

2001

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

Jurisdiction Report

36

Gloucester County

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
Gloucester Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Gloucester County															
3	4.07	12000	G	96%	1%	2%	1%	1%	0%	C	1000	G	12000	G	2001
				From:	Mathews County Line										
				To:	36-623										
3	2.18	14000	G	96%	1%	2%	1%	1%	0%	F	1200	G	14000	G	2001
				From:	US 17 Bus E of Gloucester CH										
				To:											
14	1.04	3200	G	87%	1%	3%	4%	6%	0%	F	270	G	3100	G	2001
				From:	King & Queen County Line										
				To:											
14 17	3.73	10000	G	96%	0%	2%	0%	1%	0%	F	890	G	10000	G	2001
				From:	W US 17 Adner										
				To:	36-615										
14 17	1.65	12000	G	96%	0%	2%	0%	1%	0%	F	1000	G	12000	G	2001
				From:	36-606 Ark										
				To:											
14 17	2.45	14000	G	96%	0%	2%	0%	1%	0%	F	1200	G	14000	G	2001
				From:	RT 17 BUS & RT 17										
				To:											
14 17	0.56	9600	G	97%	1%	1%	0%	0%	0%	F	940	G	9500	G	2001
				From:	36-1007										
				To:											
14 3	2.18	14000	G	96%	1%	2%	1%	1%	0%	F	1200	G	14000	G	2001
				From:	RT 3 & 17 BUS										
				To:											
14 3	4.07	12000	G	96%	1%	2%	1%	1%	0%	C	1000	G	12000	G	2001
				From:	36-623										
				To:	Mathews County Line										
17 George Washington	1.47	27000	G	97%	0%	1%	0%	1%	0%	F	2600	G	28000	G	2001
				From:	York County Line										
				To:											
17 George Washington	1.49	31000	F	96%	0%	2%	0%	1%	0%	F	3300	F	31000	F	2001
				From:	36-1208 Roper Rd										
				To:											
17	2.92	33000	G	96%	0%	2%	0%	1%	0%	F	3000	G	34000	G	2001
				From:	SR 216 Hayes										
				To:											
17	3.12	28000	G	96%	0%	2%	0%	1%	0%	F	2500	G	28000	G	2001
				From:	36-636 Ordinary										
				To:											
17	3.01	25000	G	96%	0%	2%	0%	1%	0%	F	2100	G	25000	G	2001
				From:	36-628										
				To:											
17	1.68	16000	G	96%	0%	2%	0%	1%	0%	F	1300	G	16000	G	2001
				From:	Bus US 17 South of Gloucester CH										
				To:											
17	2.45	14000	G	96%	0%	2%	0%	1%	0%	F	1200	G	14000	G	2001
				From:	Bus US 17 North of Gloucester CH										
				To:											
17	1.65	12000	G	96%	0%	2%	0%	1%	0%	F	1000	G	12000	G	2001
				From:	36-606 Ark										
				To:											
17	3.73	10000	G	96%	0%	2%	0%	1%	0%	F	890	G	10000	G	2001
				From:	36-615										
				To:											
17	4.77	5800	G	96%	0%	2%	0%	1%	0%	F	510	G	5900	G	2001
				From:	SR 14 Adner										
				To:											
17	1.55	11000	G	96%	0%	2%	0%	1%	0%	F	1000	G	11000	G	2001
				From:	SR 33 Glenss										
				To:	Middlesex County Line										
Bus 17	1.20	18000	G	97%	1%	1%	0%	1%	0%	F	1600	G	18000	G	2001
				From:	US 17 South of OF Gloucester										
				To:											
Bus 17	0.71	9400	G	97%	1%	1%	0%	0%	0%	F	900	G	9300	G	2001
				From:	SR 3										
				To:	36-1007										

Virginia Department of Transportation
Traffic Engineering Division
2001
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Gloucester Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Gloucester County															
Bus 17	0.56	9600	G	97%	1%	36-1007 1%	0%	0%	0%	F	940	G	9500	G	2001
						US 17 North of Gloucester CH									
33	2.92	7400	G	87%	1%	King & Queen County Line 3%	2%	6%	0%	F	620	G	7300	G	2001
						US 17 Glens									
33 17	1.55	11000	G	96%	0%	US 17 Glens 2%	0%	1%	0%	F	1000	G	11000	G	2001
						Middlesex County Line									
198	4.45	2000	G	93%	1%	US 17 Glens 3%	1%	3%	0%	F	210	G	2000	G	2001
						36-601 Cash P O									
198	2.92	2100	G	93%	1%	36-601 Cash P O 3%	1%	3%	0%	F	170	G	2000	G	2001
						36-606 Harcum									
198	4.10	2000	G	93%	1%	36-606 Harcum 3%	1%	3%	0%	F	170	G	2000	G	2001
						Mathews County Line									
216	3.61	7800	G	94%	1%	US 17 Hayes 2%	1%	1%	0%	F	700	G	8200	G	2001
						36-649 Achilles									
600	1.10	80	R			Dead End					NA		NA		04/12/2000
						36-647									
601	1.94	530	G	86%	3%	US 17 6%	3%	1%	0%	F	50	G	520	G	2001
						36-610									
601	3.04	470	G	86%	3%	36-610 6%	3%	1%	0%	C	46	G	460	G	2001
						SR 198									
602	2.40	970	G	95%	1%	SR 3 3%	0%	1%	0%	C	100	G	960	G	2001
						SR 198									
603	3.80	220	R			36-605					NA		NA		04/10/2000
						SR 198									
604	1.00	2200	G	97%	1%	SR 3 1%	0%	0%	0%	C	210	G	2200	G	2001
						36-605									
605	1.16	2200	R			SR 3; 36-691					NA		NA		04/10/2000
						36-604									
605	1.77	1700	G	97%	1%	36-604 1%	0%	0%	0%	F	150	G	1700	G	2001
						36-603									
605	2.36	1200	G	97%	1%	36-603 1%	0%	0%	0%	C	110	G	1200	G	2001
						36-1430									
605	0.97	770	G	97%	1%	36-1430 1%	0%	0%	0%	F	70	G	760	G	2001
						36-606 SOUTH									
605	0.58	49	R			36-606 SOUTH 36-606 NORTH					NA		NA		03/15/2000
						0.58 MN 36-606									
606	0.20	40	R			Dead End					NA		NA		04/05/2000
						36-662									
606	1.32	380	R			36-662					NA		NA		04/05/2000
						36-610									
606	1.42	700	G	91%	5%	36-610 2%	1%	2%	0%	F	70	G	690	G	2001
						36-614									

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Gloucester County															
606	1.71	2400	G	91%	5%	2%	1%	2%	0%	F	290	G	2300	G	2001
606	1.14	2600	G	91%	5%	2%	1%	2%	0%	C	300	G	2600	G	2001
606	2.15	1700	G	91%	5%	2%	1%	2%	0%	F	170	G	1600	G	2001
606	2.10	1300	G	91%	5%	2%	1%	2%	0%	F	140	G	1300	G	2001
606	3.10	1300	G	91%	5%	2%	1%	2%	0%	F	130	G	1300	G	2001
606	0.92	530	R								NA		NA		04/12/2000
606	0.60	170	R								NA		NA		04/12/2000
607	3.30	190	R								NA		NA		03/15/2000
608	1.96	200	R								NA		NA		04/12/2000
609	1.45	260	R								NA		NA		04/27/2000
610	0.98	200	R								NA		NA		04/05/2000
610	0.62	400	R								NA		NA		04/05/2000
610	1.80	1100	G	94%	3%	3%	0%	0%	0%	C	110	G	1100	G	2001
610	3.00	920	G	94%	3%	3%	0%	0%	0%	F	100	G	910	G	2001
610	2.20	920	R								NA		NA		03/15/2000
610	1.70	450	R								NA		NA		03/15/2000
610	0.05	250	R								NA		NA		03/15/2000
610	0.56	100	R								NA		NA		03/15/2000
610	1.99	50	R								NA		NA		03/15/2000
611	0.86	40	R								NA		NA		03/15/2000
612	0.87	630	R								NA		NA		1997
612	0.23	240	R								NA		NA		1997
612	0.80	220	R								NA		NA		04/27/2000

