

**2004**

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

where available

**Jurisdiction Report**

**74**

Prince George County  
City of Hopewell

Prepared By

**Virginia Department of Transportation  
Mobility Management Division**

In Cooperation With

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

Virginia Department of Transportation  
Mobility Management Division  
Traffic Monitoring Section

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

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

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

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

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

## **Publication Notes**

### **Parallel Roads**

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

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

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

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

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

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

Glossary of Terms:

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

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

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

**QA: Quality of AADT:**

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

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

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

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

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

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

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

**QC: Quality of Classification Data:**

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

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

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

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

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

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

**QW:** Quality of AAWDT:

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

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

# Route Shield Legend

## Route Systems



Interstate Route

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



US Route



Virginia State Route



Secondary Route

## Special Routes



Bus - Business Route

Bypas - Bypass Route

Truck - Truck Route



ALT - Alternate Route

Wve - 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  
 Prince George Maintenance Area

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW		
							2Axle	3+Axle	1Trail	2Trail								
		From:	Chesterfield County Line															
(10)	Prince George County		0.42	19000	G	95%	0%	1%	1%	3%	0%	F	0.089	N	0.522	21000	G	
		To:	WCL Hopewell															
(10)	Randolph Rd	City of Hopewell	0.12	18000	G	95%	0%	1%	1%	3%	0%	F	0.081	F	0.509	20000	G	
		To:	North 6th Ave															
(10)	Randolph Rd	City of Hopewell	0.40	11000	G	95%	0%	1%	1%	3%	0%	F	0.087	F	0.556	13000	G	
		To:	Main St															
(10)	Randolph Rd	City of Hopewell	0.74	11000	G	95%	0%	1%	1%	3%	0%	F	0.082	F	0.605	13000	G	
		To:	SR 156; Winston Churchill Dr															
(10) (156)	Randolph Rd	City of Hopewell	1.26	9700	G	95%	0%	1%	1%	3%	0%	F	0.085	F	0.628	11000	G	
		To:	ECL Hopewell															
(10) (156)		Prince George County	1.17	9900	G	95%	0%	1%	1%	3%	0%	F	0.094	F	0.650	11000	G	
		To:	W SR 156															
(10) (106) (156)		Prince George County	0.73	11000	G	93%	1%	1%	1%	4%	0%	C	0.091	F	0.594	11000	G	
		To:	E SR 156															
(10)		Prince George County	2.71	5200	G	93%	1%	1%	1%	4%	0%	F	0.095	F	0.557	5200	G	
		To:	74-641															
(10)		Prince George County	2.07	3600	G	93%	1%	1%	1%	4%	0%	F	0.096	F	0.543	3700	G	
		To:	74-609 Garysville															
(10)		Prince George County	5.93	3000	G	90%	1%	1%	1%	7%	0%	C	0.092	F	0.51	3000	G	
		To:	74-1201															
(10)		Prince George County	2.00	2500	G	90%	1%	1%	1%	7%	0%	F	0.096	F	0.600	2500	G	
		To:	Surry County Line															
		From:	Sussex County Line															
(35)		Prince George County	4.05	2400	G	82%	1%	1%	1%	14%	0%	C	0.085	F	0.598	2400	G	
		To:	I-95															
(35) (301)		Prince George County	0.72	970	G	82%	1%	1%	1%	14%	0%	F	0.116	F	0.533	970	G	
		To:	74-605															
		From:	ECL Petersburg															
(36)	Oaklawn Blvd	Prince George County	0.76	16000	G	97%	0%	1%	0%	1%	0%	F	0.085	F	0.586	16000	G	
		To:	Hill Dr; Ft Lee Main Gate															
(36)	Oaklawn Blvd	Prince George County	1.45	16000	A	97%	0%	1%	0%	1%	0%	C	0.095	A	0.567	18000	A	
		To:	WCL Hopewell															
(36)	Oaklawn Blvd	City of Hopewell	0.52	27000	G	97%	0%	1%	0%	1%	0%	F	0.085	F	0.522	29000	G	
		To:	74-630 Jefferson Park Rd															
(36)	Oaklawn Blvd	City of Hopewell	0.65	27000	G	97%	0%	1%	0%	1%	0%	F	0.083	F	0.527	29000	G	
		To:	SR 36 Par															

Virginia Department of Transportation  
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 2004  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 Prince George Maintenance Area

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	
							2Axle	3+Axle	1Trail	2Trail							
36 Oaklawn Blvd	City of Hopewell	From: SR 36 Par	0.43	9900	G	97%	0%	1%	0%	1%	0%	F	0.079	F	11000	G	
		Combined Traffic Estimates for 2 Parallel Roadways on this Route:	23000	G	97%	0%	1%	0%	1%	0%	F	NA			24000	G	
36 Winston Churchill Dr	City of Hopewell	From: SR 36 Par, Woodlawn St; Kenwood Ave	0.60	20000	G	97%	0%	1%	0%	1%	0%	F	0.083	F	0.548	21000	G
		From: Miles Ave	0.39	13000	G	97%	0%	1%	0%	1%	0%	F	0.083	F	0.56	13000	G
36 156 Winston Churchill Dr	City of Hopewell	From: SR 156 High Ave	0.25	12000	G	97%	0%	1%	0%	1%	0%	F	0.083	F	0.657	13000	G
		From: SR 156; Arlington Rd SR 156 Winston Churchill Dr	0.12	2000	G	97%	0%	1%	0%	1%	0%	F	0.088	F	0.571	2100	G
36 15th Avenue	City of Hopewell	From: 15th Ave Arlington Rd	0.77	6400	G	99%	0%	1%	0%	0%	0%	C	0.095	F	0.573	6900	G
		From: City Point Rd	0.22	2700	G	99%	0%	1%	0%	0%	0%	F	0.095	F	0.505	3000	G
36 Broadway St	City of Hopewell	From: Broadway St 15th Ave	0.44	8300	G	99%	0%	1%	0%	0%	0%	F	0.090	F	0.661	8900	G
		From: 6th Ave Broadway St	0.31	11000	G	99%	0%	1%	0%	0%	0%	F	0.085	F	0.637	12000	G
36 Woodlawn St	City of Hopewell	From: SR 36 Oaklawn Blvd	0.61	13000	G	97%	0%	1%	1%	1%	0%	C	0.079	F	14000	G	
		Combined Traffic Estimates for 2 Parallel Roadways on this Route:	23000	G	97%	0%	1%	0%	1%	0%	F	NA			24000	G	
36 Woodlawn St	City of Hopewell	From: Surry Ave	0.35	9600	G	97%	0%	1%	0%	1%	0%	C	0.091	F	10000	G	
		Combined Traffic Estimates for 2 Parallel Roadways on this Route:	20000	G	97%	0%	1%	0%	1%	0%	F	NA			21000	G	
North 95	Prince George County	From: SR 36 Oaklawn Blvd; Kenwood Ave	2.41	14000	G	82%	1%	1%	16%	0%	0%	F	0.069	F	12000	G	
		Combined Traffic Estimates for 2 Parallel Roadways on this Route:	29000	G	75%	1%	1%	1%	22%	0%	F	NA			27000	G	
North 95	Prince George County	From: 74-623 Carson	3.73	15000	G	82%	1%	1%	16%	0%	0%	F	0.068	F	13000	G	
		Combined Traffic Estimates for 2 Parallel Roadways on this Route:	34000	G	82%	1%	1%	1%	15%	0%	F	NA			29000	G	
North 95	Prince George County	From: US 301, SR 35, SR 156	4.54	20000	A	82%	1%	1%	16%	0%	0%	C	0.131	A	17000	A	
		Combined Traffic Estimates for 2 Parallel Roadways on this Route:	40000	A	82%	1%	1%	1%	16%	0%	C	0.118	A	0.597	35000	A	
		From: US 301															



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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						
North 95	From: US 301															
	Prince George County	1.11	16000	G	82%	1%	1%	1%	16%	0%	F	0.083	F	14000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			40000	G	82%	1%	1%	1%	15%	0%	F	NA		34000	G	
North 95	To: I-295															
	Prince George County	0.96	12000	G	82%	1%	1%	1%	16%	0%	F	0.069	F	10000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			27000	G	82%	1%	1%	1%	15%	0%	F	NA		23000	G	
North 95	To: Rives Rd															
	City of Petersburg (Maint: 74)	1.15	13000	G	82%	1%	1%	1%	16%	0%	F	0.082	F	11000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			29000	G	82%	1%	1%	1%	15%	0%	F	NA		25000	G	
North 95	To: Wagner Rd															
	City of Petersburg (Maint: 74)	2.79	20000	G	82%	1%	1%	1%	16%	0%	F	0.082	F	17000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			42000	G	82%	1%	1%	1%	15%	0%	F	NA		36000	G	
North 95	To: US 460 West St															
	City of Petersburg (Maint: 74)	0.50	20000	N	82%	1%	1%	1%	16%	0%	N	0.082	N	17000	N	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			42000	N	82%	1%	1%	1%	15%	0%	N	NA		36000	N	
South 95	To: I-85															
	From: Sussex County Line															
Prince George County	2.91	15000	G	69%	1%	2%	1%	27%	1%	F	0.076	F	15000	G		
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			29000	G	75%	1%	1%	1%	22%	0%	F	NA		27000	G	
South 95	To: 74-623 Carson															
	Prince George County	3.42	19000	G	83%	1%	1%	0%	15%	0%	F	0.077	F	16000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			34000	G	82%	1%	1%	1%	15%	0%	F	NA		29000	G	
South 95	To: US 301, SR 35, SR 156															
	Prince George County	5.45	19000	A	83%	1%	1%	0%	15%	0%	C	0.133	A	17000	A	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			40000	A	82%	1%	1%	1%	16%	0%	C	0.118	A	0.597	35000	A
South 95	To: US 301															
	Prince George County	0.58	24000	G	83%	1%	1%	0%	15%	0%	F	0.078	F	20000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			40000	G	82%	1%	1%	1%	15%	0%	F	NA		34000	G	
South 95	To: I-295															
	Prince George County	0.42	15000	G	83%	1%	1%	0%	15%	0%	F	0.08	F	13000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			27000	G	82%	1%	1%	1%	15%	0%	F	NA		23000	G	
South 95	To: SCL Petersburg Rives Rd															
	From: SCL Petersburg															
City of Petersburg (Maint: 74)	0.34	15000	G	83%	1%	1%	0%	15%	0%	F	0.08	F	13000	G		
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			27000	G	82%	1%	1%	1%	15%	0%	F	NA		23000	G	
		To: Rives Rd														

