

2001

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

Jurisdiction Report

96

Westmoreland County
Town of Colonial Beach
Town of Montross

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
Westmoreland Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Westmoreland County															
3	2.84	4200	F	88%	1%	3%	2%	5%	0%	F	360	F	4200	F	2001
				From:	King George County Line										
				To:	SR 205 Oak Grove										
3	2.83	6000	F	88%	1%	3%	2%	5%	0%	F	460	F	6000	F	2001
				From:	SR 204 N Of Potomac Mills										
				To:	96-624										
3	2.05	6200	F	88%	1%	3%	2%	5%	0%	F	480	F	6200	F	2001
				From:	96-624										
				To:	SR 347										
3	2.83	5300	F	88%	1%	3%	2%	5%	0%	F	410	F	5200	F	2001
				From:	SR 347										
				To:	SR 214 Lerty										
3	3.57	5000	F	90%	1%	3%	1%	4%	0%	F	410	F	5000	F	2001
				From:	SR 214 Lerty										
				To:	WCL Montross										
Town of Montross															
3	0.95	5000	N	90%	1%	3%	1%	4%	0%	N	410	N	5000	N	2001
				From:	WCL Montross										
				To:	Rt T622 E Int										
3	1.49	8800	F	93%	1%	2%	1%	3%	0%	C	770	F	8800	F	2001
				From:	Rt T622 E Int										
				To:	ECL Montross										
Westmoreland County															
3	2.18	8800	N	93%	1%	2%	1%	3%	0%	N	770	N	8800	N	2001
				From:	ECL Montross										
				To:	SR 202 Templeton										
3	5.60	4000	F	93%	1%	2%	1%	3%	0%	F	360	F	4000	F	2001
				From:	SR 202 Templeton										
				To:	Richmond County Line										
202	0.33	3900	F	92%	1%	3%	1%	3%	0%	C	340	F	3900	F	2001
				From:	SR 3										
				To:	SR 202 Y										
202	5.39	3700	F	92%	1%	3%	1%	3%	0%	F	320	F	3600	F	2001
				From:	SR 202 Y										
				To:	96-626										
202	4.22	3500	F	92%	1%	3%	1%	3%	0%	C	310	F	3500	F	2001
				From:	96-626										
				To:	96-611										
202	2.64	2800	F	92%	1%	3%	1%	3%	0%	F	230	F	2800	F	2001
				From:	96-611										
				To:	W SR 203										
202	0.60	3300	F	92%	1%	3%	1%	3%	0%	F	280	F	3300	F	2001
				From:	W SR 203										
				To:	SR 203 Greys Corner										
202	1.21	2700	F	91%	1%	3%	1%	3%	0%	F	230	F	2700	F	2001
				From:	SR 203 Greys Corner										
				To:	Northumberland County Line										
203	5.82	2300	F	86%	0%	3%	2%	8%	0%	F	200	F	2300	F	2001
				From:	Northumberland County Line										
				To:	96-604 Griffiths Corner										
203	1.21	770	F	86%	0%	3%	2%	8%	0%	C	70	F	770	F	2001
				From:	96-604 Griffiths Corner										
				To:	W SR 202										
203 202	0.60	3300	F	92%	1%	3%	1%	3%	0%	F	280	F	3300	F	2001
				From:	W SR 202										
				To:	E SR 202										
203	1.73	950	F	86%	0%	3%	2%	8%	0%	F	110	F	950	F	2001
				From:	E SR 202										
				To:	96-608 Kinsale										
204	1.73	220	F	97%	0%	2%	0%	0%	0%	C	30	F	220	F	2001
				From:	96-608 Kinsale										
				To:	SR 3 North of Potomac Mills										
				To:	Wakefield										
205	3.56	4600	F	95%	0%	2%	1%	1%	0%	F	410	F	4600	F	2001
				From:	Wakefield										
				To:	King George County Line										
				To:	NCL Colonial Beach										

