

2004

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

where available

Jurisdiction Report

59

Middlesex County
Town of Urbanna

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

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

QK: Quality of the Peak Hour estimate:

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

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

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

QW: Quality of AAWDT:

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

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

Route Shield Legend

Route Systems



Interstate Route

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



US Route



Virginia State Route



Secondary Route

Special Routes



Bus - Business Route

Bypas - Bypass Route

Truck - Truck Route



ALT - Alternate Route

Wve - Wye Route connector



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



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

Virginia Department of Transportation
 Mobility Management Division
 2004
 Annual Average Daily Traffic Volume Estimates By Section of Route
 Middlesex Maintenance Area

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	
							2Axle	3+Axle	1Trail	2Trail							
3 Greys Point Rd	Middlesex County	From: Lancaster County Line	5.84	6800	G	95%	1%	1%	1%	2%	0%	F	0.085	F	0.57	7000	G
		To: SR 33 W; Puller Hwy															
3 33 Puller Hwy	Middlesex County	From: SR 33 W; Greys Point Rd	3.45	5400	G	95%	1%	1%	1%	2%	0%	C	0.087	F	0.549	5400	G
		To: SR 33 E; Twiggs Ferry Rd															
3 Twiggs Ferry Rd	Middlesex County	From: SR 33 E Puller Hwy	3.20	6200	G	95%	1%	1%	1%	2%	0%	F	0.09	F	0.519	6300	G
		To: Mattews County Line															
17 33 Gloucester Rd	Middlesex County	From: Gloucester County Line	0.81	12000	G	98%	0%	1%	0%	1%	0%	F	0.081	F	0.508	13000	G
		To: Bus US 17, South of Saluda															
17	Middlesex County	From: Bus US 17, SR 33 Gloucester Rd, South of Saluda	1.02	5400	G	98%	0%	1%	0%	1%	0%	F	0.079	F	0.514	5700	G
		To: Bus US 17 Church St, North of Saluda															
17 Tidewater Trail	Middlesex County	From: 59-603 Warner	2.79	6600	G	98%	0%	1%	0%	1%	0%	F	0.083	F	0.500	6900	G
		To: 59-602															
17	Middlesex County	From: 59-602	7.46	5600	G	98%	0%	1%	0%	1%	0%	F	0.079	F	0.545	5800	G
		To: Essex County Line															
Bus 17 33 Gloucester Rd	Middlesex County	From: US 17, SR 33 South of Saluda	0.80	7500	G	92%	1%	3%	1%	3%	0%	C	0.08	F	0.503	7600	G
		To: SR 33 Puller Hwy, Saluda															
Bus 17 School Rd	Middlesex County	From: US 17 Tidewater Trail, North of Saluda	0.83	3400	G	92%	1%	3%	1%	3%	0%	F	0.091	F	0.516	3400	G
		To: Gloucester County Line															
33 17 Gloucester Rd	Middlesex County	From: US 17 South of Saluda	0.80	7500	G	92%	1%	3%	1%	3%	0%	C	0.08	F	0.503	7600	G
		To: Bus US 17 Saluda															
33 Puller Highway	Middlesex County	From: Bus US 17 Gloucester Rd, Saluda	1.78	9500	G	94%	1%	1%	1%	2%	0%	C	0.086	F	0.561	9700	G
		To: SR 227 Urbanna Rd															
33 Puller Highway	Middlesex County	From: 59-619 Healys Rd	2.93	9100	G	94%	1%	1%	1%	2%	0%	F	0.094	F	0.523	9200	G
		To: SR 3 Greys Point Rd															
33 Puller Highway	Middlesex County	From: SR 3 Greys Point Rd	2.18	9100	G	94%	1%	1%	1%	2%	0%	F	0.095	F	0.526	9300	G
		To: SR 3 Harmony Village															
33 3 Puller Hwy	Middlesex County	From: SR 3 Near Hartfield	3.45	5400	G	95%	1%	1%	1%	2%	0%	C	0.087	F	0.549	5400	G
		To: SR 3 Near Hartfield															

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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							
33 Puller Highway	Middlesex County	From: SR 3 Greys Point Rd	2.15	4400	G	97%	0%	1%	1%	1%	0%	F	0.094	F	0.511	4500	G
		To: 59-628 Mill Creek Rd															
33 Puller Highway	Middlesex County	From: 59-636 Timmerneck Rd	4.26	5400	G	97%	0%	1%	1%	1%	0%	C	0.09	F	0.516	5500	G
		To: Stingray Point															
33 Puller Highway	Middlesex County	From: SR 33 Cooks Comer	2.00	1000	G	97%	0%	1%	1%	1%	0%	F	0.11	F	0.548	1100	G
		To: ECL Urbanna															
227	Middlesex County	From: ECL Urbanna	2.35	4100	G	97%	1%	1%	0%	1%	0%	C	0.093	F	0.527	4200	G
		To: WCL Urbanna															
227	Town of Urbanna (Maint: 59)		0.63	4100	N	97%	1%	1%	0%	1%	0%	N	0.093	N	0.527	4200	N