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							2Axle	3+Axle	1Trail	2Trail						
South 95	From: Rives Rd City of Petersburg (Maint: 74)	1.22	16000	G	83%	1%	1%	0%	15%	0%	F	0.082	F	13000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		29000	G	82%	1%	1%	1%	15%	0%	F	NA		25000	G	
South 95	To: Wagner Rd City of Petersburg (Maint: 74)	2.29	22000	G	83%	1%	1%	0%	15%	0%	F	0.082	F	19000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		42000	G	82%	1%	1%	1%	15%	0%	F	NA		36000	G	
South 95	To: US 460; US 301 Crater Rd; County Rd City of Petersburg (Maint: 74)	0.53	22000	N	83%	1%	1%	0%	15%	0%	N	0.082	N	19000	N	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		42000	N	82%	1%	1%	1%	15%	0%	N	NA		36000	N	
106	From: ECL Petersburg Courtthouse Rd Prince George County	2.39	8400	G	95%	1%	1%	1%	2%	0%	F	0.096	F	0.53	9100	G
106	To: 74-634 Allin Rd Courtthouse Rd Prince George County	0.86	12000	F	95%	1%	1%	1%	2%	0%	C	0.099	F	0.505	13000	F
106	To: 74-616 Laurel Spring Rd Courtthouse Rd Prince George County	1.50	5900	G	95%	1%	1%	1%	2%	0%	F	0.091	F	0.699	6400	G
106 Bypas 156	To: BYP SR 156 Ruffin Rd Prince George County	1.09	5700	G	85%	1%	0%	1%	13%	0%	F	0.087	F	0.53	6100	G
106 Bypas 156	To: 74-609 Prince George County	3.47	3600	G	85%	1%	0%	1%	13%	0%	C	0.091	F	0.516	3900	G
106 10 156	To: RT 156 BUS & RT 10 Prince George County	0.73	11000	G	93%	1%	1%	1%	4%	0%	C	0.091	F	0.594	11000	G
106 156	To: RT 10 & RT 156 Prince George County	2.69	4100	G	89%	1%	1%	2%	8%	0%	C	0.093	F	0.532	4200	G
144	To: Charles City County Line From: SR 36 Prince George County	2.58	28000	A	98%	0%	0%	1%	1%	0%	C	0.106	A	0.551	30000	A
156 301	To: SR 35 Prince George County	0.17	2000	G	90%	4%	1%	1%	5%	0%	F	0.088	F	0.649	2000	G
156	To: US 301 Prince George County	4.09	1700	G	90%	4%	1%	1%	5%	0%	C	0.113	F	0.723	1700	G
156	To: 74-626 Prince George County	3.07	2400	G	90%	4%	1%	1%	5%	0%	F	0.108	F	0.692	2400	G
156	To: US 460 West of Disputanta Prince George County	5.73	4700	G	87%	5%	1%	1%	7%	0%	C	0.132	F	0.631	4700	G
	To: SR 106-156 By Pass															

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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							
156	Prince George County	From: SR 106-156 By Pass	0.62	6500	G	97%	1%	1%	0%	1%	0%	C	0.097	F	0.552	7100	G
		To: 74- 674															
156	Prince George County	From: 74-674	2.51	7100	G	97%	1%	1%	0%	1%	0%	F	0.093	F	0.559	7700	G
		To: SCL Hopewell															
156	Arlington Rd City of Hopewell	From: Berry Street	0.56	9600	G	97%	1%	1%	0%	1%	0%	F	0.083	F	0.551	10000	G
		To: Winston Churchill Rd															
156	High Ave City of Hopewell	From: S RT 36	0.38	6600	G	98%	0%	0%	0%	1%	0%	C	0.092	F	0.680	7200	G
		To: N RT 36															
156 36	Winston Churchill Dr City of Hopewell	From: Arlington Rd	0.25	12000	G	97%	0%	1%	0%	1%	0%	F	0.083	F	0.657	13000	G
		To: South 6th Ave															
156	Winston Churchill Rd City of Hopewell	From: SR 10; Randolph Rd	0.55	16000	G	98%	0%	0%	1%	1%	0%	F	0.082	F	0.547	17000	G
		To: S RT 10															
156	Winston Churchill Dr City of Hopewell	From: ECL Hopewell	0.80	8000	G	98%	0%	0%	1%	1%	0%	F	0.084	F	0.541	8100	G
		To: W SR 156															
156 10	Randolph Rd City of Hopewell	From: N SR 10	1.26	9700	G	95%	0%	1%	1%	3%	0%	F	0.085	F	0.628	11000	G
		To: Charles City County Line															
156 10	Prince George County	From: SR 106 & 156	1.17	9900	G	95%	0%	1%	1%	3%	0%	F	0.094	F	0.650	11000	G
		To: N SR 10															
156 10 106	Prince George County	From: W SR 156	0.73	11000	G	93%	1%	1%	1%	4%	0%	C	0.091	F	0.594	11000	G
		To: SR 10-156 East of Hopewell															
156 106	Prince George County	From: NCL Hopewell	2.69	4100	G	89%	1%	1%	2%	8%	0%	C	0.093	F	0.532	4200	G
		To: SR 106 & 156															
Bypas 156 106	Prince George County	From: 74-609	1.09	5700	G	85%	1%	0%	1%	13%	0%	F	0.087	F	0.53	6100	G
		To: SR 10-156 East of Hopewell															
Bypas 156 106	Prince George County	From: NCL Hopewell	3.47	3600	G	85%	1%	0%	1%	13%	0%	C	0.091	F	0.516	3900	G
		To: SR 10-156 East of Hopewell															
East 295	City of Hopewell (Maint: 74)	From: NCL Hopewell	3.30	17000	G	76%	1%	1%	1%	22%	0%	F	0.082	F		15000	G
		To: SCL Hopewell															
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			35000	G	76%	1%	1%	1%	22%	0%	F	NA			31000	G	
<i>East I-295 is signed as South I-295</i>																	
East 295	Prince George County	From: SCL Hopewell	0.15	17000	G	76%	1%	1%	1%	22%	0%	F	0.082	F		15000	G
		To: SR 36															
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			35000	G	76%	1%	1%	1%	22%	0%	F	NA			31000	G	
<i>East I-295 is signed as South I-295</i>																	

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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						
East 295		From: SR 36														
	Prince George County	6.39	11000	G	76%	1%	1%	1%	22%	0%	F	0.084	F	10000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:			20000	G	76%	1%	1%	1%	22%	0%	F	0.076	F	0.550	18000
		To: US 460														
East 295		From: US 460														
	Prince George County	3.03	8800	A	76%	1%	1%	1%	22%	0%	C	0.132	A	7800	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:			18000	A	76%	1%	1%	1%	22%	0%	C	0.118	A	0.501	16000
		To: I-95														
West 295		From: NCL Hopewell														
	City of Hopewell (Maint: 74)	3.30	18000	G	76%	1%	1%	1%	22%	0%	F	0.091	F	16000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:			35000	G	76%	1%	1%	1%	22%	0%	F	NA		31000	G
		To: SCL Hopewell														
West 295		From: SCL Hopewell														
	Prince George County	0.61	18000	G	76%	1%	1%	1%	22%	0%	F	0.091	F	16000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:			54000	G	84%	1%	1%	1%	13%	0%	F	NA		51000	G
		To: SR 36														
West 295		From: SR 36														
	Prince George County	6.77	9200	G	76%	1%	1%	1%	22%	0%	F	0.073	F	8500	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:			20000	G	76%	1%	1%	1%	22%	0%	F	NA		18000	G
		To: US 460														
West 295		From: US 460														
	Prince George County	2.32	9000	A	76%	1%	1%	1%	22%	0%	C	0.131	A	8200	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:			18000	A	76%	1%	1%	1%	22%	0%	C	NA		16000	A
		To: I-95														
301 Crater Rd	Prince George County	2.69	950	G	85%	2%	1%	7%	5%	0%	C	0.098	F	0.659	950	G
		To: 74-604; 74-623 Rowanty Rd														
301 Crater Rd	Prince George County	3.86	1400	G	85%	2%	1%	7%	5%	0%	F	0.088	F	0.640	1400	G
301 35	Prince George County	0.27	970	G	82%	1%	1%	1%	14%	0%	F	0.116	F	0.533	970	G
		To: I-95; SR 156														
301 156	Prince George County	0.17	2000	G	90%	4%	1%	1%	5%	0%	F	0.088	F	0.649	2000	G
		To: I-95; SR 35														
301 Crater Rd	Prince George County	4.42	2200	G	96%	1%	1%	1%	1%	0%	C	0.107	F	0.708	2200	G
		To: SR 156 Prince George Dr														
		To: I-95														

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							2Axle	3+Axle	1Trail	2Trail						
301 Crater Rd	Prince George County	From: I-95	2.07	6700	G	99%	0%	0%	0%	0%	C	0.1	F	0.673	6700	G
		To: SCL Petersburg														
460 County Dr	Prince George County	From: Dinwiddie County Line	0.40	12000	G	87%	1%	1%	10%	0%	F	0.082	F	0.572	12000	G
		To: I-295														
460 County Dr	Prince George County	From: 74-629	0.74	15000	N	81%	1%	1%	16%	0%	N	0.076	N	0.515	14000	N
		To: SR 156 Prince George Dr														
460 County Dr	Prince George County	From: SR 156 Prince George Dr	3.07	15000	G	81%	1%	1%	16%	0%	F	0.076	F	0.515	14000	G
		To: Sussex County Line														
460 County Dr	Prince George County	From: Sussex County Line	6.20	17000	G	81%	1%	1%	16%	0%	F	0.078	F	0.602	16000	G
		To: I-295														

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						2Axle	3+Axle	1Trail	2Trail							
<b>City of Petersburg</b>																
329 FR	0.17	NA				From: Dead End					NA			NA		
						To: 74-1102										
<b>Prince George County</b>																
600	1.77	260	R			From: 74-611					NA			NA		08/14/2002
						To: Surry County Line										
601	0.80	100	R			From: US 460; 74-624					NA			NA		08/14/2002
						To: 74-613										
601	3.06	140	R			From: 74-613					NA			NA		08/14/2002
						To: Surry County Line										
602	0.43	110	R			From: 74-653					NA			NA		08/14/2002
						To: Dead End										
603	1.29	1300	R			From: ECL Petersburg					NA			NA		1993
						To: SR 106										
604	2.34	500	G	93%	1%	1%	2%	3%	0%	F	0.088	F	0.637	500	G	2004
						To: 26-703; Din CL SOUTH										
604	0.16	1400	G	93%	1%	1%	2%	3%	0%	C	0.090	F	0.617	1500	G	2004
						To: US 301; 74-623										
605	1.40	480	R			From: Dinwiddie County Line					NA			NA		08/16/2002
						To: 74-621										
605	0.20	680	R			From: 74-621					NA			NA		08/16/2002
						To: SR 35; 74-622										
605	0.81	200	R			From: SR 35; 74-622					NA			NA		08/16/2002
						To: Service Road I-95										
606	0.50	290	R			From: Dinwiddie County Line					NA			NA		08/16/2002
						To: 74-622										
607	2.35	290	R			From: Dinwiddie County Line					NA			NA		08/16/2002
						To: FR-122										
607	0.35	1300	R			From: FR-122					NA			NA		08/16/2002
						To: 74-608										
608	2.55	1100	R			From: US 301					NA			NA		08/16/2002
						To: 74-622										
608	0.81	1000	G	97%	1%	1%	0%	1%	0%	C	0.094	F	0.67	1000	G	2004
						To: Dinwiddie County Line										
<b>Dinwiddie County</b>																
608	0.31	1000	N	97%	1%	1%	0%	1%	0%	N	0.094	N	0.67	1000	N	2004
						To: SR 345; 26-677										
608	1.00	2000	G	99%	1%	0%	0%	0%	0%	C	0.141	F	0.658	2100	G	2004
						To: SCL Petersburg										
<b>Prince George County</b>																
609	1.34	2500	G	95%	2%	1%	0%	1%	0%	C	0.094	F	0.591	2500	G	2004
						To: 74-636										
609	2.57	1600	G	95%	2%	1%	0%	1%	0%	F	0.094	F	0.662	1600	G	2004
						To: 74-635										

