

2001

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

Jurisdiction Report

79

Richmond County
Town of Warsaw

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
Richmond Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Richmond County															
3	0.15	5200	F	91%	1%	2%	1%	5%	0%	F	460	F	5200	F	2001
				From:	Westmoreland County Line										
				To:	SR 203 Lyells										
3	1.46	6500	F	91%	1%	2%	1%	5%	0%	C	560	F	6500	F	2001
				From:	79-653										
				To:	NCL Warsaw										
Town of Warsaw															
3	0.20	6500	N	91%	1%	2%	1%	5%	0%	N	560	N	6500	N	2001
				From:	NCL Warsaw										
				To:	SR 3 Bus										
3	0.11	6800	F	89%	1%	3%	4%	4%	0%	F	580	F	6800	F	2001
				From:	US 360, SR 3 Bus										
				To:	SCL Warsaw										
Richmond County															
3	6.20	6800	N	89%	1%	3%	4%	4%	0%	N	580	N	6800	N	2001
				From:	SCL Warsaw										
				To:	79-642 Near Emmerton										
3	3.07	3700	F	89%	1%	3%	4%	4%	0%	F	320	F	3700	F	2001
				From:	79-692										
				To:	79-608										
3	2.37	3400	F	89%	1%	3%	4%	4%	0%	F	300	F	3400	F	2001
				From:	Lancaster County Line										
				To:											
Town of Warsaw															
Bus 3	0.77	12000	N	93%	0%	3%	1%	3%	0%	N	1100	N	12000	N	2001
				From:	SR 3										
				To:	US 360										
Bus 3 360	0.78	12000	F	93%	0%	3%	1%	3%	0%	F	1100	F	12000	F	2001
				From:	E SR 3										
				To:											
Richmond County															
203	0.40	2600	F	86%	0%	3%	2%	8%	0%	F	220	F	2600	F	2001
				From:	SR 3 Lyells										
				To:	Westmoreland County Line										
360	3.98	14000	F	93%	0%	3%	1%	3%	0%	F	1200	F	14000	F	2001
				From:	Essex County Line										
				To:	W 79-624										
360	0.40	14000	F	93%	0%	3%	1%	3%	0%	C	1400	F	13000	F	2001
				From:	WCL Warsaw										
				To:											
Town of Warsaw															
360	2.02	14000	N	93%	0%	3%	1%	3%	0%	N	1400	N	13000	N	2001
				From:	WCL Warsaw										
				To:	W SR 3 Bus										
360	0.78	12000	F	93%	0%	3%	1%	3%	0%	F	1100	F	12000	F	2001
				From:	E SR 3 Bus, SR 3										
				To:	ECL Warsaw										
Richmond County															
360	4.59	7900	N	93%	0%	3%	1%	3%	0%	N	700	N	7900	N	2001
				From:	ECL Warsaw										
				To:	79-661										
360	2.97	6000	F	93%	0%	3%	1%	3%	0%	F	550	F	6000	F	2001
				From:	Northumberland County Line										
				To:											
600	3.16	400	F	94%	0%	2%	2%	1%	0%	F	40	F	400	F	2001
				From:	Lancaster County Line										
				To:	79-601										

