

2001

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

Jurisdiction Report

51

Lancaster County
Town of Irvington
Town of Kilmarnock
Town of White Stone

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
Lancaster Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Lancaster County															
3	5.30	2000	G	89%	1%	3%	4%	4%	0%	C	170	G	2000	G	2001
				From:	Richmond County Line										
				To:	SR 201 Lively										
3	3.48	4900	G	89%	1%	3%	4%	4%	0%	F	410	G	4900	G	2001
				From:	E 51-604										
				To:	51-607										
3	4.36	6800	G	89%	1%	3%	4%	4%	0%	F	660	G	6900	G	2001
				From:	NCL Kilmarnock										
Town of Kilmarnock															
3	1.63	8600	N	89%	1%	3%	4%	4%	0%	N	760	N	8600	N	2001
				From:	SR 200 W Int										
				To:	SR 200 M Int										
3	0.09	12000	G	95%	1%	2%	1%	1%	0%	F	1100	G	12000	G	2001
				From:	SCL Kilmarnock										
Lancaster County															
3	1.82	8100	N	95%	1%	2%	1%	1%	0%	N	720	N	8100	N	2001
				From:	51-647										
				To:	NCL White Stone										
3	1.67	8300	G	95%	1%	2%	1%	1%	0%	C	750	G	8400	G	2001
Town of White Stone															
3	0.39	8300	N	95%	1%	2%	1%	1%	0%	N	750	N	8400	N	2001
				From:	SR 200 E Int										
				To:	SCL White Stone										
3	0.46	6100	G	95%	1%	2%	1%	1%	0%	F	550	G	6100	G	2001
Lancaster County															
3	1.09	6100	N	95%	1%	2%	1%	1%	0%	N	550	N	6100	N	2001
				From:	Middlesex County Line										
Town of White Stone															
200	0.34	3400	N	94%	1%	3%	1%	1%	0%	N	310	N	3400	N	2001
				From:	SR 3 White Stone										
				To:	WCL White Stone										
Lancaster County															
200	0.82	3400	N	94%	1%	3%	1%	1%	0%	N	310	N	3400	N	2001
				From:	ECL Irvington										
Town of Irvington															
200	1.68	3400	N	94%	1%	3%	1%	1%	0%	N	310	N	3400	N	2001
				From:	NCL Irvington										
Lancaster County															
200	2.77	3400	G	94%	1%	3%	1%	1%	0%	F	310	G	3400	G	2001
				From:	NCL Irvington										
				To:	SCL Kilmarnock										
Town of Kilmarnock															
200	0.82	3400	N	94%	1%	3%	1%	1%	0%	N	310	N	3400	N	2001
				From:	S SR 3										
				To:	N SR 3										
200	1.10	4100	G	96%	0%	2%	0%	2%	0%	F	350	G	4200	G	2001
				From:	NCL Kilmarnock										

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
Lancaster County																
(200)	1.43	4100	N	96%	0%	2%	0%	2%	0%	N	350	N	4200	N	2001	
				From:	NCL Kilmarnock											
				To:	Northumberland County Line											
(201)	3.22	2400	G	93%	1%	5%	1%	1%	0%	F	220	G	2400	G	2001	
				From:	SR 354 White Chapel											
				To:	SR 3 Livley											
(201)	2.74	560	G	93%	1%	5%	1%	1%	0%	F	60	G	560	G	2001	
				From:	SR 3 Livley											
				To:	SR 201 Y											
(201)	3.29	1100	G	93%	1%	5%	1%	1%	0%	F	110	G	1100	G	2001	
				From:	SR 201 Y											
				To:	Northumberland County Line											
Wye (201)	0.11	420	G	94%	1%	3%	1%	1%	0%	F	47	G	430	G	2001	
				From:	SR 201											
				To:	51-600											
(222)	4.17	2100	G	97%	0%	2%	0%	0%	0%	F	200	G	2200	G	2001	
				From:	End Route											
				To:	SR 200											
(354)	3.64	1400	G	92%	1%	5%	1%	1%	0%	F	140	G	1500	G	2001	
				From:	End of Route											
				To:	51-604											
(354)	3.62	2600	G	92%	1%	5%	1%	1%	0%	F	230	G	2600	G	2001	
				From:	51-604											
				To:	SR 201											
(354)	4.10	760	G	92%	1%	5%	1%	1%	0%	F	70	G	760	G	2001	
				From:	SR 201											
				To:	51-622											
(354)	2.17	750	G	92%	1%	5%	1%	1%	0%	F	70	G	760	G	2001	
				From:	51-622											
				To:	SR 3											
(600)	1.68	1100	G	95%	1%	2%	0%	2%	0%	C	110	G	1100	G	2001	
				From:	SR 3											
				To:	Y SR 201											
(600)	0.07	660	G	95%	1%	2%	0%	2%	0%	F	60	G	660	G	2001	
				From:	Y SR 201											
				To:	SR 201											
(600)	2.10	430	R								NA		NA		1994	
				From:	SR 201 WEST											
				To:	51-617											
(600)	2.27	490	G	95%	1%	2%	0%	2%	0%	F	48	G	500	G	2001	
				From:	51-617											
				To:	Northumberland County Line											
(601)	0.10	20	R								NA		NA		1999	
				From:	51-602											
				To:	Northumberland County Line											
(602)	2.92	8	R								NA		NA		1999	
				From:	SR 3											
				To:	51-600 SOUTH											
(602)	0.96	150	G	93%	3%	2%	1%	2%	0%	F	20	G	150	G	2001	
				From:	51-600											
				To:	51-601											
(602)	1.07	160	G	93%	2%	2%	1%	2%	0%	C	20	G	160	G	2001	
				From:	51-601											
				To:	SR 201											
(603)	1.20	90	R								NA		NA		1999	
				From:	51-732											
				To:	Northumberland Co Line											
Northumberland County																
(603)	0.01	NA									NA		NA			
				From:	Northumberland Co Line											
				To:	51-615 West											