Virginia Department of Transportation
 Traffic Engineering Division
 2001
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 Westmoreland Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Town of Colonial Beach															
(205)	1.79	4600	N	95%	0%	2%	1%	1%	0%	N	410	N	4600	N	2001
				From: NCL Colonial Beach											
				To: WCL Colonial Beach											
(205)	0.27	5600	F	95%	0%	2%	1%	1%	0%	F	500	F	5600	F	2001
				From: WCL Colonial Beach											
				To: WCL Colonial Beach											
Westmoreland County															
(205)	3.34	5600	N	95%	0%	2%	1%	1%	0%	N	500	N	5600	N	2001
				From: WCL Colonial Beach											
				To: E 96-628											
(205)	2.08	5800	F	95%	0%	2%	1%	1%	0%	C	510	F	5700	F	2001
				From: SR 3 Oak Grove											
				To: SR 205											
Wye (205)	0.02	6900	F	97%	1%	2%	0%	1%	0%	C	600	F	6900	F	2001
				From: WCL Colonial Beach											
				To: WCL Colonial Beach											
Town of Colonial Beach															
Wye (205)	0.69	6900	N	97%	1%	2%	0%	1%	0%	N	600	N	6900	N	2001
				From: WCL Colonial Beach											
				To: End State Maintenance SR 205											
Westmoreland County															
(214)	2.48	1000	F	96%	1%	2%	2%	1%	0%	C	90	F	1000	F	2001
				From: SR 3 Lerty											
				To: 96-609											
(600)	0.07	490	R								NA		NA		1992
				From: SR 202 Y											
(600)	3.21	420	F	95%	2%	2%	0%	1%	0%	F	48	F	420	F	2001
				From: SR 202											
(600)	0.93	900	F	95%	2%	2%	0%	1%	0%	C	90	F	900	F	2001
				From: 96-621 NORTH											
(600)	1.72	350	F	95%	2%	2%	0%	1%	0%	F	40	F	350	F	2001
				From: 96-621 SOUTH											
(600)	0.81	820	F	95%	2%	2%	0%	1%	0%	F	80	F	820	F	2001
				From: 96-612 NORTH											
(600)	0.43	300	F	95%	2%	2%	0%	1%	0%	F	40	F	300	F	2001
				From: 96-615											
(600)	1.95	300	F	95%	2%	2%	0%	1%	0%	F	40	F	300	F	2001
				From: 96-614											
(600)	1.28	580	F	95%	2%	2%	0%	1%	0%	F	60	F	580	F	2001
				From: SR 203											
(600)	1.16	270	R								NA		NA		06/05/2001
				From: 96-619											
(600)	0.72	250	R								NA		NA		06/05/2001
				From: 96-601											
				To: Northumberland County Line											
(601)	3.00	40	R								NA		NA		06/05/2001
				From: 96-600											
(601)	1.20	170	R								NA		NA		06/05/2001
				From: 96-602											
				To: SR 202											
(602)	1.10	160	R								NA		NA		06/05/2001
				From: SR 203											
(602)	0.65	60	R								NA		NA		06/05/2001
				From: 96-601											
				To: Dead End											

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

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Westmoreland County															
603	1.00	60	R								NA		NA		1998
				From:	Dead End										
				To:	SR 203										
604	1.22	1800	F	94%	1%	2%	1%	3%	0%	C	150	F	1800	F	2001
				From:	SR 203										
				To:	SR 202										
604	2.41	1500	F	94%	1%	2%	1%	3%	0%	F	130	F	1500	F	2001
				From:	96-607										
604	2.06	1200	R								NA		NA		06/14/2001
				From:	96-610 WEST										
604	0.32	810	F	94%	1%	2%	1%	3%	0%	F	70	F	810	F	2001
				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	F	96%	1%	2%	0%	1%	0%	C	20	F	240	F	2001
				From:	96-612										
606	0.86	370	F	96%	1%	2%	1%	1%	0%	F	40	F	370	F	2001
				From:	96-611 WEST										
606	1.62	330	R								NA		NA		07/05/2001
				From:	96-610 EAST										
606	1.37	130	R								NA		NA		06/14/2001
				From:	96-604 EAST										
				To:	96-604										
607	1.40	380	F	90%	1%	5%	2%	1%	0%	C	40	F	380	F	2001
				From:	96-608										
				To:	96-604										
608	0.35	530	F	91%	1%	4%	1%	2%	0%	C	60	F	530	F	2001
				From:	SR 203										
608	1.56	460	R								NA		NA		06/14/2001
				From:	96-607										
				To:	Dead End										
609	2.36	710	F	94%	1%	3%	1%	1%	0%	C	80	F	710	F	2001
				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	F	94%	3%	2%	1%	1%	0%	F	47	F	510	F	2001
				From:	96-606 SOUTH										
610	0.93	320	F	94%	3%	3%	1%	1%	0%	C	30	F	320	F	2001
				From:	96-663										
610	1.01	280	F	94%	3%	3%	1%	1%	0%	F	30	F	280	F	2001
				From:	96-732										
610	2.45	700	R								NA		NA		06/14/2001
				From:	96-604 WEST										
				To:	96-604 MID										
610	1.03	200	R								NA		NA		06/14/2001
				From:	96-716										
				To:	96-604 EAST										

