(617)	1.40	60	R			From: Dead End					NA			NA		08/13/2001
						To: 16-630										
(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
						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	G	98%	1%	1%	0%	0%	0%	F	0.094	F	0.537	1500	G	2005
(619)	0.28	790	G	98%	1%	1%	0%	0%	0%	C	0.104	F	0.598	810	G	2005
						From: US 301										
<b>Caroline County</b>																
(619)	2.52	300	G	98%	1%	1%	0%	0%	0%	F	0.11	F	0.557	310	G	2005
						To: 16-640										
(620)	0.19	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
						To: 16-608 SOUTH										
(621)	2.00	40	R			From: 16-608 NORTH					NA			NA		08/18/2004
						To: 16-618										

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						2Axle	3+Axle	1Trail	2Trail							
<b>Caroline County</b>																
622	1.54	110	R													08/11/2004
623	1.10	8	R													07/19/2004
624	0.33	80	R													08/13/2001
625	1.50	60	R													08/13/2001
625	8.97	140	R													08/13/2001
626	3.30	70	R													08/04/2004
626	2.59	250	R													08/04/2004
626	2.40	270	R													08/04/2004
627	4.70	200	R													08/23/2001
627	4.60	250	R													08/23/2001
627	2.90	180	R													08/23/2001
628	0.30	1100	G	93%	1%	1%	2%	3%	0%	C	0.104	F	0.541	1200	G	2005
628	1.88	1400	G	93%	1%	1%	2%	3%	0%	F	0.096	F	0.538	1400	G	2005
629	0.80	20	R													08/02/2004
630	3.10	800	G	94%	0%	1%	1%	3%	0%	C	0.088	F	0.627	830	G	2005
630	2.78	530	G	94%	0%	1%	1%	3%	0%	F	0.088	F	0.598	550	G	2005
630	3.91	340	G	94%	0%	1%	1%	3%	0%	F	0.110	F	0.553	350	G	2005
631	1.20	90	R													09/12/2001
631	0.70	200	R													09/12/2001
632	1.26	230	R													10/03/2001
632	0.72	350	R													10/03/2001

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						2Axle	3+Axle	1Trail	2Trail							
<b>Caroline County</b>																
(632)	1.70	490	G	96%	2%	0%	1%	2%	0%	C	0.111	F	0.537	510	G	2005
						From: US 1 Jefferson Davis Hwy										
(632)	1.00	380	G	96%	2%	0%	1%	2%	0%	F	0.107	F	0.547	400	G	2005
						From: 16-633 SOUTH										
(632)	3.18	110	R									NA	NA			09/27/2001
						From: 16-605 WEST										
						To: 16-606 Stonewall Jackson Rd										
(633)	1.80	230	R									NA	NA			08/04/2004
						From: 16-601										
(633)	1.76	240	R									NA	NA			08/04/2004
						From: 16-639										
(633)	2.87	330	R									NA	NA			08/04/2004
						From: 16-634										
(633)	1.30	140	R									NA	NA			08/04/2004
						From: 16-632 NORTH 16-632 SOUTH										
(633)	0.81	20	R									NA	NA			08/04/2004
						From: 16-605										
						To: Dead End										
(634)	2.20	50	R									NA	NA			09/27/2001
						From: 16-633										
						To: 16-664										
(635)	0.70	410	G	95%	0%	2%	1%	2%	0%	C	0.102	F	0.523	430	G	2005
						From: King & Queen County Line										
						To: 16-630										
(636)	1.50	70	R									NA	NA			08/16/2004
						From: 16-625										
						To: Essex County Line										
(637)	0.40	110	R									NA	NA			08/13/2001
						From: 16-625										
						To: Essex County Line										
(638)	4.35	210	R									NA	NA			09/27/2001
						From: 16-639										
(638)	1.70	210	R									NA	NA			09/27/2001
						From: 16-605										
						To: 16-626										
(639) Anderson Mill Rd	0.53	2600	G	96%	1%	1%	1%	1%	0%	F	0.100	F	0.644	2700	G	2005
						From: 16-738 Partlow Rd; Teman Rd										
(639) Ladysmith Rd	4.20	7400	G	96%	1%	1%	1%	1%	0%	C	0.086	F	0.693	7600	G	2005
						From: 16-603 E. Landora Bridge Rd										
(639) Ladysmith Rd	0.79	8700	R									NA	NA			08/11/2004
						From: US 1 Jefferson Davis Hwy										
(639) Ladysmith Rd	0.54	5200	R									NA	NA			08/04/2004
						From: I-95										
(639) Ladysmith Rd	5.38	3100	R									NA	NA			08/09/2004
						From: 16-633 Bull Church Rd										
						To: SR 207 Rogers Clark Blvd										
(640)	0.19	40	G	62%	0%	2%	9%	27%	0%	F	0.203	F	0.563	40	G	2005
						From: Dead End										
(640)	0.51	220	G	62%	0%	2%	9%	27%	0%	F	0.184	F	0.505	230	G	2005
						From: 16-773										
(640)	0.39	680	G	62%	0%	2%	9%	27%	0%	C	0.106	F	0.6	710	G	2005
						From: 16-768										
						To: 16-628										