Virginia Department of Transportation
 Traffic Engineering Division
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 Lancaster Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
Lancaster County																
604	1.86	490	R								NA		NA		1994	
				From:	SR 354											
				To:	Dead End Gap Termin											
604	1.77	200	R								NA		NA		1994	
				From:	Gap Terminus Dead E											
604	3.05	1200	G								C	120	G	1300	G	2001
				To:	51-611 NORTH											
604	3.40	160	R								NA		NA		1994	
				From:	SR 3 EAST											
				To:	51-615											
605	1.90	960	G								C	100	G	970	G	2001
				From:	SR 3											
				To:	51-615											
606	0.82	20	R								NA		NA		1999	
				From:	Dead End											
				To:	66-679 Northumberland County Line											
607	0.20	390	R								NA		NA		1994	
				From:	Dead End											
607	1.89	1100	R								NA		NA		1994	
				To:	SR 3											
				From:	SR 200											
Town of Kilmarnock																
608	0.11	800	R								NA		NA		1994	
				From:	51-1026											
608	0.16	1300	G								C	110	G	1300	G	2001
				To:	SR 3											
608	0.05	1100	G								F	100	G	1100	G	2001
				From:	51-1002											
608	0.27	820	G								F	90	G	820	G	2001
				To:	51-1016											
608	0.10	650	R								NA		NA		1994	
				From:	51-1011											
				To:	CL Kilmarnock											
Lancaster County																
608	1.08	650	N								NA		NA		1994	
				From:	CL Kilmarnock											
				To:	Dead End											
609	1.00	100	R								NA		NA		1999	
				From:	Dead End											
				To:	51-604											
610	0.30	110	R								NA		NA		1999	
				From:	Dead End											
610	1.00	350	R								NA		NA		1999	
				To:	51-730											
				From:	51-604											
611	1.70	80	R								NA		NA		1999	
				To:	Dead End											
611	0.30	360	R								NA		NA		1999	
				From:	51-604 SOUTH											
				To:	51-604 NORTH											
611	1.58	160	R								NA		NA		1999	
				From:	51-667											
				To:	Dead End											
612	0.45	70	R								NA		NA		1994	
				From:	Dead End											
				To:	51-713											

