

2001

Virginia Department of Transportation
Daily Traffic Volumes
Including Vehicle Classification Estimates
where available

Jurisdiction Report

59

Middlesex County
Town of Urbanna

Virginia Department of Transportation
Traffic Engineering Division
Traffic Monitoring Section

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

One of these booklets includes a list of all Interstate and Primary highway segments with the estimated Annual Average Daily Traffic (AADT). AADT is the total annual traffic estimate divided by the number of days in the year. This book is titled "Average Daily Traffic Volumes on Interstate, Arterial and Primary Routes".

The second booklet includes the same information as the first, along with some additional information such as an estimate of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks. This booklet also includes the 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; and a "Design Hour" estimate which is a value used by planners to formulate design criteria. This book is titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes".

Both of the Interstate and Primary booklets mentioned above include 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 booklet has been redesigned based on user requests and feedback. The people at VDOT Traffic Engineering's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

In addition to the two annual publications, 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 all 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".

Available this year is a compact disc (CD) that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. One disc will include both Primary and Interstate publications as well as each of the 100 Jurisdiction Reports. The CD will also include a number of summary reports not available in the printed version.

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 Traffic Engineering 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

Design Hour: The estimate of the traffic volume for the 30th highest traffic volume occurring in a one-year period.

QK: Quality of the Design Hour estimate:

- A 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B 30th Highest Hour Observed During Less than 12 Months of Continuous Traffic Data
- F Factored Highest Hour Collected at in a 48 Hour Weekday Period
- G Factored Highest Hour Collected at in a 48 Hour Weekday Period with Growth Element
- M Manual Estimate of 30th Highest Hour
- N Design Hour of Similar Neighboring Traffic Link
- O Provided by External Source

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

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, the actual date that the count was obtained is provided. All other AADT data are factored to be accurate for the year of the report.

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
Wye - 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
Traffic Engineering Division
2001
Annual Average Daily Traffic Volume Estimates By Section of Route
Middlesex Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Middlesex County															
3	5.84	5000	G	92%	1%	3%	1%	3%	0%	F	430	G	4900	G	2001
				From:	Lancaster County Line										
3	3.45	5500	G	92%	1%	3%	1%	3%	0%	C	460	G	5500	G	2001
				To:	N SR 33 Harmony Village										
3	3.20	5300	G	92%	1%	3%	1%	3%	0%	F	490	G	5300	G	2001
				From:	S SR 33 Near Hartfield										
				To:	Mattews County Line										
17	0.81	11000	G	96%	0%	2%	0%	1%	0%	F	890	G	11000	G	2001
				From:	Gloucester County Line										
17	1.02	5100	G	96%	0%	2%	0%	1%	0%	F	420	G	5200	G	2001
				To:	Bus US 17; SR 33 South of Saluda										
17	2.79	5700	G	96%	0%	2%	0%	1%	0%	F	500	G	5800	G	2001
				From:	Bus US 17 North of Saluda										
17	2.38	4700	G	96%	0%	2%	0%	1%	0%	F	420	G	4800	G	2001
				To:	59-603 Warner										
17	7.46	5100	G	96%	0%	2%	0%	1%	0%	F	450	G	5200	G	2001
				From:	59-602										
				To:	Essex County Line										
Bus 17	0.80	6600	G	91%	1%	3%	1%	3%	0%	F	510	G	6500	G	2001
				From:	US 17 South of Saluda										
Bus 17	0.83	3100	G	91%	1%	3%	1%	3%	0%	F	280	G	3100	G	2001
				To:	SR 33 Saluda										
33 17	0.81	11000	G	96%	0%	2%	0%	1%	0%	F	890	G	11000	G	2001
				From:	Gloucester County Line										
33 Bus 17	0.80	6600	G	91%	1%	3%	1%	3%	0%	F	510	G	6500	G	2001
				To:	RT 17 SOUTH OF SALUDA										
33	1.78	8600	G	92%	1%	2%	2%	3%	0%	F	690	G	8500	G	2001
				From:	US 17 BUS SALUDA										
33	2.93	8600	G	92%	1%	2%	2%	3%	0%	F	700	G	8600	G	2001
				To:	SR 227 Cooks Corner										
33	2.18	8300	G	92%	1%	2%	2%	3%	0%	F	680	G	8300	G	2001
				From:	59-619										
33 3	3.45	5500	G	92%	1%	3%	1%	3%	0%	C	460	G	5500	G	2001
				To:	SR 3 Harmony Village										
33	2.15	4600	G	94%	0%	4%	1%	1%	0%	F	410	G	4600	G	2001
				From:	SR 3 NEAR HARTFIELD										
33	4.26	5700	G	94%	0%	4%	1%	1%	0%	F	550	G	5700	G	2001
				To:	59-628										
33	2.00	2800	G	94%	0%	4%	1%	1%	0%	F	260	G	2800	G	2001
				From:	59-636										
				To:	Stingray Point										
227	2.35	3600	G	97%	0%	2%	0%	1%	0%	F	300	G	3600	G	2001
				From:	SR 33 Cooks Corner										
				To:	ECL Urbanna										
Town of Urbanna															
227	0.63	3600	N	97%	0%	2%	0%	1%	0%	N	300	N	3600	N	2001
				From:	ECL Urbanna										
				To:	WCL Urbanna										
Middlesex County															
600	0.20	40	R								NA		NA		05/03/2000
				From:	Dead End										
				To:	Essex County Line										

