

2002

**Virginia Department of Transportation
Daily Traffic Volume Estimates**

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.

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

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

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

Glossary of Terms:

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

Length: Length of the traffic segment in miles.

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

QA: Quality of AADT:

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

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

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

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

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

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

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

QC: Quality of Classification Data:

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

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

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B Factor based on 30th Highest Hour Observed During Less than 12 Months of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of 30th Highest Hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

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

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

QW: Quality of AAWDT:

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

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

Route Shield Legend

Route Systems



Interstate Route

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



US Route



Virginia State Route



Secondary Route

Special Routes



Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route



ALT - Alternate Route
Wve - Wve Route connector



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



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

Virginia Department of Transportation
 Mobility Management Division
 2002
 Annual Average Daily Traffic Volume Estimates By Section of Route
 Caroline Maintenance Area

Route	Length	AADT	QA	Year
Caroline County				
From: Hanover County Line				
1	2.99	4700	G	2002
To: SR 207 Carmel Church				
1	6.29	4700	G	2002
To: 16-639				
1	3.06	5500	G	2002
To: 16-632				
1	2.53	4200	G	2002
To: Spotsylvania County Line				
From: Hanover County Line				
2 301	3.16	4900	G	2002
To: SR 30 DAWN				
2 301	4.44	3600	G	2002
To: 16-647				
2 301	7.50	3200	G	2002
To: 16-721 Near de Jamette				
2 301	2.46	5700	G	2002
To: BUS US 301				
Town of Bowling Green				
From: SCL Bowling Green				
2 301	0.11	5700	N	2002
To: BUS US 301 S				
Caroline County				
Bus From: BUS US 301 S				
2 301	0.22	5400	G	2002
To: SCL Bowling Green				
Town of Bowling Green				
Bus From: SCL Bowling Green				
2 301	0.74	5800	G	2002
To: BUS US 301 N				
From: US 301 Bus N				
2	0.39	6300	G	2002
To: NCL Bowling Green				
Caroline County				
From: NCL Bowling Green				
2	7.73	4900	G	2002
To: 16-606				
2	3.71	4900	G	2002
To: Spotsylvania County Line				
From: Essex County Line				
17	5.89	5100	G	2002
To: US 301 Port Royal				
17	9.66	3900	G	2002
To: 16-610				
17	2.57	4000	G	2002
To: Spotsylvania County Line				
From: Hanover County Line				
30	3.47	5500	G	2002
To: US 301, SR 2 Dawn				
30	3.18	3900	G	2002
To: King William County Line				
North From: Hanover County Line				
95	3.07	39000	G	2002
Combined Traffic:		78000	G	
To: SR 207				

Route	Length	AADT	QA	Year
Caroline County				
North From: SR 207				
95	6.12	36000	G	2002
Combined Traffic:		75000	G	
To: 16-639 Ladysmith				
North From: 16-639 Ladysmith				
95	6.35	34000	G	2002
Combined Traffic:		74000	G	
To: Spotsylvania County Line				
South From: Hanover County Line				
95	3.67	40000	G	2002
Combined Traffic:		78000	G	
To: SR 207				
South From: SR 207				
95	6.02	39000	G	2002
Combined Traffic:		75000	G	
To: 16-639 Ladysmith				
South From: 16-639 Ladysmith				
95	6.05	40000	G	2002
Combined Traffic:		74000	G	
To: Spotsylvania County Line				
From: US 1 Carmel Church				
207	0.46	5900	G	2002
To: I-95				
207 From: I-95				
207	5.14	8600	A	2002
To: S 16-601				
207 From: S 16-601				
207	4.31	11000	G	2002
To: 16-722 Milford				
207 From: 16-722 Milford				
207	0.57	12000	G	2002
To: SR 207 Bus				
207 From: SR 207 Bus				
207	1.45	6800	G	2002
To: US 301				
Bus From: SR 207				
207	0.54	3700	G	2002
To: WCL Bowling Green				
Town of Bowling Green				
Bus From: WCL Bowling Green				
207	0.73	5300	G	2002
To: SR 2 US 301 Bus				
Caroline County				
From: Hanover County Line				
301	3.16	4900	G	2002
To: SR 30 Dawn				
301 From: SR 30 Dawn				
301	4.44	3600	G	2002
To: 16-647				
301 From: 16-647				
301	7.50	3200	G	2002
To: 16-721 Near De Jamette				
301 From: 16-721 Near De Jamette				
301	2.46	5700	G	2002
To: SCL Bowling Green				
Town of Bowling Green				
From: SCL Bowling Green				
301	0.11	5700	N	2002
To: Bus US 301				
301 From: Bus US 301				
301	0.23	7300	M	2002
To: SR 207				
301 From: SR 207				
301	1.27	8300	G	2002
To: US 301 Bus N of Bowling Green				

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 Caroline Maintenance Area

Route	Length	AADT	QA	Year
Town of Bowling Green				
From: US 301 Bus N of Bowling Green				
301	0.74	9400	G	2002
To: 16-608				
Caroline County				
From: 16-608				
301	9.90	7300	G	2002
To: US 17				
From: 301	0.39	10000	G	2002
To: SCL Port Royal				
Town of Port Royal				
From: SCL Port Royal				
301	0.47	10000	N	2002
To: NCL Port Royal				
Caroline County				
From: NCL Port Royal				
301	0.29	10000	N	2002
To: King George County Line				
From: Bus 301				
301	0.22	5400	G	2002
To: SCL Bowling Green				
Town of Bowling Green				
From: SCL Bowling Green				
Bus 301	0.74	5800	G	2002
To: SR2-207 Bus				
From: Bus 301				
301	0.27	3700	G	2002
To: ECL Bowling Green				
Caroline County				
From: ECL Bowling Green				
Bus 301	0.41	2400	G	2002
To: US 301 North of Bowling Green				
From: 600	0.15	110	R	1998
To: US 301				
From: 600	3.07	910	G	2002
To: 16-670				
From: 600	2.23	770	G	2002
To: 16-601 EAST				
From: 600	2.27	540	G	2002
To: King William County Line				
From: 601	1.61	300	G	2002
To: 16-658 South				
From: 601	3.07	290	G	2002
To: 16-658 North				
From: 601	1.80	580	G	2002
To: US 1				
From: 601	1.00	780	G	2002
To: 16-633				
From: 601	1.12	810	G	2002
To: 16-672				
From: 601	1.52	1000	G	2002
To: 16-664				
From: 601	0.08	1200	G	2002
To: 16-714				
From: 601	0.08	1200	G	2002
To: SR 207 North				

