

2002

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

where available

Jurisdiction Report

96

Westmoreland County
Town of Colonial Beach
Town of Montross

Prepared By

**Virginia Department of Transportation
Mobility Management Division**

In Cooperation With

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

Virginia Department of Transportation
Mobility Management Division
Traffic Monitoring Section

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

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

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

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

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

Publication Notes

Parallel Roads

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

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

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

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

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

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

Glossary of Terms:

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

Length: Length of the traffic segment in miles.

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

QA: Quality of AADT:

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

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

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

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

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

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

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

QC: Quality of Classification Data:

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

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

QK: Quality of the Peak Hour estimate:

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

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

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

QW: Quality of AAWDT:

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

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

Route Shield Legend

Route Systems



Interstate Route

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



US Route



Virginia State Route



Secondary Route

Special Routes



Bus - Business Route

Bypas - Bypass Route

Truck - Truck Route



ALT - Alternate Route

Wve - Wve Route connector



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



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

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

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Westmoreland County																
3	2.84	4200	G	88%	1%	3%	2%	5%	0%	F	0.087	F	0.592	4200	G	2002
				From:	King George County Line											
				To:	SR 205 Oak Grove											
3	2.83	6000	G	88%	1%	3%	2%	5%	0%	F	0.077	F	0.64	6000	G	2002
				From:	SR 204 N Of Potomac Mills											
				To:	96-624											
3	2.05	6200	G	88%	1%	3%	2%	5%	0%	F	0.077	F	0.557	6200	G	2002
				From:	96-624											
				To:	SR 347											
3	0.68	5500	G	90%	1%	3%	1%	4%	0%	C	0.079	F	0.643	5500	G	2002
				From:	SR 214 Lerty											
				To:	WCL Montross											
Town of Montross																
3	0.95	5000	N	90%	1%	3%	1%	4%	0%	N	0.083	N	0.64	5000	N	2002
				From:	WCL Montross											
				To:	Rt T622 E Int											
3	1.49	8900	G	93%	1%	2%	1%	3%	0%	C	0.085	F	0.592	8800	G	2002
				From:	ECL Montross											
				To:												
Westmoreland County																
3	2.18	8900	N	93%	1%	2%	1%	3%	0%	N	0.085	N	0.592	8800	N	2002
				From:	ECL Montross											
				To:	SR 202 Templeton											
3	5.60	4000	G	93%	1%	2%	1%	3%	0%	F	0.089	F	0.501	4000	G	2002
				From:	Richmond County Line											
				To:												
202	0.33	3900	G	92%	1%	3%	1%	3%	0%	F	0.086	F	0.634	3900	G	2002
				From:	SR 3											
				To:	SR 202 Y											
202	5.39	3700	G	92%	1%	3%	1%	3%	0%	F	0.085	F	0.642	3700	G	2002
				From:	SR 202 Y											
				To:	96-626											
202	4.22	3500	G	92%	1%	3%	1%	3%	0%	F	0.087	F	0.599	3500	G	2002
				From:	96-626											
				To:	96-611											
202	2.64	2800	G	92%	1%	3%	1%	3%	0%	F	0.080	F	0.53	2800	G	2002
				From:	96-611											
				To:	W SR 203											
202	0.60	3400	G	92%	1%	3%	1%	3%	0%	F	0.082	F	0.535	3400	G	2002
				From:	W SR 203											
				To:	SR 203 Greys Corner											
202	1.21	2700	G	89%	1%	4%	2%	4%	0%	F	0.081	F	0.54	2700	G	2002
				From:	SR 203 Greys Corner											
				To:	Northumberland County Line											
203	5.82	2300	G	86%	0%	3%	2%	8%	0%	F	0.089	F	0.616	2300	G	2002
				From:	Richmond County Line											
				To:	96-604 Griffiths Corner											
203	1.21	770	G	86%	0%	3%	2%	8%	0%	F	0.089	F	0.543	770	G	2002
				From:	96-604 Griffiths Corner											
				To:	W SR 202											
203 202	0.60	3400	G	92%	1%	3%	1%	3%	0%	F	0.082	F	0.535	3400	G	2002
				From:	W SR 202											
				To:	E SR 202											
203	1.73	960	G	86%	0%	3%	2%	8%	0%	F	0.104	F	0.579	960	G	2002
				From:	E SR 202											
				To:	96-608 Kinsale											
204	1.73	230	G	97%	0%	2%	0%	0%	0%	F	0.116	F	0.655	230	G	2002
				From:	SR 3 North of Potomac Mills											
				To:	Wakefield											
205	3.56	4600	G	95%	0%	2%	1%	1%	0%	F	0.084	F	0.67	4600	G	2002
				From:	King George County Line											
				To:	NCL Colonial Beach											

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Town of Colonial Beach																
(205)	1.79	4600	N	95%	0%	From: NCL Colonial Beach				N	0.084	N	0.67	4600	N	2002
(205)	0.27	5600	G	95%	0%	From: WCL Colonial Beach				F	0.086	F	0.536	5600	G	2002
						To: WCL Colonial Beach										
Westmoreland County																
(205)	3.34	5600	N	95%	0%	From: WCL Colonial Beach				N	0.086	N	0.536	5600	N	2002
(205)	2.08	5800	G	95%	0%	From: E 96-628				F	0.085	F	0.641	5800	G	2002
						To: SR 3 Oak Grove										
Wye						From: SR 205										
(205)	0.02	7000	G	97%	1%	2%	0%	1%	0%	F	0.087	F	0.537	6900	G	2002
						To: WCL Colonial Beach										
Town of Colonial Beach																
Wye						From: WCL Colonial Beach										
(205)	0.69	7000	N	97%	1%	2%	0%	1%	0%	N	0.087	N	0.537	6900	N	2002
						To: End State Maintenance SR 205										
Westmoreland County																
(214)	2.48	1100	G	95%	1%	From: SR 3 Lerty				F	0.084	F	0.591	1100	G	2002
						To: 96-609										
(600)	3.21	430	G	95%	2%	From: Functional Class Change				F	0.109	F	0.588	430	G	2002
(600)	0.93	900	G	95%	2%	From: 96-621 NORTH				C	0.097	F	0.534	900	G	2002
(600)	1.72	350	G	95%	2%	From: 96-621 SOUTH				F	0.113	F	0.59	350	G	2002
(600)	0.81	820	G	95%	2%	From: 96-612 NORTH				F	0.101	F	0.566	820	G	2002
(600)	0.43	300	G	95%	2%	From: 96-615				F	0.129	F	0.692	300	G	2002
(600)	1.95	300	G	95%	2%	From: 96-614				F	0.135	F	0.675	300	G	2002
(600)	1.28	580	G	95%	2%	From: SR 203				F	0.113	F	0.612	580	G	2002
(600)	1.16	270	R			From: 96-619				NA			NA		06/05/2001	
(600)	0.72	250	R			From: 96-601				NA			NA		06/05/2001	
						To: Northumberland County Line										
(601)	3.00	40	R			From: 96-600				NA			NA		06/05/2001	
(601)	1.20	170	R			From: 96-602				NA			NA		06/05/2001	
						To: SR 202										
(602)	1.10	160	R			From: SR 203				NA			NA		06/05/2001	
(602)	0.65	60	R			From: 96-601				NA			NA		06/05/2001	
						To: Dead End										
(603)	1.00	60	R			From: Dead End				NA			NA		1998	
						To: SR 203										

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						2Axle	3+Axle	1Trail	2Trail							
Westmoreland County																
604	1.22	1800	G	94%	1%	2%	1%	3%	0%	C	0.085	F	0.589	1800	G	2002
				From:	SR 203											
				To:	SR 202											
604	2.41	1500	G	94%	1%	2%	1%	3%	0%	F	0.092	F	0.575	1500	G	2002
				From:	96-607											
604	2.06	1200	R							NA			NA		06/14/2001	
				From:	96-610 WEST											
604	0.32	820	G	94%	1%	2%	1%	3%	0%	F	0.088	F	0.54	820	G	2002
				From:	96-610 MID											
604	0.96	300	R							NA			NA		1998	
				From:	96-610 EAST											
605	0.30	80	R							NA			NA		1998	
				From:	Dead End											
605	0.05	110	R							NA			NA		1998	
				From:	0.30 MN Dead End											
				To:	96-604											
606	2.00	240	G	96%	1%	2%	1%	1%	0%	C	0.093	F	0.56	240	G	2002
				From:	96-612											
606	0.86	380	G	96%	1%	2%	1%	1%	0%	F	0.091	F	0.507	370	G	2002
				From:	96-611 WEST											
606	1.62	330	R							NA			NA		07/05/2001	
				From:	96-610 EAST											
				To:	96-604 EAST											
606	1.37	130	R							NA			NA		06/14/2001	
				From:	96-604											
				To:	Dead End											
607	1.40	380	G	90%	1%	5%	2%	1%	0%	C	0.108	F	0.535	380	G	2002
				From:	96-608											
				To:	96-604											
608	0.35	530	G	92%	1%	4%	1%	2%	0%	C	0.095	F	0.714	530	G	2002
				From:	SR 203											
608	1.56	460	R							NA			NA		06/14/2001	
				From:	96-607											
				To:	Dead End											
609	2.36	710	G	94%	1%	3%	1%	1%	0%	C	0.116	F	0.541	710	G	2002
				From:	96-622											
				To:	SR 214											
610	1.25	300	R							NA			NA		07/05/2001	
				From:	96-611											
				To:	96-606 NORTH											
610	0.43	510	G	94%	3%	2%	1%	1%	0%	F	0.092	F	0.583	510	G	2002
				From:	96-606 SOUTH											
610	0.93	320	G	94%	3%	2%	1%	1%	0%	C	0.099	F	0.563	320	G	2002
				From:	96-663											
610	1.01	280	G	94%	3%	2%	1%	1%	0%	F	0.089	F	0.577	280	G	2002
				From:	96-732											
				To:	96-604 WEST											
610	2.45	700	R							NA			NA		06/14/2001	
				From:	96-604 MID											
				To:	96-716											
610	1.03	200	R							NA			NA		06/14/2001	
				From:	96-716											
				To:	96-604 EAST											
610	0.25	60	R							NA			NA		1998	
				From:	96-604 EAST											
				To:	Dead End											