Virginia Department of Transportation
 Traffic Engineering Division
 2001
 Annual Average Daily Traffic Volume Estimates By Section of Route
 Middlesex Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Middlesex County															
601	1.50	60	R								NA	NA			05/03/2000
602	2.81	280	G	97%	0%	1%	0%	1%	0%	F	20	G	280	G	2001
602	2.78	1200	G	97%	0%	2%	0%	1%	0%	F	110	G	1200	G	2001
602	2.75	2100	G	97%	0%	2%	0%	1%	0%	C	200	G	2100	G	2001
603	1.30	380	G	98%	1%	2%	0%	0%	0%	F	40	G	380	G	2001
603	1.97	300	G	98%	1%	1%	0%	0%	0%	F	30	G	300	G	2001
603	2.33	490	G	98%	1%	1%	0%	0%	0%	C	60	G	490	G	2001
604	0.75	100	R								NA	NA			1997
604	1.00	210	R								NA	NA			1997
604	2.05	60	R								NA	NA			05/01/2000
605	2.22	590	R								NA	NA			05/08/2000
605	0.50	180	R								NA	NA			05/08/2000
605	0.80	190	R								NA	NA			05/08/2000
606	3.29	140	R								NA	NA			1997
606	1.23	50	R								NA	NA			1997
607	1.53	160	R								NA	NA			05/03/2000
608	0.80	160	R								NA	NA			05/23/2000
609	1.84	270	R								NA	NA			05/03/2000
610	0.60	560	R								NA	NA			05/03/2000
610	2.30	280	R								NA	NA			05/03/2000
611	0.30	40	R								NA	NA			05/03/2000

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 Middlesex Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Middlesex County															
612	2.60	300	R								NA	NA			05/03/2000
613	0.40	70	R								NA	NA			05/03/2000
614	0.80	70	R								NA	NA			1997
614	0.50	70	R								NA	NA			1997
615	0.55	80	R								NA	NA			05/03/2000
615	1.80	210	R								NA	NA			1997
615	0.99	1300	G	97%	0%	2%	0%	1%	0%	C	130	G	1300	G	2001
615	1.00	450	R								NA	NA			06/01/2000
616	1.42	1200	G	97%	0%	1%	0%	1%	0%	C	130	G	1200	G	2001
617	0.17	290	R								NA	NA			05/23/2000
617	0.53	49	R								NA	NA			05/23/2000
618	4.22	90	R								NA	NA			1997
618	0.08	210	R								NA	NA			1997
618	0.05	590	R								NA	NA			1997
618	1.35	190	R								NA	NA			1997
619	0.50	390	R								NA	NA			05/08/2000
619	1.04	660	R								NA	NA			05/08/2000
619	0.36	820	R								NA	NA			05/08/2000
619	0.60	230	R								NA	NA			05/17/2000
619	0.20	20	R								NA	NA			05/17/2000
620	1.20	290	R								NA	NA			1997
620	0.60	90	R								NA	NA			1997

