

**2005**

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

where available

**Jurisdiction Report**

**79**

Richmond County  
Town of Warsaw

Prepared By

**Virginia Department of Transportation  
Traffic Engineering Division**

In Cooperation With

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

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, 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 of the VDOT Traffic Engineering Division 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 Traffic Engineering Division 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

**K Factor:** The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

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

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days 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 design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

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

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

**QW:** Quality of AAWDT:

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

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

# Route Shield Legend

## Route Systems

- North  
 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
-  Frontage Road (F precedes frontage route number)
-  Secondary Route

## Special Routes

- Bus  
 Bus - Business Route
-  Bypass - Bypass Route
-  Truck - Truck Route
- ALT  
 ALT - Alternate Route
- Wve  
 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  
Traffic Engineering Division  
2005  
Annual Average Daily Traffic Volume Estimates By Section of Route  
Richmond Operational Area

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
3 History Land Hwy	From: Westmoreland County Line Richmond County	0.15	5200	G	93%	1%	1%	2%	4%	0%	F	0.093	F	0.534	5400	G
3 History Land Hwy	To: SR 203 Lyells Richmond County	1.46	6300	G	93%	1%	1%	2%	4%	0%	C	0.079	F	0.571	6500	G
3	To: 79-653 Sanfords Lane From: Richmond County	0.79	6300	N	93%	1%	1%	2%	4%	0%	N	0.079	N	0.571	6500	N
3	To: NCL Warsaw From: Town of Warsaw (Maint: 79)	0.20	6300	N	93%	1%	1%	2%	4%	0%	N	0.079	N	0.571	6500	N
3 History Land Hwy	To: SR 3 Bus From: Richmond County	1.23	2400	G	93%	1%	1%	2%	4%	0%	F	0.089	F	0.603	2400	G
3 History Land Hwy	To: US 360, SR 3 Bus From: Town of Warsaw (Maint: 79)	0.11	7300	G	92%	1%	2%	3%	2%	0%	F	0.09	F	0.560	7500	G
3	To: SCL Warsaw From: Richmond County	6.20	7300	N	92%	1%	2%	3%	2%	0%	N	0.09	N	0.560	7500	N
3 History Land Hwy	To: 79-642 Near Emmerton From: Richmond County	3.07	3800	G	92%	1%	2%	3%	2%	0%	F	0.084	F	0.563	3900	G
3 History Land Hwy	To: 79-692 From: Richmond County	2.37	3600	G	92%	1%	2%	3%	2%	0%	F	0.087	F	0.561	3700	G
3 History Land Hwy	To: 79-608 Farnham Creek Rd From: Richmond County	2.70	3100	G	92%	1%	2%	3%	2%	0%	F	0.085	F	0.518	3200	G
Bus 3	To: Lancaster County Line From: SR 3 Town of Warsaw (Maint: 79)	0.77	13000	N	95%	0%	1%	1%	3%	0%	N	0.085	N	0.62	13000	N
Bus 3 360 Richmond Rd	To: US 360 Richmond Rd From: US 360 Town of Warsaw (Maint: 79)	0.78	13000	G	95%	0%	1%	1%	3%	0%	F	0.085	F	0.62	13000	G
203 Bladenfield Rd	To: SR 3 From: SR 3 Lyells Richmond County	0.40	2600	G	88%	0%	1%	2%	9%	0%	F	0.089	F	0.681	2700	G
360 Richmond Rd	To: Westmoreland County Line From: Essex County Line Richmond County	3.98	14000	G	95%	0%	1%	1%	3%	0%	F	0.081	F	0.554	15000	G
360 Richmond Rd	To: W 79-624 From: Richmond County	0.40	14000	B	95%	0%	1%	1%	3%	0%	C	0.096	A	0.545	14000	B
360 Richmond Rd	To: WCL Warsaw From: Town of Warsaw (Maint: 79)	2.02	14000	N	95%	0%	1%	1%	3%	0%	N	0.096	N	0.545	14000	N
Bus 360 3 Richmond Rd	To: W SR 3 Bus From: Town of Warsaw (Maint: 79)	0.78	13000	G	95%	0%	1%	1%	3%	0%	F	0.085	F	0.62	13000	G
	To: E SR 3 Bus, SR 3															

