

2001

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

Jurisdiction Report

89

Stafford 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
Stafford Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
Stafford County																
1	0.35	28000	G	98%	0%	1%	0%	0%	0%	F	2500	G	30000	G	2001	
				From:	NCL Fredericksburg											
				To:	Bus US 17, SR 212 Falmouth											
1	2.51	13000	G	97%	0%	1%	1%	1%	0%	F	1200	G	14000	G	2001	
				From:	89-627											
				To:	89-628											
1	3.05	15000	G	97%	0%	1%	1%	1%	0%	F	1400	G	16000	G	2001	
				From:	89-687											
				To:	89-610											
1	2.45	15000	G	97%	0%	1%	1%	1%	0%	F	1400	G	16000	G	2001	
				From:	89-638											
				To:	Prince William County Line											
3	Blue and Grey Parkw	0.33	28000	G	91%	1%	2%	2%	4%	0%	F	NA	29000	G	2001	
				From:	ECL Fredericksburg											
				To:	Bus SR 3 Kings Highway											
3	Kings Hwy	0.82	26000	G	94%	1%	2%	1%	3%	0%	F	2500	G	27000	G	2001
				From:	Bus SR 3											
				To:	89-680											
3	Kings Hwy	5.54	17000	G	91%	1%	2%	2%	4%	0%	C	1800	G	18000	G	2001
				From:	89-601 East Int											
				To:	King George County Line											
Bus 3		0.30	17000	G	94%	1%	2%	1%	2%	0%	F	1800	G	18000	G	2001
				From:	ECL Fredericksburg											
				To:	SR 218 White Oak Rd											
Bus 3		1.26	24000	G	94%	1%	2%	1%	2%	0%	C	2400	G	25000	G	2001
				From:	SR 3											
17 95	0.74	137000	G	79%	1%	2%	1%	16%	1%	F	8000	G	120000	G	2001	
				From:	NCL Fredericksburg											
				To:	See I-95 for directional traffic volume estimates for this segment.											
17	Warrenton Rd	4.65	36000	G	79%	1%	2%	1%	16%	1%	F	2700	G	36000	G	2001
				From:	US 17; BUS US 17											
				To:	I-95; BUS US 17											
17	Warrenton Rd	2.36	21000	G	79%	1%	2%	1%	16%	1%	F	1600	G	21000	G	2001
				From:	89-655 Holly Corner Rd											
				To:	89-705 Hartwood											
17	Warrenton Rd	4.24	16000	G	79%	1%	2%	1%	16%	1%	F	1200	G	16000	G	2001
				From:	Fauquier County Line											
Bus 17 1		0.35	28000	G	98%	0%	1%	0%	0%	F	2500	G	30000	G	2001	
				From:	NCL Fredericksburg											
				To:	US 1 SR 212 FALMOUTH											
Bus 17		1.65	29000	G	94%	0%	2%	2%	2%	0%	F	2600	G	31000	G	2001
				From:	US 17; I-95											
North 95	0.74	69000	G	79%	1%	2%	1%	17%	1%	F	3600	G	61000	G	2001	
				From:	NCL Fredericksburg											
				To:	Collector Road to US 17											
North 95	0.51	69000	N	79%	1%	2%	1%	17%	1%	N	3600	N	61000	N	2001	
				From:	US 17; BUS US 17											
				To:												

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Stafford Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Stafford County															
North (95)	6.75	56000	G	87%	1%	2%	1%	9%	0%	F	3700	G	53000	G	2001
	Combined Traffic:	105000	G	87%	1%	2%	1%	10%	0%	F	8200	G	102000	G	2001
From: US 17; BUS US 17															
North (95)	2.90	60000	A	87%	1%	2%	1%	9%	0%	A	5300	A	57000	A	2001
	Combined Traffic:	120000	F	87%	1%	2%	1%	10%	0%	C	11000	F	117000	F	2001
To: 89-630															
North (95)	4.84	62000	F	87%	1%	2%	1%	9%	0%	F	5000	F	59000	F	2001
	Combined Traffic:	114000	F	87%	1%	2%	1%	10%	0%	F	10000	F	111000	F	2001
To: 89-610															
To: Prince William County Line															
South (95)	1.26	68000	G	80%	1%	2%	1%	16%	1%	F	4400	G	59000	G	2001
	Combined Traffic:	137000	G	79%	1%	2%	1%	16%	1%	F	8000	G	120000	G	2001
To: NCL Fredericksburg															
South (95)	6.99	49000	G	87%	1%	2%	1%	10%	0%	F	4500	G	49000	G	2001
	Combined Traffic:	105000	G	87%	1%	2%	1%	10%	0%	F	8200	G	102000	G	2001
To: US 17; BUS US 17															
South (95)	3.23	60000	F	87%	1%	2%	1%	10%	0%	C	5800	F	60000	F	2001
	Combined Traffic:	120000	F	87%	1%	2%	1%	10%	0%	C	11000	F	117000	F	2001
To: 89-630															
South (95)	4.06	52000	F	87%	1%	2%	1%	10%	0%	F	5100	F	52000	F	2001
	Combined Traffic:	114000	F	87%	1%	2%	1%	10%	0%	F	10000	F	111000	F	2001
To: 89-610															
To: Prince William County Line															
(212)	1.51	15000	G	91%	1%	3%	2%	3%	0%	F	1300	G	16000	G	2001
From: US 1 Falmouth															
To: SR 218															
(218)	0.59	16000	G	96%	1%	2%	0%	1%	0%	F	1600	G	16000	G	2001
From: SR 3 East of Frederickburg															
(218)	4.12	6900	G	96%	1%	2%	0%	1%	0%	F	710	G	6800	G	2001
To: W 89-607															
(218)	2.09	5300	G	96%	1%	2%	0%	1%	0%	F	550	G	5200	G	2001
From: 89-603 White Oak School															
To: King George County Line															
(600) Bethel Church Rd	1.70	1000	R								NA		NA		10/17/2000
From: SR 218; 89-602															
(600) Bethel Church Rd	1.30	340	R								NA		NA		10/17/2000
To: 89-712 Wood Landing Rd															
To: King George County Line															
(601) Forest Lane Rd	1.17	1100	R								NA		NA		09/27/2000
From: SR 3 W; Kings Hwy															
(601) Forest Lane Rd	1.28	870	R								NA		NA		09/27/2000
To: 89-604 McCarty Rd															
To: 89-603 Caisson Rd															
(601) Hollywood Farm Rd	2.68	140	R								NA		NA		09/27/2000
From: 89-603 Caisson Road															
To: SR 3 E; Kings Hwy															
(602) Rufus Rd	0.10	120	R								NA		NA		10/17/2000
From: SR 218; 89-600															
(602) Chapel Green Rd	1.00	550	R								NA		NA		10/17/2000
To: 89-690															
(602) Chapel Green Rd	0.53	250	R								NA		NA		10/17/2000
From: 89-613															
To: King George County Line															

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Annual Average Daily Traffic Volume Estimates By Section of Route
Stafford Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Stafford County															
(603)	3.60	830	G	96%	1%	2%	0%	1%	0%	C	90	G	820	G	2001
(603)	1.63	460	R								NA		NA		1997
(603)	0.12	350	R								NA		NA		1997
(603)	0.68	210	R								NA		NA		1997
(604)	Belle Plains Rd	2.70	420	R							NA		NA		10/17/2000
(604)	Belle Plains Rd	0.03	740	R							NA		NA		10/17/2000
(604)	Belle Plains Rd	1.83	1700	G	93%	1%	3%	1%	0%	C	180	G	1700	G	2001
(604)	McCarty Rd	2.72	200	R							NA		NA		10/17/2000
(605)		1.50	620	R							NA		NA		08/23/2000
(605)		1.40	40	R							NA		NA		08/23/2000
(606)	Ferry Rd	1.39	9700	G	98%	1%	1%	0%	0%	C	1000	G	10000	G	2001
(606)	Ferry Rd	1.30	4500	G	98%	1%	1%	0%	0%	F	470	G	4500	G	2001
(606)	Ringgold Rd	0.70	1500	G	96%	2%	2%	0%	0%	C	160	G	1500	G	2001
(606)	Boscobel Rd	0.03	150	R							NA		NA		1993
(606)		0.27	210	R							NA		NA		08/14/2000
(606)		0.61	150	R							NA		NA		1993
(606)		0.10	1000	R							NA		NA		1997
(606)		0.13	10	R							NA		NA		1997
(607)	Cambridge St	0.06	1400	R							NA		NA		1994
(607)	King St	0.10	4900	R							NA		NA		1994
(607)	River Rd	1.42	3800	R							NA		NA		1994
(607)	Naomi Rd	0.52	750	R							NA		NA		1994
(607)	Cool Spring Rd	0.90	9300	G	97%	0%	1%	1%	0%	F	850	G	9300	G	2001

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Stafford Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Stafford County															
(607) Deacon Rd	1.55	11000	G	97%	0%	1%	1%	0%	0%	C	1200	G	12000	G	2001
				From: SR 218 White Oak Rd											
(607) Deacon Rd	1.08	3600	G	97%	0%	1%	1%	1%	0%	F	420	G	3800	G	2001
				From: 89-626 Leeland Rd											
				To: 89-608 Brooke Rd											
(608) Brooke Rd	0.24	860	R								NA		NA		1997
				From: 89-605 New Hope Church Rd											
(608) Brooke Rd	2.75	1900	G	98%	0%	1%	0%	0%	0%	C	250	G	2000	G	2001
				From: 89-606 W; Ringgold Rd											
(608) Brooke Rd	2.46	1300	G	98%	0%	1%	0%	0%	0%	F	140	G	1300	G	2001
				From: .74 M FRM 89-1049 Smith St											
(608) Brooke Rd	4.59	1100	G	98%	0%	1%	0%	0%	0%	F	100	G	1100	G	2001
				From: 89-628 Eskimo Hill Rd											
(608) Brooke Rd	0.70	430	R								NA		NA		1997
				From: 89-621 Marlborough Pt Rd											
(608) Brooke Rd	0.50	80	R								NA		NA		08/23/2000
				From: 89-685 Thorny Rd											
				To: Dead End											
(609) Raven Rd	2.30	30	R								NA		NA		08/23/2000
				From: Cul-de-Sac											
				To: 89-608 Brooke Rd											
(610) Garrisonville Rd	2.94	4000	G	94%	1%	1%	3%	1%	0%	F	430	G	4000	G	2001
				From: Fauquier County Line											
(610) Garrisonville Rd	2.69	7600	G	94%	1%	1%	3%	1%	0%	F	750	G	7500	G	2001
				From: 89-644 Hill Church Rd											
(610) Garrisonville Rd	1.87	15000	G	94%	1%	1%	3%	1%	0%	F	1400	G	15000	G	2001
				From: 89-643 Joshua Rd											
(610) Garrisonville Rd	1.01	30000	G	94%	1%	1%	3%	1%	0%	C	2700	G	30000	G	2001
				From: 89-648 Shelton Shop Rd											
(610) Garrisonville Rd	0.72	37000	G	94%	1%	1%	3%	1%	0%	F	3200	G	37000	G	2001
				From: 89-1216 Kingsland Dr											
(610) Garrisonville Rd	1.40	42000	G	94%	1%	1%	3%	1%	0%	F	3500	G	41000	G	2001
				From: 89-1262 Travis La											
(610)	0.21	49000	G	94%	1%	1%	3%	1%	0%	F	4000	G	48000	G	2001
				From: RAMP TO I-95											
				To: US 1 Jefferson Davis Hwy											
(610)	0.24	60	R								NA		NA		10/31/2000
				From: US 1 SOUTH											
				To: US 1 NORTH											
(611) Widewater Rd	1.33	2400	G	97%	0%	2%	0%	1%	0%	C	200	G	2300	G	2001
				From: 89-637 Telegraph Rd											
(611) Widewater Rd	1.51	1700	G	96%	0%	2%	0%	1%	0%	F	130	G	1600	G	2001
				From: 89-758 EAST											
(611) Widewater Rd	0.94	460	G	97%	0%	2%	0%	1%	0%	F	40	G	460	G	2001
				From: 89-635 Decatur Rd											
				To: Dead End											
(612) Hartwood Rd	2.75	2800	G	96%	0%	3%	1%	1%	0%	C	270	G	2800	G	2001
				From: 89-705 Hartwood Ch Rd											
(612) Hartwood Rd	1.00	1500	G	96%	0%	3%	1%	1%	0%	F	130	G	1500	G	2001
				From: 89-662 Stony Hill Rd											
(612) Hartwood Rd	3.25	840	G	96%	0%	2%	1%	1%	0%	F	80	G	840	G	2001
				From: 89-614 Spotted Tavern Rd											
				To: 89-616 W; Poplar Rd											

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Stafford County															
612 Heflin Rd	0.44	270	R			From: 89-616 E; Poplar Rd					NA		NA		06/21/2000
612 Heflin Rd	0.76	310	R			To: 0.44 MN 89-616 EAST					NA		NA		06/21/2000
612	1.20	940	R			From: 89-646 Tacketts Mill Rd					NA		NA		06/21/2000
612						To: 89-646 Taacketts Mill					NA		NA		06/21/2000
612 Tacketts Mill Rd	0.56	1500	R			From: 89-846					NA		NA		06/21/2000
612						To: 89-846 Tacketts Mill Rd					NA		NA		06/21/2000
613	0.37	100	R			From: Fauquier County Line					NA		NA		1997
613						To: Cul-de-Sac					NA		NA		1997
614 Spotted Tavern Rd	2.55	190	R			From: 89-612 Hartwood Rd					NA		NA		07/06/2000
614 Cropp Rd	0.30	640	R			To: 89-615 S; Mill Rd					NA		NA		07/06/2000
614 Cropp Rd	0.81	470	R			From: 89-615 N; Skyline Dr					NA		NA		07/06/2000
614						To: Fauquier County Line					NA		NA		07/06/2000
615 Mill Rd	2.00	360	R			From: Fauquier County Line					NA		NA		07/06/2000
615						To: 89-614 S; Spotted Tavern Rd					NA		NA		07/06/2000
615 Skyline Dr	1.80	250	R			From: 89-614 N; Cropp Rd					NA		NA		07/06/2000
615						To: 89-612 Hartwood Rd					NA		NA		07/06/2000
616 Poplar Rd	2.76	4000	G	94%	1%	3%	1%	1%	0%	C	360	G	3900	G	2001
616 Poplar Rd	4.00	2000	G	94%	1%	3%	1%	1%	0%	F	170	G	1900	G	2001
616 Poplar Rd	0.83	2000	G	94%	1%	3%	1%	1%	0%	F	180	G	2000	G	2001
616 Poplar Rd	1.05	1100	G	94%	1%	3%	1%	1%	0%	F	110	G	1100	G	2001
616 Poplar Rd	0.14	1200	G	94%	1%	3%	1%	1%	0%	F	110	G	1200	G	2001
616 Poplar Rd	1.04	910	R			From: 89-612 W; Hartwood Rd					NA		NA		1997
616						To: Fauquier County Line					NA		NA		1997
617 Rockdale Rd	0.52	170	R			From: 89-630 Courthouse Rd					NA		NA		1997
617						To: Dead End					NA		NA		1997
618 Falls Run Dr	0.35	1800	R			From: US 17 Warrenton Rd					NA		NA		1997
618						To: 89-764					NA		NA		1997
619 Montague Lp	0.41	30	R			From: 89-628 W; Eskimo Hill Rd					NA		NA		1997
619						To: 89-628 E; Eskimo Hill Rd					NA		NA		1997
620	0.24	130	R			From: Dead End					NA		NA		1997
620						To: 89-608					NA		NA		1997
621 Marlborough Rd	2.05	430	R			From: 89-608 Brooke Rd					NA		NA		1994
621						To: 89-703					NA		NA		1994

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Stafford County															
(621)	0.20	330	R			From: 89-703 To: 89-681					NA		NA		1997
(621)	0.30	50	R			From: 89-681 Indian Point Rd To: Dead End					NA		NA		1997
(622)	0.14	970	R			From: 89-626 To: 89-1029 EAST					NA		NA		1994
(622)	0.13	560	R			From: 89-1030 To: Dead End					NA		NA		08/16/2000
(622)	1.33	290	R			From: 89-627 Forbes St To: 89-1027 Woodlawn Dr					NA		NA		1997
(623) Harrell Rd	0.80	4500	R			From: 89-626 Leeland Rd To: US 1					NA		NA		1994
(624) Morton Rd; Layhill Rd	1.78	2900	G	97%	0%	2%	0%	1%	0%	C	330	G	3000	G	2001
(625) Leeland Rd	0.90	270	R			From: Dead End To: 89-626 Potomac Run Rd					NA		NA		1997
(626) Leeland Rd	1.53	4000	G	96%	0%	2%	1%	1%	0%	C	480	G	4200	G	2001
(626) Leeland Rd	0.54	1600	G	96%	0%	2%	1%	1%	0%	F	150	G	1500	G	2001
(626) Potomac Run Rd	2.33	1200	G	96%	0%	2%	1%	1%	0%	F	140	G	1200	G	2001
(627) Forbes St	2.08	4600	G	98%	0%	1%	0%	0%	0%	C	510	G	4900	G	2001
(627) Mountain View Rd	1.01	3400	G	98%	0%	1%	0%	0%	0%	F	290	G	3400	G	2001
(627) Mountain View Rd	3.69	2000	G	98%	0%	1%	0%	0%	0%	F	180	G	2000	G	2001
(627) Mountain View Rd	2.27	2600	G	98%	0%	1%	0%	0%	0%	F	230	G	2500	G	2001
(627) Mountain View Rd	2.54	2500	G	98%	0%	1%	0%	0%	0%	F	220	G	2500	G	2001
(627) Mountain View Rd	1.76	2600	G	98%	0%	1%	0%	0%	0%	F	240	G	2600	G	2001
(628) Winding Creek Rd	0.14	1500	R			From: 89-648 N; Shelton Shop Rd To: 89-643 Joshua Rd					NA		NA		1997
(628) Winding Creek Rd	0.13	1500	R			From: 89-648 N; Shelton Shop Rd To: 89-616 Poplar Rd					NA		NA		1997
(628) Winding Creek Rd	0.49	1400	R			From: 89-648 N; Shelton Shop Rd To: 89-709 Flatford Rd					NA		NA		1997
(628) Winding Creek Rd	0.56	1600	R			From: 89-648 N; Shelton Shop Rd To: 89-733 Embrey Mill Rd					NA		NA		1997
(628) Winding Creek Rd	0.60	2400	R			From: 89-648 N; Shelton Shop Rd To: 89-630 E; Courthouse Rd					NA		NA		1997

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						2Axle	3+Axle	1Trail	2Trail						
Stafford County															
(628) Ramoth Church Rd	1.76	1400	G	95%	1%	3%	1%	1%	0%	F	120	G	1400	G	2001
				From:	89-630 W; Courthouse Rd										
				To:	89-651 Accokeek Furnace Rd										
(628) Ramoth Church Rd	3.10	1600	G	95%	1%	3%	1%	1%	0%	F	150	G	1600	G	2001
				From:	US 1 Jefferson Davis Hwy										
(628) Eskimo Hill Rd	1.77	2700	G	95%	1%	3%	1%	1%	0%	F	250	G	2600	G	2001
				From:	89-632										
(628) Eskimo Hill Rd	1.20	1500	G	95%	1%	3%	1%	1%	0%	C	140	G	1500	G	2001
				To:	89-608 Brooke Rd										
(629) Andrew Chapel Rd	0.89	2100	G	97%	0%	2%	1%	0%	0%	C	200	G	2100	G	2001
				From:	89-630 Courthouse Rd										
				To:	89-608 Brooke Rd										
(630) Courthouse Rd	4.00	9400	G	92%	4%	3%	1%	1%	0%	F	900	G	9300	G	2001
				From:	89-648 Shelton Shop Rd										
				To:	Ramp from I-95										
(630) Courthouse Rd	0.86	15000	G	95%	0%	2%	2%	1%	0%	C	1200	G	15000	G	2001
				From:	US 1 Jefferson Davis Hwy										
(630) Courthouse Rd	2.63	6600	G	92%	4%	3%	1%	1%	0%	C	910	G	6500	G	2001
				From:	89-629 Andrew Chapel Rd										
(630) Courthouse Rd	0.95	540	R								NA		NA		1997
				To:	89-666 Aquia Creek Rd										
(630) Courthouse Rd	0.65	220	R								NA		NA		1997
				From:	Dead End										
(631) Bells Hill Rd	0.12	1800	R								NA		NA		1997
				From:	US 1 SOUTH										
(631) Bells Hill Rd	1.56	350	R								NA		NA		1997
				From:	89-1307 Oak Dr										
(631) Coal Landing Rd	1.05	500	R								NA		NA		1997
				From:	US 1 NORTH										
				To:	Dead End										
(632)	0.41	100	R								NA		NA		08/23/2000
				From:	Dead End										
				To:	89-628										
(633)	2.10	430	R								NA		NA		07/27/2000
				From:	89-658										
				To:	89-611										
(634)	0.51	140	R								NA		NA		1997
				From:	Dead End										
				To:	US 17										
(635) Decatur Rd	1.20	990	G	97%	0%	2%	1%	1%	0%	C	90	G	980	G	2001
				From:	89-611 Widewater Rd										
(635) Decatur Rd	0.30	980	R								NA		NA		08/07/2000
				From:	89-658 Brent Point Rd										
(635) Decatur Rd	0.20	390	R								NA		NA		08/07/2000
				From:	89-661 Norman Rd										
(635) Decatur Rd	1.00	300	R								NA		NA		08/07/2000
				From:	89-719 William & Mary La										
(635) Decatur Road	0.25	80	R								NA		NA		08/07/2000
				From:	1.00 MW 89-719										
				To:	Dead End										
(636)	0.04	250	R								NA		NA		1997
				From:	Dead End										
				To:	89-705										

