

**2002**

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

where available

**Jurisdiction Report**

**35**

Giles County  
Town of Glen Lyn  
Town of Narrows  
Town of Pearisburg  
Town of Pembroke  
Town of Rich Creek

Prepared By

**Virginia Department of Transportation  
Mobility Management Division**

In Cooperation With

**U.S. Department of Transportation  
Federal Highway Administration**

Virginia Department of Transportation  
Mobility Management Division  
Traffic Monitoring Section

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

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

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

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

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

## **Publication Notes**

### **Parallel Roads**

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

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

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

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

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

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

Glossary of Terms:

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

**Length:** Length of the traffic segment in miles.

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

**QA:** Quality of AADT:

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

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

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

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

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

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

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

**QC:** Quality of Classification Data:

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

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

**QK:** Quality of the Peak Hour estimate:

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

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

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

**QW:** Quality of AAWDT:

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

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

# Route Shield Legend

## Route Systems



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

Wve - Wve Route connector



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



The VDOT 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  
 Mobility Management Division  
 2002  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 Giles Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Giles County</b>																
(42)	7.95	1100	F	89%	0%	From: Bland County Line To: SR 100 Poplar Hill				C	0.088	F	0.517	1100	F	2002
(42) (100)	2.13	3900	F	89%	1%	From: SR 100 Poplar Hill To: 35-750 Cedar Crest Rd				C	0.094	F	0.718	4000	F	2002
(42) (750) Cedar Crest Lane	0.97	790	R			From: 35-750 Cedar Crest Rd To: SR 100					NA		NA			05/13/2002
(42) (750)	0.08	770	N	95%	1%	From: 35-660 To: 35-730				N	0.086	N	0.708	780	N	2002
(42) (730)	1.59	770	F	95%	1%	From: 35-730 To: 35-750				C	0.086	F	0.708	780	F	2002
(42) (730)	9.56	360	F	95%	1%	From: 35-622 WEST To: 35-730 N				F	0.127	F	0.505	370	F	2002
(42) (460)	2.35	11000	F	89%	0%	From: 35-730 N To: 35-700				F	0.087	F	0.643	11000	F	2002
(42) (460)	1.66	10000	F	89%	0%	From: 35-700 To: US 460 Newport				F	0.089	F	0.678	11000	F	2002
(42)	0.99	2000	F	94%	1%	From: US 460 Newport To: 35-601 North of Newport				F	0.111	F	0.707	2100	F	2002
(42)	3.11	1300	F	94%	1%	From: 35-601 North of Newport To: Craig County Line				F	0.106	F	0.692	1300	F	2002
(61)	5.11	290	F	95%	0%	From: Bland County Line To: 35-724 Chapel				F	0.101	F	0.733	290	F	2002
(61)	4.60	640	F	95%	0%	From: 35-724 Chapel To: 35-724 Shumate				C	0.106	F	0.597	650	F	2002
(61)	2.49	1500	F	95%	0%	From: 35-724 Shumate To: WCL Narrows				F	0.1	F	0.662	1500	F	2002
<b>Town of Narrows</b>																
(61) Park Drive	0.67	2300	F	95%	1%	From: WCL Narrows To: Monroe St				F	0.093	F	0.667	2300	F	2002
(61) Monroe Street	0.17	3700	F	95%	1%	From: Monroe St To: Park St				C	0.089	F	0.563	3700	F	2002
(61) Monroe Street	0.13	4300	F	95%	1%	From: Park St To: Kimberling St				F	0.089	F	0.511	4300	F	2002
(61)	0.13	4900	F	96%	1%	From: Kimberling St To: SR 100 Main St				C	0.099	F	0.554	5000	F	2002
(61)	0.43	5700	F	96%	1%	From: SR 100 Main St To: S East of New River				F	0.086	F	0.552	5800	F	2002
<b>Giles County</b>																
(100)	1.37	4200	F	89%	1%	From: US 460 Virginia Ave To: Pulaski County Line				F	0.093	F	0.698	4200	F	2002
(100)	2.13	3900	F	89%	1%	From: Pulaski County Line To: SR 42 Poplar Hill				C	0.094	F	0.718	4000	F	2002
(100)	0.72	3800	F	89%	1%	From: SR 42 Poplar Hill To: 35-750 Cedar Crest Rd				F	0.091	F	0.68	3900	F	2002
(100)	0.45	4300	F	89%	1%	From: 35-750 Cedar Crest Rd To: 35-660 Post Office Rd				F	0.090	F	0.623	4300	F	2002
(100)	4.37	4600	F	89%	1%	From: 35-660 Post Office Rd To: 35-606 Meadows Rd				F	0.085	F	0.585	4600	F	2002
						From: 35-606 Meadows Rd To: 35-665 Wilburn Valley Rd										

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Giles County</b>																
(100)	2.24	6100	F	89%	1%	4%	2%	5%	0%	F	0.090	F	0.522	6200	F	2002
						From: 35-665 Wilburn Valley Rd										
						To: SCL Pearisburg										
<b>Town of Pearisburg</b>																
(100) South Main Street	0.28	7100	F	93%	0%	2%	1%	3%	0%	C	0.085	F	0.507	7200	F	2002
						From: SCL Pearisburg										
						To: Orchard Dr										
(100) South Main Street	0.09	7400	F	93%	0%	3%	1%	3%	0%	C	0.098	F	0.522	7500	F	2002
						From: Orchard Dr										
						To: Church Ave										
(100) South Main St	0.09	7500	F	93%	0%	3%	1%	3%	0%	F	0.089	F	0.53	7500	F	2002
						From: Church Ave										
						To: Bus US 460 Winonah Ave										
(100) <sup>Bus</sup> (460) Main St	0.38	11000	F	95%	0%	2%	1%	2%	0%	C	0.080	F	0.530	12000	F	2002
						From: Bus US 460 Winonah Ave										
						To: BUS US 460 WINONAH AVE										
(100) Main Street	0.21	11000	F	97%	0%	1%	1%	2%	0%	C	0.083	F	0.555	12000	F	2002
						From: BUS US 460 WINONAH AVE										
						To: WCL Pearisburg										
<b>Giles County</b>																
(100)	3.86	2600	F	97%	0%	2%	0%	0%	0%	C	0.1	F	0.685	2600	F	2002
						From: WCL Pearisburg										
						To: ECL Narrows										
<b>Town of Narrows</b>																
(100)	0.65	2800	F	96%	1%	2%	1%	1%	0%	C	0.105	F	0.573	2800	F	2002
						From: ECL Narrows										
						To: SR 61 Main Monroe										
<b>Town of Rich Creek</b>																
(219)	0.57	9700	F	96%	0%	2%	1%	1%	0%	C	0.085	F	0.687	10000	F	2002
						From: US 460										
						To: ECL Rich Creek										
<b>Giles County</b>																
(219)	1.16	9700	N	96%	0%	2%	1%	1%	0%	N	0.085	N	0.687	10000	N	2002
						From: ECL Rich Creek										
						To: West Virginia State Line										
<b>Town of Glen Lyn</b>																
(460)	0.81	9400	F	89%	0%	2%	1%	7%	1%	F	0.074	F	0.531	9600	F	2002
						From: West Virginia State Line										
						To: 92- 1308										
(460)	0.59	9400	F	89%	0%	2%	1%	7%	1%	F	0.075	F	0.530	9600	F	2002
						From: 92-1308										
						To: WCL Glen Lyn										
<b>Giles County</b>																
(460)	1.24	9400	N	89%	0%	2%	1%	7%	1%	N	0.075	N	0.530	9600	N	2002
						From: WCL Glen Lyn										
						To: WCL Rich Creek										
<b>Town of Rich Creek</b>																
(460)	0.65	9400	N	89%	0%	2%	1%	7%	1%	N	0.075	N	0.530	9600	N	2002
						From: WCL Rich Creek										
						To: US 219 Rich Creek										
(460)	0.73	7100	F	89%	0%	2%	1%	7%	1%	F	0.07	F	0.607	7300	F	2002
						From: US 219 Rich Creek										
						To: 35-712										
(460)	0.18	11000	N	89%	0%	2%	1%	7%	1%	N	0.082	N	0.672	11000	N	2002
						From: 35-712										
						To: ECL Rich Creek										
<b>Giles County</b>																
(460)	2.01	11000	N	89%	0%	2%	1%	7%	1%	N	0.082	N	0.672	11000	N	2002
						From: ECL Rich Creek										
						To: NCL Narrows										
<b>Town of Narrows</b>																
(460)	0.76	11000	F	89%	0%	2%	1%	7%	1%	F	0.082	F	0.672	11000	F	2002
						From: NCL Narrows										
						To: SR 61 Fleshman St										