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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							
Middlesex County																
600	0.20	40	R			From: Dead End To: Essex County Line					NA			NA		05/03/2000
601	1.50	60	R			From: US 17 To: Dead End					NA			NA		05/03/2000
602	2.81	230	G	95%	0%	3%	1%	1%	0%	F	0.102	F	0.583	230	G	2004
602	2.78	1300	G	95%	0%	3%	1%	1%	0%	F	0.09	F	0.532	1300	G	2004
602	2.75	2300	G	95%	0%	3%	1%	1%	0%	C	0.093	F	0.580	2300	G	2004
603	1.30	640	G	96%	1%	2%	0%	1%	0%	F	0.1	F	0.527	650	G	2004
603	1.97	360	G	96%	1%	2%	0%	1%	0%	F	0.126	F	0.558	360	G	2004
603	2.33	500	G	96%	1%	2%	0%	1%	0%	C	0.11	F	0.623	510	G	2004
604	0.75	100	R			From: Dead End To: 59-605 NORTH 59-605 SOUTH					NA			NA		05/14/2003
604	1.00	240	R			From: 59-648 To: Dead End					NA			NA		05/14/2003
604	2.05	70	R			From: US 17 To: 59-604 SOUTH					NA			NA		05/08/2000
605	0.50	180	R			From: 59-604 NORTH To: Dead End					NA			NA		05/08/2000
605	0.80	20	R			From: US 17 SOUTH To: 59-666					NA			NA		05/14/2003
606	3.29	120	R			From: 59-602 To: 59-606					NA			NA		05/08/2003
606	1.23	50	R			From: US 17 NORTH To: 59-640					NA			NA		05/08/2003
607	1.53	160	R			From: 59-602 To: Dead End					NA			NA		05/03/2000
608	0.80	160	R			From: 59-610 To: 59-1030					NA			NA		05/23/2000
609	1.84	270	R			From: 59-602 To: 59-609					NA			NA		05/03/2000
610	0.60	560	R			From: 59-602 To: 59-640					NA			NA		05/03/2000

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						2Axle	3+Axle	1Trail	2Trail							
Middlesex County																
611	0.30	40	R			From: Dead End To: US 17					NA			NA		05/08/2003
612	2.60	300	R			From: 59-603 To: 59-602					NA			NA		05/03/2000
613	0.40	70	R			From: 59-603 To: US 17					NA			NA		05/03/2000
614	0.80	70	R			From: US 17 SOUTH To: 59-618					NA			NA		05/08/2003
614	0.50	70	R			From: 59-618 To: US 17 NORTH					NA			NA		05/08/2003
615	0.55	80	R			From: Dead End To: US 17					NA			NA		05/08/2003
615	1.80	140	R			From: 59-616 To: 59-602 WEST					NA			NA		05/19/2003
615	0.99	1300	G	97%	1%	1%	0%	1%	0%	C	0.096	F	0.512	1400	G	2004
615	1.00	450	R			From: 59-602 EAST To: Dead End					NA			NA		06/01/2000
616	1.42	1200	G	97%	1%	1%	0%	1%	0%	C	0.093	F	0.597	1300	G	2004
617	0.17	290	R			From: Bus US 17 To: 59-698					NA			NA		05/23/2000
617	0.53	49	R			From: 59-698 To: Dead End					NA			NA		05/23/2000
618	4.22	90	R			From: 59-614 To: US 17 SOUTH					NA			NA		05/08/2003
618	0.08	210	R			From: US 17 NORTH To: Bus US 17 BUS, SR 33					NA			NA		06/04/2003
618	0.05	1300	R			From: Bus US 17; SR 33 To: 59-674					NA			NA		06/04/2003
618	1.35	360	R			From: 59-674 To: Dead End					NA			NA		06/04/2003
619	0.50	390	R			From: 59-629 To: 59-620					NA			NA		05/08/2000
619	1.04	660	R			From: 59-620 To: 59-668					NA			NA		05/08/2000
619	0.36	820	R			From: 59-668 To: SR 33 EAST					NA			NA		05/08/2000
619	0.60	230	R			From: SR 33 WEST To: 59-669					NA			NA		05/17/2000
619	0.20	20	R			From: 59-669 To: Dead End					NA			NA		05/17/2000