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						2Axle	3+Axle	1Trail	2Trail							
Westmoreland County																
611	1.69	940	G	95%	1%	2%	1%	1%	0%	C	0.094	F	0.540	940	G	2002
				From:	SR 202											
				To:	96-606 WEST											
611	1.26	380	R								NA		NA		07/05/2000	
				From:	96-606 EAST											
611	0.80	46	R								NA		NA		1998	
				From:	96-661											
				To:	Dead End											
612	0.39	60	R								NA		NA		1998	
				From:	Dead End											
612	0.40	360	R								NA		NA		07/05/2001	
				From:	96-680											
612	2.02	860	G	92%	1%	4%	0%	3%	0%	F	0.103	F	0.535	860	G	2002
				To:	96-687											
612	3.90	1200	G	92%	1%	4%	0%	3%	0%	C	0.090	F	0.504	1200	G	2002
				From:	96-692											
				To:	SR 202 EAST											
612	0.30	810	G	92%	1%	4%	0%	3%	0%	F	0.11	F	0.625	810	G	2002
				From:	SR 202 WEST											
				To:	96-616											
612	4.00	400	R								NA		NA		07/05/2001	
				From:	96-600 NORTH											
612	2.90	630	R								NA		NA		07/05/2001	
				From:	96-600 SOUTH											
612	0.40	130	R								NA		NA		07/05/2001	
				From:	96-613											
612	1.00	220	R								NA		NA		1998	
				From:	SR 3											
				To:	Dead End											
613	0.60	670	R								NA		NA		07/05/2001	
				From:	SR 3											
				To:	96-612											
614	2.50	20	R								NA		NA		07/05/2001	
				From:	96-600											
				To:	96-616											
615	2.90	240	R								NA		NA		07/05/2001	
				From:	Richmond County Line											
615	0.80	660	R								NA		NA		07/05/2001	
				From:	96-616											
				To:	96-604											
616	0.31	390	G	96%	2%	2%	0%	0%	0%	F	0.105	F	0.536	390	G	2002
				From:	SR 203											
				To:	96-614											
616	0.93	380	G	96%	2%	2%	0%	0%	0%	F	0.106	F	0.577	380	G	2002
				From:	96-615											
616	0.75	670	G	96%	2%	2%	0%	0%	0%	C	0.099	F	0.537	670	G	2002
				From:	96-702											
616	1.66	570	G	96%	2%	2%	0%	0%	0%	F	0.102	F	0.575	570	G	2002
				From:	96-612											
617	1.50	160	R								NA		NA		1998	
				From:	Northumberland County Line											
				To:	SR 202											
618	0.85	210	R								NA		NA		07/05/2001	
				From:	SR 202											
				To:	96-700											

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						2Axle	3+Axle	1Trail	2Trail							
Westmoreland County																
(618)	0.75	210	R			From: 96-700 To: Dead End					NA			NA		1998
(619)	0.75	320	G	95%	2%	From: Richmond County Line To: 96-600				C	0.106	F	0.514	320	G	2002
(620)	0.58	490	R			From: Richmond County Line To: SR 203					NA			NA		1998
(621)	0.60	540	R			From: Richmond County Line To: SR 3					NA			NA		06/05/2001
(621)	2.07	810	G	93%	2%	3%	0%	2%	0%	C	0.091	F	0.714	810	G	2002
(621)	2.13	640	G	93%	2%	3%	0%	2%	0%	F	0.094	F	0.556	640	G	2002
(621)	3.18	1800	R			From: SR 202 EAST To: SR 202 WEST					NA			NA		07/09/2001
(621)	0.30	560	G	93%	2%	3%	0%	2%	0%	F	0.088	F	0.569	560	G	2002
(621)	2.30	180	R			From: 96-650 WEST To: 96-650 EAST					NA			NA		06/14/2001
(622)	0.57	700	G	96%	2%	2%	1%	0%	0%	F	0.102	F	0.701	700	G	2002
Town of Montross																
(622)	0.14	860	G	96%	2%	2%	1%	0%	0%	F	0.095	F	0.667	860	G	2002
(622)	0.04	1300	G	96%	2%	2%	1%	0%	0%	F	0.102	F	0.532	1300	G	2002
(622)	0.25	700	G	96%	2%	2%	1%	0%	0%	C	0.104	F	0.548	700	G	2002
Westmoreland County																
(622)	2.11	530	G	96%	2%	2%	1%	0%	0%	F	0.104	F	0.518	530	G	2002
(622)	1.15	390	G	96%	2%	2%	1%	0%	0%	F	0.109	F	0.547	390	G	2002
(622)	0.70	830	G	96%	2%	2%	1%	0%	0%	F	0.105	F	0.567	830	G	2002
(622)	2.50	150	R			From: 96-609 To: Dead End					NA			NA		1998
(623)	0.61	320	R			From: Richmond County Line To: SR 3					NA			NA		1998
(624)	3.38	610	G	93%	0%	3%	1%	3%	0%	C	0.086	F	0.5	610	G	2002
(624)	0.55	950	G	93%	0%	3%	1%	3%	0%	F	0.087	F	0.669	950	G	2002
(624)	2.32	320	R			From: SR 3 EAST To: SR 3 WEST					NA			NA		1998
						To: 96-1421										

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

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Westmoreland County																
624	0.02	170	R			From: 96-1421					NA			NA		1998
624	0.65	40	R			From: 96-1420					NA			NA		07/16/2001
						To: Dead End										
625	1.20	230	R			From: 96-638					NA			NA		07/16/2001
625	1.70	160	R			From: 96-639					NA			NA		07/16/2001
625	4.60	220	R			From: 96-640 NORTH 96-640 SOUTH					NA			NA		06/12/2001
625	0.50	70	R			From: 96-677					NA			NA		06/12/2001
						To: 96-624										
626	1.10	560	R			From: 96-612					NA			NA		07/05/2001
626	3.23	480	G	82%	5%	From: SR 202 EAST SR 202 WEST				F	0.116	F	0.608	470	G	2002
626	3.71	150	G	82%	5%	From: 96-621 NORTH				C	0.112	F	0.625	150	G	2002
626	0.60	47	R			From: 96-626 BEGIN LOOP					NA			NA		05/16/2001
626	0.32	30	R			From: 96-739					NA			NA		05/16/2001
						To: 96-626 END LOOP										
627	0.50	220	R			From: 96-600					NA			NA		06/05/2001
						To: Dead End										
628	1.95	530	G	98%	0%	From: King George County Line				F	0.107	F	0.62	530	G	2002
628	1.70	760	G	98%	0%	From: 96-630				C	0.095	F	0.635	760	G	2002
628	0.45	2500	R			From: SR 205 NORTH					NA			NA		07/11/2001
628	0.90	700	R			From: 96-658					NA			NA		07/11/2001
628	1.32	1000	R			From: 96-633					NA			NA		07/11/2001
						To: SR 205 SOUTH										
629	0.50	430	G	96%	1%	From: King George County Line				C	0.105	F	0.583	430	G	2002
						To: SR 205										
630	1.60	380	R			From: 96-628					NA			NA		07/16/2001
630	0.30	50	R			From: SR 205 EAST					NA			NA		07/16/2001
						To: 96-631										
631	1.75	2900	R			From: SR 205 SOUTH					NA			NA		07/16/2001
631	2.30	2800	R			From: 96-628					NA			NA		07/16/2001
						To: SR 205 NORTH										

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

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Westmoreland County																
632	0.25	260	R			From: SR 205					NA			NA		07/11/2001
632	0.76	50	R			From: 0.25 MN SR 205					NA			NA		07/11/2001
632	0.61	150	R			From: 1.01 MN SR 205					NA			NA		07/11/2001
633	0.63	1000	R			From: SR 205					NA			NA		07/11/2001
633	0.19	830	R			From: 96-628					NA			NA		1998
633	0.09	620	R			From: 96-1325					NA			NA		1998
633	0.24	400	R			From: 96-1321					NA			NA		1998
633	0.18	360	R			From: 96-1320					NA			NA		1998
633	0.20	180	R			From: 96-1305					NA			NA		1998
634	0.80	300	R			From: 96-1304					NA			NA		1998
634	1.30	300	R			From: 96-1302					NA			NA		1998
634	0.30	90	R			From: SR 3 WEST					NA			NA		06/12/2001
635	1.00	330	R			From: 96-637					NA			NA		07/16/2001
636	1.95	40	R			From: SR 3 EAST					NA			NA		06/12/2001
637	1.40	130	G	82%	5%	9%	2%	2%	0%	F	0.127	F	0.514	130	G	2002
637	2.32	300	G	82%	5%	9%	2%	2%	0%	C	0.095	F	0.563	300	G	2002
637	3.50	210	R			From: Dead End					NA			NA		06/12/2001
638	3.09	700	G	92%	2%	3%	1%	2%	0%	F	0.087	F	0.549	700	G	2002
638	1.51	1100	G	92%	2%	3%	1%	2%	0%	C	0.088	F	0.519	1100	G	2002
638	1.15	280	R			From: SR 3					NA			NA		05/31/2001
639	0.81	50	R			From: SR 205 SOUTH					NA			NA		07/16/2001
639	1.69	60	R			From: SR 205 NORTH					NA			NA		07/16/2001
639	0.81	50	R			From: 96-625					NA			NA		07/16/2001
639	1.69	60	R			From: 0.82 ME 96-625					NA			NA		07/16/2001
639						From: 96-654										