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Middlesex County															
621	0.74	280	R			From: SR 3 To: Dead End					NA		NA		1997
622	0.77	3000	G	96%	1%	2%	0%	1%	0%	C	270	G	3000	G	2001
From: 59-623 To: SR 3															
623	0.49	3000	G	96%	1%	2%	0%	1%	0%	C	260	G	3000	G	2001
From: 59-624 To: 59-622															
623	0.80	350	R			From: 59-661					NA		NA		1997
623	0.10	160	R			From: 59-704					NA		NA		1997
623	0.10	30	R			From: 59-704 To: Dead End					NA		NA		1997
624	1.30	2900	G	96%	1%	2%	0%	1%	0%	C	260	G	2900	G	2001
From: 59-626 To: 59-623															
624	1.20	540	R			From: SR 3					NA		NA		1997
625	1.40	350	R			From: SR 3					NA		NA		05/11/2000
625	3.00	530	G	95%	1%	3%	0%	1%	0%	C	60	G	530	G	2001
From: 59-624 To: 59-628															
626	0.43	3400	G	96%	1%	2%	0%	1%	0%	C	300	G	3400	G	2001
From: SR 3 To: 59-624															
626	1.10	580	R			From: 59-625 WEST To: 59-625 EAST					NA		NA		05/11/2000
626	1.30	430	R			From: 59-625 EAST To: Dead End					NA		NA		05/17/2000
627	1.10	160	R			From: 59-625 To: Dead End					NA		NA		05/17/2000
628	1.00	970	G	94%	0%	5%	0%	1%	0%	C	80	G	960	G	2001
From: US 33 To: 59-625															
628	0.45	720	R			From: 59-702					NA		NA		05/15/2000
628	0.85	160	R			From: 59-702 To: Dead End					NA		NA		05/15/2000
629	2.50	1200	G	95%	1%	2%	2%	1%	0%	F	130	G	1200	G	2001
From: 59-707 To: 59-619															
629	4.14	680	G	95%	1%	2%	2%	1%	0%	C	70	G	670	G	2001
From: SR 33 To: SR 33															
630	0.70	110	R			From: Dead End					NA		NA		05/11/2000
630	1.00	1400	G	97%	0%	2%	0%	0%	0%	C	150	G	1400	G	2001
From: SR 3 To: SR 33															

Virginia Department of Transportation
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 Middlesex Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Middlesex County															
631	0.77	1100	R								NA		NA		1997
				From	SR 33										
631	0.04	700	R								NA		NA		1997
				From	59-716										
631	0.59	180	R								NA		NA		1997
				From	59-712										
				To	59-709										
632	0.90	220	R								NA		NA		1997
				From	Dead End										
				To	59-633										
633	0.62	260	R								NA		NA		1997
				From	Dead End										
				To	59-632										
633	0.80	560	R								NA		NA		1997
				From	SR 33										
				To	SR 33										
634	1.00	290	R								NA		NA		05/17/2000
				From	Dead End										
				To	Dead End										
635	0.80	60	R								NA		NA		05/03/2000
				From	Dead End										
				To	59-602										
636	1.30	940	G	95%	0%	4%	0%	1%	0%	C	100	G	930	G	2001
				From	SR 33										
				To	Dead End										
637	1.25	560	R								NA		NA		1997
				From	59-602										
637	0.10	30	R								NA		NA		1997
				From	59-656										
				To	Dead End										
638	0.30	70	R								NA		NA		05/17/2000
				From	SR 33 WEST										
				To	SR 33 EAST										
639	0.30	400	R								NA		NA		1997
				From	SR 33										
639	0.39	120	R								NA		NA		1997
				From	59-713										
				To	Dead End										
640	2.30	820	G	95%	0%	2%	0%	3%	0%	C	80	G	810	G	2001
				From	US 17										
640	2.45	650	G	95%	0%	2%	0%	3%	0%	F	70	G	640	G	2001
				From	59-679										
				To	59-651										
640	0.20	260	R								NA		NA		1997
				From	59-682										
640	0.35	140	R								NA		NA		1997
				From	59-682										
				To	Dead End										
641	0.80	170	R								NA		NA		1997
				From	Dead End										
				To	59-629 EAST										
641	0.44	400	R								NA		NA		1997
				From	59-629 WEST										
				To	SR 33 SR 227										
642	0.02	220	R								NA		NA		05/03/2000
				From	US 17										
				To	59-606										