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Richmond Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
Richmond County																
600	2.23	390	F	95%	0%	2%	2%	1%	0%	F	40	F	390	F	2001	
				From:	79-601											
				To:	79-604 SOUTH											
600	0.26	450	F	94%	0%	2%	2%	1%	0%	C	50	F	450	F	2001	
				From:	Lancaster County Line											
				To:												
601	2.90	210	R								NA		NA		08/22/2001	
				From:	SR 3											
				To:	79-600											
602	1.64	240	R								NA		NA		09/26/2001	
				From:	Dead End											
				To:												
602	0.03	340	R								NA		NA		09/26/2001	
				From:	79-607											
				To:	SR 3 EAST											
				From:	SR 3 WEST											
602	0.11	200	R								NA		NA		09/26/2001	
				To:	79-692											
602	1.10	500	R								NA		NA		09/26/2001	
				From:	79-612											
				To:	79-601											
603	3.00	30	R								NA		NA		09/05/2001	
				From:	79-601											
				To:	79-612											
604	0.60	20	R								NA		NA		09/05/2001	
				From:	Dead End											
				To:	79-600											
605	1.20	20	R								NA		NA		08/22/2001	
				From:	79-606											
				To:	1.20 ME 79-606											
605	0.50	20	R								NA		NA		08/22/2001	
				From:	Dead End											
				To:												
606	1.33	200	R								NA		NA		1998	
				From:	Dead End											
				To:	79-673											
606	1.75	340	F	94%	0%	2%	0%	3%	0%	C	30	F	330	F	2001	
				From:	79-608											
				To:												
607	0.90	220	R								NA		NA		1998	
				From:	Dead End											
				To:	79-602 Gap Terminus											
607	3.25	580	F	96%	0%	2%	0%	1%	0%	F	60	F	570	F	2001	
				From:	79-692 Gap Terminus											
				To:	69-677											
607	1.65	800	F	96%	0%	2%	0%	1%	0%	F	80	F	800	F	2001	
				From:	79-677											
				To:	79-617											
607	0.50	550	F	96%	0%	2%	0%	1%	0%	C	60	F	550	F	2001	
				From:	US 360											
				To:												
608	1.03	160	F	93%	1%	4%	1%	3%	0%	F	20	F	160	F	2001	
				From:	79-642											
				To:	79-610											
608	0.08	270	F	93%	0%	4%	0%	3%	0%	F	20	F	270	F	2001	
				From:	79-613											
				To:	79-613											
608	3.37	220	F	93%	0%	4%	0%	2%	0%	F	20	F	210	F	2001	
				From:	79-606											
				To:	79-606											
608	0.90	990	F	93%	1%	4%	1%	2%	0%	C	100	F	980	F	2001	
				From:	SR 3											
				To:												

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 Richmond Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Richmond County															
609	1.35	80	R			From: Dead End To: 79-610					NA		NA		08/22/2001
610	0.65	80	R			From: 79-647 To: 79-657					NA		NA		08/22/2001
610	0.30	30	R			From: Dead End; Gap Terminus To: 79-641					NA		NA		08/22/2001
610	0.45	40	R			From: 79-641 To: 79-608					NA		NA		08/22/2001
611	1.50	170	R			From: 79-613 To: SR 3					NA		NA		08/15/2001
612	1.30	270	R			From: 79-602 To: 79-616					NA		NA		08/22/2001
612	3.30	300	R			From: 79-616 To: 66-600					NA		NA		08/22/2001
613	2.50	280	R			From: 79-608 To: 79-611					NA		NA		08/15/2001
613	0.80	240	R			From: 79-611 To: SR 3					NA		NA		08/15/2001
614	0.07	40	R			From: Dead End To: 79-669					NA		NA		08/15/2001
614	2.20	100	R			From: 79-669 To: 79-642					NA		NA		08/15/2001
614	2.17	120	R			From: 79-642 To: 79-615					NA		NA		08/15/2001
614	1.84	270	R			From: 79-615 To: 79-643					NA		NA		08/15/2001
614	0.70	570	F	97%	0%	2%	0%	1%	0%	C	60	F	570	F	2001
614	0.35	40	R			From: SR 3 To: 79-626					NA		NA		08/15/2001
614	1.25	40	R			From: 79-626 To: Dead End					NA		NA		08/15/2001
615	1.40	150	R			From: Dead End To: 79-614					NA		NA		1998
616	3.90	80	R			From: 79-612 To: 66-600; 66-616					NA		NA		09/05/2001
617	0.80	760	F	95%	0%	4%	0%	1%	0%	C	80	F	760	F	2001
618	1.00	290	R			From: 79-661 To: Northumberland County Line					NA		NA		09/05/2001