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Gloucester County															
612	1.50	320	R			From: 36-610 NORTH					NA		NA		04/27/2000
						To: Dead End									
613	1.10	110	R			From: Dead End					NA		NA		04/05/2000
						To: 36-610									
613	2.10	820	R			From: 36-610					NA		NA		04/05/2000
						To: 36-612									
613	0.80	1400	R			From: 36-612					NA		NA		04/05/2000
						To: 36-615									
613	0.35	1300	R			From: 36-615					NA		NA		04/05/2000
						To: US 17									
614	1.30	130	R			From: Dead End					NA		NA		04/10/2000
						To: 36-629 EAST									
614	1.69	320	R			From: 36-629 EAST					NA		NA		04/10/2000
						To: 36-686									
614	1.14	650	R			From: 36-686					NA		NA		04/10/2000
						To: 36-629 WEST									
614	1.90	640	G	97%	1%	1%	0%	0%	0%	F	60	G	640	G	2001
						From: 1.90 Mile North 36-629									
						To: 1.90 M FRM 36-629									
614	0.55	680	G	97%	1%	1%	0%	0%	0%	F	80	G	720	G	2001
						From: US 17									
						To: US 17 NORTH									
614	3.38	6100	G	97%	1%	1%	0%	0%	0%	C	590	G	6000	G	2001
						From: 36-631									
614	1.70	4200	G	97%	1%	1%	0%	0%	0%	F	410	G	4100	G	2001
						From: 36-616 NORTH									
614	1.73	3900	G	97%	1%	1%	0%	0%	0%	F	370	G	3900	G	2001
						To: 36-606									
614	1.98	1400	G	97%	1%	1%	0%	0%	0%	F	190	G	1400	G	2001
						From: 36-610									
						To: US 17 NORTH									
615	0.18	140	R			From: US 17 NORTH					NA		NA		04/03/2000
						To: 36-613									
615	2.90	170	R			From: 36-613					NA		NA		04/03/2000
						To: 36-606 NORTH									
						From: 36-606 SOUTH									
615	2.05	960	R			From: 36-606 SOUTH					NA		NA		04/03/2000
						To: 36-616 WEST									
						From: 36-616 EAST									
615	1.60	2000	G	99%	0%	1%	0%	0%	0%	C	190	G	2000	G	2001
						From: US 17 SOUTH									
615	1.15	4500	G	99%	0%	1%	0%	0%	0%	F	790	G	4500	G	2001
						To: 36-1410									
615	0.20	2100	G	99%	0%	1%	0%	0%	0%	F	340	G	2100	G	2001
						From: 36-629									
						To: Dead End									
616	0.15	40	R			From: Dead End					NA		NA		04/05/2000
						To: 36-712									
616	0.23	260	R			From: 36-712					NA		NA		04/05/2000
						To: 36-682									
616	0.75	580	R			From: 36-682					NA		NA		04/05/2000
						To: 36-708									

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Gloucester County															
(616)	0.10	750	R			From: 36-708					NA		NA		04/05/2000
(616)	1.43	870	G	97%	1%	To: 36-631				F	80	G	860	G	2001
(616)	3.46	4400	G	97%	1%	From: 36-614 EAST				F	420	G	4400	G	2001
(616)	0.16	3700	G	97%	1%	To: 36-614 WEST				F	340	G	3700	G	2001
(616)	0.20	4100	G	97%	1%	From: 36-1012				C	390	G	4000	G	2001
(616)	0.31	3000	G	97%	1%	To: US 17				F	300	G	3000	G	2001
(616)	0.45	2800	G	97%	1%	From: US 17 BUS WEST				F	280	G	2800	G	2001
(616)	0.04	2700	R			To: BUS US 17 EAST					NA		NA		04/03/2000
(616)	0.75	890	R			From: 36-1016					NA		NA		04/03/2000
(616)	0.93	240	R			To: 0.45 M FRM 36-1016					NA		NA		04/03/2000
(617)	0.18	80	R			From: 0.45 M FRM RT 1016					NA		NA		04/03/2000
(617)	1.42	410	R			To: 36-1045					NA		NA		04/03/2000
(618)	0.10	70	R			From: 36-1020					NA		NA		04/03/2000
(618)	2.30	910	R			To: Dead End					NA		NA		04/03/2000
(619)	1.20	950	R			From: Dead End					NA		NA		1997
(620)	0.26	90	R			To: 36-729					NA		NA		1997
(621)	0.05	1100	R			From: 36-610					NA		NA		1997
(621)	0.08	920	R			To: Dead End					NA		NA		1997
(621)	1.78	200	R			From: 36-662					NA		NA		1997
(622)	1.65	110	R			To: 36-614					NA		NA		1997
(623)	3.39	210	R			From: Dead End					NA		NA		04/12/2000
(623)	3.06	1600	G	95%	1%	To: US 17 US 17 BUS				C	160	G	1600	G	2001
(623)						From: 36-656					NA		NA		04/24/2000
(623)						To: Dead End					NA		NA		04/24/2000
(623)						From: US 17 BUS					NA		NA		1997
(623)						To: 36-1006 WEST					NA		NA		1997
(623)						From: 36-1006 EAST					NA		NA		1997
(623)						To: Dead End					NA		NA		1997
(623)						From: SR 3					NA		NA		04/12/2000
(623)						To: Dead End					NA		NA		04/12/2000
(623)						From: 36-625 EAST					NA		NA		04/12/2000
(623)						To: 36-625 WEST					NA		NA		04/12/2000
(623)						From: SR 3					NA		NA		04/12/2000
(623)						To: SR 3					NA		NA		04/12/2000

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

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Gloucester County															
624	0.18	180	R			From: 36-623					NA		NA		04/12/2000
624	0.42	120	R			From: 36-683					NA		NA		04/12/2000
						To: Dead End									
625	0.90	570	R			From: 36-623 WEST					NA		NA		04/12/2000
625	0.44	240	R			From: 36-623 EAST					NA		NA		04/12/2000
						To: Dead End									
626	1.60	660	G	97%	1%	3%	0%	0%	0%	C	60	G	660	G	2001
626	0.03	370	R			From: 36-627					NA		NA		1997
626	0.23	320	R			From: 36-685					NA		NA		1997
626	1.24	250	R			From: 36-705					NA		NA		1997
						To: Dead End									
627	0.66	50	R			From: 36-628					NA		NA		04/10/2000
627	0.04	60	R			From: 0.66 ME 36-628					NA		NA		1997
627	0.30	180	R			From: 36-668					NA		NA		1997
						To: 36-626									
628	1.30	2100	R			From: US 17					NA		NA		1997
628	1.19	300	R			From: 36-629 SOUTH					NA		NA		1997
						From: 36-629 NORTH					NA		NA		1997
628	0.80	160	R			From: 36-627					NA		NA		1997
						To: 36-626									
629	0.39	140	R			From: 36-614 EAST					NA		NA		1997
629	0.38	310	R			From: 36-657					NA		NA		1997
629	2.57	430	R			From: 36-663					NA		NA		1997
629	2.48	710	G	95%	1%	3%	0%	1%	0%	F	70	G	700	G	2001
629	2.15	2500	G	95%	1%	3%	0%	1%	0%	C	260	G	2400	G	2001
						To: US 17 BUS									
630	1.00	190	R			From: 36-629					NA		NA		1997
						To: Dead End									
631	1.80	230	R			From: 36-616					NA		NA		1997
						To: 36-614									
632	0.68	310	R			From: Dead End					NA		NA		1997
						To: 36-644									

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						2Axle	3+Axle	1Trail	2Trail						
Gloucester County															
632	2.05	1500	R			From: 36-644 To: 36-614					NA		NA		1997
633	1.30	460	R			From: Dead End To: 36-634					NA		NA		04/05/2000
633	0.66	1000	R			From: 36-634 To: 36-636					NA		NA		04/05/2000
633	0.88	1000	G	96%	2%	1%	0%	0%	0%	C	110	G	1000	G	2001
634	1.48	280	R			From: Dead End To: 36-633					NA		NA		1997
635	0.70	260	R			From: Dead End To: 36-636 SOUTH					NA		NA		1997
635	1.62	860	R			From: 36-636 NORTH To: US 17					NA		NA		1997
636	1.24	1300	G	98%	1%	1%	0%	0%	0%	F	130	G	1300	G	2001
636	0.18	1900	G	98%	1%	1%	0%	0%	0%	F	200	G	1900	G	2001
636	1.36	2100	G	98%	1%	1%	0%	0%	0%	C	240	G	2200	G	2001
636	0.40	1700	G	97%	1%	1%	0%	0%	0%	C	170	G	1800	G	2001
636	0.19	1800	G	97%	1%	1%	0%	0%	0%	F	160	G	1800	G	2001
636	1.92	610	R			From: 36-656 To: Dead End					NA		NA		03/22/2000
637	0.12	110	R			From: 36-610 To: 0.13 MN 36-610					NA		NA		03/15/2000
637	2.18	20	R			From: 0.13 MN 36-610 To: SR 198					NA		NA		03/15/2000
638	0.70	350	R			From: Dead End To: 36-643					NA		NA		1993
639	0.60	30	R			From: 36-618 To: Dead End					NA		NA		04/05/2000
640	0.35	80	R			From: 36-652 To: Dead End					NA		NA		1997
641	0.12	5600	R			From: 36-1216 To: US 17					NA		NA		1995
641	0.34	4500	G	95%	1%	2%	2%	1%	0%	C	440	G	4800	G	2001
641	0.76	3600	G	95%	1%	2%	2%	1%	0%	F	340	G	3800	G	2001
						From: 36-1254 To: SR 216 EAST									