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Lancaster Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Lancaster County															
(612)	1.35	160	R			From: 51-713 To: 51-604					NA		NA		1994
(613)	2.07	290	R			From: Cul-de-Sac To: 51-604					NA		NA		1994
(614)	2.97	320	R			From: 51-604 To: 51-673					NA		NA		1994
(614)	0.23	1400	R			From: 51-673 To: SR 3					NA		NA		1994
Northumberland County															
(615)	0.20	800	N	94%	1%	4%	1%	1%	0%	N	70	N	800	N	2001
						From: SR 201 To: Lancaster Co Line									
Lancaster County															
(615)	0.45	800	N	94%	1%	4%	1%	1%	0%	N	70	N	800	N	2001
						From: Northumberland Co Line To: Northumberland Co Line									
Northumberland County															
(615)	0.07	800	N	94%	1%	4%	1%	1%	0%	N	70	N	800	N	2001
						From: Lancaster Co Line To: Lancaster Co Line									
Lancaster County															
(615)	0.51	800	N	94%	1%	4%	1%	1%	0%	N	70	N	800	N	2001
						From: Northumberland Co Line To: Northumberland Co Line									
Northumberland County															
(615)	0.26	800	N	94%	1%	4%	1%	1%	0%	N	70	N	800	N	2001
						From: Lancaster Co Line To: Lancaster Co Line									
Lancaster County															
(615)	0.20	800	N	94%	1%	4%	1%	1%	0%	N	70	N	800	N	2001
						From: Northumberland Co Line To: Northumberland Co Line									
Northumberland County															
(615)	0.13	800	N	94%	1%	4%	1%	1%	0%	N	70	N	800	N	2001
						From: Lancaster Co Line To: Lancaster Co Line									
Lancaster County															
(615)	0.95	800	G	94%	1%	4%	1%	1%	0%	C	70	G	800	G	2001
						From: SR 201 To: Lancaster Co Line									
Northumberland County															
(615)	0.02	800	N	94%	1%	4%	1%	1%	0%	N	70	N	800	N	2001
						From: Lancaster Co Line To: 66-609									
(615)	0.05	460	N	94%	1%	3%	0%	1%	0%	N	50	N	460	N	2001
						From: 66-609 To: Lancaster Co Line									
Lancaster County															
(615)	3.34	460	G	94%	1%	3%	0%	1%	0%	F	50	G	460	G	2001
						From: Northumberland County Line To: 51-605 SOUTH									
(615)	1.97	210	R			From: 51-605 SOUTH To: SR 200					NA		NA		1994
(616)	2.40	70	R			From: SR 201 To: 51-604					NA		NA		1994

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 Lancaster Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Lancaster County															
(617)	1.25	530	G	91%	1%	From: SR 3; 51-622 To: 51-600				C	45	G	530	G	2001
(618)	1.32	410	G	98%	1%	From: SR 354 To: 51-622 WEST				C	49	G	410	G	2001
(618)	1.14	50	R			From: 51-622 EAST To: SR 3					NA		NA		1994
(619)	0.10	20	R			From: Dead End To: SR 3					NA		NA		1988
(620)	0.10	40	R			From: Dead End To: 51-782					NA		NA		1986
(620)	0.90	70	R			From: 51-794 To: 51-794					NA		NA		1986
(620)	0.60	240	R			From: 51-794 To: SR 3					NA		NA		1994
(621)	0.60	190	R			From: 51-622 To: Dead End					NA		NA		1999
(622)	0.20	410	R			From: Dead End To: 51-621					NA		NA		1986
(622)	0.81	460	R			From: 51-621 To: 51-623					NA		NA		1986
(622)	1.53	420	G	97%	1%	From: 51-623 To: 51-742				F	50	G	430	G	2001
(622)	1.21	700	G	97%	1%	From: 51-742 To: SR 354				F	70	G	700	G	2001
(622)	1.26	780	G	97%	1%	From: SR 354 To: 51-618 WEST				F	80	G	790	G	2001
(622)	1.65	930	G	97%	1%	From: 51-618 WEST To: SR 3				C	100	G	930	G	2001
(623)	0.73	90	R			From: 51-622 To: 51-718					NA		NA		1999
(623)	0.14	30	R			From: 51-718 To: Dead End					NA		NA		1999
(624)	1.00	200	R			From: Dead End To: 51-774					NA		NA		1994
(624)	0.95	230	R			From: 51-774 To: SR 354 SOUTH					NA		NA		1994
(624)	0.48	690	R			From: SR 354 SOUTH To: SR 354 NORTH					NA		NA		1994
(625)	0.82	80	R			From: 51-665 To: Dead End					NA		NA		1986
(625)	0.52	280	R			From: 51-689 To: SR 354 SOUTH					NA		NA		1994
(625)	1.97	350	R			From: SR 354 SOUTH To: SR 354 NORTH					NA		NA		1994
(625)						From: 51-682 To: 51-682									