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						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Narrows</b>																
460	0.26	14000	F	89%	0%	2%	1%	7%	1%	F	0.084	F	0.655	14000	F	2002
				From:	SR 61 Fleshman St											
				To:	0.44 Mile West ECL Narrows											
460	0.34	13000	F	89%	0%	2%	1%	7%	1%	F	0.084	F	0.661	13000	F	2002
				From:	ECL Narrows											
				To:	WCL Pearisburg											
<b>Giles County</b>																
460	4.33	13000	F	89%	0%	2%	1%	7%	1%	F	0.087	F	0.624	14000	F	2002
				From:	ECL Narrows											
				To:	WCL Pearisburg											
<b>Town of Pearisburg</b>																
460	0.12	8500	F	89%	0%	2%	1%	7%	1%	F	0.081	F	0.596	8800	F	2002
				From:	WCL Pearisburg											
				To:	ECL Pearisburg											
<b>Giles County</b>																
460	5.01	12000	F	89%	0%	2%	1%	7%	1%	F	0.086	F	0.556	13000	F	2002
				From:	ECL Pearisburg											
				To:	WCL Pembroke											
<b>Town of Pembroke</b>																
460	0.86	13000	F	89%	0%	2%	1%	7%	1%	F	0.087	F	0.555	13000	F	2002
				From:	WCL Pembroke											
				To:	35-626											
460	0.73	12000	F	89%	0%	2%	1%	7%	1%	F	0.084	F	0.593	13000	F	2002
				From:	ECL Pembroke											
				To:												
<b>Giles County</b>																
460	1.27	11000	F	89%	0%	2%	1%	7%	1%	F	0.087	F	0.609	12000	F	2002
				From:	ECL Pembroke											
				To:	35-613											
460	2.82	9900	B	89%	0%	2%	1%	7%	1%	A	0.104	A	0.662	10000	B	2002
				From:	35-730											
460	2.35	11000	F	89%	0%	2%	1%	7%	1%	F	0.087	F	0.643	11000	F	2002
				From:	35-700											
460	1.66	10000	F	89%	0%	2%	1%	7%	1%	F	0.089	F	0.678	11000	F	2002
				From:	SR 42											
				To:	Montgomery County Line											
Bus 460	0.34	7600	G	93%	1%	2%	1%	3%	0%	F	0.09	N	0.535	7900	G	2002
				From:	US 460 West of Pearisburg											
				To:	NCL Pearisburg											
<b>Town of Pearisburg</b>																
Bus 460 Main St	0.26	7300	F	93%	1%	2%	1%	3%	0%	C	0.09	F	0.535	7400	F	2002
				From:	NCL Pearisburg											
				To:	SR 100 Main St											
Bus 460 Main St	0.38	11000	F	95%	0%	2%	1%	2%	0%	C	0.080	F	0.530	12000	F	2002
				From:	SR 100 Main St W Int											
				To:	SR 100 South Main St E Int											
Bus 460 Winoah Ave	1.09	9300	F	98%	0%	1%	1%	1%	0%	F	0.087	F	0.503	9500	F	2002
				From:	ECL Pearisburg											
				To:												
<b>Giles County</b>																
Bus 460	1.39	6800	F	98%	0%	1%	1%	1%	0%	C	0.084	F	0.575	6900	F	2002
				From:	ECL Pearisburg											
				To:	US 460 East of Pearisburg											
677	1.90	100	R								NA		NA		12/27/2000	
				From:	Giles County Line											
				To:	Dead End											
632	0.25	10	R								NA		NA		02/14/2002	
				From:	Dead End											
				To:	Giles County Line											

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						2Axle	3+Axle	1Trail	2Trail							
<b>Giles County</b>																
(632)	0.25	20	R			From: Giles County Line					NA			NA		02/14/2002
(632)	2.90	50	R			From: 22-601					NA			NA		1999
(632)	1.30	70	R			From: 22-633					NA			NA		1999
(632)	0.80	120	R			From: 22-658 WEST					NA			NA		1999
(632)	9.56	70	R			From: 22-658 MID					NA			NA		1999
(632)						To: 22-658 EAST										
(601)	0.80	460	F	96%	1%	3%	0%	0%	0%	C	0.113	F	0.774	470	F	2002
(601)	1.60	460	F	96%	1%	3%	0%	0%	0%	F	0.111	F	0.781	470	F	2002
(601)	1.94	280	R			From: 35-601					NA			NA		04/01/2002
(601)	0.90	90	R			From: 35-685					NA			NA		04/01/2002
(601)	1.53	30	R			From: 35-639					NA			NA		04/01/2002
(601)						To: 35-602					NA			NA		04/01/2002
Craig County Line																
(602)	1.39	130	R			From: 35-700					NA			NA		04/01/2002
(602)	3.46	60	R			From: 35-775					NA			NA		04/01/2002
(603)	1.70	50	R			From: 35-601					NA			NA		04/01/2002
(603)						To: 35-604										
(604)	0.55	270	F	96%	1%	3%	1%	1%	0%	C	0.115	F	0.517	270	F	2002
(604)	0.80	210	F	96%	1%	3%	1%	1%	0%	F	0.118	F	0.565	210	F	2002
(605)	0.51	100	F	96%	1%	3%	0%	0%	0%	F	0.123	F	0.81	100	F	2002
(605)	3.72	160	F	96%	1%	3%	0%	0%	0%	F	0.094	F	0.765	160	F	2002
(605)	1.99	480	F	96%	1%	3%	0%	0%	0%	C	0.119	F	0.754	490	F	2002
(605)	0.22	600	F	96%	1%	3%	0%	0%	0%	F	0.120	F	0.752	610	F	2002
US 460; SR 42																
(606)	0.50	20	R			From: Dead End					NA			NA		05/15/2002
(606)	0.35	160	R			From: 0.50 ME Dead End					NA			NA		05/15/2002
(607)	0.80	20	R			From: SR 100					NA			NA		04/01/2002
(607)						To: Dead End										
(607)						To: 35-700										

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Giles County</b>																
608	2.90	50	R			From: 35-777					NA		NA			04/01/2002
						To: 35-783										
609	0.25	40	R			From: Dead End					NA		NA			04/17/2002
						To: 35-605										
610	0.80	50	R			From: Dead End					NA		NA			04/17/2002
						To: 35-605										
611	0.03	20	R			From: 35-729					NA		NA			1999
						To: Dead End										
612	0.03	NA				From: 35-730					NA		NA			
						To: 35-772 WEST					NA		NA			05/21/2002
612	0.35	20	R			From: 35-772 EAST					NA		NA			
						To: US 460					NA		NA			04/03/2002
613	0.39	590	R			From: 35-615					NA		NA			04/03/2002
						To: 35-762					NA		NA			04/03/2002
613	2.50	200	R			From: 35-700					NA		NA			04/03/2002
						To: 0.80 MN 35-700					NA		NA			04/03/2002
613	0.80	290	R			From: 35-668					NA		NA			04/03/2002
						To: 35-721					NA		NA			04/03/2002
613	5.50	20	R			From: 35-635 WEST					NA		NA			04/03/2002
						To: 35-635 EAST					NA		NA			04/03/2002
613	1.16	40	R			From: 35-723					NA		NA			04/03/2002
						To: Dead End					NA		NA			04/03/2002
613	0.40	90	R			From: Dead End					NA		NA			04/03/2002
						To: SR 42					NA		NA			04/01/2002
614	0.50	20	R			From: 35-613					NA		NA			04/09/2002
						To: 35-616					NA		NA			04/09/2002
615	1.23	80	R			From: 35-678					NA		NA			1995
						To: 35-780					NA		NA			04/09/2002
615	0.20	80	R			From: US 460					NA		NA			04/09/2002
						To: 35-615					NA		NA			04/09/2002
615	0.86	200	R			From: Dead End					NA		NA			04/09/2002
						To: Dead End					NA		NA			05/21/2002
616	0.20	20	R			From: 35-771					NA		NA			05/21/2002
						To: 35-771										

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						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Pembroke</b>																
(618)	0.03	180	R			From: US 460					NA			NA		04/09/2002
(618)	0.12	150	R			From: US 460					NA			NA		04/09/2002
						To: ECL Pembroke										
<b>Giles County</b>																
(618)	0.75	150	R			From: ECL Pembroke					NA			NA		04/09/2002
(618)	0.30	10	R			From: 35-686					NA			NA		04/09/2002
						To: Dead End										
<b>Town of Pembroke</b>																
(619)	0.29	80	R			From: US 460					NA			NA		04/09/2002
						To: NCL Pembroke										
<b>Giles County</b>																
(619)	0.32	80	R			From: NCL Pembroke					NA			NA		04/09/2002
						To: Dead End										
(620)	0.43	40	R			From: Dead End					NA			NA		05/15/2002
						To: 35-622										
(621)	0.70	40	R			From: 35-622					NA			NA		05/15/2002
						To: 35-730										
(622)	0.40	6	R			From: Dead End					NA			NA		04/29/2002
						To: SR 100 NORTH										
(622)	0.36	440	F	94%	1%	4%	1%	0%	0%	C	0.118	F	0.653	450	F	2002
						To: 35-658										
(622)	1.87	200	F	94%	1%	4%	1%	0%	0%	F	0.152	F	0.632	200	F	2002
						To: 35-708										
(622)	3.65	70	F	94%	1%	4%	1%	0%	0%	F	0.134	F	0.5	70	F	2002
						To: 35-623 WEST										
(622)	2.35	120	F	94%	1%	4%	1%	0%	0%	F	0.112	F	0.5	120	F	2002
						To: 35-699										
(622)	0.35	210	F	94%	1%	4%	1%	0%	0%	F	0.124	F	0.52	210	F	2002
						To: 35-689										
(622)	0.23	210	F	94%	1%	4%	1%	0%	0%	F	0.127	F	0.604	220	F	2002
						To: 35-730 EAST										
(622)	0.20	70	R			From: 35-730 WEST					NA			NA		05/15/2002
						To: 35-707										
(622)	3.36	60	R			From: 35-707					NA			NA		05/15/2002
						To: 35-767										
(622)	3.60	460	R			From: 35-767					NA			NA		05/15/2002
						To: 35-654										
(622)	0.52	620	F	94%	1%	4%	1%	0%	0%	F	0.103	F	0.798	630	F	2002
						To: 35-730 WEST										
(623)	3.00	50	R			From: 35-663					NA			NA		05/15/2002
						To: 35-622 WEST										
(623)	1.40	330	F	98%	1%	1%	0%	0%	0%	F	0.104	F	0.618	330	F	2002
						To: 35-745										