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							2Axle	3+Axle	1Trail	2Trail							
		From: <input type="text"/>	E SR 3 Bus, SR 3														
360 Richmond Rd	Town of Warsaw (Maint: 79)	0.37	8300	G	95%	0%	1%	1%	3%	0%	F	0.093	F	0.628	8500	G	
		To: <input type="text"/>	ECL Warsaw														
360 Richmond Rd	Richmond County	4.59	8300	N	95%	0%	1%	1%	3%	0%	N	0.093	N	0.628	8500	N	
		To: <input type="text"/>	79-661 Totuskey Church Rd														
360 Richmond Rd	Richmond County	2.97	6100	G	95%	0%	1%	1%	3%	0%	F	0.078	F	0.616	6300	G	
		To: <input type="text"/>	Northumberland County Line														



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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Richmond County</b>																
(F815) Recycling Rd	0.09	NA														
(600) Ridge Rd	3.16	420	G	96%	0%	1%	1%	1%	0%	F	0.095	F	0.634	440	G	2005
(600) Ridge Rd	2.23	420	G	96%	0%	1%	1%	1%	0%	F	0.104	F	0.545	430	G	2005
(600) Ridge Rd	0.26	480	G	96%	0%	1%	1%	1%	0%	C	0.096	F	0.51	490	G	2005
(601) Maon Rd	2.90	210	R													08/22/2001
(602)	1.64	240	R													09/26/2001
(602)	0.03	340	R													09/26/2001
(602)	0.11	200	R													09/26/2001
(602)	1.10	500	R													09/26/2001
(602)	3.00	140	R													08/22/2001
(603) Quinton Oak Lane	3.00	30	R													09/05/2001
(604) Preachers Rest Rd	0.60	10	R													05/17/2004
(605) Edge Hill Rd	1.20	10	R													05/19/2004
(605) Edge Hill Rd	0.50	4	R													05/19/2004
(606) Simonson Rd	1.33	220	R													05/19/2004
(606) Simonson Rd	1.75	300	G	98%	0%	1%	0%	0%	0%	C	0.096	F	0.571	310	G	2005
(607)	0.90	170	R													05/17/2004
(607) Canal Rd	3.25	610	G	97%	0%	1%	1%	1%	0%	F	0.089	F	0.5	630	G	2005
(607) Canal Rd	1.65	800	G	97%	0%	1%	1%	1%	0%	F	0.090	F	0.628	820	G	2005
(607) Canal Rd	0.50	520	G	97%	0%	1%	1%	1%	0%	C	0.115	F	0.617	540	G	2005
(608) Farnham Creek Rd	1.03	190	G	96%	0%	2%	1%	1%	0%	F	0.132	F	0.674	190	G	2005

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						2Axle	3+Axle	1Trail	2Trail							
<b>Richmond County</b>																
(608) Farnham Creek Rd	0.08	270	G	96%	0%	2%	1%	1%	0%	F	0.122	F	0.507	280	G	2005
(608) Farnham Creek Rd	3.37	250	G	96%	0%	2%	1%	1%	0%	F	0.144	F	0.654	260	G	2005
(608) Farnham Creek Rd	0.90	1100	G	96%	0%	2%	1%	1%	0%	C	0.126	F	0.836	1200	G	2005
(609) Mothershead Neck Rd	1.35	80	R								NA		NA			08/22/2001
(610)	0.65	80	R								NA		NA			05/19/2004
(610)	0.30	50	R								NA		NA			05/19/2004
(610)	0.45	10	R								NA		NA			05/19/2004
(610)	0.75	120	R								NA		NA			05/19/2004
(611) Conley Pond Rd	1.50	170	R								NA		NA			08/15/2001
(612) Oakland Rd	1.30	270	R								NA		NA			08/22/2001
(612) Oakland Rd	3.30	300	R								NA		NA			08/22/2001
(613)	2.50	280	R								NA		NA			08/15/2001
(613)	0.80	240	R								NA		NA			08/15/2001
(614)	0.07	40	R								NA		NA			08/15/2001
(614)	2.20	100	R								NA		NA			08/15/2001
(614)	2.17	120	R								NA		NA			08/15/2001
(614)	1.84	270	R								NA		NA			08/15/2001
(614) Folly Neck Rd	0.70	520	G	98%	0%	1%	0%	0%	0%	C	0.099	F	0.628	540	G	2005
(614)	0.35	40	R								NA		NA			08/15/2001
(614)	1.25	40	R								NA		NA			08/15/2001
(615)	1.40	100	R								NA		NA			05/19/2004
(616) Luttrellville Lane	3.90	80	R								NA		NA			09/05/2001