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						2Axle	3+Axle	1Trail	2Trail							
Middlesex County																
620	1.20	260	R			From: 59-619					NA			NA		05/21/2003
620	0.61	130	R			From: SR 33					NA			NA		05/21/2003
						To: Dead End										
621	0.74	240	R			From: SR 3					NA			NA		05/21/2003
						To: Dead End										
622	0.77	3100	G	95%	1%	3%	1%	1%	0%	C	0.094	F	0.583	3200	G	2004
						From: 59-623										
						To: SR 3										
623	0.49	3200	G	94%	0%	4%	1%	1%	0%	C	0.092	F	0.581	3300	G	2004
						From: 59-624										
623	0.80	460	R			From: 59-622					NA			NA		05/21/2003
						To: 59-661										
623	0.10	170	R			From: 59-704					NA			NA		05/21/2003
						To: Dead End										
623	0.10	49	R			From: 59-626					NA			NA		05/21/2003
						To: 59-623										
624	1.30	3200	G	95%	1%	2%	1%	1%	0%	C	0.089	F	0.568	3300	G	2004
						From: 59-623										
624	1.20	470	R			To: SR 3					NA			NA		05/21/2003
						From: SR 3										
625	1.40	350	R			From: 59-624					NA			NA		05/11/2000
						To: 59-624										
625	3.00	480	G	99%	0%	1%	0%	0%	0%	C	0.114	F	0.615	490	G	2004
						From: SR 3										
						To: 59-628										
626	0.43	3900	G	97%	1%	1%	0%	1%	0%	C	0.086	F	0.525	3900	G	2004
						From: 59-624										
626	1.10	580	R			To: 59-625 WEST					NA			NA		05/11/2000
						From: 59-625 EAST										
626	1.30	430	R			To: Dead End					NA			NA		05/17/2000
						From: 59-625										
627	1.10	160	R			To: Dead End					NA			NA		05/17/2000
						From: SR 33										
628	1.00	990	G	97%	0%	2%	0%	0%	0%	C	0.1	F	0.59	1000	G	2004
						From: 59-625										
628	0.45	720	R			From: 59-702					NA			NA		05/15/2000
						To: Dead End										
628	0.85	160	R			From: 59-707					NA			NA		05/15/2000
						To: 59-619										
629	2.50	880	G	99%	0%	0%	0%	1%	0%	F	0.092	F	0.643	900	G	2004
						From: 59-619										
629	4.14	910	G	99%	0%	0%	0%	1%	0%	C	0.105	F	0.671	930	G	2004
						To: SR 33										

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						2Axle	3+Axle	1Trail	2Trail							
Middlesex County																
(630)	0.70	110	R			From: Dead End					NA			NA		05/11/2000
(630)	1.00	1600	G	95%	0%	To: SR 3				C	0.101	F	0.562	1600	G	2004
						From: SR 33										
(631) North End Rd	0.77	870	R			From: SR 33 Puller Highway					NA			NA		05/27/2003
(631) North End Rd	0.04	550	R			From: 59-716					NA			NA		05/27/2003
(631) North End Rd	0.59	130	R			From: 59-712					NA			NA		05/27/2003
						To: 59-709										
(632)	0.90	240	R			From: Dead End					NA			NA		06/04/2003
						To: 59-633										
(633)	0.62	320	R			From: Dead End					NA			NA		06/04/2003
(633)	0.80	540	R			From: 59-632					NA			NA		06/04/2003
						To: SR 33										
(634)	1.00	290	R			From: SR 33					NA			NA		05/17/2000
						To: Dead End										
(635)	0.80	50	R			From: Dead End					NA			NA		05/08/2003
						To: 59-602										
(636) Timberneck Rd	1.30	630	G	96%	0%	From: SR 33 Puller Highway				C	0.094	F	0.557	640	G	2004
						To: Dead End										
(637)	1.25	560	R			From: 59-602					NA			NA		05/14/2003
(637)	0.10	60	R			From: 59-656					NA			NA		05/14/2003
						To: Dead End										
(638)	0.30	70	R			From: SR 33 WEST					NA			NA		05/17/2000
						To: SR 33 EAST										
(639)	0.30	600	R			From: SR 33					NA			NA		05/21/2003
(639)	0.39	200	R			From: 59-713					NA			NA		05/21/2003
						To: Dead End										
(640)	2.30	800	G	94%	1%	1%	1%	3%	0%	C	0.106	F	0.575	810	G	2004
(640)	2.45	520	G	94%	1%	1%	1%	3%	0%	F	0.112	F	0.646	530	G	2004
						From: 59-679										
(640)	0.20	280	R			From: 59-651					NA			NA		05/14/2003
(640)	0.35	20	R			From: 59-682					NA			NA		05/14/2003
						To: Dead End										
(641)	0.80	130	R			From: Dead End					NA			NA		05/21/2003
						To: 59-629 EAST										