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
Westmoreland County																
610	0.25	60	R								NA		NA		1998	
				From:	96-604 EAST											
				To:	Dead End											
611	1.69	940	F	95%	1%	2%	1%	1%	0%	C	90	F	940	F	2001	
				From:	SR 202											
				To:	96-606 WEST											
611	1.26	380	R								NA		NA		07/05/2000	
				From:	96-606 EAST											
				To:	96-661											
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											
				To:	96-680											
612	0.40	360	R								NA		NA		07/05/2001	
				From:	96-680											
				To:	96-687											
612	2.02	860	F	92%	1%	4%	0%	3%	0%	F	90	F	850	F	2001	
				From:	96-687											
				To:	96-692											
612	3.90	1200	F	92%	1%	4%	0%	3%	0%	C	110	F	1200	F	2001	
				From:	96-692											
				To:	SR 202 EAST											
612	0.30	800	F	92%	1%	4%	0%	3%	0%	F	90	F	800	F	2001	
				From:	SR 202 WEST											
				To:	96-616											
612	4.00	400	R								NA		NA		07/05/2001	
				From:	96-616											
				To:	96-600 NORTH											
612	2.90	630	R								NA		NA		07/05/2001	
				From:	96-600 SOUTH											
				To:	96-613											
612	0.40	130	R								NA		NA		07/05/2001	
				From:	96-613											
				To:	SR 3											
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:	Dead End											
				To:	96-612											
614	2.50	20	R								NA		NA		07/05/2001	
				From:	96-612											
				To:	96-616											
615	2.90	240	R								NA		NA		07/05/2001	
				From:	Richmond County Line											
				To:	96-616											
615	0.80	660	R								NA		NA		07/05/2001	
				From:	96-616											
				To:	96-604											
616	0.31	390	F	96%	2%	2%	0%	0%	0%	F	40	F	390	F	2001	
				From:	SR 203											
				To:	96-614											
616	0.93	380	F	96%	2%	2%	0%	0%	0%	F	40	F	380	F	2001	
				From:	96-614											
				To:	96-615											
616	0.75	670	F	96%	1%	2%	0%	0%	0%	C	70	F	670	F	2001	
				From:	96-615											
				To:	96-702											
616	1.66	570	F	96%	2%	2%	0%	0%	0%	F	60	F	570	F	2001	
				From:	96-702											
				To:	96-612											
617	1.50	160	R								NA		NA		1998	
				From:	Northumberland County Line											
				To:	SR 202											

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Traffic Engineering Division
2001
Annual Average Daily Traffic Volume Estimates By Section of Route
Westmoreland Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Westmoreland County															
(618)	0.85	210	R			From: SR 202					NA		NA		07/05/2001
(618)	0.75	210	R			To: 96-700					NA		NA		1998
(619)	0.75	320	F	95%	2%	1%	0%	2%	0%	C	40	F	320	F	2001
(620)	0.58	490	R			From: Richmond County Line					NA		NA		1998
(621)	0.60	540	R			To: SR 203					NA		NA		06/05/2001
(621)	2.07	800	F	93%	2%	3%	0%	2%	0%	C	80	F	800	F	2001
(621)	2.13	640	F	93%	2%	3%	0%	2%	0%	F	60	F	640	F	2001
(621)	3.18	1800	R			From: SR 202 EAST SR 202 WEST					NA		NA		07/09/2001
(621)	0.30	560	F	93%	2%	3%	0%	2%	0%	F	50	F	560	F	2001
(621)	2.30	180	R			To: 96-626 NORTH 96-626 SOUTH					NA		NA		06/14/2001
(622)	0.57	690	F	96%	2%	2%	1%	0%	0%	F	70	F	690	F	2001
Town of Montross															
(622)	0.14	860	F	96%	2%	2%	1%	0%	0%	F	90	F	860	F	2001
(622)	0.04	1300	F	96%	2%	2%	1%	0%	0%	F	140	F	1300	F	2001
(622)	0.25	700	F	96%	2%	2%	1%	0%	0%	C	70	F	700	F	2001
Westmoreland County															
(622)	2.11	530	F	96%	2%	2%	1%	1%	0%	F	60	F	530	F	2001
(622)	1.15	390	F	96%	2%	2%	1%	1%	0%	F	47	F	390	F	2001
(622)	0.70	820	F	96%	2%	2%	1%	0%	0%	F	90	F	820	F	2001
(622)	2.50	150	R			From: 96-609					NA		NA		1998
(623)	0.61	320	R			To: Dead End					NA		NA		1998
(624)	3.38	600	F	93%	0%	3%	1%	3%	0%	C	50	F	600	F	2001
(624)	0.55	950	F	93%	0%	3%	1%	3%	0%	F	90	F	940	F	2001

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Westmoreland County															
624	2.32	320	R			From: SR 3 WEST					NA		NA		1998
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
						To: SR 202 EAST SR 202 WEST									
626	3.23	470	F	82%	5%	12%	0%	1%	0%	F	50	F	470	F	2001
626	3.71	140	F	82%	5%	12%	1%	1%	0%	C	20	F	140	F	2001
						From: 96-621 NORTH									
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	F	98%	0%	2%	0%	0%	0%	F	60	F	530	F	2001
628	1.70	760	F	98%	0%	2%	0%	0%	0%	C	70	F	750	F	2001
						From: 96-630									
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	F	96%	1%	2%	0%	0%	0%	C	48	F	430	F	2001
						From: King George County Line									
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
						To: 96-628									