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail								
<b>Richmond County</b>																	
(617) Normans Corner Rd	0.80	810	G	96%	0%	2%	1%	1%	0%	C	0.093	F	0.610	840	G	2005	
						From: 79-607											
						To: US 360 Richmond Rd											
(618) Fallin Town Rd	1.00	290	R								NA		NA			09/05/2001	
						From: 79-661											
						To: Northumberland County Line											
(619) Mulberry Rd	3.10	510	G	98%	0%	1%	1%	0%	0%	C	0.107	F	0.509	520	G	2005	
						From: SR 3											
(619) Mulberry Rd	1.42	440	G	98%	0%	1%	1%	0%	0%	F	0.083	F	0.539	450	G	2005	
						From: 79-627											
(619) Rich Neck Rd	2.80	490	G	98%	0%	1%	1%	0%	0%	F	0.099	F	0.644	510	G	2005	
						From: US 360 Richmond Rd											
						To: Westmoreland County Line											
(620)	0.15	130	R								NA		NA			08/15/2001	
						From: Dead End											
(620)	2.31	250	R								NA		NA			09/26/2001	
						From: SR 3											
(620)	2.79	540	R								NA		NA			09/05/2001	
						From: US 360 Richmond Rd											
						To: Westmoreland County Line											
(621)	1.80	590	R								NA		NA			08/16/2001	
						From: 79-624											
						To: 79-690 WEST											
(621)	2.88	270	R								NA		NA			08/01/2001	
						From: 79-690 EAST											
(621)	0.10	310	R								NA		NA			08/01/2001	
						From: 79-637											
						To: Westmoreland County Line											
(622)	1.30	40	R								NA		NA			06/02/2004	
						From: Dead End											
(622)	0.70	80	R								NA		NA			06/02/2004	
						From: 79-625											
						To: 79-624 WEST											
(622)	2.10	150	R								NA		NA			06/07/2004	
						From: 79-624 EAST											
(622)	0.20	300	R								NA		NA			06/07/2004	
						From: 79-638 WEST											
(622)	0.70	600	G	98%	0%	1%	0%	1%	0%	C	0.119	F	0.68	620	G	2005	
						From: 79-638 EAST											
						To: Westmoreland County Line											
(623) Finchs Hill Rd	1.28	400	R								NA		NA			08/06/2001	
						From: 79-624											
						To: Westmoreland County Line											
(624)	1.20	90	R								NA		NA			05/24/2004	
						From: Dead End											
						To: SCL Warsaw											
<b>Town of Warsaw</b>																	
(624)	0.10	90	N								NA		NA			05/24/2004	
						From: SCL Warsaw											
						To: US 360 EAST											
<b>Richmond County</b>																	
(624) Newland Rd	0.20	2400	G	95%	0%	2%	1%	1%	0%	F	0.091	F	0.587	2500	G	2005	
						From: US 360 WEST											
(624)	0.80	2000	G	95%	0%	2%	1%	1%	0%	C	0.086	F	0.632	2100	G	2005	
						From: 79-634											
						To: 79-621											

