

2002

**Virginia Department of Transportation
Daily Traffic Volume Estimates**

Jurisdiction Report

79

Richmond County
Town of Warsaw

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.

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 30th 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
 Richmond Maintenance Area

Route	Length	AADT	QA	Year	Route	Length	AADT	QA	Year		
Richmond County					Richmond County						
From: 3	Westmoreland County Line	0.15	5200	G	2002	600	79-601	2.23	390	G	2002
To: 3	SR 203 Lyells	1.46	6500	G	2002	600	79-604 SOUTH	0.26	460	G	2002
From: 3	79-653	0.79	6500	N	2002	601	Lancaster County Line				
To: 3	NCL Warsaw					601	SR 3	2.90	210	R	08/22/2001
Town of Warsaw					Town of Warsaw						
From: 3	NCL Warsaw	0.20	6500	N	2002	602	79-600	1.64	240	R	09/26/2001
To: 3	SR 3 Bus					602	Dead End				
From: 3	US 360, SR 3 Bus	0.11	6800	G	2002	602	79-607	0.03	340	R	09/26/2001
To: 3	SCL Warsaw					602	SR 3 EAST				
Richmond County					Richmond County						
From: 3	SCL Warsaw	6.20	6800	N	2002	602	SR 3 WEST	0.11	200	R	09/26/2001
To: 3	79-642 Near Emmerton	3.07	3700	G	2002	602	79-692	1.10	500	R	09/26/2001
From: 3	79-692	2.37	3400	G	2002	602	79-612	3.00	140	R	08/22/2001
To: 3	79-608	2.70	3100	G	2002	603	79-601	3.00	30	R	09/05/2001
From: 3	Lancaster County Line					603	79-612				
Town of Warsaw					Town of Warsaw						
Bus 3	SR 3	0.77	12000	N	2002	604	Dead End	0.60	20	R	09/05/2001
Bus 3	US 360	0.78	12000	G	2002	604	79-600				
3 360	E SR 3					605	79-606	1.20	20	R	08/22/2001
Richmond County					Richmond County						
From: 203	SR 3 Lyells	0.40	2700	G	2002	605	1.20 ME 79-606	0.50	20	R	08/22/2001
To: 203	Westmoreland County Line					605	Dead End				
From: 360	Essex County Line	3.98	14000	G	2002	606	Dead End				
To: 360	W 79-624	0.40	14000	A	2002	606	79-673	1.33	200	R	1998
From: 360	WCL Warsaw					606	79-608	1.75	340	G	2002
Town of Warsaw					Town of Warsaw						
From: 360	WCL Warsaw	2.02	14000	N	2002	607	Dead End	0.90	220	R	1998
To: 360	W SR 3 Bus	0.78	12000	G	2002	607	79-602 Gap Terminus				
From: 360	E SR 3 Bus, SR 3	0.37	7900	G	2002	607	79-692 Gap Terminus	3.25	580	G	2002
To: 360	ECL Warsaw					607	69-677	1.65	800	G	2002
Richmond County					Richmond County						
From: 360	ECL Warsaw	4.59	7900	N	2002	607	79-677	0.50	550	G	2002
To: 360	79-661	2.97	6000	G	2002	607	79-617				
From: 360	Northumberland County Line					608	79-613	3.37	220	G	2002
To: 360	Lancaster County Line					608	79-606	0.90	990	G	2002
From: 600	Lancaster County Line	3.16	400	G	2002	608	79-642	1.03	160	G	2002
To: 600	79-601					608	79-610	0.08	270	G	2002
						608	79-613	3.37	220	G	2002
						608	79-606	0.90	990	G	2002
						608	SR 3				