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						2Axle	3+Axle	1Trail	2Trail								
<b>Giles County</b>																	
(623)	1.46	520	F	98%	1%	1%	0%	0%	0%	F	0.107	F	0.661	530	F	2002	
				From:	35-745												
				To:	SCL Pembroke												
<b>Town of Pembroke</b>																	
(623)	0.42	860	F	98%	1%	1%	0%	0%	0%	F	0.103	F	0.62	880	F	2002	
				From:	SCL Pembroke												
				To:	35-1404 EAST												
(623)	0.08	1000	F	98%	1%	1%	0%	0%	0%	F	0.104	F	0.507	1000	F	2002	
				From:	35-1404 WEST												
				To:	US 460												
(623)	1.07	1300	F	98%	1%	1%	0%	0%	0%	C	0.102	F	0.576	1300	F	2002	
				From:	US 460												
				To:	35-688; NCL Pembroke												
<b>Giles County</b>																	
(623)	1.10	380	F	98%	1%	1%	0%	0%	0%	F	0.111	F	0.536	390	F	2002	
				From:	35-688; NCL Pembroke												
				To:	35-624												
(623)	1.10	290	R								NA			NA		04/09/2002	
				From:	35-624												
				To:	Dead End												
(624)	0.50	10	R								NA			NA		04/09/2002	
				From:	35-623												
				To:	Dead End												
(625)	0.50	200	R								NA			NA		05/21/2002	
				From:	Montgomery County Line												
				To:	0.50 MN OF CL												
(625)	1.30	90	R								NA			NA		05/21/2002	
				From:	0.50 MN OF CL												
(625)	2.19	170	F	92%	2%	5%	0%	0%	0%	C	0.133	F	0.522	170	F	2002	
				From:	35-605												
				To:	35-682												
(625)	0.10	30	R								NA			NA		05/21/2002	
				From:	35-682												
				To:	0.10 ME 35-682												
(625)	0.70	40	R								NA			NA		05/21/2002	
				From:	0.10 ME 35-682												
				To:	35-730 WEST												
(625)	0.77	48	R								NA			NA		05/21/2002	
				From:	35-730 WEST												
				To:	35-730 EAST												
(625)	0.93	150	R								NA			NA		05/21/2002	
				From:	35-730 EAST												
				To:	0.77 MW 35-730												
(626)	0.90	480	R								NA			NA		05/21/2002	
				From:	US 460												
				To:	Cul-de-Sac												
<b>Town of Pembroke</b>																	
(626)	0.03	480	R								NA			NA		04/17/2002	
				From:	SCL Pembroke												
				To:	35-1407												
(626)	0.11	700	R								NA			NA		04/17/2002	
				From:	35-1407												
				To:	35-1405												
(626)	0.30	1100	R								NA			NA		04/17/2002	
				From:	35-1405												
				To:	US 460 EAST												
(626)	0.49	600	F	99%	0%	1%	0%	0%	0%	C	0.122	F	0.533	610	F	2002	
				From:	US 460 WEST												
				To:	35-623 SOUTH												
(626)	0.10	100	R								NA			NA		04/09/2002	
				From:	35-623 NORTH												
				To:	NCL Pembroke												

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						2Axle	3+Axle	1Trail	2Trail							
<b>Giles County</b>																
(626)	0.20	100	R			From: NCL Pembroke					NA			NA		04/09/2002
(626)	2.31	20	R			From: 35-766					NA			NA		04/09/2002
(626)	0.09	30	R			From: 2.31 MW 35-766					NA			NA		04/09/2002
(626)	0.60	100	R			From: 35-635 SOUTH 35-635 NORTH					NA			NA		04/11/2002
(627)	0.05	40	R			From: Dead End					NA			NA		04/11/2002
(627)	0.06	40	R			From: 35-635					NA			NA		04/11/2002
(627)	1.01	40	R			From: 0.05 ME 35-635					NA			NA		04/11/2002
(627)						From: 0.11 ME 35-635					NA			NA		04/11/2002
(628)	0.80	80	R			From: Dead End					NA			NA		04/11/2002
(629)	0.05	20	R			From: 35-635					NA			NA		04/11/2002
(630)	0.27	10	R			From: Dead End					NA			NA		04/11/2002
(630)	0.07	10	R			From: 0.27 ME Dead End					NA			NA		04/11/2002
<b>Town of Pembroke</b>																
(631)	0.06	20	R			From: 35-635					NA			NA		04/11/2002
(631)	0.12	90	R			From: Dead End					NA			NA		04/17/2002
(631)						From: 35-747					NA			NA		04/17/2002
(633)	0.18	50	R			From: 35-1404					NA			NA		04/29/2002
(633)						From: 35-794					NA			NA		04/29/2002
(634)	0.35	1000	F	97%	0%	2%	0%	1%	0%	C	0.115	F	0.517	1100	F	2002
(634)	0.96	440	F	97%	0%	2%	0%	1%	0%	F	0.105	F	0.633	440	F	2002
(634)	0.23	130	R			From: 0.96 M FRM 35-1238					0.110	F	0.694	NA		04/11/2002
(634)	1.50	20	R			From: 1.19 M FRM 35-1238					0.407	F	0.513	NA		04/11/2002
(635)	0.10	180	R			From: Dead End					NA			NA		04/17/2002
(635)	0.84	1500	F	91%	1%	2%	2%	4%	0%	C	0.088	F	0.511	1500	F	2002
(635)	2.81	1300	F	91%	1%	2%	2%	4%	0%	F	0.086	F	0.534	1400	F	2002
						From: 35-808					NA			NA		04/17/2002
						From: US 460					NA			NA		04/17/2002
						From: 35-809					NA			NA		04/17/2002
						From: 35-684					NA			NA		04/17/2002

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						2Axle	3+Axle	1Trail	2Trail							
<b>Giles County</b>																
635	1.82	1000	F	91%	1%	2%	2%	4%	0%	F	0.094	F	0.548	1100	F	2002
635	0.11	580	R	From: 35-684 To: 35-628							NA			NA		04/11/2002
635	5.68	350	R	From: 35-781 To: 35-804							NA			NA		04/11/2002
635	4.85	180	R	From: 35-613 WEST To: West Virginia State Line							NA			NA		04/03/2002
636	0.31	1300	R	From: US 460 BUS To: 35-1502							NA			NA		1999
636	0.24	1100	R	From: 35-1503 WEST To: 35-1506							NA			NA		1999
636	0.06	130	R	From: 35-1503 EAST To: 0.37 MS 35-1503							NA			NA		04/11/2002
636	0.37	90	R	From: Dead End To: US 460 BUS							NA			NA		04/17/2002
637	0.29	1400	R	From: 35-1229 To: 45-1241							NA			NA		1999
637	0.14	400	R	From: 35-1241 To: 35-820							NA			NA		1999
637	1.10	70	R	From: Cul-de-Sac To: SR 100							NA			NA		1999
638	0.40	180	R	From: 35-1225 To: Dead End							NA			NA		05/15/2002
639	1.20	60	R	From: 35-601 To: Dead End							NA			NA		04/01/2002
640	0.63	470	R	From: SR 100 WEST To: US 460							NA			NA		04/17/2002
640	0.04	1600	R	From: SR 100 EAST To: US 460							NA			NA		04/17/2002
641	1.70	610	R	From: 35-769 To: 1.00 ME 35-769							NA			NA		1999
641	1.00	180	R	From: 2.01 ME 35-769 To: 2.01 ME 35-769							NA			NA		04/11/2002

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						2Axle	3+Axle	1Trail	2Trail							
<b>Giles County</b>																
641	1.39	60	R			From: 2.01 ME 35-769					NA			NA		04/11/2002
641	0.06	20	R			From: 3.40 ME 35-769					NA			NA		04/11/2002
641	0.50	20	R			From: 3.46 ME 35-769					NA			NA		04/11/2002
641						To: 3.96 ME 35-769										
642	0.19	90	R			From: Dead End					NA			NA		1999
642	0.10	260	R			From: 35-1030					NA			NA		1999
642	0.06	50	R			From: US 219					NA			NA		1999
642						To: 35-789										
643	0.60	700	R			From: US 460					NA			NA		1999
643	2.45	340	R			From: 35-645					NA			NA		1999
643	0.50	40	R			From: West Virginia State Line					NA			NA		04/15/2002
643						To: Dead End										
644	0.40	110	R			From: 35-643					NA			NA		1999
644	1.45	100	R			From: 0.40 ME 35-643					NA			NA		04/15/2002
644						To: 35-645										
645	1.80	330	R			From: 35-643					NA			NA		1999
645						To: US 219										
646	0.09	7	R			From: Dead End					NA			NA		04/15/2002
646	0.06	7	R			From: 0.09 ME Dead End					NA			NA		04/15/2002
646						To: 35-647										
647	0.43	90	R			From: West Virginia State Line					NA			NA		04/15/2002
647	0.03	100	R			From: 0.44 ME OF LINE					NA			NA		04/15/2002
647	1.92	150	R			From: 35-646					NA			NA		1999
647						To: NCL Rich Creek										
<b>Town of Rich Creek</b>																
647	0.29	150	N			From: NCL Rich Creek					NA			0	N	1999
647						To: 35-1024										
<b>Giles County</b>																
648	0.88	320	R			From: West Virginia State Line					NA			NA		1999
648						To: WCL Glen Lyn										
<b>Town of Glen Lyn</b>																
648	0.03	320	N			From: WCL Glen Lyn					NA			0	N	1999
648	0.11	45	R			From: US 460; 35-704; Gap Terminus					NA			NA		1999
648						To: 35-1302										