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						2Axle	3+Axle	1Trail	2Trail						
Westmoreland County															
631	2.30	2800	R			From: 96-628 To: SR 205 NORTH					NA		NA		07/16/2001
632	0.25	260	R			From: SR 205 To: 0.25 MN SR 205					NA		NA		07/11/2001
632	0.76	50	R			From: 0.25 MN SR 205 To: 1.01 MN SR 205					NA		NA		07/11/2001
632	0.61	150	R			From: 1.01 MN SR 205 To: SR 205					NA		NA		07/11/2001
633	0.63	1000	R			From: 96-628 To: 96-1325					NA		NA		07/11/2001
633	0.19	830	R			From: 96-1325 To: 96-1321					NA		NA		1998
633	0.09	620	R			From: 96-1321 To: 96-1320					NA		NA		1998
633	0.24	400	R			From: 96-1320 To: 96-1305					NA		NA		1998
633	0.18	360	R			From: 96-1305 To: 96-1304					NA		NA		1998
633	0.20	180	R			From: 96-1304 To: 96-1302					NA		NA		1998
634	0.80	300	R			From: SR 3 WEST To: 96-637					NA		NA		06/12/2001
634	1.30	300	R			From: 96-637 To: SR 3 EAST					NA		NA		07/16/2001
634	0.30	90	R			From: SR 3 EAST To: Dead End					NA		NA		06/12/2001
635	1.00	330	R			From: Dead End To: 96-638					NA		NA		1998
636	1.95	40	R			From: 96-634 To: 96-638					NA		NA		07/16/2001
637	1.40	130	F	82%	5%	8%	2%	2%	0%	F	20	F	130	F	2001
637	2.32	300	F	82%	5%	9%	2%	2%	0%	C	30	F	300	F	2001
637	3.50	210	R			From: 96-638 To: 96-634					NA		NA		06/12/2001
638	3.09	700	F	92%	2%	3%	1%	2%	0%	F	60	F	700	F	2001
638	1.51	1100	F	92%	2%	3%	1%	2%	0%	C	100	F	1100	F	2001
638	1.15	280	R			From: SR 3 To: SR 205 SOUTH					NA		NA		05/31/2001
638	1.15	280	R			From: SR 205 SOUTH To: SR 205 NORTH					NA		NA		05/31/2001
639	0.81	50	R			From: 96-625 To: 0.82 ME 96-625					NA		NA		07/16/2001

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						2Axle	3+Axle	1Trail	2Trail						
Westmoreland County															
639	1.69	60	R			From: 0.82 ME 96-625					NA		NA		07/16/2001
639	0.09	60	R			From: 96-654					NA		NA		07/16/2001
						To: SR 3									
640	1.10	100	R			From: Dead End					NA		NA		06/12/2001
640	1.10	120	R			From: 96-641					NA		NA		06/12/2001
640	1.20	140	F	96%	0%	From: 96-637				F	20	F	140	F	2001
						4%	0%	1%	0%						
640	2.67	340	F	96%	0%	From: 96-625 NORTH				C	40	F	340	F	2001
						To: 96-624									
641	0.80	150	R			From: 96-637					NA		NA		06/12/2001
						To: 96-640									
642	3.40	180	R			From: 96-624; 96-625					NA		NA		06/12/2001
						To: SR 3									
642	1.00	20	R			From: SR 3 EAST					NA		NA		07/16/2001
						To: Dead End									
643	0.37	30	R			From: Dead End					NA		NA		07/25/2001
643	1.82	850	F	91%	1%	From: 96-622 WEST				C	80	F	850	F	2001
						4%	3%	1%	0%						
						To: 96-645									
644	2.20	220	R			From: 96-622					NA		NA		07/25/2001
						To: SR 214									
645	0.80	180	R			From: Richmond County Line					NA		NA		1998
645	1.51	590	R			From: 96-646					NA		NA		07/16/2001
645	2.35	2100	F	95%	1%	From: SR 3				C	200	F	2100	F	2001
						2%	1%	1%	0%						
645	2.98	1100	R			From: 96-643					NA		NA		07/09/2001
645	0.97	110	R			From: 96-649 EAST					NA		NA		07/09/2001
						To: Dead End									
646	1.10	340	R			From: Richmond County Line					NA		NA		1998
						To: 96-645									
647	0.13	40	R			From: SR 3 WEST					NA		NA		07/09/2001
						To: WCL MONTROSS									
Town of Montross															
647	0.24	40	R			From: WCL MONTROSS					NA		NA		1998
						To: SR 3 EAST									
Westmoreland County															
648	0.10	40	R			From: 96-645					NA		NA		07/23/2001
						To: Dead End; Gap Terminus									