Route	Length	AADT	QA	Year
Caroline County				
From: SR 207 South				
601	5.84	310	R	10/10/2001
To: US 301				
From: 601	3.01	140	G	2002
To: 16-647 West				
From: 601	0.79	300	G	2002
To: 16-647 East				
From: 601	2.62	150	G	2002
To: 16-600 East				
From: 601	3.39	120	R	08/20/2001
To: King William County Line				
From: 602	1.80	380	R	08/28/2001
To: 16-662				
From: 602	1.20	530	R	08/28/2001
To: US 301; 16-651				
From: 603	2.61	230	R	1998
To: Hanover County Line				
From: 603	1.11	330	R	1998
To: 16-669				
From: 603	3.85	650	G	2002
To: 16-658; 16-639 West				
From: 603	0.70	850	G	2002
To: 16-639 East				
From: 603	2.39	680	R	1998
To: 16-604 South				
From: 603	0.72	340	R	10/03/2001
To: 16-661				
From: 604	2.88	500	R	10/10/2001
To: Spotsylvania County Line				
From: 604	0.43	440	R	10/03/2001
To: Spotsylvania County Line				
From: 604	2.88	500	R	10/10/2001
To: 16-603 NORTH				
From: 604	0.71	840	G	2002
To: US 1				
From: 605	0.71	840	G	2002
To: Spotsylvania County Line				
From: 605	1.57	670	G	2002
To: 16-633				
From: 605	2.67	530	G	2002
To: 16-632 EAST				
From: 605	1.94	450	G	2002
To: 16-626 NORTH				
From: 605	4.08	560	G	2002
To: 16-638				
From: 605				
To: NCL Bowling Green				
Town of Bowling Green				
From: NCL Bowling Green				
605	0.04	560	G	2002
To: SR 2				
Caroline County				
From: Spotsylvania County Line				
606	3.51	1700	G	2002
To: 16-755				

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Route	Length	AADT	QA	Year
Caroline County				
From: 16-755				
(606)	0.19	1800	G	2002
To: 16-607 EAST				
(606)	0.63	1600	G	2002
To: 16-609 EAST				
(606)	2.30	1400	G	2002
To: SR 2				
From: Spotsylvania County Line				
(607)	2.09	300	R	1998
To: 16-606 WEST				
From: 16-606 EAST				
(607)	0.76	160	R	1998
To: 16-609 WEST				
From: 16-609 EAST				
(607)	2.10	190	R	1998
To: SR 2				
From: 16-630				
(608)	2.41	130	R	10/01/2001
To: 16-621 SOUTH				
From: 16-641 Gap Terminus				
(608)	1.20	70	R	10/01/2001
To: Dead End; Gap Terminus				
From: Dead End; Gap Terminus				
(608)	0.09	260	R	10/01/2001
To: ECL Bowling Green				
Town of Bowling Green				
From: ECL Bowling Green				
(608)	0.01	390	R	10/01/2001
To: US 301 EAST				
From: US 301 EAST				
(608)	0.44	110	R	10/01/2001
To: WCL Bowling Green				
Caroline County				
From: WCL Bowling Green				
(608)	0.84	70	R	10/01/2001
To: NCL Bowling Green				
Town of Bowling Green				
From: NCL Bowling Green				
(608)	0.35	150	R	10/01/2001
To: US 301 BUS WEST				
Caroline County				
From: SR 2				
(609)	0.61	180	R	08/13/2001
To: 16-780				
From: 16-780				
(609)	1.71	110	R	08/13/2001
To: 16-626 SOUTH				
From: 16-626 NORTH				
(609)	1.30	210	R	09/26/2001
To: 16-607 EAST				
From: 16-607 EAST				
(609)	1.48	340	R	09/26/2001
To: 16-606 EAST				
From: 16-606 WEST				
(609)	2.85	580	G	2002
To: 16-668 SOUTH				
From: 16-668 SOUTH				
(609)	0.64	780	R	09/26/2001
To: Spotsylvania County Line				
From: SR 2				
(610)	4.73	440	G	2002
To: US 17				

Route	Length	AADT	QA	Year
Caroline County				
From: Dead End				
(611)	0.70	40	R	08/01/2001
To: US 17				
From: US 301; 16-628				
(612)	0.37	3	R	08/28/2001
To: 16-703				
From: US 1 SOUTH				
(613)	1.15	80	R	09/19/2001
To: US 1 NORTH				
From: US 17				
(614)	1.40	170	R	1998
To: 16-615 WEST				
From: 16-615 WEST				
(614)	0.20	90	G	2002
To: 16-615 EAST				
From: 16-615 EAST				
(614)	0.40	30	R	1998
To: Dead End				
From: US 17				
(615)	0.90	180	G	2002
To: 16-614 EAST				
From: 16-614 EAST				
(615)	2.30	110	R	1998
To: 16-728				
From: 16-728				
(615)	2.20	250	G	2002
To: 16-614 WEST				
From: 16-618				
(616)	0.79	60	R	08/23/2001
To: Dead End				
From: Dead End				
(617)	1.40	60	R	08/13/2001
To: 16-630				
From: Dead End				
(618)	1.10	10	R	08/13/2001
To: 16-645				
From: 16-645				
(618)	1.00	100	R	1998
To: 16-630				
From: 16-630				
(618)	0.70	300	R	1998
To: 16-665				
From: 16-665				
(618)	2.97	40	R	1998
To: 16-641				
From: 16-641				
(618)	2.43	80	R	1998
To: 16-625				
From: SR 207				
(619)	0.37	660	R	09/12/2001
To: WCL Bowling Green				
Town of Bowling Green				
From: WCL Bowling Green				
(619)	0.55	1500	R	09/12/2001
To: US 301 BUS				
From: US 301 BUS				
(619)	0.06	1400	G	2002
To: 16-1205				
From: 16-1205				
(619)	0.28	750	G	2002
To: US 301				
Caroline County				
From: US 301				
(619)	2.52	210	G	2002
To: 16-667				