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Lancaster Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Lancaster County															
626	0.90	46	R			From: Dead End					NA		NA		1986
626	0.31	130	R			From: 51-627					NA		NA		1994
						To: SR 354									
627	1.60	150	R			From: 51-626					NA		NA		1994
						To: SR 354									
628	0.18	30	R			From: Dead End					NA		NA		1999
628	0.19	90	R			From: 51-743					NA		NA		1999
						To: 51-627									
629	1.31	430	R			From: 51-630					NA		NA		1994
						To: 51-675									
630	0.01	20	R			From: Dead End					NA		NA		1986
630	0.24	60	R			From: 51-733					NA		NA		1986
630	0.39	300	R			From: 51-704					NA		NA		1986
630	0.20	440	R			From: 51-791					NA		NA		1988
630	1.45	680	R			From: 51-694					NA		NA		1994
630	0.20	1300	R			From: 51-629					NA		NA		1994
						To: SR 222; 51-646									
631	0.30	220	R			From: Dead End					NA		NA		1999
						To: SR 222; 51-708									
632	0.81	60	R			From: Dead End					NA		NA		1988
632	0.40	60	R			From: 0.81 ME Dead End					NA		NA		1986
632	1.33	830	G	96%	0%	2%	0%	0%	0%	C	90	G	830	G	2001
						To: Dead End									
Town of Irvington															
633	0.05	100	R			From: Dead End					NA		NA		1999
633	0.10	390	R			From: 51-657					NA		NA		1994
						To: 51-634									
634	0.20	200	R			From: Dead End					NA		NA		1986
634	0.05	370	R			From: 51-721					NA		NA		1986
634	0.50	560	G	98%	0%	1%	0%	0%	0%	F	60	G	560	G	2001
						To: 51-633									
634	0.46	1700	G	98%	0%	1%	0%	0%	0%	C	160	G	1700	G	2001
						To: SR 200									

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Town of Irvington															
635	0.19	530	R								NA		NA		1986
				From:	Dead End										
635	0.04	680	R								NA		NA		1986
				To:	51-776										
635	0.19	990	R								NA		NA		1994
				From:	51-636										
				To:	SR 200										
636	0.15	370	R								NA		NA		1999
				From:	51-635										
636	0.35	130	R								NA		NA		1999
				To:	51-746										
				To:	Dead End										
Lancaster County															
637	0.50	180	R								NA		NA		1994
				From:	Dead End										
637	1.35	550	R								NA		NA		1994
				To:	51-659										
				To:	SR 3										
638	0.77	120	R								NA		NA		1986
				From:	Dead End										
				To:	WCL WHITESTONE										
Town of White Stone															
638	0.50	240	R								NA		NA		1986
				From:	WCL WHITESTONE										
				To:	51-652										
638	0.13	880	R								NA		NA		1994
				From:	51-652; 51-1204										
				To:	SR 3 WEST										
Lancaster County															
638	0.87	NA									NA		NA		
				From:	CL White Stone										
				To:	Dead End										
639	0.20	460	R								NA		NA		1999
				From:	Dead End										
639	0.29	430	R								NA		NA		1994
				To:	51-640										
				To:	CL White Stone										
Town of White Stone															
639	0.42	430	N								NA		NA		1994
				From:	CL White Stone										
639	0.39	650	G	96%	0%	2%	1%	1%	0%	C	60	G	650	G	2001
				To:	51-652										
				To:	51-695										
Lancaster County															
640	0.40	190	R								NA		NA		1999
				From:	51-639										
				To:	Dead End										
641	0.25	60	R								NA		NA		1986
				From:	Dead End										
641	1.90	570	R								NA		NA		1994
				To:	51-700										
641	0.20	120	R								NA		NA		1994
				From:	51-695										
				To:	51-642										

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Town of White Stone															
642	0.22	410	R			From: 51-695 To: CL White Stone					NA		NA		1994
Lancaster County															
642	0.02	410	N			From: CL White Stone To: 51-641					NA		NA		1994
642	1.20	390	R			From: 51-641 To: 51-643					NA		NA		1994
643	2.30	640	G	93%	1%	4%	1%	1%	0%	C	80	G	640	G	2001
643	0.50	210	R			From: 51-644 To: Dead End					NA		NA		1994
644	0.02	180	R			From: 51-643 To: 51-1039					NA		NA		1999
644	0.50	80	R			From: 51-1039 To: Dead End					NA		NA		1999
645	0.04	350	R			From: 51-643 To: 51-749					NA		NA		1999
645	0.81	320	R			From: 51-749 To: Dead End					NA		NA		1999
646	0.27	1900	G	97%	0%	2%	0%	1%	0%	F	200	G	1900	G	2001
646	0.69	2000	G	97%	0%	2%	0%	0%	0%	C	200	G	2100	G	2001
646	2.20	1400	G	97%	0%	2%	0%	0%	0%	F	140	G	1400	G	2001
646	0.65	1300	G			From: SR 222: 51-630 To: SR 200					140	G	1300	G	2001
646	0.84	610	G			From: SR 3 NORTH To: SR 3 SOUTH					60	G	610	G	2001
646	0.63	400	R			From: 51-643 To: 51-647 WEST					NA		NA		1994
646	0.51	60	R			From: 51-647 WEST To: 51-647 EAST					NA		NA		1986
647	1.40	490	R			From: 51-647 EAST To: SR 3					NA		NA		1994
647	0.29	350	R			From: SR 3 To: 51-648					NA		NA		1994
647	0.20	130	R			From: 51-648 To: 51-646 WEST					NA		NA		1986
647	0.33	100	R			From: 51-646 WEST To: 51-646 EAST					NA		NA		1986
647	0.07	60	R			From: 51-676 To: 51-745					NA		NA		1986
648	0.07	80	R			From: 51-745 To: Dead End					NA		NA		1986
648	0.07	80	R			From: 51-647 To: 51-658					NA		NA		1999