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						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: 0.05 ME 96-640					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: 96-770					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: 96-1300 BEGIN LOOP					NA		NA		1998
						To: 96-1303									
(658)	2.28	440	R			From: 96-1303					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									

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						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	
						To: 96-612									
661	1.25	90	R			From: 96-611					NA	NA		1998	
						To: Dead End									
662	0.50	290	R			From: SR 202					NA	NA		1998	
						To: Dead End									
663	0.90	280	R			From: 96-610					NA	NA		1998	
						To: 96-763									
663	0.55	150	R			From: Dead End					NA	NA		1998	
						To: SR 3									
664	1.70	1200	R			From: SR 3					NA	NA		05/31/2001	
						To: 96-682									
664	0.80	240	R			From: 96-682					NA	NA		1998	
						To: BEGIN LOOP									
664	1.60	120	R			From: BEGIN LOOP					NA	NA		1998	
						To: LOOP END									
665	0.80	100	R			From: Dead End					NA	NA		1998	
						To: 0.80 ME Dead End									
665	0.10	150	R			From: 96-621 NORTH					NA	NA		1998	
						To: 92-621 SOUTH									
665	0.75	160	R			From: 96-626					NA	NA		07/09/2001	
						To: 96-606									
666	1.90	120	R			From: 96-606					NA	NA		1998	
						To: Dead End									
667	0.12	60	R			From: Dead End					NA	NA		1998	
						To: 96-736									
667	0.18	250	R			From: 96-650					NA	NA		1998	
						To: Dead End									
668	0.40	30	R			From: Dead End					NA	NA		07/16/2001	
						To: 96-695									
668	0.50	120	R			From: SR 202					NA	NA		07/16/2001	
						To: SR 3									
669	0.50	30	R			From: SR 3					NA	NA		07/16/2001	
						To: SR 347									
669	0.40	60	R			From: Dead End					NA	NA		07/16/2001	
						To: 96-604									
670	0.11	80	R			From: SR 203					NA	NA		1998	
						To: Dead End									
671	0.52	60	R			From: Dead End					NA	NA		1998	
						To: 96-1402									

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						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											

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						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: Cul-de-Sac					NA		NA		07/16/2001
						To: Dead End									
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	1.65	580	R			From: Richmond County Line					NA		NA		06/05/2001
						To: 96-751									
690	0.15	730	R			From: SR 3					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: 96-757									
692	0.10	50	R			From: 96-756					NA		NA		1998
						To: 96-756									
693	0.68	660	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: Dead End									
695	0.90	60	R			From: 96-668					NA		NA		06/05/2001
						To: Dead End									
696	0.90	130	R			From: Dead End					NA		NA		06/12/2001
						To: 96-637									

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						2Axle	3+Axle	1Trail	2Trail						
Westmoreland County															
(697)	0.99	30	R			From: Dead End					NA	NA			06/12/2001
						To: 96-625									
(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: Dead End					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: Dead End					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: Dead End					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									

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						2Axle	3+Axle	1Trail	2Trail						
Westmoreland County															
713	0.18	60	R			From: Dead End					NA	NA			07/05/2001
						To: 96-702									
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
724	0.09	130	R			From: 0.34 ME Dead End					NA	NA			1998
724	1.05	520	R			From: 96-612					NA	NA			07/05/2001
724	0.55	160	R			From: 96-750					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									

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						2Axle	3+Axle	1Trail	2Trail						
Westmoreland County															
(729)	0.20	90	R			From: 96-1410					NA	NA			1998
(729)	0.30	80	R			From: 96-747					NA	NA			06/14/2001
						To: 96-610									
(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: END 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									

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						2Axle	3+Axle	1Trail	2Trail						
Westmoreland County															
(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									
(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									
(751)	0.06	460	R			From: 96-690					NA	NA			07/23/2001
						To: SR 3									
(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)	0.20	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									

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						2Axle	3+Axle	1Trail	2Trail						
Westmoreland County															
(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									
(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									
(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: SR 203 E; 96-1002 E									
(1002)	0.10	100	R			From: 96-1001 WEST					NA		NA		1998
						To: SR 203; 96-1001 E									
(1003)	0.10	20	R			From: 96-1005					NA		NA		1998
						To: 96-1004									
(1003)	0.09	48	R			From: SR 203					NA		NA		1998
						To: SR 203									