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						2Axle	3+Axle	1Trail	2Trail						
Middlesex County															
643	0.40	460	R			From: SR 33					NA		NA		1997
643	0.40	70	R			To: 59-636					NA		NA		1997
						From: Dead End									
644	1.00	70	R			To: 59-629					NA		NA		05/08/2000
645	1.57	220	R			From: SR 3					NA		NA		1997
						To: Dead End									
646	0.04	730	R			From: SR 3					NA		NA		05/11/2000
646	0.78	180	R			To: 59-663; 59-699					NA		NA		05/11/2000
						To: Dead End									
647	0.63	40	R			From: Dead End					NA		NA		05/08/2000
						To: 59-605									
648	1.97	130	R			From: 59-604					NA		NA		05/08/2000
						To: Dead End									
650	0.15	30	R			From: Dead End					NA		NA		05/15/2000
650	0.08	60	R			To: 0.15 ME Dead End					NA		NA		05/15/2000
						To: 59-636									
651	0.65	90	R			From: 59-640					NA		NA		05/23/2000
651	0.52	40	R			To: 59-685					NA		NA		05/23/2000
						To: Dead End									
652	0.45	480	R			From: SR 33					NA		NA		1997
652	0.05	130	R			To: 59-664					NA		NA		1997
						To: Dead End									
653	0.34	20	R			From: SR 3					NA		NA		05/11/2000
						To: SR 3									
654	0.50	40	R			From: Dead End					NA		NA		1997
						To: SR 33									
655	0.21	40	R			From: Dead End					NA		NA		05/11/2000
						To: SR 3									
656	0.40	200	R			From: 59-637					NA		NA		05/23/2000
						To: Dead End									
657	1.09	290	R			From: SR 3					NA		NA		05/17/2000
						To: Dead End									
658	0.55	20	R			From: 59-695					NA		NA		05/03/2000
						To: Dead End									

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 Middlesex Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Middlesex County															
659	0.13	170	R			From: Dead End					NA	NA			1997
						To: 59-636									
660	0.34	130	R			From: Dead End					NA	NA			1997
						To: 59-683									
660	0.16	420	R			From: SR 33					NA	NA			1997
						To: Dead End									
660	0.09	NA				From: 59-623					NA	NA			
						To: Dead End									
661	0.20	6	R			From: SR 33; 59-688					NA	NA			05/17/2000
						To: Dead End									
662	0.40	60	R			From: 59-646; 59-699					NA	NA			05/11/2000
						To: Dead End									
663	1.01	320	R			From: Dead End					NA	NA			05/15/2000
						To: 59-672									
664	0.17	80	R			From: 59-652					NA	NA			05/15/2000
						To: Dead End									
665	0.40	140	R			From: Dead End					NA	NA			05/03/2000
						To: US 17; 59-616									
666	1.23	48	R			From: Dead End					NA	NA			05/03/2000
						To: 59-606									
667	0.40	60	R			From: 59-629					NA	NA			05/09/2000
						To: Dead End									
668	0.40	180	R			From: Dead End					NA	NA			05/08/2000
						To: 59-619									
669	0.60	100	R			From: 59-619					NA	NA			05/17/2000
						To: Dead End									
670	0.58	NA				From: Dead End/					NA	NA			
						To: 59-00640(B)/									
671	0.16	80	R			From: Dead End					NA	NA			05/23/2000
						To: US 17 BUS									
672	0.65	90	R			From: 59-664					NA	NA			1997
						To: Dead End									
673	0.51	110	R			From: SR 33					NA	NA			05/17/2000
						To: Dead End									
674	0.16	170	R			From: 59-618					NA	NA			1997
						To: 59-706									