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						2Axle	3+Axle	1Trail	2Trail							
Gloucester County																
(641)	2.41	1200	G	95%	1%	2%	2%	1%	0%	F	110	G	1200	G	2001	
				From:	SR 216 WEST											
				To:	36-656											
(642)	0.57	230	R								NA		NA		03/20/2000	
				From:	Dead End											
				To:	36-1236											
(642)	0.10	420	R								NA		NA		03/20/2000	
				From:	36-1236											
				To:	36-715											
(642)	0.43	600	R								NA		NA		03/20/2000	
				From:	36-715											
				To:	36-672											
(642)	0.60	1400	R								NA		NA		03/20/2000	
				From:	36-672											
				To:	36-643											
(643)	0.66	2600	G	97%	1%	1%	1%	0%	0%	C	270	G	2800	G	2001	
				From:	SR 216											
				To:	36-642											
(643)	0.42	830	R								NA		NA		1997	
				From:	36-642											
				To:	36-706											
(643)	1.05	370	R								NA		NA		1997	
				From:	36-706											
				To:	Dead End											
(644)	0.95	160	R								NA		NA		1997	
				From:	Dead End											
				To:	36-632											
(645)	0.11	70	R								NA		NA		1993	
				From:	Dead End											
				To:	36-1234											
(645)	0.32	370	R								NA		NA		1993	
				From:	36-1234											
				To:	36-1216											
(646)	0.95	210	R								NA		NA		1997	
				From:	Dead End											
				To:	36-1105											
(646)	0.27	430	R								NA		NA		1997	
				From:	36-1105											
				To:	36-1106											
(646)	0.75	600	R								NA		NA		1997	
				From:	36-1106											
				To:	36-1104											
(646)	0.15	420	R								NA		NA		1997	
				From:	36-1104											
				To:	36-649											
(647)	0.44	60	R								NA		NA		04/12/2000	
				From:	SR 33 WEST											
				To:	36-600											
(647)	0.75	130	R								NA		NA		04/12/2000	
				From:	36-600											
				To:	SR 33 EAST											
(648)	0.50	130	R								NA		NA		1997	
				From:	Dead End											
				To:	36-649 WEST											
(648)	0.80	180	R								NA		NA		1997	
				From:	36-649 WEST											
				To:	Dead End											
(649)	1.30	360	R								NA		NA		03/29/2000	
				From:	Dead End											
				To:	SR 216; 36-653											
(649)	1.92	2700	G	95%	1%	2%	1%	1%	0%	C	220	G	2600	G	2001	
				From:	SR 216; 36-653											
				To:	36-652											
(649)	0.21	870	R								NA		NA		03/29/2000	
				From:	36-652											
				To:	36-648 WEST											

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						2Axle	3+Axle	1Trail	2Trail						
Gloucester County															
649	0.07	490	R			From: 36-648 WEST					NA		NA		03/29/2000
649	0.80	260	R			From: 36-648 EAST					NA		NA		03/29/2000
						To: Dead End									
650	0.85	340	R			From: 36-653					NA		NA		1997
650	1.00	230	R			From: 36-1104					NA		NA		1997
650	0.30	120	R			From: 36-652 SOUTH 36-652 NORTH					NA		NA		1997
650	0.30	20	R			From: 0.30 ME 36-652					NA		NA		03/29/2000
						To: Dead End									
651	0.97	210	R			From: 36-652					NA		NA		03/29/2000
						To: Dead End									
652	1.70	310	G	94%	3%	3%	1%	0%	0%	C	30	G	300	G	2001
652	1.00	50	R			From: 36-653 NORTH 36-653 SOUTH					NA		NA		03/29/2000
						To: Dead End									
653	1.58	920	G	92%	2%	4%	1%	1%	0%	C	100	G	910	G	2001
653	0.69	120	R			From: SR 216; 36-649 S 36-652 NORTH					NA		NA		03/29/2000
653	0.41	10	R			From: 0.70 MN 36-652 N					NA		NA		03/29/2000
						To: Dead End									
654	1.25	150	R			From: 36-641					NA		NA		03/29/2000
						To: Dead End									
655	0.35	250	R			From: 36-641					NA		NA		03/29/2000
655	0.85	100	R			From: 36-714					NA		NA		03/29/2000
						To: Dead End									
656	1.34	1300	G	96%	1%	2%	0%	0%	0%	C	120	G	1300	G	2001
656	1.60	1100	G	96%	1%	2%	0%	0%	0%	F	110	G	1100	G	2001
656	1.27	490	R			From: 36-620					NA		NA		04/24/2000
656	0.10	90	R			From: 36-698					NA		NA		04/24/2000
						To: Dead End									
657	0.60	180	R			From: Dead End					NA		NA		04/10/2000
						To: 36-629									
658	0.20	120	R			From: 36-643					NA		NA		03/20/2000
						To: Dead End									

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						2Axle	3+Axle	1Trail	2Trail						
Gloucester County															
(659)	0.70	140	R			From: 36-634					NA	NA			1997
						To: 36-633									
(660)	0.22	70	R			From: 36-623					NA	NA			1997
						To: Dead End									
(661)	1.00	240	R			From: SR 3					NA	NA			1997
						To: Dead End									
(662)	1.40	160	R			From: 36-618					NA	NA			1997
						To: 36-606									
(663)	0.46	60	R			From: Dead End					NA	NA			04/10/2000
						To: 36-629									
(664)	0.39	130	R			From: 36-616					NA	NA			1997
						To: Dead End									
(665)	1.53	140	R			From: Dead End					NA	NA			1997
						To: 36-623									
(666)	0.85	30	R			From: Dead End					NA	NA			03/15/2000
						To: SR 33; 49-609									
(667)	0.50	130	R			From: Dead End					NA	NA			03/22/2000
						To: US 17									
(668)	1.06	210	R			From: Dead End					NA	NA			1997
						To: 36-627									
(669)	1.90	190	R			From: Dead End					NA	NA			1997
						To: 36-610									
(671)	0.50	160	R			From: US 17 BUS					NA	NA			04/19/2000
						To: 36-629									
(672)	0.40	200	R			From: Dead End					NA	NA			1994
						To: 36-642									
(673)	0.70	120	R			From: SR 198					NA	NA			1997
						To: Dead End									
(674)	0.60	60	R			From: SR 198 EAST					NA	NA			04/12/2000
						To: SR 198 WEST									
(675)	0.17	40	R			From: 36-621					NA	NA			04/10/2000
						To: Dead End									
(676)	1.20	80	R			From: SR 3					NA	NA			1997
						To: Dead End									
(677)	0.40	70	R			From: Dead End					NA	NA			1997
						To: 36-688									
(677)	0.40	1000	R			From: 36-688					NA	NA			1997
						To: US 17									

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						2Axle	3+Axle	1Trail	2Trail						
Gloucester County															
(678)	0.80	140	R			From: 36-606					NA	NA			1997
						To: Dead End									
(679)	0.35	120	R			From: 36-664					NA	NA			04/03/2000
						To: Cul-de-Sac									
(680)	1.44	170	R			From: SR 3					NA	NA			1997
						To: Dead End									
(682)	1.10	250	R			From: Dead End					NA	NA			1997
						To: 36-616									
(683)	0.70	70	R			From: 36-624					NA	NA			1997
						To: Dead End									
(684)	1.80	80	R			From: Dead End					NA	NA			04/05/2000
						To: 36-617									
(685)	0.70	60	R			From: Dead End					NA	NA			1997
						To: 36-626									
(686)	0.50	110	R			From: 36-614					NA	NA			1997
						To: Dead End									
(687)	0.20	130	R			From: US 17 SR 33					NA	NA			1997
						To: Dead End									
(688)	0.12	170	R			From: Dead End					NA	NA			1997
						To: 36-1425									
(688)	0.40	940	R			From: 36-1425					NA	NA			1997
						To: 36-677									
(689)	0.55	100	R			From: 36-626					NA	NA			1997
						To: Dead End									
(690)	0.18	290	R			From: 36-623					NA	NA			1997
						To: Dead End									
(691)	0.40	60	R			From: SR 3 SOUTH					NA	NA			1997
						To: SR 3 NORTH									
(692)	0.84	140	R			From: 36-623					NA	NA			1997
						To: Dead End									
(693)	1.34	230	R			From: 36-690					NA	NA			1997
						To: Dead End									
(694)	1.28	180	R			From: SR 3					NA	NA			1997
						To: Dead End									
(695)	0.25	30	R			From: 36-643					NA	NA			03/20/2000
						To: Dead End									
(696)	0.41	80	R			From: Dead End					NA	NA			1994
						To: 36-643									

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						2Axle	3+Axle	1Trail	2Trail						
Gloucester County															
697	0.43	110	R			From: Dead End					NA		NA		1997
						To: 36-616									
698	0.18	60	R			From: 36-656					NA		NA		1997
						To: 0.19 ME 36-656									
698	0.04	8	R			From: Cul-de-Sac					NA		NA		1997
						To: Dead End									
699	0.34	100	R			From: 36-1260					NA		NA		1994
						To: SR 216									
699	0.39	680	R			From: SR 216					NA		NA		1994
						To: Dead End									
700	0.99	250	R			From: 36-623					NA		NA		04/24/2000
						To: Dead End									
701	0.80	90	R			From: Dead End					NA		NA		04/12/2000
						To: 36-623									
702	0.30	180	R			From: SR 198					NA		NA		1997
						To: 36-733									
703	1.88	190	R			From: Cul-de-Sac					NA		NA		1997
						To: Dead End									
703	0.12	47	R			From: 36-610					NA		NA		1997
						To: 36-626									
704	0.50	40	R			From: Dead End					NA		NA		04/05/2000
						To: 36-610									
705	0.42	70	R			From: 36-626					NA		NA		1997
						To: Dead End									
706	0.35	100	R			From: Dead End					NA		NA		1997
						To: 36-643									
707	0.21	290	R			From: Dead End					NA		NA		03/20/2000
						To: 36-717									
707	0.37	900	R			From: SR 216					NA		NA		03/20/2000
						To: Dead End									
708	0.15	60	R			From: 0.15 ME Dead End					NA		NA		1997
						To: 36-616									
708	0.53	110	R			From: 36-623					NA		NA		1997
						To: Dead End									
709	0.26	30	R			From: SR 198					NA		NA		04/12/2000
						To: Dead End									
710	0.68	90	R			From: Dead End					NA		NA		04/12/2000
						To: 36-656									
711	0.53	60	R			From: 36-656					NA		NA		04/24/2000
						To: Dead End									