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 Caroline Maintenance Area

Route	Length	AADT	QA	Year
Caroline County				
From: 16-652				
(620) To: Dead End	0.15	70	R	09/19/2001
From: 16-640				
(621) To: 16-608 SOUTH	2.50	30	R	08/23/2001
From: 16-608 NORTH				
(621) To: 16-618	2.00	40	R	08/23/2001
From: Dead End				
(622) To: US 1	1.54	120	R	10/10/2001
From: 16-654				
(623) To: 16-627	1.10	7	R	08/23/2001
From: King & Queen County Line				
(624) To: 16-630	0.33	80	R	08/13/2001
From: King & Queen County Line				
(625) To: 16-630	1.50	60	R	08/13/2001
From: 16-630				
(625) To: Essex County Line	8.97	140	R	08/13/2001
From: 16-633				
(626) To: 16-605 SOUTH	3.30	90	R	1998
From: 16-605 NORTH				
(626) To: 16-609 SOUTH	2.59	270	R	1998
From: 16-609 SOUTH				
(626) To: SR 2	2.40	340	R	1998
From: 16-721				
(627) To: 16-654	4.70	200	R	08/23/2001
From: 16-654				
(627) To: 16-644	4.60	250	R	08/23/2001
From: 16-644				
(627) To: King & Queen County Line	2.90	180	R	08/23/2001
From: 16-722				
(628) To: 16-640	0.30	2000	G	2002
From: 16-640				
(628) To: US 301; 16-612	1.88	980	G	2002
From: 16-609				
(629) To: SR 2	0.80	30	R	08/13/2001
From: 16-721				
(630) To: 16-618	3.10	820	G	2002
From: 16-618				
(630) To: 16-625	2.78	530	G	2002
From: 16-625				
(630) To: 16-635; Essex County Line	3.91	400	G	2002
From: SR 2 SOUTH				
(631) To: SR 2 NORTH	1.20	90	R	09/12/2001

Route	Length	AADT	QA	Year
Caroline County				
From: SR 2 NORTH				
(631) To: Dead End	0.70	200	R	09/12/2001
From: 16-603				
(632) To: 16-754	1.26	230	R	10/03/2001
From: 16-754				
(632) To: US 1	0.72	350	R	10/03/2001
From: US 1				
(632) To: 16-633 SOUTH	1.70	410	G	2002
From: 16-633 SOUTH				
(632) To: 16-605 WEST	1.00	350	G	2002
From: 16-605 WEST				
(632) To: 16-606	3.18	110	R	09/27/2001
From: 16-606				
(633) To: 16-639	1.80	220	R	1998
From: 16-639				
(633) To: 16-634	1.76	270	R	1998
From: 16-634				
(633) To: 16-632 NORTH	2.87	200	R	1998
From: 16-632 NORTH				
(633) To: 16-632 SOUTH	1.30	160	R	1998
From: 16-632 SOUTH				
(633) To: 16-605	1.30	160	R	1998
From: 16-605				
(633) To: Dead End	0.81	45	R	09/27/2001
From: Dead End				
(634) To: 16-664	2.20	50	R	09/27/2001
From: 16-664				
(635) To: King & Queen County Line	0.70	460	G	2002
From: King & Queen County Line				
(635) To: 16-630	0.70	460	G	2002
From: 16-630				
(636) To: Essex County Line	1.50	90	R	1998
From: Essex County Line				
(637) To: 16-625	0.40	110	R	08/13/2001
From: 16-625				
(637) To: Essex County Line	0.40	110	R	08/13/2001
From: Essex County Line				
(638) To: 16-639	4.35	200	R	09/27/2001
From: 16-639				
(638) To: 16-605	1.70	210	R	09/27/2001
From: 16-605				
(638) To: 16-626	1.70	210	R	09/27/2001
From: 16-626				
(639) To: 16-738	0.53	2100	G	2002
From: 16-738				
(639) To: 16-603 EAST	4.20	4800	G	2002
From: 16-603 EAST				
(639) To: US 1	0.79	5800	R	1998
From: US 1				
(639) To: I-95 RAMP	0.54	4600	R	1998
From: I-95 RAMP				
(639) To: 16-633	0.54	4600	R	1998
From: 16-633				
(639) To: SR 207	5.38	2600	R	1998
From: SR 207				

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

Route	Length	AADT	QA	Year
Caroline County				
From: Dead End				
(640)	0.19	50	G	2002
To: 16-773				
(640)	0.51	190	G	2002
To: 16-768				
(640)	0.39	590	G	2002
To: 16-628				
(640)	1.92	440	G	2002
To: US 301; SR 2 SOUTH				
From: US 301; SR 2 NORTH				
(640)	2.06	200	G	2002
To: 16-667				
(640)	2.35	290	R	1995
To: 16-641 WEST				
From: 16-641 EAST				
(640)	3.28	90	R	08/23/2001
To: 16-721				
From: 16-721				
(641)	3.25	200	R	08/23/2001
To: 16-640 EAST				
(641)	5.90	90	R	08/23/2001
To: 16-618				
From: 16-716				
(642)	0.30	210	R	09/17/2001
To: Dead End				
From: 16-721				
(643)	1.80	160	R	08/13/2001
To: 16-654 EAST				
(643)	2.20	170	R	08/13/2001
To: 16-644				
From: 16-627				
(644)	2.20	90	R	08/23/2001
To: 16-643				
(644)	2.00	120	R	08/13/2001
To: 16-721				
From: 16-721				
(645)	1.65	80	R	08/13/2001
To: 16-618				
From: 16-627				
(646)	3.60	30	R	08/23/2001
To: 16-721				
From: US 301				
(647)	0.55	920	R	08/20/2001
To: 16-1310				
(647)	2.06	230	R	08/20/2001
To: 16-601 WEST				
From: 16-601 EAST				
(647)	1.90	260	R	08/20/2001
To: 16-627 WEST				
From: 16-627 EAST				
(647)	1.80	30	R	08/20/2001
To: 16-654				
From: US 301 SOUTH				
(648)	1.95	230	R	08/20/2001
To: 16-663				
From: 16-663				
(648)	1.90	70	R	08/20/2001
To: 16-647				