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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							
Middlesex County																
(641)	0.44	380	R			From: 59-629 WEST						NA		NA		05/21/2003
						To: SR 33; SR 227										
(642)	0.02	220	R			From: US 17						NA		NA		05/03/2000
						To: 59-606										
(643)	0.40	280	R			From: SR 33						NA		NA		05/27/2003
						To: 59-636										
(643)	0.40	49	R			From: 59-636						NA		NA		05/27/2003
						To: Dead End										
(644)	1.00	70	R			From: Dead End						NA		NA		05/08/2000
						To: 59-629										
(645)	1.57	240	R			From: SR 3						NA		NA		05/21/2003
						To: Dead End										
(646)	0.04	730	R			From: SR 3						NA		NA		05/11/2000
						To: 59-663; 59-699										
(646)	0.78	180	R			From: 59-663; 59-699						NA		NA		05/11/2000
						To: Dead End										
(647)	0.63	40	R			From: Dead End						NA		NA		05/08/2003
						To: 59-605										
(648)	1.97	120	R			From: 59-604						NA		NA		05/14/2003
						To: Dead End										
(650)	0.15	10	R			From: Dead End						NA		NA		05/27/2003
						To: 0.15 ME Dead End										
(650)	0.08	30	R			From: 0.15 ME Dead End						NA		NA		05/27/2003
						To: 59-636										
(651)	0.65	90	R			From: 59-640						NA		NA		05/23/2000
						To: 59-685										
(651)	0.52	30	R			From: 59-685						NA		NA		05/14/2003
						To: Dead End										
(652)	0.45	550	R			From: SR 33						NA		NA		06/04/2003
						To: 59-664										
(652)	0.05	140	R			From: 59-664						NA		NA		06/04/2003
						To: Dead End										
(653)	0.34	20	R			From: SR 3						NA		NA		05/11/2000
						To: SR 3										
(654)	0.50	90	R			From: Dead End						NA		NA		05/27/2003
						To: SR 33										
(655)	0.21	40	R			From: Dead End						NA		NA		05/11/2000
						To: SR 3										
(656)	0.40	200	R			From: 59-637						NA		NA		05/23/2000
						To: Dead End										

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						2Axle	3+Axle	1Trail	2Trail							
Middlesex County																
(657)	1.09	290	R			From: SR 3						NA		NA		05/17/2000
						To: Dead End										
(658)	0.55	40	R			From: 59-695						NA		NA		05/08/2003
						To: Dead End										
(659)	0.13	220	R			From: Dead End						NA		NA		05/27/2003
						To: 59-636										
(660)	0.34	200	R			From: Dead End						NA		NA		05/27/2003
(660)	0.16	490	R			From: 59-683						NA		NA		05/27/2003
(660)	0.09	20	R			From: SR 33						NA		NA		06/04/2003
						To: Dead End										
(661)	0.20	6	R			From: 59-623						NA		NA		05/17/2000
						To: Dead End										
(662)	0.40	70	R			From: SR 33; 59-688						NA		NA		05/27/2003
						To: Dead End										
(663)	1.01	320	R			From: 59-646; 59-699						NA		NA		05/11/2000
						To: Dead End										
(664)	0.17	90	R			From: Dead End						NA		NA		05/15/2000
(664)	0.15	270	R			From: 59-672						NA		NA		05/15/2000
						To: 59-652										
(665)	0.40	60	R			From: Dead End						NA		NA		05/08/2003
						To: US 17; 59-616										
(666)	1.23	30	R			From: Dead End						NA		NA		05/08/2003
						To: 59-606										
(667)	0.40	70	R			From: 59-629						NA		NA		05/21/2003
						To: Dead End										
(668)	0.40	180	R			From: Dead End						NA		NA		05/08/2000
						To: 59-619										
(669)	0.60	120	R			From: 59-619						NA		NA		05/21/2003
						To: Dead End										
(670)	0.58	NA				From: Dead End						NA		NA		
						To: 59-640										
(671)	0.16	80	R			From: Dead End						NA		NA		05/23/2000
						To: Bus US 17										
(672)	0.65	130	R			From: 59-664						NA		NA		06/04/2003
						To: Dead End										