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Route	Length	AADT	QA	Year
Richmond County				
From: Dead End				
609	1.35	80	R	08/22/2001
To: 79-610				
From: 79-647				
610	0.65	80	R	08/22/2001
To: 79-657				
From: 79-657				
610	0.30	30	R	08/22/2001
To: Dead End; Gap Terminus				
From: Dead End; Gap Terminus				
610	0.45	40	R	08/22/2001
To: 79-641				
From: 79-641				
610	0.75	100	R	08/22/2001
To: 79-608				
From: 79-613				
611	1.50	170	R	08/15/2001
To: SR 3				
From: 79-602				
612	1.30	270	R	08/22/2001
To: 79-616				
From: 79-616				
612	3.30	300	R	08/22/2001
To: 66-600				
From: 79-608				
613	2.50	280	R	08/15/2001
To: 79-611				
From: 79-611				
613	0.80	240	R	08/15/2001
To: SR 3				
From: Dead End				
614	0.07	40	R	08/15/2001
To: 79-669				
From: 79-669				
614	2.20	100	R	08/15/2001
To: 79-642				
From: 79-642				
614	2.17	120	R	08/15/2001
To: 79-615				
From: 79-615				
614	1.84	270	R	08/15/2001
To: 79-643				
From: 79-643				
614	0.70	580	G	2002
To: SR 3				
From: SR 3				
614	0.35	40	R	08/15/2001
To: 79-626				
From: 79-626				
614	1.25	40	R	08/15/2001
To: Dead End				
From: Dead End				
615	1.40	150	R	1998
To: 79-614				
From: 79-612				
616	3.90	80	R	09/05/2001
To: 66-600; 66-616				
From: 79-607				
617	0.80	770	G	2002
To: US 360				
From: 79-661				
618	1.00	290	R	09/05/2001
To: Northumberland County Line				
From: SR 3				
619	3.10	460	G	2002
To: 79-627				

Route	Length	AADT	QA	Year
Richmond County				
From: 79-627				
619	1.42	480	G	2002
To: US 360				
From: US 360				
619	2.80	610	G	2002
To: Westmoreland County Line				
From: Dead End				
620	0.15	130	R	08/15/2001
To: SR 3				
From: SR 3				
620	2.31	250	R	09/26/2001
To: US 360				
From: US 360				
620	2.79	540	R	09/05/2001
To: Westmoreland County Line				
From: 79-624				
621	1.80	590	R	08/16/2001
To: 79-690 WEST				
From: 79-690 EAST				
621	2.88	270	R	08/01/2001
To: 79-637				
From: 79-637				
621	0.10	310	R	08/01/2001
To: Westmoreland County Line				
From: Dead End				
622	1.30	30	R	08/06/2001
To: 79-625				
From: 79-625				
622	0.70	80	R	08/06/2001
To: 79-624 WEST				
From: 79-624 EAST				
622	2.10	80	R	08/06/2001
To: 79-638 WEST				
From: 79-638 WEST				
622	0.20	210	R	08/16/2001
To: 79-638 EAST				
From: 79-638 EAST				
622	0.70	580	G	2002
To: Westmoreland County Line				
From: 79-624				
623	1.28	400	R	08/06/2001
To: Westmoreland County Line				
From: Dead End				
624	1.20	110	R	1998
To: SCL Warsaw				
Town of Warsaw				
From: SCL Warsaw				
624	0.10	110	N	1998
To: US 360 EAST				
Richmond County				
From: US 360 WEST				
624	0.20	2400	G	2002
To: 79-634				
From: 79-634				
624	0.80	2000	G	2002
To: 79-621				
From: 79-621				
624	1.10	1500	G	2002
To: 79-676				
From: 79-676				
624	3.27	1200	G	2002
To: 79-636 NORTH				
From: 79-636 NORTH				
624	3.21	950	G	2002
To: 79-638 SOUTH				
From: 79-638 SOUTH				
624	0.90	980	G	2002
To: 79-638 NORTH				