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Richmond Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Richmond County															
(619)	3.10	450	F			From: SR 3				C	47	F	450	F	2001
(619)	1.42	480	F			From: 79-627				F	50	F	480	F	2001
(619)	2.80	600	F			From: US 360				F	60	F	600	F	2001
						To: Westmoreland County Line									
(620)	0.15	130	R			From: Dead End					NA		NA		08/15/2001
(620)	2.31	250	R			From: SR 3					NA		NA		09/26/2001
(620)	2.79	540	R			From: US 360					NA		NA		09/05/2001
						To: Westmoreland County Line									
(621)	1.80	590	R			From: 79-624					NA		NA		08/16/2001
(621)	2.90	270	R			From: 79-690 WEST 79-690 EAST					NA		NA		08/01/2001
(621)	0.10	310	R			From: 79-637					NA		NA		08/01/2001
						To: Westmoreland County Line									
(622)	1.30	30	R			From: Dead End					NA		NA		08/06/2001
(622)	0.70	80	R			From: 79-625					NA		NA		08/06/2001
(622)	2.10	80	R			From: 79-624 WEST 79-624 EAST					NA		NA		08/06/2001
(622)	0.20	210	R			From: 79-638 WEST					NA		NA		08/16/2001
(622)	0.70	580	F			From: 79-638 EAST				C	60	F	580	F	2001
						To: Westmoreland County Line									
(623)	1.28	400	R			From: 79-624					NA		NA		08/06/2001
						To: Westmoreland County Line									
(624)	1.20	110	R			From: Dead End					NA		NA		1998
						To: SCL Warsaw									
Town of Warsaw															
(624)	0.10	110	N			From: SCL Warsaw					NA		NA		1998
						To: US 360 EAST									
Richmond County															
(624)	0.20	2400	F			From: US 360 WEST				F	240	F	2400	F	2001
(624)	0.80	2000	F			From: 79-634				C	190	F	2000	F	2001
(624)	1.10	1500	F			From: 79-621				F	140	F	1500	F	2001
(624)	3.27	1200	F			From: 79-676				F	110	F	1200	F	2001
						To: 79-636 NORTH									

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Richmond County															
(624)	3.21	940	F			From: 79-636 NORTH To: 79-636 NORTH				F	90	F	940	F	2001
(624)	0.90	970	F			From: 79-638 SOUTH To: 79-638 SOUTH				F	80	F	970	F	2001
(624)	4.56	670	F			From: 79-638 NORTH To: Westmoreland County Line				F	50	F	670	F	2001
(625)	0.65	9	R			From: 79-622 To: Dead End					NA		NA		08/06/2001
(626)	0.40	100	R			From: SR 3 To: 79-614					NA		NA		08/15/2001
(627)	2.14	350	R			From: 79-619 To: US 360					NA		NA		09/05/2001
(627)	0.06	370	R			From: US 360 To: 79-661					NA		NA		09/05/2001
(628)	0.70	110	R			From: Dead End To: US 360					NA		NA		1998
(629)	0.17	220	R			From: 79-620 To: 79-695					NA		NA		09/05/2001
(629)	0.26	170	R			From: 79-695 To: Dead End					NA		NA		09/05/2001
(630)	1.25	90	R			From: Dead End To: 79-660					NA		NA		08/15/2001
(630)	1.41	380	F			From: 79-660 To: 79-631				C	40	F	380	F	2001
(630)	1.69	840	F			From: 79-631 To: SR 3				F	80	F	840	F	2001
(631)	1.30	210	R			From: Dead End To: 79-630					NA		NA		1998
(632)	1.79	160	R			From: Dead End To: 79-679					NA		NA		1998
(632)	0.07	250	R			From: 79-679 To: 39-698					NA		NA		1998
(632)	0.78	500	R			From: 79-698 To: SR 3					NA		NA		08/15/2001
(633)	2.51	10	R			From: 79-637 To: 79-690					NA		NA		08/01/2001
(634)	0.55	50	R			From: Dead End To: 79-636					NA		NA		1998
(634)	4.06	360	F			From: 79-636 To: 79-624				C	46	F	360	F	2001
(635)	1.41	140	R			From: 79-624 To: 79-636					NA		NA		08/01/2001