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						2Axle	3+Axle	1Trail	2Trail							
<b>Caroline County</b>																
640	1.92	640	G	62%	0%	2%	9%	27%	0%	F	0.104	F	0.513	660	G	2005
						From: 16-628										
						To: US 301; SR 2 SOUTH										
640	2.06	170	G	62%	0%	2%	9%	27%	0%	F	0.094	F	0.539	180	G	2005
						From: US 301; SR 2 NORTH										
640	2.35	290	R								NA		NA			1995
						From: 16-619										
						To: 16-641 WEST										
640	3.28	90	R								NA		NA			08/23/2001
						From: 16-641 EAST										
						To: 16-721										
641	3.25	200	R								NA		NA			08/23/2001
						From: 16-721										
						To: 16-640 EAST										
641	5.90	90	R								NA		NA			08/23/2001
						From: 16-618										
						To: 16-716										
642	0.30	210	R								NA		NA			09/17/2001
						From: 16-721										
						To: Dead End										
643	1.80	160	R								NA		NA			08/13/2001
						From: 16-721										
						To: 16-654 EAST										
643	2.20	170	R								NA		NA			08/13/2001
						From: 16-644										
						To: 16-627										
644	2.20	90	R								NA		NA			08/23/2001
						From: 16-643										
644	2.00	120	R								NA		NA			08/13/2001
						From: 16-721										
						To: 16-721										
645	1.65	80	R								NA		NA			08/13/2001
						From: 16-618										
						To: 16-627										
646	3.60	30	R								NA		NA			08/23/2001
						From: 16-721										
						To: US 301										
647	0.55	920	R								NA		NA			08/20/2001
						From: 16-1310										
647	2.06	230	R								NA		NA			08/20/2001
						From: 16-601 WEST										
						To: 16-601 EAST										
647	1.90	260	R								NA		NA			08/20/2001
						From: 16-627 WEST										
						To: 16-627 EAST										
647	1.80	30	R								NA		NA			08/20/2001
						From: 16-654										
						To: US 301 SOUTH										
648	1.95	230	R								NA		NA			08/20/2001
						From: 16-663										
648	1.90	70	R								NA		NA			08/20/2001
						From: 16-647										
648	0.53	280	R								NA		NA			08/20/2001
						From: US 301 NORTH										
						To: 16-600										
649	0.55	110	R								NA		NA			10/29/2004
						From: 16-648										

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						2Axle	3+Axle	1Trail	2Trail							
<b>Caroline County</b>																
(650)	2.07	300	R													08/20/2001
(650)	0.60	70	R													07/19/2004
(651)	0.60	3	R													07/19/2004
(651)	2.10	190	R													07/19/2004
(651)	0.50	420	R													07/19/2004
(651)	0.22	1300	R													07/19/2004
(651)	0.20	840	R													07/19/2004
(651)	0.80	360	R													07/19/2004
(652)	1.00	580	R													07/19/2004
(652)	3.03	70	R													07/19/2004
(652)	3.83	1100	G	97%	1%	0%	0%	1%	0%	C	0.099	F	0.685	1100	G	2005
(652)	4.26	1800	F	97%	0%	1%	1%	1%	0%	C	0.092	F	0.599	1800	F	2005
(652)	0.95	710	F	97%	1%	1%	0%	1%	0%	C	0.097	F	0.609	710	F	2005
(652)	2.80	370	R													08/09/2004
(653)	3.45	190	R													07/19/2004
(654)	1.70	330	R													09/17/2001
(654)	2.60	460	R													09/17/2001
(654)	0.10	550	R													08/23/2001
(654)	2.84	100	R													08/23/2001
(654)	3.40	100	R													08/23/2001
(654)	1.80	130	R													10/01/2001
(655)	1.76	190	R													09/17/2001