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						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Glen Lyn</b>																
(648)	0.06	10	R			From: 35-1302					NA		NA			1999
						To: West Virginia State Line										
(649)	0.46	250	R			From: 35-704					NA		NA			1999
(649)	0.30	300	R			From: 35-1307					NA		NA			1999
						To: ECL Glen Lyn										
<b>Giles County</b>																
(649)	5.00	300	N			From: ECL Glen Lyn					NA		0	N		1999
(649)	0.63	970	R			From: 35-651					NA		NA			1999
						To: WCL Narrows										
(650)	0.20	30	R			From: West Virginia State Line					NA		NA			04/15/2002
						To: 35-648										
(651)	1.25	400	R			From: Dead End					NA		NA			1999
						To: 35-649										
(652)	0.03	30	R			From: Dead End					NA		NA			04/17/2002
(652)	0.57	230	R			From: 35-710					NA		NA			1999
						To: SCL Narrows										
(653)	1.60	60	R			From: 35-659					NA		NA			04/29/2002
						To: 35-663										
(654)	4.44	40	R			From: Dead End					NA		NA			05/13/2002
(654)	0.46	150	R			From: 4.44 MN Dead End					NA		NA			05/13/2002
(654)	0.50	280	R			From: 35-744					NA		NA			05/13/2002
						To: 35-622										
(655)	0.43	6	R			From: 35-730					NA		NA			05/13/2002
						To: Dead End										
(656)	1.12	40	R			From: 35-660					NA		NA			04/29/2002
						To: Dead End										
(657)	0.12	30	R			From: 35-660					NA		NA			04/29/2002
						To: Dead End										
(658)	1.04	80	R			From: Dead End					NA		NA			05/15/2002
(658)	0.11	90	R			From: 1.04 MN Dead End					NA		NA			05/15/2002
						To: 35-622										
(659)	1.80	40	R			From: SR 100 SOUTH					NA		NA			04/29/2002
(659)	2.10	50	R			From: 35-660 NORTH					NA		NA			04/29/2002
						To: 35-663 WEST										

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						2Axle	3+Axle	1Trail	2Trail							
<b>Giles County</b>																
659	0.12	210	F	92%	1%	35-663 WEST				C	0.101	F	0.619	210	F	2002
659	0.05	60	R			35-663 EAST					NA			NA		04/29/2002
659	0.88	60	R			0.06 MN 35-663					NA			NA		04/29/2002
659	0.04	70	R			0.93 MN 35-663					NA			NA		04/29/2002
						SR 100 NORTH										
660	0.60	20	R			Dead End					NA			NA		04/29/2002
660	1.10	200	F	92%	3%	35-659 SOUTH				F	0.165	F	0.583	200	F	2002
660	0.60	320	G	92%	3%	35-659 NORTH				C	NA			330	G	2002
660	0.37	390	F	92%	3%	35-657				F	0.123	F	0.618	400	F	2002
660	0.28	180	F	99%	0%	35-734				C	0.109	F	0.546	180	F	2002
						SR 100										
661	0.40	30	R			35-750					NA			NA		04/29/2002
661	0.75	10	R			35-662					NA			NA		04/29/2002
						Dead End; Gap Terminus										
662	1.40	50	R			35-663					NA			NA		04/29/2002
						35-661										
663	2.10	80	R			Dead End					NA			NA		04/29/2002
663	2.47	70	F	89%	1%	35-665				F	0.132	F	0.556	70	F	2002
663	1.20	120	F	89%	1%	35-662				F	0.122	F	0.5	130	F	2002
663	0.46	180	F	89%	1%	35-664				F	0.126	F	0.66	180	F	2002
663	1.19	180	F	89%	1%	35-659 WEST				F	0.152	F	0.64	180	F	2002
663	0.37	410	F	89%	1%	35-659 EAST				C	0.106	F	0.535	420	F	2002
663	1.20	160	R			35-653					NA			NA		05/15/2002
663	2.30	50	R			SR 100 NORTH										
						SR 100 SOUTH										
664	2.15	40	R			35-623					NA			NA		05/15/2002
						35-730										
665	1.85	170	R			35-665					NA			NA		04/29/2002
						35-663										
						35-663										
						35-664										

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						2Axle	3+Axle	1Trail	2Trail							
<b>Giles County</b>																
665	2.28	300	R			From: 35-664					NA		NA			04/29/2002
665	0.65	670	R			To: 35-794 WEST					NA		NA			04/29/2002
						From: SR 100										
666	0.40	20	R			To: Dead End					NA		NA			04/29/2002
						From: SR 42 WEST										
666	0.01	48	R			To: SR 42 EAST					NA		NA			04/29/2002
						From: 0.01 MS SR 42										
666	1.09	40	R			To: Dead End					NA		NA			04/29/2002
						From: 35-670 WEST										
667	3.80	70	R			To: Jeff Natl For Bndy					NA		NA			04/29/2002
						From: 35-670 EAST										
667	0.60	90	R			To: 35-670 EAST					NA		NA			04/29/2002
						From: 35-613										
668	0.17	30	R			To: Dead End					NA		NA			04/03/2002
						From: Dead End										
669	1.14	6	R			To: 1.14 ME Dead End					NA		NA			04/29/2002
						From: 35-670 WEST										
669	0.21	30	R			To: 35-670 EAST					NA		NA			04/29/2002
						From: 35-670 EAST										
669	1.10	30	R			To: 35-667					NA		NA			04/29/2002
						From: Bland County Line										
670	0.40	100	R			To: 0.40 MN OF CL					NA		NA			04/29/2002
						From: 35-667 WEST										
670	0.30	100	R			To: 35-667 EAST					NA		NA			04/29/2002
						From: SR 42										
670	3.05	140	R			To: SR 42					NA		NA			04/29/2002
						From: 35-724 EAST										
670	0.53	280	R			To: 35-724 WEST					NA		NA			04/29/2002
						From: 35-724										
671	3.50	110	R			To: 35-724 WEST					NA		NA			1999
						From: 35-724										
672	0.05	120	R			To: 35-795					NA		NA			1999
						From: 0.05 MN 35-795										
672	0.05	50	R			To: Dead End					NA		NA			04/15/2002
						From: Dead End										
672	0.90	50	R			To: SR 61					NA		NA			04/15/2002
						From: 35-724										
673	1.00	40	R			To: 35-724					NA		NA			04/15/2002
						From: 35-724										
673	0.25	90	R			To: 35-724					NA		NA			04/15/2002
						From: 35-724										

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						2Axle	3+Axle	1Trail	2Trail							
<b>Giles County</b>																
(674)	0.46	50	R			From: Dead End					NA			NA		04/17/2002
(674)	0.41	NA				From: 0.46 MN Dead End					NA			NA		
						To: 35-637										
(675)	0.20	40	R			From: SR 61					NA			NA		04/15/2002
						To: 35-724										
(676)	1.20	50	R			From: Dead End					NA			NA		04/15/2002
						To: 35-724										
(678)	0.69	90	R			From: US 460					NA			NA		04/09/2002
(678)	0.15	20	R			From: 0.69 MN US 460					NA			NA		04/09/2002
						To: 35-615										
(679)	0.20	20	R			From: West Virginia State Line					NA			NA		04/15/2002
(679)	1.00	30	R			From: 35-704					NA			NA		04/15/2002
(679)	1.20	20	R			From: 35-725					NA			NA		04/15/2002
						To: 35-649										
(680)	0.26	60	R			From: 35-640					NA			NA		04/17/2002
						To: Dead End										
(681)	0.20	40	R			From: SR 100					NA			NA		05/15/2002
						To: Dead End										
(682)	0.20	260	F	97%	1%	2%	0%	0%	0%	C	0.13	F	0.552	260	F	2002
(683)	0.11	40	R			From: 35-625					NA			NA		04/11/2002
(683)	0.21	20	R			From: 0.11 MN 35-720					NA			NA		04/11/2002
						To: Dead End										
(684)	0.89	20	R			From: Dead End					NA			NA		04/11/2002
(684)	0.91	320	R			From: 0.89 MN Dead End					NA			NA		04/11/2002
(684)	0.16	320	R			From: 35-720					NA			NA		04/11/2002
						To: 35-635										
(685)	0.90	120	R			From: 35-601					NA			NA		04/01/2002
						To: 35-602										
(686)	0.26	40	R			From: Dead End					NA			NA		04/09/2002
						To: 35-618										
(687)	0.04	50	R			From: ECL Narrows					NA			NA		1999
						To: Dead End										

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						2Axle	3+Axle	1Trail	2Trail							
<b>Giles County</b>																
(688)	1.04	40	R			From: 35-623 To: Dead End					NA			NA		04/09/2002
(689)	0.60	60	R			From: 35-730 To: 35-622					NA			NA		05/15/2002
(690)	0.70	6	R			From: SR 100 To: Dead End					NA			NA		04/29/2002
(691)	0.20	50	R			From: Dead End To: 35-813					NA			NA		05/21/2002
(692)	0.46	40	R			From: Dead End To: 0.46 MN Dead End					NA			NA		05/13/2002
(692)	0.08	40	R			From: SR 100 To: Dead End					NA			NA		05/13/2002
(693)	0.18	20	R			From: Dead End To: 35-605					NA			NA		04/17/2002
(694)	0.50	10	R			From: 35-615 To: Dead End					NA			NA		04/09/2002
<b>Town of Pembroke</b>																
(695)	0.20	110	R			From: 35-626 To: 35-623					NA			NA		04/09/2002
<b>Giles County</b>																
(696)	0.08	30	R			From: Dead End To: 35-750					NA			NA		05/13/2002
(697)	0.04	10	R			From: Dead End To: SR 100					NA			NA		04/29/2002
(698)	0.10	40	R			From: 35-796 To: Dead End					NA			NA		04/01/2002
(699)	0.60	20	R			From: 35-622 To: Dead End					NA			NA		05/15/2002
(700)	0.32	760	F	96%	0%	2%	1%	1%	0%	C	0.096	F	0.72	780	F	2002
(700)	6.35	160	F	96%	0%	2%	1%	1%	0%	F	0.206	F	0.714	160	F	2002
(701)	0.15	30	R			From: Dead End To: SCL Pembroke					NA			NA		04/17/2002
<b>Town of Pembroke</b>																
(701)	0.18	30	R			From: SCL Pembroke To: US 460					NA			NA		04/17/2002
<b>Giles County</b>																
(702)	0.40	10	R			From: 35-601 To: Dead End					NA			NA		04/01/2002