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

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Richmond County															
(636)	1.70	170	R			From: 79-634					NA		NA		08/09/2001
(636)	0.32	220	R			To: 79-640					NA		NA		08/09/2001
(636)	2.00	140	R			From: 79-624 SOUTH 79-624 NORTH					NA		NA		08/09/2001
(637)	0.70	130	R			To: 79-637					NA		NA		08/06/2001
(637)	1.50	230	R			From: Dead End 79-624 WEST 79-624 EAST					NA		NA		08/06/2001
(637)	2.44	230	R			To: 79-636					NA		NA		08/01/2001
(637)	1.50	130	R			From: 79-690 WEST 79-690 EAST					NA		NA		08/01/2001
(638)	3.00	230	R			To: 79-621					NA		NA		08/06/2001
(638)	1.40	280	F	99%	0%	From: Dead End 79-624 SOUTH 79-624 MID				C	40	F	280	F	2001
(638)	1.30	320	F	99%	0%	To: 79-639				F	40	F	320	F	2001
(638)	2.10	120	R			From: 79-622 EAST 79-622 WEST					NA		NA		08/06/2001
(639)	0.45	60	R			To: 79-624 NORTH					NA		NA		08/06/2001
(640)	2.50	100	R			From: 79-638					NA		NA		08/06/2001
(641)	1.10	90	R			To: Dead End					NA		NA		08/01/2001
(642)	0.04	20	R			From: 79-636					NA		NA		1998
(642)	0.01	60	R			To: 79-624					NA		NA		1998
(642)	1.10	260	R			From: 79-642					NA		NA		08/22/2001
(642)	1.10	280	F	95%	0%	To: 79-610				F	40	F	280	F	2001
(642)	0.70	420	F	94%	0%	From: Dead End				F	47	F	420	F	2001
(642)	2.28	560	F	94%	0%	To: 79-665				C	60	F	560	F	2001
(642)	0.90	740	F	95%	0%	From: 79-681				F	80	F	740	F	2001
(643)	1.16	180	R			To: 79-641					NA		NA		1998
						From: 79-608									
						To: 79-614									
						From: 79-651									
						To: SR 3									
						From: 79-614									
						To: Dead End									

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						2Axle	3+Axle	1Trail	2Trail						
Richmond County															
644	0.46	150	R			From: Dead End					NA	NA			09/05/2001
						To: 79-656									
645	0.70	110	R			From: Dead End					NA	NA			08/06/2001
						To: Westmoreland County Line									
646	0.55	60	R			From: US 360					NA	NA			08/06/2001
						To: 0.55 MN US 360									
646	0.99	60	R			From: 79-621					NA	NA			08/06/2001
						To: 79-621									
647	0.80	110	R			From: Dead End					NA	NA			1998
						To: 79-648									
647	0.90	170	R			From: 79-610					NA	NA			1998
						To: 79-610									
647	2.40	310	R			From: 79-608					NA	NA			08/22/2001
						To: 79-608									
648	0.70	40	R			From: 79-647					NA	NA			1998
						To: Dead End									
Town of Warsaw															
649	0.34	180	R			From: US 360 EAST					NA	NA			09/11/2001
						To: US 360 WEST									
Richmond County															
650	0.90	240	R			From: Dead End					NA	NA			09/05/2001
						To: 79-619									
651	0.20	30	R			From: 79-614					NA	NA			08/15/2001
						To: 0.20 MN 79-614									
651	1.92	30	R			From: 79-642					NA	NA			08/15/2001
						To: 79-642									
652	0.53	70	R			From: Dead End					NA	NA			08/01/2001
						To: 79-683									
652	1.07	110	R			From: 79-636					NA	NA			08/01/2001
						To: 79-636									
653	0.45	120	R			From: SR 3					NA	NA			09/26/2001
						To: 79-667									
653	0.45	70	R			From: Dead End					NA	NA			09/26/2001
						To: Dead End									
654	1.30	20	R			From: Dead End					NA	NA			08/22/2001
						To: 79-600									
655	1.25	130	R			From: Dead End					NA	NA			1998
						To: 79-614									
656	0.63	80	R			From: Dead End					NA	NA			09/05/2001
						To: 79-644									
656	0.57	240	R			From: 79-617					NA	NA			09/05/2001
						To: 79-617									