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						2Axle	3+Axle	1Trail	2Trail								
<b>Caroline County</b>																	
(656)	2.10	300	R			From: US 301; 16-648					NA			NA		09/17/2001	
(656)	1.81	340	R			To: 16-654 EAST					NA			NA		09/17/2001	
(656)	2.10	440	R			From: 16-655					NA			NA		09/17/2001	
(656)	0.89	140	R			To: 16-684					NA			NA		09/17/2001	
(656)	0.39	160	R			From: RF&P Railroad					NA			NA		09/17/2001	
(656)						To: SR 207; 16-716											
(657)	2.72	140	R			From: US 1 SOUTH					NA			NA		08/09/2004	
(657)						To: US 1 NORTH											
(658)	Jericho Rd	4.32	980	G	95%	1%	1%	1%	2%	0%	F	0.091	F	0.685	1000	G	2005
(658)	Jericho Rd	0.86	1300	G	95%	1%	1%	1%	2%	0%	F	0.099	F	0.708	1300	G	2005
(658)	Jericho Rd	3.25	1800	G	95%	1%	1%	1%	2%	0%	C	0.094	F	0.697	1900	G	2005
(658)						To: US 1 Jefferson Davis Hwy; SR 207 Rogers Clark Blvd											
(659)	Palace Green Rd	1.50	120	R										NA	NA	09/19/2001	
(659)						To: Dead End											
(660)		0.27	360	R										NA	NA	08/02/2004	
(660)						To: 16-607											
(660)		1.23	170	R										NA	NA	08/02/2004	
(660)						From: 16-609 Macedonia Rd											
(660)						To: 16-1020											
(661)		2.40	480	G	93%	3%	2%	0%	1%	0%	C	0.109	F	0.593	490	G	2005
(661)						To: US 1											
(662)		2.10	80	R										NA	NA	08/28/2001	
(662)						From: 16-602											
(662)						To: 16-653											
(663)		3.25	110	R										NA	NA	07/22/2004	
(663)						From: 16-648											
(663)						To: 16-601											
(664)		0.82	80	R										NA	NA	08/04/2004	
(664)						From: Dead End											
(664)		0.08	140	R										NA	NA	08/04/2004	
(664)						To: 0.82 MN Dead End											
(664)		1.90	160	R										NA	NA	10/10/2001	
(664)						From: 16-601											
(664)		2.13	150	R										NA	NA	10/10/2001	
(664)						To: 16-639 WEST											
(664)						From: 16-639 EAST											
(664)						To: 16-638											
(665)		4.20	140	R										NA	NA	08/13/2001	
(665)						From: 16-618											
(665)						To: 16-625											
(666)		0.69	20	R										NA	NA	07/28/2004	
(666)						From: Dead End											
(666)						To: 0.69 ME Dead End											

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						2Axle	3+Axle	1Trail	2Trail							
<b>Caroline County</b>																
(666)	0.21	50	R													07/28/2004
(668) Crossing Rd	0.42	220	R													09/26/2001
(668) Long Branch Rd; Dunfor	3.10	260	R													09/26/2001
(669) Trivette Rd	1.75	210	R													08/09/2004
(669) Sizer Rd	1.10	60	R													08/09/2004
(670)	1.60	170	R													08/20/2001
(671) Chilesburg Rd	1.90	70	R													10/03/2001
(671)	1.37	110	R													10/03/2001
(672)	1.90	80	R													10/10/2001
(673) Old Grain Rd	0.30	30	R													08/02/2004
(674)	0.40	47	R													08/16/2004
(674)	1.20	120	R													08/20/2001
(675) Hazelwood Ln	1.43	110	R													08/01/2001
(676)	2.21	580	G	96%	3%	1%	0%	0%	0%	C	0.155	F	0.621	600	G	2005
(677)	0.80	300	R													08/20/2001
(677)	1.00	40	R													08/20/2001
(678)	0.12	100	R													08/13/2001
(679) Country Rd	1.20	90	R													10/03/2001
(680)	0.85	40	R													08/11/2004
(681)	1.65	70	R													08/16/2004