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Route	Length	AADT	QA	Year
Richmond County				
From: 79-638 NORTH				
(624) To: Westmoreland County Line	4.56	680	G	2002
From: 79-622				
(625) To: Dead End	0.65	9	R	08/06/2001
From: SR 3				
(626) To: 79-614	0.40	100	R	08/15/2001
From: 79-619				
(627) To: US 360	2.14	350	R	09/05/2001
From: US 360				
(627) To: 79-661	0.06	370	R	09/05/2001
From: Dead End				
(628) To: US 360	0.70	110	R	1998
From: 79-620				
(629) To: 79-695	0.17	220	R	09/05/2001
From: 79-695				
(629) To: Dead End	0.26	170	R	09/05/2001
From: Dead End				
(630) To: 79-660	1.25	90	R	08/15/2001
From: 79-660				
(630) To: 79-631	1.41	380	G	2002
From: 79-631				
(630) To: SR 3	1.69	840	G	2002
From: Dead End				
(631) To: 79-630	1.30	210	R	1998
From: Dead End				
(632) To: 79-679	1.79	160	R	1998
From: 79-679				
(632) To: 39-698	0.07	250	R	1998
From: 79-698				
(632) To: SR 3	0.78	500	R	08/15/2001
From: 79-637				
(633) To: 79-690	2.51	10	R	08/01/2001
From: Dead End				
(634) To: 79-636	0.55	50	R	1998
From: 79-636				
(634) To: 79-624	4.06	360	G	2002
From: 79-624				
(635) To: 79-636	1.41	140	R	08/01/2001
From: 79-634				
(636) To: 79-640	1.70	170	R	08/09/2001
From: 79-640				
(636) To: 79-624 SOUTH	0.32	220	R	08/09/2001

Route	Length	AADT	QA	Year
Richmond County				
From: 79-624 NORTH				
(636) To: 79-637	2.00	140	R	08/09/2001
From: Dead End				
(637) To: 79-624 WEST	0.70	130	R	08/06/2001
From: 79-624 EAST				
(637) To: 79-636	1.50	230	R	08/06/2001
From: 79-636				
(637) To: 79-690 WEST	2.44	230	R	08/01/2001
From: 79-690 EAST				
(637) To: 79-621	1.50	130	R	08/01/2001
From: Dead End				
(638) To: 79-624 SOUTH	3.00	230	R	08/06/2001
From: 79-624 MID				
(638) To: 79-639	1.40	280	G	2002
From: 79-639				
(638) To: 79-622 EAST	1.30	320	G	2002
From: 79-622 WEST				
(638) To: 79-624 NORTH	2.10	120	R	08/06/2001
From: 79-638				
(639) To: Dead End	0.45	60	R	08/06/2001
From: 79-636				
(640) To: 79-624	2.50	100	R	08/01/2001
From: 79-642				
(641) To: 79-610	1.10	90	R	08/22/2001
From: Dead End				
(642) To: 79-665	0.04	20	R	1998
From: 79-665				
(642) To: 79-681	0.01	60	R	1998
From: 79-681				
(642) To: 79-641	1.10	260	R	08/22/2001
From: 79-641				
(642) To: 79-608	1.10	280	G	2002
From: 79-608				
(642) To: 79-614	0.70	420	G	2002
From: 79-614				
(642) To: 79-651	2.28	560	G	2002
From: 79-651				
(642) To: SR 3	0.90	740	G	2002
From: 79-614				
(643) To: Dead End	1.16	180	R	1998
From: Dead End				
(644) To: 79-656	0.46	150	R	09/05/2001
From: Dead End				
(645) To: Westmoreland County Line	0.70	110	R	08/06/2001

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Route	Length	AADT	QA	Year
Richmond County				
From: US 360				
(646)	0.55	60	R	08/06/2001
To: 0.55 MN US 360				
(646)	0.99	60	R	08/06/2001
To: 79-621				
From: Dead End				
(647)	0.80	110	R	1998
To: 79-648				
From: 79-610				
(647)	0.90	170	R	1998
To: 79-610				
From: 79-608				
(647)	2.40	310	R	08/22/2001
To: 79-608				
From: 79-647				
(648)	0.70	40	R	1998
To: Dead End				
Town of Warsaw				
From: US 360 EAST				
(649)	0.34	180	R	09/11/2001
To: US 360 WEST				
Richmond County				
From: Dead End				
(650)	0.90	240	R	09/05/2001
To: 79-619				
From: 79-614				
(651)	0.20	30	R	08/15/2001
To: 0.20 MN 79-614				
From: 79-642				
(651)	1.92	30	R	08/15/2001
To: 79-642				
From: Dead End				
(652)	0.53	70	R	08/01/2001
To: 79-683				
From: 79-636				
(652)	1.07	110	R	08/01/2001
To: 79-636				
From: SR 3				
(653)	0.45	120	R	09/26/2001
To: 79-667				
From: 79-667				
(653)	0.45	70	R	09/26/2001
To: Dead End				
From: Dead End				
(654)	1.30	20	R	08/22/2001
To: 79-600				
From: Dead End				
(655)	1.25	130	R	1998
To: 79-614				
From: Dead End				
(656)	0.63	80	R	09/05/2001
To: 79-644				
From: 79-644				
(656)	0.57	240	R	09/05/2001
To: 79-617				
From: Dead End				
(657)	0.90	45	R	1998
To: 79-610				
From: Dead End				
(658)	0.52	80	R	1998
To: 79-619				