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Middlesex County															
(675)	0.05	230	R			From: SR 33					NA		NA		05/23/2000
						To: 59-674									
(676)	2.27	440	R			From: 59-602					NA		NA		1997
						To: Dead End									
(677)	0.52	220	R			From: 59-636					NA		NA		1997
						To: Dead End									
(678)	0.41	120	R			From: SR 3					NA		NA		05/11/2000
						To: Dead End									
(679)	0.35	60	R			From: 59-640					NA		NA		05/23/2000
						To: Dead End									
(680)	0.74	340	R			From: 59-602					NA		NA		06/01/2000
						To: Dead End									
(681)	0.63	80	R			From: SR 33					NA		NA		05/17/2000
						To: Dead End									
(682)	0.32	120	R			From: 59-640					NA		NA		05/23/2000
						To: Dead End									
(683)	0.33	270	R			From: Dead End					NA		NA		1997
						To: 59-660									
(684)	0.86	540	R			From: 59-602					NA		NA		06/01/2000
						To: Dead End									
(685)	0.15	30	R			From: Dead End					NA		NA		05/23/2000
						To: 59-651									
(686)	0.55	130	R			From: 59-622					NA		NA		05/11/2000
						To: Dead End									
(687)	0.50	50	R			From: US 17					NA		NA		05/03/2000
						To: Dead End									
(688)	0.24	110	R			From: SR 33; 59-662					NA		NA		1997
						To: Dead End									
(689)	0.13	100	R			From: 59-659					NA		NA		1997
						To: 59-636									
(690)	1.42	730	R			From: Dead End					NA		NA		1997
						To: 59-629									
(691)	0.25	30	R			From: 59-602					NA		NA		05/23/2000
						To: 59-602									
(692)	0.06	40	R			From: Dead End					NA		NA		1997
						To: 59-701									
(692)	0.09	100	R			From: 59-701					NA		NA		1997
						To: US 17 BUS									

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						2Axle	3+Axle	1Trail	2Trail						
Middlesex County															
693	2.94	70	R			From: 59-640 To: Dead End					NA		NA		05/23/2000
694	0.52	90	R			From: 59-663 To: Dead End					NA		NA		05/11/2000
695	1.06	70	R			From: US 17 To: 59-602					NA		NA		1997
696	0.49	46	R			From: SR 33 To: Dead End					NA		NA		05/17/2000
697	0.17	60	R			From: US 17 BUS To: 59-698					NA		NA		05/23/2000
698	0.07	30	R			From: 59-617 To: 59-697					NA		NA		05/23/2000
699	0.31	260	R			From: 59-646; 59-663 To: Dead End					NA		NA		05/11/2000
700	0.06	130	R			From: Dead End To: 59-629					NA		NA		05/08/2000
701	0.06	30	R			From: 59-692 To: 59-671					NA		NA		1997
702	0.79	540	R			From: 59-628 To: Dead End					NA		NA		05/15/2000
703	0.78	170	R			From: Dead End To: SR 33					NA		NA		1997
704	0.39	100	R			From: 59-623 To: Dead End					NA		NA		05/17/2000
705	0.46	360	R			From: Dead End To: 59-629					NA		NA		05/08/2000
706	0.07	190	R			From: SR 33 To: Dead End					NA		NA		05/23/2000
707	0.34	1200	R			From: SR 3 EAST To: 59-708					NA		NA		05/11/2000
707	0.07	1200	R			From: 59-629 To: SR 3					NA		NA		05/11/2000
707	0.30	610	G	98%	0%	1%	0%	0%	0%	C	60	G	610	G	2001
708	1.40	110	R			From: Dead End To: 59-707					NA		NA		05/11/2000
709	0.25	90	R			From: Dead End To: 59-631					NA		NA		1997

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						2Axle	3+Axle	1Trail	2Trail						
Middlesex County															
710	0.35	400	R								NA		NA		05/15/2000
711	0.08	40	R								NA		NA		05/08/2000
712	1.07	410	R								NA		NA		05/15/2000
713	0.55	190	R								NA		NA		1997
714	0.34	170	R								NA		NA		1997
715	0.15	40	R								NA		NA		06/01/2000
716	0.07	210	R								NA		NA		1997
717	0.19	180	R								NA		NA		1997
718	0.15	140	R								NA		NA		1997
719	0.34	6	R								NA		NA		05/08/2000
720	0.12	110	R								NA		NA		05/15/2000
720	0.17	80	R								NA		NA		05/15/2000
721	0.02	20	R								NA		NA		05/15/2000
725	0.70	280	R								NA		NA		05/11/2000
727	0.20	40	R								NA		NA		05/17/2000
730	0.10	660	R								NA		NA		05/23/2000
740	0.13	240	R								NA		NA		05/23/2000
Town of Urbanna															
1001	0.33	1000	G	98%	0%	1%	0%	0%	0%	C	100	G	1000	G	2001
1001	0.14	640	G	98%	0%	2%	0%	0%	0%	F	60	G	630	G	2001