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						2Axle	3+Axle	1Trail	2Trail							
<b>Caroline County</b>																
(681)	0.10	50	R				From: 16-758					NA		NA		08/16/2004
							To: Dead End									
(682)	1.20	80	R				From: Dead End					NA		NA		08/28/2001
							To: US 301									
(683)	4.21	90	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	47	R				From: 16-639 SOUTH					NA		NA		08/09/2004
							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	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: 16-732					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: 16-677					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: 16-677					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: 16-1225 SOUTH					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									

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						2Axle	3+Axle	1Trail	2Trail							
<b>Caroline County</b>																
(696)	0.29	8	R				From: 16-764						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) Shockey Lane	0.50	40	R				From: Dead End						NA		NA	08/09/2004
							To: 16-669 Trivette Rd									
(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									
(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: Dead End						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: Dead End						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									

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						2Axle	3+Axle	1Trail	2Trail							
<b>Caroline County</b>																
(713)	0.27	10	R											NA		08/09/2004
(713)	0.12	160	R											NA		08/09/2004
(714)	0.46	80	R											NA		08/04/2004
(715)	0.29	80	R											NA		09/19/2001
(716)	0.77	450	R											NA		09/19/2001
(716)	1.40	270	R											NA		09/19/2001
(717)	0.55	50	R											NA		08/16/2004
(718)	0.40	40	R											NA		08/16/2004
(719) Mount Rd	0.35	90	R											NA		08/18/2004
(720)	0.99	170	R											NA		09/19/2001
(721)	2.46	2500	G	95%	0%	1%	1%	2%	0%	C	0.093	F	0.676	2600	G	2005
(721)	4.00	1800	G	95%	0%	1%	1%	2%	0%	F	0.093	F	0.656	1900	G	2005
(721)	1.93	850	G	95%	0%	1%	1%	2%	0%	F	0.089	F	0.577	870	G	2005
(721)	1.08	690	G	95%	0%	1%	1%	2%	0%	F	0.078	F	0.617	710	G	2005
(721)	1.08	600	G	95%	0%	1%	1%	2%	0%	F	0.092	F	0.597	630	G	2005
(722)	1.22	1900	G	93%	1%	1%	2%	3%	0%	F	0.088	F	0.536	2000	G	2005
(722)	1.87	1100	G	93%	1%	1%	2%	3%	0%	C	0.095	F	0.571	1100	G	2005
(723)	0.55	60	R											NA		08/11/2004
(724)	0.20	80	R											NA		08/11/2004
(725)	0.84	420	R											NA		08/28/2001
(725)	0.84	260	R											NA		08/28/2001

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						2Axle	3+Axle	1Trail	2Trail							
<b>Caroline County</b>																
(726)	0.20	30	R											NA		08/04/2004
(727)	0.70	80	R											NA		10/10/2001
(728)	Black Marsh Rd	0.65	240	R										NA		08/01/2001
(729)		0.01	30	R										NA		08/16/2004
(729)		0.31	30	R										NA		08/16/2004
(730)		0.30	30	R										NA		08/04/2004
(731)		0.31	70	R										NA		09/19/2001
(732)		0.20	10	R										NA		07/19/2004
(733)		0.40	120	R										NA		07/19/2004
(734)		0.37	30	R										NA		08/16/2004
(735)		0.30	20	R										NA		08/04/2004
(736)		0.30	190	R										NA		07/19/2004
(737)		0.01	80	R										NA		08/02/2004
(737)		0.49	40	R										NA		08/02/2004
(738)	Teman Rd	3.46	710	G	96%	1%	1%	1%	0%	F	0.087	F	0.623	740	G	2005
(738)	Partlow Rd	1.81	1800	G	96%	1%	1%	1%	0%	C	0.099	F	0.577	1900	G	2005
(739)		0.27	40	R										NA		08/20/2001
(740)		0.80	20	R										NA		08/16/2004
(741)	Faulkner Lane	0.32	50	R										NA		08/16/2004