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						2Axle	3+Axle	1Trail	2Trail							
<b>Prince George County</b>																
609	1.86	1000	G	95%	2%	1%	0%	1%	0%	F	0.098	F	0.691	1000	G	2004
				From:	74-635											
				To:	SR 10											
610	2.00	190	R								NA		NA			08/14/2002
				From:	SR 10											
				To:	74-611											
611	0.48	48	R								NA		NA			08/14/2002
				From:	Dead End											
611	2.00	140	R								NA		NA			08/14/2002
				From:	74-625											
				To:	74-612											
611	1.70	160	R								NA		NA			08/14/2002
				From:	74-658											
611	2.92	160	R								NA		NA			08/14/2002
				From:	74-1201											
				To:	74-610											
611	3.27	170	R								NA		NA			08/14/2002
				From:	74-610											
				To:	Dead End											
612	0.90	150	R								NA		NA			08/14/2002
				From:	74-611											
				To:	74-616											
613	1.50	140	R								NA		NA			08/14/2002
				From:	Sussex County Line											
				To:	74-601											
613	1.80	340	R								NA		NA			08/14/2002
				From:	74-625											
				To:	SR 10 WEST											
614	1.90	260	R								NA		NA			08/14/2002
				From:	74-615											
614	3.20	100	R								NA		NA			08/14/2002
				From:	SR 10 EAST											
				To:	74-614											
615	0.40	10	R								NA		NA			08/14/2002
				From:	74-614											
				To:	Dead End											
616	1.96	4200	G	95%	3%	0%	0%	1%	0%	C	0.163	F	0.594	4200	G	2004
				From:	SR 106; 74-724											
				To:	SR 156 NORTH											
616	2.50	1600	G	96%	2%	0%	1%	0%	0%	F	0.103	F	0.652	1600	G	2004
				From:	SR 156 SOUTH											
				To:	74-618											
616	4.13	920	G	96%	2%	0%	1%	0%	0%	C	0.108	F	0.656	930	G	2004
				From:	74-618											
				To:	74-625											
616	3.77	420	G	96%	2%	0%	1%	0%	0%	F	0.09	F	0.658	420	G	2004
				From:	74-625											
				To:	SR 10											
617	0.90	60	R								NA		NA			08/14/2002
				From:	74-618											
				To:	Dead End											
618	2.37	340	R								NA		NA			08/14/2002
				From:	74-627											
				To:	74-630 WEST											
618	0.10	320	R								NA		NA			08/14/2002
				From:	74-630 EAST											
				To:	US 460											

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						2Axle	3+Axle	1Trail	2Trail							
<b>Prince George County</b>																
618	1.20	200	R			From: US 460					NA			NA		08/14/2002
618	2.76	190	R			From: 74-629					NA			NA		08/14/2002
618	0.94	210	R			From: 74-632					NA			NA		08/14/2002
618	0.50	270	R			From: 74-635					NA			NA		08/14/2002
						To: 74-616										
619	2.10	100	R			From: 74-625					NA			NA		1993
						To: 74-627										
620	1.00	90	R			From: 74-638					NA			NA		1999
620	1.90	80	R			From: 1.00 ME 74-638					NA			NA		1993
						To: 74-627										
621	2.28	210	R			From: 74-604					NA			NA		1993
						To: 74-605										
622	1.50	430	R			From: SR 35; 74-605					NA			NA		1993
						To: 74-606										
622	0.30	320	R			From: 74-607 EAST					NA			NA		1993
						From: 74-607 WEST										
622	2.70	380	R			From: 74-608					NA			NA		1993
						To: 74-608										
623	0.30	240	G	94%	3%	From: Sussex County Line				F	0.097	F	0.5	240	G	2004
						To: 74-667										
623	2.42	350	G	94%	3%	From: 74-670				C	0.093	F	0.531	350	G	2004
623	0.55	720	G	91%	1%	From: US 301; 74-604				C	0.100	F	0.608	720	G	2004
						To: 74-604										
624	1.00	100	R			From: Sussex County Line					NA			NA		08/14/2002
						To: US 460; 74-601										
625	0.96	780	G			From: Sussex County Line					NA			770	G	2004
						To: 74-619										
625	2.68	930	G			From: 74-630					NA			920	G	2004
						To: 74-630										
625	0.09	1200	G			From: US 460 County Dr					0.111	F	0.625	1200	G	2004
						To: 74-613										
625	0.51	730	G	95%	2%	From: 74-611				C	0.106	F	0.684	740	G	2004
						To: 74-611										
625	4.17	330	G	95%	2%	From: 74-616				F	0.097	F	0.652	330	G	2004
						To: 74-611										
625	1.48	320	G	95%	2%	From: 74-616				F	0.124	F	0.771	320	G	2004
						To: 74-616										
625	2.98	420	G	95%	2%	From: SR 10				F	0.092	F	0.636	420	G	2004
						To: SR 10										



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						2Axle	3+Axle	1Trail	2Trail							
<b>Prince George County</b>																
(626)	3.00	680	R			From: 47-627					NA			NA		08/16/2002
(626)	1.60	980	G	97%	3%	To: SR 156				F	0.113	F	0.599	980	G	2004
(626)	1.00	1100	G	97%	3%	From: 1.60 M FRM SR 156				C	0.096	F	0.698	1200	G	2004
(626)	0.80	3000	G	98%	0%	To: 74-649				C	0.107	F	0.641	3300	G	2004
(627)	2.43	420	G	93%	4%	From: Sussex County Line				F	0.090	F	0.605	430	G	2004
(627)	1.15	500	G	93%	4%	To: 74-662				C	0.108	F	0.597	500	G	2004
(627)	4.30	590	G	96%	1%	From: 74-619				C	0.112	F	0.504	590	G	2004
(628)	1.36	240	R			To: 74-630					NA			NA		09/24/2002
(628)	0.80	250	R			From: 74-608					NA			NA		09/24/2002
(629)	2.28	1100	G	98%	1%	To: 1.36 M FRM 74-608				F	0.108	F	0.601	1200	G	2004
(629)	1.55	4600	G	98%	1%	From: 1.36 M FRM 74-608				C	0.100	F	0.512	5000	G	2004
(629)	0.04	5200	G	98%	1%	To: 74-629				F	0.099	F	0.564	5600	G	2004
(629)	0.11	2600	G	98%	1%	From: SCL Petersburg				F	0.098	F	0.571	2600	G	2004
(629)	2.82	1200	G	96%	1%	To: US 301; Gap Terminus				C	0.110	F	0.588	1200	G	2004
(629)	1.15	750	R			From: ECL Petersburg; Gap					NA			NA		08/14/2002
(629)	2.92	250	R			To: 74-630 WEST					NA			NA		08/14/2002
(630)	0.21	530	R			From: 74-630 EAST					NA			NA		08/16/2002
(630)	0.04	800	R			To: 74-630 WEST					NA			NA		08/16/2002
(630)	2.78	320	R			From: US 460					NA			NA		08/16/2002
(630)	0.70	1500	G	97%	1%	To: 74-627				C	0.097	F	0.507	1500	G	2004
(630)	2.10	1700	G	99%	0%	From: SR 156 NORTH				F	0.118	F	0.738	1700	G	2004
(630)	0.90	3500	G	99%	0%	To: SR 156 SOUTH				C	0.104	F	0.566	3800	G	2004
(630)	0.08	3000	G	99%	0%	From: 74-649				F	0.103	F	0.662	3200	G	2004
						To: 74-629 SOUTH										
						From: 74-629 NORTH										
						To: US 460										

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						2Axle	3+Axle	1Trail	2Trail							
<b>Prince George County</b>																
630	2.11	1700	G	97%	2%	1%	0%	0%	0%	C	0.113	F	0.59	1800	G	2004
				From:	US 460											
				To:	SR 106											
630	1.03	3000	R								NA		NA			08/16/2002
				From:	74-634											
630	1.51	8500	G	98%	1%	0%	1%	0%	0%	C	0.099	F	0.562	9200	G	2004
				From:	74-646											
				To:	SR 36; SCL Hopewell											
631	0.44	170	R								NA		NA			08/16/2002
				From:	74-604											
				To:	74-675											
631	0.35	210	R								NA		NA			08/16/2002
				From:	74-671											
				To:	74-638											
631	1.83	150	R								NA		NA			08/16/2002
				From:	74-618											
				To:	Dead End											
632	0.17	110	R								NA		NA			08/16/2002
				From:	74-630											
				To:	SR 106											
634	0.51	4700	G	96%	3%	1%	1%	0%	0%	C	0.099	F	0.575	5100	G	2004
				From:	74-629											
				To:	74-695											
635	2.35	190	R								NA		NA			08/14/2002
				From:	74-665											
				To:	74-609											
635	3.75	270	R								NA		NA			08/14/2002
				From:	SR 10											
				To:	74-635											
635	1.10	610	R								NA		NA			08/14/2002
				From:	74-609											
				To:	SR 10											
635	2.20	520	R								NA		NA			08/14/2002
				From:	74-635											
				To:	SR 10											
636	2.10	250	R								NA		NA			08/14/2002
				From:	74-686											
				To:	74-609											
636	0.80	780	R								NA		NA			08/14/2002
				From:	Sussex County Line											
				To:	SR 35											
637	0.70	180	R								NA		NA			08/16/2002
				From:	Sussex County Line											
				To:	74-650											
638	0.88	160	G	95%	2%	1%	0%	1%	0%	F	0.127	F	0.513	160	G	2004
				From:	SR 35											
				To:	74-662											
638	2.60	520	G	95%	2%	1%	0%	1%	0%	C	0.129	F	0.6	520	G	2004
				From:	74-662											
				To:	SR 156											
638	2.50	430	G	96%	2%	1%	0%	0%	0%	C	0.119	F	0.569	440	G	2004
				From:	74-662											
				To:	SR 156											
638	0.27	1100	G	96%	2%	1%	0%	0%	0%	F	0.114	F	0.694	1100	G	2004
				From:	SR 10											
				To:	SR 10											
639	2.00	180	R								NA		NA			08/14/2002
				From:	74-640											
				To:	Dead End											

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						2Axle	3+Axle	1Trail	2Trail							
<b>Prince George County</b>																
640	1.00	30	R			From: 74-639					NA			NA		08/14/2002
						To: Dead End										
641	1.36	1300	R			From: SR 156					NA			NA		08/14/2002
641	1.44	980	G	95%	3%	1%	0%	1%	0%	F	0.116	F	0.529	980	G	2004
641	3.00	190	R			From: SR 10 NORTH					NA			NA		08/28/2002
						To: SR 10 SOUTH										
642	0.53	2800	R			From: SR 10					NA			NA		08/14/2002
642	0.07	690	R			From: 74-1413					NA			NA		1999
642	0.06	610	R			From: 74-1412					NA			NA		1999
642	0.12	540	R			From: 74-1411					NA			NA		1999
642	0.07	500	R			From: 74-1404 WEST 74-1405 WEST					NA			NA		1999
642	0.07	430	R			From: 74-1405 EAST					NA			NA		1999
642	0.08	250	R			From: 74-707					NA			NA		1999
						To: 74-706										
643	0.09	20	R			From: Dead End					NA			NA		08/28/2002
						To: 74-647										
644	0.80	70	R			From: SR 10; SR 156 Bypass					NA			NA		09/24/2002
						To: Dead End										
645	0.78	4600	G	99%	0%	0%	0%	0%	0%	F	0.088	F	0.512	5000	G	2004
645	1.19	1700	G	99%	0%	0%	0%	0%	0%	F	0.113	F	0.507	1800	G	2004
645	1.11	5600	G	99%	0%	0%	0%	0%	0%	C	0.1	F	0.615	6100	G	2004
645	2.15	5200	G	99%	0%	0%	0%	0%	0%	F	0.101	F	0.634	5700	G	2004
645	0.19	4800	G	99%	0%	0%	0%	0%	0%	F	0.101	F	0.564	5200	G	2004
						From: 2.15 M FRM 74-694										
						To: SCL Hopewell										
646	2.17	6900	G	99%	0%	0%	0%	0%	0%	C	0.102	F	0.649	7500	G	2004
646	2.72	1300	G	99%	0%	0%	0%	0%	0%	F	0.101	F	0.524	1400	G	2004
646	0.81	770	G	98%	1%	0%	0%	1%	0%	C	0.113	F	0.542	770	G	2004
646	0.79	890	G	98%	1%	0%	0%	1%	0%	F	0.096	F	0.527	890	G	2004
						From: 74-708										
						To: 74-641 EAST										