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						2Axle	3+Axle	1Trail	2Trail							
Town of Urbanna																
(1001)	0.18	310	G	98%	0%	2%	0%	1%	0%	C	40	G	300	G	2001	
				From:	59-1007											
				To:	59-1014											
(1002)	0.23	340	R								NA		NA		1997	
				From:	Dead End											
				To:	SR 227; 59-1005											
(1003)	0.12	910	R								NA		NA		1997	
				From:	59-1009											
				To:	SR 227											
(1004)	0.05	60	R								NA		NA		1997	
				From:	Dead End											
				To:	SR 227											
(1005)	0.25	740	G	99%	0%	1%	0%	0%	0%	C	80	G	730	G	2001	
				From:	SR 227											
(1005)	0.15	530	G	99%	0%	1%	0%	0%	0%	F	50	G	520	G	2001	
				From:	59-1006											
				To:	59-1007											
(1005)	0.09	270	R								NA		NA		1997	
				From:	59-1013											
				To:	59-1008											
(1006)	0.10	240	G	98%	0%	1%	0%	1%	0%	C	30	G	240	G	2001	
				From:	59-1001											
				To:	59-1005											
(1006)	0.14	80	R								NA		NA		1997	
				From:	59-1005											
				To:	Dead End											
(1007)	0.10	80	R								NA		NA		1997	
				From:	59-1001											
				To:	59-1005											
(1007)	0.07	250	R								NA		NA		1997	
				From:	59-1005											
				To:	59-1022											
(1008)	0.13	90	R								NA		NA		1997	
				From:	59-1001											
				To:	59-1014											
(1009)	0.04	1000	R								NA		NA		1997	
				From:	59-1003											
				To:	SR 227											
Middlesex County																
(1010)	0.08	90	R								NA		NA		1997	
				From:	Dead End											
				To:	59-1023 SOUTH											
(1010)	0.17	190	R								NA		NA		1997	
				From:	59-1016											
				To:	29-1016											
(1010)	0.14	380	R								NA		NA		1997	
				From:	59-1016											
				To:	59-1023 NORTH											
(1010)	0.19	1000	R								NA		NA		1997	
				From:	59-1023 NORTH											
				To:	SR 227											
Town of Urbanna																
(1010)	0.05	830	R								NA		NA		1997	
				From:	SR 227											
				To:	59-1025											
(1010)	0.06	480	R								NA		NA		1997	
				From:	59-1025											
				To:	59-1019											
(1010)	0.08	260	R								NA		NA		1997	
				From:	59-1019											
				To:	59-1020											

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						2Axle	3+Axle	1Trail	2Trail						
Middlesex County															
1011	0.50	270	R			From: Dead End					NA	NA			1997
						To: 59-602									
Town of Urbanna															
1012	0.30	220	R			From: Dead End					NA	NA			1997
						To: 59-1005									
1013	0.17	60	R			From: 59-1001					NA	NA			1997
						To: 59-1014									
1014	0.19	90	R			From: 59-1001					NA	NA			1997
						To: 59-1013									
1015	0.11	260	R			From: SR 227					NA	NA			1997
						To: ECL URBANNA									
Middlesex County															
1016	0.25	180	R			From: Dead End					NA	NA			1997
						To: 59-1010									
Town of Urbanna															
1017	0.04	560	R			From: SR 227					NA	NA			1997
						To: Dead End									
1018	0.13	60	R			From: Dead End					NA	NA			1997
						To: 59-1001									
1019	0.12	120	R			From: 59-1021					NA	NA			1997
						To: 59-1001									
1020	0.05	70	R			From: Dead End					NA	NA			1997
						To: 59-1021									
1020	0.12	190	R			From: 59-1001					NA	NA			1997
						To: 59-1001									
1021	0.14	45	R			From: 59-1019					NA	NA			1997
						To: Dead End									
1022	0.04	50	R			From: Dead End					NA	NA			1997
						To: 59-1007									
1022	0.05	160	R			From: 59-1007					NA	NA			1997
						To: Dead End									
Middlesex County															
1023	0.06	440	R			From: 59-1010 NORTH					NA	NA			1997
						To: 59-1024 NORTH									
1023	0.24	60	R			From: 59-1024 NORTH					NA	NA			1997
						To: 59-1024 SOUTH									
1023	0.06	60	R			From: 59-1024 SOUTH					NA	NA			1997
						To: 59-1010 SOUTH									
1024	0.22	180	R			From: 59-1023 SOUTH					NA	NA			1997
						To: 59-1023 NORTH									