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Richmond County</b>																
(624)	1.10	1400	G	95%	0%	2%	1%	1%	0%	F	0.087	F	0.516	1500	G	2005
						From: 79-621										
						To: 79-676										
(624)	3.27	1200	G	95%	0%	2%	1%	1%	0%	F	0.091	F	0.525	1200	G	2005
						From: 79-636 NORTH										
						To: 79-638 SOUTH										
(624)	0.90	1000	G	95%	0%	2%	1%	1%	0%	F	0.097	F	0.639	1100	G	2005
						From: 79-638 NORTH										
						To: Westmoreland County Line										
(625)	0.65	30	R								NA		NA			06/02/2004
						From: 79-622										
						To: Dead End										
(626)	0.40	100	R								NA		NA			08/15/2001
						From: SR 3										
						To: 79-614										
(627) Drinking Swamp Rd	2.14	350	R								NA		NA			09/05/2001
						From: 79-619										
						To: US 360 Richmond Rd										
(627) Drinking Swamp Rd	0.06	370	R								NA		NA			09/05/2001
						From: 79-661										
						To: Dead End										
(628) Cole Hill Lane	0.70	70	R								NA		NA			05/24/2004
						From: US 360 Richmond Rd										
						To: 79-620										
(629) Bells Dr	0.17	220	R								NA		NA			09/05/2001
						From: 79-695										
						To: 79-695 Church Lane										
(629) Bells Dr	0.26	170	R								NA		NA			09/05/2001
						From: Dead End										
						To: Dead End										
(630) Wellfords Wharf Rd	1.25	90	R								NA		NA			08/15/2001
						From: 79-660										
(630) Wellfords Wharf Rd	1.41	280	G	97%	0%	3%	0%	1%	0%	C	0.107	F	0.514	290	G	2005
						From: 79-631										
(630) Wellfords Wharf Rd	1.69	790	G	97%	0%	3%	0%	1%	0%	F	0.098	F	0.55	820	G	2005
						From: SR 3										
						To: Dead End										
(631) Fox Hunters Hill Rd	1.30	250	R								NA		NA			05/19/2004
						From: 79-630										
						To: Dead End										
(632) Islington Rd	1.79	130	R								NA		NA			05/24/2004
						From: 79-679										
(632) Islington Rd	0.07	210	R								NA		NA			05/24/2004
						From: 39-698										
						To: 79-698										
(632) Islington Rd	0.78	500	R								NA		NA			08/15/2001
						From: SR 3										
						To: 79-637										
(633) Scates Rd	2.51	10	R								NA		NA			08/01/2001
						From: 79-690										
						To: Dead End										
(634) Naylors Beach Rd	0.55	120	R								NA		NA			06/02/2004
						From: 79-636										

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Richmond County</b>																
(634) Naylor's Beach Rd	4.06	350	G	95%	0%	2%	1%	2%	0%	C	0.096	F	0.629	360	G	2005
(635) Grove Mount Rd	1.41	140	R								NA		NA		08/01/2001	
(636)	1.70	170	R								NA		NA		08/09/2001	
(636)	0.32	230	R								NA		NA		08/09/2001	
(636)	2.00	140	R								NA		NA		08/09/2001	
(637)	0.70	130	R								NA		NA		08/06/2001	
(637)	1.50	230	R								NA		NA		08/06/2001	
(637)	2.44	230	R								NA		NA		08/01/2001	
(637)	1.50	130	R								NA		NA		08/01/2001	
(638)	3.00	230	R								NA		NA		08/06/2001	
(638)	1.40	320	G	95%	0%	3%	1%	1%	0%	C	0.152	F	0.706	330	G	2005
(638)	1.30	340	G	95%	0%	3%	1%	1%	0%	F	0.138	F	0.7	360	G	2005
(638)	2.10	120	R								NA		NA		08/06/2001	
(639) Mazingo Rd	0.45	30	R								NA		NA		06/02/2004	
(640) Sandys Lane	2.50	100	R								NA		NA		08/01/2001	
(641) Husseys Creek Rd	1.10	90	R								NA		NA		08/22/2001	
(642) Sharps Rd	0.04	30	R								NA		NA		05/19/2004	
(642) Sharps Rd	0.01	70	R								NA		NA		05/19/2004	
(642) Sharps Rd	1.10	220	R								NA		NA		05/19/2004	
(642) Sharps Rd	1.10	300	G	99%	0%	1%	0%	0%	0%	F	0.086	F	0.517	310	G	2005
(642) Sharps Rd	0.70	490	G	99%	0%	1%	0%	0%	0%	F	0.097	F	0.551	510	G	2005