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						2Axle	3+Axle	1Trail	2Trail							
Middlesex County																
(673)	0.51	110	R			From: SR 33						NA		NA		05/17/2000
						To: Dead End										
(674)	0.16	230	R			From: 59-618						NA		NA		06/04/2003
						To: 59-706										
(675)	0.05	230	R			From: SR 33						NA		NA		05/23/2000
						To: 59-674										
(676)	2.27	560	R			From: 59-602						NA		NA		05/14/2003
						To: Dead End										
(677)	0.52	120	R			From: 59-636						NA		NA		05/27/2003
						To: Dead End										
(678)	0.41	120	R			From: SR 3						NA		NA		05/11/2000
						To: Dead End										
(679)	0.35	60	R			From: 59-640						NA		NA		05/14/2003
						To: Dead End										
(680)	0.74	350	R			From: 59-602						NA		NA		06/01/2000
						To: Dead End										
(681)	0.63	80	R			From: SR 33						NA		NA		05/17/2000
						To: Dead End										
(682)	0.32	120	R			From: 59-640						NA		NA		05/23/2000
						To: Dead End										
(683)	0.33	270	R			From: Dead End						NA		NA		05/27/2003
						To: 59-660										
(684)	0.86	540	R			From: 59-602						NA		NA		06/01/2000
						To: Dead End										
(685)	0.15	10	R			From: Dead End						NA		NA		05/14/2003
						To: 59-651										
(686)	0.55	210	R			From: 59-622						NA		NA		05/21/2003
						To: Dead End										
(687)	0.50	60	R			From: US 17						NA		NA		05/08/2003
						To: Dead End										
(688)	0.24	230	R			From: SR 33; 59-662						NA		NA		05/27/2003
						To: Dead End										
(689)	0.13	30	R			From: 59-659						NA		NA		05/27/2003
						To: 59-636										
(690)	1.42	930	R			From: Dead End						NA		NA		05/21/2003
						To: 59-629										
(691)	0.25	30	R			From: 59-602						NA		NA		05/23/2000
						To: 59-602										

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						2Axle	3+Axle	1Trail	2Trail							
Middlesex County																
692	0.06	40	R			From: Dead End					NA			NA		06/04/2003
692	0.09	90	R			From: 59-701					NA			NA		06/04/2003
						To: Bus US 17										
693	2.94	70	R			From: 59-640					NA			NA		05/23/2000
						To: Dead End										
694	0.52	60	R			From: 59-663					NA			NA		05/08/2003
						To: Dead End										
695	1.06	70	R			From: US 17					NA			NA		1997
						To: 59-602										
696	0.49	46	R			From: SR 33					NA			NA		05/17/2000
						To: Dead End										
697	0.17	60	R			From: Bus US 17					NA			NA		05/23/2000
						To: 59-698										
698	0.07	30	R			From: 59-617					NA			NA		05/23/2000
						To: 59-697										
699	0.31	270	R			From: 59-646; 59-663					NA			NA		05/11/2000
						To: Dead End										
700	0.06	130	R			From: Dead End					NA			NA		05/08/2000
						To: 59-629										
701	0.06	20	R			From: 59-692					NA			NA		06/04/2003
						To: 59-671										
702	0.79	540	R			From: 59-628					NA			NA		05/15/2000
						To: Dead End										
703	0.78	360	R			From: Dead End					NA			NA		06/04/2003
						To: SR 33										
704	0.39	110	R			From: 59-623					NA			NA		05/17/2000
						To: Dead End										
705	0.46	360	R			From: Dead End					NA			NA		05/08/2000
						To: 59-629										
706	0.07	190	R			From: SR 33					NA			NA		05/23/2000
						To: Dead End										
707	0.34	1200	R			From: SR 3 EAST					NA			NA		05/11/2000
						To: 59-708										
707	0.07	1200	R			From: 59-708					NA			NA		05/11/2000
						To: 59-629										
707	0.30	730	G	90%	1%	1%	6%	1%	0%	C	0.102	F	0.507	740	G	2004
						To: SR 3										