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						2Axle	3+Axle	1Trail	2Trail							
<b>Giles County</b>																
703	0.15	30	R			From: SR 42					NA		NA			04/01/2002
						To: 0.15 MS SR 42										
703	0.31	6	R			From: 0.16 MS SR 42					NA		NA			04/01/2002
						To: Dead End										
<b>Town of Glen Lyn</b>																
704	0.02	900	R			From: US 460; 35-648					NA		NA			1999
						To: 35-648										
704	0.14	700	R			From: 35-649					NA		NA			1999
						To: SCL Glen Lyn										
<b>Giles County</b>																
704	0.15	60	R			From: SCL Glen Lyn					NA		NA			1999
						To: 0.15 ME OF SCL										
704	0.98	46	R			From: 35-679					NA		NA			04/15/2002
						To: Dead End										
705	0.60	80	R			From: US 460					NA		NA			05/21/2002
						To: Dead End										
706	0.10	5	R			From: 35-622					NA		NA			05/13/2002
						To: 35-622										
707	0.34	20	R			From: 0.34 MN 35-622					NA		NA			05/15/2002
						To: Dead End										
707	0.21	10	R			From: 35-663					NA		NA			05/15/2002
						To: 2.29 MN 35-663										
708	0.04	50	R			From: 35-622					NA		NA			05/15/2002
						To: SR 100										
709	0.20	30	R			From: Dead End					NA		NA			05/15/2002
						To: 35-652										
710	0.40	280	R			From: 35-1110					NA		NA			1999
						To: SCL Narrows										
710	0.12	470	R			From: SR 100 WEST					NA		NA			1999
						To: 1.00 ME SR 100										
711	1.00	80	R			From: SR 100 EAST					NA		NA			04/17/2002
						To: 1.40 ME SR 100										
<b>Town of Rich Creek</b>																
712	0.52	290	R			From: US 460 SOUTH					NA		NA			1999
						To: 35-1021										
712	0.08	5900	R			From: US 460 NORTH					NA		NA			1999
						To:										

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						2Axle	3+Axle	1Trail	2Trail							
<b>Giles County</b>																
(713)	0.50	30	R			From: 35-670					NA		NA			04/29/2002
(713)	0.96	20	R			From: 0.50 ME 35-670					NA		NA			04/29/2002
						To: Dead End										
(714)	2.74	20	R			From: 35-613					NA		NA			04/03/2002
						To: Dead End										
(715)	0.28	30	R			From: 35-601					NA		NA			04/01/2002
						To: Dead End										
(716)	0.08	520	R			From: US 460					NA		NA			04/17/2002
						To: 35-640										
(717)	0.45	20	R			From: US 460					NA		NA			1999
						To: 35-643										
(718)	0.15	40	R			From: ECL Narrows					NA		NA			1999
						To: Dead End										
(719)	0.47	180	R			From: Dead End					NA		NA			1999
						To: SCL Narrows										
(720)	2.02	20	R			From: Dead End					NA		NA			04/11/2002
						To: 35-683										
(720)	0.03	60	R			From: 35-684					NA		NA			04/11/2002
						To: 35-684										
(721)	0.50	9	R			From: Dead End					NA		NA			04/03/2002
						To: 35-613										
(722)	0.60	20	R			From: 35-635					NA		NA			04/03/2002
						To: Dead End										
(723)	0.90	70	R			From: Dead End					NA		NA			04/03/2002
						To: 35-613										
(724)	0.05	70	R			From: SR 61 WEST					NA		NA			1999
						To: 35-676										
(724)	0.80	60	R			From: 45-676					NA		NA			1999
						To: 0.80 ME 35-676										
(724)	1.15	60	R			From: SR 61 MID					NA		NA			1999
						To: SR 61 MID										
(724)	3.02	70	R			From: 35-673					NA		NA			1999
						To: 35-673										
(724)	1.65	320	R			From: SR 61 EAST					NA		NA			1999
						To: SR 61 EAST										
(724)	2.65	330	R			From: WCL Narrows					NA		NA			1999
						To: WCL Narrows										
(725)	1.40	50	R			From: 35-679					NA		NA			04/15/2002
						To: 35-649										

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						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Rich Creek</b>																
(726)	0.14	210	R			From: 35-1006 To: NCL Rich Creek					NA			NA		1999
<b>Giles County</b>																
(726)	0.16	210	N			From: NCL Rich Creek To: US 219					NA			0	N	1999
<b>Town of Pembroke</b>																
(727)	0.25	100	R			From: 35-626 To: 35-1420; SCL Pembroke					NA			NA		04/17/2002
<b>Giles County</b>																
(727)	0.08	10	R			From: 35-1420; SCL Pembroke To: Dead End					NA			NA		04/17/2002
(728)	0.10	170	R			From: 35-1223 To: 35-735					NA			NA		1999
(728)	0.05	270	R			From: 35-735 To: 35-736					NA			NA		1999
(728)	0.05	370	R			From: 35-736 To: SR 100					NA			NA		1999
(729)	0.06	110	R			From: US 219 To: 35-738					NA			NA		1999
(729)	0.13	70	R			From: 35-738 To: 35-611					NA			NA		1999
(729)	0.03	10	R			From: 35-611 To: Dead End					NA			NA		1999
(730)	1.59	770	F	95%	1%	3%	1%	1%	0%	C	0.086	F	0.708	780	F	2002
(730)	9.56	360	F	95%	1%	3%	1%	1%	0%	F	0.127	F	0.505	370	F	2002
(731)	0.10	10	R			From: 35-750 To: 35-622 WEST US 460; 35-778 Dead End					NA			NA		05/15/2002
(732)	0.07	50	R			From: 35-1505 To: 35-1504					NA			NA		1999
(732)	0.14	130	R			From: 35-1504 To: 35-636					NA			NA		1999
(733)	0.89	10	R			From: SR 42 To: Dead End					NA			NA		04/29/2002
(734)	0.22	48	R			From: 35-660 To: Dead End					NA			NA		04/29/2002
(735)	0.03	110	R			From: 35-1224 To: 35-1222					NA			NA		1999
(735)	0.09	60	R			From: 35-1222 To: 35-1223					NA			NA		1999
(735)	0.05	80	R			From: 35-1223 To: 35-728					NA			NA		1999



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						2Axle	3+Axle	1Trail	2Trail							
<b>Giles County</b>																
(735)	0.08	50	R			From: 35-728					NA		NA			1999
						To: Dead End										
(736)	0.08	60	R			From: 35-728					NA		NA			1999
						To: Dead End										
(737)	0.35	60	R			From: 35-636					NA		NA			1999
						To: 35-1501										
(738)	0.12	30	R			From: 35-729					NA		NA			1999
						To: 35-779										
(739)	0.01	60	R			From: Dead End					NA		NA			04/11/2002
						To: 35-635										
(740)	0.29	20	R			From: 35-602					NA		NA			04/01/2002
						To: Dead End										
(741)	0.20	140	R			From: Dead End					NA		NA			04/17/2002
						To: SR 100; 35-1210										
<b>Town of Pembroke</b>																
(742)	0.22	500	R			From: US 460					NA		NA			04/11/2002
						To: 35-1412 WEST										
(742)	0.03	300	R			From: 35-1415					NA		NA			04/11/2002
						To: 35-1415										
(742)	0.10	180	R			From: BEGIN LOOP					NA		NA			04/11/2002
						To: 35-1409										
(742)	0.25	100	R			From: 35-1417					NA		NA			04/11/2002
						To: 35-1417										
(742)	0.09	50	R			From: 35-1412 EAST					NA		NA			04/11/2002
						To: END LOOP										
<b>Giles County</b>																
(743)	0.70	150	R			From: Dead End					NA		NA			04/29/2002
						To: SR 100										
(744)	0.50	30	R			From: Dead End					NA		NA			05/13/2002
						To: 35-654										
(745)	1.33	130	R			From: 35-623					NA		NA			05/15/2002
						To: Dead End										
(746)	0.11	180	R			From: Dead End					NA		NA			1999
						To: 0.11 ME Dead End										
(746)	0.21	180	R			From: US 219					NA		NA			1999
						To: US 219										
<b>Town of Pembroke</b>																
(747)	0.04	70	R			From: 35-631					NA		NA			04/17/2002
						To: 35-1402										

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						2Axle	3+Axle	1Trail	2Trail								
<b>Town of Pembroke</b>																	
(747)	0.16	90	R														04/17/2002
(747)	0.05	420	R														04/17/2002
(747)	0.06	40	R														04/09/2002
<b>Giles County</b>																	
(748)	0.10	NA															
(749)	0.10	10	R														04/29/2002
(749)	0.03	40	R														04/29/2002
(750) Cedar Crest Lane	0.97	790	R														05/13/2002
(750)	0.08	770	N	95%	1%	3%	1%	1%	0%	N	0.086	N	0.708	780	N		2002
(750) Triangle Lane	0.36	110	R														05/13/2002
(751)	0.50	6	R														04/09/2002
(752)	0.40	50	R														05/15/2002
(753)	0.88	80	R														04/09/2002
(753)	0.11	20	R														04/09/2002
<b>Town of Pembroke</b>																	
(754)	0.25	20	R														04/09/2002
<b>Giles County</b>																	
(755)	0.20	5	R														04/03/2002
(756)	0.25	20	R														04/11/2002
(757)	0.21	210	R														04/11/2002
(758)	0.02	30	R														04/09/2002
(759)	0.10	6	R														04/15/2002