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						2Axle	3+Axle	1Trail	2Trail						
Richmond County															
(657)	0.90	45	R			From: Dead End					NA	NA			1998
						To: 79-610									
(658)	0.52	80	R			From: Dead End					NA	NA			1998
						To: 79-619									
(659)	0.50	20	R			From: Dead End					NA	NA			08/01/2001
						To: 79-690									
(660)	0.35	70	R			From: Dead End					NA	NA			1998
						To: 79-672									
(660)	0.15	140	R			From: 79-672					NA	NA			1998
						To: 79-630									
(661)	1.90	520	R			From: US 360					NA	NA			09/05/2001
						To: 79-627									
(661)	0.08	40	R			From: 79-627					NA	NA			09/05/2001
						To: Dead End									
(662)	0.70	170	R			From: 79-661					NA	NA			09/05/2001
						To: 79-619									
(663)	1.00	60	R			From: 79-620					NA	NA			1998
						To: Dead End									
(664)	0.45	100	R			From: 79-637					NA	NA			08/01/2001
						To: Dead End									
(665)	0.10	40	R			From: 79-642					NA	NA			1998
						To: Dead End									
(666)	0.06	NA				From: Dead End					NA	NA			
						To: SR 3									
(667)	0.64	20	R			From: Dead End					NA	NA			09/26/2001
						To: 79-653									
(668)	0.15	90	R			From: 79-617					NA	NA			1998
						To: US 360									
(669)	0.05	40	R			From: 79-614					NA	NA			1998
						To: Dead End									
(670)	0.65	200	R			From: US 360					NA	NA			1998
						To: 79-699									
(671)	0.45	70	R			From: Dead End					NA	NA			09/05/2001
						To: 79-619									
(672)	0.35	60	R			From: Dead End					NA	NA			1998
						To: 79-660									
(673)	0.84	80	R			From: Dead End					NA	NA			1998
						To: 79-606									

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						2Axle	3+Axle	1Trail	2Trail										
Richmond County																			
(674)	0.40	60	R			From: Dead End To: 79-621					NA		NA		08/01/2001				
(675)	0.61	30	R			From: Dead End To: 79-636					NA		NA		1998				
(676)	0.98	40	R			From: 79-624 To: Dead End					NA		NA		1998				
(677)	0.30	47	R			From: Dead End To: 79-607					NA		NA		09/05/2001				
(678)	0.67	30	R			From: Dead End To: 0.67 MS Dead End					NA		NA		08/06/2001				
(678)	0.13	30	R			From: 79-624 To: 79-624					NA		NA		08/06/2001				
(679)	0.35	90	R			From: 79-632 To: Dead End					NA		NA		1998				
(680)	0.40	110	R			From: Dead End To: 79-637					NA		NA		1998				
(681)	0.40	140	R			From: Dead End To: 79-642					NA		NA		1998				
(682)	0.09	20	R			From: Dead End To: 79-608					NA		NA		1998				
(683)	0.38	10	R			From: Dead End To: 79-652					NA		NA		1998				
(684)	0.55	48	R			From: 79-619 To: Dead End					NA		NA		08/15/2001				
(685)	0.35	110	R			From: Dead End To: 79-637					NA		NA		1998				
(686)	0.08	70	R			From: 79-697 To: 79-1101					NA		NA		1998				
(686)	0.07	90	R			From: 79-1101 To: US 360; FR-815					NA		NA		1998				
(687)	0.12	160	R			From: Dead End To: SR 3					NA		NA		1998				
(688)	0.20	40	R			From: Dead End To: 79-630					NA		NA		1998				
(689)	0.19	60	R			From: Cul-de-Sac To: SR 3					NA		NA		1998				
Town of Warsaw																			
(690)	0.20	1000	F	98%	0%	From: SR 3 To: NCL WARSAW				1%	0%	1%	0%	F	130	F	1000	F	2001