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						2Axle	3+Axle	1Trail	2Trail							
Middlesex County																
708	1.40	110	R			From: Dead End								NA	NA	05/11/2000
						To: 59-707										
709	0.25	80	R			From: Dead End								NA	NA	05/27/2003
						To: 59-631										
710	0.35	400	R			From: Dead End								NA	NA	05/15/2000
						To: SR 33										
711	0.08	40	R			From: US 17								NA	NA	05/08/2000
						To: 59-647										
712	1.07	410	R			From: 59-631								NA	NA	05/15/2000
						To: Dead End										
713	0.55	140	R			From: 59-639								NA	NA	05/21/2003
						To: Dead End										
714	0.34	150	R			From: 59-712								NA	NA	05/27/2003
						To: Dead End										
715	0.15	40	R			From: Cul-de-Sac								NA	NA	06/01/2000
						To: 59-676										
716	0.07	220	R			From: 59-631								NA	NA	05/27/2003
						To: 59-717										
717	0.19	200	R			From: 59-716								NA	NA	05/27/2003
						To: 59-718										
718	0.15	130	R			From: 59-717								NA	NA	05/27/2003
						To: 59-720										
719	0.34	6	R			From: 59-605 SOUTH								NA	NA	05/08/2000
						To: 59-605 NORTH										
720	0.12	110	R			From: 59-718								NA	NA	05/15/2000
						To: 59-721										
720	0.17	80	R			From: Dead End								NA	NA	05/15/2000
						To: Dead End										
721	0.02	20	R			From: Cul-de-Sac								NA	NA	05/15/2000
						To: 59-720										
725	0.70	280	R			From: Dead End								NA	NA	05/11/2000
						To: 59-629										
727	0.20	40	R			From: 59-625								NA	NA	05/17/2000
						To: Dead End										
730	0.10	660	R			From: SR 3								NA	NA	05/23/2000
						To: Dead End										
740	0.13	110	R			From: Dead End								NA	NA	05/21/2003
						To: 59-620										

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						2Axle	3+Axle	1Trail	2Trail							
Town of Urbanna																
1001	0.33	950	G	99%	0%	0%	0%	0%	0%	C	0.103	F	0.582	970	G	2004
				From:	SR 227											
				To:	59-1006											
1001	0.14	560	G	99%	1%	0%	0%	0%	0%	F	0.123	F	0.563	570	G	2004
				From:	59-1007											
				To:	59-1014											
1002	0.23	380	R											NA		05/19/2003
				From:	Dead End											
				To:	SR 227; 59-1005											
1003	0.12	900	R											NA		05/19/2003
				From:	59-1009											
				To:	SR 227											
1004	0.05	140	R											NA		05/19/2003
				From:	Dead End											
				To:	SR 227											
1005	0.25	760	G	99%	0%	0%	1%	0%	0%	C	0.101	F	0.551	770	G	2004
				From:	SR 227											
				To:	59-1006											
1005	0.15	590	G	99%	0%	0%	1%	0%	0%	F	0.102	F	0.594	600	G	2004
				From:	59-1007											
				To:												
1005	0.09	230	R											NA		05/19/2003
				From:	59-1013											
				To:	59-1008											
1005	0.06	100	R											NA		05/19/2003
				From:	59-1001											
				To:	59-1008											
1006	0.10	250	G	97%	1%	0%	1%	0%	0%	C	0.115	F	0.5	250	G	2004
				From:	59-1001											
				To:	59-1005											
1006	0.14	100	R											NA		05/19/2003
				From:	Dead End											
				To:	59-1001											
1007	0.10	70	R											NA		05/19/2003
				From:	59-1005											
				To:	59-1022											
1007	0.07	220	R											NA		05/19/2003
				From:	59-1001											
				To:	59-1022											
1008	0.13	80	R											NA		05/19/2003
				From:	59-1001											
				To:	59-1014											
1009	0.04	1000	R											NA		05/19/2003
				From:	59-1003											
				To:	SR 227											
Middlesex County																
1010	0.08	45	R											NA		05/14/2003
				From:	Dead End											
				To:	59-1023 SOUTH											
1010	0.17	160	R											NA		05/14/2003
				From:	59-1016											
				To:	29-1016											
1010	0.14	260	R											NA		05/14/2003
				From:	59-1023 NORTH											
				To:	SR 227											
1010	0.19	900	R											NA		05/14/2003
				From:	59-1023 NORTH											
				To:	SR 227											
Town of Urbanna																
1010	0.05	480	R											NA		05/19/2003
				From:	SR 227											
				To:	59-1025											