Route	Length	AADT	QA	Year
Caroline County				
From: 16-647				
(648)	0.53	280	R	08/20/2001
To: US 301 NORTH				
From: 16-600				
(649)	0.55	90	R	1998
To: 16-648				
From: Dead End				
(650)	2.07	300	R	08/20/2001
To: SR 30 WEST				
From: SR 30 MID				
(650)	0.60	40	R	08/20/2001
To: SR 30 EAST				
From: US 301 SOUTH				
(651)	0.60	7	R	08/20/2001
To: US 301 S MID				
(651)	2.10	290	R	1998
To: US 301 MID				
(651)	0.50	460	R	1998
To: US 301 N MID				
(651)	0.22	1100	R	1998
To: SR 30				
(651)	0.20	730	R	1998
To: 16-694				
(651)	0.80	380	R	1998
To: US 301 NORTH				
From: 16-651				
(652)	1.00	730	R	08/28/2001
To: 16-725				
(652)	3.03	48	R	08/28/2001
To: SR 30 WEST				
From: SR 30 EAST				
(652)	3.83	1300	G	2002
To: 16-654				
(652)	4.35	1300	G	2002
To: SR 207				
(652)	0.95	740	R	09/19/2001
To: 16-716				
(652)	2.80	330	R	09/19/2001
To: US 1				
From: 16-652				
(653)	3.45	150	R	1998
To: US 301				
From: 16-652				
(654)	1.70	330	R	09/17/2001
To: 16-656 WEST				
From: 16-656 EAST				
(654)	2.60	460	R	09/17/2001
To: US 301; SR 2				
(654)	0.10	550	R	08/23/2001
To: 16-601 WEST				
From: 16-601 EAST				
(654)	2.84	100	R	08/23/2001
To: 16-627				
(654)	3.40	100	R	08/23/2001
To: 16-643 WEST				

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Route	Length	AADT	QA	Year
Caroline County				
From: 16-643 EAST				
(654) To: 16-721	1.80	130	R	10/01/2001
From: 16-656				
(655) To: 16-654	1.76	190	R	09/17/2001
From: US 301; 16-648				
(656) To: 16-654 EAST	2.10	300	R	09/17/2001
From: 16-654 EAST				
(656) To: 16-655	1.81	340	R	09/17/2001
From: 16-655				
(656) To: 16-684	2.10	440	R	09/17/2001
From: 16-684				
(656) To: RF&P RAILROAD	0.89	140	R	09/17/2001
From: RF&P RAILROAD				
(656) To: SR 207; 16-716	0.39	160	R	09/17/2001
From: US 1 SOUTH				
(657) To: US 1 NORTH	2.72	250	R	1998
From: 16-639				
(658) To: 16-601 SOUTH	4.32	940	G	2002
From: 16-601 SOUTH				
(658) To: 16-659	0.86	1300	G	2002
From: 16-659				
(658) To: US 1; SR 207	3.25	1800	G	2002
From: 16-658				
(659) To: Dead End	1.50	120	R	09/19/2001
From: 16-607				
(660) To: 16-1020	0.27	300	R	09/27/2001
From: 16-1020				
(660) To: 16-609	1.23	130	R	09/27/2001
From: 16-603				
(661) To: US 1	2.40	420	G	2002
From: 16-602				
(662) To: 16-653	2.10	80	R	08/28/2001
From: 16-648				
(663) To: 16-601	3.25	60	R	1998
From: Dead End				
(664) To: 0.82 MN Dead End	0.82	80	R	10/10/2001
From: 0.82 MN Dead End				
(664) To: 16-601	0.08	140	R	10/10/2001
From: 16-601				
(664) To: 16-639 WEST	1.90	160	R	10/10/2001
From: 16-639 WEST				
(664) To: 16-639 EAST	2.13	150	R	10/10/2001
From: 16-639 EAST				
(664) To: 16-638	2.13	150	R	10/10/2001

Route	Length	AADT	QA	Year
Caroline County				
From: 16-618				
(665) To: 16-625	4.20	140	R	08/13/2001
From: Dead End				
(666) To: 0.69 ME Dead End	0.69	20	R	09/12/2001
From: 0.69 ME Dead End				
(666) To: 16-631	0.21	40	R	09/12/2001
From: Spotsylvania County Line				
(668) To: 16-609 SOUTH	0.42	220	R	09/26/2001
From: 16-609 NORTH				
(668) To: SR 2	3.10	260	R	09/26/2001
From: Spotsylvania County Line				
(669) To: 16-738 NORTH	1.75	110	R	1998
From: 16-738 SOUTH				
(669) To: 16-603	1.10	80	R	1998
From: 16-600				
(670) To: 16-663	1.60	170	R	08/20/2001
From: 16-738 SOUTH				
(671) To: 16-738 MIDDLE	1.90	70	R	10/03/2001
From: 16-738 WEST				
(671) To: 16-603	1.37	110	R	10/03/2001
From: 16-601				
(672) To: 16-639	1.90	80	R	10/10/2001
From: SR 2				
(673) To: Dead End	0.30	4	R	09/27/2001
From: Dead End				
(674) To: 16-718	0.40	60	R	08/20/2001
From: 16-627				
(674) To: US 17	1.20	120	R	08/20/2001
From: US 17				
(675) To: Dead End	1.43	110	R	08/01/2001
From: SR 207				
(676) To: 16-722	2.21	450	G	2002
From: SR 30				
(677) To: 16-694	0.80	300	R	08/20/2001
From: 16-694				
(677) To: 16-693	1.00	40	R	08/20/2001
From: 16-644				
(678) To: 16-721	0.12	100	R	08/13/2001
From: 16-669				
(679) To: Spotsylvania County Line	1.20	90	R	10/03/2001