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						2Axle	3+Axle	1Trail	2Trail							
<b>Prince George County</b>																
(646)	2.40	310	R			From: 74-641 WEST To: 74-609					NA			NA		09/24/2002
(647)	0.46	360	R			From: 74-1159 Haley Rd To: 74-1200					NA			NA		1999
(647)	0.09	580	R			From: 74-643 To: 74-646					NA			NA		1999
(648)	0.11	70	R			From: Dead End To: 74-652					NA			NA		1999
(648)	0.11	150	R			From: 74-651 To: US 301					NA			NA		1999
(649)	0.33	2100	G	98%	1%	1%	0%	0%	0%	F	0.115	F	0.587	2300	G	2004
(649)	0.36	1700	G	98%	1%	1%	0%	0%	0%	F	0.12	F	0.528	1800	G	2004
(649)	0.46	1800	G	98%	1%	1%	0%	0%	0%	F	0.12	F	0.529	1900	G	2004
(649)	0.30	1700	G	98%	1%	1%	0%	0%	0%	F	0.112	F	0.629	1800	G	2004
(649)	0.95	2200	G	98%	1%	1%	0%	0%	0%	C	0.115	F	0.644	2400	G	2004
(650)	3.50	90	R			From: 74-623 To: 74-638					NA			NA		08/16/2002
(651)	0.17	140	R			From: Dead End To: 74-648					NA			NA		1999
(652)	0.04	20	R			From: Dead End To: 74-648					NA			NA		1999
(653)	6.37	120	R			From: 74-611 To: 74-602					NA			NA		08/14/2002
(653)	0.80	190	R			From: 74-611 To: 74-646					NA			NA		08/14/2002
(655)	1.00	180	R			From: 74-614 To: Dead End					NA			NA		1993
(656)	1.50	20	R			From: Dead End To: Dead End					NA			NA		08/14/2002
(657)	0.11	3000	R			From: Dead End To: US 460					NA			NA		1993
(658)	1.30	100	R			From: 74-611 To: 74-616					NA			NA		08/14/2002

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						2Axle	3+Axle	1Trail	2Trail							
<b>Prince George County</b>																
(659)	0.89	30	R			From: Sussex County Line						NA		NA		08/16/2002
(659)	1.01	200	R			From: 0.89 MN Sussex County Line						NA		NA		08/16/2002
						To: 74-619										
(661)	0.69	320	R			From: Dead End						NA		NA		08/16/2002
(661)	0.29	490	R			From: 74-1031						NA		NA		08/16/2002
(661)	0.10	700	R			From: 74-1034						NA		NA		08/16/2002
						To: 74-649										
(662)	3.35	260	R			From: 74-638						NA		NA		08/16/2002
						To: 74-627										
(663)	0.07	150	R			From: 74-669						NA		NA		1999
						To: 74-616										
(664)	0.26	110	R			From: 74-646						NA		NA		1999
						To: Dead End										
(665)	0.87	190	R			From: 74-635						NA		NA		1999
						To: Dead End										
(666)	2.20	160	R			From: 74-616						NA		NA		08/16/2002
						To: 74-635										
(667)	1.53	110	R			From: 74-623						NA		NA		08/16/2002
						To: US 301										
(668)	0.32	270	R			From: SR 35						NA		NA		08/16/2002
						To: US 301; SR 156										
(669)	0.05	110	R			From: Dead End						NA		NA		1999
						To: 74-663										
(670)	0.23	70	R			From: FR-294						NA		NA		1999
						To: 74-676										
(670)	0.03	130	R			From: 74-623						NA		NA		1999
						To: FR-295										
(671)	0.20	70	R			From: 74-631						NA		NA		1999
						To: Dead End										
(672)	0.17	3	R			From: 74-667						NA		NA		1999
						To: 74-604										
(673)	0.06	320	R			From: US 301						NA		NA		1999
						To: SR 156 SOUTH										
(674)	0.91	1300	R			From: SR 156 NORTH						NA		NA		1999
						To: 74-631										
(675)	0.11	250	R			From: US 301						NA		NA		1999
						To: 74-631										

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						2Axle	3+Axle	1Trail	2Trail							
<b>Prince George County</b>																
(676)	0.21	60	R			From: 74-670					NA		NA			1999
						To: Dead End										
(677)	0.24	NA				From: 74-00622(B)/					NA		NA			
						To: Cul-de-Sac										
(684)	0.53	1000	R			From: Dead End					NA		NA			1999
						To: 74-645										
(685)	0.53	210	R			From: Dead End					NA		NA			09/23/2002
						To: 74-645										
(686)	1.31	130	R			From: Dead End					NA		NA			08/14/2002
						To: 74-636										
(693)	1.45	170	R			From: 74-641					NA		NA			08/14/2002
						To: Dead End										
(694)	0.34	480	R			From: 74-645					NA		NA			1999
						To: 74-697										
(694)	0.06	30	R			From: 34-697 Morgan Road					NA		NA			1999
						To: Dead End										
(695)	1.40	160	R			From: 74-618					NA		NA			08/14/2002
						To: 74-635										
(696)	0.47	130	R			From: 74-605					NA		NA			08/16/2002
						To: FR-122										
(697)	0.11	80	R			From: Cul-de-Sac					NA		NA			1999
						To: 74-694										
(698)	0.21	220	R			From: 74-699					NA		NA			09/23/2002
						To: 74-694										
(699)	0.20	220	R			From: Dead End					NA		NA			09/23/2002
						To: 74-698										
(699)	0.03	10	R			From: Cul-de-Sac					NA		NA			09/23/2002
						To: Dead End										
(703)	0.45	60	R			From: Dead End					NA		NA			1999
						To: 74-618										
(706)	0.04	6	R			From: 0.04 MS 74-642					NA		NA			08/14/2002
						To: 74-642										
(706)	0.30	260	R			From: 74-642					NA		NA			08/14/2002
						To: Dead End										
(707)	0.10	230	R			From: 74-642					NA		NA			1999
						To: 0.10 MN 74-642										
(707)	0.06	300	R			From: 74-1419					NA		NA			1993
						To: 74-1419										
(707)	0.12	60	R			From: Cul-de-Sac					NA		NA			08/14/2002
						To: Cul-de-Sac										

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						2Axle	3+Axle	1Trail	2Trail							
<b>Prince George County</b>																
(708)	0.60	140	R			From: 74-646						NA		NA		09/23/2002
						To: Dead End										
(709)	0.03	330	R			From: SR 106						NA		NA		1999
						To: Begin Loop										
(709)	0.04	160	R			From: 74-712; 74-724						NA		NA		1999
						To: End Loop										
(710)	1.58	530	R			From: SR 156						NA		NA		09/23/2002
						To: 74-609										
(711)	0.94	580	R			From: US 301						NA		NA		08/16/2002
						To: SR 156										
(712)	0.08	820	R			From: SR 106						NA		NA		1999
						To: 74-709; 74-724										
(719)	0.23	110	R			From: 74-618						NA		NA		08/16/2002
						To: 74-625										
(720)	0.22	130	R			From: US 301						NA		NA		1999
						To: 74-1602										
(720)	0.18	40	R			From: Dead End						NA		NA		1999
						To: Dead End										
(721)	0.42	500	R			From: 74-630						NA		NA		08/28/2002
						To: Dead End										
(723)	0.16	430	R			From: 74-646						NA		NA		08/28/2002
						To: SR 156										
(724)	0.17	660	R			From: SR 106; 74-616						NA		NA		1999
						To: 74-709; 74-712										
(725)	0.85	2900	R			From: SR 36						NA		NA		09/23/2002
						To: 74-645										
(726)	0.18	150	R			From: Dead End						NA		NA		09/23/2002
						To: SR 106										
(729)	0.40	NA				From: Dead End						NA		NA		
						To: B1SR 156 KURNAS LANE										
(770)	0.45	150	R			From: Dinwiddie County Line						NA		NA		1999
						To: 74-622										
(1001)	0.09	80	R			From: Dead End						NA		NA		1999
						To: 74-649										
(1002)	0.09	70	R			From: Dead End						NA		NA		1999
						To: 74-649										

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						2Axle	3+Axle	1Trail	2Trail							
<b>Prince George County</b>																
(1003)	0.08	250	R			From: 74-649						NA		NA		1999
(1003)	0.16	250	R			From: 74-1005						NA		NA		08/16/2002
						To: 74-1004										
(1004)	0.06	49	R			From: Dead End						NA		NA		1999
(1004)	0.13	210	R			From: 74-1003						NA		NA		1999
						To: 74-649										
(1005)	0.07	320	R			From: 74-626						NA		NA		08/16/2002
(1005)	0.07	240	R			From: 74-1007						NA		NA		08/16/2002
(1005)	0.26	220	R			From: 74-1006						NA		NA		08/16/2002
						To: 74-1003										
(1006)	0.08	60	R			From: 74-1005						NA		NA		08/16/2002
						To: Cul-de-Sac										
(1007)	0.04	40	R			From: 74-1005						NA		NA		08/16/2002
						To: Cul-de-Sac										
(1010)	0.19	530	R			From: 74-649						NA		NA		1999
(1010)	0.08	80	R			From: 74-1011						NA		NA		1999
						To: Dead End										
(1011)	0.07	340	R			From: 74-1010						NA		NA		08/16/2002
(1011)	0.12	120	R			From: 74-1012						NA		NA		08/16/2002
						To: Dead End										
(1012)	0.08	50	R			From: Cul-de-Sac						NA		NA		08/16/2002
(1012)	0.12	150	R			From: 74-1011						NA		NA		08/16/2002
						To: Dead End										
(1013)	0.18	NA				From: Dead End						NA		NA		
						To: 74-661										
(1014)	0.14	20	R			From: 74-1013						NA		NA		1999
(1014)	0.07	200	R			From: 74-1015						NA		NA		1999
						To: 74-649										
(1015)	0.07	80	R			From: Cul-de-Sac						NA		NA		1999
(1015)	0.09	90	R			From: 74-1014						NA		NA		1999
						To: Cul-de-Sac										
(1016)	0.16	NA				From: Dead End						NA		NA		
						To: Dead End										