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						2Axle	3+Axle	1Trail	2Trail							
Town of Urbanna																
(1010)	0.06	370	R			From: 59-1025						NA		NA		05/19/2003
(1010)	0.08	230	R			From: 59-1019						NA		NA		05/19/2003
						To: 59-1020										
Middlesex County																
(1011)	0.50	350	R			From: Dead End						NA		NA		05/14/2003
						To: 59-602										
Town of Urbanna																
(1012)	0.30	260	R			From: Dead End						NA		NA		05/19/2003
						To: 59-1005										
(1013)	0.17	100	R			From: 59-1001						NA		NA		05/19/2003
						To: 59-1014										
(1014)	0.19	100	R			From: 59-1001						NA		NA		05/19/2003
						To: 59-1013										
(1015)	0.11	160	R			From: SR 227						NA		NA		05/19/2003
						To: ECL Urbanna										
Middlesex County																
(1016)	0.25	80	R			From: Dead End						NA		NA		05/14/2003
						To: 59-1010										
Town of Urbanna																
(1017)	0.04	510	R			From: SR 227						NA		NA		05/19/2003
						To: Dead End										
(1018)	0.13	140	R			From: Dead End						NA		NA		05/19/2003
						To: 59-1001										
(1019)	0.12	100	R			From: 59-1021						NA		NA		05/19/2003
						To: 59-1001										
(1020)	0.05	70	R			From: Dead End						NA		NA		05/19/2003
						To: 59-1021										
(1020)	0.12	170	R			From: 59-1021						NA		NA		05/19/2003
						To: 59-1001										
(1021)	0.14	70	R			From: 59-1019						NA		NA		05/19/2003
						To: Dead End										
(1022)	0.04	30	R			From: Dead End						NA		NA		05/19/2003
						To: 59-1007										
(1022)	0.05	110	R			From: 59-1007						NA		NA		05/19/2003
						To: Dead End										
Middlesex County																
(1023)	0.06	280	R			From: 59-1010 NORTH						NA		NA		05/14/2003
						To: 59-1024 NORTH										
(1023)	0.24	60	R			From: 59-1024 NORTH						NA		NA		05/14/2003
						To: 59-1024 SOUTH										
(1023)	0.06	80	R			From: 59-1024 SOUTH						NA		NA		05/14/2003
						To: 59-1010 SOUTH										

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						2Axle	3+Axle	1Trail	2Trail							
Middlesex County																
1024	0.22	270	R			From: 59-1023 SOUTH					NA			NA		05/14/2003
						To: 59-1023 NORTH										
Town of Urbanna																
1025	0.06	8	R			From: Dead End					NA			NA		05/19/2003
						To: 59-1010										
1026	0.06	30	R			From: 59-1001					NA			NA		05/19/2003
						To: Cul-de-Sac										
1027	0.06	130	R			From: 59-1001					NA			NA		05/19/2003
						To: Cul-de-Sac										
1028	0.12	140	R			From: 59-1001					NA			NA		05/19/2003
						To: Cul-de-Sac										
Middlesex County																
1030	0.04	50	R			From: 59-1032					NA			NA		05/03/2000
						To: 59-1031										
1030	0.09	70	R			From: 59-609					NA			NA		05/03/2000
						To: 59-1030										
1031	0.16	60	R			From: 59-1030					NA			NA		05/03/2000
						To: 59-1033										
1031	0.03	20	R			From: Dead End					NA			NA		05/03/2000
						To: Dead End										
1032	0.24	30	R			From: Dead End					NA			NA		05/14/2003
						To: 59-1030										
1032	0.16	20	R			From: 29-1030					NA			NA		05/14/2003
						To: 59-1033										
1033	0.04	8	R			From: 59-1032					NA			NA		05/03/2000
						To: 59-1031										
1035	1.56	370	R			From: Dead End					NA			NA		05/11/2000
						To: SR 3										
1036	0.66	90	R			From: Cul-de-Sac					NA			NA		05/11/2000
						To: 59-1035										
1037	0.92	110	R			From: Cul-de-Sac					NA			NA		05/21/2003
						To: 59-1035										
1040	1.11	100	R			From: Dead End					NA			NA		05/27/2003
						To: SR 33										
1041	0.78	270	R			From: SR 33					NA			NA		06/04/2003
						To: 59-1090; 59-1091										
1041	0.48	130	R			From: 59-1094					NA			NA		06/04/2003
						To: 59-1044										
1042	0.43	180	R			From: 59-1044					NA			NA		06/04/2003
						To: SR 33										

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						2Axle	3+Axle	1Trail	2Trail							
Middlesex County																
1043	0.77	170	R			From: Cul-de-Sac						NA		NA		06/04/2003
						To: SR 33										
1044	0.40	50	R			From: Cul-de-Sac						NA		NA		06/04/2003
						To: 59-1043										
1045	0.14	110	R			From: 59-615						NA		NA		06/01/2000
						To: Cul-de-Sac										
1046	0.13	130	R			From: Cul-de-Sac						NA		NA		06/01/2000
						To: 59-615										
1047	0.18	80	R			From: Cul-de-Sac						NA		NA		06/01/2000
						To: Cul-de-Sac										
1050	0.09	40	R			From: Cul-de-Sac						NA		NA		06/01/2000
						To: 59-676										
1051	0.09	50	R			From: Cul-de-Sac						NA		NA		06/01/2000
						To: 59-676										
1052	0.26	140	R			From: Cul-de-Sac						NA		NA		06/01/2000
						To: 59-676										
1053	0.06	40	R			From: 59-676						NA		NA		06/01/2000
						To: 59-1054										
1054	0.12	30	R			From: Cul-de-Sac						NA		NA		06/01/2000
						To: 59-1053										
1054	0.08	10	R			From: Cul-de-Sac						NA		NA		06/01/2000
						To: Cul-de-Sac										
1055	0.09	40	R			From: Cul-de-Sac						NA		NA		06/01/2000
						To: 59-1056										
1055	0.19	90	R			From: 59-1056						NA		NA		06/01/2000
						To: 59-676										
1056	0.10	49	R			From: Cul-de-Sac						NA		NA		06/01/2000
						To: 59-1055										
1060	0.13	250	R			From: SR 3						NA		NA		06/04/2003
						To: 59-1061										
1061	0.99	70	R			From: Dead End						NA		NA		06/04/2003
						To: Cul-de-Sac										
1062	0.07	30	R			From: 59-1061						NA		NA		06/04/2003
						To: Cul-de-Sac										
1063	0.22	30	R			From: 59-1061						NA		NA		06/04/2003
						To: Cul-de-Sac										
1064	0.07	30	R			From: 59-1061						NA		NA		06/04/2003
						To: Cul-de-Sac										