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						2Axle	3+Axle	1Trail	2Trail						
Stafford County															
(637) Telegraph Rd	1.30	2100	G	97%	0%	1%	1%	1%	0%	F	190	G	2200	G	2001
				From: US 1 S; Jefferson Davis Hwy											
(637) Telegraph Rd	1.32	830	G	97%	0%	1%	0%	1%	0%	F	100	G	820	G	2001
				From: 0.83 MN 89-639											
(637) Telegraph Rd	0.53	2900	G	97%	0%	1%	1%	1%	0%	C	260	G	2900	G	2001
				From: 89-611 Widewater Rd											
(637) Telegraph Rd	0.40	710	R								NA		NA		07/27/2000
				From: US 1 N; Jefferson Davis Hwy											
				To: USMC BNDY											
(638) Little Forest Church	0.19	190	R								NA		NA		1997
				From: US 1; Jefferson Davis Hwy											
				To: Dead End											
(639) Woodstock La	0.18	640	R								NA		NA		1997
				From: US 1; Jefferson Davis Hwy											
				To: 89-637 Telegraph Rd											
(640)	0.23	70	R								NA		NA		1997
				From: Dead End											
				To: 89-627											
(641) Onville Rd	1.20	7000	G	97%	1%	1%	1%	1%	0%	C	650	G	6900	G	2001
				From: Dead End											
				To: 89-610 Garrisonville Rd											
(642) Barrett Heights Rd	0.70	1700	R								NA		NA		1997
				From: 89-610 Garrisonville Rd											
				To: 89-641 N; Onville Rd											
(642) Evans	0.35	130	R								NA		NA		1997
				From: 89-641 S; Onville Rd											
				To: Dead End											
(643) Joshua Rd	0.97	2200	R								NA		NA		07/06/2000
				From: 89-627 Mountain View Rd											
(643) Joshua Rd	1.33	3200	R								NA		NA		07/06/2000
				From: 89-1248 Greenleaf Terr											
				To: 89-610 Garrisonville Rd											
(644) Rock Rd/Hill Church	2.74	1600	G	96%	0%	3%	0%	1%	0%	C	130	G	1600	G	2001
				From: 89-627 Mountain View Rd											
				To: 89-610 Garrisonville Rd											
(645) Dunbar Dr	1.50	500	R								NA		NA		06/21/2000
				From: 89-646 Tacketts Mill Rd											
				To: 89-644 Rock Rd											
(646) Tacketts Mill Rd	0.80	730	R								NA		NA		06/21/2000
				From: 89-612 Heflin Rd											
(646) Tacketts Mill Rd	0.70	680	R								NA		NA		06/21/2000
				From: 89-645 Dunbar Dr											
				To: 89-616 Poplar Rd											
(647) Clift Farm Rd	0.80	170	R								NA		NA		1997
				From: Dead End											
				To: 89-626 Leeland Rd											
(648) Stefaniga Rd	3.57	1000	R								NA		NA		08/23/2000
				From: 89-616 Poplar Rd											
				To: 89-627 S; Mountain View Rd											
(648) Shelton Shop Rd	0.64	6900	G	89%	1%	2%	6%	2%	0%	F	590	G	6900	G	2001
				From: 89-627 N; Mountain View Rd											
(648) Shelton Shop Rd	1.35	7500	G	89%	1%	2%	6%	2%	0%	C	630	G	7400	G	2001
				From: 89-630 Courthouse Rd											
				To: 89-610 Garrisonville Rd											

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						2Axle	3+Axle	1Trail	2Trail						
Stafford County															
(649) Richland Rd	1.90	420	R								NA		NA		07/06/2000
(650) Mt Olive Rd	2.79	260	R								NA		NA		1997
(651) Kellogg Mill Rd	3.86	1400	R								NA		NA		08/09/2000
(651)	0.40	1500	G	94%	1%	2%	2%	1%	0%	C	130	G	1500	G	2001
(651) Accokeek Furnace R	0.40	160	R								NA		NA		08/23/2000
(652) Truslow Rd	1.32	1200	G	98%	0%	2%	0%	0%	0%	C	130	G	1300	G	2001
(652) Truslow Rd	0.60	1200	G	98%	0%	2%	0%	0%	0%	F	120	G	1200	G	2001
(652) Truslow Rd	1.21	810	G	98%	0%	2%	0%	0%	0%	F	80	G	810	G	2001
(652) Truslow Rd	3.63	270	R								NA		NA		08/21/2000
(653) Hulls Chapel Rd	1.00	70	R								NA		NA		08/21/2000
(653) Hulls Chapel Rd	0.80	370	R								NA		NA		1997
(654) Rocky Run Rd	2.13	130	R								NA		NA		08/21/2000
(654) Rocky Run Rd	1.34	740	R								NA		NA		08/21/2000
(654) Greenbank Rd	0.85	1400	G	98%	0%	2%	0%	0%	0%	C	200	G	1400	G	2001
(654) Berea Church Rd	1.33	1500	R								NA		NA		08/21/2000
(655) Holly Corner Rd	2.77	150	R								NA		NA		08/21/2000
(655) Holly Corner Rd	2.05	1200	R								NA		NA		08/21/2000
(656) Greenbank Rd	0.83	150	R								NA		NA		1997
(656) Greenbank Rd	0.57	990	G	98%	0%	1%	0%	0%	0%	C	180	G	980	G	2001
(657) Musselman Rd	0.35	180	R								NA		NA		07/31/2000
(657) Musselman Rd	0.07	920	R								NA		NA		07/31/2000
(657) Musselman Rd	0.07	1500	R								NA		NA		07/31/2000

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Stafford County															
(657) Musselman Rd	0.14	40	R			From: 89-1034 To: Dead End					NA		NA		07/31/2000
(658) Brent Point Rd	0.10	370	R			From: 89-635 Decatur Rd To: 89-692 Quarry Rd					NA		NA		1997
(658) Brent Point Rd	1.68	120	R			From: 89-633 Arkendale Rd To: Dead End					NA		NA		07/27/2000
(658) Brent Point Rd	3.20	400	R			From: 89-610 To: 89-711					NA		NA		1997
(659)	0.30	1500	G	95%	1%	2%	1%	1%	0%	C	240	G	1500	G	2001
(659)	1.16	390	R			From: US 1 To: Dead End					NA		NA		1997
(660)	0.35	280	R			From: Dead End To: 89-635					NA		NA		1997
(661)	1.10	300	R			From: 89-612 Hartwood Rd To: 89-616 Poplar Rd					NA		NA		08/07/2000
(662) Stony Hill Rd	2.90	710	R			From: Dead End To: 89-655 Holly Corner Rd					NA		NA		07/06/2000
(663) Coakley La	0.30	40	R			From: 89-1655 S; Brown Cir To: 89-1656 Donna Dale Dr					NA		NA		07/27/2000
(665) Clarion Dr	0.08	180	R			From: 89-1655 N; Brown Cir To: 89-1655 N; Brown Cir					NA		NA		1997
(665) Clarion Dr	0.06	340	R			From: 89-1651 Redskin Dr To: 89-1650 Melanie Hollow La					NA		NA		1997
(665) Clarion Dr	0.05	530	R			From: 0.12 MN 89-1650 To: 89-1193 Ashbury Dr					NA		NA		1997
(665) Clarion Dr	0.07	640	R			From: 89-606 Ferry Rd To: 89-630 Courthouse Rd					NA		NA		1997
(665) Clarion Dr	0.11	740	R			From: 89-687 Hope Rd To: Dead End					NA		NA		1997
(665) Clarion Dr	0.25	1100	R			From: SR 3 Kings Hwy To: Dead End					NA		NA		1997
(666) Aquia Creek Rd	1.75	280	R			From: SR 218 White Oak Rd To: 89-608 Brooke Rd					NA		NA		1997
(667) Willow Landing Rd	0.78	380	R			From: 89-608 Brooke Rd To: 89-608 Brooke Rd					NA		NA		1997
(668) Little Falls Rd	0.58	100	R			From: 89-608 Brooke Rd To: 89-608 Brooke Rd					NA		NA		1997
(669) Little Whim Rd	1.20	1600	G	97%	1%	1%	0%	0%	0%	C	190	G	1700	G	2001

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						2Axle	3+Axle	1Trail	2Trail							
Stafford County																
(670) Sanford Dr	2.11	1400	G	98%	0%	1%	0%	0%	0%	C	210	G	1300	G	2001	
				From:	89-656 Greenbank Rd											
				To:	US 17 Warrenton Rd											
(670)	0.30	2900	R								NA		NA		09/11/2000	
				From:	US 17											
				To:	89-1050											
(671) Van Horn La	0.76	1000	R								NA		NA		1997	
				From:	89-644 Hill Church Rd											
				To:	89-1723 Hillcrest Dr											
(671) Van Horn La	0.09	900	R								NA		NA		1997	
				From:	89-1723 Hillcrest La											
				To:	89-1727 Woodland Dr											
(671) Van Horn La	0.10	560	R								NA		NA		1997	
				From:	89-1727 Woodland Dr											
				To:	89-1728 Lakeview Dr											
(672) Reids Rd	0.20	10	R								NA		NA		08/23/2000	
				From:	Dead End											
				To:	89-630 Courthouse Rd											
(673) Lorenzo Dr	0.72	200	R								NA		NA		09/27/2000	
				From:	Dead End											
				To:	89-603											
(674)	0.17	40	R								NA		NA		10/02/2000	
				From:	SR 218											
				To:	Dead End											
(675) Toluca Rd	0.80	350	R								NA		NA		1997	
				From:	89-610 Garrisonville Rd											
				To:	Dead End											
(676) Cranes Corner Rd	1.32	330	R								NA		NA		1997	
				From:	US 1 Jefferson Davis Hwy											
				To:	Cul-de-Sac											
(677) Mount Hope Church	0.89	170	R								NA		NA		08/23/2000	
				From:	Dead End											
				To:	0.90 ME Dead End											
(677) Mount Hope Church	0.21	150	R								NA		NA		1997	
				From:	89-608 Brooke Rd											
				To:	89-608 Brooke Rd											
(678) Camp Selden Rd	0.80	310	R								NA		NA		1997	
				From:	89-604 Belle Plains Rd											
				To:	89-605 New Hope Church Rd											
(679)	0.08	10	R								NA		NA		1997	
				From:	Dead End											
				To:	89-1416											
(679)	0.87	4700	R								NA		NA		1997	
				From:	89-684											
				To:	89-684											
(680)	0.04	70	R								NA		NA		1997	
				From:	Dead End											
				To:	89-743											
(680)	0.06	260	R								NA		NA		1997	
				From:	89-686											
				To:	89-686											
(680)	0.06	370	R								NA		NA		1997	
				From:	89-708											
				To:	89-708											
(680)	0.06	540	R								NA		NA		1997	
				From:	89-740											
				To:	89-740											
(680)	0.07	670	R								NA		NA		1997	
				From:	SR 3											
				To:	SR 3											
(681)	0.61	240	R								NA		NA		1997	
				From:	89-621											
				To:	Dead End											

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						2Axle	3+Axle	1Trail	2Trail						
Stafford County															
(682) Colebrook Rd	1.58	1400	R								NA		NA		09/18/2000
(683)	0.13	80	R								NA		NA		1997
(684) Mine Rd	0.58	3000	R								NA		NA		07/10/2000
(684) Mine Rd	1.20	13000	R								NA		NA		07/10/2000
(684) Staffordborough Blvd	0.61	5800	R								NA		NA		07/10/2000
(685) Thorny Rd	0.50	80	R								NA		NA		1997
(685)	1.00	120	R								NA		NA		1997
(686)	0.14	110	R								NA		NA		1997
(687) Hope Rd	1.38	3900	G	96%	0%	2%	1%	1%	0%	C	360	G	3800	G	2001
(687) Hope Rd	1.85	1200	G	96%	0%	2%	1%	1%	0%	F	120	G	1200	G	2001
(688) Hamn La	0.40	150	R								NA		NA		1997
(689) Hidden Springs Rd	0.14	390	R								NA		NA		1997
(689) Hidden Springs Rd	0.31	100	R								NA		NA		1997
(690) Chapel Green Rd	0.15	500	R								NA		NA		1997
(690) Sandy Ridge Rd	0.55	250	R								NA		NA		1997
(690) Sandy Ridge Rd	0.80	120	R								NA		NA		1997
(690)	0.33	60	R								NA		NA		10/02/2000
(691) Storck Rd	2.08	290	R								NA		NA		07/06/2000
(692) Quarry Rd	0.75	180	R								NA		NA		1997
(692) Quarry Rd	0.25	300	R								NA		NA		08/07/2000
(693)	0.15	90	R								NA		NA		1997

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						2Axle	3+Axle	1Trail	2Trail							
Stafford County																
(694)	0.36	150	R								NA	NA			08/16/2000	
(695)	0.09	40	R								NA	NA			1997	
(696)	Ebenezer Church Rd	0.50	370	R							NA	NA			1997	
(697)	Derrick Lane	0.35	100	R							NA	NA			10/02/2000	
(698)		0.20	250	R							NA	NA			1997	
(699)		0.13	1400	R							NA	NA			07/31/2000	
(700)		0.62	100	R							NA	NA			1999	
(700)		0.88	2400	R							NA	NA			1997	
(700)		0.25	530	R							NA	NA			1997	
(702)	Wyche Rd	0.80	1800	R							NA	NA			1997	
(703)		0.50	80	R							NA	NA			08/23/2000	
(704)		0.16	40	R							NA	NA			1997	
(705)	Hartwood Church Rd	0.12	3000	G	95%	1%	3%	1%	1%	0%	C	260	G	3000	G	2001
(705)	Hartwood Church Rd	0.28	580	R							NA	NA			07/06/2000	
(706)		0.45	20	R							NA	NA			1997	
(706)		0.08	30	R							NA	NA			1997	
(707)	Dent Rd	0.30	280	R							NA	NA			1997	
(708)		0.15	110	R							NA	NA			1997	
(709)		0.40	1200	R							NA	NA			1997	
(710)		0.40	60	R							NA	NA			1997	

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Stafford County															
(710)	0.21	200	R			From: 0.25 MN Dead End					NA		NA		10/02/2000
						To: SR 218									
(711) Juggins Rd	0.40	20	R			From: Dead End					NA		NA		10/02/2000
						To: 0.40 MS Dead End									
(711) Juggins Rd	0.45	49	R			From: 89-659 Doc Stone Rd					NA		NA		10/02/2000
						To: 89-600 Bethel Church Rd									
(712) Wood Landing Rd	1.00	470	R			From: 89-600 Bethel Church Rd					NA		NA		1997
						To: 1.00 MN 89-600									
(712)	0.90	200	R			From: Dead End					NA		NA		1997
						To: SR 3									
(713)	0.10	890	R			From: SR 3					NA		NA		1997
						To: 89-714									
(713)	0.04	870	R			From: 89-714					NA		NA		1997
						To: 89-715									
(713)	0.07	850	R			From: 89-715					NA		NA		1997
						To: 39-716									
(713)	0.07	550	R			From: 89-716					NA		NA		1997
						To: 89-717									
(713)	0.09	470	R			From: 89-717					NA		NA		1997
						To: 89-730									
(714)	0.16	50	R			From: 89-713					NA		NA		1997
						To: 89-715									
(715)	0.09	60	R			From: 89-713					NA		NA		1997
						To: 89-714									
(715)	0.05	20	R			From: Dead End					NA		NA		1997
						To: Dead End									
(716)	0.10	50	R			From: Dead End					NA		NA		1997
						To: 89-730									
(716)	0.20	360	R			From: 89-730					NA		NA		1997
						To: 89-713									
(716)	0.09	80	R			From: 89-713					NA		NA		1997
						To: 89-718									
(717)	0.23	40	R			From: 89-730					NA		NA		1997
						To: 89-713									
(717)	0.09	50	R			From: 89-713					NA		NA		1997
						To: 89-718									
(718)	0.07	10	R			From: 89-716					NA		NA		1997
						To: 89-717									
(718)	0.03	8	R			From: Dead End					NA		NA		1997
						To: Dead End									
(719)	0.40	150	R			From: Dead End					NA		NA		08/07/2000
						To: 89-635									

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						2Axle	3+Axle	1Trail	2Trail						
Stafford County															
(720)	0.60	960	R			From: 89-642					NA	NA			1997
						To: Dead End									
(721) Old Concord Rd	1.12	1300	R			From: 89-687 Hope Rd					NA	NA			1997
						To: Dead End									
(722) Paul Hill jRd	0.30	110	R			From: Dead End					NA	NA			10/02/2000
						To: 89-604 Belle Plains Rd									
(723) Jacobs La	0.60	90	R			From: Dead End					NA	NA			08/21/2000
						To: US 17 Warrenton Rd									
(724) Clark Patton Rd	0.95	350	R			From: Dead End					NA	NA			1997
						To: US 17									
(725)	0.40	40	R			From: Dead End					NA	NA			08/21/2000
						To: US 17									
(726) Hall La	0.30	220	R			From: Dead End					NA	NA			1997
						To: 89-655 Holly Corner Rd									
(727) Monroe Farm Rd	0.70	110	R			From: Dead End					NA	NA			10/02/2000
						To: 89-655 Holly Corner Rd									
(728)	0.01	170	R			From: 89-611					NA	NA			1997
						To: 0.01 MN 89-611									
(728)	1.30	110	R			From: Dead End					NA	NA			07/01/2000
						To: 89-717									
(730)	0.17	50	R			From: 89-713					NA	NA			1997
						To: 89-1151									
(730)	0.30	400	R			From: 89-739					NA	NA			1997
						To: 89-737									
(730)	0.07	180	R			From: 89-737					NA	NA			1997
						To: 89-731									
(730)	0.30	120	R			From: 89-731					NA	NA			1997
						To: 89-716									
(730)	0.42	190	R			From: Dead End					NA	NA			1997
						To: 89-716									
(731)	0.07	20	R			From: Dead End					NA	NA			1997
						To: 89-738									
(731)	0.08	190	R			From: 89-738					NA	NA			1997
						To: 89-730									
(732) Cedar La	0.17	90	R			From: Dead End					NA	NA			08/23/2000
						To: 0.17 MN Dead End									
(732) Cedar La	0.18	130	R			From: 89-630 Courthouse Rd					NA	NA			08/23/2000
						To: 89-628 Winding Creek Rd									
(733) Embrey Mill Rd	0.60	940	R			From: 89-628 Winding Creek Rd					NA	NA			1997
						To: Dead End									

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						2Axle	3+Axle	1Trail	2Trail						
Stafford County															
(734) Eley Rd	1.00	430	R			From: Dead End					NA	NA			1997
						To: US 17									
(735) Wyatt La	0.31	300	R			From: Dead End					NA	NA			10/02/2000
(735) Wyatt La	0.14	200	R			From: 0.32 MN Dead End					NA	NA			1997
						To: 89-753									
(736)	0.05	60	R			From: 89-706					NA	NA			1997
						To: US 17									
(737)	0.08	60	R			From: Dead End					NA	NA			1997
						To: 89-730									
(738)	0.15	110	R			From: 89-731					NA	NA			1997
						To: Cul-de-Sac									
(739)	0.20	220	R			From: 89-730					NA	NA			1997
						To: 89-791									
(740)	0.15	100	R			From: 89-744					NA	NA			1997
						To: 89-680									
(741) Wood Rd	0.30	140	R			From: 89-627 Mountain View Rd					NA	NA			08/23/2000
						To: Dead End									
(742)	0.27	80	R			From: US 1					NA	NA			1997
						To: Dead End									
(743)	0.13	140	R			From: 89-744					NA	NA			1997
						To: 89-680									
(744)	0.06	80	R			From: 89-743					NA	NA			1997
						To: 89-686									
(744)	0.06	130	R			From: 89-708					NA	NA			1997
						To: 89-740									
(744)	0.09	150	R			From: 89-740					NA	NA			1997
						To: SR 3									
(745)	0.10	20	R			From: 89-637					NA	NA			1997
						To: Dead End									
(746)	0.15	50	R			From: 89-627					NA	NA			1997
						To: Dead End									
(747)	0.10	60	R			From: Dead End					NA	NA			1997
						To: 89-627									
(748)	0.22	90	R			From: Dead End					NA	NA			1997
						To: 89-752									
(749)	0.14	60	R			From: Dead End					NA	NA			1997
						To: US 17									