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						2Axle	3+Axle	1Trail	2Trail						
Westmoreland County															
(1004)	0.05	20	R			From: 96-1003 To: SR 203					NA		NA		1998
(1005)	0.02	60	R			From: SR 203 To: 96-1003					NA		NA		1998
(1005)	0.11	2	R			From: 96-1003 To: Dead End					NA		NA		06/14/2001
(1006)	0.20	150	R			From: SR 203 To: Dead End					NA		NA		1998
(1007)	0.03	80	R			From: SR 203; 96-608 To: Dead End					NA		NA		1998
(1009)	0.12	NA				From: 96-00606(B)/ To: Dead End/					NA		NA		
(1010)	0.15	90	R			From: 96-600 To: Cul-de-Sac					NA		NA		06/05/2001
(1015)	0.36	60	R			From: 96-649 To: Cul-de-Sac					NA		NA		07/09/2001
(1016)	0.25	20	R			From: 96-1015 To: Cul-de-Sac					NA		NA		07/09/2001
(1017)	0.32	20	R			From: 96-649 To: Cul-de-Sac					NA		NA		07/09/2001
Town of Colonial Beach															
(1101)	1.35	650	F	97%	0%	2%	0%	1%	0%	C	70	F	650	F	2001
(1101)	0.06	950	R			From: 96-1103 To: 96-1108					NA		NA		06/18/2001
(1102)	0.09	80	R			From: 96-1119 To: 96-1144					NA		NA		1998
(1102)	1.08	250	F	97%	0%	2%	0%	0%	0%	F	30	F	250	F	2001
(1102)	0.12	2800	F	97%	0%	2%	0%	0%	0%	F	250	F	2800	F	2001
(1102)	0.19	4100	F	97%	0%	2%	0%	0%	0%	C	350	F	4100	F	2001
(1102)	0.28	560	F	97%	0%	2%	0%	1%	0%	F	60	F	560	F	2001
(1103)	0.03	90	R			From: Dead End To: 96-1121					NA		NA		06/18/2001
(1103)	0.11	790	F	96%	1%	3%	0%	0%	0%	C	80	F	790	F	2001
(1103)	0.09	2200	R			From: 96-1102 NORTH To: 96-1111					NA		NA		06/18/2001
(1103)	0.03	950	F	96%	1%	3%	0%	0%	0%	F	90	F	950	F	2001

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						2Axle	3+Axle	1Trail	2Trail						
Town of Colonial Beach															
(1104)	0.26	60	R								NA	NA			06/18/2001
(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	F	98%	1%	1%	0%	0%	0%	C	140	F	1400	F	2001
(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	F	97%	0%	1%	1%	0%	0%	C	40	F	290	F	2001
(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

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						2Axle	3+Axle	1Trail	2Trail						
Town of Colonial Beach															
(1119)	0.48	480	R			From: 96-1163 Gap Terminus To: Dead End					NA		NA		06/18/2001
(1120)	0.29	70	R			From: 96-1121 To: 96-1153					NA		NA		06/18/2001
(1121)	1.28	600	F	97%	0%	2%	0%	1%	0%	C	60	F	600	F	2001
(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	F	97%	1%	1%	1%	0%	0%	F	140	F	1500	F	2001
(1126)	0.06	1600	F	97%	1%	1%	1%	0%	0%	C	150	F	1600	F	2001
(1126)	0.59	880	F	97%	1%	1%	1%	0%	0%	F	80	F	880	F	2001
(1126)	0.05	400	F	97%	1%	1%	1%	0%	0%	F	45	F	400	F	2001
(1126)	0.30	230	F	97%	1%	1%	0%	0%	0%	F	20	F	230	F	2001
(1127)	0.10	1300	F	97%	0%	2%	0%	0%	0%	C	120	F	1300	F	2001
(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

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						2Axle	3+Axle	1Trail	2Trail						
Town of Colonial Beach															
1133	0.59	310	R			From: SR 205					NA		NA		06/25/2001
						To: 96-1134									
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									

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						2Axle	3+Axle	1Trail	2Trail						
Town of Colonial Beach															
(1152)	0.55	560	R			From: SR 205					NA		NA		06/25/2001
						To: 96-1143									
(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: 96-1133					NA		NA		06/25/2001
						To: 96-1149									
(1166)	0.13	270	R			From: 96-1149					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									

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						2Axle	3+Axle	1Trail	2Trail						
Westmoreland County															
(1167)	0.31	80	R			From: SWCL Colonial Beach					NA		NA		07/11/2001
						To: SCL Colonial Beach									
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									

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						2Axle	3+Axle	1Trail	2Trail						
Westmoreland County															
(1209)	0.16	40	R			From: NCL MONTROSS					NA		NA		1998
						To: Dead End									
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									