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						2Axle	3+Axle	1Trail	2Trail						
Town of Urbanna															
1025	0.06	60	R				From: Dead End				NA		NA		06/01/2000
							To: 59-1010								
1026	0.06	20	R				From: 59-1001				NA		NA		06/01/2000
							To: Cul-de-Sac								
1027	0.06	90	R				From: 59-1001				NA		NA		06/01/2000
							To: Cul-de-Sac								
1028	0.12	110	R				From: 59-1001				NA		NA		1997
							To: Cul-de-Sac								
Middlesex County															
1030	0.04	50	R				From: 59-1032				NA		NA		05/03/2000
							To: 59-1031								
1030	0.09	70	R				From: 59-609				NA		NA		05/03/2000
							To: 59-1030								
1031	0.16	60	R				From: 59-1030				NA		NA		05/03/2000
							To: 59-1033								
1031	0.03	20	R				From: Dead End				NA		NA		05/03/2000
							To: Dead End								
1032	0.24	30	R				From: Dead End				NA		NA		1997
							To: 59-1030								
1032	0.16	30	R				From: 29-1030				NA		NA		1997
							To: 59-1033								
1033	0.04	8	R				From: 59-1032				NA		NA		05/03/2000
							To: 59-1031								
1035	1.56	370	R				From: Dead End				NA		NA		05/11/2000
							To: SR 3								
1036	0.66	90	R				From: Cul-de-Sac				NA		NA		05/11/2000
							To: 59-1035								
1037	0.92	NA					From: Cul-de-Sac				NA		NA		
							To: 59-1035								
1040	1.11	80	R				From: Dead End				NA		NA		1997
							To: SR 33								
1041	0.78	NA					From: SR 33				NA		NA		
							To: 59-1090; 59-1091								
1041	0.48	NA					From: 59-1094				NA		NA		
							To: 59-1044								
1042	0.43	240	R				From: SR 33				NA		NA		1997
							To: Cul-de-Sac								
1043	0.77	180	R				From: Cul-de-Sac				NA		NA		1997
							To: SR 33								

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						2Axle	3+Axle	1Trail	2Trail						
Middlesex County															
1044	0.40	80	R			From: Cul-de-Sac					NA		NA		1997
						To: 59-1043									
1045	0.14	110	R			From: 59-615					NA		NA		06/01/2000
						To: Cul-de-Sac									
1046	0.13	120	R			From: Cul-de-Sac					NA		NA		06/01/2000
						To: 59-615									
1047	0.18	80	R			From: Cul-de-Sac					NA		NA		06/01/2000
						To: Cul-de-Sac									
1050	0.09	40	R			From: Cul-de-Sac					NA		NA		06/01/2000
						To: 59-676									
1051	0.09	50	R			From: Cul-de-Sac					NA		NA		06/01/2000
						To: 59-676									
1052	0.26	140	R			From: Cul-de-Sac					NA		NA		06/01/2000
						To: 59-676									
1053	0.06	40	R			From: 59-676					NA		NA		06/01/2000
						To: 59-1054									
1054	0.12	30	R			From: Cul-de-Sac					NA		NA		06/01/2000
						To: 59-1053									
1054	0.08	10	R			From: 59-1053					NA		NA		06/01/2000
						To: Cul-de-Sac									
1055	0.09	40	R			From: Cul-de-Sac					NA		NA		06/01/2000
						To: 59-1056									
1055	0.19	80	R			From: 59-1056					NA		NA		06/01/2000
						To: 59-676									
1056	0.10	49	R			From: Cul-de-Sac					NA		NA		06/01/2000
						To: 59-1055									
1060	0.13	NA				From: SR-00003(B)/					NA		NA		
						To: 59-01061(B)/									
1061	0.99	NA				From: Dead End/					NA		NA		
						To: Cul-de-Sac/									
1062	0.07	NA				From: 59-01061(B)/					NA		NA		
						To: Cul-de-Sac/									
1063	0.22	NA				From: 59-01061(B)/					NA		NA		
						To: Cul-de-Sac/									
1064	0.07	NA				From: 59-01061(B)/					NA		NA		
						To: Cul-de-Sac/									
1070	0.70	NA				From: SR-00227(B)/					NA		NA		
						To: Cul-de-Sac/									