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						2Axle	3+Axle	1Trail	2Trail						
Stafford County															
(750) Fleet Rd	0.62	440	R			From: US 17 SOUTH To: US 17 NORTH					NA		NA		1997
(751)	0.10	2200	R			From: 89-1264 To: 0.10 MS 89-1264					NA		NA		07/17/2000
(751)	0.24	1800	R			From: 89-1676 To: 89-610					NA		NA		07/17/2000
(751)	1.30	1800	R			From: Dead End To: 89-748 Jack Ellington Dr					NA		NA		1997
(752) Richards Ferry Rd	1.45	160	R			From: 89-627 Mountain View Rd To: 89-652 Truslow Rd					NA		NA		1997
(752) Richards Ferry Rd	1.48	700	R			From: 89-612 Hartwood Rd To: 89-616 Poplar Rd					NA		NA		07/06/2000
(753) Enon Rd	1.30	1200	G	95%	2%	2%	0%	0%	0%	C	120	G	1200	G	2001
(754) Shackelford Well Rd	1.70	730	R			From: 89-612 To: Dead End Gap Terminus					NA		NA		1997
(755)	0.95	410	R			From: 89-755 T INT To: Dead End					NA		NA		07/06/2000
(756)	0.47	160	R			From: 89-637 To: 89-611					NA		NA		1997
(757)	0.14	6	R			From: Dead End To: 89-611					NA		NA		1997
(758)	0.23	30	R			From: 89-611 WEST To: 89-611 EAST					NA		NA		1997
(759) Kelsey Rd	0.37	100	R			From: Cul-de-Sac To: 89-630 Courthouse Rd					NA		NA		1997
(760)	0.56	NA				From: 89-624 To: Cul-de-Sac					NA		NA		
(761)	0.34	740	R			From: US 1 To: Dead End					NA		NA		1997
(763)	0.37	160	R			From: Dead End To: 89-652					NA		NA		1997
(764)	0.15	960	R			From: 89-618 To: 0.15 MN 89-618					NA		NA		1997
(764)	0.39	690	R			From: Dead End To: 89-637					NA		NA		1997
(766)	0.46	920	R			From: 89-637 To: Cul-de-Sac					NA		NA		1997

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						2Axle	3+Axle	1Trail	2Trail						
Stafford County															
767	0.23	120	R			From: 89-770					NA	NA			1997
						To: 89-648									
768	0.10	100	R			From: 89-608					NA	NA			1995
768	0.38	70	R			From: 89-1371					NA	NA			1995
768	0.20	80	R			From: 89-1370					NA	NA			08/14/2000
						To: Cul-de-Sac									
769	0.05	50	R			From: Cul-de-Sac					NA	NA			08/07/2000
						To: 89-767									
770	0.40	240	R			From: Cul-de-Sac					NA	NA			08/07/2000
						To: 89-648									
772	0.29	170	R			From: 89-707					NA	NA			1997
						To: Cul-de-Sac									
775	0.15	190	R			From: 89-778					NA	NA			06/26/2000
						To: 89-721									
776	0.20	1500	R			From: Cul-de-Sac					NA	NA			06/26/2000
						To: 89-721									
777	0.36	180	R			From: Cul-de-Sac					NA	NA			06/26/2000
						To: 89-775									
778	0.07	80	R			From: Cul-de-Sac					NA	NA			06/26/2000
						To: 89-775									
779	0.21	1100	R			From: 89-780					NA	NA			06/26/2000
						To: 89-777									
780	0.14	900	R			From: 89-779					NA	NA			06/26/2000
						To: 89-1741									
781	0.17	230	R			From: Cul-de-Sac					NA	NA			06/26/2000
781	0.05	49	R			From: 89-780					NA	NA			06/26/2000
						To: Cul-de-Sac									
790	0.04	30	R			From: 89-739					NA	NA			09/18/2000
						To: Dead End									
791	0.04	50	R			From: 89-739					NA	NA			09/18/2000
						To: Dead End									
795	0.06	280	R			From: Dead End					NA	NA			07/31/2000
						To: US 17									
796	0.31	160	R			From: Dead End					NA	NA			09/11/2000
						To: 89-654									

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Stafford County															
800	0.36	90	R			From: Dead End					NA		NA		08/07/2000
						To: 89-627									
801	0.20	50	R			From: 89-655					NA		NA		08/21/2000
						To: Cul-de-Sac									
802	0.30	40	R			From: 89-654					NA		NA		08/21/2000
						To: Dead End									
803	0.29	30	R			From: 89-802					NA		NA		08/21/2000
						To: Cul-de-Sac									
804	0.15	30	R			From: 89-734					NA		NA		08/21/2000
						To: Cul-de-Sac									
806	0.81	130	R			From: 89-652					NA		NA		1997
						To: Dead End									
810	0.11	7000	R			From: 89-679					NA		NA		07/10/2000
						To: 89-610									
811	0.07	460	R			From: Dead End					NA		NA		1997
						To: 89-610									
813	0.08	50	R			From: Dead End					NA		NA		08/21/2000
						To: US 17									
815	0.59	NA				From: 89-00816(B)/					NA		NA		
						To: 89-00610(B)/									
816	0.43	NA				From: Dead End/					NA		NA		
						To: Dead End/									
820	0.49	490	R			From: 89-644					NA		NA		06/21/2000
						To: 89-821									
820	0.90	710	R			From: 89-821					NA		NA		06/21/2000
						To: 89-822									
820	0.38	1200	R			From: 89-822					NA		NA		06/21/2000
						To: 89-610									
821	0.14	60	R			From: 89-820					NA		NA		06/21/2000
						To: Dead End									
822	0.15	70	R			From: 89-820					NA		NA		06/21/2000
						To: Cul-de-Sac									
830	0.33	NA				From: Cul-de-Sac					NA		NA		
						To: SR 3									
835	0.34	130	R			From: CONCORD LANE					NA		NA		07/06/2000
						To: 89-627									
840	0.02	60	R			From: 89-1081					NA		NA		09/13/2000
						To: Cul-de-Sac									

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						2Axle	3+Axle	1Trail	2Trail						
Stafford County															
(846)	0.28	90	R								NA		NA		1997
(1000)	0.09	110	R								NA		NA		09/05/2000
(1001)	0.36	3900	R								NA		NA		1994
(1001)	0.37	350	R								NA		NA		09/11/2000
(1001)	0.08	630	R								NA		NA		09/11/2000
(1001)	0.10	850	R								NA		NA		09/11/2000
(1001)	0.10	550	R								NA		NA		1997
(1001)	0.10	120	R								NA		NA		09/11/2000
(1002)	0.01	2300	R								NA		NA		09/13/2000
(1002)	0.03	2200	G	99%	0%	1%	0%	0%	0%	F	200	G	2200	G	2001
(1002)	0.13	2200	G	99%	0%	1%	0%	0%	0%	C	310	G	2300	G	2001
(1002)	0.06	740	G								60	G	740	G	2001
(1003)	0.05	1400	R								NA		NA		09/13/2000
(1004)	0.55	290	R								NA		NA		1997
(1004)	0.30	560	R								NA		NA		1986
(1005)	0.32	2900	G	97%	1%	1%	0%	0%	0%	C	300	G	3000	G	2001
(1006)	0.10	170	R								NA		NA		09/21/2000
(1007)	0.10	1900	G	99%	0%	1%	0%	0%	0%	C	200	G	2000	G	2001
(1008)	0.20	110	R								NA		NA		09/11/2000
(1009)	0.05	30	R								NA		NA		09/13/2000
(1010)	0.04	40	R								NA		NA		09/13/2000

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						2Axle	3+Axle	1Trail	2Trail						
Stafford County															
1011	0.20	50	R			From: 89-1001					NA	NA			09/11/2000
						To: Dead End									
1012	0.02	9	R			From: Dead End					NA	NA			09/13/2000
						To: 89-1072									
1012	0.13	160	R			From: 89-1072					NA	NA			09/13/2000
						To: 89-1074									
1012	0.14	310	R			From: 89-1074					NA	NA			09/13/2000
						To: 89-1015									
1012	0.41	1100	R			From: 89-1015					NA	NA			09/13/2000
						To: 89-1001									
1013	0.35	250	R			From: 89-1004					NA	NA			1986
						To: 89-652									
1014	0.03	40	R			From: Dead End					NA	NA			1997
						To: 89-1023									
1014	0.07	90	R			From: 89-1023					NA	NA			1997
						To: 89-652									
1015	0.26	970	R			From: 89-1012					NA	NA			09/13/2000
						To: 89-1199									
1015	0.07	930	R			From: 89-1199					NA	NA			09/13/2000
						To: 89-1197									
1015	0.57	940	R			From: 89-1197					NA	NA			09/13/2000
						To: US 17 BUS; 89-1001									
1016	0.12	530	R			From: 89-607					NA	NA			08/16/2000
						To: 89-694									
1016	0.18	340	R			From: 89-694					NA	NA			08/16/2000
						To: 89-1017									
1017	0.14	250	R			From: 89-1016					NA	NA			08/16/2000
						To: 89-1018									
1018	0.17	230	R			From: 89-1017					NA	NA			08/16/2000
						To: 89-1025									
1018	0.36	440	R			From: 69-1025					NA	NA			08/16/2000
						To: 89-626									
1019	0.20	160	R			From: 89-1350 SOUTH					NA	NA			09/05/2000
						To: 89-1350 NORTH									
1019	0.15	430	R			From: 89-1350 NORTH					NA	NA			09/05/2000
						To: 89-1026									
1019	0.22	510	R			From: 89-1026					NA	NA			09/05/2000
						To: 89-1020									
1019	0.22	780	R			From: 89-1020					NA	NA			09/05/2000
						To: 89-607									
1020	0.08	80	R			From: 89-1019					NA	NA			10/12/2000
						To: 89-1021									
1020	0.08	130	R			From: 89-1021					NA	NA			10/12/2000
						To: 89-1022									

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						2Axle	3+Axle	1Trail	2Trail						
Stafford County															
1020	0.07	140	R			From: 89-1022					NA	NA			10/12/2000
1020	0.06	180	R			To: 89-1038					NA	NA			10/12/2000
1020	0.07	370	R			From: 89-1039					NA	NA			10/12/2000
1020	0.06	230	R			To: 89-1083					NA	NA			10/12/2000
						From: 89-1055									
1021	0.06	20	R			To: 89-1350 SOUTH					NA	NA			1995
1021	0.13	60	R			From: 89-1089					NA	NA			1995
1021	0.18	380	R			To: 89-1350 NORTH					NA	NA			09/05/2000
1021	0.21	580	R			From: 89-1026					NA	NA			09/05/2000
1021	0.22	750	R			To: 89-1020					NA	NA			09/05/2000
						From: 89-607									
1022	0.33	290	R			To: Cul-de-Sac					NA	NA			10/12/2000
1022	0.21	340	R			From: 89-1020					NA	NA			10/12/2000
						To: 89-607									
1023	0.08	40	R			From: 89-1024					NA	NA			1997
						To: 89-1014									
1024	0.07	40	R			From: 89-1023					NA	NA			1997
						To: 89-652									
1025	0.34	200	R			From: 89-1018					NA	NA			08/16/2000
						To: Dead End									
1026	0.08	20	R			From: 69-1019					NA	NA			09/05/2000
						To: 89-1021									
1027	0.11	2000	R			From: 89-607 SOUTH					NA	NA			1994
1027	0.11	2700	R			To: 89-623					NA	NA			1994
						From: 89-607 NORTH									
1028	0.12	50	R			To: 89-607 SOUTH					NA	NA			1986
						From: 89-607 NORTH									
						To: Dead End									
1029	0.06	50	R			From: 89-1030 WEST					NA	NA			08/16/2000
1029	0.09	200	R			To: 89-622 NORTH					NA	NA			08/16/2000
						From: 89-622 SOUTH									
1029	0.06	120	R			To: 89-1031					NA	NA			08/16/2000
1029	0.04	70	R			From: 89-1030 EAST					NA	NA			08/16/2000

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Stafford County															
1030	0.10	80	R								NA		NA		08/16/2000
				From:	89-1081										
1030	0.09	120	R								NA		NA		08/16/2000
				From:	89-1029 EAST										
1030	0.21	60	R								NA		NA		08/16/2000
				From:	89-622										
				To:	89-1029 WEST										
1031	0.03	40	R								NA		NA		08/16/2000
				From:	89-1029										
				To:	Cul-de-Sac										
1032	0.09	1600	R								NA		NA		1986
				From:	89-627										
1032	0.07	700	R								NA		NA		1986
				From:	89-1033										
1032	0.14	390	R								NA		NA		1986
				From:	89-1059										
				To:	89-1060										
1033	0.13	70	R								NA		NA		1986
				From:	89-1600										
1033	0.08	360	R								NA		NA		1986
				From:	89-1037										
1033	0.11	260	R								NA		NA		1986
				From:	89-1032										
1033	0.04	30	R								NA		NA		1986
				From:	89-1060										
				To:	Dead End										
1034	0.19	2000	G	95%	1%	2%	1%	1%	0%	C	200	G	2100	G	2001
				From:	89-657										
				To:	US 17 BUS										
1035	0.13	190	R								NA		NA		08/14/2000
				From:	89-608										
1035	0.23	70	R								NA		NA		08/14/2000
				From:	89-1036										
1035	0.06	20	R								NA		NA		08/14/2000
				From:	89-1052										
				To:	Dead End										
1036	0.17	30	R								NA		NA		08/14/2000
				From:	89-1052										
1036	0.16	50	R								NA		NA		08/14/2000
				From:	89-1035										
				To:	Dead End										
1037	0.13	190	R								NA		NA		1986
				From:	Dead End										
				To:	89-1033										
1038	0.20	460	R								NA		NA		10/12/2000
				From:	89-607										
1038	0.15	290	R								NA		NA		10/12/2000
				From:	89-1020										
1038	0.09	200	R								NA		NA		10/12/2000
				From:	89-1058										
1038	0.09	130	R								NA		NA		10/12/2000
				From:	89-1057										
				To:	Dead End										

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						2Axle	3+Axle	1Trail	2Trail						
Stafford County															
1039	0.20	360	R			From: 89-607					NA		NA		09/05/2000
1039	0.13	150	R			From: 89-1020					NA		NA		09/05/2000
						To: Cul-de-Sac									
1040	0.10	70	R			From: Dead End					NA		NA		10/10/2000
1040	0.11	390	R			From: 89-1041					NA		NA		10/10/2000
1040	0.15	430	R			From: 89-1042					NA		NA		10/10/2000
1040	0.15	460	R			From: 89-1043					NA		NA		10/10/2000
1040	0.25	500	R			From: 89-1044					NA		NA		10/10/2000
						To: US 1									
1041	0.08	220	R			From: 89-1046 SOUTH					NA		NA		10/10/2000
1041	0.09	240	R			From: 89-1046 NORTH					NA		NA		10/10/2000
1041	0.06	260	R			From: 89-1042					NA		NA		10/10/2000
						To: 89-1040									
1042	0.24	170	R			From: 89-1041					NA		NA		10/10/2000
1042	0.07	720	R			From: 89-1040					NA		NA		10/10/2000
						To: 89-627									
1043	0.07	50	R			From: 89-1040					NA		NA		10/10/2000
						To: Dead End									
1044	0.09	60	R			From: Dead End					NA		NA		10/10/2000
						To: 89-1040									
1045	0.31	340	R			From: 89-1082					NA		NA		10/10/2000
						To: 89-627									
1046	0.08	690	R			From: Cul-de-Sac					NA		NA		1986
1046	0.14	690	R			From: 89-1047					NA		NA		1986
1046	0.28	220	R			From: 89-1041 SOUTH					NA		NA		1986
						To: 89-1041 NORTH									
1047	0.13	1100	R			From: 89-1046					NA		NA		1986
1047	0.06	690	R			From: 89-627					NA		NA		1986
1047	0.19	510	R			From: 89-1179					NA		NA		1986
						To: 89-1100									
1048	0.04	30	R			From: Dead End					NA		NA		1986
						To: 89-1060									

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						2Axle	3+Axle	1Trail	2Trail						
Stafford County															
1049	0.39	350	R			From: 89-608; 89-1092 To: Cul-de-Sac					NA	NA			1997
1050	0.31	420	R			From: 89-670 To: Dead End					NA	NA			10/02/2000
1051	0.15	70	R			From: Dead End To: 89-652					NA	NA			1997
1052	0.14	190	R			From: 89-608 To: 89-1036					NA	NA			08/14/2000
1052	0.03	140	R			From: 89-1036 To: 89-1053					NA	NA			08/14/2000
1052	0.17	30	R			From: 89-1053 To: 89-1035					NA	NA			08/14/2000
1052	0.14	48	R			From: 89-1035 To: 89-1092					NA	NA			08/14/2000
1052	0.01	10	R			From: 89-1092 To: Cul-de-Sac					NA	NA			08/14/2000
1053	0.03	90	R			From: 89-1052 To: 89-1054					NA	NA			08/14/2000
1053	0.05	7	R			From: 89-1054 To: Dead End					NA	NA			08/14/2000
1054	0.06	70	R			From: Cul-de-Sac To: 89-1053					NA	NA			08/14/2000
1055	0.06	90	R			From: 89-1091 To: 89-1089					NA	NA			1986
1055	0.08	240	R			From: 89-1089 To: 89-1088					NA	NA			1986
1055	0.11	270	R			From: 89-1088 To: 89-1056 SOUTH					NA	NA			1986
1055	0.01	290	R			From: 89-1056 SOUTH To: 89-1056 NORTH					NA	NA			1986
1055	0.62	1400	G	96%	2%	1%	0%	0%	0%	C	160	G	1500	G	2001
1056	0.06	50	R			From: 89-1089 To: 89-1088					NA	NA			1986
1056	0.25	90	R			From: 89-1088 To: 89-1055 SOUTH					NA	NA			1986
1056	0.10	1000	G	97%	2%	1%	0%	0%	0%	C	130	G	1100	G	2001
1057	0.04	30	R			From: 89-1038 To: Cul-de-Sac					NA	NA			1986
1058	0.05	40	R			From: 89-1038 To: Cul-de-Sac					NA	NA			1986

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						2Axle	3+Axle	1Trail	2Trail						
Stafford County															
1059	0.11	240	R								NA	NA			1986
1060	0.03	30	R								NA	NA			08/16/2000
1060	0.10	220	R								NA	NA			08/16/2000
1060	0.17	50	R								NA	NA			08/16/2000
1060	0.13	90	R								NA	NA			08/16/2000
1061	0.15	20	R								NA	NA			10/02/2000
1062	0.19	340	R								NA	NA			1986
1063	0.18	150	R								NA	NA			08/14/2000
1064	0.08	1200	R								NA	NA			09/05/2000
1064	0.17	930	R								NA	NA			09/05/2000
1064	0.17	520	R								NA	NA			09/05/2000
1064	0.08	410	R								NA	NA			09/05/2000
1064	0.07	260	R								NA	NA			09/05/2000
1065	0.15	380	R								NA	NA			09/05/2000
1065	0.07	290	R								NA	NA			09/05/2000
1065	0.11	180	R								NA	NA			09/05/2000
1065	0.08	20	R								NA	NA			1995
1065	0.08	10	R								NA	NA			1995
1066	0.07	90	R								NA	NA			09/05/2000
1066	0.04	120	R								NA	NA			09/05/2000
1066	0.10	140	R								NA	NA			09/05/2000
1067	0.09	120	R								NA	NA			09/05/2000

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						2Axle	3+Axle	1Trail	2Trail						
Stafford County															
(1067)	0.25	80	R			From: 89-1347					NA	NA			1995
						To: 89-1324									
(1068)	0.04	20	R			From: 89-1066					NA	NA			09/05/2000
						To: Dead End									
(1069)	0.04	60	R			From: 89-1066					NA	NA			09/05/2000
						To: Dead End									
(1070)	0.05	610	R			From: 89-627					NA	NA			1986
						To: 89-1071 EAST									
(1070)	0.06	520	R			From: 89-1071 WEST					NA	NA			1986
						To: Cul-de-Sac									
(1070)	0.09	230	R			From: 89-1071 WEST					NA	NA			1986
						To: Cul-de-Sac									
(1071)	0.06	610	R			From: 89-1005					NA	NA			1986
						To: 89-1070 WEST									
(1071)	0.17	190	R			From: 89-1070 WEST					NA	NA			1986
						To: 89-1070 EAST									
(1072)	0.09	90	R			From: 89-1012 EAST					NA	NA			09/13/2000
						To: 89-1073									
(1073)	0.13	60	R			From: 89-1072					NA	NA			09/13/2000
						To: 89-1074									
(1074)	0.07	120	R			From: 89-1012					NA	NA			09/13/2000
						To: 89-1073									
(1075)	0.03	49	R			From: Dead End					NA	NA			1986
						To: 89-1015									
(1075)	0.07	60	R			From: 89-1015					NA	NA			1986
						To: Dead End									
(1076)	0.10	440	R			From: 89-657					NA	NA			1986
						To: 89-1077									
(1076)	0.10	590	R			From: 89-1077					NA	NA			1986
						To: 89-1079									
(1076)	0.02	1000	R			From: 89-1079					NA	NA			1986
						To: Dead End									
(1077)	0.05	240	R			From: 89-1078					NA	NA			1986
						To: 89-1076									
(1078)	0.07	220	R			From: Dead End					NA	NA			1986
						To: 89-1077									
(1078)	0.10	320	R			From: 89-1077					NA	NA			1986
						To: 89-657									
(1079)	0.18	540	R			From: Dead End					NA	NA			1986
						To: 89-1076									