Route	Length	AADT	QA	Year
Richmond County				
From: Dead End				
(659)	0.50	20	R	08/01/2001
To: 79-690				
From: Dead End				
(660)	0.35	70	R	1998
To: 79-672				
From: 79-672				
(660)	0.15	140	R	1998
To: 79-630				
From: US 360				
(661)	1.90	520	R	09/05/2001
To: 79-627				
From: 79-627				
(661)	0.08	40	R	09/05/2001
To: Dead End				
From: 79-661				
(662)	0.70	170	R	09/05/2001
To: 79-619				
From: 79-620				
(663)	1.00	60	R	1998
To: Dead End				
From: 79-637				
(664)	0.45	100	R	08/01/2001
To: Dead End				
From: 79-642				
(665)	0.10	40	R	1998
To: Dead End				
From: Dead End				
(666)	0.06	NA		
To: SR 3				
From: Dead End				
(667)	0.64	20	R	09/26/2001
To: 79-653				
From: 79-617				
(668)	0.15	90	R	1998
To: US 360				
From: 79-614				
(669)	0.05	40	R	1998
To: Dead End				
From: US 360				
(670)	0.65	200	R	1998
To: 79-699				
From: Dead End				
(671)	0.45	70	R	09/05/2001
To: 79-619				
From: Dead End				
(672)	0.35	60	R	1998
To: 79-660				
From: Dead End				
(673)	0.84	80	R	1998
To: 79-606				
From: Dead End				
(674)	0.40	60	R	08/01/2001
To: 79-621				
From: Dead End				
(675)	0.61	30	R	1998
To: 79-636				

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Route	Length	AADT	QA	Year
Richmond County				
From: 79-624				
(676) To: Dead End	0.98	40	R	1998
From: Dead End				
(677) To: 79-607	0.30	47	R	09/05/2001
From: Dead End				
(678) To: 0.67 MS Dead End	0.67	30	R	08/06/2001
From: 0.13	0.13	30	R	08/06/2001
To: 79-624				
From: 79-632				
(679) To: Dead End	0.35	90	R	1998
From: Dead End				
(680) To: 79-637	0.40	110	R	1998
From: Dead End				
(681) To: 79-642	0.40	140	R	1998
From: Dead End				
(682) To: 79-608	0.09	20	R	1998
From: Dead End				
(683) To: 79-652	0.38	10	R	1998
From: 79-619				
(684) To: Dead End	0.55	48	R	08/15/2001
From: Dead End				
(685) To: 79-637	0.35	110	R	1998
From: 79-697				
(686) To: 79-1101	0.08	70	R	1998
From: 79-1101				
(686) To: US 360; FR-815	0.07	90	R	1998
From: Dead End				
(687) To: SR 3	0.12	160	R	1998
From: Dead End				
(688) To: 79-630	0.20	40	R	1998
From: Cul-de-Sac				
(689) To: SR 3	0.19	60	R	1998
Town of Warsaw				
From: SR 3				
(690) To: NCL WARSAW	0.20	1000	G	2002
Richmond County				
From: NCL WARSAW				
(690) To: 79-621 WEST	2.64	660	G	2002
From: 79-621 WEST				
(690) To: 79-637 EAST	2.49	430	R	08/06/2001