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Middlesex County															
(1071)	0.08	NA									NA		NA		
						From: 59-01070(B)/									
						To: Cul-de-Sac/									
(1072)	0.12	NA									NA		NA		
						From: 59-01071(B)/									
						To: Cul-de-Sac/									
(1080)	1.81	NA									NA		NA		
						From: Dead End/									
						To: SR-00003(B)/MARINER S WOOD									
(1081)	0.26	NA									NA		NA		
						From: 59-01080(B)/									
						To: Dead End/									
(1082)	0.43	NA									NA		NA		
						From: 59-01081(B)/									
						To: Dead End/									
(1090)	0.16	NA									NA		NA		
						From: Cul-de-Sac/									
						To: 59-01041(B)/59-01091(U)/									
(1091)	0.64	NA									NA		NA		
						From: 59-01041(B)/59-01090(U)/									
						To: 59-01041(B)/									
(1092)	0.25	NA									NA		NA		
						From: 59-01091(B)/									
						To: Cul-de-Sac/									
(1093)	0.17	NA									NA		NA		
						From: 59-01091(B)/									
						To: Cul-de-Sac/									
(1094)	0.14	NA									NA		NA		
						From: Cul-de-Sac/									
						To: Cul-de-Sac/									
(1101)	0.70	490	G	96%	0%	3%	0%	1%	0%	C	60	G	490	G	2001
						From: Dead End									
						To: SR 33									
(1102)	1.13	1500	G	96%	0%	3%	0%	1%	0%	C	140	G	1500	G	2001
						From: Dead End									
						To: SR 33									
(1103)	0.50	170	R								NA		NA		1997
						From: SR 33									
						To: 59-1102									
(1104)	0.50	380	G	96%	0%	2%	0%	1%	0%	C	60	G	380	G	2001
						From: Dead End									
						To: 59-1102									
(1105)	0.23	200	R								NA		NA		1997
						From: 59-1102									
						To: Dead End									
(1106)	0.12	48	R								NA		NA		1997
						From: SR 33									
						To: Dead End									
(1107)	0.22	100	R								NA		NA		1997
						From: Dead End									
						To: 59-1101									
(1108)	0.33	130	R								NA		NA		1997
						From: Dead End									
						To: 59-1104									
(1109)	0.16	80	R								NA		NA		1997
						From: Dead End									
						To: 59-636									

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						2Axle	3+Axle	1Trail	2Trail						
Middlesex County															
1110	0.18	280	R			From: SR 33					NA	NA			1997
						To: Dead End									
1111	0.43	210	R			From: Dead End					NA	NA			1997
						To: 59-1102									
1112	0.15	190	R			From: SR 33					NA	NA			1997
						To: Dead End									
1113	0.28	130	R			From: Dead End					NA	NA			1997
						To: SR 33									
1120	0.40	150	R			From: 59-633					NA	NA			05/15/2000
						To: 59-1121									
1121	0.09	70	R			From: 59-1124					NA	NA			05/15/2000
						To: 59-1123									
1121	0.06	100	R			From: 59-1123					NA	NA			05/15/2000
						To: 59-1120									
1121	0.05	80	R			From: 59-1120					NA	NA			05/15/2000
						To: 59-1122									
1121	0.01	6	R			From: 59-1122					NA	NA			05/15/2000
						To: Dead End									
1122	0.18	80	R			From: Cul-de-Sac					NA	NA			05/15/2000
						To: 59-1121									
1123	0.11	60	R			From: Cul-de-Sac					NA	NA			05/15/2000
						To: 59-1121									
1124	0.05	45	R			From: 59-1121					NA	NA			05/15/2000
						To: Cul-de-Sac									
9256	0.15	130	R			From: SR 33					NA	NA			1997
						To: ST CLAIR WALKER SCH									
9257	0.09	80	R			From: SR 33					NA	NA			1997
						To: WILTON ELEM SCH									
9258	0.15	210	R			From: US 17					NA	NA			1997
						To: MIDDLESEX HIGH SCH									
9259	0.11	80	R			From: SR 33 RAPPAHANNOCK					NA	NA			1997
						To: CEN ELEM SCH									