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						2Axle	3+Axle	1Trail	2Trail						
Lancaster County															
(648)	0.75	160	R	From: 51-658							NA	NA			1999
				To: Dead End											
(649)	0.10	6	R	From: Dead End							NA	NA			1999
				To: 51-1036											
(650)	0.96	730	R	From: SR 3							NA	NA			1994
				To: 51-795											
(650)	0.56	320	R	From: 51-1038							NA	NA			1986
				To: 51-1038											
(650)	0.14	500	R	From: 51-750							NA	NA			1986
				To: 51-750											
(650)	0.13	220	R	From: 51-734							NA	NA			1986
				To: 51-734											
(650)	0.64	80	R	From: Dead End							NA	NA			1986
				To: Dead End											
(651)	0.87	300	R	From: SR 3							NA	NA			1999
				To: 51-1037											
(651)	0.02	50	R	From: Dead End							NA	NA			1999
				To: Dead End											
Town of White Stone															
(652)	0.28	580	R	From: 51-638; 51-1204							NA	NA			1994
				To: 51-639											
Lancaster County															
(653)	1.50	70	R	From: Dead End							NA	NA			1999
				To: SR 354											
(654)	0.90	200	R	From: 51-637							NA	NA			1994
				To: 51-637											
(655)	0.50	200	R	From: 51-625							NA	NA			1994
				To: 51-693											
(655)	0.59	70	R	From: Dead End							NA	NA			1986
				To: Dead End											
(656)	0.20	20	R	From: 51-695							NA	NA			1999
				To: 51-695											
Town of Irvington															
(657)	0.11	200	R	From: Dead End							NA	NA			1999
				To: 51-633											
Lancaster County															
(658)	0.07	100	R	From: 51-647							NA	NA			1999
				To: 51-648											
(659)	1.00	220	R	From: Dead End							NA	NA			1999
				To: 51-637											
(660)	0.23	70	R	From: SR 222 EAST							NA	NA			1999
				To: 51-714											

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Lancaster County															
660	0.17	140	R			From: 51-714					NA		NA		1999
						To: SR 222 NORTH									
660	0.30	47	R			From: SR 222 SOUTH					NA		NA		1999
						To: Dead End									
661	0.20	20	R			From: 51-695					NA		NA		1999
						To: Dead End									
662	0.21	180	R			From: Dead End					NA		NA		1986
						To: 51-716									
662	0.30	290	R			From: SR 354 NORTH					NA		NA		1992
						To: SR 354 SOUTH									
662	0.60	80	R			From: Dead End					NA		NA		1994
						To: Dead End									
663	0.23	60	R			From: Dead End					NA		NA		1999
						To: 51-765									
663	0.68	120	R			From: SR 354					NA		NA		1999
						To: Dead End									
663	0.04	48	R			From: Dead End					NA		NA		1999
						To: Dead End									
664	0.50	400	R			From: Dead End					NA		NA		1999
						To: 51-709									
665	0.58	500	R			From: Dead End					NA		NA		1999
						To: 51-712									
665	0.17	590	R			From: 51-624					NA		NA		1999
						To: Dead End									
665	0.77	160	R			From: SR 222					NA		NA		1999
						To: SR 222									
666	0.81	80	R			From: Cul-de-Sac					NA		NA		1999
						To: 0.10 ME Cul-de-Sac									
667	0.10	20	R			From: 0.56 ME Cul-de-Sac					NA		NA		1986
						To: 51-611									
667	0.46	100	R			From: 51-625					NA		NA		1994
						To: Dead End									
667	0.80	70	R			From: 51-760					NA		NA		1986
						To: 51-614									
668	0.44	130	R			From: Dead End					NA		NA		1999
						To: Dead End									
668	0.28	30	R			From: 51-614					NA		NA		1999
						To: Dead End									
669	0.45	30	R			From: Dead End					NA		NA		1994
						To: Dead End									
670	0.97	110	R			From: Dead End					NA		NA		1999
						To: 51-646									