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

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Westmoreland County																
639	0.09	60	R			From: 96-654 To: SR 3					NA			NA		07/16/2001
640	1.10	100	R			From: Dead End To: 96-641					NA			NA		06/12/2001
640	1.10	120	R			From: 96-641 To: 96-637					NA			NA		06/12/2001
640	1.20	140	G	96%	0%	3%	0%	1%	0%	F	0.151	F	0.511	140	G	2002
640	2.67	350	G	96%	0%	3%	0%	1%	0%	C	0.114	F	0.575	350	G	2002
						From: 96-625 NORTH To: 96-624										
641	0.80	150	R			From: 96-637 To: 96-640					NA			NA		06/12/2001
642	3.40	180	R			From: 96-624; 96-625 To: SR 3					NA			NA		06/12/2001
642	1.00	20	R			From: SR 3 EAST To: Dead End					NA			NA		07/16/2001
643	0.37	30	R			From: Dead End To: 96-622 WEST					NA			NA		07/25/2001
643	1.82	850	G	91%	1%	4%	3%	1%	0%	C	0.088	F	0.507	850	G	2002
						From: 96-645 To: 96-622										
644	2.20	220	R			From: 96-622 To: SR 214					NA			NA		07/25/2001
645	0.80	180	R			From: Richmond County Line To: 96-646					NA			NA		1998
645	1.51	590	R			From: 96-646 To: SR 3					NA			NA		07/16/2001
645	2.35	2100	G	95%	1%	2%	1%	1%	0%	C	0.091	F	0.596	2100	G	2002
						From: 96-643 To: 96-649 EAST										
645	2.98	1100	R			From: 96-643 To: 96-649 EAST					NA			NA		07/09/2001
645	0.97	110	R			From: 96-649 EAST To: Dead End					NA			NA		07/09/2001
646	1.10	340	R			From: Richmond County Line To: 96-645					NA			NA		1998
647	0.13	40	R			From: SR 3 WEST To: WCL MONTROSS					NA			NA		07/09/2001
Town of Montross																
647	0.24	40	R			From: WCL MONTROSS To: SR 3 EAST					NA			NA		1998
Westmoreland County																
648	0.10	40	R			From: 96-645 To: Dead End; Gap Terminus					NA			NA		07/23/2001

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

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Westmoreland County																
(648)	0.40	7	R			From: Dead End; Gap Terminus					NA			NA		07/09/2001
						To: 96-643										
(649)	0.40	20	R			From: Dead End					NA			NA		07/09/2001
						To: 96-645 EAST										
(649)	0.79	250	R			From: 96-645 EAST					NA			NA		07/09/2001
						To: Dead End										
(649)	0.34	80	R			From: 96-1015					NA			NA		07/09/2001
						To: Dead End										
(650)	0.26	120	R			From: Dead End					NA			NA		1998
						To: 96-621 EAST										
(650)	2.46	490	R			From: 96-621 EAST					NA			NA		06/14/2001
						To: 91-621 WEST										
(651)	0.43	46	R			From: 96-621					NA			NA		06/05/2001
						To: SR 3										
(652)	0.62	120	R			From: 96-628					NA			NA		07/11/2001
						To: Dead End										
(653)	0.05	46	R			From: 96-640					NA			NA		07/23/2001
						To: 0.05 ME 96-640										
(653)	0.50	46	R			From: 96-624					NA			NA		07/23/2001
						To: 96-624										
(654)	0.11	40	R			From: 96-639					NA			NA		07/16/2001
						To: SR 3										
(655)	0.38	10	R			From: Dead End					NA			NA		06/12/2001
						To: 96-637										
Town of Montross																
(656)	0.18	160	R			From: SR 3					NA			NA		1998
						To: NCL MONTROSS										
Westmoreland County																
(656)	0.42	70	R			From: NCL MONTROSS					NA			NA		1998
						To: Dead End										
(657)	1.10	290	R			From: Dead End					NA			NA		1998
						To: 96-770										
(657)	0.29	80	R			From: 96-631					NA			NA		07/16/2001
						To: 96-631										
(658)	0.73	1200	R			From: 96-628					NA			NA		07/11/2001
						To: 96-1300 BEGIN LOOP										
(658)	0.07	670	R			From: 96-1303					NA			NA		1998
						To: 96-1303										
(658)	2.28	440	R			From: 96-1300 END LOOP					NA			NA		1998
						To: 96-1300 END LOOP										
(659)	0.90	70	R			From: SR 3 WEST					NA			NA		07/23/2001
						To: SR 3 EAST										

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

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Westmoreland County																
(660)	0.10	10	R			From: Dead End					NA			NA		07/05/2001
(660)	0.60	110	R			From: 96-745					NA			NA		07/05/2001
(661)	1.25	90	R			From: 96-611					NA			NA		1998
(662)	0.50	290	R			From: SR 202					NA			NA		1998
(663)	0.90	280	R			From: 96-610					NA			NA		1998
(663)	0.55	150	R			From: 96-763					NA			NA		1998
(664)	1.70	1200	R			From: SR 3					NA			NA		05/31/2001
(664)	0.80	240	R			From: 96-682					NA			NA		1998
(664)	1.60	120	R			From: BEGIN LOOP					NA			NA		1998
(665)	0.80	100	R			From: Dead End					NA			NA		1998
(665)	0.10	150	R			From: 0.80 ME Dead End					NA			NA		1998
(665)	0.75	160	R			From: 96-621 NORTH 92-621 SOUTH					NA			NA		07/09/2001
(666)	1.90	120	R			From: 96-606					NA			NA		1998
(667)	0.12	60	R			From: Dead End					NA			NA		1998
(667)	0.18	250	R			From: 96-736					NA			NA		1998
(668)	0.40	30	R			From: Dead End					NA			NA		07/16/2001
(668)	0.50	120	R			From: 96-695					NA			NA		07/16/2001
(669)	0.50	30	R			From: SR 3					NA			NA		07/16/2001
(669)	0.40	60	R			From: SR 347					NA			NA		07/16/2001
(670)	0.11	80	R			From: 96-604					NA			NA		1998
(671)	0.52	60	R			From: Dead End					NA			NA		1998
						To: 96-1402										

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

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Westmoreland County																
(671)	0.16	60	R			From: 96-1402					NA			NA		1998
						To: 96-610										
(672)	0.87	240	R			From: 96-645					NA			NA		1998
						To: Dead End										
(673)	0.20	20	R			From: Dead End					NA			NA		06/05/2001
						To: 96-621										
(674)	0.83	40	R			From: Dead End					NA			NA		1998
(674)	1.01	70	R			From: 0.83 ME Dead End					NA			NA		1998
						To: 96-634										
(675)	0.84	20	R			From: Dead End					NA			NA		07/05/2001
						To: 96-612										
(676)	0.12	280	R			From: 96-645					NA			NA		1998
(676)	0.30	80	R			From: 96-694					NA			NA		1998
						To: Dead End										
(677)	0.40	200	R			From: Richmond County Line					NA			NA		1998
						To: 96-625										
(678)	0.30	10	R			From: Dead End					NA			NA		06/12/2001
(678)	1.50	30	R			From: 0.30 MN Dead End					NA			NA		06/12/2001
						To: 96-625										
(679)	0.24	180	R			From: Dead End					NA			NA		1998
(679)	0.10	260	R			From: 96-735					NA			NA		1998
						To: 96-612										
(680)	0.94	120	R			From: 96-612					NA			NA		1998
						To: Dead End										
(681)	0.51	130	R			From: Dead End					NA			NA		1998
						To: SCL MONTROSS										
Town of Montross																
(681)	0.13	220	R			From: SCL MONTROSS					NA			NA		1998
(681)	0.08	320	R			From: 96-1205					NA			NA		07/25/2001
						To: SR 3										
Westmoreland County																
(682)	0.09	670	R			From: 96-664					NA			NA		1998
(682)	0.25	440	R			From: 96-1340					NA			NA		1998
(682)	0.53	430	R			From: 96-1341 WEST					NA			NA		05/31/2001
						To: 96-1341										
						To: Dead End										