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Caroline County				
From: []	Dead End			
(680)	0.85	47	R	11/13/2001
To: []	16-603			
From: []	US 17			
(681)	1.65	60	R	1998
To: []	16-758			
From: []	16-758			
(681)	0.10	70	R	08/01/2001
To: []	Dead End			
From: []	Dead End			
(682)	1.20	80	R	08/28/2001
To: []	US 301			
From: []	16-658			
(683)	4.21	80	R	09/19/2001
To: []	US 1			
From: []	SR 207			
(684)	0.88	540	R	09/17/2001
To: []	16-656			
From: []	16-639 SOUTH			
(685)	0.45	100	R	1998
To: []	16-639 NORTH			
From: []	US 17			
(686)	1.08	40	R	08/01/2001
To: []	Dead End			
From: []	16-722			
(687)	0.20	49	R	08/28/2001
To: []	Dead End			
From: []	Dead End			
(688)	0.20	100	R	10/03/2001
To: []	16-632			
From: []	US 1			
(689)	4.90	70	R	1998
To: []	16-658			
From: []	16-652			
(690)	2.40	8	R	09/17/2001
To: []	16-732			
From: []	16-732			
(690)	0.30	20	R	09/17/2001
To: []	16-656			
From: []	16-654			
(691)	1.48	60	R	08/23/2001
To: []	Dead End			
From: []	16-778			
(692)	0.10	500	R	1998
To: []	16-639			
From: []	16-694			
(693)	1.50	10	R	08/20/2001
To: []	16-677			
From: []	16-677			
(693)	1.50	30	R	08/20/2001
To: []	16-601			
From: []	16-651			
(694)	1.85	120	R	08/20/2001
To: []	16-677			
From: []	16-677			
(694)	2.15	220	R	08/20/2001
To: []	16-601			
From: []	US 301; SR 2 SOUTH			
(695)	0.68	400	R	08/28/2001
To: []	16-1225 SOUTH			

Route	Length	AADT	QA	Year
Caroline County				
From: []	16-1225 SOUTH			
(695)	0.16	880	R	08/28/2001
To: []	US 301; SR 2 NORTH			
From: []	16-639			
(696)	0.01	60	R	09/12/2001
To: []	16-764			
From: []	16-764			
(696)	0.29	10	R	09/12/2001
To: []	Dead End			
From: []	16-601			
(697)	0.65	20	R	09/19/2001
To: []	Dead End			
From: []	Dead End			
(698)	0.50	40	R	10/03/2001
To: []	16-669			
From: []	Dead End			
(699)	0.90	90	R	10/03/2001
To: []	16-603			
From: []	Dead End			
(700)	0.50	60	R	09/19/2001
To: []	16-658			
From: []	Dead End			
(701)	0.90	70	R	1998
To: []	16-627			
From: []	Dead End			
(702)	0.85	280	R	09/27/2001
To: []	16-626			
From: []	Dead End			
(703)	0.25	45	R	08/28/2001
To: []	16-612			
From: []	16-612			
(703)	0.04	80	R	1998
To: []	US 301			
From: []	Dead End			
(704)	0.35	160	R	09/19/2001
To: []	US 1			
From: []	16-716			
(705)	0.70	210	R	09/19/2001
To: []	16-652			
From: []	Dead End			
(706)	0.60	20	R	08/23/2001
To: []	16-721			
From: []	16-654			
(707)	1.25	90	R	08/13/2001
To: []	Dead End			
From: []	Dead End			
(708)	0.60	10	R	08/13/2001
To: []	16-665			
From: []	16-665			
(708)	1.40	20	R	08/13/2001
To: []	16-618			
From: []	Dead End			
(709)	0.60	20	R	08/28/2001
To: []	16-640			
From: []	US 1			
(710)	0.10	45	R	10/10/2001
To: []	Dead End			
From: []	16-722			
(711)	0.10	100	R	08/28/2001
To: []	Dead End			

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Caroline County				
From: US 1				
(712) To: 16-639	1.13	940	R	10/10/2001
From: SR 207 SOUTH				
(713) To: 16-639	0.27	30	R	1998
From: 16-639				
(713) To: SR 207 NORTH	0.12	110	R	09/12/2001
From: SR 207				
(714) To: 16-601	0.46	100	R	1998
From: Dead End				
(715) To: 16-652	0.29	80	R	09/19/2001
From: 16-652				
(716) To: 16-642	0.77	450	R	09/19/2001
From: 16-642				
(716) To: SR 207; 16-656	1.40	270	R	09/19/2001
From: Dead End				
(717) To: 16-721	0.55	90	R	08/13/2001
From: Dead End				
(718) To: 16-674	0.40	30	R	08/20/2001
From: US 17				
(719) To: Dead End	0.35	170	R	1998
From: 16-658				
(720) To: Cul-de-Sac	0.99	170	R	09/19/2001
From: US 301				
(721) To: 16-717	2.46	2500	G	2002
From: 16-717				
(721) To: 16-630	4.00	1800	G	2002
From: 16-630				
(721) To: 16-644	1.93	850	G	2002
From: 16-644				
(721) To: 16-646	1.08	650	G	2002
From: 16-646				
(721) To: King & Queen County Line	1.08	590	G	2002
From: SR 207 WEST				
(722) To: 16-676	1.22	1600	G	2002
From: 16-676				
(722) To: SR 207 EAST	1.87	1300	G	2002
From: 16-604				
(723) To: Dead End	0.55	50	R	10/10/2001
From: Dead End				
(724) To: 16-683	0.20	70	R	09/19/2001
From: 16-652				
(725) To: SR 30 EAST	0.84	420	R	08/28/2001