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						2Axle	3+Axle	1Trail	2Trail						
Stafford County															
1080	0.35	270	R			From: 89-607					NA		NA		1986
1080	0.02	20	R			From: 89-1081					NA		NA		1997
						To: Cul-de-Sac									
1081	0.23	190	R			From: 89-626					NA		NA		1986
1081	0.11	210	R			From: 89-1030					NA		NA		1986
						To: 89-1080									
						From: Cul-de-Sac									
1082	0.06	80	R			From: 89-1045					NA		NA		1986
1082	0.29	310	R			From: 89-627					NA		NA		1986
						To: Dead End									
1083	0.10	100	R			From: 89-1020					NA		NA		1995
1083	0.11	100	R			From: Cul-de-Sac					NA		NA		1986
						To: Cul-de-Sac									
1084	0.08	30	R			From: 89-1085					NA		NA		1986
1084	0.07	270	R			From: 89-1055					NA		NA		1986
						To: 89-1084									
1085	0.06	190	R			From: 89-1087					NA		NA		1986
1085	0.06	80	R			From: 89-1086					NA		NA		1986
1085	0.08	40	R			From: Cul-de-Sac					NA		NA		1986
						To: Cul-de-Sac									
1086	0.04	30	R			From: 89-1085					NA		NA		1986
						To: Cul-de-Sac									
1087	0.06	70	R			From: 89-1085					NA		NA		1986
						To: 89-1056 SOUTH									
1088	0.17	90	R			From: 89-1055					NA		NA		1986
1088	0.05	40	R			From: 89-1056 NORTH					NA		NA		1986
						To: 89-1021									
1089	0.06	20	R			From: 89-1350					NA		NA		1995
1089	0.06	5	R			From: 89-1351					NA		NA		1995
1089	0.07	10	R			From: 89-1090					NA		NA		1995
1089	0.08	70	R			From: 89-1000					NA		NA		1986
1089	0.06	170	R			From: 89-1056					NA		NA		1986

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						2Axle	3+Axle	1Trail	2Trail						
Stafford County															
1089	0.04	210	R			From: 89-1056					NA		NA		1986
1089	0.07	390	R			From: 89-1055					NA		NA		1986
						To: 89-669									
1090	0.05	60	R			From: 89-1350					NA		NA		1986
1090	0.06	60	R			From: 89-1091					NA		NA		1986
						To: 89-1089									
1091	0.17	40	R			From: 89-1090					NA		NA		1986
						To: 89-1055									
1092	0.27	160	R			From: 89-1052					NA		NA		08/16/2000
1092	0.18	180	R			From: 89-1093					NA		NA		08/16/2000
						To: 89-608; 89-1049									
1093	0.21	70	R			From: 89-1092					NA		NA		08/16/2000
						To: Cul-de-Sac									
1094	0.16	270	R			From: 89-624					NA		NA		1986
1094	0.20	160	R			From: 89-1095					NA		NA		1986
						To: 89-1097									
1095	0.06	170	R			From: 89-1097					NA		NA		1986
						To: 89-1094									
1096	0.06	70	R			From: Cul-de-Sac					NA		NA		1997
						To: 89-1097									
1097	0.13	100	R			From: Cul-de-Sac					NA		NA		1997
1097	0.14	170	R			From: 89-1095					NA		NA		1986
						To: 89-1096									
1097	0.05	130	R			From: 89-1096					NA		NA		1986
						To: 89-1094									
1097	0.05	110	R			From: 89-1094					NA		NA		1986
						To: 89-1099									
1097	0.16	110	R			From: 89-1099					NA		NA		1997
						To: Cul-de-Sac									
1098	0.20	840	R			From: 89-624					NA		NA		08/16/2000
1098	0.06	520	R			From: 89-1099					NA		NA		08/16/2000
						To: 89-1645									
1098	0.04	NA				To: 89-1646					NA		NA		
						From: 89-1098									
1099	0.24	190	R			To: 89-1097					NA		NA		1986

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						2Axle	3+Axle	1Trail	2Trail						
Stafford County															
(1100)	0.32	110	R			From: 89-1179 WEST					NA		NA		1995
(1100)	0.07	140	R			To: 89-1168					NA		NA		1986
(1100)	0.07	140	R			From: 89-1047					NA		NA		1986
(1100)						To: 89-1179 EAST									
(1101)	0.03	90	R			From: Dead End					NA		NA		1997
(1101)	0.08	360	R			To: 89-1103					NA		NA		1997
(1101)	0.10	190	R			From: 89-1102					NA		NA		1997
(1101)	0.12	320	R			To: 89-1110; 89-1111					NA		NA		1997
(1102)	0.10	220	R			From: SR 218					NA		NA		1997
(1102)	0.08	100	R			To: 89-1111					NA		NA		1997
(1103)	0.08	400	R			From: SR 218					NA		NA		1997
(1103)	0.07	40	R			To: 89-1111					NA		NA		1997
(1103)	0.06	20	R			From: 89-1137					NA		NA		1997
(1104)	0.15	110	R			To: 89-1101					NA		NA		1997
(1104)						From: SR 218					NA		NA		1986
(1105)	0.13	130	R			To: Dead End					NA		NA		1986
(1106)	0.10	240	R			From: SR 218 WEST					NA		NA		1986
(1106)	0.07	150	R			To: 89-1105					NA		NA		1986
(1107)	0.50	100	R			From: SR 218 EAST					NA		NA		1986
(1107)	0.18	40	R			To: SR 218 WEST					NA		NA		1986
(1108)	0.10	160	R			From: SR 218 MID					NA		NA		1986
(1108)	0.08	210	R			To: SR 218 EAST					NA		NA		1986
(1108)	0.13	240	R			From: SR 218					NA		NA		1986
(1109)	0.15	130	R			To: 89-1114					NA		NA		1986
(1109)						From: 89-1113					NA		NA		1986
(1109)						To: Dead End					NA		NA		1986
(1109)						From: SR 218					NA		NA		1986
(1109)						To: Dead End					NA		NA		1986

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						2Axle	3+Axle	1Trail	2Trail						
Stafford County															
1110	0.09	80	R			From: SR 218					NA		NA		1997
						To: 89-1101; 89-1111									
1111	0.08	30	R			From: 89-1125					NA		NA		1997
						To: 89-1103									
1111	0.07	70	R			From: 89-1102					NA		NA		1997
						To: 89-1101; 89-1110									
1112	0.04	20	R			From: Dead End					NA		NA		1986
						To: 89-1113									
1112	0.13	250	R			From: SR 212					NA		NA		1986
						To: SR 218									
1113	0.04	310	R			From: 89-1108					NA		NA		1986
						To: 89-1112									
1113	0.05	240	R			From: SR 218					NA		NA		1986
						To: 89-1108									
1114	0.05	120	R			From: SR 218					NA		NA		1986
						To: 89-1108									
1115	0.20	80	R			From: SR 218					NA		NA		1986
						To: Dead End									
1116	0.10	240	R			From: 89-1129					NA		NA		1997
						To: 89-1118									
1116	0.13	400	R			From: 89-1130					NA		NA		1997
						To: 89-1117 EAST									
1116	0.11	600	R			From: 89-1117 WEST					NA		NA		1997
						To: 89-606									
1116	0.10	390	R			From: 89-1155					NA		NA		1997
						To: 89-1154									
1116	0.30	300	R			From: 89-1118					NA		NA		1997
						To: 89-1124									
1117	0.19	290	R			From: 89-1116 EAST					NA		NA		1997
						To: 89-1126									
1117	0.08	300	R			From: 89-1136; 89-9906					NA		NA		1997
						To: 89-1145									
1117	0.09	360	R			From: 89-1145					NA		NA		1997
						To: 89-1136									
1118	0.09	420	R			From: 89-1126					NA		NA		1997
						To: 89-1126									

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Stafford County															
(1118)	0.06	240	R								NA	NA			1997
(1118)	0.08	190	R								NA	NA			1997
(1118)	0.04	190	R								NA	NA			1997
(1118)	0.08	430	R								NA	NA			1997
(1118)	0.11	560	R								NA	NA			1997
(1118)	0.07	700	R								NA	NA			1997
(1118)	0.05	810	R								NA	NA			1997
(1118)	0.05	920	R								NA	NA			1997
(1118)	0.17	640	R								NA	NA			1997
(1118)	0.06	570	R								NA	NA			1997
(1118)	0.05	500	R								NA	NA			1997
(1119)	0.29	40	R								NA	NA			1997
(1119)	0.12	390	R								NA	NA			1997
(1120)	0.20	340	R								NA	NA			1997
(1120)	0.07	440	R								NA	NA			1997
(1120)	0.12	920	R								NA	NA			1997
(1120)	0.08	2700	R								NA	NA			1997
(1121)	0.11	70	R								NA	NA			1997
(1121)	0.09	320	R								NA	NA			1997
(1122)	0.09	80	R								NA	NA			1997
(1123)	0.15	200	R								NA	NA			1997
(1124)	0.12	120	R								NA	NA			1997
(1124)	0.06	150	R								NA	NA			1997

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						2Axle	3+Axle	1Trail	2Trail						
Stafford County															
1124	0.10	170	R			From: 89-1127					NA		NA		1997
						To: 89-1117									
1125	0.06	60	R			From: 89-1137					NA		NA		1986
						To: 89-1111									
1125	0.08	190	R			From: 89-1111					NA		NA		1986
						To: SR 218									
1126	0.04	100	R			From: 89-1142					NA		NA		1997
						To: 89-1143									
1126	0.07	170	R			From: 89-1143					NA		NA		1997
						To: 89-1139									
1126	0.06	240	R			From: 89-1139					NA		NA		1997
						To: 89-1129									
1126	0.10	320	R			From: 89-1129					NA		NA		1997
						To: 89-1118									
1126	0.12	360	R			From: 89-1118					NA		NA		1997
						To: 89-1130									
1126	0.07	380	R			From: 89-1130					NA		NA		1997
						To: 89-1117									
1127	0.06	70	R			From: 89-1118					NA		NA		1997
						To: 89-1128									
1127	0.04	60	R			From: 89-1128					NA		NA		1997
						To: 89-1124									
1128	0.06	70	R			From: 89-1127					NA		NA		1997
						To: Dead End									
1129	0.11	110	R			From: Dead End					NA		NA		1997
						To: 89-1138									
1129	0.08	250	R			From: 89-1138					NA		NA		1997
						To: 89-1116									
1129	0.06	170	R			From: 89-1116					NA		NA		1997
						To: 89-1126									
1129	0.07	140	R			From: 89-1126					NA		NA		1997
						To: 89-1136									
1130	0.10	80	R			From: 89-1118					NA		NA		1997
						To: 89-1124									
1130	0.06	40	R			From: 89-1124					NA		NA		1997
						To: 89-1116									
1130	0.06	20	R			From: 89-1116					NA		NA		1997
						To: 89-1126									
1131	0.07	110	R			From: 89-1116					NA		NA		1997
						To: 89-606									
1132	0.04	60	R			From: Dead End					NA		NA		09/05/2000
						To: 89-1147									
1132	0.07	210	R			From: 89-1147					NA		NA		09/05/2000
						To: 89-1133									

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						2Axle	3+Axle	1Trail	2Trail						
Stafford County															
(1132)	0.07	490	R			From: 89-1133					NA		NA		09/05/2000
						To: SR 218									
(1133)	0.22	110	R			From: 89-1148					NA		NA		09/05/2000
						To: 89-1132									
(1134)	0.08	130	R			From: SR 212					NA		NA		09/13/2000
(1134)	0.12	49	R			From: 89-1157					NA		NA		09/13/2000
						To: 89-1135									
(1135)	0.03	550	R			From: SR 212					NA		NA		09/13/2000
(1135)	0.07	390	R			From: 89-1157					NA		NA		09/13/2000
(1135)	0.05	390	R			From: 89-1134					NA		NA		09/13/2000
						To: Dead End									
(1136)	0.13	220	R			From: 89-1143					NA		NA		1997
(1136)	0.11	570	R			From: 89-1129					NA		NA		1997
(1136)	0.16	1300	R			From: 89-1118					NA		NA		1997
(1136)	0.08	1800	R			From: 89-1117; 89-9906					NA		NA		1997
(1136)	0.09	260	R			From: 89-606					NA		NA		1997
(1136)	0.06	180	R			From: 89-1631					NA		NA		1997
(1136)	0.06	130	R			From: 89-1632					NA		NA		1997
						To: 89-1633									
(1137)	0.08	40	R			From: 89-1125					NA		NA		1997
						To: 89-1103									
(1138)	0.07	360	R			From: 89-1118					NA		NA		1997
(1138)	0.06	160	R			From: 89-1129					NA		NA		1997
(1138)	0.05	120	R			From: 89-1139					NA		NA		1997
(1138)	0.03	90	R			From: 89-1140					NA		NA		1997
						To: 89-1141; 89-1143									
(1139)	0.14	60	R			From: 89-1138					NA		NA		1997
						To: 89-1126									
(1140)	0.03	60	R			From: Dead End					NA		NA		1997
						To: 89-1138									
(1141)	0.06	70	R			From: Dead End					NA		NA		1997
						To: 89-1138; 89-1143									

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						2Axle	3+Axle	1Trail	2Trail						
Stafford County															
(1142)	0.03	40	R			From: Dead End					NA		NA		1997
						To: 89-1126									
(1143)	0.03	40	R			From: Dead End					NA		NA		1997
						To: 89-1144									
(1143)	0.07	160	R			From: 89-1136					NA		NA		1997
						To: 89-1126									
(1143)	0.07	170	R			From: 89-1126					NA		NA		1997
						To: 89-1138; 89-1141									
(1143)	0.22	70	R			From: 89-1136					NA		NA		1997
						To: 89-1143									
(1144)	0.17	170	R			From: Dead End					NA		NA		1997
						To: 89-1118									
(1145)	0.12	120	R			From: Dead End					NA		NA		1997
						To: 89-606									
(1146)	0.10	80	R			From: 89-1148					NA		NA		1997
						To: 89-1132									
(1147)	0.17	100	R			From: 89-1147					NA		NA		09/05/2000
						To: 89-1133									
(1148)	0.07	47	R			From: 89-607					NA		NA		1986
						To: Dead End									
(1149)	0.13	520	R			From: 89-1151					NA		NA		1997
						To: 89-606									
(1150)	0.36	620	R			From: Dead End					NA		NA		1997
						To: 89-1150									
(1151)	0.22	130	R			From: 89-730					NA		NA		1997
						To: 89-1116									
(1151)	0.08	480	R			From: Dead End					NA		NA		1997
						To: 89-607									
(1152)	0.12	80	R			From: 89-606					NA		NA		1997
						To: 89-1156									
(1154)	0.10	190	R			From: 89-1155					NA		NA		1997
						To: 89-1116									
(1154)	0.06	150	R			From: 89-1116					NA		NA		1997
						To: Cul-de-Sac									
(1154)	0.14	290	R			From: 89-606					NA		NA		1997
						To: 89-1176									
(1154)	0.10	70	R			From: 89-1154					NA		NA		1997
						To: 89-1154									

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						2Axle	3+Axle	1Trail	2Trail						
Stafford County															
(1155)	0.32	140	R			From: 89-1154					NA	NA			1997
						To: 89-1116									
(1156)	0.04	20	R			From: Cul-de-Sac					NA	NA			1997
						To: 89-1154									
(1157)	0.07	150	R			From: 89-1135					NA	NA			1986
						To: 89-1134									
(1158)	0.27	260	R			From: SR 218					NA	NA			1986
						To: Dead End									
(1160)	0.11	390	R			From: Dead End					NA	NA			1986
						To: 89-607									
(1161)	0.06	45	R			From: 89-1620					NA	NA			1995
						To: 89-1162									
(1161)	0.25	550	R			From: 89-1162					NA	NA			1986
						To: SR 218									
(1162)	0.13	460	R			From: 89-1163					NA	NA			1986
						To: 89-1161									
(1162)	0.19	180	R			From: 89-1161					NA	NA			1995
						To: 89-1621									
(1162)	0.18	NA				From: 89-1621					NA	NA			
						To: SR 218									
(1163)	0.06	330	R			From: 89-1162					NA	NA			1986
						To: Dead End									
(1164)	0.14	110	R			From: 89-603					NA	NA			1997
						To: 89-1165									
(1164)	0.04	60	R			From: 89-1165					NA	NA			1997
						To: Cul-de-Sac									
(1165)	0.08	40	R			From: 89-1164					NA	NA			1997
						To: Cul-de-Sac									
(1166)	0.07	1500	R			From: SR 212					NA	NA			1986
						To: 89-1167									
(1166)	0.09	440	R			From: 89-1167					NA	NA			1986
						To: 89-1169									
(1166)	0.06	440	R			From: 89-1169					NA	NA			1986
						To: 89-1173									
(1167)	0.08	470	R			From: 89-1168					NA	NA			1986
						To: 89-1169									
(1167)	0.09	340	R			From: 89-1169					NA	NA			1986
						To: 89-1166									
(1167)	0.08	190	R			From: 89-1166					NA	NA			1986
						To: 89-1171									
(1167)	0.07	100	R			From: 89-1171					NA	NA			1986
						To: Cul-de-Sac									

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						2Axle	3+Axle	1Trail	2Trail						
Stafford County															
(1168)	0.06	690	R			From: SR 212					NA		NA		1995
(1168)	0.10	490	R			To: 89-1167					NA		NA		1986
(1168)	0.15	360	R			From: 89-1173					NA		NA		1986
(1168)	0.07	520	R			To: 89-1172					NA		NA		1986
(1168)	0.16	1100	R			From: 89-1177					NA		NA		1986
(1168)	0.17	620	R			To: 89-1100					NA		NA		1986
(1168)	0.06	600	R			From: 89-1299					NA		NA		1986
(1169)	0.13	210	R			To: 89-1179					NA		NA		1986
(1169)	0.08	220	R			From: 89-1167					NA		NA		1986
(1169)	0.12	110	R			To: 89-1166					NA		NA		1986
(1170)	0.17	440	R			From: 89-1171					NA		NA		1986
(1170)	0.19	410	R			To: Dead End					NA		NA		09/13/2000
(1170)	0.06	360	R			From: 89-1650					NA		NA		1986
(1171)	0.10	70	R			To: 89-1193					NA		NA		1986
(1172)	0.06	340	R			From: 89-1194					NA		NA		1986
(1172)	0.10	210	R			To: 89-606					NA		NA		1986
(1172)	0.13	210	R			From: 89-1167					NA		NA		1986
(1172)	0.02	40	R			To: 89-1169					NA		NA		1986
(1172)	0.06	310	R			From: 89-1168					NA		NA		1986
(1172)	0.10	210	R			To: 89-1174					NA		NA		1986
(1172)	0.13	210	R			From: 89-1177					NA		NA		1986
(1172)	0.02	40	R			To: 89-1173					NA		NA		1986
(1173)	0.06	310	R			From: Cul-de-Sac					NA		NA		1986
(1173)	0.07	330	R			To: 89-1168					NA		NA		1986
(1173)	0.04	420	R			From: 89-1174					NA		NA		1986
(1173)	0.11	400	R			To: 89-1166					NA		NA		1986
(1174)	0.09	110	R			From: 89-1175					NA		NA		1986
(1174)	0.09	110	R			To: 89-1172					NA		NA		1986
(1174)	0.09	110	R			From: 89-1173					NA		NA		1986
(1174)	0.09	110	R			To: 89-1175					NA		NA		1986

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						2Axle	3+Axle	1Trail	2Trail						
Stafford County															
(1174)	0.05	130	R			From: 89-1175					NA	NA			1986
						To: 89-1172									
(1175)	0.14	60	R			From: 89-1173					NA	NA			1986
						To: 89-1174									
(1176)	0.03	40	R			From: 89-1155					NA	NA			1986
						To: Cul-de-Sac									
(1177)	0.06	150	R			From: 89-1168					NA	NA			1986
						To: 89-1178									
(1177)	0.17	150	R			From: 89-1172					NA	NA			1986
						To: 89-1172									
(1178)	0.06	210	R			From: 89-1177					NA	NA			1986
						To: 89-1179 SOUTH									
(1178)	0.17	80	R			From: 89-1179 NORTH					NA	NA			1986
						To: 89-1179 NORTH									
(1179)	0.10	80	R			From: 89-1100 WEST					NA	NA			1995
						To: 89-1168									
(1179)	0.07	550	R			From: 89-1168					NA	NA			1986
						To: 89-1047									
(1179)	0.20	100	R			From: 89-1047					NA	NA			1986
						To: 89-1100									
(1179)	0.07	70	R			From: 89-1100					NA	NA			1986
						To: 89-1178 NORTH									
(1179)	0.23	20	R			From: 89-1178 NORTH					NA	NA			1986
						To: 89-1178 SOUTH									
(1180)	0.08	180	R			From: SR 218					NA	NA			1986
						To: 89-1181									
(1180)	0.06	30	R			From: 89-1181					NA	NA			1986
						To: 89-1331									
(1181)	0.19	140	R			From: 89-1182					NA	NA			1986
						To: 89-1180									
(1182)	0.04	20	R			From: Cul-de-Sac					NA	NA			1986
						To: 89-1181									
(1182)	0.08	20	R			From: 89-1181					NA	NA			1986
						To: 89-1331 WEST									
(1182)	0.33	140	R			From: 89-1331 WEST					NA	NA			1995
						To: 89-1331 EAST									
(1182)	0.13	180	R			From: 89-1331 EAST					NA	NA			1995
						To: SR 218									
(1183)	0.22	150	R			From: Cul-de-Sac					NA	NA			1997
						To: 89-1184									
(1183)	0.17	360	R			From: 89-1184					NA	NA			1997
						To: 89-1187									
(1183)	0.24	490	R			From: 89-1187					NA	NA			1997
						To: 89-604									