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						2Axle	3+Axle	1Trail	2Trail								
<b>Richmond County</b>																	
(642) Sharps Rd	2.28	590	G	99%	0%	1%	0%	0%	0%	C	0.084	F	0.51	600	G	2005	
						From: 79-614											
						To: 79-651											
(642) Sharps Rd	0.90	780	G	99%	0%	1%	0%	0%	0%	F	0.094	F	0.703	810	G	2005	
						From: SR 3											
						To: 79-614											
(643) The Hook Rd	1.16	180	R								NA			NA		05/19/2004	
						From: Dead End											
						To: Dead End											
(644) Sells lane	0.46	150	R								NA			NA		09/05/2001	
						From: Dead End											
						To: 79-656											
(645) Crookhorn Rd	0.70	110	R								NA			NA		08/06/2001	
						From: Dead End											
						To: Westmoreland County Line											
(646) Millpond Rd	0.55	60	R								NA			NA		08/06/2001	
						From: US 360 Richmond Rd											
						To: 0.55 MN US 360											
(646) Millpond Rd	0.99	70	R								NA			NA		06/02/2004	
						From: 79-621											
						To: Dead End											
(647) Hales Point Rd	0.80	120	R								NA			NA		05/19/2004	
						From: 79-648											
						To: 79-610											
(647) Hales Point Rd	0.90	190	R								NA			NA		05/19/2004	
						From: 79-610											
						To: 79-608											
(647) Hales Point Rd	2.40	350	R								NA			NA		05/19/2004	
						From: 79-647											
						To: Dead End											
(648) Oakley Lane	0.70	60	R								NA			NA		05/19/2004	
						From: 79-647											
						To: Dead End											
<b>Town of Warsaw</b>																	
(649) Meadowbrook Rd	0.34	180	R								NA			NA		09/11/2001	
						From: US 360 WEST											
						To: US 360 EAST											
<b>Richmond County</b>																	
(650) Barnfield Rd	0.90	240	R								NA			NA		09/05/2001	
						From: Dead End											
						To: 79-619											
(651) Forest Rd	0.20	30	R								NA			NA		08/15/2001	
						From: 79-614											
						To: 0.20 MN 79-614											
(651) Forest Rd	1.92	60	R								NA			NA		05/19/2004	
						From: 79-642											
						To: Dead End											
(652) Waterview Rd	0.53	70	R								NA			NA		08/01/2001	
						From: Dead End											
						To: 79-683 Bowens Lane											
(652) Waterview Rd	1.07	110	R								NA			NA		08/01/2001	
						From: 79-636											
						To: SR 3											
(653) Sanfords Lane	0.45	120	R								NA			NA		09/26/2001	
						From: 79-667											
						To: Dead End											
(653) Sanfords Lane	0.45	70	R								NA			NA		09/26/2001	
						From: Dead End											
						To: Dead End											
(654) Dunaway Lane	1.30	9	R								NA			NA		05/17/2004	
						From: Dead End											
						To: 79-600											

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						2Axle	3+Axle	1Trail	2Trail							
<b>Richmond County</b>																
(655) Riverdale Rd	1.25	48	R				From: Dead End				NA			NA		05/19/2004
							To: 79-614									
(656) Bryants Town Rd	0.63	80	R				From: Dead End				NA			NA		09/05/2001
							To: 79-644									
(656) Bryants Town Rd	0.57	240	R				From: 79-644				NA			NA		09/05/2001
							To: 79-617									
(657) Little Florida Rd	0.90	50	R				From: Dead End				NA			NA		05/19/2004
							To: 79-610									
(658) Murphys Place	0.52	70	R				From: Dead End				NA			NA		06/07/2004
							To: 79-619									
(659) Spring Hill Rd	0.50	20	R				From: Dead End				NA			NA		06/02/2004
							To: 79-690									
(660) Cobham Park Lane	0.35	70	R				From: Dead End				NA			NA		05/19/2004
							To: 79-672									
(660) Cobham Park Lane	0.15	110	R				From: 79-672				NA			NA		05/19/2004
							To: 79-630									
(661) Totuskey Church Rd	1.90	520	R				From: US 360 Richmond Rd				NA			NA		09/05/2001
							To: 79-627									
(661) Totuskey Church Rd	0.08	40	R				From: 79-627 Drinking Swamp Rd				NA			NA		09/05/2001
							To: Dead End									
(662) Withers Lane	0.70	170	R				From: 79-661				NA			NA		09/05/2001
							To: 79-619									
(663) Thompsontown Rd	1.00	70	R				From: 79-620				NA			NA		05/24/2004
							To: Dead End									
(664) Emmanuel Church Rd	0.45	60	R				From: 79-637				NA			NA		06/02/2004
							To: Dead End									
(665) Milden Lane	0.10	40	R				From: 79-642				NA			NA		05/19/2004
							To: Dead End									
(666)	0.06	NA					From: Dead End				NA			NA		
							To: SR 3									
(667) Sunnyside Lane	0.64	20	R				From: Dead End				NA			NA		05/24/2004
							To: 79-653									
(668) Village Lane	0.15	80	R				From: 79-617				NA			NA		05/17/2004
							To: US 360 Richmond Rd									
(669) Headley Lane	0.05	30	R				From: 79-614				NA			NA		05/19/2004
							To: Dead End									
(670) Scott Town Rd	0.65	200	R				From: US 360 Richmond Rd				NA			NA		05/24/2004
							To: 79-699									