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

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Westmoreland County																
(683)	0.40	80	R			From: King George County Line					NA			NA		06/12/2001
						To: Dead End										
(684)	0.31	49	R			From: 96-609					NA			NA		1998
						To: Dead End										
(685)	0.01	80	R			From: SR 3					NA			NA		1998
						To: 0.01 ME SR 3										
(685)	0.36	30	R			From: Dead End					NA			NA		1998
						To: Dead End										
(686)	2.04	40	R			From: SR 347					NA			NA		07/16/2001
						To: 2.04 MN SR 347										
(686)	0.36	70	R			From: Dead End					NA			NA		07/16/2001
						To: Cul-de-Sac										
(687)	0.20	160	R			From: Dead End					NA			NA		1998
						To: 96-612										
(688)	0.60	180	R			From: SR 203					NA			NA		1998
						To: Dead End										
(689)	0.50	50	R			From: Dead End					NA			NA		07/09/2001
						To: 96-649										
(690)	1.69	580	R			From: Richmond County Line					NA			NA		06/05/2001
						To: SR 3										
(691)	0.10	5	R			From: Richmond County Line					NA			NA		1998
						To: 96-642										
(692)	0.53	220	R			From: 96-612					NA			NA		1998
						To: 96-764										
(692)	0.77	80	R			From: 96-757					NA			NA		1998
						To: 96-756										
(692)	0.10	50	R			From: 96-609					NA			NA		1998
						To: 96-1606										
(693)	1.29	550	R			From: 96-1601; 96-1609					NA			NA		1998
						To: 96-676										
(694)	0.45	100	R			From: Dead End					NA			NA		07/09/2001
						To: 96-668										
(695)	0.90	60	R			From: Dead End					NA			NA		06/05/2001
						To: Dead End										
(696)	0.90	130	R			From: 96-637					NA			NA		06/12/2001
						To: Dead End										
(697)	0.99	30	R			From: 96-625					NA			NA		06/12/2001
						To: 96-625										

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

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Westmoreland County																
(698)	0.75	240	R			From: Dead End					NA			NA		1998
						To: 96-645										
(699)	0.44	70	R			From: Dead End					NA			NA		07/23/2001
						To: 96-643										
(700)	0.50	8	R			From: Dead End					NA			NA		07/05/2001
						To: 96-701										
(700)	0.50	90	R			From: 96-701					NA			NA		07/05/2001
						To: 96-618										
(701)	0.50	70	R			From: 96-700					NA			NA		1998
						To: Dead End										
(702)	0.60	270	R			From: Dead End					NA			NA		1998
						To: 96-713										
(702)	0.70	400	R			From: 96-713					NA			NA		1998
						To: 96-616										
(703)	0.40	80	R			From: Dead End					NA			NA		1998
						To: 96-645										
(704)	1.25	150	R			From: Dead End					NA			NA		1998
						To: 96-604										
(705)	0.57	100	R			From: Dead End					NA			NA		1998
						To: 96-628										
(706)	0.07	140	R			From: SR 3					NA			NA		06/12/2001
						To: 0.07 MS SR 3										
(706)	0.38	60	R			From: 0.07 MS SR 3					NA			NA		06/12/2001
						To: Dead End										
(707)	0.30	60	R			From: Dead End					NA			NA		07/16/2001
						To: 96-628										
(708)	0.25	20	R			From: 96-645					NA			NA		07/09/2001
						To: Dead End										
(709)	0.08	10	R			From: Dead End					NA			NA		07/09/2001
						To: 96-645										
(710)	0.60	120	R			From: 96-611					NA			NA		1998
						To: 96-760										
(711)	1.66	290	R			From: 96-621					NA			NA		07/09/2001
						To: Dead End										
(712)	0.41	100	R			From: 96-621					NA			NA		1998
						To: 96-741										
(713)	0.18	60	R			From: Dead End					NA			NA		07/05/2001
						To: 96-702										

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

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Westmoreland County																
(714)	0.20	80	R			From: Dead End					NA		NA			1998
						To: 96-610										
(715)	0.31	45	R			From: 96-718					NA		NA			1998
						To: 96-610										
(716)	0.45	40	R			From: Dead End					NA		NA			1998
						To: 96-610										
(717)	0.45	30	R			From: 96-643					NA		NA			07/23/2001
						To: Dead End										
(718)	0.50	100	R			From: 96-715					NA		NA			1998
						To: 96-604										
(719)	0.10	5	R			From: SR 202					NA		NA			07/05/2001
						To: Dead End										
(720)	0.35	160	R			From: Dead End					NA		NA			1998
						To: SR 3										
(721)	0.35	40	R			From: SR 3					NA		NA			05/31/2001
						To: Dead End										
(722)	0.61	60	R			From: Dead End					NA		NA			07/09/2001
						To: 96-755										
(723)	0.40	140	R			From: Dead End					NA		NA			1998
						To: SR 205										
(724)	0.34	60	R			From: Dead End					NA		NA			1998
						To: 0.34 ME Dead End										
(724)	0.09	130	R			From: 96-612					NA		NA			1998
						To: 96-612										
(724)	1.05	520	R			From: 96-750					NA		NA			07/05/2001
						To: 96-750										
(724)	0.55	160	R			From: Dead End					NA		NA			1998
						To: Dead End										
(725)	0.60	120	R			From: Dead End					NA		NA			1998
						To: 96-607; 96-608										
(726)	0.30	47	R			From: 96-650					NA		NA			1998
						To: Dead End										
(727)	0.31	100	R			From: 96-610					NA		NA			1998
						To: Dead End										
(728)	1.08	370	R			From: 96-612					NA		NA			1998
						To: Dead End										
(729)	0.20	90	R			From: 96-1410					NA		NA			1998
						To: 96-747										
(729)	0.30	80	R			From: 96-747					NA		NA			06/14/2001
						To: 96-610										

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

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Westmoreland County																
730	0.35	60	R			From: Dead End					NA		NA			1998
						To: 96-650										
731	0.20	60	R			From: Dead End					NA		NA			1998
						To: 96-610										
732	0.50	150	R			From: Dead End					NA		NA			1998
						To: 96-610										
733	0.75	30	R			From: 96-615					NA		NA			07/05/2001
						To: Dead End										
734	0.35	60	R			From: 96-643					NA		NA			07/23/2001
						To: Dead End										
735	0.35	200	R			From: Dead End					NA		NA			07/05/2001
						To: 96-679										
736	0.10	160	R			From: 96-667					NA		NA			1998
						To: BEGIN LOOP										
736	0.20	60	R			From: BEGIN LOOP					NA		NA			1998
						To: END LOOP										
737	0.18	110	R			From: Dead End					NA		NA			07/09/2001
						To: 96-621										
738	0.75	45	R			From: 96-711					NA		NA			07/09/2001
						To: Dead End										
739	0.40	20	R			From: Dead End					NA		NA			05/16/2001
						To: 96-626										
740	0.15	60	R			From: Dead End					NA		NA			06/05/2001
						To: 96-690										
741	0.50	40	R			From: Dead End					NA		NA			1998
						To: 96-621										
742	0.60	10	R			From: 96-634					NA		NA			07/16/2001
						To: Dead End										
743	0.28	40	R			From: Dead End					NA		NA			07/25/2001
						To: 96-622										
744	0.18	70	R			From: Dead End					NA		NA			1998
						To: 96-608										
745	0.35	60	R			From: 96-660					NA		NA			1998
						To: Dead End										
746	0.25	120	R			From: Dead End					NA		NA			1998
						To: 96-610										
747	0.30	20	R			From: Dead End					NA		NA			06/14/2001
						To: 96-729										

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

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Westmoreland County																
(748)	0.30	40	R			From: 96-615					NA			NA		1998
						To: Dead End										
(749)	1.76	60	R			From: 96-610					NA			NA		1998
						To: Dead End										
(750)	0.25	60	R			From: 96-724					NA			NA		1998
						To: Dead End										
(752)	0.26	20	R			From: Dead End					NA			NA		1998
						To: 96-753 SOUTH										
(752)	0.05	30	R			From: 96-753 SOUTH					NA			NA		1998
						To: 96-753 NORTH										
(752)	0.35	110	R			From: 96-753 NORTH					NA			NA		06/14/2001
						To: 96-610										
(753)	0.15	20	R			From: 96-752					NA			NA		1998
						To: 96-752										
(754)	0.30	80	R			From: 96-621					NA			NA		1998
						To: Dead End										
(755)	0.15	30	R			From: 96-722					NA			NA		07/09/2001
						To: SR 3										
(756)	0.17	46	R			From: Dead End					NA			NA		1998
						To: 96-757										
(756)	0.20	50	R			From: 96-757					NA			NA		1998
						To: 96-692										
(756)	0.09	6	R			From: 96-692					NA			NA		1998
						To: Dead End										
(757)	0.23	30	R			From: 96-756					NA			NA		1998
						To: 96-692										
(758)	0.25	110	R			From: SR 205					NA			NA		1998
						To: 0.25 MN SR 205										
(758)	0.07	40	R			From: 0.25 MN SR 205					NA			NA		1998
						To: Dead End										
(759)	0.07	580	R			From: Dead End					NA			NA		1998
						To: SR 202										
(760)	0.30	30	R			From: 96-710					NA			NA		07/05/2001
						To: Dead End										
(761)	0.47	10	R			From: SR 3 WEST					NA			NA		1998
						To: SR 3 EAST										
(762)	0.17	20	R			From: Dead End					NA			NA		07/25/2001
						To: 96-610										
(763)	1.40	50	R			From: 96-663					NA			NA		1998
						To: Dead End										