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Lancaster County															
671	0.75	130	R			From: Dead End					NA	NA			1999
						To: 51-613									
Town of Irvington															
672	0.05	260	R			From: 51-634					NA	NA			1999
						To: 51-727									
672	0.11	190	R			From: 51-727					NA	NA			1999
						To: 51-781									
672	0.08	30	R			From: 51-781					NA	NA			1999
						To: Dead End									
Lancaster County															
673	1.60	230	R			From: Dead End					NA	NA			1999
						To: 51-614									
674	0.23	130	R			From: SR 200					NA	NA			1999
						To: 51-707									
674	0.27	40	R			From: 51-707					NA	NA			1999
						To: Dead End									
675	1.26	270	R			From: Dead End					NA	NA			1999
						To: 51-699									
675	0.80	290	R			From: 51-699					NA	NA			1986
						To: 51-771									
675	0.03	320	R			From: 51-771					NA	NA			1986
						To: 51-629									
675	2.05	590	R			From: 51-629					NA	NA			1994
						To: 51-688									
675	0.45	1000	R			From: 51-688					NA	NA			1994
						To: SR 200									
676	0.10	50	R			From: Dead End					NA	NA			1999
						To: 0.10 MN Dead End									
676	0.19	70	R			From: 0.10 MN Dead End					NA	NA			1999
						To: 51-647									
677	0.50	30	R			From: 51-625					NA	NA			1999
						To: Dead End									
678	0.64	7	R			From: Dead End					NA	NA			1994
						To: 51-615									
680	0.35	50	R			From: Dead End					NA	NA			1986
						To: 51-777									
680	0.70	50	R			From: 51-777					NA	NA			1994
						To: SR 354									
681	0.13	10	R			From: Dead End					NA	NA			1986
						To: 51-737									
681	0.11	60	R			From: 51-737					NA	NA			1986
						To: 51-774									
681	0.90	230	R			From: 51-774					NA	NA			1994
						To: SR 354									

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Lancaster County															
682	1.53	230	R			From: SR 354					NA		NA		1994
682	0.33	220	R			To: 51-625					NA		NA		1986
682	0.25	90	R			From: 51-722					NA		NA		1986
682	0.12	20	R			To: 51-740					NA		NA		1986
						To: Dead End									
683	0.90	80	R			From: Dead End					NA		NA		1999
						To: SR 354									
684	0.30	70	R			From: Dead End					NA		NA		1999
						To: 51-604									
685	0.39	140	R			From: 51-615					NA		NA		1994
						To: Dead End									
686	0.04	10	R			From: SR 3					NA		NA		1999
						To: SR 3									
687	0.34	170	R			From: Dead End					NA		NA		1999
						To: 51-710									
687	0.36	210	R			From: 51-710					NA		NA		1999
						To: SR 200									
688	0.35	1800	R			From: 51-675					NA		NA		1999
						To: 51-767									
688	0.18	1800	R			From: 51-767					NA		NA		1999
						To: WCL KILMARNOCK									
Town of Kilmarnock															
688	0.49	1800	R			From: WCL KILMARNOCK					NA		NA		1999
						To: 51-1042									
688	0.06	70	R			From: 51-1042					NA		NA		1994
						To: SR 3									
Lancaster County															
689	0.45	60	R			From: Dead End					NA		NA		1999
						To: 51-625									
690	0.70	60	R			From: 51-622					NA		NA		1999
						To: Dead End									
691	0.12	40	R			From: Dead End					NA		NA		1999
						To: 51-725									
691	0.17	200	R			From: 51-725					NA		NA		1999
						To: 51-632									
692	0.70	30	R			From: Dead End					NA		NA		1999
						To: 51-764									
692	0.02	30	R			From: 51-764					NA		NA		1999
						To: SR 354									