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						2Axle	3+Axle	1Trail	2Trail							
<b>Richmond County</b>																
(671) Thrift Rd	0.45	20	R				From: Dead End							NA		05/24/2004
							To: 79-619									
(672)	0.35	60	R				From: Dead End							NA		05/19/2004
							To: 79-660									
(673) Lanier Rd	0.84	100	R				From: Dead End							NA		05/19/2004
							To: 79-606									
(674) Kellys Lane	0.40	140	R				From: Dead End							NA		06/02/2004
							To: 79-621									
(675) Elliots Drive	0.61	20	R				From: Dead End							NA		06/02/2004
							To: 79-636									
(676) Reisingers Rd	0.98	160	R				From: 79-624							NA		06/02/2004
							To: Dead End									
(677) Morres Mill Rd	0.30	50	R				From: Dead End							NA		05/17/2004
							To: 79-607									
(678)	0.67	30	R				From: Dead End							NA		06/02/2004
							To: 0.67 MS Dead End									
(678)	0.13	50	R				From: 79-624							NA		06/02/2004
							To: 79-624									
(679) Silas Drive	0.35	70	R				From: 79-632							NA		05/24/2004
							To: Dead End									
(680) Smith Lane	0.40	130	R				From: Dead End							NA		06/02/2004
							To: 79-637									
(681) Front St	0.40	100	R				From: Dead End							NA		05/19/2004
							To: 79-642									
(682) Farnham Landing	0.09	6	R				From: Dead End							NA		05/19/2004
							To: 79-608									
(683) Bowens Lane	0.38	60	R				From: Dead End							NA		06/02/2004
							To: 79-652 Waterview Rd									
(684) Blues Lane	0.55	60	R				From: 79-619							NA		05/24/2004
							To: Dead End									
(685)	0.35	130	R				From: Dead End							NA		06/02/2004
							To: 79-637									
(686) Pocahontas Drive	0.08	60	R				From: 79-697 Indianfield Rd							NA		05/24/2004
							To: 79-1101									
(686) Pocahontas Drive	0.07	90	R				From: 79-1101							NA		05/24/2004
							To: US 360; FR-815									
(687) Old Treasure Rd	0.12	200	R				From: Dead End							NA		05/17/2004
							To: SR 3									



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						2Axle	3+Axle	1Trail	2Trail							
<b>Richmond County</b>																
(688)	0.20	70	R											NA		05/19/2004
(689) Bunker Hill Rd	0.19	50	R											NA		05/17/2004
<b>Town of Warsaw</b>																
(690) Menokin Rd	0.20	880	G	98%	0%	1%	1%	1%	0%	F	0.1	F	0.569	910	G	2005
<b>Richmond County</b>																
(690) Menokin Rd	2.64	670	G	98%	0%	1%	1%	1%	0%	C	0.103	F	0.612	690	G	2005
(690) Menokin Rd	2.49	430	R											NA		08/06/2001
(690) Menokin Rd	1.50	380	R											NA		08/01/2001
(690) Menokin Rd	0.50	370	R											NA		08/01/2001
(691) Northernmost Rd	0.85	30	R											NA		08/06/2001
(692)	0.40	380	R											NA		09/26/2001
(692) N Farnham Church Rd	0.22	670	G	98%	0%	2%	0%	0%	0%	C	0.093	F	0.508	690	G	2005
(693) Carter Town Rd	0.30	120	R											NA		06/07/2004
(694) Burnt House Rd	0.19	40	R											NA		06/02/2004
(695) Church Lane	0.15	170	R											NA		09/05/2001
(696) Heaggans Rd	0.19	30	R											NA		05/17/2004
(697) Indianfield Rd	0.66	210	R											NA		09/26/2001
(697) Indianfield Rd	0.76	140	R											NA		09/26/2001
(698) Gravel Pit Rd	0.36	110	R											NA		05/24/2004
(699)	0.13	100	R											NA		05/24/2004
<b>Town of Warsaw</b>																
(700) Selftown Rd	0.13	190	R											NA		10/17/2001