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						2Axle	3+Axle	1Trail	2Trail						
Westmoreland County															
1305	0.19	70	R			From: 96-633					NA		NA		07/11/2001
						To: 96-1302									
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: 96-1312					NA		NA		05/31/2001
						To: 96-1311									
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: 96-1318					NA		NA		05/31/2001
						To: 0.45 MS 69-1318									
1312	0.14	70	R			From: 0.45 MS 69-1318					NA		NA		05/31/2001
						To: Cul-de-Sac									
1313	0.06	100	R			From: 96-1333					NA		NA		07/11/2001
						To: 96-1314									
1313	0.06	180	R			From: 96-1314					NA		NA		1998
						To: 96-1316									
1313	0.51	120	R			From: 96-1316					NA		NA		1998
						To: 96-658									
1314	0.19	130	R			From: Dead End					NA		NA		1998
						To: 96-1313									
1315	0.43	110	R			From: Dead End					NA		NA		1998
						To: 96-1311									
1315	0.29	310	R			From: 96-1311					NA		NA		1998
						To: Dead End									
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									

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						2Axle	3+Axle	1Trail	2Trail						
Westmoreland County															
(1318)	0.22	70	R			From: AZALEA WAY					NA		NA		1998
						To: 96-1312									
(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
						To: 96-1321									
(1320)	0.38	160	R			From: 96-633					NA		NA		1998
						To: 96-633									
(1321)	0.18	210	R			From: 96-633					NA		NA		1998
						To: 96-1324									
(1321)	0.27	90	R			From: 96-1320					NA		NA		1998
						To: 96-1320									
(1322)	0.09	70	R			From: 96-1324					NA		NA		1998
						To: 96-1323									
(1322)	0.20	160	R			From: 96-1325					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
						To: 96-1322									
(1324)	0.12	80	R			From: 96-1321					NA		NA		1998
						To: 96-1321									
(1325)	0.08	40	R			From: Cul-de-Sac					NA		NA		1998
						To: 96-1324									
(1325)	0.29	180	R			From: 96-1324					NA		NA		1998
						To: 96-1322									
(1325)	0.09	320	R			From: 96-633					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)/									

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						2Axle	3+Axle	1Trail	2Trail						
Westmoreland County															
1332	0.37	60	R			From: 96-1333 EAST					NA		NA		07/11/2001
						To: Dead End									
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									
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)/									
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									
1403	0.18	30	R			From: 0.18 MN 96-1402					NA		NA		06/14/2001
						To: 0.18 MN 96-1402									

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						2Axle	3+Axle	1Trail	2Trail						
Westmoreland County															
(1403)	0.04	60	R			From: 0.18 MN 96-1402 To: 96-1401					NA		NA		1998
(1404)	0.04	9	R			From: Dead End To: 96-1402					NA		NA		06/14/2001
(1410)	0.24	50	R			From: 96-729 To: Dead End					NA		NA		1998
(1420)	0.43	150	R			From: 96-624 To: 96-1423					NA		NA		1998
(1420)	0.01	140	R			From: 96-1423 To: Dead End					NA		NA		1986
(1421)	1.05	130	R			From: 96-624 To: 96-1422					NA		NA		1998
(1422)	0.22	70	R			From: 96-1421 To: Dead End					NA		NA		1998
(1423)	0.16	30	R			From: Dead End To: 96-1424					NA		NA		1998
(1423)	0.52	110	R			From: 96-1424 To: 96-1420					NA		NA		1998
(1424)	0.06	20	R			From: 96-1425 To: 96-1423					NA		NA		1998
(1425)	0.16	20	R			From: Cul-de-Sac To: 96-1424					NA		NA		1998
(1501)	0.39	530	R			From: 96-626 To: 96-1509 WEST					NA		NA		05/16/2001
(1501)	0.13	520	R			From: 96-1509 WEST To: 96-1515					NA		NA		1998
(1501)	0.17	490	R			From: 96-1515 To: 96-1502					NA		NA		1998
(1501)	0.18	330	R			From: 96-1502 To: 96-1505					NA		NA		1998
(1501)	0.05	310	R			From: 96-1505 To: 96-1511					NA		NA		1998
(1501)	0.06	270	R			From: 96-1511 To: 96-1508					NA		NA		1998
(1501)	0.08	210	R			From: 96-1508 To: 96-1505					NA		NA		1998
(1501)	0.09	160	R			From: 96-1505 To: 96-1507					NA		NA		1998
(1501)	0.06	150	R			From: 96-1507 To: 96-1509 EAST					NA		NA		1998
(1501)	0.05	120	R			From: 96-1509 EAST To: 96-1504 NORTH					NA		NA		1998
(1501)	0.04	80	R			From: 96-1504 NORTH To: 96-1504 SOUTH					NA		NA		1998

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

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						2Axle	3+Axle	1Trail	2Trail						
Westmoreland County															
(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									
(1535)	0.26	80	R			From: 96-1503					NA		NA		05/16/2001
						To: 96-1540									