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

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Westmoreland County																
(764)	0.58	110	R			From: Dead End					NA		NA			1998
						To: 96-692										
(765)	0.20	90	R			From: Dead End					NA		NA			07/09/2001
						To: 96-621										
(766)	0.32	NA				From: SR-00003(B)/					NA		NA			
						To: 96-00600(B)/RELOCATED 766										
(767)	0.18	NA				From: SR 202					NA		NA			
						To: Dead End										
(768)	0.47	60	R			From: Dead End					NA		NA			07/25/2001
						To: SR 202										
(770)	0.53	90	R			From: 96-657					NA		NA			07/25/2001
						To: 96-628										
(771)	0.47	130	R			From: 96-666					NA		NA			07/25/2001
						To: 96-772 EAST										
(772)	0.20	40	R			From: 96-771 WEST					NA		NA			07/25/2001
						To: 96-771 EAST										
(773)	0.04	30	R			From: Cul-de-Sac					NA		NA			07/25/2001
						To: 96-772										
(775)	0.09	80	R			From: Dead End					NA		NA			07/05/2001
						To: SR 3										
(780)	0.88	200	R			From: 96-711					NA		NA			07/09/2001
						To: END LOOP										
(790)	0.53	40	R			From: Cul-de-Sac					NA		NA			07/25/2001
						To: Northumberland County Line										
(799)	0.35	290	R			From: Dead End					NA		NA			1998
						To: 96-622										
(1001)	0.02	130	R			From: SR 203 WEST					NA		NA			1998
						To: 96-1002 WEST										
(1001)	0.20	30	R			From: SR 203 E; 96-1002 E					NA		NA			1998
						To: 96-1001 WEST										
(1002)	0.10	100	R			From: SR 203; 96-1001 E					NA		NA			1998
						To: 96-1005										
(1003)	0.10	20	R			From: 96-1004					NA		NA			1998
						To: SR 203										
(1004)	0.05	20	R			From: 96-1003					NA		NA			1998
						To: SR 203										

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

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Westmoreland County																
(1005)	0.02	60	R			From: SR 203					NA			NA		1998
(1005)	0.11	2	R			From: 96-1003					NA			NA		06/14/2001
						To: Dead End										
(1006)	0.20	150	R			From: SR 203					NA			NA		1998
						To: Dead End										
(1007)	0.03	80	R			From: SR 203; 96-608					NA			NA		1998
						To: Dead End										
(1009)	0.12	NA				From: 96-00606(B)/					NA			NA		
						To: Dead End/										
(1010)	0.15	90	R			From: 96-600					NA			NA		06/05/2001
						To: Cul-de-Sac										
(1015)	0.36	60	R			From: 96-649					NA			NA		07/09/2001
						To: Cul-de-Sac										
(1016)	0.25	20	R			From: 96-1015					NA			NA		07/09/2001
						To: Cul-de-Sac										
(1017)	0.32	20	R			From: 96-649					NA			NA		07/09/2001
						To: Cul-de-Sac										
Town of Colonial Beach																
(1101)	1.35	660	G	97%	0%	2%	0%	1%	0%	C	0.105	F	0.569	660	G	2002
(1101)	0.06	950	R			From: 96-1103					NA			NA		06/18/2001
						To: 96-1108										
(1102)	0.09	80	R			From: 96-1119					NA			NA		1998
						To: 96-1144										
(1102)	1.08	250	G	97%	0%	2%	0%	0%	0%	F	0.107	F	0.642	250	G	2002
						To: 96-1103 South										
(1102)	0.12	2800	G	97%	0%	2%	0%	0%	0%	F	0.087	F	0.558	2800	G	2002
						To: 96-1103 North										
(1102)	0.19	4100	G	97%	0%	2%	0%	0%	0%	C	0.085	F	0.546	4100	G	2002
						To: 96-1127										
(1102)	0.28	560	G	97%	0%	2%	0%	0%	0%	F	0.095	F	0.631	560	G	2002
						From: SR 205 Y										
						To: 96-1113										
(1103)	0.03	90	R			From: Dead End					NA			NA		06/18/2001
						To: 96-1121										
(1103)	0.11	800	G	96%	1%	3%	0%	0%	0%	C	0.092	F	0.558	800	G	2002
						To: 96-1102 North										
(1103)	0.09	2200	R			From:					NA			NA		06/18/2001
						To: 96-1111										
(1103)	0.03	960	G	96%	1%	3%	0%	0%	0%	F	0.099	F	0.601	960	G	2002
						To: 96-1101										
(1104)	0.26	60	R			From: 96-1121					NA			NA		06/18/2001
						To: 96-1101										

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

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Town of Colonial Beach																
(1105)	0.26	45	R								NA		NA			06/18/2001
(1106)	0.26	40	R								NA		NA			06/18/2001
(1107)	0.37	190	R								NA		NA			06/18/2001
(1107)	0.58	460	R								NA		NA			06/18/2001
(1107)	0.12	1400	G	98%	1%	1%	0%	0%	0%	C	0.102	F	0.544	1400	G	2002
(1107)	0.06	1400	R								NA		NA			06/18/2001
(1108)	0.21	500	R								NA		NA			06/18/2001
(1109)	0.12	720	R								NA		NA			06/18/2001
(1110)	0.27	870	R								NA		NA			06/18/2001
(1111)	0.21	290	G	97%	0%	2%	1%	0%	0%	C	0.101	F		290	G	2002
(1112)	0.28	260	R								NA		NA			06/25/2001
(1113)	0.19	110	R								NA		NA			06/25/2001
(1114)	0.60	2900	R								NA		NA			06/25/2001
(1115)	0.60	220	R								NA		NA			06/25/2001
(1116)	0.32	80	R								NA		NA			06/25/2001
(1117)	0.12	45	R								NA		NA			06/25/2001
(1118)	0.19	360	R								NA		NA			06/18/2001
(1118)	0.40	400	R								NA		NA			06/25/2001
(1119)	0.74	190	R								NA		NA			06/18/2001
(1119)	0.48	480	R								NA		NA			06/18/2001

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

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Town of Colonial Beach																
(1120)	0.29	70	R			From: 96-1121 To: 96-1153					NA			NA		06/18/2001
(1121)	1.28	600	G	97%	0%	2%	0%	1%	0%	C	0.097	F	0.567	600	G	2002
(1122)	0.25	40	R			From: 96-1121 To: 96-1101					NA			NA		06/18/2001
(1123)	0.14	80	R			From: 96-1121 North To: 96-1121 South					NA			NA		06/18/2001
(1124)	0.19	240	R			From: Dead End To: 96-1121					NA			NA		06/18/2001
(1124)	0.26	80	R			From: 96-1121 To: 96-1101					NA			NA		06/18/2001
(1125)	0.32	120	R			From: 96-1158 To: 96-1102					NA			NA		06/18/2001
(1126)	0.13	1500	G	97%	1%	1%	1%	0%	0%	F	0.092	F	0.54	1500	G	2002
(1126)	0.06	1600	G	97%	1%	1%	1%	0%	0%	C	0.094	F	0.651	1600	G	2002
(1126)	0.59	890	G	97%	1%	1%	1%	0%	0%	F	0.093	F	0.566	890	G	2002
(1126)	0.05	400	G	97%	1%	1%	1%	0%	0%	F	0.107	F	0.644	400	G	2002
(1126)	0.30	230	G	97%	1%	1%	1%	0%	0%	F	0.105	F	0.522	230	G	2002
(1127)	0.10	1300	G	97%	0%	2%	0%	0%	0%	C	0.096	F	0.62	1300	G	2002
(1127)	0.17	140	R			From: 96-1107 To: 96-1109					NA			NA		06/18/2001
(1128)	0.18	60	R			From: 96-1121 To: 96-1119					NA			NA		06/18/2001
(1129)	0.28	80	R			From: Dead End To: 96-1101					NA			NA		06/18/2001
(1130)	0.23	50	R			From: 96-1121 To: 96-1101					NA			NA		06/18/2001
(1131)	0.24	130	R			From: 96-1159 To: 96-1102					NA			NA		06/25/2001
(1132)	0.16	520	R			From: 96-1113 To: 96-1114					NA			NA		06/25/2001
(1133)	0.59	310	R			From: SR 205 To: 96-1134					NA			NA		06/25/2001

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

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Town of Colonial Beach																
(1134)	0.12	70	R			From: 96-1114					NA			NA		06/25/2001
						To: 96-1149										
(1135)	0.27	70	R			From: 96-1160					NA			NA		06/25/2001
						To: 96-1143										
(1136)	0.16	70	R			From: SR 205					NA			NA		06/25/2001
						To: 96-1153										
(1137)	0.09	49	R			From: 96-1126					NA			NA		06/25/2001
						To: 96-1143										
(1138)	0.10	80	R			From: 96-1102					NA			NA		06/25/2001
						To: Dead End										
(1139)	0.10	80	R			From: 96-1102					NA			NA		1998
						To: Dead End										
(1140)	0.27	40	R			From: 96-1160					NA			NA		06/25/2001
						To: 96-1143										
(1141)	0.59	180	R			From: SR 205					NA			NA		06/25/2001
						To: 96-1143										
(1142)	0.58	270	R			From: 96-1143					NA			NA		06/25/2001
						To: SR 205										
(1143)	0.42	130	R			From: 96-1135					NA			NA		06/25/2001
						To: 96-1152										
(1144)	0.20	60	R			From: 96-1121					NA			NA		06/18/2001
						To: 96-1101										
(1145)	0.24	40	R			From: 96-1121					NA			NA		06/18/2001
						To: 96-1101										
(1146)	0.22	48	R			From: 96-1121					NA			NA		06/18/2001
						To: 96-1101										
(1147)	0.27	47	R			From: 96-1121					NA			NA		06/18/2001
						To: 96-1101										
(1148)	0.20	20	R			From: 96-1121					NA			NA		06/18/2001
						To: 96-1119										
(1149)	0.57	180	R			From: SR 205					NA			NA		06/25/2001
						To: 96-1134										
(1150)	0.28	90	R			From: 96-1160					NA			NA		06/25/2001
						To: 96-1143										
(1151)	0.11	47	R			From: 96-1126					NA			NA		06/25/2001
						To: 96-1143										
(1152)	0.55	560	R			From: SR 205					NA			NA		06/25/2001
						To: 96-1143										