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						2Axle	3+Axle	1Trail	2Trail							
<b>Caroline County</b>																
(742)	0.23	140	R				From: US 1									10/10/2001
(742)	0.78	60	R				From: 0.23 ME US 1									08/11/2004
							To: Dead End									
(743)	1.00	20	R				From: FR-162									08/04/2004
							To: 16-633									
(744)	0.21	8	R				From: 16-652 WEST									07/19/2004
							To: 16-652 EAST									
(745)	0.10	270	R				From: 16-668									09/26/2001
							To: SR 2									
(746)	0.55	30	R				From: 16-656									09/17/2001
							To: Dead End									
(747)	1.56	47	R				From: 16-640									08/23/2001
							To: 16-621									
(748)	0.25	190	R				From: US 1									08/09/2004
							To: 16-1302									
(749)	0.08	50	R				From: US 1									09/19/2001
							To: Dead End									
(750)	0.30	30	R				From: Dead End									08/28/2001
							To: 16-640									
(751)	1.35	40	R				From: 16-608									08/18/2004
							To: Dead End									
(752)	0.40	70	R				From: 16-684									08/09/2004
							To: Dead End									
(753)	0.15	20	R				From: 16-606									08/02/2004
							To: Dead End									
(754)	0.25	40	R				From: 16-632									08/16/2004
							To: Dead End									
(755)	0.33	90	R				From: 16-606									09/26/2001
							To: Dead End									
(756)	0.24	200	R				From: 16-633									09/12/2001
							To: 16-639									
(757)	0.06	80	R				From: Dead End									08/11/2004
							To: US 1									
(758)	0.30	60	R				From: 16-681									08/01/2001
							To: Dead End									
(759)	0.55	40	R				From: Dead End									08/04/2004
							To: Spotsylvania County Line									

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						2Axle	3+Axle	1Trail	2Trail							
<b>Caroline County</b>																
(760)	1.50	40	R								NA		NA			08/16/2004
(761)	0.90	49	R								NA		NA			08/23/2001
(762)	0.20	70	R								NA		NA			09/19/2001
(763)	0.45	110	R								NA		NA			07/19/2004
(764)	0.26	40	R								NA		NA			09/12/2001
(765)	0.23	140	R								NA		NA			09/12/2001
(766) Burma Rd	2.30	30	R								NA		NA			08/18/2004
(767)	0.65	70	R								NA		NA			10/10/2001
(768)	0.23	130	R								NA		NA			08/28/2001
(770)	0.19	50	R								NA		NA			09/12/2001
(771)	0.10	40	R								NA		NA			08/11/2004
(772)	0.45	130	R								NA		NA			09/27/2001
(773)	0.19	140	R								NA		NA			08/28/2001
(774)	0.36	130	R								NA		NA			08/16/2004
(775)	0.15	60	R								NA		NA			08/02/2004
(776)	0.14	120	R								NA		NA			07/19/2004
(777)	0.34	90	R								NA		NA			07/19/2004
(778)	0.14	60	R								NA		NA			08/11/2004
(779)	0.31	140	R								NA		NA			08/04/2004

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						2Axle	3+Axle	1Trail	2Trail							
<b>Caroline County</b>																
(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	220	R				From: 16-661					NA		NA		08/16/2004
							To: Dead End									
(798)	0.10	190	R				From: Cul-de-Sac					NA		NA		08/09/2004
							To: 16-799									
(798)	0.10	70	R				From: 16-799					NA		NA		08/09/2004
							To: Cul-de-Sac									
(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: 16-1004					NA		NA		08/01/2001
							To: Dead End									
(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									

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						2Axle	3+Axle	1Trail	2Trail							
<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									
1026	0.09	NA					From: 16-648				NA		NA			
							To: Cul-de-Sac									
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									
1044	0.04	NA					From: Cul-de-Sac				NA		NA			
							To: 16-631									
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									
1070	0.06	NA					From: SR 207 Rogers Clark Blvd				NA		NA			
							To: 16-1071									