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						2Axle	3+Axle	1Trail	2Trail							
<b>Giles County</b>																
760	0.10	10	R			From: Dead End					NA		NA			04/15/2002
						To: SR 61										
761	0.25	20	R			From: Dead End					NA		NA			04/11/2002
						To: 35-809										
762	0.75	50	R			From: 35-613					NA		NA			04/03/2002
						To: Dead End										
763	0.35	10	R			From: SR 100					NA		NA			04/17/2002
						To: Dead End										
764	0.25	20	R			From: US 219					NA		NA			04/15/2002
						To: Dead End										
765	0.10	20	R			From: Dead End					NA		NA			04/01/2002
						To: 35-700										
766	0.20	6	R			From: Dead End					NA		NA			04/09/2002
						To: 0.20 MN Dead End										
766	0.70	30	R			From: 0.20 MN Dead End					NA		NA			04/09/2002
						To: 35-626										
767	0.25	4	R			From: 35-622					NA		NA			05/15/2002
						To: Dead End										
768	0.30	10	R			From: 35-622					NA		NA			05/15/2002
						To: Dead End										
769	0.20	50	R			From: Dead End					NA		NA			04/11/2002
						To: 35-641										
770	0.64	20	R			From: SR 42					NA		NA			04/01/2002
						To: Dead End										
771	0.28	220	R			From: US 460 WEST					NA		NA			05/21/2002
						To: 35-772										
771	0.17	660	R			From: 35-772					NA		NA			05/21/2002
						To: US 460 EAST										
772	0.25	6	R			From: Dead End					NA		NA			05/21/2002
						To: 35-612 SOUTH										
772	3.10	580	R			From: 35-612 SOUTH					NA		NA			05/21/2002
						To: 35-771										
773	0.01	40	R			From: 35-778					NA		NA			04/09/2002
						To: US 460										
774	0.30	80	R			From: Dead End					NA		NA			04/17/2002
						To: 0.30 MN Dead End										
774	0.12	80	R			From: 0.30 MN Dead End					NA		NA			04/17/2002
						To: US 460										
775	0.30	20	R			From: Dead End					NA		NA			04/01/2002
						To: 35-602										

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						2Axle	3+Axle	1Trail	2Trail							
<b>Giles County</b>																
(776)	0.30	40	R			From: Dead End					NA			NA		04/15/2002
						To: SR 61										
(777)	0.03	140	R			From: US 460 EAST					NA			NA		04/09/2002
						To: 35-778										
(777)	0.74	80	R			From: 35-778					NA			NA		04/09/2002
						To: US 460 WEST										
(778)	1.11	46	R			From: 35-777					NA			NA		04/09/2002
						To: US 460; 35-730										
(779)	0.03	60	R			From: US 219					NA			NA		1999
						To: 35-792										
(779)	0.04	40	R			From: 35-792					NA			NA		1999
						To: 35-738										
(779)	0.11	20	R			From: 35-738					NA			NA		1999
						To: Dead End										
(780)	0.40	10	R			From: Dead End					NA			NA		04/09/2002
						To: 35-615										
(781)	0.57	140	R			From: Dead End					NA			NA		04/11/2002
						To: 35-635										
(782)	0.08	450	R			From: SR 61					NA			NA		1999
						To: 35-1601										
(782)	0.07	40	R			From: 35-1601					NA			NA		1999
						To: Dead End										
(783)	1.67	160	R			From: US 460					NA			NA		04/01/2002
						To: 35-700 NORTH										
(784)	0.13	100	R			From: US 460					NA			NA		04/09/2002
						To: Dead End										
(785)	0.30	5	R			From: SR 100					NA			NA		05/15/2002
						To: Dead End										
(786)	0.20	40	R			From: Dead End					NA			NA		04/15/2002
						To: 0.20 MN Dead End										
(786)	0.80	40	R			From: 0.20 MN Dead End					NA			NA		04/15/2002
						To: SR 61										
(787)	0.15	47	R			From: 35-641					NA			NA		1999
						To: Dead End										
(788)	0.13	40	R			From: SR 100 SOUTH					NA			NA		1999
						To: SR 100 N; 35-1227										
(789)	0.03	10	R			From: Dead End					NA			NA		1999
						To: 35-642										
(789)	0.13	60	R			From: 35-642					NA			NA		1999
						To: 35-790										

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						2Axle	3+Axle	1Trail	2Trail							
<b>Giles County</b>																
789	0.09	50	R			From: 35-790					NA		NA			1999
						To: Dead End										
790	0.04	130	R			From: 35-789					NA		NA			1999
						To: 35-791										
790	0.03	160	R			From: 35-791					NA		NA			1999
						To: US 219										
791	0.11	40	R			From: 35-790					NA		NA			1999
						To: Dead End										
792	0.05	20	R			From: 35-779					NA		NA			04/15/2002
						To: Dead End										
793	1.44	120	R			From: Dead End					NA		NA			1999
						To: WCL Pearisburg										
794	0.60	110	R			From: 35-665 EAST					NA		NA			04/29/2002
						To: 35-665 WEST										
795	0.17	100	R			From: 35-672					NA		NA			1999
						To: Dead End										
796	0.99	160	R			From: US 460					NA		NA			04/01/2002
						To: SR 42; 35-800										
796	0.08	70	R			From: 35-698					NA		NA			04/01/2002
						To: 35-801										
796	0.54	50	R			From: 35-801					NA		NA			04/01/2002
						To: Dead End										
797	0.58	80	R			From: SR 42					NA		NA			04/01/2002
						To: US 460										
798	0.19	30	R			From: US 460					NA		NA			04/17/2002
						To: Dead End										
799	0.19	NA				From: US 460					NA		NA			
						To: Dead End										
800	0.30	50	R			From: Dead End					NA		NA			04/01/2002
						To: SR 42; 35-796										
801	0.08	46	R			From: 35-797					NA		NA			04/01/2002
						To: 35-796										
802	0.12	1	R			From: 35-605					NA		NA			04/17/2002
						To: Dead End										
803	0.40	60	R			From: Dead End					NA		NA			05/21/2002
						To: 35-772										
804	0.20	50	R			From: 35-635					NA		NA			04/03/2002
						To: Dead End										

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						2Axle	3+Axle	1Trail	2Trail							
<b>Giles County</b>																
(805)	0.08	NA				From: Dead End					NA			NA		
						To: 35-620										
<b>Town of Rich Creek</b>																
(806)	0.04	8	R			From: WCL Rich Creek					NA			NA		1999
						To: 35-1018										
(806)	0.04	90	R			From: 35-1018					NA			NA		1999
						To: 35-1025										
(806)	0.14	400	R			From: 35-1025					NA			NA		1999
						To: 35-1024										
(806)	0.09	940	R			From: 35-1024					NA			NA		1999
						To: 35-1010										
(806)	0.15	1400	R			From: 35-1010					NA			NA		1999
						To: 35-1020										
(806)	0.06	1400	R			From: 35-1020					NA			NA		1999
						To: US 219										
<b>Giles County</b>																
(807)	0.08	10	R			From: Dead End					NA			NA		1999
						To: 35-1229										
(807)	0.67	50	R			From: 35-1229					NA			NA		1999
						To: US 460 BUS										
(808)	0.50	40	R			From: 35-635					NA			NA		04/17/2002
						To: Dead End										
(809)	0.42	40	R			From: Dead End					NA			NA		04/11/2002
						To: 35-761										
(809)	0.12	230	R			From: 35-761					NA			NA		04/11/2002
						To: 35-635										
(810)	0.30	30	R			From: 35-730					NA			NA		05/15/2002
						To: Dead End										
(811)	0.56	60	R			From: 35-749					NA			NA		04/29/2002
						To: SR 100										
(812)	0.19	70	R			From: 35-783					NA			NA		04/01/2002
						To: Cul-de-Sac										
(813)	0.35	50	R			From: Dead End					NA			NA		05/21/2002
						To: 35-691										
(813)	0.05	100	R			From: 35-691					NA			NA		05/21/2002
						To: 35-814										
(813)	0.10	120	R			From: 35-814					NA			NA		05/21/2002
						To: 35-730										
(814)	0.07	6	R			From: 35-813					NA			NA		05/21/2002
						To: Dead End										
(815)	0.08	50	R			From: 35-622					NA			NA		05/15/2002
						To: Dead End										

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						2Axle	3+Axle	1Trail	2Trail							
<b>Giles County</b>																
(816)	0.25	30	R			From: Dead End					NA		NA			05/15/2002
						To: 35-689										
(817)	0.80	20	R			From: 35-654					NA		NA			05/13/2002
						To: Dead End										
(818)	0.07	NA				From: Dead End/					NA		NA			
						To: 35-00758(B)/										
(820)	0.10	20	R			From: 0.33 ME 35-1241					NA		NA			04/29/2002
						To: Dead End										
(822)	0.15	NA				From: JB-WV/GRAY SULPHUR ROAD(U)/WEST					NA		NA			
						To: Dead End/										
(833)	0.30	NA				From: Dead End/					NA		NA			
						To: 35-00622(B)/										
<b>Town of Rich Creek</b>																
(1001)	0.20	180	R			From: US 219					NA		NA			1999
						To: 0.20 MN US 219										
(1001)	0.42	180	R			From: Dead End					NA		NA			1999
						To: 35-1023										
(1002)	0.04	1000	R			From: 35-1021					NA		NA			1999
						To: 35-1019										
(1002)	0.05	300	R			From: 35-1003					NA		NA			1999
						To: 35-1006										
(1003)	0.05	40	R			From: 35-1002					NA		NA			1999
						To: 35-1006										
(1005)	0.25	120	R			From: Dead End					NA		NA			1999
						To: 35-1006										
(1006)	0.04	NA				From: 35-1012					NA		NA			
						To: 35-1014 EAST										
(1006)	0.14	50	R			From: 35-1014 WEST					NA		NA			1999
						To: 35-726										
(1006)	0.17	130	R			From: 35-1005 EAST					NA		NA			1999
						To: 35-1005 WEST										
(1006)	0.15	330	R			From: 35-1005 WEST					NA		NA			1999
						To: 35-1005 EAST										
(1006)	0.08	430	R			From: 35-1005 WEST					NA		NA			1999
						To: 35-1003										
(1006)	0.05	480	R			From: 35-1019					NA		NA			1999
						To: 35-1019										