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						2Axle	3+Axle	1Trail	2Trail							
<b>Prince George County</b>																
(1018)	0.08	170	R			From: 74-1027						NA		NA		08/16/2002
						To: 74-1020										
(1019)	0.08	200	R			From: 74-1020						NA		NA		08/16/2002
						To: 74-1027										
(1020)	0.15	140	R			From: Dead End						NA		NA		08/16/2002
						To: 74-1019										
(1020)	0.10	130	R			From: 74-1019						NA		NA		08/16/2002
						To: 74-1018										
						From: Dead End										
(1021)	0.06	48	R			From: Dead End						NA		NA		1999
						To: 74-1022										
(1021)	0.08	180	R			From: 74-1022						NA		NA		1999
						To: US 301										
						From: Dead End										
(1022)	0.04	30	R			From: Dead End						NA		NA		1999
						To: 74-1023										
(1022)	0.25	90	R			From: 74-1023						NA		NA		1999
						To: 74-1021										
(1022)	0.04	10	R			From: 74-1021						NA		NA		1999
						To: Dead End										
						From: 74-1022										
(1023)	0.08	60	R			From: 74-1022						NA		NA		1999
						To: US 301										
						From: 74-1025										
(1024)	0.11	700	R			From: 74-1025						NA		NA		1999
						To: US 301										
						From: Dead End										
(1025)	0.04	10	R			From: Dead End						NA		NA		1999
						To: 74-1027										
(1025)	0.09	570	R			From: 74-1027						NA		NA		1999
						To: 74-1026										
(1025)	0.05	770	R			From: 74-1026						NA		NA		1999
						To: 74-1024										
						From: 74-1028										
(1026)	0.17	180	R			From: 74-1028						NA		NA		1999
						To: 74-1025										
						From: Dead End										
(1027)	0.19	150	R			From: Dead End						NA		NA		08/16/2002
						To: 74-1019										
(1027)	0.10	190	R			From: 74-1019						NA		NA		08/16/2002
						To: 74-1018										
(1027)	0.12	490	R			From: 74-1018						NA		NA		1999
						To: 74-1028										
(1027)	0.13	540	R			From: 74-1028						NA		NA		1999
						To: 74-1025										
						From: 74-1027										
(1028)	0.07	60	R			From: 74-1027						NA		NA		1999
						To: 74-1026										
(1028)	0.05	20	R			From: 74-1026						NA		NA		1999
						To: Dead End										

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						2Axle	3+Axle	1Trail	2Trail							
<b>Prince George County</b>																
(1030)	0.06	520	R			From: 74-649						NA		NA		1999
(1030)	0.08	230	R			To: 74-1031						NA		NA		1999
(1030)	0.09	160	R			From: 74-1032						NA		NA		1999
(1030)	0.06	40	R			To: 74-1033						NA		NA		1999
						From: Cul-de-Sac										
(1031)	0.26	80	R			To: 74-661						NA		NA		08/16/2002
(1031)	0.23	40	R			From: 74-1034						NA		NA		1999
						To: 74-1030										
(1032)	0.22	70	R			From: 74-1034						NA		NA		1999
						To: 74-1030										
(1033)	0.21	60	R			From: 74-1034						NA		NA		1999
						To: 74-1030										
(1034)	0.07	400	R			From: 74-661						NA		NA		1999
(1034)	0.08	250	R			To: 74-1031						NA		NA		1999
(1034)	0.09	180	R			From: 74-1032						NA		NA		1999
(1034)	0.14	80	R			To: 74-1033						NA		NA		1999
						From: Cul-de-Sac										
(1035)	0.14	170	R			To: 74-661						NA		NA		1999
(1037)	0.10	80	R			From: 74-1035						NA		NA		1999
						To: Cul-de-Sac										
(1040)	0.33	600	R			From: 74-649						NA		NA		08/16/2002
						To: Dead End										
(1041)	0.07	40	R			From: 74-1040						NA		NA		08/16/2002
						To: Cul-de-Sac										
(1042)	0.09	60	R			From: 74-1040						NA		NA		08/16/2002
						To: Cul-de-Sac										
(1045)	0.77	NA				From: 74-00646(B)/						NA		NA		
						To: Cul-de-Sac										
(1046)	0.54	NA				From: 74-01045(B)/						NA		NA		
						To: 74-01045(B)/										
(1047)	0.06	NA				From: Cul-de-Sac						NA		NA		
						To: 74-01046(B)/										

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						2Axle	3+Axle	1Trail	2Trail							
<b>Prince George County</b>																
(1048)	0.14	NA				From: Cul-de-Sac					NA			NA		
						To: Cul-de-Sac										
(1055)	0.41	NA				From: 74-646					NA			NA		
						To: 74-1058										
(1056)	0.09	NA				From: 74-1055					NA			NA		
						To: Dead End										
(1057)	0.09	NA				From: Dead End					NA			NA		
						To: 74-1055										
(1058)	0.44	NA				From: Dead End					NA			NA		
						To: Dead End										
(1059)	0.18	NA				From: Dead End					NA			NA		
						To: 74-1058										
(1070)	0.80	NA				From: 74-00619(B)/					NA			NA		
						To: Dead End										
(1101)	0.19	30	R			From: Dead End					NA			NA		09/23/2002
						To: US 460										
(1102)	0.35	90	R			From: 74-629					NA			NA		1999
						To: Dead End										
(1105)	0.50	120	R			From: 74-641					NA			NA		1999
						To: 74-1106										
(1105)	0.05	90	R			From: 74-1107					NA			NA		1999
						To: SR 156 Bypass										
(1105)	0.56	200	R			From: 74-1105					NA			NA		1999
						To: Cul-de-Sac										
(1106)	0.18	100	R			From: 74-1105					NA			NA		1999
						To: Cul-de-Sac										
(1107)	0.13	10	R			From: 74-1105					NA			NA		1999
						To: Cul-de-Sac										
(1111)	0.08	320	R			From: ECL Petersburg					NA			NA		1999
						To: 74-1113										
(1112)	0.27	150	R			From: ECL Petersburg					NA			NA		1999
						To: 74-1113										
(1113)	0.20	80	R			From: NCL Petersburg					NA			NA		1999
						To: 74-1111										
(1113)	0.37	150	R			From: 74-1112					NA			NA		1999
						To: 74-1112										
(1113)	0.08	220	R			From: 74-603					NA			NA		1999
						To: Cul-de-Sac										
(1115)	0.05	60	R			From: Cul-de-Sac					NA			NA		1999
						To: 74-1116										

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						2Axle	3+Axle	1Trail	2Trail							
<b>Prince George County</b>																
(1115)	0.08	180	R			From: 74-1116						NA		NA		1999
						To: SR 106										
(1116)	0.08	70	R			From: 74-1115						NA		NA		1999
						To: Cul-de-Sac										
(1120)	0.29	120	R			From: Cul-de-Sac						NA		NA		1999
						To: 74-604										
(1125)	0.89	320	R			From: SR 156 Bypass						NA		NA		1999
						To: 74-1127										
(1126)	0.39	100	R			From: Cul-de-Sac						NA		NA		09/23/2002
						To: Cul-de-Sac										
(1127)	0.18	30	R			From: 74-1125						NA		NA		09/23/2002
						To: Cul-de-Sac										
(1130)	0.26	150	R			From: 74-1131						NA		NA		08/16/2002
						To: 74-622										
(1131)	0.14	40	R			From: Cul-de-Sac						NA		NA		08/16/2002
						To: 74-1130										
(1131)	0.08	110	R			From: 74-1131						NA		NA		08/16/2002
						To: 74-1132										
(1132)	0.13	40	R			From: 74-1131						NA		NA		08/16/2002
						To: Cul-de-Sac										
(1140)	0.37	310	R			From: 74-608						NA		NA		08/16/2002
						To: 74-1141										
(1140)	0.13	80	R			From: 74-1141						NA		NA		08/16/2002
						To: 74-1142										
(1141)	0.11	100	R			From: 74-1140						NA		NA		08/16/2002
						To: 74-1142										
(1142)	0.08	20	R			From: Dead End						NA		NA		08/16/2002
						To: 74-1141										
(1142)	0.08	46	R			From: 74-1141						NA		NA		08/16/2002
						To: 74-1140										
(1142)	0.02	30	R			From: 74-1140						NA		NA		08/16/2002
						To: Cul-de-Sac										
(1143)	0.18	80	R			From: 74-1140						NA		NA		1999
						To: 74-608										
(1150)	0.19	NA				From: Cul-de-Sac						NA		NA		
						To: 74-1158										
(1150)	0.19	450	R			From: 74-1158						NA		NA		1999
						To: 74-1157										
(1150)	0.08	510	R			From: 74-1157						NA		NA		1999
						To: 74-1156										

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						2Axle	3+Axle	1Trail	2Trail							
<b>Prince George County</b>																
(1150)	0.08	760	R			From: 74-1156										1999
(1150)	0.07	1000	R			To: 74-1155										1999
(1150)	0.07	1100	R			From: 74-1154										1999
(1150)	0.10	1300	R			To: 74-1153										1999
(1150)	0.04	1400	R			From: 74-1152										1999
(1150)	0.20	1600	R			To: 74-1151										1999
(1151)	0.11	110	R			From: 74-1150										1999
(1152)	0.05	60	R			To: Cul-de-Sac										1999
(1153)	0.06	80	R			From: Cul-de-Sac										1999
(1154)	0.06	70	R			To: 74-1150										1999
(1155)	0.19	140	R			From: Dead End										1999
(1156)	0.08	50	R			To: 74-1150										08/28/2002
(1157)	0.32	170	R			From: Dead End										1999
(1158)	0.07	46	R			To: 74-1150										1999
(1159) Haley Rd	0.17	NA				From: 74-647										
(1170)	0.59	100	R			To: 74-1150										
(1171)	0.15	40	R			From: 74-603 SOUTH										09/24/2002
(1172)	0.05	20	R			To: 74-603										
(1173)	0.04	10	R			From: 74-1170										09/24/2002
(1174)	0.04	10	R			To: Dead End										
(1174)	0.04	10	R			From: Dead End										09/24/2002
(1174)	0.04	10	R			To: 74-1170										

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						2Axle	3+Axle	1Trail	2Trail								
<b>Prince George County</b>																	
(1175)	0.13	30	R			From: 74-1170										09/24/2002	
						To: Dead End											
(1176)	0.09	30	R			From: 74-1175										09/24/2002	
						To: Dead End											
(1177)	0.03	6	R			From: Dead End										09/24/2002	
						To: 74-1176											
(1178)	0.08	10	R			From: Dead End										09/24/2002	
						To: 74-1175											
(1200)	0.55	210	R			From: Dead End										1999	
						To: 74-647											
(1201)	0.20	330	G	90%	3%	From: SR 10	1%	0%	5%	0%	C	0.088	F	0.7	330	G	2004
						To: 74-611											
(1205)	0.13	270	R			From: 74-630										1999	
						To: Dead End											
(1206)	0.23	200	R			From: Dead End										1999	
						To: 74-630											
(1210)	0.23	150	R			From: SR 10										1999	
						To: Dead End											
(1220)	0.43	340	R			From: SR 156 SOUTH										08/14/2002	
						To: 74-1221											
(1220)	0.66	210	R			From: 74-1221										08/14/2002	
						To: SR 156 NORTH											
(1221)	0.04	20	R			From: Dead End										08/14/2002	
						To: 74-1220											
(1222)	0.11	20	R			From: Cul-de-Sac										08/14/2002	
						To: 74-1220; 74-1223											
(1223)	0.08	20	R			From: 74-1220; 74-1222										08/14/2002	
						To: Cul-de-Sac											
(1224)	0.08	30	R			From: Cul-de-Sac										08/14/2002	
						To: 74-1220											
(1230)	0.21	300	R			From: 74-721										08/28/2002	
						To: 74-1231											
(1231)	0.22	120	R			From: Cul-de-Sac										08/28/2002	
						To: Cul-de-Sac											
(1301)	0.08	790	R			From: SR 156										1999	
						To: 74-1303											
(1301)	0.07	400	R			From: 74-1303										1999	
						To: 74-1305											