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Richmond County															
690	2.64	650	F	98%	0%	1%	0%	1%	0%	C	60	F	650	F	2001
690	2.49	430	R								NA		NA		08/06/2001
690	1.50	380	R								NA		NA		08/01/2001
690	0.50	370	R								NA		NA		08/01/2001
691	0.85	30	R								NA		NA		08/06/2001
692	0.40	380	R								NA		NA		09/26/2001
692	0.22	770	F	94%	0%	3%	1%	2%	0%	C	80	F	770	F	2001
693	0.30	120	R								NA		NA		1998
694	0.19	30	R								NA		NA		08/01/2001
695	0.15	170	R								NA		NA		09/05/2001
696	0.19	30	R								NA		NA		08/22/2001
697	0.66	210	R								NA		NA		09/26/2001
697	0.76	140	R								NA		NA		09/26/2001
698	0.36	60	R								NA		NA		1998
699	0.13	90	R								NA		NA		1998
Town of Warsaw															
700	0.13	190	R								NA		NA		10/17/2001
Richmond County															
700	0.20	170	R								NA		NA		09/11/2001
701	0.70	40	R								NA		NA		08/22/2001
702	0.17	NA									NA		NA		

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						2Axle	3+Axle	1Trail	2Trail						
Richmond County															
(703)	0.15	100	R								NA	NA			08/15/2001
(704)	0.38	90	R								NA	NA			08/15/2001
(705)	0.04	60	R								NA	NA			08/15/2001
(707)	0.30	40	R								NA	NA			1998
(708)	0.38	40	R								NA	NA			1998
(709)	0.19	90	R								NA	NA			1998
(710)	0.42	60	R								NA	NA			08/22/2001
(720)	0.20	30	R								NA	NA			08/22/2001
Town of Warsaw															
(1000)	0.25	70	R								NA	NA			09/11/2001
(1001)	0.75	360	F	96%	0%	3%	0%	1%	0%	C	40	F	360	F	2001
(1002)	0.23	280	R								NA	NA			09/26/2001
(1003)	0.23	1100	R								NA	NA			09/11/2001
(1004)	0.17	300	R								NA	NA			09/11/2001
(1004)	0.13	310	R								NA	NA			09/11/2001
(1005)	0.18	30	R								NA	NA			1998
(1005)	0.17	80	R								NA	NA			1998
(1005)	0.08	110	R								NA	NA			1998
(1006)	0.08	310	R								NA	NA			09/11/2001
(1006)	0.10	520	R								NA	NA			09/11/2001

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						2Axle	3+Axle	1Trail	2Trail						
Town of Warsaw															
1007	0.13	1900	R			From: US 360; 79-624					NA		NA		09/11/2001
						To: Dead End									
1008	0.19	130	R			From: US 360					NA		NA		09/26/2001
						To: 79-1002									
1009	0.09	200	R			From: 79-1028					NA		NA		1998
						To: 79-1014 SOUTH									
1009	0.02	240	R			From: 79-1014 NORTH					NA		NA		1998
						To: 79-1014 NORTH									
1009	0.06	260	R			From: 79-1010 SOUTH					NA		NA		1998
						To: 79-1010 SOUTH									
1009	0.03	320	R			From: 79-1010 NORTH					NA		NA		1998
						To: 79-1010 NORTH									
1009	0.05	650	R			From: US 360					NA		NA		09/11/2001
						To: WCL WARSAW									
1010	0.06	10	R			From: 79-1011					NA		NA		1998
						To: 79-1009									
1010	0.09	100	R			From: 79-1009 SOUTH					NA		NA		1998
						To: 79-1018									
1010	0.14	30	R			From: 79-1014					NA		NA		1998
						To: 79-1010									
1011	0.09	20	R			From: Dead End					NA		NA		1998
						To: 79-1005									
1012	0.11	60	R			From: 79-1006					NA		NA		1998
						To: Dead End									
1012	0.08	110	R			From: Dead End					NA		NA		1998
						To: 79-1005									
1012	0.28	70	R			From: 79-1006					NA		NA		1998
						To: Dead End									
1013	0.18	150	R			From: US 360; 79-1016					NA		NA		09/11/2001
						To: Dead End									
1014	0.04	20	R			From: WCL WARSAW					NA		NA		1998
						To: 79-1011									
1014	0.09	40	R			From: 79-1009					NA		NA		1998
						To: 79-1018									
1014	0.15	46	R			From: 79-1018					NA		NA		1998
						To: Cul-de-Sac									
1015	0.23	100	R			From: 0.23 MN Cul-de-Sac					NA		NA		09/11/2001
						To: 79-1036									
1015	0.09	870	R			From: US 360					NA		NA		09/11/2001
						To: 79-1017									
1016	0.40	410	R			From: US 360					NA		NA		1998
						To: US 360									