Route	Length	AADT	QA	Year
Caroline County				
From: SR 30 WEST				
(725) To: 16-602	0.82	260	R	08/28/2001
From: Dead End				
(726) To: 16-626	0.20	30	R	09/26/2001
From: Dead End				
(727) To: 16-604	0.70	80	R	10/10/2001
From: 16-615				
(728) To: Dead End	0.65	240	R	08/01/2001
From: 16-630				
(729) To: 0.01 MN 16-630	0.01	20	R	1998
From: 0.01 MN 16-630				
(729) To: Dead End	0.31	20	R	1998
From: Dead End				
(730) To: 16-689	0.30	60	R	09/19/2001
From: Dead End				
(731) To: 16-657	0.31	70	R	09/19/2001
From: Dead End				
(732) To: 16-690	0.20	10	R	09/17/2001
From: 16-654				
(733) To: Dead End	0.40	40	R	09/17/2001
From: 16-721 WEST				
(734) To: 16-721 EAST	0.37	47	R	1998
From: Dead End				
(735) To: 16-626	0.30	30	R	09/27/2001
From: Dead End				
(736) To: 16-656	0.30	160	R	1998
From: 16-606				
(737) To: 0.01 MN 16-606	0.01	70	R	09/26/2001
From: 0.01 MN 16-606				
(737) To: Dead End	0.49	20	R	09/26/2001
From: Hanover County Line				
(738) To: 16-639	3.50	620	G	2002
From: 16-639				
(738) To: Spotsylvania County Line	1.81	1500	G	2002
From: 16-600				
(739) To: 16-601	0.27	40	R	08/20/2001
From: Dead End				
(740) To: 16-630	0.80	4	R	08/13/2001
From: 16-604				
(741) To: Dead End	0.32	60	R	10/03/2001

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Caroline County				
From: US 1				
(742)	0.23	140	R	10/10/2001
To: 0.23 ME US 1				
(742)	0.78	60	R	10/10/2001
To: Dead End				
From: FR-162				
(743)	1.00	9	R	09/27/2001
To: 16-633				
From: 16-652 WEST				
(744)	0.21	10	R	09/17/2001
To: 16-652 EAST				
From: 16-668				
(745)	0.10	270	R	09/26/2001
To: SR 2				
From: 16-656				
(746)	0.55	30	R	09/17/2001
To: Dead End				
From: 16-640				
(747)	1.56	47	R	08/23/2001
To: 16-621				
From: US 1				
(748)	0.25	230	R	1998
To: 16-1302				
From: US 1				
(749)	0.08	50	R	09/19/2001
To: Dead End				
From: Dead End				
(750)	0.30	30	R	08/28/2001
To: 16-640				
From: 16-608				
(751)	1.35	60	R	08/23/2001
To: Dead End				
From: 16-684				
(752)	0.40	80	R	1998
To: Dead End				
From: 16-606				
(753)	0.15	20	R	09/26/2001
To: Dead End				
From: 16-632				
(754)	0.25	40	R	1998
To: Dead End				
From: 16-606				
(755)	0.33	90	R	09/26/2001
To: Dead End				
From: 16-633				
(756)	0.24	200	R	09/12/2001
To: 16-639				
From: Dead End				
(757)	0.06	80	R	10/10/2001
To: US 1				
From: 16-681				
(758)	0.30	60	R	08/01/2001
To: Dead End				
From: Dead End				
(759)	0.55	60	R	10/03/2001
To: Spotsylvania County Line				

Route	Length	AADT	QA	Year
Caroline County				
From: Dead End				
(760)	1.50	40	R	08/23/2001
To: 16-646				
From: Dead End				
(761)	0.90	49	R	08/23/2001
To: 16-627				
From: 16-689				
(762)	0.20	70	R	09/19/2001
To: Dead End				
From: SR 30 WEST				
(763)	0.45	40	R	1998
To: SR 30 EAST				
From: 16-696				
(764)	0.26	40	R	09/12/2001
To: Dead End				
From: 16-639				
(765)	0.23	140	R	09/12/2001
To: 16-638				
From: Dead End				
(766)	2.21	40	R	08/01/2001
To: 2.21 ME Dead End				
(766)	0.09	40	R	1998
To: US 17				
From: 16-664				
(767)	0.65	70	R	10/10/2001
To: Dead End				
From: 16-640				
(768)	0.23	130	R	08/28/2001
To: Dead End				
From: Dead End				
(770)	0.19	50	R	09/12/2001
To: 16-722				
From: Dead End				
(771)	0.10	49	R	09/19/2001
To: 16-639				
From: 16-606				
(772)	0.45	130	R	09/27/2001
To: Cul-de-Sac				
From: 16-640				
(773)	0.19	140	R	08/28/2001
To: Dead End				
From: Dead End				
(774)	0.36	130	R	1998
To: US 1				
From: Dead End				
(775)	0.15	100	R	1998
To: SR 2				
From: 16-654				
(776)	0.14	70	R	1998
To: Cul-de-Sac				
From: 16-653				
(777)	0.34	90	R	1998
To: Cul-de-Sac				
From: Dead End				
(778)	0.14	70	R	09/19/2001
To: 16-692				

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Caroline County				
From: Dead End				
(779) To: 16-601	0.31	100	R	1998
From: 16-609				
(780) To: 16-781	0.10	50	R	08/13/2001
From: 16-780				
(781) To: Cul-de-Sac	0.10	10	R	08/13/2001
From: 16-661				
(785) To: Dead End	0.60	310	R	10/03/2001
From: Cul-de-Sac				
(798) To: 16-799	0.10	80	R	1998
From: 16-799				
(798) To: Cul-de-Sac	0.10	60	R	1998
From: 16-798				
(799) To: SR 207	0.34	310	R	1998
Town of Port Royal				
From: US 301				
(1001) To: 16-1005	0.15	60	R	1998
From: 16-1003				
(1002) To: 16-1004	0.24	130	R	08/01/2001
From: 16-1004				
(1002) To: Dead End	0.12	50	R	08/01/2001
From: ECL PORT ROYAL				
(1003) To: 16-1005	0.04	60	R	08/01/2001
From: 16-1005				
(1003) To: 16-1006	0.06	190	R	08/01/2001
From: 16-1006				
(1003) To: US 301	0.10	250	R	08/01/2001
From: 16-1005				
(1004) To: US 301	0.15	150	R	1998
From: US 301				
(1004) To: Dead End	0.05	NA		
From: SCL PORT ROYAL				
(1005) To: 16-1003 Gap Terminus	0.06	100	R	08/01/2001
From: 16-1001 Gap Terminus				
(1005) To: 16-1004	0.18	30	R	08/01/2001
From: SCL PORT ROYAL				
(1006) To: 16-1003	0.06	60	R	08/01/2001
From: 16-1003				
(1006) To: 16-1004	0.24	40	R	08/01/2001
From: Dead End				
(1007) To: US 301	0.17	120	R	08/01/2001

