2002

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

where available

Jurisdiction Report

16

Caroline County
Town of Bowling Green
Town of Port Royal

Prepared By

Virginia Department of Transportation Mobility Management Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Mobility Management Division Traffic Monitoring Section

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

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

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

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

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

Publication Notes

Parallel Roads

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

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

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

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

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

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

Glossary of Terms:

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

Length: Length of the traffic segment in miles.

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

QA: Quality of AADT:

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

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

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

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

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

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

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

QC: Quality of Classification Data:

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

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

QK: Quality of the Peak Hour estimate:

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

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

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

QW: Quality of AAWDT:

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

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

Route Shield Legend

Route Systems

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

29 US Route

7 Virginia State Route

(600) Secondary Route

Special Routes

Bus Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route
ALT ALT - Alternate Route
Wve - Wve Route connector

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

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

Route	Length	AADT	QA	4Tire	Bus	Truck			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Caroline County															
	2.00	4700	•	From:	10/	Hanover County Line		00/	_	0.007	_	0.566	4700	0	2002
1)	2.99	4700	G	87%	1%	1% 6%	6%	0%	F	0.087	F	0.566	4700	G	2002
\sim	6.29	4700	G	From:	10/	SR 207 Carmel Churc		00/	F	0.000	F	0.633	4700		2002
1	0.29	4700	G	93%	1%		2%	0%	Г	0.089	Г	0.632	4700	G	2002
\sim	2.00	5500	_	From:	40/	16-639	20/	00/	_	0.000	_	0.554			2000
1	3.06	5500	G	93%	1%	2% 1%	2%	0%	F	0.088	F	0.554	5500	G	2002
	0.50	4000	_	From:	40/	16-632	00/	00/	_	0.004	_	0.044	4000		0000
1	2.53	4200	G	93% To:	1%	2% 1% Spotsylvania County Li	2%	0%	С	0.091	F	0.644	4200	G	2002
				From:											
2)(301)	3.16	4900	G	95%	0%	Hanover County Line 2% 1%	2%	0%	F	0.093	F	0.662	4900	G	2002
2 301	0.10	4000	Ū	75-J	0 70		270		•	0.000	•	0.002	4000	Ü	2002
	4.44	3600	G	From: 86%	1%	SR 30 DAWN 3% 3%	7%	0%	F	0.084	F	0.560	3600	G	2002
2 (301)	4.44	3000	G	00 /0	1 /0		1 /0	0 /0		0.004		0.500	3000	G	2002
	7.50	3200	C	From:	10/	16-647 30/ ₂ 30/ ₄	70/	00/	F	0.000	F	0.5	2200		2000
2 301	7.50	3200	G	86%	1%		7%	0%	r	0.088	r	0.5	3200	G	2002
$\overline{}$	2 : 5			From:	401	16-721 Near de Jarnett				0.0=0	_	0.505			000
2 (301)	2.46	5700	G	86% To:	1%		7%	0%	F	0.079	F	0.597	5700	G	2002
						BUS US 301		1							
Town of Bowling G	reen			From:		SCL Bowling Green									
2 (301)	0.11	5700	N	86%	1%		7%	0%	Ν	0.079	N	0.597	5700	N	2002
				To-		BUS US 301 S									
Caroline County															
Bus				From:		BUS US 301 S									
2 / { 301 }	0.22	5400	G	94%	0%		3%	0%	F	0.094	F	0.519	5400	G	2002
<u> </u>				To:		SCL Bowling Green									
<u>Fown of Bowling Gr</u> Bus	reen			From:		SCL Bowling Green									
2 301	0.74	5800	G	94%	0%		3%	0%	F	0.085	F	0.578	5800	G	2002
2 (301)	 .		_	To:	0,0	BUS US 301 N	<u> </u>		•	0.000	•	0.0.0	0000	•	
				From:		US 301 Bus N									
2)	0.39	6300	G	91%	1%		2%	0%	F	0.095	F	0.507	6500	G	2002
				To:		NCL Bowling Green									
Caroline County															
				From:		Mar B. I. C.		-							
	7 73	4900	G	From:	1%	NCL Bowling Green		0%	F	NΔ			4800		2002
2	7.73	4900	G	91%	1%	2% 3%	2%	0%	F	NA			4800	G	2002
				91% From:		2% 3% 16-606	2%					0.556			
2	7.73 3.71	4900 4900	G G	91% From: 91%	1%	2% 3% 16-606 2% 3%	2% 2%	0%	F C	NA 0.090	F	0.556	4800	G G	
				91% From: 91%	1%	2% 3% 16-606 2% 3% Spotsylvania County Li	2% 2%				F	0.556			
2	3.71	4900	G	91% From: 91% From:	1%	2% 3% 16-606 2% 3% Spotsylvania County Li Essex County Line	2% 2% ne	0%	С	0.090			4900	G	2002
2				91% From: 91%	1%	2% 3% 16-606 2% 3% Spotsylvania County Line Essex County Line 2% 1%	2% 2%				F	0.556			2002
2 17	3.71 5.89	4900 5100	G G	91% To: From: 91% From: 91% From: 91%	1%	2% 3% 16-606 2% 3% Spotsylvania County Line Essex County Line 2% 1% US 301 Port Royal	2% 2% ne 6%	0%	C F	0.090	F	0.567	4900	G G	2002
2 17	3.71	4900	G	91% From: 91% From:	1%	2% 3% 16-606 2% 3% Spotsylvania County Line Essex County Line 2% 1% US 301 Port Royal 2% 1%	2% 2% ne	0%	С	0.090			4900	G	2002
17 17	3.71 5.89 9.66	4900 5100 3900	G G G	91%	1%	2% 3% 16-606 2% 3% Spotsylvania County Line Essex County Line 2% 1% US 301 Port Royal 2% 1% 16-610	2% 2% nne 6%	0%	C F	0.090 0.081 0.091	F F	0.567	4900 4600 3500	G G G	2002
17)	3.71 5.89	4900 5100	G G	91% From: 91% From: 91% From: 91%	1% 1% 1%	2% 3% 16-606 2% 3% Spotsylvania County Line 2% 1% US 301 Port Royal 2% 1% 16-610 2% 1%	2% 2% ne 6%	0%	C F	0.090	F	0.567	4900	G G	2002
17)	3.71 5.89 9.66	4900 5100 3900	G G G	91% To From 91% From 91% From 91% To 91% To To From 91%	1% 1% 1%	2% 3% 16-606 2% 3% Spotsylvania County Line Essex County Line 2% 1% US 301 Port Royal 2% 1% 16-610 2% 1% Spotsylvania County Li	2% 2% ne 6% 6% ne	0%	C F	0.090 0.081 0.091	F F	0.567	4900 4600 3500	G G G	2002
17) 17) 17)	3.71 5.89 9.66 2.57	4900 5100 3900 4000	G G G	91% To From 91% From 91% From 91% To From 91% From From From From From From From Fro	1% 1% 1%	2% 3% 16-606 2% 3% Spotsylvania County Line 2% 1% US 301 Port Royal 2% 1% 16-610 2% 1% Spotsylvania County Line Hanover County Line	2% ne 6% 6% ne	0%	C F F	0.090 0.081 0.091 0.097	F F	0.567 0.55 0.507	4900 4600 3500 3600	G G G	2002 2002 2002 2002
17 17	3.71 5.89 9.66	4900 5100 3900	G G G	91% To From 91% From 91% From 91% To 91% To To From 91%	1% 1% 1%	2% 3% 16-606 2% 3% Spotsylvania County Line 2% 1% US 301 Port Royal 2% 1% 16-610 2% 1% Spotsylvania County Line 11% 3%	2% 2% ne 6% 6% ne	0%	C F	0.090 0.081 0.091	F F	0.567	4900 4600 3500	G G G	2002 2002 2002 2002
17 17 17 17 30	3.71 5.89 9.66 2.57	4900 5100 3900 4000 5500	G G G	91% To 91% From 91% From 91% From 91% From 91% From From 70 83%	1% 1% 1% 1%	2% 3% 16-606 2% 3% Spotsylvania County Line 2% 1% US 301 Port Royal 2% 1% 16-610 2% 1% Spotsylvania County Line 11% 3% US 301, SR 2 Dawn	2% 2% ne 6% 6% ne	0%	C F F	0.090 0.081 0.091 0.097	F F F	0.567 0.55 0.507	4900 4600 3500 3600	G G G G	2002 2002 2002 2002
17) 17) 17)	3.71 5.89 9.66 2.57	4900 5100 3900 4000	G G G	91% From 91% From 91% From 91% From 91% From 91% From 66%	1% 1% 1% 1% 1%	2% 3% 16-606 2% 3% Spotsylvania County Line 2% 1% US 301 Port Royal 2% 1% 16-610 2% 1% Spotsylvania County Line 1% 3% US 301, SR 2 Dawn 3% 6% 2	2% 2% ne 6% 6% 12%	0%	C F F	0.090 0.081 0.091 0.097	F F	0.567 0.55 0.507	4900 4600 3500 3600	G G G	2002 2002 2002 2002
17) 17) 17) 30)	3.71 5.89 9.66 2.57	4900 5100 3900 4000 5500	G G G	91% From 91% From 91% From 91% From 91% From From 100 From 1	1% 1% 1% 1% 1%	2% 3% 16-606 2% 3% Spotsylvania County Line 2% 1% US 301 Port Royal 2% 1% 16-610 2% 1% Spotsylvania County Line 1% 3% US 301, SR 2 Dawn 3% 6% 2 King William County L	2% 2% ne 6% 6% 12% 23% ine	0%	C F F	0.090 0.081 0.091 0.097	F F F	0.567 0.55 0.507	4900 4600 3500 3600	G G G G	2002 2002 2002 2002
2 17 17 17 30 30	3.71 5.89 9.66 2.57 3.47 3.18	4900 5100 3900 4000 5500 3900	G G G G	91% From 91% From 91% From 91% From 91% From From 100 From 66% To From 100 Fro	1% 1% 1% 1% 2%	2% 3% 16-606 2% 3% Spotsylvania County Line 2% 1% US 301 Port Royal 2% 1% 16-610 2% 1% Spotsylvania County Line 1% 3% US 301, SR 2 Dawn 3% 6% 2 King William County Line	2% 2% ne 6% 6% 12% 23% ine	0%	C F F F F	0.090 0.081 0.091 0.097 0.087	F F F	0.567 0.55 0.507	4900 4600 3500 3600 5500 3900	G G G G G	2002 2002 2002 2002 2002
17 17 17 17 30	3.71 5.89 9.66 2.57	4900 5100 3900 4000 5500 3900	G G G	91% From 91% From 91% From 91% From 91% From From 100 From 1	1% 1% 1% 1% 1%	2% 3% 16-606 2% 3% Spotsylvania County Line 2% 1% US 301 Port Royal 2% 1% 16-610 2% 1% Spotsylvania County Line 1% 3% US 301, SR 2 Dawn 3% 6% 2 King William County Line 2% 1%	2% 2% ne 6% 6% 12% 23% ine	0%	C F F	0.090 0.081 0.091 0.097	F F F	0.567 0.55 0.507	4900 4600 3500 3600	G G G G	2002 2002 2002 2002 2002 2002