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						2Axle	3+Axle	1Trail	2Trail							
<b>Caroline County</b>																
(1071)	0.05	NA					From: 16-1072					NA		NA		
							To: 16-1070									
(1072)	0.17	NA					From: 16-1071					NA		NA		
							To: 16-1073									
(1073)	0.21	NA					From: 16-1072					NA		NA		
							To: 16-1072									
(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									
(1104)	0.06	100		R			From: 16-722					NA		NA		07/22/2004
							To: 16-1105									
(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
							To: 16-1104									
(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
							To: 16-1108									
(1107)	0.07	210		R			From: 16-1108					NA		NA		07/22/2004
							To: 16-1106									
(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
							To: 16-1102									

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						2Axle	3+Axle	1Trail	2Trail							
<b>Caroline County</b>																
(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
						To: 16-1108										
(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
						To: SR 207										
(1202)	0.08	110	R			From: WCL Bowling Green					NA		NA			08/28/2001
						To: Bus US 301										
(1203)	0.10	650	R			From: Bus US 301					NA		NA			09/12/2001
						To: Dead End										
(1204)	0.06	1400	R			From: Bus US 301					NA		NA			08/02/2004
						To: 16-1205										
(1204)	0.06	1000	R			From: 16-1205					NA		NA			09/12/2001
						To: 16-1229										
(1204)	0.15	430	R			From: 16-1229					NA		NA			09/12/2001
						To: US 301; FR-813										
(1205)	0.10	320	R			From: 16-619					NA		NA			08/28/2001
						To: 16-1204										
(1206)	0.11	290	R			From: 16-619					NA		NA			09/12/2001
						To: 16-1204										
(1207)	0.07	130	R			From: SCL Bowling Green					NA		NA			08/02/2004
						To: Bus US 301										
(1208)	0.07	80	R			From: 16-1211 SOUTH					NA		NA			08/02/2004
						To: SCL Bowling Green										
(1208)	0.03	48	R			From: SCL Bowling Green					NA		NA			08/02/2004
						To: 16-1211 NORTH										
(1209)	0.13	40	R			From: 16-619					NA		NA			08/02/2004
						To: Dead End										

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						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Bowling Green</b>																
(1210)	0.26	190	R				From: 16-619					NA		NA		08/28/2001
							To: SR 207									
(1211)	0.10	30	R				From: 16-1208					NA		NA		08/02/2004
							To: 16-1212									
(1211)	0.10	10	R				From: 16-1212					NA		NA		08/02/2004
							To: 16-1208									
(1212)	0.08	8	R				From: Dead End					NA		NA		08/02/2004
							To: 16-1211									
(1213)	0.12	70	R				From: Dead End					NA		NA		08/02/2004
							To: Bus US 301									
(1214)	0.04	260	R				From: 16-619					NA		NA		08/28/2001
							To: Dead End									
(1215)	0.09	510	R				From: 16-1201					NA		NA		08/02/2004
							To: 16-619									
(1216)	0.03	20	R				From: Dead End					NA		NA		08/02/2004
							To: 16-1201									
(1216)	0.04	120	R				From: 16-1201					NA		NA		08/02/2004
							To: 16-619									
(1217)	0.19	110	R				From: Bus US 301					NA		NA		09/12/2001
							To: 16-1229									
<b>Caroline County</b>																
(1218)	0.12	60	R				From: Dead End					NA		NA		08/02/2004
							To: 16-1219									
(1218)	0.17	160	R				From: 16-1219					NA		NA		08/02/2004
							To: SR 2									
(1218)	0.11	40	R				From: SR 2					NA		NA		08/02/2004
							To: Dead End									
(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									

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						2Axle	3+Axle	1Trail	2Trail							
<b>Caroline County</b>																
(1225)	0.14	110	R			From: 16-695 SOUTH					NA			NA		07/28/2004
(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			From: 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			From: 16-1233					NA			NA		07/28/2004
(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 School St					NA			NA		07/28/2004
(1234)	0.18	NA				From: 16-1235					NA			NA		
						To: 16-1237										
(1235)	0.07	60	R			From: 16-1234					NA			NA		07/28/2004
						To: Cul-de-Sac										
(1236)	0.08	NA				From: 16-1237					NA			NA		
						To: 16-1234										
(1237)	0.28	NA				From: Cul-de-Sac					NA			NA		
						To: 16-1234										
(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										