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Lancaster County															
(693)	0.46	70	R			From: 51-655					NA		NA		1999
						To: Dead End									
(694)	0.50	100	R			From: Dead End					NA		NA		1994
						To: 51-630									
Town of White Stone															
(695)	0.20	3200	G	97%	0%	From: SR 3 SR 200				C	290	G	3300	G	2001
						To: 51-639									
(695)	0.42	2500	G	97%	0%	From: 51-639				F	210	G	2500	G	2001
						To: SCL WHITESTONE									
Lancaster County															
(695)	2.42	1700	G	97%	0%	From: SCL WHITESTONE				F	150	G	1700	G	2001
						To: 51-661									
(695)	1.98	1000	G	97%	0%	From: 51-661				F	90	G	1000	G	2001
						To: 51-741									
(695)	2.67	680	G	97%	0%	From: 51-741				F	70	G	680	G	2001
						To: Dead End									
(696)	0.22	60	R			From: 51-615					NA		NA		1994
						To: Dead End									
(697)	0.35	20	R			From: 51-655					NA		NA		1994
						To: Dead End									
Town of White Stone															
(698)	0.09	300	R			From: 51-735					NA		NA		1999
						To: SR 200									
Lancaster County															
(699)	0.25	110	R			From: 51-675					NA		NA		1999
						To: Dead End									
(700)	0.70	140	R			From: Dead End					NA		NA		1999
						To: 51-641									
(701)	0.30	40	R			From: Dead End					NA		NA		1999
						To: SR 354; 51-717									
(702)	0.25	NA				From: SR 3					NA		NA		
						To: SR 3									
(703)	0.16	20	R			From: Dead End					NA		NA		1999
						To: 51-643									
(704)	0.10	70	R			From: Dead End					NA		NA		1999
						To: 51-630									
(705)	0.31	30	R			From: 51-625					NA		NA		1994
						To: Dead End									
(706)	0.30	70	R			From: Dead End					NA		NA		1999
						To: SR 354									

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Lancaster County															
(707)	0.13	20	R								NA		NA		1994
				From:	Dead End										
				To:	51-674										
(708)	0.27	70	R								NA		NA		1999
				From:	Dead End										
				To:	SR 222; 51-631										
(709)	0.76	380	G	97%	1%	2%	0%	0%	0%	C	40	G	390	G	2001
				From:	SR 222										
				To:	51-664										
(709)	0.20	1300	G	97%	1%	2%	0%	0%	0%	F	140	G	1300	G	2001
				From:	51-664										
				To:	51-646										
(710)	0.30	170	R								NA		NA		1999
				From:	SR 200										
				To:	51-687										
(711)	0.50	60	R								NA		NA		1999
				From:	Dead End										
				To:	0.50 ME Dead End										
(711)	0.05	90	R								NA		NA		1986
				From:	0.50 ME Dead End										
				To:	SR 354										
(712)	0.20	60	R								NA		NA		1999
				From:	Dead End										
				To:	51-665										
(713)	0.20	20	R								NA		NA		1994
				From:	51-612										
				To:	Dead End										
(714)	0.20	60	R								NA		NA		1999
				From:	51-660										
				To:	Dead End										
Town of Irvington															
(715)	0.09	130	R								NA		NA		1999
				From:	51-634										
				To:	51-768										
(715)	0.10	230	R								NA		NA		1999
				From:	51-768										
				To:	Dead End										
Lancaster County															
(716)	0.25	70	R								NA		NA		1999
				From:	Dead End										
				To:	51-662										
(717)	0.19	20	R								NA		NA		1999
				From:	SR 354; 51-701										
				To:	51-622										
(718)	0.28	30	R								NA		NA		1999
				From:	Dead End										
				To:	51-623										
Town of Irvington															
(719)	0.31	40	R								NA		NA		1999
				From:	Dead End										
				To:	51-634										
Lancaster County															
(720)	0.20	45	R								NA		NA		1999
				From:	Dead End										
				To:	SR 222										
Town of Irvington															
(721)	0.09	80	R								NA		NA		1999
				From:	Dead End										
				To:	51-634										

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						2Axle	3+Axle	1Trail	2Trail						
Lancaster County															
(722)	0.22	50	R	From: 51-682							NA	NA			1999
				To: Dead End											
(723)	0.40	190	R	From: Dead End							NA	NA			1999
				To: 51-618											
(724)	0.35	120	R	From: Dead End							NA	NA			1999
				To: SR 354											
(725)	0.30	48	R	From: Dead End							NA	NA			1999
				To: 51-691											
(726)	0.20	60	R	From: Dead End							NA	NA			1994
				To: SR 3											
Town of Irvington															
(727)	0.08	80	R	From: Dead End							NA	NA			1999
				To: 51-672											
Lancaster County															
(728)	0.60	130	R	From: Dead End							NA	NA			1999
				To: 51-630											
(729)	0.20	120	R	From: Dead End							NA	NA			1999
				To: SR 354											
(730)	0.50	130	R	From: Dead End							NA	NA			1999
				To: 51-610											
(731)	0.10	70	R	From: 51-604							NA	NA			1999
				To: Dead End											
(732)	0.10	20	R	From: Dead End							NA	NA			1994
				To: 51-603											
(733)	0.40	70	R	From: Dead End							NA	NA			1999
				To: 51-630											
(734)	0.49	60	R	From: 51-650							NA	NA			1992
				To: Cul-de-Sac											
Town of White Stone															
(735)	0.11	370	R	From: SR 3							NA	NA			1999
				To: 51-736											
(735)	0.06	250	R	From: 51-698							NA	NA			1999
				To: 51-698											
(736)	0.09	220	R	From: SR 200							NA	NA			1999
				To: 51-735											
Lancaster County															
(737)	0.20	40	R	From: Dead End							NA	NA			1999
				To: 51-681											
(738)	0.30	40	R	From: 51-695							NA	NA			1999
				To: Dead End											