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						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Rich Creek</b>																
1006	0.05	850	R			From: 35-1019					NA			NA		1999
1006	0.04	170	R			To: 35-1021					NA			NA		1999
1007	0.10	50	R			From: 35-712					NA			NA		1999
						To: Dead End										
1008	0.15	70	R			From: 35-712					NA			NA		1999
						To: Dead End										
1009	0.10	50	R			From: 35-712					NA			NA		1999
						To: Dead End										
1010	0.07	90	R			From: 35-806					NA			NA		1999
1010	0.01	120	R			To: 35-1022					NA			NA		1999
						To: 35-1020										
1011	0.12	50	R			From: 35-712					NA			NA		1999
						To: Dead End										
1012	0.04	10	R			From: 35-1015					NA			NA		1999
1012	0.04	40	R			To: 35-1013					NA			NA		1999
						To: 35-1006										
1013	0.09	60	R			From: 35-1012					NA			NA		1999
						To: 35-1014										
1014	0.05	120	R			From: 35-1006					NA			NA		1999
1014	0.04	90	R			To: 35-1015					NA			NA		1999
1014	0.04	40	R			To: 35-1013					NA			NA		1999
1014	0.04	40	R			To: 35-1006					NA			NA		1999
1015	0.23	30	R			From: Cul-de-Sac					NA			NA		1999
1015	0.10	60	R			To: 35-1012					NA			NA		1999
						To: 35-1014										
1016	0.05	20	R			From: Dead End					NA			NA		1999
						To: 35-712										
1017	0.15	20	R			From: Dead End					NA			NA		1999
						To: 35-726										
1018	0.25	40	R			From: Dead End					NA			NA		1999
						To: 35-806										
1019	0.05	450	R			From: 35-1006					NA			NA		1999
						To: 35-1002										



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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail								
<b>Town of Rich Creek</b>																	
(1019)	0.05	700	R			From: 35-1002								NA		NA	1999
						To: US 219											
(1020)	0.20	200	R			From: 35-806								NA		NA	1999
						To: 35-1010											
(1021)	0.10	6000	R			From: 35-712								NA		NA	1999
						To: 35-1006											
(1021)	0.07	6200	R			From: 35-1006								NA		NA	1999
						To: 35-1002											
(1021)	0.06	6400	R			From: 35-1002								NA		NA	1999
						To: US 219											
(1022)	0.05	30	R			From: 35-1010								NA		NA	1999
						To: Dead End											
(1023)	0.06	140	R			From: 35-1006								NA		NA	1999
						To: 35-1002											
(1023)	0.08	20	R			From: 35-1002								NA		NA	1995
						To: Dead End											
(1024)	0.14	280	R			From: 35-806								NA		NA	1995
						To: 35-647											
(1024)	0.04	100	R			From: 35-647								NA		NA	1999
						To: Dead End											
(1025)	0.30	50	R			From: 35-806								NA		NA	1999
						To: NCL Rich Creek											
<b>Giles County</b>																	
(1030)	0.12	190	R			From: Dead End								NA		NA	1999
						To: 35-642											
(1101)	0.01	20	R			From: NCL Narrows								NA		NA	1999
						To: Dead End											
(1104)	0.10	46	R			From: Dead End								NA		NA	1999
						To: 35-1105											
(1105)	0.02	700	R			From: ECL Narrows								NA		NA	1999
						To: 35-1107											
(1105)	0.05	720	R			From: 35-1107								NA		NA	1999
						To: 35-1104											
(1105)	0.25	780	R			From: 35-1104								NA		NA	1999
						To: US 460											
(1106)	0.43	100	R			From: Dead End								NA		NA	1999
						To: SCL Narrows											
(1107)	0.15	40	R			From: 35-1105								NA		NA	1999
						To: Dead End											
(1108)	0.50	30	R			From: Dead End								NA		NA	1999
						To: 35-1106											

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						2Axle	3+Axle	1Trail	2Trail							
<b>Giles County</b>																
1110	0.06	20	R			From: Dead End					NA			NA		1999
						To: 35-710										
1111	0.10	20	R			From: Dead End					NA			NA		1999
						To: 35-710										
1112	0.06	20	R			From: Dead End					NA			NA		1999
						To: 35-710										
1113	0.03	20	R			From: Dead End					NA			NA		1999
						To: 35-710										
1120	0.10	40	R			From: 35-652					NA			NA		1999
						To: Dead End										
1201	0.10	200	R			From: ECL Pearisburg S					NA			NA		1995
						To: 35-1202										
1201	0.01	130	R			From: 35-1202					NA			NA		1995
						To: 35-1203										
1201	0.39	100	R			From: 35-1203					NA			NA		1986
						To: 35-1202										
1201	0.13	280	R			From: 35-1202					NA			NA		1995
						To: ECL Pearisburg N										
1202	0.07	40	R			From: 35-1201					NA			NA		1995
						To: 35-1201										
1203	0.07	100	R			From: ECL Pearisburg					NA			NA		1993
						To: 35-1201										
1204	0.05	NA				From: ECL Pearisburg					NA			NA		
						To: Dead End										
1209	0.10	70	R			From: Dead End					NA			NA		1995
						To: SR 100										
1210	0.19	740	R			From: SR 100: 35-741					NA			NA		1995
						To: SR 100										
1211	0.07	20	R			From: Dead End					NA			NA		1995
						To: SR 100										
1212	0.03	70	R			From: Dead End					NA			NA		1993
						To: 0.03 MN Dead End										
1212	0.12	110	R			From: 0.03 MN Dead End					NA			NA		1995
						To: WCL Pearisburg										
1213	0.41	110	R			From: Cul-de-Sac					NA			NA		1995
						To: 35-1214										
1213	0.34	230	R			From: 35-1214					NA			NA		1995
						To: 35-640										
1214	0.19	80	R			From: 35-1213					NA			NA		1995
						To: Cul-de-Sac										

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						2Axle	3+Axle	1Trail	2Trail							
<b>Giles County</b>																
(1215)	0.06	230	R			From: SR 100					NA			NA		1999
(1215)	0.11	150	R			From: 35-1216					NA			NA		1999
(1215)	0.06	90	R			From: 35-1218					NA			NA		1999
(1215)	0.16	46	R			From: 35-1226					NA			NA		1999
						To: Dead End										
(1216)	0.07	120	R			From: 35-1215					NA			NA		1999
(1216)	0.05	60	R			From: 35-1218					NA			NA		1999
						To: 35-1226										
(1217)	0.23	1000	R			From: SR 100					NA			NA		1999
						To: Dead End										
(1218)	0.06	20	R			From: 35-1216					NA			NA		1999
						To: 35-1215										
(1219)	0.28	180	R			From: SR 100					NA			NA		1986
						To: SR 100										
(1220)	0.33	40	R			From: Dead End					NA			NA		1999
						To: 35-1227										
(1222)	0.06	30	R			From: 35-735					NA			NA		1999
						To: Dead End										
(1223)	0.10	60	R			From: 35-728					NA			NA		1999
						To: 35-735										
(1224)	0.21	140	R			From: Dead End					NA			NA		1999
						To: SR 100										
(1225)	0.20	40	R			From: Dead End					NA			NA		05/15/2002
						To: 35-638										
(1226)	0.09	30	R			From: 35-1216					NA			NA		1999
						To: 35-1215										
(1227)	0.10	48	R			From: Cul-de-Sac					NA			NA		1999
						To: 35-1228										
(1227)	0.19	120	R			From: 35-1231					NA			NA		1999
						To: 35-1220										
(1227)	0.10	260	R			From: SR 100; 35-788					NA			NA		1999
						To: Dead End										
(1228)	0.05	20	R			From: Dead End					NA			NA		1999
						To: 35-1227										

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						2Axle	3+Axle	1Trail	2Trail							
<b>Giles County</b>																
(1229)	0.04	160	R			From: 35-637					NA			NA		1999
(1229)	0.06	140	R			To: 35-1239					NA			NA		1999
(1229)	0.01	160	R			From: 35-807					NA			NA		1999
						To: US 460 BUS										
(1230)	0.15	40	R			From: Dead End					NA			NA		04/17/2002
						To: SR 100										
(1231)	0.05	20	R			From: 35-1227					NA			NA		1999
						To: Dead End										
(1232)	0.11	50	R			From: Dead End					NA			NA		1986
(1232)	0.11	60	R			To: 35-1234					NA			NA		1986
						To: Dead End										
(1233)	0.08	40	R			From: Dead End					NA			NA		1986
(1233)	0.11	180	R			To: 35-1234					NA			NA		1986
						To: Dead End										
(1234)	0.03	460	R			From: ECL Pearisburg					NA			NA		1986
(1234)	0.07	280	R			To: 35-1232					NA			NA		1986
(1234)	0.04	4	R			From: 35-1233					NA			NA		1986
						To: Dead End										
(1235)	0.13	200	R			From: 35-634					NA			NA		1986
						To: 35-1238										
(1236)	0.12	190	R			From: 35-634					NA			NA		1986
						To: 35-1238										
(1238)	0.03	20	R			From: NCL Pearisburg					NA			NA		1986
(1238)	0.09	70	R			To: 35-1235					NA			NA		1986
(1238)	0.09	120	R			From: 35-1236					NA			NA		1986
						To: 35-634										
(1239)	0.15	20	R			From: 35-1229					NA			NA		1999
						To: Dead End										
(1240)	0.06	20	R			From: 35-637					NA			NA		1999
						To: Dead End										
(1241)	0.07	10	R			From: 35-637					NA			NA		1999
						To: Dead End										
(1242)	0.13	30	R			From: 35-634					NA			NA		1993
						To: Dead End										