Route	Length	AADT	QA	Year
Town of Port Royal				
From: ECL PORT ROYAL				
(1008) To: US 301	0.18	100	R	1998
Caroline County				
From: US 17				
(1009) To: 16-1010	0.20	120	R	1998
From: US 17				
(1010) To: 16-1009	0.15	60	R	1998
From: 16-660				
(1020) To: 16-1021	0.29	200	R	09/27/2001
From: Cul-de-Sac				
(1021) To: 16-1020	0.11	60	R	09/27/2001
From: Cul-de-Sac				
(1030) To: 16-652	0.40	70	R	09/19/2001
From: Cul-de-Sac				
(1031) To: 16-1030; 16-1032	0.11	30	R	09/19/2001
From: Cul-de-Sac				
(1032) To: 16-1030; 16-1031	0.10	9	R	09/19/2001
From: US 17				
(1040) To: 16-1041 BEGIN LOOP	0.09	140	R	08/01/2001
From: 16-1040 BEGIN LOOP				
(1041) To: 16-1040 END LOOP	2.01	100	R	08/01/2001
From: 16-1041				
(1042) To: Cul-de-Sac	0.46	30	R	08/01/2001
From: Cul-de-Sac				
(1043) To: 16-1041	0.18	30	R	08/01/2001
From: 16-651				
(1050) To: 16-1051	0.25	130	R	08/20/2001
From: 16-1050				
(1051) To: 16-1052	0.33	100	R	08/20/2001
From: Cul-de-Sac				
(1052) To: 16-1051	0.08	20	R	08/20/2001
From: 16-1051				
(1053) To: Cul-de-Sac	0.20	60	R	08/20/2001
From: 16-1102				
(1101) To: 16-1104	0.09	40	R	1998
From: 16-1104				
(1101) To: 16-1103	0.09	70	R	1998
From: 16-1101				
(1102) To: 16-1105	0.06	40	R	1998

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Route	Length	AADT	QA	Year
Caroline County				
From 16-1105				
(1102)	0.06	140	R	1998
To 16-722				
From 16-722				
(1102)	0.05	250	R	1998
To 16-1106				
From 16-1106				
(1102)	0.11	120	R	1998
To 16-1108				
From 16-1108				
(1102)	0.06	70	R	1998
To 16-1109				
From 16-722; 16-1110				
(1103)	0.06	120	R	1998
To 16-1105				
From 16-1105				
(1103)	0.07	80	R	1998
To 16-1101				
From 16-722				
(1104)	0.06	150	R	1998
To 16-1105				
From 16-1105				
(1104)	0.06	40	R	1998
To 16-1101				
From 16-1103				
(1105)	0.09	60	R	1998
To 16-1104				
From 16-1104				
(1105)	0.09	20	R	1998
To 16-1102				
From 16-1107				
(1106)	0.20	130	R	1998
To 16-1102				
From 16-1109				
(1107)	0.06	110	R	1998
To 16-1108				
From 16-1108				
(1107)	0.07	210	R	1998
To 16-1106				
From 16-1106				
(1107)	0.05	280	R	1998
To 16-722				
From 16-1107				
(1108)	0.20	80	R	1998
To 16-1102				
From 16-1102				
(1108)	0.12	30	R	1998
To 16-1111				
From 16-1107				
(1109)	0.20	60	R	1998
To 16-1102				
From Dead End				
(1110)	0.20	70	R	1998
To 16-722; 16-1103				
From Dead End				
(1111)	0.04	20	R	1998
To 16-1108				
From 16-1108				
(1111)	0.17	100	R	1998
To 16-722				
From 16-601				
(1115)	0.20	100	R	1998
To Dead End				
From Cul-de-Sac				
(1116)	0.55	80	R	08/28/2001
To 16-640				

Route	Length	AADT	QA	Year
Town of Bowling Green				
From 16-1216				
(1201)	0.48	350	R	08/28/2001
To US 301 BUS				
From 16-619				
(1202)	0.21	950	R	08/28/2001
To SR 207				
From SR 207				
(1202)	0.08	110	R	08/28/2001
To WCL BOWLING GREEN				
From US 301 BUS				
(1203)	0.10	650	R	09/12/2001
To Dead End				
From US 301 BUS				
(1204)	0.06	680	R	1998
To 16-1205				
From 16-1205				
(1204)	0.06	1000	R	09/12/2001
To 16-1229				
From 16-1229				
(1204)	0.15	430	R	09/12/2001
To US 301; FR-813				
From 16-619				
(1205)	0.10	320	R	08/28/2001
To 16-1204				
From 16-619				
(1206)	0.11	290	R	09/12/2001
To 16-1204				
From SCL BOWLING GREEN				
(1207)	0.07	170	R	1998
To US 301 BUS				
From 16-1211 SOUTH				
(1208)	0.07	40	R	1998
To SCL BOWLING GREEN				
From SCL BOWLING GREEN				
(1208)	0.03	60	R	1998
To 16-1211 NORTH				
From 16-619				
(1209)	0.13	50	R	1998
To Dead End				
From 16-619				
(1210)	0.26	190	R	08/28/2001
To SR 207				
From 16-1208				
(1211)	0.10	20	R	1998
To 16-1212				
From 16-1212				
(1211)	0.10	20	R	1998
To 16-1208				
From Dead End				
(1212)	0.08	20	R	1998
To 16-1211				
From Dead End				
(1213)	0.12	110	R	1998
To US 301 BUS				
From 16-619				
(1214)	0.04	260	R	08/28/2001
To Dead End				
From 16-1201				
(1215)	0.09	400	R	1998
To 16-619				