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						2Axle	3+Axle	1Trail	2Trail						
Town of Warsaw															
1017	0.04	80	R			From: Dead End					NA		NA		1998
1017	0.07	170	R			From: 79-1016					NA		NA		1998
1017	0.10	90	R			From: 79-1023					NA		NA		1998
						To: Dead End									
1018	0.05	80	R			From: SCL WARSAW					NA		NA		1998
1018	0.10	110	R			From: 79-1014					NA		NA		1998
1018	0.08	170	R			From: 79-1010					NA		NA		1998
						To: 79-649									
1019	0.15	60	R			From: US 360					NA		NA		1998
						To: Dead End									
1020	0.12	40	R			From: 79-1005					NA		NA		1998
						To: NCL WARSAW									
1021	0.15	680	R			From: 79-1022					NA		NA		1998
						To: US 360									
1022	0.18	1100	R			From: SR 3					NA		NA		1998
1022	0.04	1400	R			From: 79-1021					NA		NA		1998
						To: Dead End									
1023	0.16	80	R			From: Dead End					NA		NA		1998
						To: 79-1017									
1027	0.15	60	R			From: Dead End					NA		NA		1998
						To: 79-649									
1028	0.13	110	R			From: 79-1029					NA		NA		1998
1028	0.02	20	R			From: 79-1009					NA		NA		1998
						To: Dead End									
Richmond County															
1029	0.09	40	R			From: Dead End					NA		NA		1998
						To: 79-1028									
Town of Warsaw															
1033	0.17	130	R			From: US 360					NA		NA		1998
1033	0.09	80	R			From: 79-1034					NA		NA		1998
						To: Dead End									
1034	0.05	50	R			From: 79-1033					NA		NA		1998
						To: Cul-de-Sac									
1035	0.07	410	R			From: US 360					NA		NA		09/11/2001
						To: 79-1037									

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						2Axle	3+Axle	1Trail	2Trail						
Town of Warsaw															
(1035)	0.22	160	R			From: 79-1037					NA		NA		09/11/2001
(1035)	0.04	10	R			From: 79-1038					NA		NA		09/11/2001
						To: Dead End									
(1036)	0.04	610	R			From: 79-1004					NA		NA		1998
						To: 79-1015									
(1037)	0.18	130	R			From: 79-1035					NA		NA		1998
(1037)	0.02	20	R			From: 0.18 MN 79-1035					NA		NA		1998
						To: Dead End									
(1038)	0.16	100	R			From: Cul-de-Sac					NA		NA		1998
(1038)	0.05	20	R			From: 79-1035					NA		NA		1998
						To: Cul-de-Sac									
Richmond County															
(1040)	0.05	30	R			From: Cul-de-Sac					NA		NA		1998
						To: 79-620									
(1041)	0.12	48	R			From: Cul-de-Sac					NA		NA		1998
						To: 79-620									
(1060)	0.14	80	R			From: 79-607					NA		NA		1998
						To: 79-1061									
(1061)	0.06	10	R			From: Cul-de-Sac					NA		NA		1998
(1061)	0.11	40	R			From: 79-1060					NA		NA		1998
						To: Cul-de-Sac									
(1101)	0.15	40	R			From: 79-1102					NA		NA		1998
						To: 79-686									
(1102)	0.07	30	R			From: 79-1101					NA		NA		1998
						To: 79-697									
(1110)	0.20	NA				From: 79-620					NA		NA		
						To: Dead End									
(1111)	0.29	NA				From: Cul-de-Sac					NA		NA		
						To: 79-1110									
(9350)	0.12	280	R			From: SR 3					NA		NA		09/26/2001
						To: SR 3									
(9838)	0.15	380	R			From: US 360					NA		NA		09/26/2001
						To: US 360									