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						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Glen Lyn</b>																
(1301)	0.14	40	R			From: Dead End					NA		NA			1999
						To: 35-704										
(1302)	0.05	40	R			From: West Virginia State Line					NA		NA			1999
						To: 35-648										
(1303)	0.08	50	R			From: 35-1304					NA		NA			1999
						To: 35-704										
(1304)	0.04	45	R			From: Dead End					NA		NA			1999
						To: 35-1303										
(1304)	0.03	NA				From: Dead End					NA		NA			
						To: Dead End										
(1305)	0.07	2	R			From: Dead End					NA		NA			1999
						To: 35-704										
<b>Giles County</b>																
(1306)	0.30	60	R			From: 35-806					NA		NA			1999
						To: Dead End										
<b>Town of Glen Lyn</b>																
(1307)	0.05	220	R			From: Dead End					NA		NA			1999
						To: 35-649										
(1308)	0.47	250	R			From: US 460					NA		NA			1999
						To: ECL Glen Lyn										
<b>Giles County</b>																
(1308)	0.21	40	R			From: ECL Glen Lyn					NA		NA			1999
						To: Dead End										
<b>Town of Pembroke</b>																
(1401)	0.06	180	R			From: 35-1404					NA		NA			1986
						To: US 460										
(1402)	0.12	90	R			From: 35-747					NA		NA			1986
						To: 35-1404										
(1403)	0.12	300	R			From: US 460; 35-626					NA		NA			1986
						To: 35-1413; 35-1414										
(1403)	0.13	30	R			From: 35-626					NA		NA			1986
						To: 35-626										
(1404)	0.02	NA				From: US 460					NA		NA			
						To: 35-631										
(1404)	0.05	90	R			From: 35-631					NA		NA			1986
						To: 35-1402										
(1404)	0.04	280	R			From: 35-1402					NA		NA			1986
						To: 35-747 WEST										
(1404)	0.02	620	R			From: 35-747 WEST					NA		NA			1986
						To: 35-747 EAST										
(1404)	0.14	660	R			From: 35-747 EAST					NA		NA			1986
						To: 35-623 WEST										

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						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Pembroke</b>																
(1404)	0.03	1300	F			From: 35-623 WEST					0.098	F	0.561	1300	F	2002
(1404)	0.17	1000	R			From: 35-623 EAST					NA			NA		1986
(1404)	0.15	1300	R			From: 35-1401					NA			NA		1986
(1404)	0.02	1400	R			From: 35-626					NA			NA		1986
						To: US 460										
<b>Giles County</b>																
(1405)	0.06	9	R			From: Dead End					NA			NA		1986
						To: 35-1420; SCL Pembroke										
<b>Town of Pembroke</b>																
(1405)	0.07	30	R			From: 35-1420; SCL Pembroke					NA			NA		1986
(1405)	0.05	80	R			From: 35-626					NA			NA		1986
(1405)	0.05	5	R			From: 35-1408					NA			NA		1986
						To: Dead End										
(1406)	0.06	40	R			From: 35-626					NA			NA		1986
						To: 35-1408										
(1407)	0.06	40	R			From: 35-626					NA			NA		1986
						To: 35-1408										
(1408)	0.05	30	R			From: 35-1407					NA			NA		1986
(1408)	0.05	80	R			From: 35-1406					NA			NA		1986
						To: 35-1405										
(1409)	0.20	50	R			From: US 460					NA			NA		1986
(1409)	0.05	40	R			From: 35-1415					NA			NA		1986
						To: 35-742										
(1410)	0.18	50	R			From: US 460					NA			NA		1993
						To: Dead End										
(1411)	0.12	50	R			From: Dead End					NA			NA		1986
						To: 35-626										
(1412)	0.20	80	R			From: 35-742 SOUTH					NA			NA		1986
						To: 35-742 NORTH										
(1413)	0.10	30	R			From: Dead End					NA			NA		1986
(1413)	0.15	70	R			From: 35-1403; 35-1414					NA			NA		1986
						To: Dead End										
(1414)	0.04	220	R			From: 35-1403; 35-1413					NA			NA		1986
						To: 35-1416										

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						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Pembroke</b>																
(1414)	0.05	70	R			From: 35-1416					NA			NA		1986
(1414)	0.16	10	R			From: 35-1418					NA			NA		1986
						To: Dead End										
(1415)	0.10	40	R			From: 35-742					NA			NA		1986
						To: 35-1409										
(1416)	0.08	30	R			From: 0.08 MS 35-1414					NA			NA		1986
(1416)	0.43	130	R			From: 35-1414					NA			NA		1993
						To: Dead End										
(1417)	0.17	20	R			From: 35-742					NA			NA		1995
						To: Dead End										
(1418)	0.04	10	R			From: Dead End					NA			NA		1995
(1418)	0.03	10	R			From: 35-1414					NA			NA		1995
(1418)	0.08	20	R			From: 0.03 MS 35-1414					NA			NA		1999
						To: Dead End										
(1419)	0.10	30	R			From: Cul-de-Sac					NA			NA		1993
						To: 35-626										
<b>Giles County</b>																
(1420)	0.20	20	R			From: 35-1405					NA			NA		1995
						To: 35-727; SCL Pembroke										
<b>Town of Pembroke</b>																
(1421)	0.10	10	R			From: 35-626					NA			NA		04/09/2002
						To: Dead End										
<b>Giles County</b>																
(1430)	0.33	NA				From: 35-1432					NA			NA		
						To: 35-626										
(1431)	0.19	NA				From: 35-1430					NA			NA		
						To: Cul-de-Sac										
(1432)	0.71	NA				From: 35-626					NA			NA		
						To: Cul-de-Sac										
(1501)	0.06	60	R			From: 35-1504					NA			NA		1999
(1501)	0.06	150	R			From: 35-737					NA			NA		1999
						To: 35-636										
(1502)	0.08	200	R			From: 35-737					NA			NA		1999
						To: 35-636										
(1503)	0.14	60	R			From: 35-1504					NA			NA		1999
						To: 35-636 WEST										

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						2Axle	3+Axle	1Trail	2Trail							
<b>Giles County</b>																
(1503)	0.42	90	R			From: 35-636 WEST					NA			NA		1999
						To: 35-636 EAST										
(1504)	0.06	60	R			From: 35-1501					NA			NA		1999
(1504)	0.06	60	R			From: 35-1503					NA			NA		1999
(1504)	0.09	30	R			From: 35-732					NA			NA		1999
						To: 35-1507										
(1505)	0.10	40	R			From: Dead End					NA			NA		1999
						To: 35-732										
(1506)	0.60	80	R			From: 35-636					NA			NA		1999
						To: Dead End										
(1507)	0.14	40	R			From: 35-1504					NA			NA		1999
						To: 35-636										
(1508)	0.06	40	R			From: 35-737					NA			NA		1986
						To: Dead End										
(1601)	0.02	20	R			From: 35-1604					NA			NA		1999
(1601)	0.05	150	R			To: 35-1606					NA			NA		1999
(1601)	0.05	280	R			From: 35-1608					NA			NA		1999
(1601)	0.04	290	R			To: 35-1603					NA			NA		1999
(1601)	0.03	340	R			From: 35-1607					NA			NA		1999
(1601)	0.06	400	R			To: 35-1602					NA			NA		1999
(1601)	0.06	400	R			To: 35-782					NA			NA		1999
(1602)	0.11	48	R			From: 35-1604					NA			NA		1999
						To: 35-1601										
(1603)	0.06	20	R			From: 35-1604					NA			NA		1999
						To: 35-1601										
(1604)	0.07	10	R			From: 35-1601					NA			NA		1999
(1604)	0.06	20	R			To: 35-1603					NA			NA		1999
(1604)						To: 35-1602										
(1606)	1.76	110	R			From: 35-1601					NA			NA		1999
						To: SR 61										
(1607)	0.11	30	R			From: 35-1601					NA			NA		1999
						To: Dead End										
(1608)	0.39	70	R			From: 35-1601					NA			NA		1999
						To: Dead End										



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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Giles County</b>																
9160	0.09	NA				From: SR 42					NA			NA		
						To: SR 42										
<b>Town of Pembroke</b>																
9161	0.05	NA				From: Dead End					NA			NA		
						To: US 460										
<b>Town of Glen Lyn</b>																
9162	0.12	NA				From: 35-704					NA			NA		
						To: Dead End										
<b>Giles County</b>																
9163	0.36	NA				From: US 460					NA			NA		
						To: Cul-de-Sac										
9849	0.22	630	R			From: US 460 BUS					NA			NA		1993
						To: US 460 BUS										
9850	0.05	NA				From: White Gate Elem School					NA			NA		
						To: Dead End										
9851	0.10	NA				From: Dead End					NA			NA		
						To: Kimbalton Elem School										
9852	0.05	NA				From: Dead End					NA			NA		
						To: 35-663										
<b>Town of Narrows</b>																
1324 266	Valley Street	0.13	NA			From: SR 61 Gap Terminus Main Street					NA			NA		
						To: JB-266 Gap Terminus NCL Narrows										
<b>Town of Pearisburg</b>																
1 279	Henson Ave	0.51	NA			From: SR 100					NA			NA		
						To: 279-2 Fort Branch Rd										
2 279	Fort Branch Rd	0.13	NA			From: 279-1 Henson Ave					NA			NA		
						To: C5US 460										
1325 279	Curve Rd	0.66	NA			From: C5US 460					NA			NA		
						To: JB-279 NCL Pearisburg										
	Valley St		500	F		From: Monroe St					0.244	F		530	F	2002
						To: NCL Narrows										
	FT. Branch Rd		1400	F		From: Henson Ave					0.08	F	0.578	1500	F	2002
						To: Winonah Ave										
	Henson Ave		2200	F		From: SR 100 South Main St					0.077	F		2300	F	2002
						To: Ft Branch Rd										