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

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Town of Colonial Beach																
(1153)	0.22	100	R			From: SR 205					NA		NA			06/25/2001
						To: 96-1136 Gap Terminus										
(1153)	0.45	160	R			From: 96-1163 Gap Terminus					NA		NA			06/25/2001
						To: Dead End										
(1154)	0.47	330	R			From: SR 205					NA		NA			06/25/2001
						To: 96-1153										
(1155)	0.37	360	R			From: SR 205					NA		NA			06/25/2001
						To: 96-1153										
(1157)	0.06	80	R			From: 96-1158					NA		NA			06/18/2001
						To: Dead End										
(1158)	0.14	150	R			From: 96-1157					NA		NA			06/18/2001
						To: SR 205										
(1159)	0.20	80	R			From: 96-1125					NA		NA			06/25/2001
						To: 96-1116										
(1160)	0.57	500	R			From: 96-1114					NA		NA			06/25/2001
						To: 96-1152										
(1161)	0.47	250	R			From: SR 205					NA		NA			06/25/2001
						To: 96-1153										
(1162)	0.31	130	R			From: 96-1161					NA		NA			06/25/2001
						To: 96-1136										
(1163)	0.25	60	R			From: 96-1161					NA		NA			06/25/2001
						To: 96-1153										
(1164)	0.20	140	R			From: Dead End					NA		NA			1998
						To: SR 205 Y										
(1165)	0.12	40	R			From: 96-1144					NA		NA			06/18/2001
						To: 96-1120										
(1166)	0.16	910	R			From: SR 205; SR 205 Y					NA		NA			06/25/2001
						To: 96-1114										
(1166)	0.06	540	R			From: 96-1114					NA		NA			06/25/2001
						To: 96-1133										
(1166)	0.06	460	R			From: 96-1149					NA		NA			06/25/2001
						To: 96-1149										
(1166)	0.13	270	R			From: 96-1141					NA		NA			06/25/2001
						To: 96-1141										
(1167)	0.01	140	R			From: SR 205 West					NA		NA			07/11/2001
						To: SWCL Colonial Beach										
Westmoreland County																
(1167)	0.31	80	R			From: SWCL Colonial Beach					NA		NA			07/11/2001
						To: SCL Colonial Beach										

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

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Town of Colonial Beach																
(1167)	0.01	160	R			From: SCL Colonial Beach					NA			NA		07/11/2001
						To: SR 205 East										
Westmoreland County																
(1180)	0.25	80	R			From: Dead End					NA			NA		07/23/2001
						To: 96-630										
(1181)	0.10	20	R			From: Dead End					NA			NA		07/23/2001
						To: 96-1180										
Town of Montross																
(1201)	0.07	340	R			From: SR 3					NA			NA		07/09/2001
						To: 96-622										
(1202)	0.01	20	R			From: Dead End					NA			NA		1998
						To: 96-1211										
(1202)	0.03	140	R			From: 96-1211					NA			NA		1998
						To: 96-1206										
(1202)	0.04	200	R			From: 96-1206					NA			NA		1998
						To: 96-1207										
(1202)	0.05	380	R			From: 96-1207					NA			NA		1998
						To: 96-1203										
(1202)	0.12	470	R			From: 96-1203					NA			NA		07/09/2001
						To: SR 3										
(1203)	0.22	360	R			From: SR 3					NA			NA		07/09/2001
						To: 96-1202										
(1204)	0.23	180	R			From: Dead End					NA			NA		1998
						To: SR 3										
(1205)	0.21	110	R			From: 96-681					NA			NA		07/09/2001
						To: 96-1203										
(1206)	0.15	140	R			From: 96-1202					NA			NA		1998
						To: 96-1205										
Westmoreland County																
(1207)	0.11	80	R			From: Dead End					NA			NA		1998
						To: 96-1212; SCL MONTROSS										
Town of Montross																
(1207)	0.16	230	R			From: 96-1212; SCL MONTROSS					NA			NA		1998
						To: 96-1202										
(1208)	0.07	40	R			From: 96-1201					NA			NA		1998
						To: Dead End										
(1209)	0.10	80	R			From: SR 3					NA			NA		1998
						To: NCL MONTROSS										
Westmoreland County																
(1209)	0.16	40	R			From: NCL MONTROSS					NA			NA		1998
						To: Dead End										

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

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Town of Montross																
(1210)	0.18	390	R			From: Dead End					NA		NA			1998
						To: SR 3										
(1211)	0.10	120	R			From: 96-1202					NA		NA			1998
						To: SCL MONTROSS										
Westmoreland County																
(1211)	0.04	100	R			From: SCL MONTROSS					NA		NA			1998
						To: 96-1212										
(1212)	0.34	120	R			From: Dead End					NA		NA			1998
						To: 96-1211										
(1212)	0.06	80	R			From: SCL MONTROSS					NA		NA			1998
						To: SCL MONTROSS										
Town of Montross																
(1212)	0.01	80	R			From: SCL MONTROSS					NA		NA			1998
						To: 96-1207 SCL MONTROSS										
(1213)	0.06	180	R			From: 96-622					NA		NA			1998
						To: 96-1214										
(1213)	0.09	60	R			From: Cul-de-Sac					NA		NA			1998
						To: Cul-de-Sac										
Westmoreland County																
(1214)	0.06	60	R			From: 96-1213					NA		NA			1998
						To: Cul-de-Sac										
(1300)	0.25	590	R			From: 96-1302					NA		NA			07/11/2001
						To: 96-658										
(1301)	0.49	60	R			From: Dead End					NA		NA			1998
						To: SR 3; SR 205										
(1302)	0.06	150	R			From: 96-1327					NA		NA			07/11/2001
						To: 96-1326										
(1302)	0.08	190	R			From: 96-1317					NA		NA			07/11/2001
						To: 96-1317										
(1302)	0.64	240	R			From: 96-1306					NA		NA			07/11/2001
						To: 96-1306										
(1302)	0.20	710	R			From: 96-1300					NA		NA			07/11/2001
						To: 96-1300										
(1302)	0.23	220	R			From: 96-1309					NA		NA			07/11/2001
						To: 96-1309										
(1303)	0.10	290	R			From: 96-1302; 96-1309					NA		NA			1998
						To: 96-658										
(1304)	0.45	110	R			From: 96-1313					NA		NA			07/11/2001
						To: 96-1302										
(1305)	0.06	NA				From: 96-1308					NA		NA			
						To: 96-633										
(1305)	0.19	70	R			From: 96-1302					NA		NA			07/11/2001
						To: 96-1302										

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

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Westmoreland County																
1306	0.22	190	R			From: 96-1316					NA		NA			07/11/2001
						To: 96-1302										
1307	0.23	70	R			From: WAKEFIELD DR					NA		NA			07/11/2001
						To: 96-1306										
1308	0.36	140	R			From: Dead End					NA		NA			07/11/2001
						To: 96-1302										
1309	0.18	150	R			From: 96-1302; 96-1303					NA		NA			1998
						To: Cul-de-Sac										
1310	0.56	2300	R			From: 96-638					NA		NA			05/31/2001
						To: 96-1312										
1310	0.28	610	R			From: 96-1311					NA		NA			05/31/2001
						To: 96-1310										
1311	0.48	420	R			From: 96-1310					NA		NA			1998
						To: 96-1315										
1312	0.42	380	R			From: 96-1328					NA		NA			1998
						To: 96-1318										
1312	0.44	320	R			From: 0.45 MS 69-1318					NA		NA			05/31/2001
						To: Cul-de-Sac										
1312	0.14	70	R			From: 96-1333					NA		NA			05/31/2001
						To: 96-1314										
1313	0.06	100	R			From: 96-1314					NA		NA			07/11/2001
						To: 96-1316										
1313	0.06	180	R			From: 96-1316					NA		NA			1998
						To: 96-658										
1313	0.51	120	R			From: 96-658					NA		NA			1998
						To: Dead End										
1314	0.19	130	R			From: Dead End					NA		NA			1998
						To: 96-1313										
1315	0.43	110	R			From: 96-1311					NA		NA			1998
						To: Dead End										
1315	0.29	310	R			From: Dead End					NA		NA			1998
						To: 96-1332										
1316	0.21	50	R			From: 96-1332					NA		NA			07/11/2001
						To: 96-1313										
1316	0.24	90	R			From: 96-1313					NA		NA			07/11/2001
						To: 96-1306										
1317	0.16	60	R			From: 96-1305					NA		NA			1998
						To: 96-1302										
1318	0.22	70	R			From: AZALEA WAY					NA		NA			1998
						To: 96-1312										