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						2Axle	3+Axle	1Trail	2Trail						
Gloucester County															
(712)	0.21	170	R			From: 36-616					NA		NA		1997
(712)	0.22	130	R			From: 0.22 MN 36-616					NA		NA		04/05/2000
						To: Dead End									
(713)	0.05	NA				From: 36-606					NA		NA		
						To: Dead End									
(714)	0.18	130	R			From: 36-655					NA		NA		1997
(714)	0.27	140	R			From: 0.19 MN 36-655					NA		NA		03/29/2000
						To: Dead End									
(715)	0.28	140	R			From: 36-642					NA		NA		03/20/2000
						To: Dead End									
(716)	0.63	100	R			From: 36-653					NA		NA		1997
						To: Dead End									
(717)	0.25	200	R			From: 36-735					NA		NA		1993
						To: Dead End									
(718)	0.27	46	R			From: 36-621					NA		NA		04/10/2000
						To: Dead End									
(719)	0.40	150	R			From: 36-653					NA		NA		1997
(719)	0.30	150	R			From: 36-746					NA		NA		1997
(719)	0.25	140	R			From: ROAD					NA		NA		03/29/2000
						To: Cul-de-Sac									
(720)	0.40	40	R			From: Dead End					NA		NA		1997
						To: 36-629									
(721)	0.02	8	R			From: Dead End					NA		NA		1997
						To: 36-610									
(722)	0.02	10	R			From: Dead End					NA		NA		1997
						To: 36-610									
(723)	0.26	200	R			From: 36-724					NA		NA		03/20/2000
						To: 36-642									
(724)	0.20	100	R			From: Dead End					NA		NA		03/20/2000
(724)	0.11	30	R			From: 36-723					NA		NA		03/20/2000
						To: Dead End									
(725)	0.17	40	R			From: SR 216					NA		NA		1997
						To: Dead End									
(726)	1.45	300	R			From: SR 198					NA		NA		1997
						To: Dead End									

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						2Axle	3+Axle	1Trail	2Trail						
Gloucester County															
727	0.22	30	R			From: Dead End To: 36-614					NA		NA		04/05/2000
728	0.10	90	R			From: 36-629 To: Dead End					NA		NA		1997
729	0.46	140	R			From: 36-617 To: Dead End					NA		NA		1997
730	0.09	45	R			From: Dead End To: 36-731					NA		NA		04/05/2000
730	0.26	210	R			From: 36-731 To: 36-614					NA		NA		04/05/2000
731	0.45	30	R			From: Cul-de-Sac To: 36-730					NA		NA		04/05/2000
732	0.47	70	R			From: 36-216 To: Dead End					NA		NA		03/29/2000
733	0.14	20	R			From: 36-703 To: Dead End					NA		NA		04/12/2000
734	0.25	80	R			From: Dead End To: 36-610					NA		NA		04/05/2000
735	0.31	190	R			From: Cul-de-Sac To: 36-717					NA		NA		1993
736	0.10	390	R			From: 36-635 To: US 17; 36-614					NA		NA		1997
737	0.23	130	R			From: Cul-de-Sac To: 36-614					NA		NA		04/03/2000
738	0.34	130	R			From: Dead End To: 36-633					NA		NA		1997
740	0.12	140	R			From: 36-1216 To: Dead End					NA		NA		1993
745	0.33	70	R			From: Cul-de-Sac To: 36-643					NA		NA		1997
746	0.17	40	R			From: Cul-de-Sac To: 36-719					NA		NA		03/29/2000
750	0.12	46	R			From: Dead End To: 36-606					NA		NA		03/15/2000
760	0.10	50	R			From: Cul-de-Sac To: 36-638					NA		NA		03/20/2000
770	0.37	110	R			From: SR 198 To: Dead End					NA		NA		03/15/2000

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Gloucester County															
780	0.23	NA				From: Cul-de-Sac					NA		NA		
						To: US 17 APPROX LOCATION									
781	0.17	NA				From: Dead End					NA		NA		
						To: 36-780									
782	0.18	NA				From: Dead End					NA		NA		
						To: 36-781									
783	0.07	NA				From: Cul-de-Sac					NA		NA		
						To: 36-782									
1001	0.25	240	R			From: Dead End					NA		NA		1997
						To: 36-1003									
1001	0.05	450	R			From: 36-1015					NA		NA		1997
						To: BUS US 17									
1002	0.09	100	R			From: 36-1015					NA		NA		1997
						To: 36-1008									
1002	0.27	310	R			From: 36-1008					NA		NA		1997
						To: US 17 BUS									
1002	0.19	540	R			From: US 17 BUS					NA		NA		1997
						To: Dead End									
1003	0.12	290	R			From: 36-1014					NA		NA		1997
						To: 36-1001									
1004	0.05	220	R			From: 36-1003					NA		NA		1997
						To: US 17 BUS									
1005	0.10	49	R			From: Dead End					NA		NA		1997
						To: US 17 BUS									
1006	0.20	70	R			From: 36-621					NA		NA		1997
						To: 36-621									
1007	0.09	410	R			From: 36-1009					NA		NA		1997
						To: US 17 BUS									
1008	0.10	130	R			From: 36-1002					NA		NA		1997
						To: 36-1014									
1009	0.23	370	R			From: 36-1007					NA		NA		1997
						To: 36-1010									
1010	0.08	830	R			From: 36-1009					NA		NA		1997
						To: US 17 BUS									
1011	0.38	350	R			From: US 17 BUS					NA		NA		04/19/2000
						To: 36-1025									
1012	0.14	230	R			From: 36-1017					NA		NA		04/19/2000
						To: 36-1013									
1012	0.08	330	R			From: 36-1013					NA		NA		04/19/2000
						To: 36-616									

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						2Axle	3+Axle	1Trail	2Trail						
Gloucester County															
1013	0.13	60	R			From: Dead End					NA		NA		04/19/2000
						To: 36-1012									
1014	0.31	240	R			From: 36-1015					NA		NA		1997
						To: 36-1003									
1014	0.05	270	R			From: 36-1003					NA		NA		1997
						To: US 17 BUS									
1014	0.20	430	R			From: US 17 BUS					NA		NA		1997
						To: Dead End									
1015	0.16	70	R			From: 36-1002					NA		NA		1997
						To: Dead End									
1016	0.12	100	R			From: Dead End					NA		NA		04/03/2000
						To: 36-616									
1017	0.15	180	R			From: 36-1023					NA		NA		04/19/2000
						To: 36-1012									
1018	0.12	310	R			From: Dead End					NA		NA		04/19/2000
						To: US 17 BUS									
1019	0.20	1100	R			From: US 17					NA		NA		04/03/2000
						To: Dead End									
1020	0.42	260	R			From: Cul-de-Sac					NA		NA		04/03/2000
						To: 36-616									
1021	0.12	80	R			From: 36-1020					NA		NA		04/03/2000
						To: Cul-de-Sac									
1022	0.09	80	R			From: Cul-de-Sac					NA		NA		04/03/2000
						To: 36-1020									
1023	0.13	70	R			From: Cul-de-Sac					NA		NA		04/19/2000
						To: 36-1017									
1024	0.30	3000	R			From: US 17					NA		NA		04/27/2000
						To: Dead End									
1025	0.12	180	R			From: 36-616					NA		NA		04/19/2000
						To: 36-1011									
1025	0.04	160	R			From: 36-1011					NA		NA		04/19/2000
						To: 36-1026									
1025	0.06	40	R			From: 36-1026					NA		NA		04/19/2000
						To: Dead End									
1026	0.09	120	R			From: 36-1025					NA		NA		04/19/2000
						To: Cul-de-Sac									
1027	0.09	90	R			From: Cul-de-Sac					NA		NA		04/19/2000
						To: 36-1011									
1028	0.08	60	R			From: 36-1011					NA		NA		04/19/2000
						To: Cul-de-Sac									

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						2Axle	3+Axle	1Trail	2Trail						
Gloucester County															
1030	0.20	240	R			From: Cul-de-Sac					NA		NA		04/24/2000
						To: US 17 BUS									
1031	0.10	60	R			From: Cul-de-Sac					NA		NA		04/24/2000
						To: 36-1030									
1032	0.07	80	R			From: Dead End					NA		NA		04/24/2000
						To: 36-1030									
1032	0.06	40	R			From: 36-1030					NA		NA		04/24/2000
						To: Cul-de-Sac									
1035	0.08	180	R			From: 36-606					NA		NA		04/03/2000
						To: 36-1036									
1036	0.16	90	R			From: 0.08 MS 36-1035					NA		NA		04/03/2000
						To: Dead End									
1037	0.23	NA				From: 36-1039					NA		NA		
						To: 36-1014									
1038	0.03	NA				From: Cul-de-Sac					NA		NA		
						To: 36-1037									
1039	0.14	NA				From: Dead End					NA		NA		
						To: 36-1014									
1040	0.30	220	R			From: Cul-de-Sac					NA		NA		1997
						To: 36-619									
1041	0.12	70	R			From: Cul-de-Sac					NA		NA		1997
						To: 36-1040									
1045	0.46	1200	R			From: 36-616					NA		NA		04/19/2000
						To: 36-1046									
1046	0.25	870	R			From: 36-1045					NA		NA		04/19/2000
						To: 36-1049									
1047	0.21	180	R			From: Cul-de-Sac					NA		NA		04/19/2000
						To: 36-1046									
1047	0.23	120	R			From: 36-1046					NA		NA		04/19/2000
						To: Cul-de-Sac									
1048	0.06	40	R			From: Cul-de-Sac					NA		NA		04/19/2000
						To: 36-1047									
1049	0.10	140	R			From: Dead End					NA		NA		04/19/2000
						To: 36-1046									
1049	0.25	NA				From: 36-1046					NA		NA		
						To: Cul-de-Sac									
1050	0.11	310	R			From: 36-1051					NA		NA		04/24/2000
						To: 36-616									