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						2Axle	3+Axle	1Trail	2Trail							
<b>Caroline County</b>																
(1240) Wagon Wheel Rd	0.17	40	R											NA	NA	08/02/2004
						From: Dead End										
(1240) Wagon Wheel Rd	0.12	140	R											NA	NA	08/02/2004
						From: 16-1241 Mill Run Lane										
						To: SCL Bowling Green										
<b>Town of Bowling Green</b>																
(1240) Wagon Wheel Rd	0.04	140	N											NA	NA	08/02/2004
						From: SCL Bowling Green										
						To: US 301 A P Hill Blvd										
<b>Caroline County</b>																
(1241) Mill Run Ln	0.20	80	R											NA	NA	08/02/2004
						From: 16-1242 Mill Stone Lane										
						To: 16-1240 Wagon Wheel Rd										
(1242) Mill Stone Ln	0.16	20	R											NA	NA	08/02/2004
						From: 16-1241 Mill Run Lane										
						To: Dead End										
(1245)	0.75	260	R											NA	NA	08/28/2001
						From: 16-695 NORTH										
						To: 16-695 SOUTH										
<b>Town of Bowling Green</b>																
(1250)	0.18	NA												NA	NA	
						From: Cul-de-Sac										
						To: 16-619										
(1251)	0.37	NA												NA	NA	
						From: 16-1250										
						To: End of Loop										
(1252)	0.20	NA												NA	NA	
						From: Dead End										
						To: 16-1250										
<b>Caroline County</b>																
(1301)	0.13	80	R											NA	NA	08/09/2004
						From: Dead End										
						To: 16-748										
(1302)	0.12	70	R											NA	NA	08/09/2004
						From: Dead End										
						To: 16-748										
(1310)	0.11	250	R											NA	NA	07/22/2004
						From: 16-647										
						To: 16-1311										
(1310)	0.09	210	R											NA	NA	07/22/2004
						From: 16-1311										
						To: 16-1312										
(1310)	0.09	170	R											NA	NA	07/22/2004
						From: 16-1312										
						To: 16-1313										
(1310)	0.08	70	R											NA	NA	07/22/2004
						From: 16-1313										
						To: Anderson Street										
(1311)	0.31	330	R											NA	NA	07/22/2004
						From: 16-648										
						To: 16-1310										
(1311)	0.06	30	R											NA	NA	07/22/2004
						From: 16-1310										
						To: Cul-de-Sac										
(1312)	0.05	47	R											NA	NA	07/22/2004
						From: 16-1310										
						To: Cul-de-Sac										
(1313)	0.05	140	R											NA	NA	07/22/2004
						From: 16-1310										
						To: Cul-de-Sac										

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						2Axle	3+Axle	1Trail	2Trail							
<b>Caroline County</b>																
(1401)	0.11	20	R											NA	NA	08/11/2004
(1401)	0.06	550	R											NA	NA	08/11/2004
(1401)	0.06	760	R											NA	NA	08/11/2004
(1402)	0.34	240	R											NA	NA	08/11/2004
(1403)	0.15	200	R											NA	NA	08/11/2004
(1403)	0.18	390	R											NA	NA	08/11/2004
(1403)	0.16	200	R											NA	NA	08/11/2004
(1403)	0.07	60	R											NA	NA	08/11/2004
(1404)	0.05	40	R											NA	NA	08/11/2004
(1405)	0.04	750	R											NA	NA	08/11/2004
(1405)	0.07	620	R											NA	NA	08/11/2004
(1405)	0.12	490	R											NA	NA	08/11/2004
(1405)	0.06	230	R											NA	NA	08/11/2004
(1406)	0.08	70	R											NA	NA	08/11/2004
(1407)	0.13	80	R											NA	NA	08/11/2004
(1408)	0.10	80	R											NA	NA	08/11/2004
(1408)	0.09	110	R											NA	NA	08/11/2004
(1420)	0.20	110	R											NA	NA	10/03/2001
(1421)	0.17	20	R											NA	NA	10/03/2001
(1421)	0.20	50	R											NA	NA	10/03/2001
(1440)	0.18	390	R											NA	NA	08/09/2004

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						2Axle	3+Axle	1Trail	2Trail							
<b>Caroline County</b>																
9078 Bowling Green Primary	0.15	630	R	From: 16-640 Bowling Green				NA	NA	07/28/2004						
				To: Bowling Green Primary 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												