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						2Axle	3+Axle	1Trail	2Trail							
<b>Richmond County</b>																
(700) Selftown Rd	0.20	170	R											NA		09/11/2001
(701) Hard Bargain Lane	0.70	40	R											NA		08/22/2001
(702) Poplar Court	0.17	60	R											NA		05/19/2004
(703) Rose Hill Drive	0.15	100	R											NA		08/15/2001
(704) Rose Hill Drive	0.38	90	R											NA		08/15/2001
(705) Woodyard Rd	0.04	60	R											NA		08/15/2001
(707) Creek View Lane	0.30	50	R											NA		05/19/2004
(708) Cedar Point Rd	0.38	60	R											NA		05/19/2004
(709)	0.19	60	R											NA		05/19/2004
(710) Indian Banks Rd	0.42	60	R											NA		08/22/2001
(720) Bamboo Lane	0.20	30	R											NA		08/22/2001
<b>Town of Warsaw</b>																
(1000) Harris Ave	0.25	40	R											NA		05/24/2004
(1001) Hamilton Blvd	0.75	330	G	96%	0%	1%	1%	2%	0%	C	0.092	F	0.576	340	G	2005
(1002) Belleville Lane	0.23	280	R											NA		09/26/2001
(1003) St Johns St	0.23	1100	R											NA		09/11/2001
(1004) Court Circle	0.17	300	R											NA		09/11/2001
(1004) Court Circle	0.13	310	R											NA		09/11/2001
(1005) Lakeside Drive	0.18	30	R											NA		06/06/2004
(1005) Lakeside Drive	0.17	100	R											NA		06/07/2004

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						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Warsaw</b>																
(1005) Lakeside Drive	0.08	80	R				From: 79-1020 Ivy Lane					NA		NA		06/07/2004
							To: 79-690 Menokin Rd									
(1006) Ridgeway Rd	0.08	310	R				From: 79-1012 Sunset Lane					NA		NA		09/11/2001
							To: 79-1005 Lakeside Drive									
(1006) Ridgeway Rd	0.10	520	R				From: SR 3					NA		NA		09/11/2001
							To: US 360 Richmond Rd									
(1007) Sabine Hall Rd	0.13	1900	R				From: US 360 Richmond Rd					NA		NA		09/11/2001
							To: Dead End									
(1008) Pine St	0.19	130	R				From: US 360 Richmond Rd					NA		NA		09/26/2001
							To: 79-1002 Belleville Lane									
(1009) Washington Ave	0.09	200	R				From: 79-1028 Level Boulevard					NA		NA		06/09/2004
							To: 79-1014 SOUTH									
(1009) Washington Ave	0.02	230	R				From: 79-1014 NORTH					NA		NA		06/09/2004
							To: 79-1014 SOUTH									
(1009) Washington Ave	0.06	240	R				From: 79-1010 SOUTH					NA		NA		06/09/2004
							To: 79-1010 NORTH									
(1009) Washington Ave	0.03	280	R				From: 79-1010 NORTH					NA		NA		06/09/2004
							To: US 360 Richmond Rd									
(1009) Washington Ave	0.05	650	R				From: WCL Warsaw					NA		NA		09/11/2001
							To: 79-1011 Madison Ave									
(1010)	0.06	30	R				From: 79-1011 Madison Ave					NA		NA		06/09/2004
							To: 79-1009 Washington Ave									
(1010)	0.09	150	R				From: 79-1009 SOUTH					NA		NA		06/09/2004
							To: 79-1018									
(1010)	0.14	30	R				From: 79-1014					NA		NA		06/07/2004
							To: 79-1010									
(1011) Madison Ave	0.09	70	R				From: Dead End					NA		NA		06/09/2004
							To: 79-1005									
(1012) Sunset Lane	0.11	170	R				From: 79-1005					NA		NA		06/07/2004
							To: 79-1006									
(1012) Sunset Lane	0.08	160	R				From: 79-1006 Ridgeway Rd					NA		NA		06/07/2004
							To: Dead End									
(1012) Sunset Lane	0.28	80	R				From: US 360 Richmond Rd					NA		NA		06/07/2004
							To: Dead End									
(1013) Jones Lane	0.18	150	R				From: WCL Warsaw					NA		NA		09/11/2001
							To: 79-1011									
(1014)	0.04	20	R				From: 79-1011 Madison Ave					NA		NA		06/09/2004
							To: 79-1009									
(1014)	0.09	20	R				From: 79-1009					NA		NA		06/09/2004
							To: 79-1018									
(1014)	0.15	40	R				From: 79-1018					NA		NA		06/07/2004
							To: 79-1018									