					Ca	iioiiiie ivi	annenan	ice Alea								
Route	Length	AADT	QA	4Tire	Bus			uck 1Trail		QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Caroline County				From:			SR 207		1							
North	6.12	36000	G	81%	1%	2%	1%	14%	1%	F	0.067	F		33000	G	2002
95	Combined Traffic		G	81%	1%	2%	1%	14%	1%	F	0.067	F		67000	G	2002
	Combined Traine	. 75000	J	T	1 70				170	į	0.007	•		07000	J	
North				From:		16-63	9 Ladysmi	ith	<u> </u>							
95)	6.35	34000	G	81%	1%	2%	1%	14%	1%	F	0.065	F		31000	G	2002
	Combined Traffic	74000	G	81%	1%	2%	1%	14%	1%	F	0.068	F	0.588	66000	G	
				To:		Spotsylva	nia Count	y Line								
outh				From:		Hanove	r County I	Line								
95)	3.67	40000	G	84%	1%	1%	1%	13%	0%	F	0.071	F		36000	G	2002
	Combined Traffic	78000	G	83%	1%	2%	1%	13%	0%	F	NA			72000	G	
				To: From:			SR 207		1							
South	6.02	20000	•		10/			140/	10/	_	0.074	_		24000	0	2002
95	6.02	39000	G	81%	1%	2%	1%	14%	1%	F	0.074	F		34000	G	2002
0	Combined Traffic	75000	G	81%	1%	2%	1%	14%	1%	F	NA			67000	G	
outh				To: From:		16-63	9 Ladysmi	ith	-							
95)	6.05	40000	G	81%	1%	2%	1%	14%	1%	F	0.075	F		35000	G	2002
95)	Combined Traffic		G	81%	1%	2%	1%	14%	1%	F	NA	-		66000	G	
	Combined Traine	. 14000	Ū	To:	170		nia Count		1 70	•	1471			00000	Ü	
				From:			armel Chu		1							
207)	0.46	5900	G	84%	1%	3%	1%	10%	0%	F	0.073	F	0.572	5800	G	2002
201)	00		•	- T	.,,			.0,0		•	0.0.0	•	0.0.2	0000	•	
	E 14	9600	Α.	From:	10/	20/	I-95	100/	00/	Б	0.11	۸	0.515	9200	^	2002
207)	5.14	8600	Α	84%	1%	3%	1%	10%	0%	В	0.11	Α	0.515	8200	Α	2002
$\overline{}$				From:			16-601		-							
207)	4.31	11000	G	84%	1%	3%	1%	10%	0%	F	0.081	F	0.633	10000	G	2002
				From		16-7	22 Milford	d								
207	0.57	12000	G	84%	1%	3%	1%	10%	0%	F	0.078	F	0.649	11000	G	2002
				To:		SR	207 Bus		1.							
207)	1.45	6800	G	From:	1%	3%	1%	10%	0%	F	0.079	F	0.507	6600	G	2002
201)		•	•	To:	.,,		US 301	.070		•	0.0.0	•	0.00.	0000	•	
Due				From:			SR 207									
Bus	0.54	3700	G	92%	2%	2%	3%	2%	0%	С	0.088	F	0.501	3700	G	2002
207	0.04	3700	J	To:	270		Bowling G		070	O	0.000	•	0.501	3700	J	2002
45 4 6						Webl	owning or									
<u>Cown of Bowling G</u> Bus	reen			From:		WCL F	Bowling Gr	reen								
207)	0.73	5300	G	94%	1%	1%	2%		0%	С	0.085	F	0.505	5300	G	2002
2017				To:			US 301 B									
Caroline County																
Zaronne County				From:		Hanove	r County I	Line								
301	3.16	4900	G	95%	0%	2%	1%	2%	0%	F	0.093	F	0.662	4900	G	2002
**				To:		CD	30 Dawn									
204	4.44	3600	G	From: 86%	1%	3%	3%	7%	0%	F	0.084	F	0.560	3600	G	2002
301	7.77	3000	J	0070	1 70	370	370	7 70	<u> </u>	'	0.004	•	0.500	3000	J	2002
~~	7.50		_	From:	40/		16-647	70/		_	0.000	_	0.5	2000		
301	7.50	3200	G	86%	1%	3%	3%	7%	0%	F	0.088	F	0.5	3200	G	2002
~				To: From:		16-721 N	lear De Ja	rnette	-							
301	2.46	5700	G	86%	1%	3%	3%	7%	0%	F	0.079	F	0.597	5700	G	2002
~				To:		SCL B	owling Gr	een								
own of Bowling G	Green															
~~				From:			owling Gr									
301	0.11	5700	N	86%	1%	3%	3%	7%	0%	Ν	0.079	Ν	0.597	5700	Ν	2002
~				To:		Ru	s US 301									
201	0.23	7300	М	From:		ъu	UD JUI				0.079	N	0.597	NA		2002
301	0.20	. 500	•••								0.070	. •	0.007	. 17.1		_002
		0000		From:	401		SR 207	001	001		0.6=:		0.500	0000		
301	1.27	8300	G	87%	1%	2%	1%	9%	0%	F	0.074	F	0.506	8300	G	2002
				To:	US	301 Bus 1	N of Bowl	ing Green								