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						2Axle	3+Axle	1Trail	2Trail							
<b>Prince George County</b>																
(1301)	0.05	320	R			From: 74-1305						NA		NA		1999
						To: 74-1302										
(1302)	0.07	50	R			From: Dead End						NA		NA		1999
						To: 74-1301										
(1302)	0.07	230	R			From: 74-1306						NA		NA		1999
						To: 74-1308										
(1302)	0.08	120	R			From: 74-1309						NA		NA		1999
						To: Dead End										
(1303)	0.06	280	R			From: 74-1301						NA		NA		1999
						To: 74-1306										
(1303)	0.06	190	R			From: 74-1308						NA		NA		1999
						To: Dead End										
(1304)	0.06	20	R			From: 74-1308						NA		NA		1999
						To: Dead End										
(1305)	0.11	60	R			From: Dead End						NA		NA		1999
						To: 74-1301										
(1306)	0.11	80	R			From: 74-1303						NA		NA		1999
						To: 74-1302										
(1307)	0.04	4	R			From: Dead End						NA		NA		1999
						To: 74-1313										
(1307)	0.04	370	R			From: 74-1319						NA		NA		1999
						To: 74-1315										
(1307)	0.10	360	R			From: 74-1325						NA		NA		1999
						To: 74-1303										
(1308)	0.06	90	R			From: 74-1304						NA		NA		1999
						To: 74-1302										
(1308)	0.05	90	R			From: 74-1302						NA		NA		1999
						To: Dead End										
(1309)	0.04	30	R			From: 74-1302						NA		NA		1999
						To: Dead End										
(1310)	0.05	20	R			From: 74-1325						NA		NA		1999
						To: Cul-de-Sac										

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						2Axle	3+Axle	1Trail	2Trail							
<b>Prince George County</b>																
1311	0.05	40	R			From: 74-1324						NA		NA		1999
						To: Cul-de-Sac										
1312	0.21	830	R			From: 74-1324						NA		NA		1999
						To: 74-1332										
1313	0.10	140	R			From: 74-1323						NA		NA		1999
						To: 74-1322						NA		NA		1999
1313	0.17	280	R			From: 74-1307						NA		NA		09/24/2002
						To: 74-1315						NA		NA		09/24/2002
1313	0.05	30	R			From: Dead End						NA		NA		09/24/2002
						To: 74-1324						NA		NA		1999
1314	0.05	70	R			From: Cul-de-Sac						NA		NA		1999
						To: 74-1307						NA		NA		09/24/2002
1315	0.05	170	R			From: 74-1313						NA		NA		09/24/2002
						To: 74-1324						NA		NA		1999
1316	0.08	240	R			From: 74-1317						NA		NA		1999
						To: 74-1331						NA		NA		1999
1316	0.09	180	R			From: 74-1332						NA		NA		1999
						To: 74-1316						NA		NA		1999
1317	0.07	110	R			From: 74-1342						NA		NA		1999
						To: 74-1325						NA		NA		1999
1318	0.14	40	R			From: 74-1343						NA		NA		1999
						To: 74-1342						NA		NA		1999
1319	0.10	230	R			From: 74-1323						NA		NA		1999
						To: 74-1320						NA		NA		1999
1319	0.02	290	R			From: 74-1322						NA		NA		1999
						To: 74-1307						NA		NA		1999
1320	0.04	570	R			From: 74-1319						NA		NA		1999
						To: 74-1321						NA		NA		1999
1320	0.07	210	R			From: Begin Loop						NA		NA		1999
						To: End Loop						NA		NA		1999
1321	0.36	220	R			From: Dead End						NA		NA		1999
						To: 74-1323						NA		NA		1999



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						2Axle	3+Axle	1Trail	2Trail							
<b>Prince George County</b>																
(1321)	0.10	170	R			From: 74-1323						NA		NA		1999
						To: 74-1320										
(1322)	0.06	49	R			From: Dead End						NA		NA		1999
(1322)	0.05	240	R			From: 74-1313						NA		NA		1999
						To: 74-1319										
(1323)	0.05	900	R			From: 74-630						NA		NA		1999
(1323)	0.05	610	R			From: 74-1313						NA		NA		1999
(1323)	0.05	220	R			From: 74-1319						NA		NA		1999
						To: 74-1321										
(1324)	0.08	1900	R			From: 74-1325						NA		NA		1999
(1324)	0.06	1900	R			From: 74-1311						NA		NA		1999
(1324)	0.06	1600	R			From: 74-1312						NA		NA		1999
(1324)	0.06	1400	R			From: 74-1314						NA		NA		1999
(1324)	0.09	1300	R			From: 74-1316						NA		NA		1999
						To: 74-1342										
(1325)	0.37	420	R			From: Cul-de-Sac						NA		NA		1999
(1325)	0.06	480	R			From: 74-1318						NA		NA		1999
(1325)	0.06	360	R			From: 74-1324						NA		NA		1999
(1325)	0.18	370	R			From: 74-1310						NA		NA		1999
						To: 74-1307										
(1326)	0.16	1300	R			From: SR 156						NA		NA		1999
(1326)	0.06	970	R			From: 74-1327						NA		NA		1999
(1326)	0.08	820	R			From: 74-1328						NA		NA		1999
(1326)	0.10	440	R			From: 74-1329						NA		NA		1999
(1326)	0.07	250	R			From: 74-1330						NA		NA		1999
(1326)	0.17	120	R			From: 74-1333						NA		NA		1999
						To: 74-1334										
(1327)	0.08	90	R			From: 74-1326						NA		NA		1999
						To: 74-1336										
(1328)	0.09	120	R			From: 74-1326						NA		NA		1999
						To: 74-1336										

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						2Axle	3+Axle	1Trail	2Trail							
<b>Prince George County</b>																
1328	0.09	100	R			From: 74-1336						NA		NA		1999
						To: Dead End										
1329	0.06	270	R			From: 74-1326						NA		NA		1999
1329	0.10	190	R			From: 74-1334						NA		NA		1999
1329	0.05	70	R			From: 74-1335						NA		NA		1999
						To: Dead End										
1330	0.06	140	R			From: 74-1326						NA		NA		1999
1330	0.05	130	R			From: 74-1334						NA		NA		1999
1330	0.07	60	R			From: 74-1335						NA		NA		1999
						To: Dead End										
1331	0.12	170	R			From: Cul-de-Sac						NA		NA		1999
						To: 74-1316										
1332	0.15	910	R			From: 74-1312						NA		NA		1999
1332	0.07	1200	R			From: 74-1316						NA		NA		1999
						To: Old Iron Rd										
1333	0.06	110	R			From: 74-1326						NA		NA		1999
1333	0.07	80	R			From: 74-1334						NA		NA		1999
						To: Dead End										
1334	0.10	140	R			From: 74-1329						NA		NA		1999
1334	0.07	80	R			From: 74-1330						NA		NA		1999
1334	0.06	60	R			From: 74-1333						NA		NA		1999
						To: 74-1326										
1335	0.10	80	R			From: 74-1329						NA		NA		1999
						To: 74-1330										
1336	0.07	40	R			From: 74-1327						NA		NA		1999
						To: 74-1328										
1337	0.31	5300	R			From: SR 36						NA		NA		1999
						To: Dead End										
1338	0.10	60	R			From: Cul-de-Sac						NA		NA		1999
						To: 74-1326										
1342	0.06	190	R			From: Cul-de-Sac						NA		NA		09/24/2002
1342	0.07	640	R			From: 74-1344						NA		NA		1999
						To: 74-1343										

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						2Axle	3+Axle	1Trail	2Trail							
<b>Prince George County</b>																
(1342)	0.05	750	R			From: 74-1343						NA		NA		1999
(1342)	0.08	950	R			To: 74-1318						NA		NA		1999
(1342)	0.09	580	R			From: 74-1324						NA		NA		1999
(1342)	0.02	510	R			To: 74-1317						NA		NA		1999
						To: SCL Hopewell										
(1343)	0.15	130	R			From: 74-1342						NA		NA		1999
						To: 74-1318										
(1344)	0.05	100	R			From: Dead End						NA		NA		09/24/2002
(1344)	0.06	490	R			To: 74-1342						NA		NA		1999
(1344)	0.10	390	R			From: 74-1345 WEST						NA		NA		09/24/2002
						To: 74-1345 EAST										
(1345)	0.03	100	R			From: Cul-de-Sac						NA		NA		09/24/2002
(1345)	0.13	260	R			To: 74-1346						NA		NA		09/24/2002
(1345)	0.19	150	R			From: 74-1344 EAST						NA		NA		09/24/2002
						To: 74-1344 WEST										
(1346)	0.07	120	R			From: 74-1345						NA		NA		09/24/2002
						To: Cul-de-Sac										
(1350)	0.25	560	R			From: 74-674						NA		NA		1999
(1350)	0.09	100	R			To: 74-1352						NA		NA		09/24/2002
						To: Cul-de-Sac										
(1351)	0.14	170	R			From: 74-1350						NA		NA		09/24/2002
						To: Cul-de-Sac										
(1352)	0.10	110	R			From: 74-1350						NA		NA		09/24/2002
						To: Cul-de-Sac										
(1355)	0.06	NA				From: 74-00630(B)/						NA		NA		
						To: 74-01357(R)/										
(1356)	0.06	NA				From: 74-00630(B)/						NA		NA		
						To: 74-01357(L)/74-01358(L)/										
(1357)	0.14	NA				From: 74-01356(L)/74-01358(R)/						NA		NA		
						To: 74-01355(L)/										
(1358)	0.39	NA				From: 74-01356(L)/74-01357(L)/						NA		NA		
						To: 74-01359(B)/										
(1359)	0.24	NA				From: 74-01357(B)/						NA		NA		
						To: Cul-de-Sac										

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						2Axle	3+Axle	1Trail	2Trail							
<b>Prince George County</b>																
(1360)	0.08	1200	R			From: 74-674						NA		NA		08/28/2002
(1360)	0.08	1000	R			To: 74-1361						NA		NA		08/28/2002
(1360)	0.07	440	R			From: 74-1362						NA		NA		08/28/2002
(1360)	0.16	290	R			To: 74-1363						NA		NA		08/28/2002
(1360)	0.08	90	R			From: 74-1364						NA		NA		08/28/2002
						To: Cul-de-Sac										
(1361)	0.06	120	R			From: 74-1360						NA		NA		08/28/2002
						To: Cul-de-Sac										
(1362)	0.23	700	R			From: 74-1360						NA		NA		08/28/2002
(1362)	0.16	460	R			To: 74-1365						NA		NA		08/28/2002
(1362)	0.10	210	R			From: 74-1366						NA		NA		08/28/2002
						To: Cul-de-Sac										
(1363)	0.04	60	R			From: 74-1360						NA		NA		08/28/2002
						To: Cul-de-Sac										
(1364)	0.04	46	R			From: Cul-de-Sac						NA		NA		08/28/2002
						To: 74-1360										
(1365)	0.06	70	R			From: 74-1362						NA		NA		08/28/2002
						To: Cul-de-Sac										
(1366)	0.07	110	R			From: Cul-de-Sac						NA		NA		08/28/2002
						To: 74-1362										
(1370)	1.01	160	R			From: 74-674						NA		NA		08/28/2002
						To: Cul-de-Sac										
(1371)	0.11	40	R			From: 74-1370						NA		NA		1999
						To: 74-1372										
(1372)	0.04	30	R			From: Cul-de-Sac						NA		NA		1999
(1372)	0.04	9	R			To: 74-1371						NA		NA		1999
						To: Cul-de-Sac										
(1373)	0.25	50	R			From: Cul-de-Sac						NA		NA		1999
						To: 74-1370										
(1377)	0.15	NA				From: Cul-de-Sac						NA		NA		
						To: 74-01380(B)/										
(1378)	0.10	NA				From: 74-01379(B)/						NA		NA		
						To: 74-01380(B)/										