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						2Axle	3+Axle	1Trail	2Trail						
Stafford County															
(1184)	0.09	170	R			From: 89-1183					NA		NA		1997
(1184)	0.08	120	R			To: 89-1186					NA		NA		1997
(1185)	0.03	8	R			From: Dead End					NA		NA		1997
(1185)	0.13	80	R			To: 89-1184					NA		NA		1997
(1185)	0.09	50	R			From: 89-1186					NA		NA		1997
(1185)						To: Dead End									
(1186)	0.21	50	R			From: 89-1184					NA		NA		1997
(1186)						To: 89-1185									
(1187)	0.14	70	R			From: 89-1183					NA		NA		1997
(1187)						To: 89-722									
(1188)	0.09	10	R			From: Cul-de-Sac					NA		NA		1986
(1188)	0.19	20	R			To: 89-1189					NA		NA		1986
(1188)						From: 89-1027									
(1189)	0.07	20	R			From: 89-1188					NA		NA		1986
(1189)						To: Cul-de-Sac									
(1190)	0.15	120	R			From: 89-1657					NA		NA		1997
(1190)	0.18	120	R			To: 89-1650					NA		NA		1997
(1190)	0.03	70	R			From: 89-1193					NA		NA		1986
(1190)	0.07	70	R			To: 89-1191					NA		NA		1986
(1190)	0.08	200	R			From: 89-1192					NA		NA		1986
(1190)						To: 89-682									
(1191)	0.08	70	R			From: 89-1190					NA		NA		1997
(1191)						To: Cul-de-Sac									
(1192)	0.08	70	R			From: 89-1190					NA		NA		1997
(1192)						To: Cul-de-Sac									
(1193)	0.07	130	R			From: 89-665					NA		NA		1986
(1193)	0.06	190	R			To: 89-1170					NA		NA		1986
(1193)	0.06	170	R			From: 89-1195					NA		NA		1986
(1193)	0.06	90	R			To: 89-1194					NA		NA		1986
(1193)						From: 89-1190									

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						2Axle	3+Axle	1Trail	2Trail						
Stafford County															
1194	0.28	10	R			From: 89-1193					NA	NA			1986
						To: 89-1170									
1195	0.09	30	R			From: 89-1193					NA	NA			1986
						To: Cul-de-Sac									
1196	0.06	40	R			From: 89-670					NA	NA			1997
						To: Dead End									
1197	0.06	10	R			From: Cul-de-Sac					NA	NA			1986
						To: 89-1015									
1198	0.06	10	R			From: Cul-de-Sac					NA	NA			1986
						To: 89-1015									
1199	0.04	20	R			From: Cul-de-Sac					NA	NA			1986
						To: 89-1015									
1200	0.53	870	R			From: 89-1209					NA	NA			1997
						To: 89-1203; 89-1204									
1200	0.11	1800	R			From: 89-1239					NA	NA			1997
						To: 89-1202									
1201	0.20	270	R			From: 89-641					NA	NA			1997
						To: Dead End									
1202	0.19	220	R			From: 89-1201					NA	NA			1997
						To: 89-642									
1202	0.08	270	R			From: 89-1237					NA	NA			1997
						To: 89-1200; 89-1204									
1203	0.17	130	R			From: 89-1209					NA	NA			1997
						To: 89-1237									
1204	0.83	700	R			From: 89-1200; 89-1203 E					NA	NA			1997
						To: 89-1206									
1205	0.07	2500	R			From: 89-610					NA	NA			1997
						To: Dead End									
1206	0.09	46	R			From: 89-1209					NA	NA			1997
						To: 89-1207									
1206	0.08	2200	R			From: 89-1205					NA	NA			1997
						To: Dead End									
1206	0.21	2400	R			From: 89-1206					NA	NA			1997
						To: Cul-de-Sac									

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Stafford County															
(1208)	0.31	2800	R			From: 89-1209					NA		NA		08/02/2000
						To: 89-610									
(1209)	1.21	2400	R			From: 89-627					NA		NA		1997
(1209)	0.08	2800	R			From: 89-1520					NA		NA		1997
(1209)	0.16	3000	R			From: 89-1204					NA		NA		1997
(1209)	0.12	3100	R			From: 89-1239					NA		NA		1997
(1209)	0.15	4400	R			From: 89-9430					NA		NA		1997
(1209)	0.06	390	R			From: 89-1208					NA		NA		1997
(1209)	0.07	280	R			From: 89-1237					NA		NA		1997
(1209)	0.07	320	R			From: 89-1238					NA		NA		1997
(1209)	0.07	2100	R			From: 89-1239					NA		NA		1997
						To: 89-1206									
(1210)	0.05	40	R			From: 89-1214					NA		NA		1997
(1210)	0.06	210	R			From: 89-1213					NA		NA		1997
(1210)	0.05	270	R			From: 89-1212					NA		NA		1997
(1210)	0.07	340	R			From: 89-1211					NA		NA		1997
						To: 89-610									
(1211)	0.04	60	R			From: 89-1210					NA		NA		1997
						To: Cul-de-Sac									
(1212)	0.04	48	R			From: 89-1210					NA		NA		1997
						To: Cul-de-Sac									
(1213)	0.04	110	R			From: 89-1210					NA		NA		1997
						To: Cul-de-Sac									
(1214)	0.04	30	R			From: 89-1210					NA		NA		1997
						To: Cul-de-Sac									
(1215)	0.22	1300	R			From: 89-610					NA		NA		1997
(1215)	0.15	1000	R			From: 89-1219					NA		NA		1997
(1215)	0.12	700	R			From: 89-1223					NA		NA		1997
(1215)	0.11	560	R			From: 89-1220					NA		NA		1997
(1215)	0.10	450	R			From: 89-1218					NA		NA		1997
						To: Cul-de-Sac									

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						2Axle	3+Axle	1Trail	2Trail						
Stafford County															
(1216)	0.11	860	R				From: 89-610				NA	NA			1997
(1216)	0.19	200	R				To: 89-1217				NA	NA			1997
(1217)	0.06	250	R				From: 89-1219				NA	NA			1997
(1217)	0.06	630	R				To: 89-1218				NA	NA			1997
(1217)	0.07	450	R				From: 89-1220				NA	NA			1997
(1217)	0.20	550	R				To: 89-1216				NA	NA			1997
(1217)	0.20	550	R				From: 89-1225				NA	NA			1997
(1218)	0.03	30	R				To: 89-610				NA	NA			1997
(1218)	0.10	230	R				From: Cul-de-Sac				NA	NA			1997
(1218)	0.24	160	R				To: 89-1217				NA	NA			1997
(1218)	0.21	60	R				From: 89-1219				NA	NA			1997
(1218)	0.21	60	R				To: 89-1220				NA	NA			1997
(1218)	0.21	60	R				From: 89-1215				NA	NA			1997
(1219)	0.06	190	R				To: 89-1215				NA	NA			1997
(1219)	0.06	80	R				From: 89-1218				NA	NA			1997
(1219)	0.06	60	R				To: 89-1220				NA	NA			1997
(1219)	0.04	20	R				From: 89-1216				NA	NA			1997
(1220)	0.05	370	R				To: Cul-de-Sac				NA	NA			1997
(1220)	0.05	340	R				From: 89-1217				NA	NA			1997
(1220)	0.13	300	R				To: 89-1222				NA	NA			1997
(1220)	0.10	250	R				From: 89-1219				NA	NA			1997
(1220)	0.10	250	R				To: 89-1221				NA	NA			1997
(1220)	0.07	100	R				From: 89-1218				NA	NA			1997
(1220)	0.07	100	R				To: 89-1215				NA	NA			1997
(1221)	0.04	40	R				From: 89-1220				NA	NA			1997
(1221)	0.04	40	R				To: Cul-de-Sac				NA	NA			1997
(1222)	0.02	30	R				From: 89-1220				NA	NA			1997
(1222)	0.02	30	R				To: Cul-de-Sac				NA	NA			1997
(1223)	0.06	40	R				From: Cul-de-Sac				NA	NA			1997
(1223)	0.17	260	R				To: 89-1226 SOUTH				NA	NA			1997
(1223)	0.17	260	R				From: 89-1229				NA	NA			1997

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						2Axle	3+Axle	1Trail	2Trail						
Stafford County															
(1223)	0.25	180	R			From: 89-1229					NA		NA		1997
(1223)	0.06	190	R			To: 89-1226 NORTH					NA		NA		1997
(1223)	0.03	260	R			From: 89-1224					NA		NA		1997
(1223)						To: 89-1215									
(1224)	0.05	40	R			From: 89-1223					NA		NA		1997
(1224)						To: Cul-de-Sac									
(1225)	0.06	60	R			From: 89-1217					NA		NA		1997
(1225)						To: Cul-de-Sac									
(1226)	0.09	850	R			From: 89-610					NA		NA		1997
(1226)	0.05	590	R			To: 89-1227					NA		NA		1997
(1226)	0.08	280	R			From: 89-1223 SOUTH					NA		NA		1997
(1226)	0.26	210	R			To: 89-1229					NA		NA		1997
(1226)						To: 89-1223 NORTH									
(1227)	0.09	100	R			From: Cul-de-Sac					NA		NA		1997
(1227)	0.06	200	R			To: 89-1228					NA		NA		1997
(1227)						To: 89-1226									
(1228)	0.03	40	R			From: 89-1227					NA		NA		1997
(1228)						To: Cul-de-Sac									
(1229)	0.10	40	R			From: 89-1223					NA		NA		1997
(1229)						To: 89-1226									
(1230)	0.19	170	R			From: 89-1231					NA		NA		1997
(1230)						To: 89-644									
(1231)	0.25	60	R			From: 89-644					NA		NA		1997
(1231)	0.11	45	R			To: 89-1230					NA		NA		1997
(1231)						To: Cul-de-Sac									
(1232)	0.09	7	R			From: Cul-de-Sac					NA		NA		1986
(1232)	0.11	10	R			To: 89-1233					NA		NA		1986
(1232)						To: 89-1226									
(1233)	0.20	330	R			From: 89-610					NA		NA		1997
(1233)						To: 89-1232									
(1234)	0.28	90	R			From: Cul-de-Sac					NA		NA		1997
(1234)						To: 89-627									
(1235)	0.41	140	R			From: Cul-de-Sac					NA		NA		1997
(1235)						To: 89-610									

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						2Axle	3+Axle	1Trail	2Trail						
Stafford County															
(1236)	0.31	220	R			From: Cul-de-Sac					NA	NA			1997
						To: 89-610									
(1237)	0.11	100	R			From: 89-1204					NA	NA			1997
						To: 89-1203									
(1237)	0.07	160	R			From: 39-1203					NA	NA			1997
						To: 89-1239									
(1237)	0.16	180	R			From: 89-1209					NA	NA			1997
						To: 89-1209									
(1238)	0.05	40	R			From: Cul-de-Sac					NA	NA			1997
						To: 89-1209									
(1239)	0.08	1900	R			From: 89-1209 WEST					NA	NA			1997
						To: 89-1237									
(1239)	0.13	150	R			From: 89-1200					NA	NA			1997
						To: 89-1200									
(1239)	0.04	140	R			From: 89-1209 EAST					NA	NA			1997
						To: 89-1209 EAST									
(1240)	0.52	290	R			From: Cul-de-Sac					NA	NA			1997
						To: 89-603									
(1241)	0.24	50	R			From: Cul-de-Sac					NA	NA			06/21/2000
						To: 89-610									
(1242)	0.37	140	R			From: Cul-de-Sac					NA	NA			07/25/2000
						To: 89-1204									
(1243)	0.28	350	R			From: Dead End					NA	NA			07/25/2000
						To: 89-1204									
(1244)	0.43	NA				From: 89-644					NA	NA			
						To: Cul-de-Sac									
(1245)	0.52	360	R			From: 89-1246					NA	NA			1997
						To: 89-627									
(1246)	0.12	90	R			From: Dead End					NA	NA			1997
						To: 89-1245									
(1246)	0.15	100	R			From: Dead End					NA	NA			1997
						To: Dead End									
(1247)	0.06	310	R			From: 89-627					NA	NA			1997
						To: 89-1248 SOUTH									
(1247)	0.48	170	R			From: 89-1248 NORTH					NA	NA			1997
						To: 89-1248 NORTH									
(1248)	0.68	220	R			From: 89-1247 SOUTH					NA	NA			1997
						To: 89-1247 NORTH									
(1248)	0.23	410	R			From: 89-1249					NA	NA			1997
						To: 89-1249									
(1248)	0.08	450	R			From: 89-643					NA	NA			1997
						To: 89-643									

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Stafford County															
1249	0.15	80	R								NA	NA			1997
1250	0.27	80	R								NA	NA			1997
1250	0.22	220	R								NA	NA			1997
1251	0.21	40	R								NA	NA			1997
1252	0.06	20	R								NA	NA			06/21/2000
1252	0.21	180	R								NA	NA			06/21/2000
1253	0.21	80	R								NA	NA			06/21/2000
1254	0.40	50	R								NA	NA			06/21/2000
1255	0.37	100	R								NA	NA			1997
1256	0.08	460	R								NA	NA			1997
1256	0.08	660	R								NA	NA			1997
1256	0.13	1100	R								NA	NA			1997
1257	0.10	70	R								NA	NA			1997
1257	0.17	350	R								NA	NA			1997
1257	0.08	70	R								NA	NA			1997
1258	0.16	190	R								NA	NA			1997
1259	0.09	200	R								NA	NA			1997
1259	0.09	340	R								NA	NA			1997
1259	0.06	400	R								NA	NA			1997
1260	0.17	160	R								NA	NA			1997
1260	0.08	60	R								NA	NA			1997

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Stafford County															
(1261)	0.06	80	R			From: 89-1259					NA	NA			1997
						To: Cul-de-Sac									
(1262)	0.28	2300	R			From: 89-610					NA	NA			07/19/2000
						To: 89-642									
(1263)	0.10	80	R			From: Cul-de-Sac					NA	NA			07/10/2000
						To: 89-1259									
(1263)	0.07	60	R			From: 89-1259					NA	NA			07/10/2000
						To: Cul-de-Sac									
(1264)	1.17	3900	R			From: 89-709					NA	NA			07/25/2000
						To: 89-610									
(1265)	0.27	270	R			From: 89-644					NA	NA			1997
						To: 89-1269									
(1265)	0.10	270	R			From: 89-1269					NA	NA			1997
						To: 89-1271									
(1265)	0.14	220	R			From: 89-1271					NA	NA			1997
						To: 89-1274									
(1266)	0.08	160	R			From: Cul-de-Sac					NA	NA			1997
						To: 89-1267									
(1266)	0.17	260	R			From: 89-1267					NA	NA			1997
						To: 89-1265									
(1267)	0.22	360	R			From: 89-1266					NA	NA			1997
						To: 89-1268									
(1267)	0.07	530	R			From: 89-1268					NA	NA			1997
						To: 89-627									
(1268)	0.18	140	R			From: 89-1267					NA	NA			1997
						To: Cul-de-Sac									
(1269)	0.16	220	R			From: 89-1265					NA	NA			1997
						To: 89-1270									
(1270)	0.07	50	R			From: Dead End					NA	NA			1997
						To: 89-1269									
(1270)	0.17	80	R			From: 89-1269					NA	NA			1997
						To: Dead End									
(1271)	0.12	49	R			From: Cul-de-Sac					NA	NA			1997
						To: 89-1265									
(1272)	0.61	270	R			From: Dead End					NA	NA			1997
						To: 89-627									
(1272)	0.53	710	R			From: 89-627					NA	NA			1997
						To: 89-1273									
(1272)	0.38	280	R			From: 89-1273					NA	NA			1997
						To: 89-1295									
(1273)	0.04	30	R			From: Cul-de-Sac					NA	NA			1997
						To: 89-1274									

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Stafford County															
(1273)	0.16	280	R			From: 89-1274					NA		NA		1997
(1273)	0.23	320	R			To: 89-1295					NA		NA		1997
(1274)	0.12	60	R			From: Cul-de-Sac					NA		NA		1997
(1274)	0.15	250	R			To: 89-1265					NA		NA		1997
(1275)	0.34	190	R			From: Dead End					NA		NA		1997
(1275)	0.23	420	R			To: 89-643					NA		NA		1997
(1275)	0.12	300	R			From: 89-1278					NA		NA		1997
(1275)	0.08	45	R			To: 89-1276					NA		NA		1997
(1276)	0.18	110	R			From: Cul-de-Sac					NA		NA		1997
(1276)	0.06	170	R			To: 89-1279					NA		NA		1997
(1276)	0.18	100	R			From: 89-1275					NA		NA		1997
(1276)	0.18	100	R			To: 89-1277					NA		NA		1997
(1277)	0.07	60	R			From: Cul-de-Sac					NA		NA		1997
(1278)	0.17	50	R			To: 89-1276					NA		NA		1997
(1279)	0.38	160	R			From: 89-1297					NA		NA		1997
(1279)	0.41	80	R			To: 89-643					NA		NA		1997
(1280)	0.13	170	R			From: 89-1298					NA		NA		1997
(1280)	0.14	150	R			To: Cul-de-Sac					NA		NA		1997
(1281)	0.12	770	R			From: 89-1282					NA		NA		1997
(1281)	0.20	390	R			To: 89-1284					NA		NA		1997
(1281)	0.05	60	R			From: 89-648					NA		NA		1997
(1282)	0.05	100	R			To: 89-1282					NA		NA		1997
(1282)	0.07	30	R			From: 89-1284					NA		NA		1997
(1282)	0.05	100	R			To: Cul-de-Sac					NA		NA		1997
(1282)	0.05	100	R			From: 89-628					NA		NA		1997
(1282)	0.07	30	R			To: 89-1280					NA		NA		1997
(1282)	0.07	30	R			From: 89-1283					NA		NA		1997

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						2Axle	3+Axle	1Trail	2Trail						
Stafford County															
(1282)	0.06	360	R			From: 89-1283					NA	NA			1997
(1282)	0.04	40	R			To: 89-1281					NA	NA			1997
						From: Cul-de-Sac									
(1283)	0.14	130	R			From: 89-1282					NA	NA			1997
						To: 89-1284									
(1284)	0.03	260	R			From: 89-628					NA	NA			1997
(1284)	0.07	170	R			From: 89-1288					NA	NA			1997
(1284)	0.05	200	R			From: 89-1280					NA	NA			1997
(1284)	0.07	200	R			To: 89-1283					NA	NA			1997
						From: 89-1281									
(1285)	0.11	110	R			From: 89-616					NA	NA			1997
						To: 89-1286									
(1286)	0.15	90	R			From: 89-1285					NA	NA			1997
						To: 89-1287									
(1287)	0.03	20	R			From: Dead End					NA	NA			1997
(1287)	0.11	20	R			From: 89-1286					NA	NA			1997
						To: Dead End									
(1288)	0.09	120	R			From: 89-1284					NA	NA			1997
						To: Cul-de-Sac									
(1289)	0.44	30	R			From: Cul-de-Sac					NA	NA			06/26/2000
(1289)	0.08	10	R			From: 89-1300					NA	NA			06/26/2000
						To: Dead End									
(1290)	0.16	180	R			From: 89-612					NA	NA			1997
(1290)	0.12	20	R			From: 89-1291					NA	NA			1997
						To: Cul-de-Sac									
(1291)	0.07	100	R			From: 89-1289					NA	NA			1997
(1291)	0.27	160	R			From: 89-1292					NA	NA			1997
						To: 89-1290									
(1292)	0.34	40	R			From: 89-1291					NA	NA			1997
						To: Cul-de-Sac									
(1293)	0.13	120	R			From: 89-628					NA	NA			1997
						To: 89-1294									
(1294)	0.05	20	R			From: Dead End					NA	NA			1997
						To: 89-1293									

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						2Axle	3+Axle	1Trail	2Trail						
Stafford County															
(1294)	0.06	30	R			From: 89-1293					NA		NA		1997
						To: Dead End									
(1295)	0.39	170	R			From: 89-1273					NA		NA		1997
(1295)	0.17	170	R			From: 89-1272					NA		NA		1997
						To: Cul-de-Sac									
(1296)	0.30	120	R			From: Cul-de-Sac					NA		NA		1997
						To: 89-612									
(1297)	0.28	80	R			From: 89-1298					NA		NA		07/06/2000
						To: 89-1279									
(1298)	0.30	110	R			From: 89-1279					NA		NA		07/06/2000
						To: 89-643									
(1299)	0.06	110	R			From: Cul-de-Sac					NA		NA		09/21/2000
						To: 89-1168									
(1300)	0.17	50	R			From: 89-1289					NA		NA		06/26/2000
						To: Cul-de-Sac									
(1301)	0.07	1300	R			From: 89-687					NA		NA		1997
(1301)	0.20	1200	R			To: 89-1302					NA		NA		1997
(1301)	0.05	1000	R			To: 89-1303					NA		NA		1997
(1301)	0.35	820	R			To: 89-1311					NA		NA		1997
(1301)	0.16	590	R			To: 89-1305					NA		NA		1997
						To: 89-1313									
(1302)	0.32	120	R			From: Dead End					NA		NA		1997
						To: 89-1301									
(1303)	0.35	150	R			From: Dead End					NA		NA		1997
						To: 89-1301									
(1304)	0.25	1400	R			From: 89-630					NA		NA		1997
						To: 89-687									
(1305)	0.15	80	R			From: 89-1301					NA		NA		1997
						To: Dead End									
(1306)	0.85	270	R			From: 89-689					NA		NA		1997
						To: Dead End									
(1307)	0.07	580	R			From: 89-1310					NA		NA		1997
(1307)	0.07	880	R			To: 89-1308					NA		NA		1997
						To: 89-1309									