					Ca	roline Maintenar	ice Area								
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Bowling Green				From:	***	**** ** *** ***		1							
(204)	0.74	9400	G	87%	1%	301 Bus N of Bowl 2% 1%	ing Green 9%	0%	F	0.080	F	0.537	9400	G	2002
301	0.74	3400	J	To:	1 /0	16-608	370	070	•	0.000		0.007	3400	J	2002
Caroline County															
~~~			_	From:		16-608					_			_	
[301]	9.90	7300	G	87%	1%	2% 1%	9%	0%	F	0.08	F	0.545	7300	G	2002
~	0.00	40000		From:	40/	US 17	00/	00/		0.004		0.504	40000		0000
(301)	0.39	10000	G	87% To:	1%	2% 1% SCL Port Roya	9%	0%	F	0.081	F	0.504	10000	G	2002
Town of Port Royal				ı		SCL 1 on Roya	<b>11</b>	<u> </u>							
200				From:		SCL Port Roya	al								
(301)	0.47	10000	N	87%	1%	2% 1%	9%	0%	Ν	0.081	Ν	0.504	10000	Ν	2002
				To:		NCL Port Roy	al								
Caroline County				From:		NCL Port Roya	al .	1							
(301)	0.29	10000	N	87%	1%	2% 1%	9%	0%	N	0.081	Ν	0.504	10000	N	2002
				To:		King George Count	y Line								
Bus				From:		Bus US 301									
(301)	0.22	5400	G	94%	0%	2% 1%	3%	0%	F	0.094	F	0.519	5400	G	2002
				To:		SCL Bowling Gr	een								
Town of Bowling Green Bus				From:		SCL Bowling Gr	een	Т							
(301)	0.74	5800	G	94%	0%	2% 1%	3%	0%	F	0.085	F	0.578	5800	G	2002
(601)				To		SR2-207 Bus									
Bus	0.27	2700	G	94%	00/			00/	F	0.002	_	0.552	2700	G	2002
(301)	0.27	3700	G	94 % To:	0%	2% 1% ECL Bowling Gr	3% reen	0%	Г	0.083	F	0.553	3700	G	2002
Caroline County						ECE BOWING G	con								
Bus Bus				From:		ECL Bowling Gr	reen								
(301)	0.41	2400	G	94%	1%	2% 1%	1%	0%	F	0.076	F	0.563	2400	G	2002
				To:	US	301 North of Bowl	ing Green								
	0.15	110	R	From:		16-602				NA			NA		1998
(600)	0.13	110	K	. —						INA			INA		1990
(600)	3.07	910	G	85%	1%	US 301 2% 2%	10%	0%	С	0.113	F	0.849	910	G	2002
(600)	0.07	010	Ŭ	To:	170		1070		Ü	0.110	•	0.040	010	Ü	2002
600	2.23	770	G	From: 85%	1%	16-670 2% 2%	10%	0%	F	0.120	F	0.801	770	G	2002
600				To:	. , 0					J. 1.20					
600	2.27	540	G	From: 85%	1%	16-601 EAST 2% 2%	10%	0%	F	0.132	F	0.734	530	G	2002
	<b>-</b> -			To:		King William Coun									
				From:		Hanover County l									
(601)	1.61	300	G	95%	2%	2% 0%	1%	0%	F	0.102	F	0.633	300	G	2002
				To: From:		16-658 South 16-658 North									
601)	3.07	290	G	95%	2%	2% 0%	1%	0%	F	0.095	F	0.673	280	G	2002
				To:		US 1									
601)	1.80	580	G	95%	2%	2% 0%	1%	0%	F	0.164	F	0.681	580	G	2002
				To:		16-633		]_							
601)	1.00	780	G	95%	2%	2% 0%	1%	0%	F	0.14	F	0.675	770	G	2002
				To: From:		16-672									
601)	1.12	810	G	95%	2%	2% 0%	1%	0%	F	0.16	F	0.682	810	G	2002
\ /	1.12														
	1.12			To		16-664		ļ-							
	1.52	1000	G	From: 95%	2%	16-664 2% 0%	1%	0%	С	0.129	F	0.748	1000	G	2002
		1000	G	95%	2%	2% 0%	1%	0%	С	0.129	F	0.748	1000	G	2002
601) 601)		1000	G G		2%		1%	0%	C F	0.129	F F		1000	G G	2002

Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Caroline County	- · ·	646		From:		SR 207 South				<b>.</b>			***		40/40/22=
(601)	5.84	310	R	т		****				NA			NA		10/10/200
(601)	3.01	140	G	95%	2%	US 301 2% 0%	1%	0%	F	0.120	F	0.649	140	G	2002
_	0.79	300	G	From: 95%	2%	16-647 West 2% 0%	1%	0%	F	0.132	F	0.75	290	G	2002
601)	0.79	300		To:	2 /0	16-647 East	1 70		'	0.132		0.73	230		2002
601)	2.62	150	G	95% To:	2%	2% 0% 16-600 East	1%	0%	F	0.142	F	0.805	150	G	2002
601)	3.39	120	R	From:		16-600 West				NA			NA		08/20/200
(601)	0.00			То:		King William County	Line								00/20/200
602	1.80	380	R	From:		16-652				NA			NA		08/28/200
				To: From:		16-662		-							
602	1.20	530	R	To:		US 301; 16-651				NA			NA		08/28/200
	2.61	230	R	From:		Hanover County Li	ne			NA			NA		1998
603	2.01	230	K	To		16-669				INA			INA		1990
603	1.11	330	R	To:		16-658; 16-639 We	•et	1		NA			NA		1998
	2.05	GEO		From:	20/	16-639 East		00/	F	0.107	_	0.500	GEO.	G	2002
603	3.85	650	G	92%	2%	2% 2% 16-604 South	1%	0%		0.107	F	0.589	650	<u> </u>	2002
603)	0.70	850	G	92%	2%	2% 2%	1%	0%	С	0.105	F	0.506	850	G	2002
(603)	2.39	680	R	From:		16-661				NA			NA		1998
				To:		Spotsylvania County									
(604)	0.72	340	R	From:		Spotsylvania County	Line			NA			NA		10/03/200
				To: From:		16-603 NORTH 16-603 SOUTH									
(604)	2.88	500	R							NA			NA		10/10/200
				To: From:		US 1									
(605)	0.43	440	R	rioni.		Spotsylvania County	Line			NA			NA		10/03/200
	0.71	840	G	From: 95%	1%	US 1 2% 1%	1%	0%	С	0.117	F	0.577	840	G	2002
(605)	0.71	040		To:	1 /0	16-633	1 /0	- 0 76 		0.117		0.577	040		2002
605)	1.57	670	G	95%	1%	2% 1%	1%	0%	F	0.107	F	0.553	670	G	2002
605)	2.67	530	G	From: 95%	1%	16-632 EAST 2% 1%	1%	0%	F	0.113	F	0.559	530	G	2002
	4.04	450		From:	40/	16-626 NORTH	40/			0.100		0.50	450		2000
605)	1.94	450	G	95%	1%	2% 1%	1%	0%	F	0.123	F	0.59	450	G	2002
(605)	4.08	560	G	95%	1%	2% 1%	1%	0%	F	0.128	F	0.6	560	G	2002
Town of Bowling Green				To:		NCL Bowling Gree	en	<u>l</u>							
(605)	0.04	560	G	From: 95%	1%	NCL Bowling Gree	en 1%	0%	F	0.128	F	0.6	560	G	2002
				To:	.,,	SR 2	.,,		•						
Caroline County				From:		Spotsylvania County	Line	Ī							
(606)	3.51	1700	G	83%	2%	4% 5%	7%	0%	F	0.101	F	0.545	1700	G	2002

					Ca	iroline Maintenar	ice Area	l							
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle			- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Caroline County				From:		16.755									
000	0.19	1800	G	83%	2%	16-755 4% 5%	7%	0%	F	0.106	F	0.511	1800	G	2002
(606)	0.15	1000	J	- T	270		1 70	——————————————————————————————————————	'	0.100	•	0.511	1000	O	2002
	0.63	4600		From:	20/	16-607 EAST	70/	00/		0.11		0.505	1600		2002
606)	0.63	1600	G	83%	2%	4% 5%	7%	0%	F	0.11	F	0.505	1600	G	2002
				From:		16-609 EAST									
606)	2.30	1400	G	83%	2%	4% 5%	7%	0%	С	0.111	F	0.527	1400	G	2002
				To:		SR 2									
$\bigcirc$	0.00		_	From:		Spotsylvania Count	y Line								4000
607	2.09	300	R	To:		16 606 WEST				NA			NA		1998
				From:		16-606 WEST 16-606 EAST									
607)	0.76	160	R	<u>.                                    </u>		10 000 1.101				NA			NA		1998
				To:		16-609 WEST									
				From:		16-609 EAST	•								
607)	2.10	190	R							NA			NA		1998
				To:		SR 2									
			_	From:		16-630									
608	2.41	130	R							NA			NA		10/01/200
				To: From:		16-621 SOUT	Н	-							
608)	1.20	70	R							NA			NA		10/01/200
<u> </u>				To: From:		16-641 Gap Term									
	0.09	260	R	r roin.		Dead End; Gap Ter	minus			NA			NA		10/01/200
608)	0.09	200	K	To:		ECL Bowling Gr	een			INA			INA		10/01/200
an ii c						LCL Bowning Gi	cen								
Town of Bowling Green				From:		ECL Bowling Gr	een	I							
608	0.01	390	R							NA			NA		10/01/200
				To:		US 301 EAST	7								
608	0.44	110	R	From:		00 301 E/181				NA			NA		10/01/200
000)				To:		WCL Bowling G	reen								
Caroline County															
-				From:		WCL Bowling G	reen								
608)	0.84	70	R							NA			NA		10/01/200
				To:		NCL Bowling G	reen								
Town of Bowling Green															
	0.05	4=0	_	From:		NCL Bowling G	een								40/04/00
608	0.35	150	R	To:		LIC 201 DLIC WI	COT			NA			NA		10/01/200
				1		US 301 BUS WI	251	L							
Caroline County				From:		SR 2		ı							
609)	0.61	180	R			SK 2				NA			NA		08/13/200
009)	0.0.		••	To:		16.700									00/ .0/20
<u></u>	1.71	110	R	From:		16-780				NA			NA		08/13/200
609	1.7 1	110	K	To:		16-626 SOUT	H			INA			INA		00/13/200
				From:		16-626 NORT									
609	1.30	210	R							NA			NA		09/26/200
				To:		16-607 EAST	,								
609	1.48	340	R	From:						NA			NA		09/26/200
<u></u>				To:		16-606 EAST									
				From:		16-606 WEST									
609	2.85	580	G	95%	1%	2% 0%	1%	0%	С	0.103	F	0.585	580	G	2002
				To: From:		16-668 SOUT	Н								
609	0.64	780	R							NA			NA		09/26/200
				To:		Spotsylvania Count	y Line								
				From:		SR 2									
610	4.73	440	G	95%	1%	2% 0%	2%	0%	С	0.11	F	0.6	440	G	2002
				To:		US 17									

						ronne Maintenan									
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle	ıck 1Trail	2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Caroline County				From:		Dead End		1							
611)	0.70	40	R							NA			NA		08/01/2001
				To:		US 17									
$\bigcirc$	0.07	•	_	From:		US 301; 16-628				NIA			NIA		00/00/000
612	0.37	3	R	To:		16-703				NA			NA		08/28/2001
				From:		US 1 SOUTH									
613)	1.15	80	R							NA			NA		09/19/200
				To:		US 1 NORTH									
	4.40	470	R	From:		US 17				NIA			NIA		4000
614)	1.40	170	ĸ							NA			NA		1998
(614)	0.20	90	G	From: 92%	1%	16-615 WEST 5% 0%	2%	0%	С	0.124	F	0.5	90	G	2002
614)	0.20			To:	1,70	16-615 EAST				0.121		0.0			2002
614)	0.40	30	R	From:		10-013 EAST				NA			NA		1998
				To:		Dead End									
				From:		US 17									