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

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Westmoreland County																
(1319)	0.39	120	R			From: 96-1312 SOUTH					NA			NA		1998
						To: 96-1312 NORTH										
(1320)	0.11	80	R			From: Dead End					NA			NA		1998
(1320)	0.38	160	R			From: 96-1321					NA			NA		1998
						To: 96-633										
(1321)	0.18	210	R			From: 96-633					NA			NA		1998
(1321)	0.27	90	R			From: 96-1324					NA			NA		1998
						To: 96-1320										
(1322)	0.09	70	R			From: 96-1324					NA			NA		1998
(1322)	0.20	160	R			From: 96-1323					NA			NA		1998
						To: 96-1325										
(1323)	0.05	40	R			From: Cul-de-Sac					NA			NA		1998
						To: 96-1322										
(1324)	0.09	60	R			From: 96-1325					NA			NA		1998
(1324)	0.12	80	R			From: 96-1322					NA			NA		1998
						To: 96-1321										
(1325)	0.08	40	R			From: Cul-de-Sac					NA			NA		1998
(1325)	0.29	180	R			From: 96-1324					NA			NA		1998
(1325)	0.09	320	R			From: 96-1322					NA			NA		1998
						To: 96-633										
(1326)	0.20	40	R			From: 96-633					NA			NA		07/11/2001
						To: 96-1302										
(1327)	0.20	220	R			From: 96-1302					NA			NA		07/11/2001
						To: 96-633										
(1328)	1.04	630	R			From: Dead End					NA			NA		05/31/2001
						To: 96-1315										
(1329)	0.37	1600	R			From: 96-1310					NA			NA		05/31/2001
						To: 96-1328										
(1330)	0.17	NA				From: Dead End/					NA			NA		
						To: 96-01329(B)/										
(1331)	0.22	NA				From: Dead End/					NA			NA		
						To: 96-01329(B)/										
(1332)	0.37	60	R			From: 96-1333 EAST					NA			NA		07/11/2001
						To: Dead End										

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

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Westmoreland County																
(1333)	0.29	80	R			From: 96-1332 WEST					NA			NA		07/11/2001
						To: 96-1332 EAST										
(1334)	0.26	NA				From: LAKEVIEW DRIVE(R)/					NA			NA		
						To: 96-01329(B)/										
(1335)	0.16	30	R			From: 96-682					NA			NA		05/31/2001
						To: 96-1339										
(1336)	0.09	45	R			From: 96-1337					NA			NA		05/31/2001
						To: Cul-de-Sac										
(1337)	0.34	100	R			From: 96-682					NA			NA		05/31/2001
						To: Dead End										
(1338)	0.08	70	R			From: 96-1339					NA			NA		05/31/2001
						To: 96-1337										
(1339)	0.14	49	R			From: 96-1338					NA			NA		05/31/2001
						To: 96-682										
(1340)	0.43	180	R			From: 96-682					NA			NA		05/31/2001
						To: 96-1342										
(1341)	0.16	60	R			From: 96-1340					NA			NA		05/31/2001
						To: 96-682										
(1342)	0.25	30	R			From: 96-1341					NA			NA		05/31/2001
						To: 96-1340										
(1343)	0.66	20	R			From: 96-682 WEST					NA			NA		05/31/2001
						To: 96-682 EAST										
(1344) Blackwell Rd	0.34	NA				From: 96-1343 SOUTH					NA			NA		
						To: Dead End										
(1345)	0.06	80	R			From: 96-1302					NA			NA		07/11/2001
						To: Dead End										
(1346)	0.31	NA				From: LAKE VIEW DRIVE(R)/					NA			NA		
						To: 96-01329(B)/										
(1347)	0.25	NA				From: Dead End/					NA			NA		
						To: 96-01308(L)/RT 1308(R)/										
(1401)	0.14	46	R			From: 96-1402					NA			NA		1998
						To: 96-1403										
(1401)	0.03	90	R			From: 96-610					NA			NA		1998
						To: 96-610										
(1402)	0.20	30	R			From: 96-1403 WEST					NA			NA		06/14/2001
						To: 96-671										
(1403)	0.18	20	R			From: 96-1402 EAST					NA			NA		06/14/2001
						To: 96-1402 WEST										

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

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Westmoreland County																
(1403)	0.18	30	R			From: 96-1402 WEST					NA			NA		06/14/2001
(1403)	0.04	60	R			From: 0.18 MN 96-1402					NA			NA		1998
						To: 96-1401										
(1404)	0.04	9	R			From: Dead End					NA			NA		06/14/2001
						To: 96-1402										
(1410)	0.24	50	R			From: 96-729					NA			NA		1998
						To: Dead End										
(1420)	0.43	150	R			From: 96-624					NA			NA		1998
(1420)	0.01	140	R			From: 96-1423					NA			NA		1986
						To: Dead End										
(1421)	1.05	130	R			From: 96-624					NA			NA		1998
						To: 96-1422										
(1422)	0.22	70	R			From: 96-1421					NA			NA		1998
						To: Dead End										
(1423)	0.16	30	R			From: Dead End					NA			NA		1998
(1423)	0.52	110	R			From: 96-1424					NA			NA		1998
						To: 96-1420										
(1424)	0.06	20	R			From: 96-1425					NA			NA		1998
						To: 96-1423										
(1425)	0.16	20	R			From: Cul-de-Sac					NA			NA		1998
						To: 96-1424										
(1501)	0.39	530	R			From: 96-626					NA			NA		05/16/2001
(1501)	0.13	520	R			To: 96-1509 WEST					NA			NA		1998
(1501)	0.17	490	R			To: 96-1515					NA			NA		1998
(1501)	0.18	330	R			To: 96-1502					NA			NA		1998
(1501)	0.05	310	R			To: 96-1505					NA			NA		1998
(1501)	0.06	270	R			To: 96-1511					NA			NA		1998
(1501)	0.08	210	R			To: 96-1508					NA			NA		1998
(1501)	0.09	160	R			To: 96-1505					NA			NA		1998
(1501)	0.06	150	R			To: 96-1507					NA			NA		1998
(1501)	0.05	120	R			To: 96-1509 EAST					NA			NA		1998
						To: 96-1504 NORTH										

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

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Westmoreland County																
(1501)	0.04	80	R			From: 96-1504 NORTH					NA			NA		1998
						To: 96-1504 SOUTH										
(1502)	0.16	240	R			From: 96-1501					NA			NA		1998
(1502)	0.26	210	R			From: 96-1513					NA			NA		1998
						To: 96-1503										
(1503)	0.26	90	R			From: 96-1535					NA			NA		05/16/2001
(1503)	0.09	190	R			From: 96-1502					NA			NA		1998
(1503)	0.11	150	R			From: 96-1541					NA			NA		1998
(1503)	0.15	100	R			From: 96-1517 WEST					NA			NA		1998
(1503)	0.35	60	R			From: 96-1517 EAST					NA			NA		1998
						To: Cul-de-Sac										
(1504)	0.28	30	R			From: 96-1501 NORTH					NA			NA		1998
(1504)	0.17	45	R			From: 96-1510					NA			NA		1998
						To: 96-1501 SOUTH										
(1505)	0.13	80	R			From: 96-1501 EAST					NA			NA		1998
(1505)	0.25	20	R			From: 96-1506					NA			NA		1998
						To: 96-1501 WEST										
(1506)	0.07	50	R			From: 96-1505					NA			NA		1998
						To: Cul-de-Sac										
(1507)	0.07	30	R			From: 96-1509					NA			NA		1998
						To: 96-1501										
(1508)	0.16	40	R			From: 96-1509					NA			NA		1998
						To: 96-1501										
(1509)	0.45	40	R			From: 96-1501 WEST					NA			NA		1998
(1509)	0.15	40	R			From: 96-1516					NA			NA		1998
(1509)	0.46	30	R			From: 96-1515					NA			NA		1998
(1509)	0.11	30	R			From: 96-1511					NA			NA		1998
(1509)	0.30	20	R			From: 96-1508					NA			NA		1998
(1509)	0.04	20	R			From: 96-1507					NA			NA		1998
(1509)	0.09	60	R			From: 96-1512					NA			NA		1998
						To: 96-1501 EAST										

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

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Westmoreland County																
(1510)	0.07	40	R			From: 96-1504					NA			NA		1998
						To: Cul-de-Sac										
(1511)	0.10	60	R			From: 96-1509					NA			NA		1998
						To: 96-1501										
(1512)	0.02	30	R			From: Cul-de-Sac					NA			NA		1998
						To: 96-1509										
(1513)	0.12	30	R			From: 96-1502					NA			NA		1998
						To: 96-1514 SOUTH										
(1513)	0.08	8	R			From: 96-1514 SOUTH					NA			NA		1998
						To: 96-1514 NORTH										
(1514)	0.22	7	R			From: 96-1513 SOUTH					NA			NA		1998
						To: 96-1513 NORTH										
(1515)	0.20	100	R			From: 96-1501					NA			NA		1998
						To: 96-1509										
(1516)	0.08	40	R			From: 96-1509					NA			NA		1998
						To: Dead End										
(1517)	0.26	20	R			From: 96-1503 WEST					NA			NA		1998
						To: 96-1503 EAST										
(1530)	1.13	230	R			From: 96-626					NA			NA		1998
						To: 96-1531 WEST										
(1530)	0.15	100	R			From: 96-1531 WEST					NA			NA		1998
						To: 96-1531 EAST										
(1530)	0.35	40	R			From: 96-1531 EAST					NA			NA		1998
						To: 96-1532										
(1530)	0.10	30	R			From: 96-1532					NA			NA		1998
						To: Cul-de-Sac										
(1531)	0.14	40	R			From: 96-1530 WEST					NA			NA		1998
						To: 96-1532										
(1531)	0.06	10	R			From: 96-1532					NA			NA		1998
						To: 96-1530 EAST										
(1532)	0.35	30	R			From: 96-1531					NA			NA		1998
						To: 96-1530										
(1533)	0.25	20	R			From: Cul-de-Sac					NA			NA		06/14/2001
						To: 96-1530										
(1533)	0.45	140	R			From: 96-1530					NA			NA		06/14/2001
						To: 96-1556										
(1533)	0.17	60	R			From: 96-1556					NA			NA		06/14/2001
						To: 96-1534										
(1533)	0.02	20	R			From: 96-1534					NA			NA		06/14/2001
						To: Dead End										
(1534)	0.18	50	R			From: 96-1533					NA			NA		06/14/2001
						To: Cul-de-Sac										