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Stafford County															
1307	0.03	1400	R			From: 89-1309					NA	NA			1997
						To: 89-631									
1308	0.09	100	R			From: 89-1309					NA	NA			1997
						To: 89-1307									
1309	0.10	440	R			From: 89-1308					NA	NA			1997
						To: 89-1307									
1310	0.13	220	R			From: Cul-de-Sac					NA	NA			1997
						To: 89-1307									
1311	0.10	240	R			From: 89-1301					NA	NA			1997
						To: 89-1312									
1311	0.05	40	R			From: Cul-de-Sac					NA	NA			1997
						To: Cul-de-Sac									
1312	0.32	170	R			From: Cul-de-Sac					NA	NA			1997
						To: 89-1311									
1313	0.09	70	R			From: Cul-de-Sac					NA	NA			1997
						To: 0.05 MN 89-1316									
1313	0.17	240	R			From: 89-1301					NA	NA			1997
						To: Dead End									
1313	0.18	390	R			From: 89-687					NA	NA			1997
						To: Cul-de-Sac									
1314	0.05	49	R			From: Cul-de-Sac					NA	NA			1997
						To: 89-687									
1315	0.22	130	R			From: Cul-de-Sac					NA	NA			1997
						To: 89-687									
1316	0.10	47	R			From: Cul-de-Sac					NA	NA			06/26/2000
						To: 89-1313									
1317	0.17	450	R			From: 89-1319					NA	NA			1997
						To: 89-1318									
1317	0.12	560	R			From: 89-687					NA	NA			1997
						To: Cul-de-Sac									
1318	0.15	80	R			From: 89-1317					NA	NA			1997
						To: 89-1355									
1319	0.13	380	R			From: 89-1317					NA	NA			1997
						To: Cul-de-Sac									
1319	0.07	47	R			From: Cul-de-Sac					NA	NA			1997
						To: 89-1321									
1320	0.09	20	R			From: 89-1321					NA	NA			1986
						To: 89-1064									

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Stafford County															
1321	0.05	20	R			From: 89-1320					NA	NA			1986
						To: Cul-de-Sac									
1322	0.09	40	R			From: Cul-de-Sac					NA	NA			1986
						To: 89-1323									
1322	0.10	30	R			From: 89-1064					NA	NA			1986
						To: 89-1065									
1322	0.10	40	R			From: Cul-de-Sac					NA	NA			1995
						To: 89-1065									
1323	0.03	9	R			From: Cul-de-Sac					NA	NA			1986
						To: 89-1322									
1324	0.03	6	R			From: Cul-de-Sac					NA	NA			1986
						To: 89-1325									
1324	0.25	20	R			From: 89-1064					NA	NA			1986
						To: 89-607									
1324	0.35	290	R			From: 89-1324					NA	NA			1995
						To: 89-607									
1325	0.19	40	R			From: 89-1064					NA	NA			1986
						To: 89-1065									
1325	0.10	40	R			From: 89-1064					NA	NA			1995
						To: 89-1065									
1326	0.49	280	R			From: 89-1313					NA	NA			06/26/2000
						To: Cul-de-Sac									
1327	0.14	50	R			From: 89-1326					NA	NA			06/26/2000
						To: Cul-de-Sac									
1328	0.88	190	R			From: 89-616					NA	NA			06/21/2000
						To: Cul-de-Sac									
1329	0.07	10	R			From: 89-1328					NA	NA			06/21/2000
						To: Cul-de-Sac									
1330	0.11	90	R			From: 89-1328					NA	NA			06/21/2000
						To: 89-645									
1331	0.16	20	R			From: 89-1182					NA	NA			1986
						To: 89-1180									
1331	0.23	90	R			From: 89-1438					NA	NA			09/13/2000
						To: Cul-de-Sac									
1332	0.08	20	R			From: Cul-de-Sac					NA	NA			1986
						To: 89-1181									
1333	0.25	10	R			From: 89-1335					NA	NA			1986
						To: 89-624									
1334	0.20	10	R			From: 89-1335					NA	NA			1986
						To: 89-624									

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						2Axle	3+Axle	1Trail	2Trail						
Stafford County															
1335	0.05	10	R			From: Dead End					NA		NA		1986
1335	0.07	20	R			From: 89-1333					NA		NA		1986
1335	0.10	20	R			From: 89-1334					NA		NA		1986
						To: Dead End									
1336	0.18	920	R			From: 89-630					NA		NA		1997
						To: 89-1337									
1337	0.23	320	R			From: Cul-de-Sac					NA		NA		1997
						To: 89-1336									
1338	0.32	40	R			From: 89-1306					NA		NA		06/26/2000
						To: Cul-de-Sac									
1339	0.05	110	R			From: Cul-de-Sac					NA		NA		08/16/2000
						To: 89-624									
1340	0.15	1100	R			From: 89-1341					NA		NA		1997
						To: US 1									
1341	0.09	410	R			From: 89-1340					NA		NA		1997
						To: Cul-de-Sac									
1342	0.11	120	R			From: 89-687					NA		NA		1997
						To: 89-1343									
1343	0.13	70	R			From: Cul-de-Sac					NA		NA		1997
						To: 89-1342									
1344	0.20	2100	R			From: Cul-de-Sac					NA		NA		09/21/2000
						To: 89-630									
1345	0.91	360	R			From: 89-630					NA		NA		08/09/2000
						To: LOOP END									
1346	0.10	30	R			From: Cul-de-Sac					NA		NA		08/09/2000
						To: 89-1345									
1347	0.03	10	R			From: Cul-de-Sac					NA		NA		1995
						To: 89-1067									
1348	0.29	NA				From: SR 218					NA		NA		
						To: 89-1349									
1349	0.16	NA				From: Cul-de-Sac					NA		NA		
						To: 89-1348									
1350	0.07	50	R			From: Cul-de-Sac					NA		NA		1995
						To: 89-1090									
1350	0.20	50	R			From: 89-1021 SOUTH					NA		NA		1995
						To: 89-1019 SOUTH									

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						2Axle	3+Axle	1Trail	2Trail						
Stafford County															
(1350)	0.45	140	R			From: 89-1019 SOUTH					NA		NA		1995
(1350)	0.42	220	R			To: 89-1387 SOUTH					NA		NA		09/21/2000
(1350)	0.51	250	R			From: 89-1354 NORTH					NA		NA		1997
						To: 89-1089									
(1351)	0.09	40	R			From: 89-1089					NA		NA		1995
						To: Cul-de-Sac									
(1352)	0.10	50	R			From: 89-1350 Gap Termin					NA		NA		1995
						To: Cul-de-Sac									
(1353)	0.15	60	R			From: 89-1350 SOUTH					NA		NA		1997
						To: 89-1350 NORTH									
(1354)	0.14	70	R			From: 89-1350 SOUTH					NA		NA		1997
						To: 89-1350 Gap Ter									
(1355)	0.27	47	R			From: 89-1356					NA		NA		06/26/2000
						To: Cul-de-Sac									
(1356)	0.54	120	R			From: Dead End					NA		NA		06/26/2000
						To: Cul-de-Sac									
(1358)	0.05	80	R			From: 89-621					NA		NA		09/21/2000
						To: 89-1359									
(1358)	0.16	60	R			From: 89-1359					NA		NA		09/21/2000
						To: Cul-de-Sac									
(1359)	0.19	30	R			From: 89-1358					NA		NA		09/21/2000
						To: Cul-de-Sac									
(1360)	0.11	50	R			From: 89-617					NA		NA		08/23/2000
						To: Cul-de-Sac									
(1362)	0.09	80	R			From: Cul-de-Sac					NA		NA		1997
						To: 89-1363									
(1362)	0.14	70	R			From: 89-1363					NA		NA		1997
						To: 89-610									
(1363)	0.04	30	R			From: 89-1362					NA		NA		1997
						To: Cul-de-Sac									
(1365)	0.30	340	R			From: Cul-de-Sac					NA		NA		08/09/2000
						To: 89-630									
(1366)	0.19	300	R			From: 89-1365					NA		NA		08/09/2000
						To: 89-1367									
(1367)	0.24	50	R			From: Cul-de-Sac					NA		NA		08/09/2000
						To: 89-1365									
(1368)	0.45	NA				From: Dead End					NA		NA		
						To: 89-627									

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						2Axle	3+Axle	1Trail	2Trail						
Stafford County															
(1369)	0.09	NA									NA		NA		
						From:	89-1368								
						To:	Cul-de-Sac								
(1370)	0.22	30	R								NA		NA		1995
						From:	Cul-de-Sac								
						To:	89-768								
(1371)	0.19	20	R								NA		NA		1995
						From:	Cul-de-Sac								
						To:	89-768								
(1372)	0.07	60	R								NA		NA		08/14/2000
						From:	Cul-de-Sac								
						To:	89-606								
(1373)	0.34	280	R								NA		NA		08/14/2000
						From:	89-608								
						To:	89-606								
(1374)	0.06	40	R								NA		NA		08/14/2000
						From:	Cul-de-Sac								
						To:	89-606								
(1375)	0.46	130	R								NA		NA		07/06/2000
						From:	89-1377								
						To:	89-627								
(1376)	0.19	150	R								NA		NA		07/06/2000
						From:	Cul-de-Sac								
						To:	89-1375								
(1377)	0.42	50	R								NA		NA		07/06/2000
						From:	Cul-de-Sac								
						To:	89-1376								
(1379)	0.30	80	R								NA		NA		09/21/2000
						From:	89-627								
						To:	Cul-de-Sac								
(1380)	0.09	45	R								NA		NA		07/06/2000
						From:	Cul-de-Sac								
						To:	89-1275								
(1381)	0.11	45	R								NA		NA		07/06/2000
						From:	89-1275								
						To:	Cul-de-Sac								
(1382)	0.17	100	R								NA		NA		07/06/2000
						From:	Cul-de-Sac								
						To:	89-643								
(1383)	0.24	NA									NA		NA		
						From:	89-00621(B)/								
						To:	89-01384(B)/								
(1384)	0.18	NA									NA		NA		
						From:	Cul-de-Sac/								
						To:	Cul-de-Sac/								
(1385)	0.07	40	R								NA		NA		1995
						From:	Cul-de-Sac								
						To:	89-1084								
(1386)	0.11	NA									NA		NA		
						From:	Cul-de-Sac/								
						To:	89-01392(B)/								
(1387)	0.04	110	R								NA		NA		10/17/2000
						From:	Cul-de-Sac								
						To:	89-1388								
(1387)	0.08	70	R								NA		NA		10/17/2000
						From:	89-1388								
						To:	89-1389								

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						2Axle	3+Axle	1Trail	2Trail						
Stafford County															
1387	0.14	980	R			From: 89-1389					NA		NA		10/17/2000
1387	0.15	260	R			To: 89-1350 SOUTH					NA		NA		10/17/2000
						From: 89-1350 NORTH									
1388	0.31	330	R			From: 89-1389					NA		NA		10/17/2000
1388	0.22	80	R			To: 89-1387					NA		NA		10/17/2000
1388	0.08	90	R			From: 89-1389					NA		NA		10/17/2000
						To: Cul-de-Sac									
1389	0.07	1700	R			From: 89-607					NA		NA		10/17/2000
1389	0.23	1300	R			To: 89-1388					NA		NA		10/17/2000
1389	0.25	330	R			From: 89-1387					NA		NA		10/17/2000
1389	0.06	70	R			To: 89-1388					NA		NA		10/17/2000
						From: Cul-de-Sac									
1390	0.06	30	R			From: 89-1081					NA		NA		1995
						To: Cul-de-Sac									
1391	0.25	60	R			From: 89-1393					NA		NA		08/09/2000
						To: 89-1392									
1392	0.86	50	R			From: Dead End					NA		NA		08/09/2000
1392	0.35	NA				To: 89-1391					NA		NA		
						From: Cul-de-Sac									
1393	0.18	30	R			From: Cul-de-Sac					NA		NA		08/09/2000
						To: 89-1391									
1394	0.15	160	R			From: 89-1392					NA		NA		08/09/2000
						To: 89-651									
1395	0.98	1700	R			From: 89-721					NA		NA		06/26/2000
						To: 89-631									
1396	0.24	650	R			From: 89-1395					NA		NA		06/26/2000
						To: Cul-de-Sac									
1397	0.38	220	R			From: Dead End					NA		NA		06/26/2000
						To: 89-1396									
1398	0.12	190	R			From: 89-1399					NA		NA		06/26/2000
						To: 89-1396									
1399	0.24	160	R			From: 89-1397					NA		NA		06/26/2000
						To: Cul-de-Sac									

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						2Axle	3+Axle	1Trail	2Trail						
Stafford County															
(1401)	0.11	40	R			From: SR 3					NA		NA		1997
(1401)	0.02	10	R			To: 89-1403					NA		NA		1997
						From: Dead End									
(1402)	0.10	160	R			From: SR 3					NA		NA		1997
(1402)	0.11	70	R			To: 89-1403					NA		NA		1997
						From: Dead End									
(1403)	0.08	45	R			From: 89-1402					NA		NA		1997
						To: 89-1401									
(1404)	0.25	NA				From: Cul-de-Sac					NA		NA		
						To: 89-610									
(1405)	0.13	NA				From: Cul-de-Sac					NA		NA		
						To: 89-1404									
(1406)	0.73	140	R			From: BEGIN LOOP					NA		NA		1997
(1406)	0.16	20	R			To: END LOOP					NA		NA		1997
						From: 89-627									
(1407)	0.74	1300	R			From: US 1					NA		NA		10/03/2000
						To: 89-1446; 89-1447 WEST									
(1408)	0.33	80	R			From: 89-1407 WEST					NA		NA		10/03/2000
						To: 89-1409 WEST									
(1409)	0.09	40	R			From: 89-1408 WEST					NA		NA		10/03/2000
						To: 89-1408 EAST									
(1410)	0.26	150	R			From: 89-1411					NA		NA		1997
						To: SR 3; 89-601									
(1411)	0.14	110	R			From: Dead End					NA		NA		1999
(1411)	0.10	50	R			To: 89-1410					NA		NA		1997
						From: Dead End									
(1412)	0.07	NA				From: Cul-de-Sac					NA		NA		
						To: 89-1482									
(1413)	0.20	1400	R			From: 89-684					NA		NA		07/10/2000
						To: Dead End									
(1414)	0.13	NA				From: Cul-de-Sac					NA		NA		
						To: 89-1482									
(1415)	0.79	1300	R			From: Cul-de-Sac					NA		NA		07/10/2000
						To: 89-679									
(1416)	0.52	680	R			From: Cul-de-Sac					NA		NA		07/10/2000
						To: 89-679									

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						2Axle	3+Axle	1Trail	2Trail						
Stafford County															
1417	0.33	90	R			From: 89-1416					NA	NA			07/10/2000
						To: Cul-de-Sac									
1418	0.08	45	R			From: 89-1417					NA	NA			07/10/2000
						To: Cul-de-Sac									
1419	0.21	80	R			From: 89-1416					NA	NA			07/10/2000
						To: 89-1415									
1420	0.20	120	R			From: 89-1415					NA	NA			07/10/2000
						To: 89-1416									
1421	0.10	90	R			From: Cul-de-Sac					NA	NA			07/10/2000
						To: 89-1415									
1422	0.13	90	R			From: 89-1415					NA	NA			07/10/2000
						To: Cul-de-Sac									
1423	0.07	90	R			From: 89-1416					NA	NA			07/10/2000
						To: Cul-de-Sac									
1424	0.09	NA				From: Cul-de-Sac					NA	NA			
						To: 89-1482; 89-1473									
1425	0.20	490	R			From: 89-1395					NA	NA			06/26/2000
						To: Cul-de-Sac									
1426	0.09	70	R			From: 89-1425					NA	NA			06/26/2000
						To: Cul-de-Sac									
1427	0.08	70	R			From: Cul-de-Sac					NA	NA			06/26/2000
						To: 89-1397									
1428	0.07	60	R			From: Cul-de-Sac					NA	NA			06/26/2000
						To: 89-1395									
1429	0.67	NA				From: Cul-de-Sac					NA	NA			
						To: 89-720									
1430	0.28	80	R			From: Cul-de-Sac					NA	NA			06/21/2000
						To: 89-610									
1431	0.06	NA				From: 89-1429					NA	NA			
						To: Cul-de-Sac									
1432	0.60	120	R			From: Dead End					NA	NA			06/21/2000
						To: 89-646									
1433	0.23	300	R			From: Cul-de-Sac					NA	NA			10/03/2000
						To: 89-1436									
1433	0.09	360	R			From: 89-1436					NA	NA			10/03/2000
						To: 89-1434									
1433	0.04	630	R			From: 89-1434					NA	NA			10/03/2000
						To: 89-720									

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						2Axle	3+Axle	1Trail	2Trail						
Stafford County															
(1434)	0.23	120	R			From: Dead End					NA		NA		10/03/2000
(1434)	0.07	380	R			From: 89-1435					NA		NA		10/03/2000
						To: 89-1433									
(1435)	0.05	50	R			From: Cul-de-Sac					NA		NA		10/03/2000
						To: 89-1434									
(1436)	0.10	110	R			From: Cul-de-Sac					NA		NA		10/03/2000
						To: 89-1433									
(1437)	0.24	40	R			From: 89-1331					NA		NA		1997
						To: JENNY LYNN ROAD									
(1438)	0.13	20	R			From: SR 218					NA		NA		1997
						To: 89-1331									
(1438)	0.24	49	R			From: 89-1331					NA		NA		1997
						To: JENNY LYNN ROAD									
(1439)	0.10	100	R			From: 89-1437					NA		NA		09/13/2000
						To: 89-1438 JENNY LYNN									
(1441)	0.05	NA				From: 89-1429					NA		NA		
						To: Cul-de-Sac									
(1442)	0.46	80	R			From: 89-652					NA		NA		1997
						To: Cul-de-Sac									
(1443)	0.05	40	R			From: 89-1408					NA		NA		10/03/2000
						To: Cul-de-Sac									
(1444)	0.20	190	R			From: 89-1407; 89-1446 EAST					NA		NA		10/03/2000
						To: Cul-de-Sac									
(1445)	0.80	1700	R			From: Dead End					NA		NA		10/03/2000
						To: 89-670									
(1446)	0.27	130	R			From: 89-1407; 89-1444 EAST					NA		NA		10/03/2000
						To: 89-1407; 89-1447 WEST									
(1447)	0.38	890	R			From: 89-1407; 89-1446 WEST					NA		NA		10/03/2000
						To: 89-1448									
(1448)	0.04	50	R			From: 89-1447					NA		NA		10/03/2000
						To: Cul-de-Sac									
(1449)	0.35	90	R			From: 89-671					NA		NA		06/21/2000
						To: Cul-de-Sac									
(1450)	0.26	90	R			From: 89-654					NA		NA		08/21/2000
						To: Cul-de-Sac									
(1451)	0.12	160	R			From: Dead End					NA		NA		07/17/2000
						To: 89-1453									

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						2Axle	3+Axle	1Trail	2Trail						
Stafford County															
(1451)	0.05	310	R			From: 89-1453					NA		NA		07/17/2000
(1451)	0.05	490	R			To: 89-1452					NA		NA		07/17/2000
(1451)	0.26	1200	R			From: 89-1470					NA		NA		07/17/2000
						To: 89-610									
(1452)	0.08	120	R			From: Cul-de-Sac					NA		NA		07/17/2000
						To: 89-1451									
(1453)	0.09	120	R			From: Cul-de-Sac					NA		NA		07/17/2000
						To: 89-1451									
(1454)	0.09	120	R			From: 89-1470					NA		NA		07/17/2000
						To: Cul-de-Sac									
(1455)	0.25	1600	R			From: Dead End					NA		NA		07/17/2000
(1455)	0.09	30000	R			To: 89-684					NA		NA		07/17/2000
(1455)	0.15	2000	R			From: 89-1456					NA		NA		07/17/2000
						To: Dead End									
(1456)	0.12	630	R			From: 89-1455					NA		NA		07/17/2000
						To: Dead End									
(1457)	0.09	100	R			From: 89-1470; 89-1458					NA		NA		07/17/2000
						To: Cul-de-Sac									
(1458)	0.11	200	R			From: Cul-de-Sac					NA		NA		07/17/2000
						To: 89-1470; 89-1457									
(1459)	0.17	350	R			From: 89-1465					NA		NA		07/17/2000
(1459)	0.26	340	R			To: 89-1466					NA		NA		07/17/2000
						To: 89-1461									
(1460)	0.11	2400	R			From: 89-684					NA		NA		07/13/2000
(1460)	0.03	2000	R			To: 89-1461					NA		NA		07/13/2000
(1460)	0.09	2000	R			From: 89-1463					NA		NA		07/13/2000
(1460)	0.21	1700	R			To: 89-1464					NA		NA		07/13/2000
(1460)	0.15	1400	R			From: 89-1466					NA		NA		07/13/2000
						To: 89-1465									
(1461)	0.05	520	R			From: 89-1460					NA		NA		07/13/2000
(1461)	0.06	410	R			To: 89-1462					NA		NA		07/13/2000
						To: 89-1459									