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						2Axle	3+Axle	1Trail	2Trail						
Gloucester County															
(1051)	0.08	60	R			From: Cul-de-Sac					NA		NA		04/24/2000
(1051)	0.29	80	R			From: 36-1050					NA		NA		04/24/2000
						To: Dead End .29MN 1050									
(1060)	0.31	190	R			From: Cul-de-Sac					NA		NA		1997
						To: 36-616									
(1065)	0.47	NA				From: 36-1045					NA		NA		
						To: Cul-de-Sac									
(1066)	0.05	20	R			From: Cul-de-Sac					NA		NA		04/19/2000
						To: 36-1065									
(1067)	0.18	100	R			From: Cul-de-Sac					NA		NA		04/19/2000
						To: 36-1065									
(1068)	0.18	40	R			From: 36-1070					NA		NA		04/19/2000
						To: 36-1065; 36-1070									
(1069)	0.08	30	R			From: Cul-de-Sac					NA		NA		04/19/2000
						To: 36-1068									
(1070)	0.18	30	R			From: Cul-de-Sac					NA		NA		04/19/2000
						To: 36-1065									
(1085)	1.14	540	R			From: Cul-de-Sac					NA		NA		04/24/2000
						To: US 17									
(1086)	0.35	150	R			From: 36-1085					NA		NA		04/24/2000
						To: 36-1085									
(1101)	0.11	100	R			From: Dead End					NA		NA		1996
						To: 36-1103									
(1101)	0.20	580	R			From: 36-1102					NA		NA		1996
						To: 36-1102									
(1101)	0.49	1400	R			From: 36-649					NA		NA		1996
						To: 36-649									
(1102)	0.70	840	R			From: Dead End					NA		NA		1996
						To: 36-1101									
(1103)	0.15	130	R			From: Dead End					NA		NA		1996
						To: 36-1101									
(1104)	0.13	100	R			From: 36-650					NA		NA		1997
						To: 36-649 WEST									
(1104)	0.60	300	R			From: 36-649 EAST					NA		NA		1997
						To: 36-646									
(1105)	0.25	110	R			From: Dead End					NA		NA		03/29/2000
						To: 36-646									
(1105)	0.05	20	R			From: 36-646					NA		NA		03/29/2000
						To: Dead End									

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						2Axle	3+Axle	1Trail	2Trail						
Gloucester County															
(1106)	0.20	70	R			From: Dead End					NA		NA		03/29/2000
						To: 36-646									
(1107)	0.12	160	R			From: Dead End					NA		NA		1996
						To: 36-648									
(1110)	0.24	140	R			From: 36-606					NA		NA		1997
						To: Cul-de-Sac									
(1111)	0.21	120	R			From: 36-607					NA		NA		1997
						To: Cul-de-Sac									
(1115)	0.11	47	R			From: Cul-de-Sac					NA		NA		1997
						To: 36-633									
(1116)	0.23	NA				From: US-00017(B)/					NA		NA		
						To: Cul-de-Sac/									
(1117)	0.23	NA				From: 36-0116(B)/					NA		NA		
						To: Cul-de-Sac/									
(1120)	0.11	80	R			From: Cul-de-Sac					NA		NA		1995
						To: 36-638									
(1125)	0.14	90	R			From: 36-616					NA		NA		1997
						To: Cul-de-Sac									
(1126)	0.07	30	R			From: Cul-de-Sac					NA		NA		1997
						To: 36-1125									
(1127)	0.22	210	R			From: 36-616					NA		NA		1997
						To: Cul-de-Sac									
(1128)	0.05	30	R			From: 36-1127					NA		NA		1997
						To: Cul-de-Sac									
(1129)	0.10	40	R			From: 36-1127					NA		NA		1997
						To: Cul-de-Sac									
(1133)	0.38	NA				From: Cul-de-Sac/					NA		NA		
						To: 36-00610(B)/									
(1134)	0.16	30	R			From: Cul-de-Sac					NA		NA		04/27/2000
						To: 36-612									
(1135)	0.39	240	R			From: 36-612					NA		NA		04/05/2000
						To: Cul-de-Sac									
(1136)	0.26	100	R			From: 36-612					NA		NA		04/05/2000
						To: Cul-de-Sac									
(1140)	0.52	260	R			From: 36-610					NA		NA		04/05/2000
						To: Dead End									
(1141)	0.21	80	R			From: Cul-de-Sac					NA		NA		04/05/2000
						To: 36-1140									

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Gloucester County															
(1201)	0.10	40	R			From: 36-1271					NA		NA		1997
(1201)	0.11	40	R			To: 36-1249 SOUTH					NA		NA		1997
(1201)	0.29	60	R			From: 0.12 MW 36-1249					NA		NA		1997
(1201)	0.45	600	R			To: 36-1249 NORTH					NA		NA		1997
(1201)	0.11	1100	R			From: 36-1257					NA		NA		1997
(1201)	0.09	1400	R			To: 36-1255					NA		NA		1997
(1201)						From: 36-1216									
(1202)	0.06	200	R			From: US 17					NA		NA		03/20/2000
(1202)	0.69	1900	G	97%	1%	2%	0%	0%	0%	C	200	G	2000	G	2001
(1202)	0.30	110	R			From: 36-1214					NA		NA		03/20/2000
(1202)						To: Dead End									
(1203)	0.11	1300	R			From: Dead End					NA		NA		1997
(1203)						To: 36-1208									
(1204)	0.04	220	R			From: FR-867					NA		NA		1997
(1204)						To: 36-1208									
(1205)	0.06	370	R			From: 36-1216					NA		NA		1993
(1205)	0.20	320	R			To: US 17					NA		NA		1993
(1205)						From: Dead End									
(1206)	0.33	470	R			From: 36-1235					NA		NA		1997
(1206)	0.07	1400	R			To: US 17					NA		NA		1997
(1206)						From: 36-1208									
(1207)	0.16	130	R			From: Dead End					NA		NA		03/20/2000
(1207)	0.09	200	R			To: 36-1211					NA		NA		03/20/2000
(1207)	0.20	390	R			From: 36-1212 WEST					NA		NA		03/20/2000
(1207)						To: 36-1216									
(1208)	0.65	4500	R			From: Dead End					NA		NA		1995
(1208)	0.19	2900	G	96%	1%	2%	0%	1%	0%	C	330	G	3000	G	2001
(1208)						To: US 17									
(1209)	0.25	120	R			From: 36-1227					NA		NA		1993
(1209)						To: 36-1202									
(1210)	0.36	490	R			From: Dead End					NA		NA		1993
(1210)						To: 36-1202									

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						2Axle	3+Axle	1Trail	2Trail						
Gloucester County															
(1211)	0.13	120	R								NA		NA		1993
				From:	36-1207										
				To:	36-1213										
(1212)	0.24	190	R								NA		NA		1993
				From:	Dead End										
				To:	36-1207 WEST										
(1212)	0.12	190	R								NA		NA		1993
				From:	36-1207 EAST										
				To:	36-1213										
(1213)	0.28	100	R								NA		NA		1993
				From:	Dead End										
				To:	36-1212										
(1213)	0.13	230	R								NA		NA		1993
				From:	36-1212										
				To:	36-1216										
(1214)	0.37	330	R								NA		NA		1993
				From:	36-1202										
				To:	Dead End										
(1215)	0.10	100	R								NA		NA		03/20/2000
				From:	36-1227										
				To:	36-1231										
(1215)	0.05	190	R								NA		NA		03/20/2000
				From:	36-1227										
				To:	36-1222										
(1215)	0.03	220	R								NA		NA		03/20/2000
				From:	36-1222										
				To:	36-1223										
(1215)	0.09	160	R								NA		NA		03/20/2000
				From:	36-1223										
				To:	36-1202										
(1216)	1.78	3300	G	98%	0%	1%	0%	0%	0%	C	430	G	3500	G	2001
				From:	36-1250										
				To:	US 17										
(1217)	0.02	4300	R								NA		NA		1997
				From:	36-1216										
				To:	US 17										
(1218)	0.30	80	R								NA		NA		1997
				From:	36-1240										
				To:	US 17										
(1219)	0.14	2600	R								NA		NA		1997
				From:	36-1216										
				To:	US 17 SR 216										
(1220)	0.14	90	R								NA		NA		03/20/2000
				From:	36-1202										
				To:	36-1221										
(1220)	0.05	60	R								NA		NA		03/20/2000
				From:	36-1221										
				To:	36-1214										
(1221)	0.09	70	R								NA		NA		03/20/2000
				From:	36-1202										
				To:	36-1220										
(1222)	0.06	50	R								NA		NA		03/20/2000
				From:	36-1215										
				To:	36-1209										
(1222)	0.06	30	R								NA		NA		03/20/2000
				From:	36-1209										
				To:	36-1226										
(1223)	0.06	120	R								NA		NA		1996
				From:	36-1239										
				To:	36-1225										
(1223)	0.04	110	R								NA		NA		1996
				From:	36-1225										
				To:	36-1215										