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

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Westmoreland County																
(1535)	0.26	80	R			From: 96-1503					NA		NA			05/16/2001
(1535)	0.15	90	R			From: 96-1540					NA		NA			05/16/2001
(1535)	0.24	160	R			From: 96-1536					NA		NA			05/16/2001
(1536)	0.15	80	R			From: 96-1530					NA		NA			05/16/2001
(1536)	0.15	80	R			From: 96-1535					NA		NA			05/16/2001
(1536)	0.10	40	R			From: 96-1550					NA		NA			05/16/2001
(1536)	0.18	30	R			From: 96-1538					NA		NA			05/16/2001
(1536)	0.03	7	R			From: 96-1537					NA		NA			05/16/2001
(1537)	0.12	20	R			To: Cul-de-Sac					NA		NA			05/16/2001
(1538)	0.11	20	R			From: Cul-de-Sac					NA		NA			1998
(1538)	0.09	20	R			To: 96-1539					NA		NA			05/16/2001
(1539)	0.23	8	R			From: 96-1536					NA		NA			05/16/2001
(1540)	0.09	30	R			To: 96-1538					NA		NA			05/16/2001
(1541)	0.11	80	R			From: 96-1535					NA		NA			05/16/2001
(1541)	0.07	60	R			To: 96-1539					NA		NA			05/16/2001
(1542)	0.17	20	R			From: 96-1503					NA		NA			05/16/2001
(1543)	0.10	20	R			To: 96-1542					NA		NA			05/16/2001
(1544)	0.07	20	R			From: 96-1544					NA		NA			05/16/2001
(1544)	0.14	20	R			To: 96-1541					NA		NA			05/16/2001
(1545)	0.12	NA				From: Cul-de-Sac					NA		NA			05/16/2001
(1546)	0.16	NA				To: 96-1543					NA		NA			05/16/2001
(1547)	0.33	NA				From: 96-1541					NA		NA			05/16/2001
(1547)	0.33	NA				To: Cul-de-Sac					NA		NA			05/16/2001
(1545)	0.12	NA				From: 96-01533(B)/					NA		NA			
(1546)	0.16	NA				To: Dead End/					NA		NA			
(1547)	0.33	NA				From: 96-01533(B)/					NA		NA			
(1547)	0.33	NA				To: DOLPHIN COURT(B)/					NA		NA			
(1547)	0.33	NA				To: 96-01533(B)/RT 1547(U)/					NA		NA			

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

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Westmoreland County																
(1548)	0.04	NA				From: 96-01536(B)/					NA			NA		
						To: Cul-de-Sac/										
(1550)	0.06	40	R			From: 96-1536					NA			NA		05/16/2001
						To: Cul-de-Sac										
(1556)	0.40	45	R			From: 96-1533					NA			NA		06/14/2001
						To: 96-1557										
(1556)	0.05	10	R			From: 96-1557					NA			NA		06/14/2001
						To: Cul-de-Sac										
(1557)	0.09	7	R			From: 96-1556					NA			NA		06/14/2001
						To: Cul-de-Sac										
(1558)	0.18	30	R			From: 96-1556					NA			NA		06/14/2001
						To: Dead End										
(1601)	0.93	350	R			From: 96-609					NA			NA		07/23/2001
						To: 96-1611										
(1601)	0.23	250	R			From: 96-1611					NA			NA		1998
						To: 96-1603										
(1601)	0.30	210	R			From: 96-1603					NA			NA		1998
						To: 96-1614										
(1601)	0.20	190	R			From: 96-1614					NA			NA		1998
						To: 96-1612										
(1601)	0.22	180	R			From: 96-1612					NA			NA		1998
						To: 96-1617 WEST										
(1601)	0.27	160	R			From: 96-1617 WEST					NA			NA		1998
						To: 96-1615										
(1601)	0.05	150	R			From: 96-1615					NA			NA		1998
						To: 96-1617 EAST										
(1601)	0.13	150	R			From: 96-1617 EAST					NA			NA		1998
						To: 96-1602										
(1601)	0.70	220	R			From: 96-1602					NA			NA		1998
						To: 96-693; 96-1609										
(1602)	0.20	180	R			From: 96-1607					NA			NA		1998
						To: 96-1616										
(1602)	0.43	120	R			From: 96-1616					NA			NA		1998
						To: 96-1610										
(1602)	0.27	160	R			From: 96-1610					NA			NA		1998
						To: 96-1601										
(1603)	0.10	10	R			From: 96-1605					NA			NA		1998
						To: 96-1604										
(1603)	0.19	40	R			From: 96-1604					NA			NA		1998
						To: 96-1601										
(1604)	0.16	20	R			From: 96-1603					NA			NA		1998
						To: 96-1605										
(1604)	0.14	20	R			From: 96-1605					NA			NA		1998
						To: Dead End										

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

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Westmoreland County																
(1605)	0.13	6	R			From: 96-1603					NA			NA		1998
						To: 96-1604										
(1606)	0.08	20	R			From: 96-693					NA			NA		1998
						To: Dead End										
(1607)	0.47	40	R			From: BEGIN LOOP					NA			NA		1998
						To: END LOOP										
(1607)	0.07	210	R			From: 96-1602					NA			NA		1998
(1607)	0.06	240	R			From: 96-1610					NA			NA		1998
(1607)	0.04	240	R			From: 96-1610					NA			NA		1998
(1607)	0.07	260	R			From: 96-1608					NA			NA		1998
						To: 96-1609										
(1608)	0.30	49	R			From: 96-1607					NA			NA		1998
						To: 96-1609										
(1609)	0.07	20	R			From: Cul-de-Sac					NA			NA		07/23/2001
						To: 96-1608										
(1609)	0.26	40	R			From: 96-1607					NA			NA		1998
(1609)	0.24	290	R			From: 96-1607					NA			NA		1998
						To: 96-693; 96-1601										
(1610)	0.54	30	R			From: 96-1607					NA			NA		1998
						To: 96-1602										
(1611)	0.27	80	R			From: 96-1613					NA			NA		1998
						To: 96-1601										
(1612)	0.33	20	R			From: Cul-de-Sac					NA			NA		1998
						To: 96-1601										
(1613)	0.12	10	R			From: Cul-de-Sac					NA			NA		1998
						To: 96-1611										
(1614)	0.33	20	R			From: Dead End					NA			NA		1998
						To: 96-1601										
(1615)	0.33	20	R			From: NOMINI DR					NA			NA		1998
						To: 96-1601										
(1616)	0.16	60	R			From: 96-1602					NA			NA		1998
						To: Cul-de-Sac										
(1617)	0.22	30	R			From: 96-1601 WEST					NA			NA		07/23/2001
						To: 96-1601 EAST										
(1618)	0.32	30	R			From: 96-609					NA			NA		1998
						To: AVIAN COURT										

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

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Westmoreland County																
1619	0.07	20	R			From: 96-1601					NA		NA			07/23/2001
						To: Cul-de-Sac										
1620	0.05	8	R			From: Cul-de-Sac					NA		NA			07/23/2001
						To: 96-1608										
1622	0.25	10	R			From: Cul-de-Sac					NA		NA			07/23/2001
						To: 96-1601										
1623	0.20	20	R			From: 96-1616 SOUTH					NA		NA			07/23/2001
						To: 96-1616 NORTH										
1624	0.12	46	R			From: 96-1602					NA		NA			07/23/2001
						To: Cul-de-Sac										
1628	0.10	20	R			From: Cul-de-Sac					NA		NA			07/23/2001
						To: 96-1611										
1629	0.17	NA				From: Dead End/					NA		NA			
						To: 96-01601(B)/										
1630	0.19	40	R			From: 96-1606					NA		NA			07/23/2001
						To: 96-693										
1631	0.10	60	R			From: 96-1630					NA		NA			07/23/2001
						To: 96-1632										
1632	0.12	20	R			From: Cul-de-Sac					NA		NA			07/23/2001
						To: Cul-de-Sac										
1633	0.28	30	R			From: 96-693 WEST					NA		NA			07/23/2001
						To: 96-693 EAST										
1634	0.06	20	R			From: 96-693					NA		NA			07/23/2001
						To: Dead End										
1635	0.11	9	R			From: 96-1634					NA		NA			07/23/2001
						To: Cul-de-Sac										
1636	0.22	20	R			From: 96-693					NA		NA			07/23/2001
						To: Cul-de-Sac										
1637	0.36	20	R			From: 96-693 WEST					NA		NA			07/23/2001
						To: 96-693 EAST										
9732	0.11	40	R			From: 96-690					NA		NA			07/23/2001
						To: MONTROSS ELEM SCH										
9735	0.20	20	R			From: SR 202					NA		NA			07/05/2001
						To: COPLE PRI SCH										
9980	0.23	NA				From: BEGIN LOOP					NA		NA			
						To: 96-1301										