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						2Axle	3+Axle	1Trail	2Trail						
Stafford County															
(1461)	0.05	70	R			From: 89-1459					NA	NA			07/13/2000
						To: Cul-de-Sac									
(1462)	0.06	70	R			From: Cul-de-Sac					NA	NA			07/13/2000
						To: 89-1461									
(1463)	0.04	60	R			From: Cul-de-Sac					NA	NA			07/13/2000
						To: 89-1460									
(1464)	0.04	80	R			From: Dead End					NA	NA			07/13/2000
(1464)	0.13	150	R			To: 89-1472					NA	NA			07/13/2000
(1464)	0.08	350	R			From: 89-1471					NA	NA			07/13/2000
(1464)	0.06	300	R			To: 89-1465					NA	NA			07/13/2000
						From: 89-1460									
(1465)	0.21	490	R			From: 89-1464					NA	NA			07/13/2000
(1465)	0.17	1000	R			To: 89-1466					NA	NA			07/13/2000
(1465)	0.06	2300	R			From: 89-1460					NA	NA			07/13/2000
(1465)	0.06	2600	R			To: 89-1459					NA	NA			07/13/2000
(1465)	0.08	150	R			From: 89-1468					NA	NA			07/13/2000
						To: Cul-de-Sac									
(1466)	0.05	140	R			From: 89-1465					NA	NA			07/13/2000
(1466)	0.11	220	R			To: 89-1460					NA	NA			07/13/2000
						From: 89-1467									
(1467)	0.12	180	R			From: Cul-de-Sac					NA	NA			07/13/2000
(1467)	0.05	60	R			To: 89-1466					NA	NA			07/17/2000
						From: Cul-de-Sac									
(1468)	0.23	2600	R			From: 89-1465					NA	NA			07/13/2000
(1468)	0.09	2600	R			To: 89-1469					NA	NA			07/13/2000
(1468)	0.19	2600	R			From: 89-1470					NA	NA			07/13/2000
						To: 89-751									
(1469)	0.08	120	R			From: Cul-de-Sac					NA	NA			07/17/2000
						To: 89-1468									
(1470)	0.06	90	R			From: Cul-de-Sac					NA	NA			07/17/2000
(1470)	0.10	800	R			To: 89-1468					NA	NA			07/17/2000
						From: 89-1454									

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						2Axle	3+Axle	1Trail	2Trail						
Stafford County															
(1470)	0.10	900	R			From: 89-1454					NA		NA		07/17/2000
						To: 89-1451									
(1471)	0.07	680	R			From: 89-1473					NA		NA		07/13/2000
						To: 89-1464									
(1471)	0.06	620	R			From: 89-1464					NA		NA		07/13/2000
						To: 89-1472									
(1471)	0.16	970	R			From: 89-1472					NA		NA		07/13/2000
						To: 89-684									
(1472)	0.05	NA				From: Cul-de-Sac					NA		NA		
						To: 89-1473									
(1472)	0.10	200	R			From: 89-1473					NA		NA		07/13/2000
						To: 89-1464									
(1472)	0.07	390	R			From: 89-1464					NA		NA		07/13/2000
						To: 89-1471									
(1473)	0.09	120	R			From: 89-1482; 891424					NA		NA		07/13/2000
						To: 89-1472									
(1474)	0.08	120	R			From: 89-1473					NA		NA		07/13/2000
						To: Cul-de-Sac									
(1475)	0.08	430	R			From: 89-684					NA		NA		07/13/2000
						To: 89-1476									
(1475)	0.05	230	R			From: 89-1476					NA		NA		07/13/2000
						To: 89-1477									
(1475)	0.07	180	R			From: 89-1477					NA		NA		07/13/2000
						To: Cul-de-Sac									
(1476)	0.07	120	R			From: Cul-de-Sac					NA		NA		07/13/2000
						To: 89-1475									
(1477)	0.04	110	R			From: Cul-de-Sac					NA		NA		07/13/2000
						To: 89-1475									
(1478)	0.06	80	R			From: Cul-de-Sac					NA		NA		07/10/2000
						To: 89-684									
(1478)	0.04	280	R			From: 89-684					NA		NA		07/10/2000
						To: 89-1479									
(1478)	0.04	70	R			From: 89-1479					NA		NA		07/10/2000
						To: Cul-de-Sac									
(1479)	0.12	140	R			From: Cul-de-Sac					NA		NA		07/10/2000
						To: 89-1478									
(1479)	0.05	110	R			From: 89-1478					NA		NA		07/10/2000
						To: Cul-de-Sac									
(1480)	0.44	100	R			From: 89-641 WEST					NA		NA		07/19/2000
						To: 89-641 EAST									
(1481)	0.18	290	R			From: 89-1483					NA		NA		07/19/2000
						To: 89-1485									

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						2Axle	3+Axle	1Trail	2Trail						
Stafford County															
(1481)	0.04	60	R								NA	NA			07/19/2000
(1482)	0.35	NA									NA	NA			
(1482)	0.29	3300	R								NA	NA			07/10/2000
(1482)	0.17	870	R								NA	NA			07/10/2000
(1482)	0.14	470	R								NA	NA			07/10/2000
(1483)	0.05	830	R								NA	NA			07/12/2000
(1483)	0.09	580	R								NA	NA			07/12/2000
(1483)	0.02	10	R								NA	NA			07/12/2000
(1484)	0.07	110	R								NA	NA			07/10/2000
(1484)	0.08	510	R								NA	NA			07/10/2000
(1484)	0.27	290	R								NA	NA			07/10/2000
(1485)	0.07	120	R								NA	NA			07/19/2000
(1485)	0.05	220	R								NA	NA			07/19/2000
(1485)	0.05	110	R								NA	NA			07/19/2000
(1486)	0.12	3000	R								NA	NA			07/19/2000
(1486)	0.13	NA									NA	NA			
(1487)	0.07	100	R								NA	NA			07/19/2000
(1488)	0.06	170	R								NA	NA			07/19/2000
(1489)	0.56	NA									NA	NA			
(1489)	0.17	130	R								NA	NA			07/19/2000
(1489)	0.15	160	R								NA	NA			07/19/2000
(1490) Stafford Lakes Pkwy	0.57	940	R								NA	NA			09/21/2000

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						2Axle	3+Axle	1Trail	2Trail						
Stafford County															
(1491)	0.40	1700	R			From: US 17					NA		NA		08/14/2000
(1491)	0.09	1300	R			To: 89-1492 MID					NA		NA		08/14/2000
(1491)	0.08	1200	R			From: 89-1495					NA		NA		08/14/2000
(1491)	0.11	NA				To: 89-1492 NORTH					NA		NA		
						From: 89-1515									
(1492)	0.27	530	R			To: Cul-de-Sac					NA		NA		08/14/2000
(1492)	0.27	110	R			From: 89-1491 EAST					NA		NA		08/14/2000
(1492)	0.29	110	R			To: 89-1491 MID					NA		NA		08/14/2000
(1492)	0.29	110	R			From: 89-1491 NORTH					NA		NA		08/14/2000
						To: Dead End									
(1493)	0.12	140	R			From: Cul-de-Sac					NA		NA		08/14/2000
						To: 89-1491									
(1494)	0.04	80	R			From: Cul-de-Sac					NA		NA		08/14/2000
						To: 89-1491									
(1495)	0.06	100	R			From: Cul-de-Sac					NA		NA		08/14/2000
						To: 89-1491									
(1496)	1.12	NA				From: 89-655					NA		NA		
						To: Cul-de-Sac									
(1497)	0.11	NA				From: 89-1496					NA		NA		
						To: 89-1498									
(1498)	0.26	NA				From: Cul-de-Sac					NA		NA		
						To: Cul-de-Sac									
(1499)	0.07	140	R			From: 89-1482					NA		NA		07/19/2000
						To: Cul-de-Sac									
(1500)	0.09	30	R			From: Cul-de-Sac					NA		NA		1997
						To: 89-1502									
(1500)	0.33	130	R			From: 89-649					NA		NA		1997
						To: Cul-de-Sac									
(1501)	0.10	30	R			From: Cul-de-Sac					NA		NA		1997
						To: 89-1502									
(1501)	0.21	120	R			From: 89-649					NA		NA		1997
						To: Cul-de-Sac									
(1502)	0.13	49	R			From: 89-1501					NA		NA		1997
						To: 89-1500									
(1503)	0.36	140	R			From: 89-662					NA		NA		07/06/2000
						To: 89-1504									
(1503)	0.14	40	R			From: Cul-de-Sac					NA		NA		07/06/2000
						To: Cul-de-Sac									

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						2Axle	3+Axle	1Trail	2Trail						
Stafford County															
(1504)	0.29	130	R			From: 89-662					NA	NA			07/06/2000
(1504)	0.41	48	R			From: 89-1505					NA	NA			07/06/2000
						To: 89-1503									
(1505)	0.18	90	R			From: 89-1504					NA	NA			07/06/2000
						To: Cul-de-Sac									
(1506)	0.56	190	R			From: 89-649					NA	NA			07/06/2000
						To: Dead End									
(1506)	0.10	50	R			From: 89-1508					NA	NA			07/06/2000
						To: Cul-de-Sac									
(1507)	0.34	80	R			From: 89-649					NA	NA			07/06/2000
						To: Cul-de-Sac									
(1508)	0.33	70	R			From: 89-1506					NA	NA			07/06/2000
						To: Cul-de-Sac									
(1509)	0.35	NA				From: 89-616					NA	NA			
						To: Cul-de-Sac									
(1510)	0.12	60	R			From: Cul-de-Sac					NA	NA			07/27/2000
						To: 89-611									
(1511)	0.50	NA				From: 89-01515(B)/					NA	NA			
						To: 89-01513(B)/									
(1512)	0.17	NA				From: Cul-de-Sac/					NA	NA			
						To: 89-01511(B)/									
(1513)	0.24	NA				From: Cul-de-Sac/					NA	NA			
						To: Cul-de-Sac/									
(1514)	0.10	NA				From: 89-01513(B)/					NA	NA			
						To: Cul-de-Sac/									
(1515)	0.48	NA				From: 89-00652(B)/					NA	NA			
						To: 89-01511(B)/									
(1516)	0.38	270	R			From: Dead End					NA	NA			08/02/2000
						To: 89-1518									
(1517)	0.06	560	R			From: 89-1518					NA	NA			08/02/2000
						To: 89-1523									
(1518)	0.07	620	R			From: Dead End					NA	NA			08/02/2000
						To: 89-1517									
(1518)	0.19	490	R			From: 89-1519					NA	NA			08/02/2000
						To: 89-1519									
(1518)	0.06	900	R			From: Dead End					NA	NA			08/02/2000
						To: 89-1518									
(1519)	0.08	100	R			From: 89-1518					NA	NA			08/02/2000
						To: Cul-de-Sac									

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						2Axle	3+Axle	1Trail	2Trail						
Stafford County															
(1520)	0.57	520	R			From: Dead End To: 89-1209					NA	NA			08/02/2000
(1521)	0.07	200	R			From: 89-1200 To: 89-1209					NA	NA			07/25/2000
(1522)	0.48	370	R			From: 89-1592; 89-1593; 89-1596 To: 89-1200					NA	NA			08/02/2000
(1523)	0.61	380	R			From: Dead End To: Dead End					NA	NA			08/02/2000
(1524)	0.15	90	R			From: 89-1522 To: 89-1520					NA	NA			08/02/2000
(1525)	0.15	50	R			From: 89-1522 To: 89-1520					NA	NA			08/02/2000
(1526)	0.90	540	R			From: Dead End To: 89-1243					NA	NA			08/02/2000
(1527)	0.26	110	R			From: 89-1522 To: Cul-de-Sac					NA	NA			08/02/2000
(1528)	0.37	110	R			From: 89-1522 To: Dead End					NA	NA			08/02/2000
(1529)	0.58	80	R			From: Cul-de-Sac To: 89-1243					NA	NA			07/25/2000
(1530)	0.15	100	R			From: 89-1209 To: Cul-de-Sac					NA	NA			07/25/2000
(1531)	0.08	100	R			From: Cul-de-Sac To: 89-1209					NA	NA			07/25/2000
(1532)	0.10	70	R			From: 89-1526 To: Cul-de-Sac					NA	NA			08/02/2000
(1533)	0.06	70	R			From: 89-1526 To: Cul-de-Sac					NA	NA			08/02/2000
(1534)	0.15	60	R			From: 89-1536 To: Cul-de-Sac					NA	NA			08/02/2000
(1535)	0.07	60	R			From: Cul-de-Sac To: 89-1209					NA	NA			08/02/2000
(1535)	0.17	130	R			From: 89-1209 To: 89-1526					NA	NA			08/02/2000
(1535)	0.09	100	R			From: 89-1526 To: Cul-de-Sac					NA	NA			08/02/2000
(1536)	0.16	190	R			From: 89-1538 To: 89-1534					NA	NA			08/02/2000

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						2Axle	3+Axle	1Trail	2Trail						
Stafford County															
(1536)	0.09	60	R			From: 89-1534					NA	NA			08/02/2000
						To: Cul-de-Sac									
(1537)	0.07	40	R			From: 89-1536					NA	NA			08/02/2000
						To: Cul-de-Sac									
(1538)	0.07	290	R			From: 89-1209					NA	NA			08/02/2000
(1538)	0.08	60	R			From: 89-1536					NA	NA			08/02/2000
						To: Dead End									
(1540)	0.29	110	R			From: 89-656					NA	NA			08/23/2000
						To: Cul-de-Sac									
(1541)	0.26	60	R			From: Cul-de-Sac					NA	NA			08/23/2000
						To: 89-1540									
(1542)	0.24	NA				From: 89-656					NA	NA			
						To: 89-1544									
(1543)	0.36	NA				From: 89-1542					NA	NA			
						To: 89-1544									
(1544)	0.17	NA				From: 89-1542					NA	NA			
						To: 89-1543									
(1545)	0.25	1600	R			From: 89-648					NA	NA			07/25/2000
(1545)	0.10	790	R			To: BEGIN LOOP					NA	NA			07/25/2000
(1545)	0.26	390	R			From: 89-1546					NA	NA			07/25/2000
(1545)	0.21	120	R			To: 89-1547 WEST					NA	NA			07/25/2000
						To: END LOOP									
(1546)	0.07	120	R			From: 89-1545 Gap Ter					NA	NA			07/25/2000
						To: Cul-de-Sac									
(1547)	0.16	240	R			From: 89-1545 WEST					NA	NA			07/25/2000
(1547)	0.04	100	R			To: 89-1545 EAST					NA	NA			07/25/2000
(1547)	0.17	280	R			From: 89-1549 NORTH					NA	NA			07/25/2000
(1547)	0.07	390	R			To: 89-1549 SOUTH					NA	NA			07/25/2000
						To: 89-1545 SOUTH									
(1548)	0.10	140	R			From: Cul-de-Sac					NA	NA			07/25/2000
						To: 89-1545									
(1549)	0.15	130	R			From: 89-1547 SOUTH					NA	NA			07/25/2000
						To: 89-1547 NORTH									

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Stafford County															
(1550)	0.12	230	R			From: 89-610					NA	NA			07/19/2000
						To: 89-1552									
(1551)	0.31	1200	R			From: 89-610					NA	NA			07/19/2000
						To: 89-1555									
(1552)	0.47	420	R			From: 89-1551					NA	NA			07/19/2000
						To: Cul-de-Sac									
(1553)	0.19	120	R			From: 89-1552					NA	NA			07/19/2000
						To: 89-1551									
(1554)	0.23	150	R			From: 89-1552					NA	NA			07/19/2000
						To: 89-1551									
(1555)	0.29	160	R			From: 89-1552					NA	NA			07/19/2000
						To: 89-1556									
(1556)	0.09	60	R			From: Cul-de-Sac					NA	NA			07/19/2000
						To: 89-1555									
(1560)	0.06	90	R			From: Cul-de-Sac					NA	NA			07/25/2000
						To: 89-1561									
(1560)	0.06	340	R			From: 89-1561					NA	NA			07/25/2000
						To: 89-1562									
(1560)	0.13	500	R			From: 89-1562					NA	NA			07/25/2000
						To: 89-709									
(1561)	0.14	190	R			From: 89-1560					NA	NA			07/25/2000
						To: Cul-de-Sac									
(1562)	0.06	200	R			From: 89-1560					NA	NA			07/25/2000
						To: 89-1563									
(1562)	0.14	160	R			From: 89-1563					NA	NA			07/25/2000
						To: Cul-de-Sac									
(1563)	0.06	200	R			From: 89-1562					NA	NA			07/25/2000
						To: 89-1564									
(1563)	0.05	380	R			From: 89-1564					NA	NA			07/25/2000
						To: 89-709									
(1564)	0.14	170	R			From: 89-1563					NA	NA			07/25/2000
						To: Cul-de-Sac									
(1565)	0.06	910	R			From: 89-648					NA	NA			08/07/2000
						To: 89-1566 SOUTH									
(1565)	0.43	770	R			From: 89-1566 SOUTH					NA	NA			08/07/2000
						To: 89-1566									
(1565)	0.49	NA				From: 89-1566 NORTH					NA	NA			
						To: 89-1575									
(1566)	0.43	110	R			From: Cul-de-Sac					NA	NA			08/07/2000
						To: 89-1567									

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						2Axle	3+Axle	1Trail	2Trail						
Stafford County															
(1566)	0.86	80	R			From: 89-1567					NA		NA		08/07/2000
						To: 89-1565 SOUTH									
(1567)	0.39	50	R			From: Cul-de-Sac					NA		NA		08/07/2000
						To: 89-1566									
(1568)	0.35	250	R			From: 89-648					NA		NA		08/07/2000
						To: 89-1566									
(1569)	0.15	30	R			From: Cul-de-Sac					NA		NA		08/07/2000
						To: 89-1566									
(1570)	0.11	1200	R			From: 89-637					NA		NA		07/27/2000
						To: 89-1571									
(1570)	0.43	780	R			From: 89-1571					NA		NA		07/27/2000
						To: Dead End									
(1571)	0.35	380	R			From: 89-1570					NA		NA		07/27/2000
						To: 89-1572									
(1571)	0.11	270	R			From: 89-1572					NA		NA		07/27/2000
						To: Dead End									
(1572)	0.04	60	R			From: 89-1571					NA		NA		07/27/2000
						To: Cul-de-Sac									
(1573)	0.14	NA				From: 89-01595(B)/89-01599(U)/					NA		NA		
						To: Cul-de-Sac/									
(1575)	0.36	NA				From: 89-1565					NA		NA		
						To: Cul-de-Sac									
(1576)	0.74	NA				From: Cul-de-Sac					NA		NA		
						To: 89-1565									
(1577)	0.25	NA				From: Cul-de-Sac					NA		NA		
						To: 89-1576									
(1578)	0.06	NA				From: Dead End/					NA		NA		
						To: 89-01588(B)/									
(1579)	0.13	NA				From: 89-01578(B)/					NA		NA		
						To: Cul-de-Sac/									
(1580)	0.46	150	R			From: Dead End					NA		NA		1995
						To: US 17 BUS									
(1581)	0.17	NA				From: SR 218 LOCATION APPORXIMATE					NA		NA		
						To: 89-1585									
(1582)	0.05	NA				From: Cul-de-Sac					NA		NA		
						To: 89-1581									
(1583)	0.09	NA				From: Cul-de-Sac					NA		NA		
						To: 89-1581; 89-1584									

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						2Axle	3+Axle	1Trail	2Trail						
Stafford County															
(1584)	0.05	NA				From: 89-1581; 89-1583					NA		NA		
						To: Cul-de-Sac									
(1585)	0.27	NA				From: 89-669					NA		NA		
						To: Cul-de-Sac									
(1586)	0.17	250	R			From: 89-652					NA		NA	10/10/2000	
						To: 89-1587									
(1586)	0.26	80	R			From: 89-1587					NA		NA	10/10/2000	
						To: Cul-de-Sac									
(1587)	0.41	160	R			From: 89-1586					NA		NA	10/10/2000	
						To: Cul-de-Sac									
(1588)	0.17	NA				From: 89-1264					NA		NA		
						To: Cul-de-Sac									
(1589)	0.11	NA				From: Cul-de-Sac					NA		NA		
						To: 89-1264									
(1590)	0.13	410	R			From: Cul-de-Sac					NA		NA	08/09/2000	
						To: US 1									
(1591)	0.04	140	R			From: 89-1590					NA		NA	08/09/2000	
						To: Cul-de-Sac									
(1592)	0.25	NA				From: Dead End					NA		NA		
						To: 89-1522; 89-1593; 89-1596									
(1593)	0.08	NA				From: 89-1522; 89-1592; 89-1596					NA		NA		
						To: Cul-de-Sac									
(1594)	0.11	NA				From: Cul-de-Sac					NA		NA		
						To: 89-1592									
(1595)	0.59	NA				From: 89-648; 89-767					NA		NA		
						To: 89-1592									
(1596)	0.12	NA				From: Cul-de-Sac					NA		NA		
						To: 89-1522; 89-1592; 89-1593									
(1597)	0.11	NA				From: Cul-de-Sac					NA		NA		
						To: 89-1595; 89-1598									
(1598)	0.14	NA				From: 89-1595; 89-1597					NA		NA		
						To: Cul-de-Sac									
(1599)	0.09	NA				From: Cul-de-Sac					NA		NA		
						To: 89-1595									
(1600)	0.12	180	R			From: 89-627					NA		NA	1995	
						To: Cul-de-Sac									
(1602)	0.16	NA				From: Cul-de-Sac					NA		NA		
						To: 89-1433; 89-1603									