615)	0.90	180	G	90%	2%	3% 1%	5%	0%	С	0.117	F	0.913	180	G	2002
	0.00	440		From:		16-614 EAST		-		NIA.			NIA		4000
615	2.30	110	R							NA			NA		1998
	2.20	250	G	From: 90%	2%	16-728 3% 1%	5%	0%	F	0.125	F	0.75	250	G	2002
615)	2.20	230	G	70:	2 /0	16-614 WEST	3 /0	0 /6	'	0.123		0.75	230	G	2002
				From:		16-618									
616)	0.79	60	R					-		NA			NA		08/23/2001
				To:		Dead End									
	1 40	60	В	From:		Dead End				NΙΔ			NIA		00/43/3004
617)	1.40	60	R	To:		16-630				NA			NA		08/13/2001
				From:		Dead End									
(618)	1.10	10	R							NA			NA		08/13/2001
				To: From:		16-645									
618)	1.00	100	R							NA			NA		1998
				To: From:		16-630									
618)	0.70	300	R							NA			NA		1998
	0.07	40		From:		16-665				NIA.			NIA		4000
618)	2.97	40	R	_						NA			NA		1998
	2.43	80	R	From:		16-641				NA			NA		1998
618)	2.43	00	IX.	To:		16-625				INA			INA		1990
				From:		SR 207									
(619)	0.37	660	R	_						NA			NA		09/12/2001
				To:		WCL Bowling Gr	een								
Town of Bowling Green				From:		WCL Bowling Gr	een	I							
(619)	0.55	1500	R							NA			NA		09/12/2001
				To: From:		US 301 BUS									
619	0.06	1400	G	98%	1%	1% 0%	0%	0%	F	0.108	F	0.656	1400	G	2002
				From:		16-1205		-							
619	0.28	750	G	98% To:	1%	1% 0%	0%	0%	С	0.091	F	0.542	750	G	2002
G 1: G :						US 301									
Caroline County				From:		US 301									
(619)	2.52	210	G	98%	1%	1% 0%	0%	0%	F	0.098	F	0.682	210	G	2002
				To:		16-667									

						onne mannena	1100 / 1100								
Route	Length	AADT	QA	4Tire	Bus	T 2Axle 3+Ax			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Caroline County				From:		16-652		1							
620)	0.15	70	R	<u> </u>		10-032				NA			NA		09/19/2001
				To-		Dead End									
				From:		16-640									
621)	2.50	30	R			46 600 000				NA			NA		08/23/2001
				From:		16-608 SOU' 16-608 NOR'									
621)	2.00	40	R	<u> </u>						NA			NA		08/23/200
				To:		16-618									
$\bigcirc$				From:		Dead End									
622	1.54	120	R	To:		US 1				NA			NA		10/10/200
				From:											
(622)	1.10	7	R	110111.		16-654				NA			NA		08/23/200
623	1.10	•	1	To:		16-627				IVA			14/3		00/20/200
				From:	ŀ	King & Queen Cou	nty Line	Ī							
624	0.33	80	R			· ·	*			NA			NA		08/13/200
				To:		16-630									
				From:	ŀ	King & Queen Cou	nty Line								
625	1.50	60	R							NA			NA		08/13/2001
	0.07	440		From:		16-630		-							00/40/000
625)	8.97	140	R	To:		Essex County	( in a			NA			NA		08/13/200
				From:		16-633	Lille								
626	3.30	90	R			10-033				NA			NA		1998
020				To:		16-605 SOU	ГН								
$\bigcirc$	0.50		_	From:		16-605 NOR	ГН								1000
626	2.59	270	R							NA			NA		1998
$\overline{}$	0.40	240	_	From:		16-609 SOU	ГН			NIA			NIA		4000
626	2.40	340	R	To:		SR 2				NA			NA		1998
				From:		16-721		L							
627)	4.70	200	R			10-721				NA			NA		08/23/200
021)				To		16-654									
627)	4.60	250	R	From:		10-034				NA			NA		08/23/200
				To:		16-644		1.							
(627)	2.90	180	R	From:		10-044				NA			NA		08/23/200
021)				To:	ŀ	King & Queen Cou	nty Line								
				From:		16-722									
(628) (628)	0.30	2000	G	87%	1%	4% 1%	7%	0%	С	0.089	F	0.539	2000	G	2002
				To: From:		16-640		}							
(628)	1.88	980	G	87 <u>%</u>	1%	4% 1%	7%	0%	F	0.09	F	0.662	980	G	2002
				To:		US 301; 16-6	512								
629	0.80	30	R	From:		16-609				NA			NA		08/13/200
(629)	0.60	30	ĸ	To:		SR 2				NA			INA		06/13/200
				From:		16-721		Ī							
(630)	3.10	820	G	90%	0%	3% 1%	4%	0%	С	0.111	F	0.685	820	G	2002
				To:		16-618									
(630)       (630)       (630)       (630)	2.78	530	G	90%	0%	3% 1%	4%	0%	F	0.099	F	0.672	530	G	2002
						16-625									
630)	3.91	400	G	From: 90%	0%	3% 1%	4%	0%	F	0.085	F	0.810	400	G	2002
				To:		16-635; Essex Cou									
				From:		SR 2 SOUT	Н								
631)	1.20	90	R							NA			NA		09/12/200
				To:		SR 2 NORT	Н								

					Ca	roline Maintenand	ce Area								
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle		2Trail	- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Caroline County				From:		SR 2 NORTH		1							
(631)	0.70	200	R							NA			NA		09/12/2001
				To-		Dead End									
$\bigcirc$				From:		16-603									
632	1.26	230	R							NA			NA		10/03/2001
				To: From:		16-754		-							
632	0.72	350	R							NA			NA		10/03/2001
	4.70	440		From:	00/	US 1	00/			0.440		0.540	440		2000
632	1.70	410	G	92%	2%	3% 1%	2%	0%	С	0.119	F	0.542	410	G	2002
	1.00	250		From:	20/	16-633 SOUTH		00/		0.442	_	0.577	250		2002
632	1.00	350	G	92%	2%	3% 1%	2%	0%	F	0.113	F	0.577	350	G	2002
	2.10	440	R	From:		16-605 WEST				NIA			NΙΔ		00/27/2004
632	3.18	110	K	To:		16-606				NA			NA		09/27/2001
				From:		16-601									
633	1.80	220	R			10-001				NA			NA		1998
000				To:		16-639		1.							
633	1.76	270	R	From:		10-037				NA			NA		1998
				To:		16-634		1.							
633)	2.87	200	R	From:		10-054				NA			NA		1998
				To:		16-632 NORTH									
	4.00	400	_	From:		16-632 SOUTH				NIA			NIA		4000
633	1.30	160	R	_						NA			NA		1998
				To: From:		16-605									
633	0.81	45	R	To:		Dead End				NA			NA		09/27/2001
				From:											
(634)	2.20	50	R			16-633				NA			NA		09/27/2001
(634)	2.20	00		To:		16-664				147 (			147 (		00/21/200
				From:		King & Queen County	v Line								
(635)	0.70	460	G	93%	0%	3% 1%	3%	0%	С	0.094	F	0.688	460	G	2002
				To:		16-630									
				From:		16-625									
(636)	1.50	90	R	To:						NA			NA		1998
						Essex County Lir	ie								
	0.40	110	ь	From:		16-625				NA			NA		08/13/2001
(637)	0.40	110	R	To:		Essex County Lir	ne			INA			INA		00/13/2001
				From:		16-639	ic .								
638	4.35	200	R			10-039				NA			NA		09/27/2001
638				To:		16-605									00/21/200
620	1.70	210	R	From:		10-003				NA			NA		09/27/2001
638)				To:		16-626									
				From:		16-738		Î							
639	0.53	2100	G	94%	1%	3% 1%	1%	0%	F	0.095	F	0.598	2100	G	2002
				To:		16-603 EAST									
639	4.20	4800	G	94%	1%	3% 1%	1%	0%	С	0.099	F	0.699	4800	G	2002
				To:		US 1		ļ.							
639	0.79	5800	R	From:						NA			NA		1998
				To		I-95 RAMP		I							
639	0.54	4600	R	From:		- , , , , , , , , , , , , , , , , , , ,				NA			NA		1998
				To:		16-633		1.							
639	5.38	2600	R	From:		10-033				NA			NA		1998
				To:		SR 207									
					_		_								

					Ca	iroline Maintenan				Dack		Di-			
Route	Length	AADT	QA	4Tire	Bus	Tr			OC:	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Caroline County				From:		Dead End		1							
640	0.19	50	G	67%	0%	6% 11%	16%	0%	F	0.206	F	0.613	50	G	2002
_	0.51	190	G	From: 67%	0%	16-773 6% 11%	16%	0%	F	0.140	F	0.671	190	G	2002
640				To:	070	16-768	1070			0.110		0.07 1	100		
640	0.39	590	G	67%	0%	6% 11%	16%	0%	С	0.1	F	0.661	590	G	2002
640	1.92	440	G	From: 67%	0%	16-628 6% 11%	16%	0%	F	0.083	F	0.588	440	G	2002
				To: From:		US 301; SR 2 SO US 301; SR 2 NO									
640	2.06	200	G	67%	0%	6% 11%	16%	0%	F	0.107	F	0.5	200	G	2002
	2.35	290	R	From:		16-667		•		NA			NA		1995
640				To:		16-641 WEST									
640	3.28	90	R	From:		16-641 EAST				NA			NA		08/23/2001
(040)				To:		16-721		1							
	2.25	200		From:		16-721				NIA			NIA		00/22/2004
641)	3.25	200	R	To:		16.640 E A ST	,			NA			NA		08/23/2001
641)	5.90	90	R	From:		16-640 EAST				NA			NA		08/23/2001
				To:		16-618		1							
	0.30	210	R	From:		16-716				NA			NA		09/17/2001
642	0.30	210	K	To:		Dead End				INA			INA		09/1//2001
$\overline{}$				From:		16-721									
643)	1.80	160	R							NA			NA		08/13/2001
	2.20	170	R	From:		16-654 EAST	•			NA			NA		08/13/2001
643)	2.20			To:		16-644				147 (			147.		00/10/2001
$\bigcirc$				From:		16-627									
644	2.20	90	R							NA			NA		08/23/2001
644)	2.00	120	R	From:		16-643				NA			NA		08/13/2001
044				To:		16-721									
	4.05		_	From:		16-721									00/40/0004
645)	1.65	80	R	To:		16-618				NA			NA		08/13/2001
				From:		16-627									
646)	3.60	30	R	To:		16 701				NA			NA		08/23/2001
				From:		16-721 US 301									
647)	0.55	920	R	<u> </u>		05 301				NA			NA		08/20/2001
				To: From:		16-1310									
647)	2.06	230	R	To:		16-601 WEST	-	Ī		NA			NA		08/20/2001
				From:		16-601 EAST									
647)	1.90	260	R	To:		16-627 WEST	3	1		NA			NA		08/20/2001
				From:		16-627 EAST									
647	1.80	30	R	To:		16-654				NA			NA		08/20/2001
				From:		US 301 SOUT	Н	<u></u>							
648)	1.95	230	R							NA			NA		08/20/2001
				To:		16-663									

						Caron	IIIC IVIO	IIIICHAH	ce Area								
Route	Length	AADT	QA	4Tire	е Ві	10			ıck 1Trail		QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Caroline County				From:			1.	6-663		Ī							
648)	1.90	70	R	L			1	0-003				NA			NA		08/20/200
				To: From:			1	6-647		-							