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						2Axle	3+Axle	1Trail	2Trail						
Gloucester County															
1224	0.07	20	R			From: 36-1239					NA		NA		1996
						To: 36-1225									
1225	0.13	100	R			From: 36-1239					NA		NA		1996
						To: 36-1224									
1225	0.07	40	R			From: 36-1224					NA		NA		1996
						To: 36-1223									
1226	0.13	80	R			From: 36-1227					NA		NA		1996
						To: 36-1222									
1226	0.12	180	R			From: 36-1222					NA		NA		1996
						To: 36-1202									
1227	0.06	60	R			From: 36-1231					NA		NA		1996
						To: 36-1215									
1227	0.06	80	R			From: 36-1215					NA		NA		1996
						To: 36-1209									
1227	0.06	70	R			From: 36-1209					NA		NA		1996
						To: 36-1226									
1228	0.17	750	R			From: Dead End					NA		NA		1996
						To: 36-641									
1229	0.08	180	R			From: 36-1214					NA		NA		1996
						To: BEGIN LOOP									
1229	0.15	100	R			From: BEGIN LOOP					NA		NA		1996
						To: 36-1230									
1229	0.06	48	R			From: 36-1230					NA		NA		1996
						To: END LOOP									
1230	0.02	20	R			From: Dead End					NA		NA		1996
						To: 36-1229									
1231	0.11	90	R			From: 36-1227					NA		NA		1996
						To: 36-1215									
1232	0.50	550	R			From: Dead End					NA		NA		1993
						To: 36-1252									
1232	0.13	1600	R			From: 36-1252					NA		NA		1993
						To: 36-1216									
1233	0.34	410	R			From: Dead End					NA		NA		1993
						To: 36-1216									
1234	0.20	120	R			From: 36-645					NA		NA		1993
						To: 36-1241									
1235	0.12	70	R			From: Dead End					NA		NA		1997
						To: 36-1206									
1235	0.07	70	R			From: 36-1206					NA		NA		1997
						To: Dead End									
1236	0.32	140	R			From: Cul-de-Sac					NA		NA		1993
						To: 36-642									

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						2Axle	3+Axle	1Trail	2Trail						
Gloucester County															
(1237)	0.18	530	R			From: US 17					NA		NA		1997
(1237)	0.02	240	R			To: 36-1248					NA		NA		1997
(1238)	0.14	160	R			To: 36-1247					NA		NA		1997
(1238)	0.14	160	R			From: 36-1216					NA		NA		1997
(1239)	0.24	250	R			To: Dead End					NA		NA		1993
(1240)	0.21	640	R			From: 36-1208					NA		NA		1997
(1240)	0.08	830	R			To: 36-1202					NA		NA		1997
(1240)	0.21	640	R			From: 36-1243					NA		NA		1997
(1240)	0.08	830	R			To: 36-1218					NA		NA		1997
(1241)	0.16	120	R			From: US 17					NA		NA		1993
(1241)	0.38	370	R			To: Dead End					NA		NA		1993
(1241)	0.38	370	R			From: 36-1234					NA		NA		1993
(1242)	0.14	240	R			To: 36-1216					NA		NA		1997
(1242)	0.14	240	R			From: 36-1243 EAST					NA		NA		1997
(1242)	0.25	80	R			To: 36-1244 EAST					NA		NA		1997
(1242)	0.13	150	R			From: 36-1244 WEST					NA		NA		1997
(1242)	0.07	160	R			To: 36-1245					NA		NA		1997
(1242)	0.07	160	R			From: 36-1243 WEST					NA		NA		1997
(1243)	0.12	60	R			To: 36-1244					NA		NA		1997
(1243)	0.08	250	R			From: 36-1242 WEST					NA		NA		1997
(1243)	0.04	540	R			To: 36-1242 EAST					NA		NA		1997
(1243)	0.04	540	R			From: 36-1240					NA		NA		1997
(1244)	0.06	20	R			To: 36-1242 WEST					NA		NA		1997
(1244)	0.07	47	R			From: 36-1243					NA		NA		1997
(1244)	0.07	47	R			To: 36-1242 EAST					NA		NA		1997
(1245)	0.03	8	R			From: Cul-de-Sac					NA		NA		1997
(1246)	0.16	150	R			To: 36-1242					NA		NA		1997
(1247)	0.23	220	R			From: Dead End					NA		NA		1997
(1247)	0.04	20	R			To: 36-641					NA		NA		1997
(1247)	0.23	220	R			From: 36-1202					NA		NA		1997
(1247)	0.04	20	R			To: 36-1237					NA		NA		1997
(1247)	0.04	20	R			From: Dead End					NA		NA		1997

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						2Axle	3+Axle	1Trail	2Trail							
Gloucester County																
(1248)	0.23	210	R	From: 36-1237							NA	NA			1997	
				To: Dead End												
(1249)	0.08	180	R	From: 36-1201 SOUTH							NA	NA			1997	
(1249)	0.12	80	R	From: 36-1270							NA	NA			1997	
				To: 36-1201 NORTH												
(1250)	0.11	190	R	From: Dead End							NA	NA			1997	
(1250)	0.03	360	R	From: 36-1251							NA	NA			1997	
(1250)	0.36	1200	R	From: 36-1261							NA	NA			1997	
(1250)	0.02	2400	G	From: 36-1216	97%	1%	2%	0%	0%	0%	C	390	G	2500	G	2001
				To: US 17												
(1251)	0.12	170	R	From: Dead End							NA	NA			1997	
				To: 36-1250												
(1252)	0.14	440	R	From: Dead End							NA	NA			03/22/2000	
				To: 36-1232												
(1253)	0.01	30	R	From: Dead End							NA	NA			1993	
(1253)	0.01	60	R	From: 36-641 Gap Terminus							NA	NA			1993	
				To: 36-641												
(1254)	0.13	90	R	From: Dead End							NA	NA			1997	
				To: 36-641												
(1255)	0.16	160	R	From: Cul-de-Sac							NA	NA			1997	
				To: 36-1201												
(1256)	0.06	180	R	From: 36-1208							NA	NA			1995	
				To: Dead End												
(1257)	0.13	100	R	From: 36-1201							NA	NA			1997	
				To: Cul-de-Sac												
(1258)	0.08	70	R	From: Cul-de-Sac							NA	NA			03/20/2000	
				To: 36-1207												
(1259)	0.03	40	R	From: Cul-de-Sac							NA	NA			1997	
				To: 36-1247												
(1260)	0.17	440	R	From: 36-699							NA	NA			1993	
(1260)	0.43	60	R	To: BEGIN LOOP							NA	NA			1993	
				To: END LOOP												
(1261)	0.04	400	R	From: 36-1250							NA	NA			1997	
				To: 36-1262												

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						2Axle	3+Axle	1Trail	2Trail						
Gloucester County															
(1262)	0.09	60	R			From: Dead End					NA		NA		1997
(1262)	0.04	170	R			From: 36-1261					NA		NA		1997
						To: 36-1265									
(1263)	0.26	160	R			From: Cul-de-Sac					NA		NA		1997
						To: 36-1201									
(1264)	0.32	80	R			From: 36-1260					NA		NA		03/20/2000
						To: Cul-de-Sac									
(1265)	0.15	80	R			From: 36-1262					NA		NA		1997
						To: 36-1266									
(1266)	0.05	30	R			From: Cul-de-Sac					NA		NA		1997
						To: 36-1267									
(1266)	0.07	60	R			From: 36-1265					NA		NA		1997
						To: 36-1265									
(1267)	0.13	100	R			From: 36-1262					NA		NA		1997
						To: 36-1266									
(1268)	0.03	40	R			From: Cul-de-Sac					NA		NA		1997
						To: 36-1267									
(1270)	0.10	90	R			From: 36-1249					NA		NA		1997
						To: 36-1271									
(1271)	0.13	49	R			From: 36-1201					NA		NA		1997
						To: 36-1270									
(1272)	0.10	80	R			From: 36-1201 SOUTH					NA		NA		1997
						To: 36-1201 NORTH									
(1273)	0.08	NA				From: Cul-de-Sac					NA		NA		
						To: 36-1232									
(1274)	0.08	NA				From: Cul-de-Sac					NA		NA		
						To: 36-1232									
(1275)	0.12	40	R			From: Cul-de-Sac					NA		NA		1995
						To: 36-1214									
(1276)	0.05	20	R			From: Cul-de-Sac					NA		NA		1995
						To: 36-1275									
(1278)	0.13	60	R			From: Cul-de-Sac					NA		NA		1997
						To: 36-1228									
(1279)	0.10	100	R			From: Cul-de-Sac					NA		NA		1996
						To: 36-1228									
(1280)	0.11	60	R			From: Cul-de-Sac					NA		NA		1995
						To: 36-641									

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						2Axle	3+Axle	1Trail	2Trail						
Gloucester County															
1285	0.37	200	R			From: Cul-de-Sac					NA		NA		03/20/2000
						To: 36-699									
1286	0.14	60	R			From: Cul-de-Sac					NA		NA		03/20/2000
						To: 36-1285									
1287	0.07	20	R			From: 36-1285					NA		NA		03/20/2000
						To: 36-1285									
1288	0.06	NA				From: Cul-de-Sac					NA		NA		
						To: 36-1247									
1289	0.12	NA				From: 36-1247					NA		NA		
						To: Cul-de-Sac									
1290	0.23	45	R			From: Cul-de-Sac					NA		NA		1995
						To: 36-642									
1295	0.10	130	R			From: 36-1297					NA		NA		03/22/2000
						To: 36-1305									
1297	0.08	70	R			From: 36-1295					NA		NA		03/22/2000
						To: Cul-de-Sac									
1300	0.11	100	R			From: Cul-de-Sac					NA		NA		1996
						To: 36-1311									
1301	0.23	130	R			From: Dead End					NA		NA		03/22/2000
						To: 36-1327									
1301	0.37	620	R			From: 36-1327					NA		NA		03/22/2000
						To: 36-1302									
1301	0.39	980	R			From: 36-1302					NA		NA		03/22/2000
						To: US 17									
1302	0.40	590	R			From: 36-1303					NA		NA		03/22/2000
						To: 36-1301									
1303	0.70	470	R			From: Dead End					NA		NA		1993
						To: 36-1302									
1303	0.28	1700	R			From: 36-1302					NA		NA		1993
						To: 36-1304									
1303	0.55	420	R			From: 36-1304					NA		NA		1993
						To: 0.55 MS 36-1304									
1303	0.65	50	R			From: 0.55 MS 36-1304					NA		NA		03/22/2000
						To: Dead End									
1304	0.19	90	R			From: 36-1316 WEST					NA		NA		1996
						To: 36-1316 EAST									
1304	0.08	260	R			From: 36-1316 EAST					NA		NA		1996
						To: 36-1318									
1304	0.20	480	R			From: 36-1318					NA		NA		1996
						To: 36-1319									
1304	0.46	1300	R			From: 36-1319					NA		NA		1996
						To: 36-1303									