Route	Length	AADT	QA	Year
Richmond County				
From: 79-637 EAST				
(690) To: 79-633	1.50	380	R	08/01/2001
From: 79-633				
(690) To: Westmoreland County Line	0.50	370	R	08/01/2001
From: Westmoreland County Line				
(691) To: Dead End	0.85	30	R	08/06/2001
From: SR 3 SOUTH				
(692) To: 79-607	0.40	380	R	09/26/2001
From: 79-607				
(692) To: SR 3 NORTH	0.22	780	G	2002
From: Dead End				
(693) To: 79-624	0.30	120	R	1998
From: 79-635				
(694) To: Dead End	0.19	30	R	08/01/2001
From: US 360				
(695) To: 79-629	0.15	170	R	09/05/2001
From: Dead End				
(696) To: SR 3	0.19	30	R	08/22/2001
From: US 360				
(697) To: 79-686	0.66	210	R	09/26/2001
From: 79-686				
(697) To: 79-620	0.76	140	R	09/26/2001
From: Dead End				
(698) To: 79-632	0.36	60	R	1998
From: Dead End				
(699) To: 79-670	0.13	90	R	1998
Town of Warsaw				
From: US 360				
(700) To: NCL Warsaw	0.13	190	R	10/17/2001
Richmond County				
From: NCL Warsaw				
(700) To: Dead End	0.20	170	R	09/11/2001
From: 79-610				
(701) To: Cul-de-Sac	0.70	40	R	08/22/2001
From: 79-00704(L)/				
(702) To: Cul-de-Sac/	0.17	NA		
From: Dead End				
(703) To: 79-704	0.15	100	R	08/15/2001
From: Cul-de-Sac				
(704) To: 79-703	0.38	90	R	08/15/2001

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Route	Length	AADT	QA	Year
Richmond County				
From: 79-620				
(705) To: Dead End	0.04	60	R	08/15/2001
From: SR 3				
(707) To: Dead End	0.30	40	R	1998
From: 79-614				
(708) To: Dead End	0.38	40	R	1998
From: 79-630				
(709) To: SR 3	0.19	90	R	1998
From: Dead End				
(710) To: 79-606	0.42	60	R	08/22/2001
From: 79-642				
(720) To: Cul-de-Sac	0.20	30	R	08/22/2001
Town of Warsaw				
From: SR 3				
(1000) To: Cul-de-Sac	0.25	70	R	09/11/2001
From: US 360				
(1001) To: NCL WARSAW	0.75	360	G	2002
From: SR 3				
(1002) To: 79-1001	0.23	280	R	09/26/2001
From: SR 3				
(1003) To: US 360	0.23	1100	R	09/11/2001
From: US 360; SR 3 BUS; BEGIN LOOP				
(1004) To: 79-1036	0.17	300	R	09/11/2001
From: 79-1036				
(1004) To: END LOOP	0.13	310	R	09/11/2001
From: 79-1012				
(1005) To: 79-1006	0.18	30	R	1998
From: 79-1006				
(1005) To: 79-1020	0.17	80	R	1998
From: 79-1020				
(1005) To: 79-690	0.08	110	R	1998
From: 79-1012				
(1006) To: 79-1005	0.08	310	R	09/11/2001
From: 79-1005				
(1006) To: SR 3	0.10	520	R	09/11/2001
From: US 360; 79-624				
(1007) To: Dead End	0.13	1900	R	09/11/2001
From: US 360				
(1008) To: 79-1002	0.19	130	R	09/26/2001
From: 79-1028				
(1009) To: 79-1014 SOUTH	0.09	200	R	1998