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						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Warsaw</b>																
(1015) Wallace St	0.23	100	R									NA		NA		09/11/2001
(1015) Wallace St	0.33	280	R									NA		NA		09/11/2001
(1015) Wallace St	0.09	870	R									NA		NA		09/11/2001
(1016) Morgan Lane	0.40	370	R									NA		NA		05/07/2004
(1017) West Morgan Lane	0.04	40	R									NA		NA		06/07/2004
(1017) West Morgan Lane	0.07	150	R									NA		NA		06/07/2004
(1017) West Morgan Lane	0.10	60	R									NA		NA		06/07/2004
(1018) Memorial Drive	0.05	50	R									NA		NA		06/07/2004
(1018) Memorial Drive	0.10	80	R									NA		NA		06/07/2004
(1018) Memorial Drive	0.08	110	R									NA		NA		06/07/2004
(1019) Gordon Lane	0.15	40	R									NA		NA		06/07/2004
(1020) Ivy Lane	0.12	30	R									NA		NA		06/07/2004
(1021) Maple St	0.15	590	R									NA		NA		05/24/2004
(1022) Walnut St	0.18	1200	R									NA		NA		05/24/2004
(1022) Walnut St	0.04	1200	R									NA		NA		05/24/2004
(1023) Quail Trail	0.16	70	R									NA		NA		06/07/2004
(1027) Sturman Lane	0.15	70	R									NA		NA		06/07/2004
(1028) Level Boulevard	0.13	160	R									NA		NA		06/09/2004
(1028) Level Boulevard	0.02	30	R									NA		NA		06/09/2004
<b>Richmond County</b>																
(1029) Georgia Ave	0.09	40	R									NA		NA		06/09/2004

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						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Warsaw</b>																
(1033) Lee Ave	0.17	150	R								NA			NA		06/07/2004
(1033) Lee Ave	0.09	60	R								NA			NA		06/07/2004
(1034) Jackson Court	0.05	40	R								NA			NA		06/07/2004
(1035) College Ave	0.07	410	R								NA			NA		09/11/2001
(1035) College Ave	0.22	160	R								NA			NA		09/11/2001
(1035) College Ave	0.04	10	R								NA			NA		09/11/2001
(1036) Campus Drive	0.04	260	R								NA			NA		06/07/2004
(1037) Atkinson Drive	0.18	140	R								NA			NA		06/07/2004
(1037) Atkinson Drive	0.02	40	R								NA			NA		06/07/2004
(1038) Freedom Way	0.16	170	R								NA			NA		06/07/2004
(1038) Freedom Way	0.05	30	R								NA			NA		06/07/2004
<b>Richmond County</b>																
(1040) Lyell Drive	0.05	30	R								NA			NA		05/24/2004
(1041) Hinson Rd	0.12	120	R								NA			NA		05/24/2004
(1044)	0.18	NA									NA			NA		
(1047)	0.13	NA									NA			NA		
(1060) Schoolhouse Rd	0.14	90	R								NA			NA		05/17/2004
(1061) North Bend Rd	0.06	10	R								NA			NA		05/17/2004
(1061) North Bend Rd	0.11	40	R								NA			NA		05/17/2004
(1101) Red Wing Lane	0.15	40	R								NA			NA		05/24/2004
(1102) Powhatan Trail	0.07	10	R								NA			NA		05/24/2004

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						2Axle	3+Axle	1Trail	2Trail							
<b>Richmond County</b>																
①1110 Selttlers Landing Rd	0.20	140	R			From: 79-620					NA			NA		05/24/2004
						To: Dead End										
①1111 Waterside Drive	0.29	80	R			From: Cul-de-Sac					NA			NA		05/24/2004
						To: 79-1110 Selttlers Landing Rd										
⑨3350	0.12	280	R			From: SR 3					NA			NA		09/26/2001
						To: SR 3										
⑨838	0.15	380	R			From: US 360 Richmond Rd					NA			NA		09/26/2001
						To: US 360 Richmond Rd										