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Route	Length	AADT	QA	Year
Town of Bowling Green				
From: (1216) Dead End	0.03	20	R	1998
To: (1216) 16-1201	0.04	110	R	1998
From: (1217) US 301 BUS	0.19	110	R	09/12/2001
To: 16-1229				
Caroline County				
From: (1218) Dead End	0.12	60	R	1998
To: (1218) 16-1219	0.17	160	R	1998
From: (1218) SR 2	0.11	47	R	1998
To: Dead End				
From: (1219) 16-1218	0.16	90	R	1998
To: Dead End				
Town of Bowling Green				
From: (1220) US 301 BUS	0.26	150	R	1998
To: Cul-de-Sac				
From: (1221) Dead End	0.12	150	R	1998
To: US 301 BUS				
From: (1222) 16-1202	0.18	200	R	1998
To: SR 207				
Caroline County				
From: (1223) 16-1224	0.09	60	R	1998
To: 16-695				
From: (1224) 16-1225	0.08	49	R	1998
To: 16-1223				
From: (1225) 16-695 SOUTH	0.14	160	R	1998
To: 16-1224				
From: (1225) 16-1224	0.13	30	R	1998
To: 16-695 NORTH				
Town of Bowling Green				
From: (1227) US 301 BUS	0.21	90	R	1998
To: Cul-de-Sac				
From: (1228) 16-1229	0.05	48	R	09/12/2001
To: ECL BOWLING GREEN				
From: (1229) 16-1204	0.39	350	R	09/12/2001
To: US 301 BUS				
Caroline County				
From: (1230) Dead End	0.30	190	R	1998
To: 16-695				

Route	Length	AADT	QA	Year
Town of Bowling Green				
From: (1231) 16-1217	0.16	80	R	1998
To: 16-1229				
From: (1231) 16-1229	0.27	80	R	1998
To: Dead End				
Caroline County				
From: (1232) US 301	0.11	20	R	1998
To: 16-1233				
From: (1232) 16-1233	0.15	150	R	1998
To: BEGIN LOOP				
From: (1232) BEGIN LOOP	0.34	70	R	08/28/2001
To: END LOOP				
From: (1233) Dead End	0.08	40	R	1998
To: 16-1232				
From: (1234) FR-814	0.32	450	R	1998
To: 16-1235				
From: (1235) 16-1234	0.07	70	R	1998
To: Cul-de-Sac				
From: (1238) Cul-de-Sac	0.36	180	R	1998
To: 16-695				
From: (1239) Cul-de-Sac	0.17	110	R	1998
To: 16-619				
From: (1240) Dead End	0.17	60	R	1998
To: 16-1241				
From: (1240) 16-1241	0.12	180	R	1998
To: SCL Bowling Green				
Town of Bowling Green				
From: (1240) SCL Bowling Green	0.04	180	N	1998
To: US 301				
Caroline County				
From: (1241) 16-1242	0.20	90	R	1998
To: 16-1240				
From: (1242) 16-1241	0.16	30	R	1998
To: Dead End				
From: (1245) 16-695 NORTH	0.75	260	R	08/28/2001
To: 16-695 SOUTH				
From: (1301) Dead End	0.13	60	R	1998
To: 16-748				
From: (1302) Dead End	0.12	80	R	1998
To: 16-748				
From: (1310) 16-647	0.11	220	R	1998
To: 16-1311				

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Caroline County				
From 16-1311				
(1310)	0.09	170	R	1998
To 16-1312				
(1310)	0.09	140	R	1998
To 16-1313				
(1310)	0.08	40	R	1998
To ANDERSON STREET				
From 16-648				
(1311)	0.31	290	R	1998
To 16-1310				
(1311)	0.06	40	R	1998
To Cul-de-Sac				
From 16-1310				
(1312)	0.05	40	R	1998
To Cul-de-Sac				
From 16-1310				
(1313)	0.05	30	R	1998
To Cul-de-Sac				
From Dead End				
(1401)	0.11	40	R	1998
To 16-1403				
(1401)	0.06	570	R	1998
To 16-1402				
(1401)	0.06	620	R	1998
To US 1				
From 16-1401				
(1402)	0.34	240	R	1998
To Cul-de-Sac				
From Dead End				
(1403)	0.15	280	R	1998
To 16-1401				
(1403)	0.18	360	R	1998
To 16-1404				
(1403)	0.16	250	R	1998
To 16-1405				
(1403)	0.07	60	R	1998
To Cul-de-Sac				
From Cul-de-Sac				
(1404)	0.05	48	R	1998
To 16-1403				
From US 1				
(1405)	0.04	760	R	1998
To 16-1402				
(1405)	0.07	640	R	1998
To 16-1407				
(1405)	0.12	490	R	1998
To 16-1403				
(1405)	0.06	180	R	1998
To 16-1408				
From Cul-de-Sac				
(1406)	0.08	100	R	1998
To 16-1402				
From 16-1405				
(1407)	0.13	110	R	1998
To Cul-de-Sac				

Route	Length	AADT	QA	Year
Caroline County				
From Dead End				
(1408)	0.10	70	R	1998
To 16-1405				
(1408)	0.09	80	R	1998
To Dead End				
From 16-1421				
(1420)	0.20	110	R	10/03/2001
To 16-632				
From Dead End .17 MS 1420				
(1421)	0.17	20	R	10/03/2001
To 16-1420				
(1421)	0.20	50	R	10/03/2001
To Dead End .20 MN 1420				
From Dead End				
(1440)	0.18	160	R	1998
To 16-676				
From 16-640 BOWLING GREEN				
(9078)	0.23	130	R	1998
To US 301 HIGH SCH				
Town of Bowling Green				
From US 301 BOWLING GREEN				
(9080)	0.17	420	R	1998
To US 301 JR HIGH				
Caroline County				
From 16-639 LADYSMITH				
(9081)	0.08	100	R	1998
To 16-639				
From 16-639 HIGH				
(9081)	0.07	120	R	1998
To 16-692 SCHOOL				
From SR 207 CAROLINE				
(9082)	0.18	240	R	1998
To 16-676 HIGH SCH				
From 16-756 LADYSMITH				
(9837)	0.11	660	R	1998
To 16-756 ELEM SCH				