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						2Axle	3+Axle	1Trail	2Trail							
Gloucester County																
1304	0.54	3300	G	96%	1%	2%	0%	0%	0%	C	360	G	3400	G	2001	
				From:	36-1303											
				To:	US 17											
1305	0.60	340	R								NA		NA		1996	
				From:	Dead End											
				To:	36-1304											
1306	0.41	1400	R								NA		NA		1996	
				From:	Dead End											
				To:	US 17											
1307	0.37	2100	R								NA		NA		1996	
				From:	36-1303											
				To:	US 17											
1308	0.25	460	R								NA		NA		1996	
				From:	36-1311											
				To:	36-1304											
1308	0.11	140	R								NA		NA		1996	
				From:	Dead End											
				To:	36-1304											
1309	0.13	260	R								NA		NA		1996	
				From:	36-636											
				To:	36-1310											
1310	0.28	230	R								NA		NA		1996	
				From:	Dead End											
				To:	36-1309											
1310	0.06	200	R								NA		NA		1996	
				From:	36-1322											
				To:	36-636											
1310	0.21	380	R								NA		NA		1996	
				From:	36-1314											
				To:	36-636											
1311	0.07	360	R								NA		NA		1996	
				From:	36-1314											
				To:	36-1313											
1311	0.02	830	R								NA		NA		1996	
				From:	36-1313											
				To:	36-1308											
1311	0.15	1100	R								NA		NA		1996	
				From:	36-1308											
				To:	US 17											
1312	0.27	310	R								NA		NA		1996	
				From:	36-1305											
				To:	36-1314											
1312	0.07	90	R								NA		NA		1996	
				From:	36-1314											
				To:	36-1313											
1312	0.10	50	R								NA		NA		1996	
				From:	36-1313											
				To:	Dead End											
1313	0.19	300	R								NA		NA		1996	
				From:	36-1312											
				To:	36-1311											
1314	0.19	300	R								NA		NA		1996	
				From:	36-1312											
				To:	36-1311											
1315	0.37	100	R								NA		NA		1996	
				From:	36-636											
				To:	Dead End											
1316	0.12	100	R								NA		NA		1996	
				From:	36-1304 SOUTH											
				To:	36-1304 NORTH											
1316	0.07	150	R								NA		NA		1996	
				From:	36-1304 NORTH											
				To:	36-1317											

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						2Axle	3+Axle	1Trail	2Trail						
Gloucester County															
1316	0.08	60	R			From: 36-1317					NA	NA			1996
						To: Cul-de-Sac									
1317	0.06	80	R			From: Cul-de-Sac					NA	NA			1996
						To: 36-1316									
1318	0.06	20	R			From: Cul-de-Sac					NA	NA			1996
						To: 36-1319									
1318	0.08	30	R			From: 36-1319					NA	NA			1996
						To: 36-1304									
1319	0.25	60	R			From: 36-1318					NA	NA			1996
						To: 36-1304									
1319	0.15	130	R			From: 36-1304					NA	NA			1996
						To: Cul-de-Sac									
1320	0.14	200	R			From: Dead End					NA	NA			03/22/2000
						To: 36-1321									
1320	0.24	420	R			From: 36-1321					NA	NA			03/22/2000
						To: 36-636									
1321	0.21	180	R			From: Cul-de-Sac					NA	NA			03/22/2000
						To: 36-1320									
1322	0.08	180	R			From: 36-1310					NA	NA			03/22/2000
						To: 36-1323									
1322	0.08	NA				From: 36-1323					NA	NA			
						To: Cul-de-Sac									
1323	0.08	50	R			From: Dead End					NA	NA			03/22/2000
						To: 36-1322									
1323	0.03	20	R			From: 36-1322					NA	NA			03/22/2000
						To: Dead End									
1324	0.09	120	R			From: Cul-de-Sac					NA	NA			1996
						To: 36-635									
1325	0.11	140	R			From: 36-1326					NA	NA			1996
						To: 36-632									
1326	0.11	50	R			From: Dead End					NA	NA			1996
						To: 36-1325									
1326	0.14	70	R			From: 36-1325					NA	NA			1996
						To: Dead End									
1327	0.22	220	R			From: 36-1301					NA	NA			1995
						To: Cul-de-Sac									
1328	0.11	120	R			From: Cul-de-Sac					NA	NA			1995
						To: 36-1327									
1329	0.18	70	R			From: 36-1328					NA	NA			1995
						To: Cul-de-Sac									

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						2Axle	3+Axle	1Trail	2Trail						
Gloucester County															
1330	0.20	130	R			From: 36-635					NA	NA			1996
						To: Cul-de-Sac									
1331	0.30	140	R			From: 36-618					NA	NA			1997
						To: Cul-de-Sac									
1332	0.21	100	R			From: Dead End					NA	NA			03/22/2000
						To: US 17									
1333	0.15	120	R			From: Cul-de-Sac .15MN					NA	NA			03/22/2000
						To: 36-1302									
1333	0.11	70	R			From: Cul-de-Sac					NA	NA			03/22/2000
						To: Cul-de-Sac									
1334	0.16	50	R			From: Cul-de-Sac					NA	NA			1997
						To: 36-631									
1335	0.13	60	R			From: Cul-de-Sac					NA	NA			1995
						To: 36-1305									
1336	0.09	80	R			From: 36-614					NA	NA			1996
						To: 36-1337									
1336	0.07	20	R			From: Cul-de-Sac					NA	NA			1996
						To: Cul-de-Sac									
1337	0.06	20	R			From: Dead End					NA	NA			1996
						To: 36-1336									
1337	0.04	10	R			From: 36-1336					NA	NA			1996
						To: Dead End									
1338	0.44	300	R			From: Cul-de-Sac					NA	NA			1996
						To: 36-614									
1339	0.15	130	R			From: 36-633					NA	NA			04/05/2000
						To: Cul-de-Sac									
1340	0.20	70	R			From: Cul-de-Sac					NA	NA			1996
						To: 36-635									
1341	0.16	80	R			From: Cul-de-Sac					NA	NA			1997
						To: 36-636									
1342	0.20	NA				From: Cul-de-Sac					NA	NA			
						To: 36-618									
1343	0.09	60	R			From: Cul-de-Sac					NA	NA			1997
						To: 36-1346									
1344	0.09	260	R			From: 36-1346					NA	NA			1996
						To: 36-1345									
1344	0.09	460	R			From: 36-1345					NA	NA			1996
						To: 36-614									
1345	0.12	120	R			From: Cul-de-Sac					NA	NA			1996
						To: 36-1344									

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						2Axle	3+Axle	1Trail	2Trail						
Gloucester County															
1346	0.10	70	R			From: Cul-de-Sac					NA	NA			1996
1346	0.12	150	R			From: 36-1344					NA	NA			1996
						To: Dead End									
1347	0.16	220	R			From: 36-614					NA	NA			1997
						To: Cul-de-Sac									
1348	0.15	60	R			From: 36-1347					NA	NA			1997
						To: Cul-de-Sac									
1349	0.07	NA				From: Cul-de-Sac/					NA	NA			
						To: 36-01303(B)/									
1350	0.08	10	R			From: 36-1351					NA	NA			1995
						To: 36-1319									
1351	0.09	50	R			From: Cul-de-Sac .09MN					NA	NA			1995
1351	0.09	40	R			From: 36-1350					NA	NA			1995
						To: Dead End .09MS									
1355	0.19	90	R			From: Cul-de-Sac					NA	NA			1997
						To: 36-632									
1356	0.37	210	R			From: 36-1359					NA	NA			03/22/2000
						To: 36-636									
1357	0.10	70	R			From: Cul-de-Sac					NA	NA			03/22/2000
						To: 36-1356									
1358	0.05	40	R			From: 36-1356					NA	NA			03/22/2000
						To: Cul-de-Sac									
1359	0.44	200	R			From: Cul-de-Sac					NA	NA			03/22/2000
						To: 36-636									
1360	0.53	530	R			From: Cul-de-Sac					NA	NA			1997
						To: 36-614									
1361	0.20	140	R			From: Cul-de-Sac					NA	NA			1997
						To: 36-1360									
1362	0.07	50	R			From: Cul-de-Sac					NA	NA			1997
						To: 36-1360									
1363	0.15	NA				From: 36-1304					NA	NA			
						To: Cul-de-Sac									
1364	0.08	NA				From: Cul-de-Sac					NA	NA			
						To: 36-1363									
1365	0.12	40	R			From: 36-614					NA	NA			1997
						To: Cul-de-Sac									