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						2Axle	3+Axle	1Trail	2Trail							
<b>Prince George County</b>																
1379	0.19	NA				From: 74-01377(B)/					NA		NA			
						To: Cul-de-Sac										
1380	0.39	1200	R			From: 74-1386 SOUTH					NA		NA			1999
						To: 74-1386 NORTH										
1380	0.57	3100	R			From: 74-1386 NORTH					NA		NA			1999
						To: 74-646										
1381	0.14	850	R			From: 74-1380					NA		NA			08/28/2002
						To: 74-1383										
1382	0.23	150	R			From: 74-1386					NA		NA			08/28/2002
						To: 74-1381										
1383	0.12	160	R			From: 74-1384					NA		NA			08/28/2002
						To: 74-1381										
1384	0.18	200	R			From: 74-1382					NA		NA			08/28/2002
						To: Cul-de-Sac										
1385	0.05	40	R			From: 74-1382					NA		NA			08/28/2002
						To: Cul-de-Sac										
1386	0.14	340	R			From: 74-1393					NA		NA			08/28/2002
						To: 74-1380 NORTH										
1386	0.61	150	R			From: Cul-de-Sac					NA		NA			1999
						To: Cul-de-Sac										
1387	0.09	60	R			From: Cul-de-Sac					NA		NA			08/28/2002
						To: 74-1386										
1388	0.08	50	R			From: Cul-de-Sac					NA		NA			08/28/2002
						To: 74-1386										
1389	0.12	70	R			From: Cul-de-Sac					NA		NA			08/28/2002
						To: 74-1386										
1390	0.18	140	R			From: Dead End					NA		NA			1999
						To: 74-1380										
1391	0.05	640	R			From: Cul-de-Sac					NA		NA			08/28/2002
						To: 74-1380										
1392	0.12	880	R			From: 74-1380; 74-1394					NA		NA			08/28/2002
						To: Dead End										
1393	0.18	100	R			From: Cul-de-Sac					NA		NA			08/28/2002
						To: Cul-de-Sac										
1394	0.12	70	R			From: Dead End					NA		NA			08/28/2002
						To: 74-1380; 74-1392										
1395	0.26	240	R			From: 74-1380					NA		NA			08/28/2002
						To: 74-1394										

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						2Axle	3+Axle	1Trail	2Trail							
<b>Prince George County</b>																
(1396)	0.05	20	R			From: 74-1395						NA		NA		08/28/2002
						To: Dead End										
(1397)	0.05	30	R			From: 74-1395						NA		NA		08/28/2002
						To: Dead End										
(1398)	0.04	30	R			From: Dead End						NA		NA		08/28/2002
						To: 74-1395										
(1401)	0.12	40	R			From: SR 156						NA		NA		1999
						To: 74-1404										
(1401)	0.17	8	R			From: 74-1404						NA		NA		08/14/2002
						To: 74-1402										
(1402)	0.06	2	R			From: 74-1403						NA		NA		08/14/2002
						To: 74-1401										
(1403)	0.12	2	R			From: 74-1404						NA		NA		08/14/2002
						To: 74-1402										
(1404)	0.08	6	R			From: 74-1401						NA		NA		08/14/2002
						To: 74-1403										
(1405)	0.33	130	R			From: 74-642						NA		NA		1999
						To: 74-642										
(1406)	0.06	1200	R			From: SR 10						NA		NA		1999
						To: 74-1414										
(1406)	0.07	1200	R			From: 74-1414						NA		NA		1999
						To: 74-1407										
(1406)	0.12	330	R			From: 74-1407						NA		NA		1999
						To: 74-1409										
(1406)	0.15	160	R			From: 74-1409						NA		NA		1999
						To: 74-1425										
(1407)	0.07	650	R			From: 74-1406						NA		NA		1999
						To: 74-1408										
(1407)	0.08	520	R			From: 74-1408						NA		NA		1999
						To: 74-1410										
(1408)	0.12	90	R			From: 74-1407						NA		NA		1999
						To: 74-1409 WEST										
(1408)	0.11	260	R			From: 74-1409 WEST						NA		NA		1999
						To: 74-1409 EAST										
(1408)	0.04	180	R			From: 74-1409 EAST						NA		NA		1999
						To: 74-1425										
(1408)	0.05	130	R			From: 74-1425						NA		NA		1999
						To: 74-1426										
(1409)	0.07	230	R			From: 74-1406						NA		NA		1999
						To: 74-1408										
(1409)	0.08	140	R			From: 74-1408						NA		NA		1999
						To: 74-1410 WEST										

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						2Axle	3+Axle	1Trail	2Trail							
<b>Prince George County</b>																
(1409)	0.29	90	R			From: 74-1410 WEST						NA		NA		1999
(1409)	0.08	130	R			To: 74-1410 EAST						NA		NA		1999
(1409)						To: 74-1408										
(1410)	0.03	420	R			From: 74-1407						NA		NA		1999
(1410)	0.08	150	R			To: 74-1415						NA		NA		1999
(1410)	0.11	170	R			To: 74-1409 WEST						NA		NA		1999
(1410)						To: 74-1409 EAST										
(1411)	0.26	140	R			From: 74-1413						NA		NA		1999
(1411)						To: 74-642										
(1412)	0.18	140	R			From: 74-1413						NA		NA		1999
(1412)						To: 74-642										
(1413)	0.06	910	R			From: 74-642						NA		NA		1999
(1413)	0.10	750	R			To: 74-1422						NA		NA		1999
(1413)	0.06	710	R			To: 74-1412						NA		NA		1999
(1413)	0.12	670	R			To: 74-1411						NA		NA		1999
(1413)	0.10	570	R			To: 74-1419						NA		NA		1999
(1413)	0.02	480	R			To: 74-1421						NA		NA		1999
(1413)	0.09	440	R			To: 74-1420						NA		NA		1999
(1413)	0.18	160	R			To: 74-1423						NA		NA		1999
(1413)						To: 74-1424										
(1414)	0.08	70	R			From: 74-1406						NA		NA		1999
(1414)						To: Dead End										
(1415)	0.12	420	R			From: 74-1410						NA		NA		1999
(1415)	0.17	210	R			To: 74-1417						NA		NA		1999
(1415)	0.04	20	R			To: 74-1418						NA		NA		1999
(1415)						To: Dead End										
(1416)	0.17	110	R			From: 74-1417						NA		NA		1999
(1416)						To: 74-1418										
(1417)	0.06	250	R			From: 74-1415						NA		NA		1999
(1417)	0.26	150	R			To: 74-1416						NA		NA		1999
(1417)						To: 74-1418										

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						2Axle	3+Axle	1Trail	2Trail							
<b>Prince George County</b>																
(1417)	0.04	10	R			From: 74-1418						NA		NA		1999
						To: Dead End										
(1418)	0.10	140	R			From: 74-1417						NA		NA		1999
						To: 74-1416										
(1418)	0.07	120	R			From: 74-1416						NA		NA		1999
						To: 74-1415										
(1419)	0.11	170	R			From: 74-1413						NA		NA		1999
						To: 74-1420										
(1419)	0.25	250	R			From: 74-1420						NA		NA		08/14/2002
						To: 74-707										
(1420)	0.08	49	R			From: 74-1419						NA		NA		1999
						To: 74-1413										
(1421)	0.05	50	R			From: Cul-de-Sac						NA		NA		1999
						To: 74-1413										
(1422)	0.09	110	R			From: Cul-de-Sac						NA		NA		1999
						To: 74-1413										
(1423)	0.21	240	R			From: 74-1413						NA		NA		1999
						To: 74-1424										
(1424)	0.07	80	R			From: 74-1423						NA		NA		1999
						To: 74-1413										
(1424)	0.11	70	R			From: 74-1413						NA		NA		1999
						To: Cul-de-Sac										
(1425)	0.08	160	R			From: 74-1406						NA		NA		1999
						To: 74-1408										
(1426)	0.20	170	R			From: 74-1408						NA		NA		08/14/2002
						To: Dead End										
(1430)	0.78	270	R			From: 74-646						NA		NA		09/24/2002
						To: Cul-de-Sac										
(1440)	0.30	220	R			From: Cul-de-Sac						NA		NA		1999
						To: 74-1444										
(1440)	0.19	370	R			From: 74-1444						NA		NA		1999
						To: 74-1443										
(1440)	0.22	640	R			From: 74-1443						NA		NA		1999
						To: 74-1442										
(1440)	0.13	570	R			From: 74-1442						NA		NA		09/24/2002
						To: 74-1441										
(1440)	0.13	690	R			From: 74-1441						NA		NA		09/24/2002
						To: SR 156 Bypass										
(1441)	0.16	170	R			From: Cul-de-Sac						NA		NA		09/24/2002
						To: 74-1440										



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						2Axle	3+Axle	1Trail	2Trail							
<b>Prince George County</b>																
(1442)	0.10	160	R			From: Cul-de-Sac										09/24/2002
						To: 74-1440										
(1443)	0.04	40	R			From: Cul-de-Sac										1999
						To: 74-1444										
(1443)	0.26	230	R			From: 74-1444										1999
						To: 74-1440										
(1443)	0.09	47	R			From: 74-1440										1999
						To: Cul-de-Sac										
(1444)	0.26	70	R			From: 74-1443; 74-1443										1999
						To: 74-1440										
(1501)	0.10	530	R			From: 74-630										1999
						To: 74-1504										
(1501)	0.02	420	R			From: 74-1504										1999
						To: 74-1502										
(1501)	0.07	410	R			From: 74-1502										1999
						To: 74-1506										
(1501)	0.06	280	R			From: 74-1506										1999
						To: 74-1505										
(1501)	0.30	210	R			From: 74-1505										1999
						To: Dead End										
(1502)	0.04	30	R			From: Dead End										1999
						To: 74-1503										
(1502)	0.04	70	R			From: 74-1503										1999
						To: 74-1501										
(1503)	0.04	40	R			From: Dead End										1999
						To: 74-1502										
(1504)	0.19	110	R			From: 74-1501										1999
						To: 74-1505										
(1504)	0.03	30	R			From: 74-1505										1999
						To: Dead End										
(1505)	0.09	70	R			From: 74-1501										1999
						To: 74-1504										
(1506)	0.09	70	R			From: Dead End										1999
						To: 74-1501										
(1510)	0.13	1100	R			From: SR 106										1999
						To: 74-1511; 74-1512										
(1511)	0.17	360	R			From: 74-1510; 74-1512										1999
						To: 74-1513										
(1511)	0.13	220	R			From: 74-1513										1999
						To: 74-1512										
(1511)	0.10	100	R			From: 74-1512										1999
						To: Cul-de-Sac										

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						2Axle	3+Axle	1Trail	2Trail							
<b>Prince George County</b>																
(1512)	0.13	440	R			From: 74-1510; 74-1511						NA		NA		1999
(1512)	0.29	270	R			To: 74-1514						NA		NA		1999
(1513)	0.04	50	R			From: Cul-de-Sac						NA		NA		1999
(1514)	0.09	90	R			To: 74-1511						NA		NA		1999
(1515)	0.11	1100	R			From: Cul-de-Sac						NA		NA		09/24/2002
(1515)	0.06	640	R			To: 74-1516						NA		NA		09/24/2002
(1516)	0.03	300	R			From: SR 106						NA		NA		09/24/2002
(1601)	0.21	160	R			To: Cul-de-Sac						NA		NA		1999
(1602)	0.10	40	R			From: 74-1602						NA		NA		1999
(1602)	0.04	20	R			To: US 301						NA		NA		1999
(1604)	0.38	560	R			From: 74-720						NA		NA		08/16/2002
(1605)	0.16	90	R			To: Dead End						NA		NA		1999
(1605)	0.32	100	R			From: US 301						NA		NA		1999
(1606)	0.07	30	R			To: 74-1606						NA		NA		1999
(1701)	0.07	530	R			From: 74-608						NA		NA		1999
(1701)	0.40	720	R			To: 74-1605						NA		NA		1999
(1702)	0.17	80	R			From: Dead End						NA		NA		1999
(9331)	0.11	50	R			To: 74-1702						NA		NA		1999
(9332)	0.33	80	R			From: 74-630						NA		NA		1999
(9334)	0.10	150	R			To: 74-1701						NA		NA		1999
						From: SR 10						NA		NA		1999
						To: SR 10						NA		NA		1999
						From: Dead End						NA		NA		1999
						To: 74-623						NA		NA		1999
						From: Dead End						NA		NA		1999
						To: 74-604						NA		NA		1999