Route	Length	AADT	QA	Year
Town of Warsaw				
From: 79-1014 SOUTH				
(1009) To: 79-1014 NORTH	0.02	240	R	1998
From: 79-1014 NORTH				
(1009) To: 79-1010 SOUTH	0.06	260	R	1998
From: 79-1010 SOUTH				
(1009) To: 79-1010 NORTH	0.03	320	R	1998
From: 79-1010 NORTH				
(1009) To: US 360	0.05	650	R	09/11/2001
From: WCL WARSAW				
(1010) To: 79-1011	0.06	10	R	1998
From: 79-1011				
(1010) To: 79-1009	0.09	100	R	1998
From: 79-1009 SOUTH				
(1010) To: 79-1018	0.14	30	R	1998
From: 79-1014				
(1011) To: 79-1010	0.09	20	R	1998
From: Dead End				
(1012) To: 79-1005	0.11	60	R	1998
From: 79-1005				
(1012) To: 79-1006	0.08	110	R	1998
From: 79-1006				
(1012) To: Dead End	0.28	70	R	1998
From: US 360; 79-1016				
(1013) To: Dead End	0.18	150	R	09/11/2001
From: WCL WARSAW				
(1014) To: 79-1011	0.04	20	R	1998
From: 79-1011				
(1014) To: 79-1009	0.09	40	R	1998
From: 79-1009				
(1014) To: 79-1018	0.15	46	R	1998
From: Cul-de-Sac				
(1015) To: 0.23 MN Cul-de-Sac	0.23	100	R	09/11/2001
From: 0.23 MN Cul-de-Sac				
(1015) To: 79-1036	0.33	280	R	09/11/2001
From: 79-1036				
(1015) To: US 360	0.09	870	R	09/11/2001
From: 79-1017				
(1016) To: US 360	0.40	410	R	1998
From: Dead End				
(1017) To: 79-1016	0.04	80	R	1998
From: 79-1016				
(1017) To: 79-1023	0.07	170	R	1998
From: 79-1023				
(1017) To: Dead End	0.10	90	R	1998

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Town of Warsaw				
From: SCL WARSAW				
(1018)	0.05	80	R	1998
To: 79-1014				
(1018)	0.10	110	R	1998
To: 79-1010				
(1018)	0.08	170	R	1998
To: 79-649				
From: US 360				
(1019)	0.15	60	R	1998
To: Dead End				
From: 79-1005				
(1020)	0.12	40	R	1998
To: NCL WARSAW				
From: 79-1022				
(1021)	0.15	680	R	1998
To: US 360				
From: SR 3				
(1022)	0.18	1100	R	1998
To: 79-1021				
(1022)	0.04	1400	R	1998
To: Dead End				
From: Dead End				
(1023)	0.16	80	R	1998
To: 79-1017				
From: Dead End				
(1027)	0.15	60	R	1998
To: 79-649				
From: 79-1029				
(1028)	0.13	110	R	1998
To: 79-1009				
(1028)	0.02	20	R	1998
To: Dead End				
Richmond County				
From: Dead End				
(1029)	0.09	40	R	1998
To: 79-1028				
Town of Warsaw				
From: US 360				
(1033)	0.17	130	R	1998
To: 79-1034				
(1033)	0.09	80	R	1998
To: Dead End				
From: 79-1033				
(1034)	0.05	50	R	1998
To: Cul-de-Sac				
From: US 360				
(1035)	0.07	410	R	09/11/2001
To: 79-1037				
(1035)	0.22	160	R	09/11/2001
To: 79-1038				
(1035)	0.04	10	R	09/11/2001
To: Dead End				
From: 79-1004				
(1036)	0.04	610	R	1998
To: 79-1015				

Route	Length	AADT	QA	Year
Town of Warsaw				
From: 79-1035				
(1037)	0.18	130	R	1998
To: 0.18 MN 79-1035				
(1037)	0.02	20	R	1998
To: Dead End				
From: Cul-de-Sac				
(1038)	0.16	100	R	1998
To: 79-1035				
(1038)	0.05	20	R	1998
To: Cul-de-Sac				
Richmond County				
From: Cul-de-Sac				
(1040)	0.05	30	R	1998
To: 79-620				
From: Cul-de-Sac				
(1041)	0.12	48	R	1998
To: 79-620				
From: 79-607				
(1060)	0.14	80	R	1998
To: 79-1061				
From: Cul-de-Sac				
(1061)	0.06	10	R	1998
To: 79-1060				
(1061)	0.11	40	R	1998
To: Cul-de-Sac				
From: 79-1102				
(1101)	0.15	40	R	1998
To: 79-686				
From: 79-1101				
(1102)	0.07	30	R	1998
To: 79-697				
From: 79-620				
(1110)	0.20	NA		
To: Dead End				
From: Cul-de-Sac				
(1111)	0.29	NA		
To: 79-1110				
From: SR 3				
(9350)	0.12	280	R	09/26/2001
To: SR 3				
From: US 360				
(9838)	0.15	380	R	09/26/2001
To: US 360				