648)	0.53	280	R	To			110.20	1 NODTI	T	1		NA			NA		08/20/200
				From:				1 NORTI	i								
(40)	0.55	90	R	rioiii.			1	6-600				NA			NA		1998
649	0.00	•	• • •	To-			1	6-648									1000
				From:			De	ad End		Ī							
650	2.07	300	R	_								NA			NA		08/20/200
				To: From:				0 WEST 30 MID									
650	0.60	40	R	<u> </u>			SIC	JU WIID				NA			NA		08/20/200
009				To:			SR 3	30 EAST									
				From:			US 30	1 SOUTH	I								
651)	0.60	7	R									NA			NA		08/20/200
				To: From:			US 30	01 S MID									
651)	2.10	290	R									NA			NA		1998
				From:			US 3	301 MID									
651)	0.50	460	R									NA			NA		1998
				From:			US 30	01 N MID									
651)	0.22	1100	R									NA			NA		1998
				From:			S	SR 30									
651	0.20	730	R									NA			NA		1998
	2.22			From:			1	6-694									1000
651	0.80	380	R	To:			112 30	1 NORTI	1	1		NA			NA		1998
				From:				6-651	1	1							
652	1.00	730	R	<u> </u>			1	0-031				NA			NA		08/28/200
002				To:			1.	6-725									
652	3.03	48	R	From:				0 125				NA			NA		08/28/200
				To:				0 WEST									
( <del></del>	3.83	1300	G	From: 97%	1 ⁹	0/_	SR 3	0%	0%	0%	С	0.105	F	0.718	1300	G	2002
652	3.03	1300	G	_		/0			0 /0	0 /0	C	0.105	•	0.710	1300	G	2002
(652)	4.35	1300	G	From: 97%	. 10	%	2%	6-654 0%	0%	0%	F	0.114	F	0.699	1300	G	2002
(002)	4.55	1500	Ū	57 /\ Ta: <b>□</b>	, 1	70			0 70	070	'	0.114		0.000	1500	J	2002
(652)	0.95	740	R	From:			S.	R 207				NA			NA		09/19/200
(652)				To:			1	6-716		i							
652)	2.80	330	R	From:			1	0-/10				NA			NA		09/19/200
652				To:			1	US 1									
				From:			1	6-652									
653	3.45	150	R									NA			NA		1998
				To-				S 301									
	4.70	000	_	From:			1	6-652				N1.0			NIA		00/47/000
654)	1.70	330	R	To:			16-65	56 WEST				NA			NA		09/17/200
				From:			16-6:	56 EAST									
654)	2.60	460	R							_		NA			NA		09/17/200
				From:			US 3	01; SR 2									
654)	0.10	550	R	_								NA			NA		08/23/200
				To- From:				01 WEST 01 EAST									
654)	2.84	100	R	L			10-0	01 L/101				NA			NA		08/23/200
				To-			1	6-627									

					Ca	roline Maintenand	ce Area								
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle		2Trail	- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Caroline County				From:		16 627									
(654)	3.40	100	R			16-627				NA			NA		08/23/2001
(654)	00		••	To:		16-643 WEST									00/20/200
				From:		16-643 EAST									
654	1.80	130	R	_						NA			NA		10/01/2001
				To:		16-721									
				From:		16-656									
655	1.76	190	R	To:		16.654				NA			NA		09/17/2001
						16-654									
	2.40	200	_	From:		US 301; 16-648				NIA			NIA		00/47/000
656	2.10	300	R							NA			NA		09/17/2001
				From:		16-654 EAST									
656	1.81	340	R							NA			NA		09/17/2001
				From:		16-655									
656	2.10	440	R							NA			NA		09/17/2001
				To: From:		16-684									
656	0.89	140	R	<u>-</u>						NA			NA		09/17/2001
				To:		RF&P RAILROA	JD.								
656	0.39	160	R	From:						NA			NA		09/17/2001
000				To-		SR 207; 16-716									
				From:		US 1 SOUTH		1							
657)	2.72	250	R							NA			NA		1998
				To:		US 1 NORTH									
				From:		16-639									
658	4.32	940	G	95%	1%	2% 1%	1%	0%	F	0.095	F	0.726	930	G	2002
				To:		16-601 SOUTH									
659	0.86	1300	G	95%	1%	2% 1%	1%	0%	F	0.096	F	0.804	1300	G	2002
658			_	Too			.,,		-		•			_	
<u></u>	3.25	1800	G	From: 95%	1%	16-659 2% 1%	1%	0%	С	0.093	F	0.727	1800	G	2002
658	3.23	1000	J	Tn:	1 /0	US 1; SR 207	1 /0	070	O	0.000	•	0.727	1000	J	2002
				From:		16-658		1							
(659)	1.50	120	R	<u> </u>		10-038				NA			NA		09/19/2001
(033)				To:		Dead End									
				From:		16-607									
660	0.27	300	R							NA			NA		09/27/2001
				To		16-1020									
(660)	1.23	130	R	From:		10-1020				NA			NA		09/27/2001
660	0		••	To:		16-609									
				From:		16-603		1							
661)	2.40	420	G	94%	3%	2% 0%	1%	0%	С	0.098	F	0.568	420	G	2002
				To:		US 1									
				From:		16-602									
662	2.10	80	R					4		NA			NA		08/28/2001
				To:		16-653									
				From:		16-648									
663	3.25	60	R							NA			NA		1998
				To:		16-601									
				From:		Dead End									
664)	0.82	80	R							NA			NA		10/10/2001
				To		0.82 MN Dead E	nd								
(664)	0.08	140	R	From:		Dona Di				NA			NA		10/10/2001
664       664				Tav		16-601									
(664)	1.90	160	R	From:		10-001				NA			NA		10/10/2001
004)	1.50	.00		To:		16-639 WEST				14/3			14/1		10, 10, 2001
						-5 057 HEBT									

				Caroline Maintenance Area							
Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	(.)(:		QK	Dir Factor	AAWDT	QW	Year
			From:	16-639 EAST							
2.13	150	R		1 122		NA			NA		10/10/2001
			To:	16-638							
4.00	440	_	From:	16-618		NIA			NIA		00/40/000
4.20	140	К	To:	16-625		NA			NA		08/13/2001
			From:	•							
0.69	20	R				NA			NA		09/12/2001
			To:	0.69 ME Dead End							
0.21	40	R	r toin.			NA			NA		09/12/2001
			To:	16-631							
0.40			From:	Spotsylvania County Line							00/00/000
0.42	220	К	To:	16-609 SOLITH		NA			NA		09/26/2001
			From:	16-609 NORTH							
3.10	260	R	_			NA			NA		09/26/2001
1 75	440		From:	Spotsylvania County Line		NIA			NIA		1000
1.75	110	K	To:	16-738 NORTH		INA			INA		1998
			From:	16-738 SOUTH							
1.10	80	R		1.500		NA			NA		1998
1 60	170	R	From:	16-600		NΔ			NΑ		08/20/2001
1.00	.,,		To:	16-663		147 (			14/ (		00/20/200
			From:	16-738 SOUTH							
1.90	70	R				NA			NA		10/03/2001
			To:	16-738 MIDDLE							
1 37	110	R	r toin.	16-/38 WES1		NA			NA		10/03/2001
			To:	16-603							. 0, 00, 200
			From:	16-601							
1.90	80	R				NA			NA		10/10/2001
			To:								
0.20			From:	SR 2		NIA			NIA		09/27/2001
0.50	-	K	To:	Dead End		INA			INA		09/2//200
			From:								
0.40	60	R				NA			NA		08/20/2001
			To:	16-718							
1.20	120	R	r toin.			NA			NA		08/20/2001
			To:								
4.40	440		From:	US 17							00/04/000
1.43	110	К	To:	Dead End		NA			NA		08/01/2001
2.21	450	G			С	0.125	F	0.544	450	G	2002
			To:	16-722							
			From:	SR 30							
0.80	300	R				NA			NA		08/20/2001
			From:	16-694							
1.00	40	R	To	17.703		NA			NA		08/20/2001
			From:	16-693 16-644							
0.12	100	R		10-0++		NA			NA		08/13/2001
	2.13 4.20 0.69 0.21 0.42 3.10 1.75 1.10 1.60 1.90 0.30 0.40	2.13 150  4.20 140  0.69 20  0.21 40  0.42 220  3.10 260  1.75 110  1.10 80  1.60 170  1.90 70  1.37 110  1.90 80  0.30 4  0.40 60  1.20 120  1.43 110  2.21 450  0.80 300	2.13 150 R  4.20 140 R  0.69 20 R  0.21 40 R  0.42 220 R  3.10 260 R  1.75 110 R  1.10 80 R  1.60 170 R  1.90 70 R  1.90 70 R  1.90 70 R  1.90 80 R  1.90 80 R  1.43 110 R  1.20 120 R  1.43 110 R  2.21 450 G  0.80 300 R	2.13   150   R	Length   AADT   QA   4Tire   Bus   Truck   2Axie 3+Axie 1Trail 2Trail	Length   AADT   QA   4Tire   Bus     Truck	Length   AADT   QA   4Tire   Bus   2Axide 3+Axide 1Trail   2Trail   QC   Hour	Length   AADT   QA   4Tire   Bus   2Axde 34Axde 1Trail 2Trail   QC   Peak   Hour   QK	Length   AADT   QA   4Tire   Bus	Length   AADT   QA   4Tire   Bus	Length   AADT   QA   4Tire   Bus

					Caroline Maintenance Area					
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC Pe	( )	Dir Factor	AAWDT	QW Year
Caroline County				From:	16-669					
679)	1.20	90	R			N	A		NA	10/03/2
				To-	Spotsylvania County Line					
	0.85	47	R	From:	Dead End	N	Λ		NA	11/13/2
680	0.03	41	K	To:	16-603	IN	^		INA	11/13/2
				From:	US 17					
681)	1.65	60	R			N	Α		NA	1998
				From:	16-758					
681)	0.10	70	R			N	A		NA	08/01/2
				To:	Dead End					
693)	1.20	80	R	From:	Dead End	N	Δ		NA	08/28/2
682	1.20		• • • • • • • • • • • • • • • • • • • •	To:	US 301		, ,		14/ (	00/20/2
				From:	16-658					
683)	4.21	80	R			N	A		NA	09/19/2
				To:	US 1					
	0.88	540	R	From:	SR 207	N	٨		NA	09/17/2
684)	0.00	340	K	To:	16-656	IN	^		INA	09/11/2
				From:	16-639 SOUTH					
685)	0.45	100	R			N	A		NA	1998
				To:	16-639 NORTH					
$\overline{}$				From:	US 17					
686	1.08	40	R	To:	Dead End	N	A		NA	08/01/2
				From:	16-722					
687)	0.20	49	R		10-722	N	Α		NA	08/28/2
001)				To:	Dead End					
				From:	Dead End					
688)	0.20	100	R	To:	16.622	N	A		NA	10/03/2
				From:	16-632					
689)	4.90	70	R	From:	US 1	N	Α		NA	1998
009	1.00		• • • • • • • • • • • • • • • • • • • •	To:	16-658				101	
				From:	16-652					
690)	2.40	8	R			N	A		NA	09/17/2
				To: From:	16-732					
690	0.30	20	R	To:	16.656	N	A		NA	09/17/2
				From:	16-656					
601)	1.48	60	R	r tonii.	16-654	N	Α		NA	08/23/2
691)				To:	Dead End					
				From:	16-778					
692	0.10	500	R	. —		N	A		NA	1998
				To-	16-639					
603)	1.50	10	R	From:	16-694	N	Α		NA	08/20/2
693)				To:	16 677					
693)	1.50	30	R	From:	16-677	N	A		NA	08/20/2