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						2Axle	3+Axle	1Trail	2Trail						
Westmoreland County															
(1535)	0.15	90	R			From: 96-1540					NA	NA			05/16/2001
(1535)	0.24	160	R			To: 96-1536					NA	NA			05/16/2001
(1536)	0.15	80	R			From: 96-1535					NA	NA			05/16/2001
(1536)	0.10	40	R			To: 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			To: 96-1537					NA	NA			05/16/2001
(1537)	0.12	20	R			From: Cul-de-Sac					NA	NA			05/16/2001
(1538)	0.11	20	R			To: 96-1536					NA	NA			1998
(1538)	0.09	20	R			From: 96-1539					NA	NA			05/16/2001
(1539)	0.23	8	R			To: 96-1536					NA	NA			05/16/2001
(1540)	0.09	30	R			From: 96-1540					NA	NA			05/16/2001
(1541)	0.11	80	R			To: 96-1538					NA	NA			05/16/2001
(1541)	0.07	60	R			From: 96-1535					NA	NA			05/16/2001
(1542)	0.17	20	R			To: 96-1539					NA	NA			05/16/2001
(1543)	0.10	20	R			From: 96-1503					NA	NA			05/16/2001
(1544)	0.07	20	R			To: 96-1542					NA	NA			05/16/2001
(1544)	0.14	20	R			From: 96-1544					NA	NA			05/16/2001
(1545)	0.12	NA				To: 96-1541					NA	NA			05/16/2001
(1546)	0.16	NA				From: 96-1543					NA	NA			05/16/2001
(1550)	0.06	40	R			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			
(1545)	0.12	NA				From: 96-01533(B)/					NA	NA			
(1546)	0.16	NA				To: Dead End/					NA	NA			
(1550)	0.06	40	R			From: 96-1536					NA	NA			05/16/2001
(1550)	0.06	40	R			To: Cul-de-Sac					NA	NA			05/16/2001

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Westmoreland County															
(1556)	0.40	45	R			From: 96-1533					NA		NA		06/14/2001
(1556)	0.05	10	R			To: 96-1557					NA		NA		06/14/2001
						From: 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
(1601)	0.23	250	R			To: 96-1611					NA		NA		1998
(1601)	0.30	210	R			From: 96-1603					NA		NA		1998
(1601)	0.20	190	R			To: 96-1614					NA		NA		1998
(1601)	0.22	180	R			From: 96-1612					NA		NA		1998
(1601)	0.27	160	R			To: 96-1617 WEST					NA		NA		1998
(1601)	0.05	150	R			From: 96-1615					NA		NA		1998
(1601)	0.13	150	R			To: 96-1617 EAST					NA		NA		1998
(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
(1602)	0.43	120	R			To: 96-1616					NA		NA		1998
(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
(1603)	0.19	40	R			To: 96-1604					NA		NA		1998
						To: 96-1601									
(1604)	0.16	20	R			From: 96-1603					NA		NA		1998
(1604)	0.14	20	R			To: 96-1605					NA		NA		1998
						To: Dead End									
(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									

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Westmoreland County															
1607	0.47	40	R			From: BEGIN LOOP					NA		NA		1998
1607	0.07	210	R			To: END LOOP					NA		NA		1998
1607	0.06	240	R			From: 96-1602					NA		NA		1998
1607	0.04	240	R			To: 96-1610					NA		NA		1998
1607	0.07	260	R			From: 96-1608					NA		NA		1998
1607						To: 96-1609									
1608	0.30	49	R			From: 96-1607					NA		NA		1998
1608						To: 96-1609									
1609	0.07	20	R			From: Cul-de-Sac					NA		NA		07/23/2001
1609	0.26	40	R			To: 96-1608					NA		NA		1998
1609	0.24	290	R			From: 96-1607					NA		NA		1998
1609						To: 96-693; 96-1601									
1610	0.54	30	R			From: 96-1607					NA		NA		1998
1610						To: 96-1602									
1611	0.27	80	R			From: 96-1613					NA		NA		1998
1611						To: 96-1601									
1612	0.33	20	R			From: Cul-de-Sac					NA		NA		1998
1612						To: 96-1601									
1613	0.12	10	R			From: Cul-de-Sac					NA		NA		1998
1613						To: 96-1611									
1614	0.33	20	R			From: Dead End					NA		NA		1998
1614						To: 96-1601									
1615	0.33	20	R			From: NOMINI DR					NA		NA		1998
1615						To: 96-1601									
1616	0.16	60	R			From: 96-1602					NA		NA		1998
1616						To: Cul-de-Sac									
1617	0.22	30	R			From: 96-1601 WEST					NA		NA		07/23/2001
1617						To: 96-1601 EAST									
1618	0.32	30	R			From: 96-609					NA		NA		1998
1618						To: AVIAN COURT									
1619	0.07	20	R			From: 96-1601					NA		NA		07/23/2001
1619						To: Cul-de-Sac									
1620	0.05	8	R			From: Cul-de-Sac					NA		NA		07/23/2001
1620						To: 96-1608									

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Westmoreland County															
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									