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						2Axle	3+Axle	1Trail	2Trail						
Stafford County															
1603	0.12	NA				From: 89-1433; 89-1602					NA		NA		
						To: Cul-de-Sac									
1604	0.32	NA				From: Cul-de-Sac					NA		NA		
						To: 89-642									
1605	0.30	NA				From: 89-1486					NA		NA		
						To: Cul-de-Sac									
1606	0.18	NA				From: 89-1605					NA		NA		
						To: Cul-de-Sac									
1607	0.15	NA				From: 89-1605					NA		NA		
						To: 89-1790									
1607	0.21	NA				From: Dead End					NA		NA		
						To: Cul-de-Sac									
1608	0.08	NA				From: 89-1607; 89-1609					NA		NA		
						To: 89-1607; 89-1608									
1609	0.15	NA				From: Cul-de-Sac					NA		NA		
						To: 89-642									
1610	0.30	220	R			From: 89-1202					NA		NA		1997
						To: 89-1610									
1611	0.11	110	R			From: Cul-de-Sac/					NA		NA		07/19/2000
						To: 89-01607(B)/									
1612	0.11	NA				From: 89-1202					NA		NA		
						To: Cul-de-Sac									
1614	0.15	170	R			From: Cul-de-Sac/					NA		NA		07/19/2000
						To: 89-01617(B)/									
1615	0.12	NA				From: Cul-de-Sac/					NA		NA		
						To: 89-01618(B)/89-01617(U)/									
1616	0.15	NA				From: 89-01618(B)/89-01616(U)/					NA		NA		
						To: Cul-de-Sac/									
1617	0.14	NA				From: Dead End/					NA		NA		
						To: Dead End/									
1618	0.22	NA				From: Cul-de-Sac					NA		NA		
						To: 89-1620									
1619	0.20	NA				From: 89-1161					NA		NA		
						To: 89-1621									
1620	0.19	45	R			From: Cul-de-Sac					NA		NA		1995
						To: 89-1621									
1620	0.18	NA				From: Cul-de-Sac					NA		NA		
						To: Cul-de-Sac									

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Stafford County															
(1621)	0.09	NA				From: Cul-de-Sac					NA		NA		
(1621)	0.07	20	R			From: 89-1620					NA		NA		1995
						To: 89-1162									
(1622)	0.14	NA				From: 89-1162					NA		NA		
						To: Cul-de-Sac									
(1623)	0.27	NA				From: Cul-de-Sac					NA		NA		
						To: 89-628									
(1624)	0.05	NA				From: 89-1623; 89-1625					NA		NA		
						To: Cul-de-Sac									
(1625)	0.25	NA				From: Cul-de-Sac					NA		NA		
						To: 89-1623; 89-1624									
(1626)	0.04	NA				From: 89-1625					NA		NA		
						To: Cul-de-Sac									
(1627)	0.04	NA				From: Cul-de-Sac					NA		NA		
						To: 89-1625									
(1628)	0.04	NA				From: Cul-de-Sac					NA		NA		
						To: 89-1623; 89-1629									
(1629)	0.05	NA				From: 89-1623; 89-1628					NA		NA		
						To: Cul-de-Sac									
(1630)	0.42	460	R			From: 89-606					NA		NA		1995
						To: 89-1638									
(1631)	0.19	90	R			From: 89-1630					NA		NA		1995
						To: 89-1636									
(1632)	0.19	80	R			From: 89-1630					NA		NA		1995
						To: 89-1636									
(1633)	0.21	120	R			From: 89-1630					NA		NA		1995
						To: 89-1636									
(1634)	0.06	40	R			From: 89-1633					NA		NA		1995
						To: Cul-de-Sac									
(1635)	0.06	40	R			From: 89-1633					NA		NA		1995
						To: Cul-de-Sac									
(1636)	0.22	220	R			From: 89-606					NA		NA		1995
						To: 89-1633									
(1637)	0.20	100	R			From: 89-1630					NA		NA		1995
						To: Cul-de-Sac									
(1638)	0.26	100	R			From: 89-1630					NA		NA		1995
						To: Dead End									

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						2Axle	3+Axle	1Trail	2Trail						
Stafford County															
1639	0.30	NA					From: Cul-de-Sac/				NA		NA		
							To: 89-01620(B)/								
1643	0.13	NA					From: 89-00751(B)/				NA		NA		
							To: Cul-de-Sac/								
1644	0.04	NA					From: 89-01643(B)/				NA		NA		
							To: Cul-de-Sac/								
1645	0.25	310	R				From: 89-1098				NA		NA		08/16/2000
							To: 89-1097								
1646	0.13	NA					From: 89-1098				NA		NA		
							To: Cul-de-Sac								
1647	0.25	NA					From: Cul-de-Sac				NA		NA		
							To: 89-1646								
1648	0.37	NA					From: 89-624				NA		NA		
							To: 89-1647								
1649	0.16	NA					From: Cul-de-Sac				NA		NA		
							To: 89-1648								
1650	0.27	210	R				From: 89-665				NA		NA		09/18/2000
							To: 89-1653								
1650	0.13	140	R				From: 89-1659 SOUTH				NA		NA		09/18/2000
							To: 89-1659 NORTH								
1650	0.42	180	R				From: 89-1659 NORTH				NA		NA		09/18/2000
							To: Cul-de-Sac								
1651	0.05	40	R				From: 89-665				NA		NA		09/18/2000
							To: 89-1652								
1651	0.12	60	R				From: 89-1656				NA		NA		09/18/2000
							To: 89-1655								
1652	0.06	140	R				From: Cul-de-Sac				NA		NA		09/18/2000
							To: 89-1650								
1652	0.26	130	R				From: 89-1650				NA		NA		09/18/2000
							To: Cul-de-Sac								
1653	0.09	100	R				From: 89-1654				NA		NA		09/18/2000
							To: 89-682								
1653	0.13	260	R				From: Cul-de-Sac				NA		NA		09/18/2000
							To: 89-1653								
1654	0.07	100	R				From: Cul-de-Sac				NA		NA		09/18/2000
							To: 89-665 NORTH								
1655	0.43	120	R				From: 89-665 NORTH				NA		NA		09/18/2000
							To: 89-1652								

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						2Axle	3+Axle	1Trail	2Trail						
Stafford County															
(1656)	0.07	48	R			From: Cul-de-Sac					NA	NA			09/18/2000
(1656)	0.14	130	R			To: 89-665					NA	NA			09/18/2000
(1656)	0.07	130	R			From: 89-1652					NA	NA			09/18/2000
(1656)						To: 89-1657									
(1657)	0.08	80	R			From: Cul-de-Sac					NA	NA			09/21/2000
(1657)	0.06	110	R			To: 89-1656					NA	NA			09/21/2000
(1657)	0.11	100	R			From: 89-1190					NA	NA			09/21/2000
(1657)	0.05	70	R			To: 89-1650					NA	NA			09/21/2000
(1659)	0.15	150	R			From: Cul-de-Sac									
(1659)	0.04	750	R			To: 89-1650 SOUTH					NA	NA			09/21/2000
(1659)						From: 89-1660					NA	NA			09/21/2000
(1660)	0.17	300	R			To: 89-682									
(1660)	0.16	450	R			From: 89-1663					NA	NA			09/21/2000
(1660)	0.22	350	R			To: 89-1662					NA	NA			09/21/2000
(1660)	0.16	450	R			From: 89-1661					NA	NA			09/21/2000
(1661)	0.06	40	R			To: 89-1659									
(1661)	0.06	40	R			From: 89-1650					NA	NA			09/21/2000
(1661)						To: 89-1660									
(1662)	0.08	47	R			From: Cul-de-Sac					NA	NA			09/21/2000
(1662)						To: 89-1660									
(1663)	0.11	80	R			From: Cul-de-Sac					NA	NA			09/21/2000
(1663)	0.09	60	R			To: 89-1660					NA	NA			09/21/2000
(1663)						From: Cul-de-Sac									
(1664)	0.05	NA				To: 89-1656					NA	NA			
(1665)	0.16	60	R			From: 89-1666					NA	NA			1997
(1665)						To: 89-654									
(1666)	0.25	20	R			From: Cul-de-Sac					NA	NA			1997
(1666)	0.37	30	R			To: 89-1665					NA	NA			1997
(1666)						From: Cul-de-Sac									
(1667)	0.16	NA				To: Cul-de-Sac/					NA	NA			
(1667)						From: Cul-de-Sac/									

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						2Axle	3+Axle	1Trail	2Trail						
Stafford County															
(1668)	0.18	310	R			From: 89-751					NA	NA			07/19/2000
						To: Cul-de-Sac									
(1669)	0.13	200	R			From: 89-1668					NA	NA			07/19/2000
						To: Cul-de-Sac									
(1670)	0.19	760	R			From: 89-751					NA	NA			07/17/2000
						To: 89-1675									
(1670)	0.03	890	R			From: 89-1675					NA	NA			07/17/2000
						To: 89-1674									
(1670)	0.32	1200	R			From: 89-1674					NA	NA			07/17/2000
						To: 89-751									
(1671)	0.04	60	R			From: Cul-de-Sac					NA	NA			07/17/2000
						To: 89-1670									
(1671)	0.04	70	R			From: 89-1670					NA	NA			07/17/2000
						To: Cul-de-Sac									
(1672)	0.04	80	R			From: Cul-de-Sac					NA	NA			07/17/2000
						To: 89-1670									
(1672)	0.08	110	R			From: 89-1670					NA	NA			07/17/2000
						To: Cul-de-Sac									
(1673)	0.10	210	R			From: 89-1676					NA	NA			07/17/2000
						To: 89-1670									
(1673)	0.06	100	R			From: 89-1670					NA	NA			07/17/2000
						To: Cul-de-Sac									
(1674)	0.05	110	R			From: Cul-de-Sac					NA	NA			07/17/2000
						To: 89-1670									
(1675)	0.07	120	R			From: 89-1670					NA	NA			07/17/2000
						To: Cul-de-Sac									
(1676)	0.03	30	R			From: 89-751					NA	NA			1997
						To: 89-1677									
(1676)	0.10	80	R			From: 89-1677					NA	NA			1997
						To: 89-1673									
(1676)	0.10	120	R			From: 89-1673					NA	NA			1997
						To: Cul-de-Sac									
(1677)	0.06	60	R			From: 89-1676					NA	NA			1997
						To: Cul-de-Sac									
(1679)	0.06	70	R			From: 89-751					NA	NA			1997
						To: Cul-de-Sac									
(1680)	0.23	170	R			From: 89-607					NA	NA			1997
						To: 89-1681									
(1680)	0.15	60	R			From: 89-1681					NA	NA			1997
						To: 89-1682									
(1680)	0.03	10	R			From: 89-1682					NA	NA			1997
						To: 89-1683									

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						2Axle	3+Axle	1Trail	2Trail						
Stafford County															
(1680)	0.05	20	R			From: 89-1683					NA		NA		1997
(1680)	0.02	7	R			From: 89-1697					NA		NA		1997
						To: 89-626									
(1681)	0.05	40	R			From: 89-1680					NA		NA		1997
						To: Cul-de-Sac									
(1682)	0.10	60	R			From: 89-1680					NA		NA		1997
						To: Cul-de-Sac									
(1683)	0.07	40	R			From: Cul-de-Sac					NA		NA		1997
						To: 89-1680									
(1684)	0.04	60	R			From: 89-1670					NA		NA		07/19/2000
						To: Cul-de-Sac									
(1685)	0.05	120	R			From: Cul-de-Sac					NA		NA		07/17/2000
						To: 89-1670									
(1686)	0.04	70	R			From: Cul-de-Sac					NA		NA		07/17/2000
						To: 89-1670									
(1687)	0.04	70	R			From: Cul-de-Sac					NA		NA		07/19/2000
						To: 89-1670									
(1687)	0.10	130	R			From: Cul-de-Sac					NA		NA		07/19/2000
						To: EUSTACE ROAD									
(1688)	0.38	NA				From: 89-751					NA		NA		
						To: Cul-de-Sac									
(1689)	0.42	NA				From: 89-751					NA		NA		
						To: 89-669									
(1690)	0.10	70	R			From: 89-1691					NA		NA		1997
						To: Dead End									
(1691)	0.13	40	R			From: 89-1667					NA		NA		1997
						To: 89-1690									
(1691)	0.07	60	R			From: 89-1692					NA		NA		1997
						To: Cul-de-Sac									
(1692)	0.08	80	R			From: 89-1691					NA		NA		1997
						To: Cul-de-Sac									
(1692)	0.04	60	R			From: 89-1688; 89-1695					NA		NA		1997
						To: Cul-de-Sac									
(1693)	0.06	NA				From: 89-1688					NA		NA		
						To: Cul-de-Sac									
(1694)	0.04	NA				From: Cul-de-Sac					NA		NA		
						To: Cul-de-Sac									

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						2Axle	3+Axle	1Trail	2Trail						
Stafford County															
(1695)	0.60	NA									NA		NA		
						From: Cul-de-Sac									
						To: 89-1688; 89-1693									
(1696)	0.39	NA									NA		NA		
						From: Cul-de-Sac									
						To: 89-1695									
(1697)	0.05	7	R								NA		NA	1997	
						From: Cul-de-Sac									
						To: 89-1680									
(1698)	0.34	NA									NA		NA		
						From: Cul-de-Sac									
						To: 89-1695									
(1699)	0.24	NA									NA		NA		
						From: 89-1695									
						To: 89-1688									
(1700)	0.06	220	R								NA		NA	07/31/2000	
						From: 89-700									
						To: 89-1701									
(1700)	0.06	190	R								NA		NA	07/31/2000	
						From: 89-1701									
						To: 89-1702									
(1700)	0.05	250	R								NA		NA	07/31/2000	
						From: 89-1702									
						To: 89-1703									
(1701)	0.05	60	R								NA		NA	07/31/2000	
						From: 89-1700									
						To: Cul-de-Sac									
(1702)	0.04	50	R								NA		NA	07/31/2000	
						From: Cul-de-Sac									
						To: 89-1700									
(1703)	0.04	80	R								NA		NA	07/31/2000	
						From: Cul-de-Sac									
						To: 89-1705									
(1703)	0.04	370	R								NA		NA	07/31/2000	
						From: 89-1705									
						To: 89-1700									
(1703)	0.04	170	R								NA		NA	07/31/2000	
						From: 89-1700									
						To: 89-1704									
(1703)	0.05	90	R								NA		NA	07/31/2000	
						From: 89-1704									
						To: 89-700									
(1704)	0.08	140	R								NA		NA	07/31/2000	
						From: 89-1703									
						To: Cul-de-Sac									
(1705)	0.07	440	R								NA		NA	07/31/2000	
						From: 89-1703									
						To: Dead End									
(1706)	0.38	6000	R								NA		NA	07/31/2000	
						From: US 17									
						To: 89-1705									
(1706)	0.10	3600	R								NA		NA	07/31/2000	
						From: 89-1705									
						To: 89-700									
(1706)	0.18	NA									NA		NA		
						From: 89-700									
						To: 89-1707									
(1707)	0.34	NA									NA		NA		
						From: Dead End									
						To: 89-1706									

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						2Axle	3+Axle	1Trail	2Trail						
Stafford County															
(1720)	0.21	1000	R			From: Dead End					NA		NA		1997
(1720)	0.40	2400	R			From: 89-1726					NA		NA		1997
						To: 89-610									
(1721)	0.07	40	R			From: 89-1720					NA		NA		1997
						To: Dead End									
(1722)	0.07	30	R			From: 89-1720					NA		NA		1997
						To: Dead End									
(1723)	0.33	620	R			From: 89-671					NA		NA		1997
						To: 89-1725									
(1723)	0.23	650	R			From: 89-1720					NA		NA		1997
						To: 89-1720									
(1724)	0.08	40	R			From: 89-1723					NA		NA		1997
						To: 89-1720									
(1725)	0.15	30	R			From: 89-1723					NA		NA		1997
						To: 89-1720									
(1726)	0.22	70	R			From: 89-1723					NA		NA		1997
						To: 89-1720									
(1727)	0.25	150	R			From: 89-671					NA		NA		1997
						To: 89-1728									
(1727)	0.28	470	R			From: Dead End					NA		NA		1997
						To: 89-1720									
(1728)	0.61	380	R			From: 89-1720					NA		NA		1997
						To: 89-1735									
(1728)	0.63	670	R			From: 89-1727					NA		NA		1997
						To: Dead End									
(1729)	0.10	40	R			From: Dead End					NA		NA		1997
						To: 89-1727									
(1730)	0.15	160	R			From: Dead End					NA		NA		1997
						To: 89-1736									
(1730)	0.09	140	R			From: 89-1735					NA		NA		1997
						To: 89-1728									
(1730)	0.91	130	R			From: 89-1728					NA		NA		06/21/2000
						To: Dead End									
(1731)	0.11	30	R			From: Dead End					NA		NA		1997
						To: 89-1728									
(1732)	0.22	120	R			From: 89-1733					NA		NA		1997
						To: Dead End									
(1733)	0.29	240	R			From: 89-1734					NA		NA		1997
						To: Dead End									

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						2Axle	3+Axle	1Trail	2Trail						
Stafford County															
1734	0.45	120	R			From: 89-1735					NA		NA		1997
						To: 89-1730									
1735	0.42	190	R			From: 89-1730					NA		NA		1997
						To: 89-1728									
1736	0.34	30	R			From: 89-1730					NA		NA		1997
						To: 89-1728									
1737	0.30	70	R			From: 89-1730					NA		NA		1997
						To: 89-1728									
1738	0.14	110	R			From: FOREST DR					NA		NA		1997
						To: BOUNDARY DRIVE									
1738	0.22	250	R			From: 89-1728					NA		NA		1997
						To: 89-1728									
1740	0.08	NA				From: 89-00687(B)/					NA		NA		
						To: 89-01741(R)/									
1741	0.42	NA				From: 89-01740(R)/					NA		NA		
						To: Cul-de-Sac/									
1742	0.10	NA				From: 89-01741(B)/					NA		NA		
						To: 89-01743(B)/									
1743	0.32	NA				From: Dead End/					NA		NA		
						To: Cul-de-Sac/									
1744	0.10	NA				From: 89-01741(B)/					NA		NA		
						To: 89-01743(B)/									
1745	0.07	NA				From: Cul-de-Sac/					NA		NA		
						To: 89-01743(B)/									
1750	0.19	NA				From: 89-820					NA		NA		
						To: Cul-de-Sac									
1751	0.19	NA				From: Cul-de-Sac					NA		NA		
						To: 89-820; 89-821									
1752	0.40	NA				From: Cul-de-Sac					NA		NA		
						To: 89-820									
1753	0.32	NA				From: Cul-de-Sac					NA		NA		
						To: 89-820									
1754	0.18	NA				From: 89-820					NA		NA		
						To: Cul-de-Sac									
1755	0.50	NA				From: Cul-de-Sac					NA		NA		
						To: 89-820									
1756	0.42	NA				From: 89-1755					NA		NA		
						To: Cul-de-Sac									

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						2Axle	3+Axle	1Trail	2Trail						
Stafford County															
(1757)	0.31	NA				From: Cul-de-Sac					NA		NA		
						To: 89-1756									
(1758)	0.12	NA				From: 89-1757					NA		NA		
						To: Cul-de-Sac									
(1770)	0.08	NA				From: 89-01489(B)/					NA		NA		
						To: Cul-de-Sac/									
(1771)	0.09	NA				From: 89-01772(B)/					NA		NA		
						To: 89-01489(B)/									
(1772)	0.15	NA				From: Cul-de-Sac/					NA		NA		
						To: Cul-de-Sac/									
(1773)	0.04	NA				From: Cul-de-Sac/					NA		NA		
						To: 89-01489(B)/									
(1774)	0.09	NA				From: 89-01489(B)/					NA		NA		
						To: Cul-de-Sac/									
(1790)	0.31	NA				From: 89-01486(U)/					NA		NA		
						To: Dead End/									
(1791)	0.09	NA				From: 89-01790(B)/					NA		NA		
						To: Cul-de-Sac/									
(1792)	0.05	NA				From: 89-01607(B)/					NA		NA		
						To: Cul-de-Sac/									
(9399)	0.61	2100	R			From: 89-640					NA		NA	09/11/2000	
						To: 89-627									
(9400)	0.11	480	R			From: 89-627; 89-1005					NA		NA	09/11/2000	
						To: 89-627									
(9430)	0.39	2400	R			From: GARRISON ELEM SCH					NA		NA	09/27/2000	
						To: 89-1209									
(9464)	0.11	730	R			From: 89-1011					NA		NA	1994	
						To: 89-1011									
(9486)	0.77	1300	R			From: 89-610					NA		NA	09/27/2000	
						To: 89-648									
(9487)	0.17	330	R			From: US 1					NA		NA	09/11/2000	
						To: US 1									
(9498)	0.07	610	R			From: 69-754					NA		NA	09/27/2000	
						To: 89-754									
(9906)	0.21	130	R			From: 89-1117; 89-1136					NA		NA	09/27/2000	
						To: 89-1136									
(9946)	0.10	380	R			From: 89-659					NA		NA	09/27/2000	
						To: 89-659									

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						2Axle	3+Axle	1Trail	2Trail						
Stafford County															
9947	0.12	1300	R	From: 89-607							NA		NA		09/27/2000
				To: 89-607											
9948	0.12	400	R	From: 89-630							NA		NA		09/27/2000
				To: 89-630											