				To-	16-601					
				From:	16-651					
694)	1.85	120	R			N	A		NA	08/20/2
				To: From:	16-677					
694)	2.15	220	R	To:	17.701	N	A		NA	08/20/2
				1	16-601					

QC Peak I Hour	()K	AAWDT	QW Year
	i dotoi	•	ioui
1			
NA		NA	08/28/200
]			
NA		NA	08/28/200
<u> </u>			
J NA		NA	09/12/200
			00/ 12/200
NA NA		NA	09/12/200
1			
]			00/10/00
NA <b>1</b>		NA	09/19/200
<del></del>			
NA		NA	10/03/200
<u>]                                    </u>			
]			10/00/000
NA <b>1</b>		NA	10/03/200
<del></del>			
NA		NA	09/19/200
]			
NA 1		NA	1998
<u> </u>			
NA		NA	09/27/200
1			
]			
NA _		NA	08/28/200
		NIA	1000
1		INA	1998
<u>.                                      </u>			
NA		NA	09/19/200
_ NA		NIA	09/19/200
1		INA	09/19/200
<u>-</u>			
NA		NA	08/23/200
<u> </u>			
]		NIA	00/40/000
1 NA		NA	08/13/200
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NA		NA	08/13/200
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NA		NA	08/13/200
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, NIA		NIA	08/28/200
]		INA	00/20/200
NA		NA	10/10/200
	NA N	NA N	NA N

					Ca	ıroline Maintena	nce Area								
Route	Length	AADT	QA	4Tire	Bus	T 2Axle 3+Axl			- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Caroline County				From:		16-722		ī							
(711)	0.10	100	R	<u> </u>		10-722				NA			NA		08/28/2001
				To		Dead End									
				From:		US 1									
712	1.13	940	R							NA			NA		10/10/200
				To:		16-639									
$\bigcirc$				From:		SR 207 SOUT	ГН								
713	0.27	30	R							NA			NA		1998
				From:		16-639									
713)	0.12	110	R							NA			NA		09/12/200
				To:		SR 207 NOR	ГН								
			_	From:		SR 207									4000
714)	0.46	100	R	To:		16 601				NA			NA		1998
						16-601									
	0.00	00	_	From:		Dead End				NIA			NIA		00/40/000
715	0.29	80	R	To:		16-652				NA			NA		09/19/200
				From:											
	0.77	450	R	FIOIII.		16-652				NA			NA		09/19/200°
716	0.11	450	1							INA			INA		03/13/200
$\overline{}$	1 10		_	From:		16-642									00/40/000
716	1.40	270	R	To:		SR 207; 16-6	5.6	1		NA			NA		09/19/200
							36								
	0.55	90	R	From:		Dead End				NA			NA		08/13/200
717)	0.55	90	ĸ	To:		16-721				INA			INA		06/13/200
				From:											
<del></del>	0.40	30	R	FIOIII.		Dead End				NA			NA		08/20/200
718	0.40	30	1	To:		16-674		1		INA			INA		00/20/200
				From:											
740	0.35	170	R	<u> </u>		US 17				NA			NA		1998
719	0.00	.,,		To:		Dead End				147 (			1473		1000
				From:		16-658		1							
(720)	0.99	170	R	<u> </u>		10-030				NA			NA		09/19/200
720				To:		Cul-de-Sac									
				From:		US 301									
721)	2.46	2500	G	93%	0%	2% 1%	4%	0%	С	0.097	F	0.715	2500	G	2002
				To		16-717									
(721)	4.00	1800	G	93%	0%	2% 1%	4%	0%	F	0.1	F	0.712	1800	G	2002
(721)			_	Tai					-		-			_	
(724)	1.93	850	G	From: 93%	0%	16-630 2% 1%	4%	0%	F	0.088	F	0.654	850	G	2002
(721)	1.95	030	•	_	0 70		7/0	070		0.000	•	0.054	030	U	2002
(721) (721) (721)	1.00	CEO.		From:	00/	16-644	40/	00/		0.000		0.644	GEO.		2002
(721)	1.08	650	G	93%	0%	2% 1%	4%	0%	F	0.088	F	0.641	650	G	2002
$\bigcirc$				From:		16-646					_				
(721)	1.08	590	G	93%	0%	2% 1%	4%	0%	F	0.087	F	0.513	590	G	2002
				To:		King & Queen Cou									
	4.00	4600	•	From:	40/	SR 207 WES		00/	_	0.000	_	0.507	1600	_	2002
(722)	1.22	1600	G	92%	1%	2% 2%	3%	0%	F	0.083	F	0.507	1600	G	2002
722       722				From:		16-676									
(722)	1.87	1300	G	92%	1%	2% 2%	3%	0%	С	0.095	F	0.512	1300	G	2002
				To:		SR 207 EAS	T								
$\bigcirc$				From:		16-604									101:5::
723)	0.55	50	R	_{T.}						NA			NA		10/10/200
				To:		Dead End									

					Oui	oirre iviairiteriari	100 / 1100								
Route	Length	AADT	QA	4Tire	Bus	Tri 2Axle 3+Axle	uck 1Trail	2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Caroline County				From:		Dead End		Ī							
724)	0.20	70	R							NA			NA		09/19/200
				To:		16-683									
$\bigcirc$	0.04	400	-	From:		16-652				NIA			NIA		00/00/000
725	0.84	420	R	To:		SR 30 EAST				NA			NA		08/28/200
				From:		SR 30 WEST									
725	0.82	260	R							NA			NA		08/28/200
				To:		16-602									
	0.20	30	R	From:		Dead End				NA			NA		09/26/200
726	0.20	30	IX	To:		16-626				INA			INA		03/20/200
				From:		Dead End									
727)	0.70	80	R			Deut Liiu				NA			NA		10/10/200
				To:		16-604									
				From:		16-615									
728)	0.65	240	R	. —						NA			NA		08/01/200
				To:		Dead End									
	0.01	20	R	From:		16-630				NA			NA		1998
729	0.01	20	K							INA			INA		1990
	0.24	20		From:		0.01 MN 16-63	0			NIA			NΙΔ		1000
729	0.31	20	R	To:		Dead End				NA			NA		1998
				From:		Dead End		1							
730	0.30	60	R	<u> </u>		Dead End				NA			NA		09/19/200
730)				To:		16-689									
				From:		Dead End									
731)	0.31	70	R							NA			NA		09/19/200
				To:		16-657									
$\bigcirc$				From:		Dead End									
732	0.20	10	R	To:		16 600				NA			NA		09/17/200
				From:		16-690									
733)	0.40	40	R			16-654				NA			NA		09/17/200
(733)	0.10		• • •	To:		Dead End							100		00/11/200
				From:		16-721 WEST									
734)	0.37	47	R							NA			NA		1998
				To:		16-721 EAST									
$\bigcirc$				From:		Dead End									
735	0.30	30	R	To:		16.626				NA			NA		09/27/200
						16-626									
700	0.30	160	R	From:		Dead End				NA			NA		1998
736	0.00	100		To-		16-656				1471			14/1		1000
				From:		16-606		İ							
737)	0.01	70	R							NA			NA		09/26/200
				To- From:		0.01 MN 16-60	16								
737	0.49	20	R	rioiii.						NA			NA		09/26/200
				To:		Dead End									
$\bigcirc$		_		From:		Hanover County I									
738)	3.50	620	G	91%	1%	3% 4%	2%	0%	F	0.105	F	0.541	620	G	2002
				To: From:		16-639									
738	1.81	1500	G	91%	1%	3% 4%	2%	0%	С	0.091	F	0.543	1500	G	2002
				To-	S	Spotsylvania County	y Line								
	0.07	40	P	From:		16-600				NIA			NIA		08/20/200
739	0.27	40	R	To:		16-601				NA			NA		08/20/200
						10-001									

						oline Maintenance Area								
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail		QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Caroline County				From:		Dead End	1							
(740)	0.80	4	R			Dead End			NA			NA		08/13/2001
				To-		16-630								
$\bigcirc$	0.00		_	From:		16-604								10/00/0004
741)	0.32	60	R	To:		Dead End			NA			NA		10/03/2001
				From:		US 1								
742	0.23	140	R						NA			NA		10/10/2001
				To:		0.23 ME US 1								
742	0.78	60	R						NA			NA		10/10/2001
				To:		Dead End								
742	1.00	9	R	From:		FR-162			NA			NA		09/27/2001
743	1.00	•	- 1	To-		16-633			IVA			14/4		03/21/2001
				From:		16-652 WEST								
744	0.21	10	R						NA			NA		09/17/2001
				To:		16-652 EAST								
(745)	0.10	270	R	From:		16-668			NA			NA		09/26/2001
(745)	0.10	2.0		To:		SR 2			147 (			1471		00/20/2001
				From:		16-656								
(746)	0.55	30	R						NA			NA		09/17/2001
				To:		Dead End								
	1.56	47	R	From:		16-640			NA			NA		08/23/2001
747)	1.50	71	IX	To		16-621			INA			INA		00/23/2001
				From:		US 1								
748	0.25	230	R						NA			NA		1998
				To:		16-1302								
	0.08	50	R	From:		US 1			NA			NA		09/19/2001
749	0.00	30	IX	To:		Dead End			INA			INA		03/13/2001
				From:		Dead End								
(750)	0.30	30	R						NA			NA		08/28/2001
				To:		16-640								
	1.35	60	R	From:		16-608			NA			NA		08/23/2001
751)	1.55	00	IX	To:		Dead End			INA			INA		00/23/2001
				From:		16-684								
752	0.40	80	R						NA			NA		1998
				To-		Dead End								
750	0.15	20	R	From:		16-606			NA			NA		09/26/2001
753	0.13	20		To:		Dead End			INA			14/3		03/20/2001
				From:		16-632	Ī							
754)	0.25	40	R						NA			NA		1998
				To:		Dead End	1							
755)	0.33	90	R	From:		16-606			NA			NA		09/26/2001
(735)	0.00			To:		Dead End						. 47 (		30,20,2001
			_	From:		16-633								
756	0.24	200	R						NA			NA		09/12/2001
				To:		16-639								
(757)	0.06	80	R	From:		Dead End			NA			NA		10/10/2001
(131)	0.00			To		US 1								
	•					·								

					Caroline Maintenance Area						
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC Hou	()K	Dir Factor	AAWDT	QW	Year
Caroline County				From:	16-681						
758)	0.30	60	R			N/			NA		08/01/2001
				To-	Dead End						
	0.55	60	R	From:	Dead End	N.A			NA		10/03/2001
759	0.55	60	K	To:	Spotsylvania County Line	11/-	L		INA		10/03/2001
				From:	Dead End						
760	1.50	40	R			N/			NA		08/23/2001
				To:	16-646						
	0.00	40	_	From:	Dead End	NI A			NIA		00/02/2004
761)	0.90	49	R	To:	16-627	NA I			NA		08/23/2001
				From:	16-689						
762	0.20	70	R		20 002	N.A			NA		09/19/2001
				To:	Dead End						
$\bigcirc$				From:	SR 30 WEST						
763	0.45	40	R	To:	SR 30 EAST	N.A	ı		NA		1998