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Middlesex County																
(1070)	0.70	170	R			From: SR 227 To: Cul-de-Sac					NA			NA		05/19/2003
(1071)	0.08	150	R			From: 59-1070 To: Cul-de-Sac					NA			NA		05/19/2003
(1072)	0.12	80	R			From: 59-1071 To: Cul-de-Sac					NA			NA		05/19/2003
(1080)	1.81	190	R			From: Dead End To: SR 3					NA			NA		06/04/2003
(1081)	0.26	40	R			From: 59-1080 To: Dead End					NA			NA		06/04/2003
(1082)	0.45	NA				From: 59-1081 To: Dead End					NA			NA		
(1090)	0.16	NA				From: Cul-de-Sac To: 59-1041; 59-1091					NA			NA		
(1091)	0.64	NA				From: 59-1041; 59-1090 To: 59-1041					NA			NA		
(1092)	0.25	NA				From: 59-1091 To: Cul-de-Sac					NA			NA		
(1093)	0.17	NA				From: 59-1091 To: Cul-de-Sac					NA			NA		
(1094)	0.14	NA				From: Cul-de-Sac To: Cul-de-Sac					NA			NA		
(1101)	0.70	500	G	96%	1%	3%	0%	1%	0%	C	0.097	F	0.547	510	G	2004
(1102)	1.13	720	G	94%	0%	5%	0%	0%	0%	C	0.101	F	0.507	730	G	2004
(1103)	0.50	150	R			From: SR 33 To: 59-1102					NA			NA		05/27/2003
(1104)	0.50	410	G	96%	1%	3%	0%	0%	0%	C	0.122	F	0.521	420	G	2004
(1105)	0.23	180	R			From: 59-1102 To: Dead End					NA			NA		05/27/2003
(1106)	0.12	230	R			From: SR 33 To: Dead End					NA			NA		05/27/2003
(1107)	0.22	110	R			From: Dead End To: 59-1101					NA			NA		05/27/2003
(1108)	0.33	110	R			From: Dead End To: 59-1104					NA			NA		05/27/2003

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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							
Middlesex County																
1109	0.16	80	R			From: Dead End								NA	NA	05/27/2003
						To: 59-636										
1110	0.18	270	R			From: SR 33								NA	NA	05/27/2003
						To: Dead End										
1111	0.43	220	R			From: Dead End								NA	NA	05/27/2003
						To: 59-1102										
1112	0.15	160	R			From: SR 33								NA	NA	05/27/2003
						To: Dead End										
1113	0.28	110	R			From: Dead End								NA	NA	05/27/2003
						To: SR 33										
1120	0.40	150	R			From: 59-633								NA	NA	05/15/2000
						To: 59-1121										
1121	0.09	70	R			From: 59-1124								NA	NA	05/15/2000
						To: 59-1123										
1121	0.06	100	R			From: 59-1120								NA	NA	05/15/2000
						To: 59-1122										
1121	0.01	6	R			From: Dead End								NA	NA	05/15/2000
						To: Cul-de-Sac										
1122	0.18	80	R			From: Cul-de-Sac								NA	NA	05/15/2000
						To: 59-1121										
1123	0.11	60	R			From: Cul-de-Sac								NA	NA	05/15/2000
						To: 59-1121										
1124	0.05	45	R			From: 59-1121								NA	NA	05/15/2000
						To: Cul-de-Sac										
1130	0.51	NA				From: SR 33								NA	NA	
						To: Dead End										
9256	0.15	20	R			From: SR 33								NA	NA	06/04/2003
						To: St Clair Walker Sch										
9258	0.15	220	R			From: US 17								NA	NA	05/21/2003
						To: Middlesex High Sch										