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						2Axle	3+Axle	1Trail	2Trail								
<b>Prince George County</b>																	
(9574)	0.10	120	R			From: 74-616					NA			NA		1999	
						To: SR 156											
(9679)	0.13	230	R			From: SR 156					NA			NA		09/24/2002	
						To: SR 156											
<b>City of Hopewell</b>																	
(1) 116	Perrymont St	0.34	3400	G	99%	0%	0%	0%	0%		C	0.092	F	0.636	3600	G	2004
						From: Western St											
						To: Kippax Dr											
(2) 116	Kippax Dr	0.19	3400	G	99%	0%	0%	0%	1%	0%	C	0.093	F	0.560	3700	G	2004
						From: Perrymont St											
						To: Cedar Level Rd											
(3) 116	Old Iron Rd	0.42	3300	G	99%	0%	0%	0%	1%	0%	C	0.089	F	0.563	3600	G	2004
						From: SCL Hopewell											
						To: Courthouse Rd											
(4) 116	Jackson Farm Rd	0.61	2100	G	98%	1%	0%	0%	0%	0%	C	0.102	F	0.6	2300	G	2004
						From: Dead End near Pin Oak Dr											
						To: 116-9047 Cedar Level Rd											
(5) 116	Western St	0.05	NA									NA			NA		
						From: 166-6 Barkley St; 116-9076											
						To: 116-1 Perrymont St											
(6) 116	Barkley St	0.13	40	G	98%	0%	1%	0%	0%	0%	F	0.206	F	0.65	40	G	2004
						From: 116-9076 Western St											
						To: Woodlawn St											
(6) 116	Woodlawn St	0.39	500	G	98%	0%	1%	0%	0%	0%	C	0.104	F	0.579	540	G	2004
						From: Barkley St											
						To: 116-9047 Cedar Level Rd											
(9036) 116	Danville St	0.03	1400	G	98%	0%	0%	0%	1%	0%	F	0.095	F	0.537	1600	G	2004
						From: South Mesa Dr											
						To: Miles Ave											
(9036) 116	Miles Ave	0.68	4100	G	98%	0%	0%	0%	1%	0%	C	0.087	F	0.513	4500	G	2004
						From: Danville Street											
						To: Oakland Blvd											
(9036) 116	Oaklawn Blvd	0.18	10000	G								0.085	F	0.547	11000	G	2004
						From: Miles Ave											
						To: Short Street											
(9036) 116	Oaklawn Blvd	0.40	NA									NA			NA		
						From: SR 36											
(9038) 116	River Rd	1.01	4200	G	98%	0%	1%	0%	1%	0%	C	0.102	F	0.624	4500	G	2004
						From: WCL Hopewell											
						To: South Mesa Dr											
(9040) 116	City Point Rd	0.75	4600	G	99%	0%	0%	0%	0%	0%	C	0.09	F	0.586	5000	G	2004
						From: North Mesa Dr											
						To: South 15th Ave											
(9040) 116	City Point Rd	0.41	7000	G	91%	1%	1%	2%	5%	0%	F	0.089	F	0.564	7600	G	2004
						From: South 6th Ave											
						To: South 6th Ave											
(9040) 116	City Point Rd	0.29	6300	G	91%	1%	1%	2%	5%	0%	F	0.095	F	0.540	6800	G	2004
						From: Main St											
						To: City Point Rd											
(9040) 116	Main St	0.13	3300	G	91%	1%	1%	2%	5%	0%	C	0.108	F	0.529	3600	G	2004
						From: City Point Rd											
						To: Randolph Rd											
(9042) 116	West Broadway St	0.39	NA									NA			NA		
						From: Colonial Dr											
						To: 116-9047 N Mesa Dr											
(9042) 116	West Broadway St	0.55	7900	G	99%	0%	0%	0%	0%	0%	C	0.091	F	0.622	8600	G	2004
						From: North Mesa Dr											
						To: North 21st Ave											

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						2Axle	3+Axle	1Trail	2Trail							
<b>City of Hopewell</b>																
(9042/116) West Broadway St	0.13	6400	G	96%	0%	1%	3%	1%	0%	F	0.095	F	0.666	6900	G	2004
						From: North 21St Ave										
						To: North 15Th Ave										
(9042/116) West Broadway St	0.36	4600	G	96%	0%	1%	3%	1%	0%	C	0.095	F	0.644	5000	G	2004
						From: North 6Th Ave										
						To: Randolph Rd										
(9042/116) East Broadway St	0.63	1800	G	95%	0%	1%	2%	2%	0%	C	0.088	F	0.530	2000	G	2004
						To: Cedar Ln										
(9043/116) Courthouse Rd	0.95	6000	G	99%	0%	0%	0%	1%	0%	C	0.088	F	0.502	6500	G	2004
						From: Ashland Ave										
						To: Berry St										
(9043/116) Berry St	0.29	6000	G	99%	0%	0%	0%	1%	0%	C	0.086	F	0.53	6500	G	2004
						From: Courthouse Rd										
						To: Arlington Rd										
(9043/116) Arlington Rd	0.12	4400	G	99%	0%	0%	0%	1%	0%	F	0.078	F	0.579	4800	G	2004
						From: High Ave										
						To: Freeman St										
(9043/116) Arlington Rd	0.38	5300	G	99%	0%	0%	0%	1%	0%	C	0.077	F	0.617	5800	G	2004
						To: Winston Churchill Dr										
(9045/116) High Ave	0.09	2600	G	98%	0%	1%	0%	0%	0%	C	0.089	F	0.542	2800	G	2004
						From: Winston Churchill Dr										
						To: Oaklawn Blvd										
(9047/116) Ashland St	0.06	NA									NA		NA			
						From: 116-9043 Courthouse Rd										
						To: SR 36 Oaklawn Blvd										
(9047/116) Ashland St	0.10	5200	G	98%	1%	1%	0%	0%	0%	F	0.098	F	0.684	5600	G	2004
						From: SR 36-P Woodlawn St										
						To: 116-6 Cedar Level Rd Western St										
(9047/116) Ashland St	0.10	7600	G	98%	1%	1%	0%	0%	0%	C	0.092	F	0.503	8300	G	2004
						From: Western St										
						To: 116-2 Kippax Dr										
(9047/116) Cedar Level Rd	0.89	8100	G	98%	0%	1%	0%	0%	0%	C	0.081	F	0.521	8700	G	2004
						From: 116-4 Jackson Farm Rd										
						To: 116-4; Cedar Level Rd										
(9047/116) Jackson Farm Rd	0.27	7200	G	99%	1%	0%	0%	0%	0%	C	0.093	F	0.525	7700	G	2004
						From: S Mesa Dr										
						To: Jackson Farm Rd										
(9047/116) S Mesa Dr	0.46	6400	G	98%	0%	1%	1%	0%	0%	C	0.088	F	0.552	6900	G	2004
						From: 116-9038 River Rd										
						To: 166-9040 City Point Rd										
(9047/116) N Mesa Dr	0.23	11000	G	98%	0%	1%	0%	0%	0%	C	0.090	F	0.575	12000	G	2004
						From: 116-9042 Broadway St										
						To: Winston Churchill Dr										
(9049/116) South 6Th Ave	0.52	10000	G	98%	0%	0%	1%	1%	0%	C	0.086	F	0.578	11000	G	2004
						From: City Point Rd										
						To: West Broadway St										
(9051/116) North 21St Ave	0.53	4600	G	98%	0%	0%	0%	1%	0%	C	0.085	F	0.576	4900	G	2004
						From: West Broadway St										
						To: Riverside Ave										
(9051/116) Riverside Ave	0.32	3800	G	96%	0%	1%	1%	2%	0%	C	0.093	F	0.647	4100	G	2004
						From: North 21St Ave										
						To: Randolph Rd										
(9074/116) City Point Rd	0.14	4000	G	98%	0%	1%	0%	0%	0%	C	0.098	F	0.509	4300	G	2004
						From: Main St										
						To: Randolph Rd										

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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>City of Hopewell</b>																		
9076 115 Cousins Ave	0.17	4600	G	From: SR 36 Oaklawn Blvd				F	0.091	F	0.619	5000	G	2004				
				To: Western St														
9076 115 Western St	0.50	4500	G	From: Cousins Ave				C	0.092	F	0.609	4900	G	2004				
				To: I16-6 Barkey St; I16-5 Western St														
Atlantic St		800	G	From: 20th Ave					0.104	F		860	G	2004				
				To: 21st Ave														
Barkley St		30	G	From: Woodlawn St					0.16	F		40	G	2004				
				To: Western St														
Broadway St		3100	G	From: Randolph Rd					0.086	F		3400	G	2004				
				To: Hopewell St														
Camron Road		20	G	From: Dead End					0.25	F	0.5	20	G	2004				
				To: Atwater Rd														
Cloverdale Ave		150	G	From: Arcadia Ave					0.131	F		160	G	2004				
				To: Delrose Dr														
Courthouse Rd		450	G	From: Sibyl St					0.079	F		480	G	2004				
				To: Caroline Ave														
Davidson Ave		70	G	From: Peterson Mill Rd					0.152	F		80	G	2004				
				To: Glendale St														
Day St		40	G	From: 20th Ave					0.279	F		40	G	2004				
				To: 16th Ave														
Dellrose Drive		290	G	97%	2%	1%	0%	0%	C	0.085	F	0.56	290	G	2004			
				From: Cloverdale Ave														
Dinwiddie Avenue		740	G	99%	0%	0%	0%	0%	C	0.113	F	0.629	740	G	2004			
				From: Gilbert St														
Fisher Avenue		100	G	From: Courthouse Rd					0.142	F	0.6	100	G	2004				
				To: Glendale St														
Granby St		260	G	From: Lee Ln					0.118	F		280	G	2004				
				To: Roanoke Ave														
Jackson St		260	G	From: Sunnyside Ave					0.135	F		280	G	2004				
				To: 21st Ave														
Marion Ave		360	G	From: 20th Ave					0.102	F		390	G	2004				
				To: West Broadway St														
Maryland Avenue		280	G	97%	1%	1%	1%	1%	C	0.132	F	0.537	280	G	2004			
				From: Atlantic St														
Prince George Ave		200	G	From: 15th Ave					0.114	F	0.528	210	G	2004				
				To: Day St														
Riverside Avenue		40	G	100%	0%	0%	0%	0%	C	0.156	F	0.714	40	G	2004			
				From: Weston St														
To: Marks St																		

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						2Axle	3+Axle	1Trail	2Trail							
<b>City of Hopewell</b>																
Stewart Ave		310	G	From: Bassett St										320	G	2004
				To: Jones St												
Sussex Drive		220	G	98%	0%	2%	0%	0%	C	0.101	F	0.591	220	G	2004	
				From: Dead End				To: Westhill Rd								
Terminal Street		1200	G	97%	1%	2%	0%	1%	C	0.097	F	0.568	1200	G	2004	
				From: SR 156 Winston Churchill Dr				To: Booker St								
Wilmington Avenue		250	G	From: Heretick Ave										250	G	2004
				To: North Ave												