				From:	16-696						
(764)	0.26	40	R	<u> </u>	10-090	N.A			NA		09/12/2001
				To:	Dead End						
				From:	16-639						
765	0.23	140	R		15.500	N.A			NA		09/12/2001
				To:	16-638						
(766)	2.21	40	R	From:	Dead End	l NA			NA		08/01/2001
766	2.21			To:	221 MF Deed Find	1 <b>17</b>	•		14/1		00/01/2001
766	0.09	40	R	From:	2.21 ME Dead End	N/			NA		1998
(700)				To:	US 17						
				From:	16-664						
767	0.65	70	R	. —		N.A			NA		10/10/2001
				To:	Dead End						
760	0.23	130	R	From:	16-640	l NA			NA		08/28/2001
768	0.20	100	.,	To:	Dead End	147			14/1		00/20/2001
				From:	Dead End						
(770)	0.19	50	R			N/			NA		09/12/2001
				To:	16-722						
	0.10	49	R	From:	Dead End	l NA			NA		09/19/2001
771)	0.10	49	ĸ	To:	16-639	IN/-			INA		09/19/2001
				From:	16-606						
772	0.45	130	R			N.A			NA		09/27/2001
				To:	Cul-de-Sac						
$\bigcirc$				From:	16-640						
773)	0.19	140	R	To:	Dead End	N/A			NA		08/28/2001
				From:	Dead End						
774)	0.36	130	R	<u> </u>	Deau Enu	l NA			NA		1998
				To:	US 1						
				From:	Dead End						<u> </u>
775)	0.15	100	R			N/			NA		1998
				To-	SR 2						
	0.14	70	R	From:	16-654	l NA			NA		1998
776	0.14	10	ĸ	To:	Cul-de-Sac	IN <i>F</i>	Ī		INA		1990

					Caroline Maintenance Area							
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trai	()('	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Caroline County				From:	16-653	1						
(777)	0.34	90	R	<u> </u>	10-033	1	NA			NA		1998
				To:	Cul-de-Sac							
$\bigcirc$	0.44		_	From:	Dead End							00/40/000
778	0.14	70	R	To:	16-692	1	NA			NA		09/19/200
				From:	Dead End	1						
779)	0.31	100	R		2000	1	NA			NA		1998
				To:	16-601							
	0.40	50	R	From:	16-609		NIA			NIA		00/40/000
780	0.10	50	ĸ	To:	16-781	1	NA			NA		08/13/200
				From:	16-780							
781)	0.10	10	R				NA			NA		08/13/200
				To:	Cul-de-Sac							
$\bigcirc$	0.00	242		From:	16-661							40/00/000
785	0.60	310	R	To:	Dead End	1	NA			NA		10/03/200
				From:	Cul-de-Sac							
798)	0.10	80	R	L	Cur-de-Sac	1	NA			NA		1998
				To:	16-799	<b> </b>						
798)	0.10	60	R	From:		_	NA			NA		1998
				To:	Cul-de-Sac	]						
	0.04	040		From:	16-798					NIA		4000
799	0.34	310	R	To:	SR 207	1	NA			NA		1998
Fown of Port Royal					SR207							
				From:	US 301							
1001)	0.15	60	R	To:	16-1005	1	NA			NA		1998
				From:	16-1003	l						
1002	0.24	130	R		10-1003	1	NA			NA		08/01/200
				To:	16-1004	1						
1002	0.12	50	R	From:	10 100.	1	NA			NA		08/01/200
$\bigcirc$				To:	Dead End							
$\bigcirc$	0.04		_	From:	ECL PORT ROYAL		N10			NIA		00/04/000
(1003)	0.04	60	R				NA			NA		08/01/200
$\overline{}$	0.06	190	R	From:	16-1005	<u> </u>	NA			NA		08/01/200
1003	0.00	190	K	т	16 1006	1	INA			INA		00/01/200
(1003)	0.10	250	R	From:	16-1006		NA			NA		08/01/200
(1003)				To:	US 301							
_				From:	16-1005							
1004	0.15	150	R				NA			NA		1998
				To: From:	US 301	}						
1004	0.05	NA		To:	Dood End	1	NA			NA		
				From:	Dead End	<u> </u>						
1005	0.06	100	R		SCL PORT ROYAL	J	NA			NA		08/01/200
				To:	16-1003 Gap Terminus	]						
$\overline{}$	0.18	20	Р	From:	16-1001 Gap Terminus	]	NA			NA		08/04/2004
(1005)	0.18	30	R	To:	16-1004	1	NA			INA		08/01/2001
				From:	SCL PORT ROYAL							
1006	0.06	60	R			• -	NA			NA		08/01/200
				To:	16-1003							

					Caroline Maintenance Area							
Route	Length	AADT	QA	4Tire	Bus	QC F	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Port Roval												
	0.04	40		From:	16-1003		NIA			NIA		00/04/000
(1006)	0.24	40	R	To-	16-1004	1	NA			NA		08/01/200
				From:	Dead End	1						
(1007)	0.17	120	R		Dead Lind	1	NA			NA		08/01/200
				To:	US 301	]						
				From:	ECL PORT ROYAL							
(1008)	0.18	100	R			•	NA			NA		1998
				To:	US 301							
Caroline County				From:	US 17							
1009)	0.20	120	R		031/	1	NA			NA		1998
1003				To:	16-1010	]						
				From:	US 17							
1010	0.15	60	R	-		_	NA			NA		1998
				To-	16-1009							
$\widehat{}$				From:	16-660							
1020	0.29	200	R	. —	15.1001	7	NA			NA		09/27/200
				To:	16-1021	<u> </u>						
	0.11	60	ь.	From:	Cul-de-Sac	]	NIA			NIA		00/27/20/
1021	0.11	60	R	To:	16-1020	1	NA			NA		09/27/200
				From:	Cul-de-Sac	<u>.                                    </u>						
1030	0.40	70	R		Cui-de-Sac	ı	NA			NA		09/19/20
1030)				To:	16-652	]						
				From:	Cul-de-Sac							
1031)	0.11	30	R			=' _,	NA			NA		09/19/200
				To:	16-1030; 16-1032							
$\bigcirc$				From:	Cul-de-Sac							
1032	0.10	9	R	To:	45 1000 45 1001	1	NA			NA		09/19/20
					16-1030; 16-1031							
	0.09	140	R	From:	US 17	j	NA			NA		08/01/20
1040	0.09	140	K	To:	16-1041 BEGIN LOOP	1	INA			INA		00/01/20
				From:	16-1040 BEGIN LOOP							
1041)	2.01	100	R	<u> </u>	10-10-40 BEGIN EOOI	ı	NA			NA		08/01/20
				To:	16-1040 END LOOP	]						
				From:	16-1041							
1042)	0.46	30	R			<del>-</del> -	NA			NA		08/01/20
<u> </u>				To:	Cul-de-Sac							
				From:	Cul-de-Sac							
1043)	0.18	30	R	To:	16 1041	1	NA			NA		08/01/20
					16-1041	<u> </u>						
	0.25	120	В	From:	16-651	j	NIA			NΙΔ		08/20/200
1050	0.25	130	R	To:	16-1051	1	NA			NA		06/20/20
				From:	16-1050	1						
1051)	0.33	100	R	<u> </u>	10-1050	ı	NA			NA		08/20/20
				To:	16-1052	<u> </u>	-					
				From:	Cul-de-Sac							
1052	0.08	20	R			_	NA			NA		08/20/20
				To:	16-1051	]						
				From:	16-1051							
1053	0.20	60	R			7	NA			NA		08/20/200
				To	Cul-de-Sac	<u> </u>						

					Caroline Maintenance Area					
Route	Length	AADT	QA	4Tire	Bus Truck  2Axle 3+Axle 1Trail 2Trai	OC.	( ) K	Dir Factor	AAWDT QW	Year
Caroline County										
(1101)	0.09	40	R	From:	16-1102	J NA			NA	1998
(101)				To	16-1104	\ 				
(1101)	0.09	70	R	From:	10 1101	NA NA			NA	1998
				To:	16-1103					
$\bigcirc$	0.00	40	-	From:	16-1101				NIA	4000
(1102)	0.06	40	R			NA			NA	1998
4400	0.06	140	R	From:	16-1105	NA			NA	1998
(1102)	0.00	140		To	16 722	1			INA	1330
(1102)	0.05	250	R	From:	16-722	NA			NA	1998
				To:	16-1106	1				
(1102)	0.11	120	R	From:	10 1100	NA			NA	1998
				To: From:	16-1108					
(1102)	0.06	70	R			NA			NA	1998
				To:	16-1109					
_	0.06	120	R	From:	16-722; 16-1110	NA	_		NA	1998
(1103)	0.00	120	K			INA T			INA	1990
4400	0.07	80	R	From:	16-1105	NA			NA	1998
(1103)	0.01	00		To:	16-1101	1			INA	1550
				From:	16-722					
(1104)	0.06	150	R			NA			NA	1998
				To: From:	16-1105	]				
(1104)	0.06	40	R			NA			NA	1998
				To:	16-1101					
	0.09	60	R	From:	16-1103	] NA			NA	1998
1105	0.03	00	IX.	т	16.1104	7			INA	1330
(1105)	0.09	20	R	From:	16-1104	NA			NA	1998
				To:	16-1102	]				
				From:	16-1107					
1106	0.20	130	R			NA			NA	1998
				To:	16-1102					
(1107)	0.06	110	R	From:	16-1109	J NA			NA	1998
(1107)	0.00	110		To:	17,1100	7			14/ (	1000
(1107)	0.07	210	R	From:	16-1108	NA			NA	1998
(1107)				To:	16-1106	1				
(1107)	0.05	280	R	From:	10-1100	NA NA			NA	1998
				To:	16-722					
				From:	16-1107	J				
1108	0.20	80	R			NA			NA	1998
	0.40	20		From:	16-1102	<b></b>			NIA	4000
1108	0.12	30	R	To	16-1111	NA T			NA	1998
				From:	16-1107	<u> </u>				
(1109)	0.20	60	R		10-110/	NA			NA	1998
				To:	16-1102					
				From:	Dead End					
(1110)	0.20	70	R	Te-	16 700 16 1100	NA			NA	1998
				To:	16-722; 16-1103					

				Caroline Maintenance Area					
Length	AADT	QA	4Tire	Bus	OC.	()K	Dir Factor	AAWDT C	W Year
			From:	Dead End					
0.04	20	R		Bead End	NA	١		NA	1998
			To: From:	16-1108					
0.17	100	R	т	16 700	NA	١		NA	1998
0.20	100	R	r tonii.	16-601	NΑ			NA	1998
			To-	Dead End					
			From:	Cul-de-Sac					
0.55	80	R	To:	16 640	NA	١		NA	08/28/200
				10-0-10					
			From:	16-1216					
0.48	350	R	To:	LIC 201 DLIC	NA	١		NA	08/28/200
			1						
0.21	950	R	<u> </u>	10-019	NA	١		NA	08/28/200
			To:	SR 207					
0.08	110	R			NA	١		NA	08/28/200
			To:	WCL BOWLING GREEN					
0.10	GE0.	_	From:	US 301 BUS	NI A			NIA	00/12/20
0.10	650	ĸ	To:	Dead End	INA	1		INA	09/12/200
			From:						
0.06	680	R			NA	١		NA	1998
			To: From:	16-1205					
0.06	1000	R			NA	١		NA	09/12/200
			From:	16-1229					
0.15	430	R	To:	110 201 FD 012	NA	١		NA	09/12/200
0.10	320	R		10-019	NA	١		NA	08/28/200
			To:	16-1204					
			From:	16-619					
0.11	290	R	To:	16 1204	NA	١		NA	09/12/200
			•						
0.07	170	R		SCL BOWLING GREEN	NA	١		NA	1998
			To:	US 301 BUS					
			From:	16-1211 SOUTH					
0.07	40	R			NA	١		NA	1998
0.00		_	From:	SCL BOWLING GREEN	NI A			NIA	4000
0.03	60	к	To:	16-1211 NORTH	N/	`		NA	1998
			From:						
0.13	50	R		10 019	NA	١		NA	1998
			To:	Dead End					
2.25	400	_	From:	16-619				NIA	00/00/00
0.26	190	К	To:	SR 207	N/	١.		NA	08/28/200
			From:						
0.10	20	R	<u> </u>	10 1200	NA	١		NA	1998
			To:	16-1212					