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						2Axle	3+Axle	1Trail	2Trail						
Gloucester County															
1367	0.19	120	R			From: 36-1201					NA	NA			1997
						To: Cul-de-Sac									
1370	0.35	200	R			From: 36-618					NA	NA			1997
						To: Cul-de-Sac									
1375	0.11	90	R			From: Cul-de-Sac					NA	NA			1997
						To: 36-636									
1380	0.90	860	R			From: Cul-de-Sac					NA	NA			1997
						To: 36-632									
1381	0.65	710	R			From: 36-1380 SOUTH					NA	NA			04/10/2000
						To: 36-1380 NORTH									
1382	0.09	47	R			From: Cul-de-Sac					NA	NA			04/10/2000
						To: 36-1381									
1383	0.18	140	R			From: Cul-de-Sac					NA	NA			04/10/2000
						To: 36-1381									
1384	0.24	130	R			From: 36-1381					NA	NA			04/10/2000
						To: 36-1380									
1385	0.05	30	R			From: 36-1384					NA	NA			04/10/2000
						To: Cul-de-Sac									
1386	0.07	280	R			From: 36-1387					NA	NA			04/10/2000
						To: 36-1381									
1387	0.24	100	R			From: Cul-de-Sac					NA	NA			04/10/2000
						To: 36-1386									
1387	0.12	NA				From: Cul-de-Sac					NA	NA			
						To: Cul-de-Sac									
1388	0.16	90	R			From: Cul-de-Sac					NA	NA			04/10/2000
						To: 36-1381									
1395	0.11	70	R			From: 36-1307					NA	NA			1997
						To: Cul-de-Sac									
1401	0.11	30	R			From: Cul-de-Sac					NA	NA			04/19/2000
						To: 36-1404									
1401	0.20	80	R			From: 36-1404					NA	NA			04/19/2000
						To: 36-1402									
1401	0.09	110	R			From: 36-1402					NA	NA			04/19/2000
						To: 36-1403									
1401	0.36	380	R			From: 36-1403					NA	NA			04/19/2000
						To: 36-623									
1402	0.04	20	R			From: Dead End					NA	NA			04/19/2000
						To: 36-1401									
1403	0.37	150	R			From: Dead End					NA	NA			1997
						To: 36-1401									

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						2Axle	3+Axle	1Trail	2Trail						
Gloucester County															
1404	0.09	20	R			From: 36-1401					NA		NA		04/19/2000
						To: 36-1403									
1405	0.23	1900	R			From: 36-604					NA		NA		04/27/2000
1405	0.07	1800	R			From: 36-1406					NA		NA		04/27/2000
1405	0.08	1700	R			From: 36-1407					NA		NA		04/27/2000
1405	0.09	1300	R			From: 36-1408					NA		NA		04/27/2000
1405	0.54	1200	R			From: 36-1415					NA		NA		04/27/2000
						To: 36-1416									
						To: Cul-de-Sac									
1406	0.04	80	R			From: 36-1405					NA		NA		04/27/2000
						To: Cul-de-Sac									
1407	0.20	140	R			From: 36-1405					NA		NA		04/27/2000
						To: Cul-de-Sac									
1408	0.27	290	R			From: Cul-de-Sac					NA		NA		04/27/2000
1408	0.16	60	R			From: 36-1405					NA		NA		04/27/2000
						To: Cul-de-Sac									
1409	0.04	30	R			From: Cul-de-Sac					NA		NA		1997
						To: 36-1408									
1410	0.14	350	R			From: 36-1411					NA		NA		1996
						To: 36-615									
1411	0.59	380	R			From: Dead End					NA		NA		1997
						To: 36-629									
1412	0.14	NA				From: 36-680					NA		NA		
						To: Cul-de-Sac									
1415	0.19	80	R			From: Cul-de-Sac					NA		NA		1997
						To: 36-1405									
1416	0.09	20	R			From: 36-1405					NA		NA		04/27/2000
						To: Cul-de-Sac									
1417	0.09	60	R			From: 36-1405					NA		NA		04/27/2000
						To: Cul-de-Sac									
1418	0.09	NA				From: Cul-de-Sac					NA		NA		
						To: 36-1405									
1420	0.09	190	R			From: US 17					NA		NA		1996
						To: Dead End									
1421	0.44	NA				From: 36-01422(B)/					NA		NA		
						To: Cul-de-Sac/									

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						2Axle	3+Axle	1Trail	2Trail						
Gloucester County															
(1422)	0.16	NA				From: Dead End					NA		NA		
(1422)	0.39	NA				From: 36-1421					NA		NA		
(1423)	0.10	NA				To: 36-1405									
(1423)	0.10	NA				From: 36-1422					NA		NA		
(1423)	0.10	NA				To: Cul-de-Sac									
(1424)	0.12	NA				From: 36-1422					NA		NA		
(1424)	0.12	NA				To: Cul-de-Sac									
(1425)	0.28	80	R			From: Cul-de-Sac					NA		NA		1997
(1425)	0.45	700	R			To: 36-1426					NA		NA		1997
(1425)	0.45	700	R			From: 36-1426					NA		NA		1997
(1425)	0.45	700	R			To: 36-688									
(1426)	0.20	90	R			From: Dead End					NA		NA		1997
(1426)	0.36	420	R			To: 36-1425					NA		NA		1997
(1426)	0.36	420	R			From: 36-1425					NA		NA		1997
(1426)	0.36	420	R			To: Cul-de-Sac									
(1427)	0.22	150	R			From: Cul-de-Sac					NA		NA		1997
(1427)	0.22	150	R			To: 36-1426									
(1428)	0.06	40	R			From: 36-1425					NA		NA		1997
(1428)	0.06	40	R			To: Cul-de-Sac									
(1429)	0.10	49	R			From: Cul-de-Sac					NA		NA		1997
(1429)	0.10	49	R			To: 36-1427									
(1430)	0.11	110	R			From: Cul-de-Sac					NA		NA		03/15/2000
(1430)	0.21	280	R			To: 36-1431					NA		NA		03/15/2000
(1430)	0.21	280	R			From: 36-1431					NA		NA		03/15/2000
(1430)	0.21	280	R			To: 36-605									
(1431)	0.07	60	R			From: Cul-de-Sac					NA		NA		03/15/2000
(1431)	0.07	60	R			To: 36-1430									
(1435)	0.30	220	R			From: 36-604					NA		NA		04/27/2000
(1435)	0.30	220	R			To: Cul-de-Sac									
(1439)	0.12	80	R			From: 36-614					NA		NA		04/03/2000
(1439)	0.12	80	R			To: Cul-de-Sac									
(1440)	0.12	40	R			From: Cul-de-Sac					NA		NA		1997
(1440)	0.12	40	R			To: 36-614									
(1442)	0.25	210	R			From: Dead End					NA		NA		03/15/2000
(1442)	0.25	210	R			To: 36-605									
(1501)	0.14	110	R			From: 36-1507					NA		NA		04/24/2000
(1501)	0.14	110	R			To: 36-1502									
(1501)	0.07	20	R			From: 36-1502					NA		NA		04/24/2000
(1501)	0.07	20	R			To: 36-1503									

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						2Axle	3+Axle	1Trail	2Trail						
Gloucester County															
1501	0.05	2	R			From: 36-1503					NA	NA			04/24/2000
						To: Dead End									
1502	0.07	120	R			From: 36-1501					NA	NA			04/24/2000
						To: 36-656									
1503	0.06	4	R			From: Dead End					NA	NA			04/24/2000
						To: 36-1501									
1505	0.10	80	R			From: 36-656					NA	NA			03/22/2000
						To: 36-1506									
1505	0.16	48	R			From: 36-656					NA	NA			03/22/2000
						To: Cul-de-Sac									
1506	0.17	40	R			From: 36-656					NA	NA			02/22/2000
						To: 36-1505									
1507	0.18	30	R			From: Cul-de-Sac					NA	NA			04/24/2000
						To: 0.18 MN Cul-de-Sac									
1507	0.11	60	R			From: 36-656					NA	NA			04/24/2000
						To: 36-1501									
1510	0.12	140	R			From: 36-700					NA	NA			04/24/2000
						To: 36-1511									
1511	0.23	70	R			From: Cul-de-Sac					NA	NA			04/24/2000
						To: Dead End									
1520	0.52	420	R			From: 36-1521					NA	NA			04/12/2000
						To: 36-602									
1521	0.51	90	R			From: Dead End					NA	NA			04/27/2000
						To: Dead End									
1522	0.26	130	R			From: Dead End					NA	NA			04/12/2000
						To: 36-1521									
1523	0.28	70	R			From: Dead End					NA	NA			04/12/2000
						To: 36-1521									
9164	0.20	1200	R			From: GLOUCESTER HIGH SCH					NA	NA			1997
						To: 36-615									
9165	0.20	NA				From: 36-615 WEST					NA	NA			
						To: 36-615 EAST									
9166	0.13	160	R			From: BUS US 17					NA	NA			1997
						To: BOTETOVRT ELEM SCH									
9167	0.08	80	R			From: SR 216					NA	NA			1997
						To: ACHILLES ELEM SCH									
9169	0.20	100	R			From: 36-629					NA	NA			1997
						To: GLOUCESTER INT SCH									

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						2Axle	3+Axle	1Trail	2Trail						
Gloucester County															
9178	0.27	840	R	From:	36-614					NA		NA			05/15/2000
				To:	PEASLEY MIDDLE SCH										
9179	0.17	200	R	From:	US 17					NA		NA			05/15/2000
				To:	PETSWORTH ELEM SCH										
9552	0.12	230	R	From:	US 17					NA		NA			1997
				To:	GLOUCESTER HIGH SCH										
9857	0.11	60	R	From:	36-1304					NA		NA			1997
				To:	ABINGDON ELEM SCH										