0.10	20	R	rrom:	·	NA	١		NA	1998
			To:	16-1208					
	0.04 0.17 0.20 0.55 0.48 0.21 0.08 0.10 0.06 0.06 0.15 0.10 0.11 0.07 0.07 0.03 0.13 0.26	0.17       100         0.20       100         0.55       80         0.48       350         0.21       950         0.08       110         0.10       650         0.06       680         0.06       1000         0.15       430         0.10       320         0.11       290         0.07       170         0.03       60         0.13       50         0.26       190         0.10       20	0.04 20 R 0.17 100 R 0.20 100 R 0.55 80 R 0.48 350 R 0.21 950 R 0.08 110 R 0.10 650 R 0.06 680 R 0.06 1000 R 0.15 430 R 0.15 430 R 0.17 290 R 0.17 290 R 0.11 290 R	0.04   20   R	Length AADT   QA   4Tire   Bus   2Axle 3+Axle 1Trail 2Trail   Dead End	Length   AADT   QA   4 Time   Bus   2Axie 3+Axie   1Trail   2Trail   QC   Hot	Length   AADT   QA   4 Tire   Bus   2Axie 3+Axie 1 Trail 2 Trail   QC   Hour   QR	Length AADT   QA   4Tire   Bus   2Axie 3+Axie 1Trail 2Trail   QC   QK   Factor	Carrier   Carr

					Caroline Maintenance Area					
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	O.C.	ak our Qh	Dir Factor	AAWDT Q	W Year
Town of Bowling Green				From:	Dead End	1				
(1212)	0.08	20	R			N	Α		NA	1998
				To-	16-1211					
$\bigcirc$	0.10	440	_	From:	Dead End	l N	٨		NIA	1000
1213	0.12	110	R	To:	US 301 BUS	N ]	А		NA	1998
				From:	16-619					
(1214)	0.04	260	R			N	Α		NA	08/28/200
				To:	Dead End					
$\bigcirc$				From:	16-1201					
(1215)	0.09	400	R	To:	16-619	N I	A		NA	1998
				From:	Dead End	<u> </u>				
(1216)	0.03	20	R		Dead End	I N	Α		NA	1998
(1210)				To:	16-1201					
(1216)	0.04	110	R	From:	10-1201	ı N	Α		NA	1998
(19)				To:	16-619					
				From:	US 301 BUS					
(1217)	0.19	110	R			N	A		NA	09/12/200
				To:	16-1229					
Caroline County				From:	Dead End	Ī				
1218)	0.12	60	R		Dead End	ı N	Α		NA	1998
(1210)				To:	16-1219	<u> </u>				
(1218)	0.17	160	R	From:	10-1217	ı N	Α		NA	1998
				To:	SR 2					
(1218)	0.11	47	R	From:	SAC 2	N	Α		NA	1998
				To:	Dead End					
				From:	16-1218					
(1219)	0.16	90	R	To:	D 15 1	N I	A		NA	1998
				10.	Dead End	<u>l</u>				
Town of Bowling Green				From:	US 301 BUS					
1220	0.26	150	R			N	Α		NA	1998
				To:	Cul-de-Sac					
	0.40	450		From:	Dead End	]	^		NIA	4000
(1221)	0.12	150	R	To:	US 301 BUS	IN	A		NA	1998
				From:	16-1202					
(1222)	0.18	200	R	<u> </u>	10-1202	ı N	Α		NA	1998
				To-	SR 207					
Caroline County						ī				
(1000)	0.09	60	R	From:	16-1224	j N	Α		NA	1998
(1223)	0.09	UU	Λ.	To:	16-695	]	^		IN/A	1990
				From:	16-1225					
(1224)	0.08	49	R			N	Α		NA	1998
				To:	16-1223					
$\bigcirc$			_	From:	16-695 SOUTH					
(1225)	0.14	160	R			N	A		NA	1998
				To: From:	16-1224					
1225	0.13	30	R	To-	16 605 NODTH	N I	A		NA	1998
					16-695 NORTH	I				
Town of Bowling Green				From:	US 301 BUS					
(1227)	0.21	90	R	_		N	Α		NA	1998
				To:	Cul-de-Sac					

					Caroline Maintenance Area						
Route	Length	AADT	QA	4Tire	BusTruck	OC.	(.)K	Dir Factor	AAWDT	QW	Year
Town of Bowling Green								. 4010.			
(1228)	0.05	48	R	From:	16-1229	J NA			NA		09/12/200
(1226)	0.00		.``	To:	ECL BOWLING GREEN	1					00/12/200
				From:	16-1204	]					
(1229)	0.39	350	R		VIQ.201.0VIQ	NA T			NA		09/12/200
				To:	US 301 BUS						
Caroline County				From:	Dead End						
(1230)	0.30	190	R			NA			NA		1998
				To:	16-695						
Town of Bowling Green				From:	16-1217						
(1231)	0.16	80	R	-		NA			NA		1998
				From:	16-1229	]———					
(1231)	0.27	80	R	To:	D 12.1	NA			NA		1998
				10.	Dead End						
Caroline County				From:	US 301						
1232	0.11	20	R			NA			NA		1998
				From:	16-1233	<u> </u>					
1232	0.15	150	R			NA _			NA		1998
_	0.34	70	R	From:	BEGIN LOOP	N/A			NΙΔ		00/20/200
1232	0.34	70	ĸ	To:	END LOOP	NA T			NA		08/28/200
				From:	Dead End						
(1233)	0.08	40	R			NA			NA		1998
				To-	16-1232						
	0.32	450	R	From:	FR-814	] NA			NA		1998
1234	0.02	700		To:	16-1235	]			14/3		1000
				From:	16-1234						
1235	0.07	70	R			NA T			NA		1998
				To: From:	Cul-de-Sac						
(1238)	0.36	180	R	Piolii.	Cul-de-Sac	J NA			NA		1998
(1250)				То:	16-695						
				From:	Cul-de-Sac						
(1239)	0.17	110	R	To:	16-619	NA T			NA		1998
				From:	Dead End						
1240	0.17	60	R	<u> </u>	D'ad Ellu	J NA			NA		1998
$\bigcup$				To: From:	16-1241	1					
(1240)	0.12	180	R			NA			NA		1998
				To:	SCL Bowling Green						
Town of Bowling Green				From:	SCL Bowling Green						
(1240)	0.04	180	N	<u></u>		NA			0	Ν	1998
				To:	US 301						
Caroline County				From:	16-1242						
(1241)	0.20	90	R		10-1242	J NA			NA		1998
				To:	16-1240	]					
			_	From:	16-1241						
(1242)	0.16	30	R	To:	Dead End	NA T			NA		1998
					Dead End	ı					

					Caroline Maintenance Area							
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	()(;	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Caroline County				From:	16-695 NORTH							
1245	0.75	260	R		4. (0.7.0.)	1	NA			NA		08/28/200
				To: From:	16-695 SOUTH	<u> </u>						
1301)	0.13	60	R		Dead End	<u>.</u>	NA			NA		1998
				To:	16-748	<u> </u>						
			_	From:	Dead End	J						
(1302)	0.12	80	R	To:	16-748	ī	NA			NA		1998
				From:	16-647							
(1310)	0.11	220	R			_	NA			NA		1998
				To: From:	16-1311	<u> </u>						
1310	0.09	170	R				NA			NA		1998
	0.00	440		From:	16-1312	]	NIA			NIA		4000
1310	0.09	140	R			7	NA			NA		1998
(1310)	0.08	40	R	From:	16-1313		NA			NA		1998
	0.00			To:	ANDERSON STREET	]						
				From:	16-648	J						
(1311)	0.31	290	R				NA			NA		1998
(1311)	0.00	40		From:	16-1310	]	NIA			NIA.		4000
	0.06	40	R	To:	Cul-de-Sac	1	NA			NA		1998
				From:	16-1310							
(1312)	0.05	40	R	_		_	NA			NA		1998
				To:	Cul-de-Sac							
(1313)	0.05	30	R	From:	16-1310	J	NA			NA		1998
	0.03	30	1	To:	Cul-de-Sac	Ĭ	INA			INA		1990
				From:	Dead End							
1401)	0.11	40	R				NA			NA		1998
				From:	16-1403	}						4000
1401)	0.06	570	R				NA			NA		1998
(1401)	0.06	620	R	From:	16-1402	<u> </u>	NA			NA		1998
	0.00	020	R	To:	US 1		147 (			14/ (		1000
				From:	16-1401							
1402	0.34	240	R	т	0.1.1.0	1	NA			NA		1998
				To: From:	Cul-de-Sac							
(1403)	0.15	280	R	FIOIII.	Dead End	J	NA			NA		1998
1-09				To:	16-1401	1						
1403	0.18	360	R	From:	10 1.01	4	NA			NA		1998
				To: From:	16-1404	<u> </u>						
1403	0.16	250	R			_	NA			NA		1998
				To: From:	16-1405	}						
(1403)	0.07	60	R	To:	Cul-de-Sac	1	NA			NA		1998
				From:	Cul-de-Sac	<u> </u>						
1404	0.05	48	R	Щ.	Cui-uc-sac	J	NA			NA		1998
				To:	16-1403							
$\bigcirc$	-			From:	US 1							
1405)	0.04	760	R	To:	16-1402	1	NA			NA		1998
					10-1402	<u> </u>						

					Caroline Maintenance Area										
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Caroline County				From:		16-1402									
(1405)	0.07	640	R			10-1-02				NA			NA		1998
				To:		16-1407									
(1405)	0.12	490	R	From:		10-1407				NA			NA		1998
1405				To		16-1403									
(1405)	0.06	180	R	From:		10-1403			NA	NA			NA		1998
(1405)	0.00		••	To:		16-1408									
				From:		Cul-de-Sac									
1406	0.08	100	R							NA			NA		1998
				To:		16-1402									
				From:		16-1405									
(1407)	0.13	110	R							NA			NA		1998
				To:		Cul-de-Sac									
				From:		Dead End									
(1408)	0.10	70	R						NA	NA			NA		1998
				To: From:		16-1405									
(1408)	0.09	80	R							NA			NA		1998
				To:		Dead End									
	0.20			From:		16-1421			NA			NA	1		
(1420)		110	R							NA				10/03/200	
				To:		16-632									
			R	From:		Dead End .17 MS	1420		NA			NA			10/00/000
(1421)	0.17	20								NA			NA	10	10/03/200
				To: From:		16-1420									
(1421)	0.20	50	R							NA			NA		10/03/200
				To:		Dead End .20 MN	1420								
$\bigcirc$				From:		Dead End									
(1440)	0.18	160	R			10.000				NA			NA		1998
				To:		16-676									
	0.00	400	_	From:	1	16-640 BOWLING (	GREEN		NIA				NIA		4000
9078	0.23	130	R	To:		US 301 HIGH S	CH			NA			NA		1998
						US 301 HIGH S	СН	<u> </u>							
Town of Bowling Green				From:	Т	JS 301 BOWLING	GREEN	- 1							
(9080)	0.17	420	R	<u> </u>		SS 301 BO WEING	CALLIA			NA			NA		1998
0000				To:		US 301 JR HIC	ЭH								
Caroline County					-										
	0.08			From:		16-639 LADYSM	ПТН		NA						
(9081)		100	R							NA		NA		1998	
				To: From:		16-639 16-639 HIGH	ſ								
9081)	0.07	120	R	L		10-039 HIGH	1			NA			NA		1998
	2.0.			To:		16-692 SCHOO	)L								. 300
				From:		SR 207 CAROL									
9082	0.18	240	R			SIC 20 / C/INOL				NA			NA		1998
				To:		16-676 HIGH S	СН								
				From:		16-756 LADYSM									
9837)	0.11	660	R					-		NA			NA		1998
$\bigcirc$				To		16-756 ELEM S	CH								