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Lancaster County															
739	0.05	50	R			From: Dead End To: 51-630					NA		NA		1999
740	0.18	30	R			From: 51-682 To: Dead End					NA		NA		1999
741	0.35	46	R			From: Dead End To: 51-695					NA		NA		1999
742	0.95	140	R			From: 51-622 To: 51-1101					NA		NA		1986
742	0.05	20	R			From: 51-1101 To: Dead End					NA		NA		1986
743	0.16	70	R			From: Dead End To: 51-628					NA		NA		1994
744	0.10	120	R			From: 51-608 To: 51-756					NA		NA		1999
745	0.13	70	R			From: 51-647 To: Dead End					NA		NA		1999
Town of Irvington															
746	0.10	70	R			From: Dead End To: 51-636					NA		NA		1999
Lancaster County															
747	0.35	50	R			From: Dead End To: 51-627					NA		NA		1997
748	0.25	90	R			From: 51-622 To: 51-753					NA		NA		1999
748	0.22	46	R			From: 51-753 To: Dead End					NA		NA		1999
749	0.51	48	R			From: 51-645 To: Dead End					NA		NA		1999
750	0.45	110	R			From: Dead End To: 51-650					NA		NA		1999
751	0.40	60	R			From: Dead End To: 51-622					NA		NA		1994
752	0.15	60	R			From: 51-632 To: Dead End					NA		NA		1999
753	0.15	40	R			From: Dead End To: 51-748					NA		NA		1999
754	0.40	100	R			From: Dead End To: 51-643					NA		NA		1999
755	0.14	60	R			From: 51-655 To: Dead End					NA		NA		1994

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						2Axle	3+Axle	1Trail	2Trail						
Lancaster County															
(756)	0.09	80	R			From: 51-744					NA		NA		1999
						To: Dead End									
(757)	0.74	810	R			From: Dead End					NA		NA		1999
						To: 51-709									
Town of Irvington															
(758)	0.18	70	R			From: Dead End					NA		NA		1999
						To: 51-634									
Lancaster County															
(759)	0.34	200	R			From: SR 3					NA		NA		1999
						To: 51-786									
(759)	0.30	120	R			From: Dead End					NA		NA		1999
						To: 51-668									
(760)	0.55	50	R			From: 51-761					NA		NA		1999
						To: Dead End									
(760)	0.01	2	R			From: 51-760					NA		NA		1999
						To: Dead End									
(761)	0.02	20	R			From: SR 354					NA		NA		1999
						To: Dead End									
(762)	0.30	100	R			From: 51-632					NA		NA		1994
						To: Dead End									
(763)	0.18	140	R			From: 51-692					NA		NA		1999
						To: SR 354									
(764)	0.65	20	R			From: Dead End					NA		NA		1999
						To: 51-663									
(765)	0.22	30	R			From: Dead End					NA		NA		1999
						To: 51-637									
(766)	0.47	20	R			From: Dead End					NA		NA		1999
						To: 51-688									
(767)	1.80	340	R			From: 51-769					NA		NA		1999
						To: 51-1303									
(768)	0.07	120	R			From: 51-1302					NA		NA		1999
						To: 51-1301									
(768)	0.12	220	R			From: 51-715					NA		NA		1999
						To: 51-768									
(768)	0.13	230	R			From: 51-768					NA		NA		1999
						To: Dead End									
(769)	0.25	80	R			From: Dead End					NA		NA		1999
						To: Dead End									

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						2Axle	3+Axle	1Trail	2Trail						
Lancaster County															
(770)	0.20	8	R	From: Dead End						NA		NA			1999
				To: 51-682											
(771)	0.07	40	R	From: 51-675						NA		NA			1999
				To: 0.07 MN 51-675											
(771)	0.28	60	R	From: Dead End						NA		NA			1994
				To: Dead End											
(772)	0.10	160	R	From: Dead End						NA		NA			1986
				To: SR 3											
(773)	0.05	220	R	From: Dead End						NA		NA			1986
				To: 51-604											
(774)	0.21	130	R	From: 51-624						NA		NA			1986
				To: 0.21 MN 51-624											
(774)	0.66	120	R	From: 0.87 MN 51-624						NA		NA			1986
				To: 0.87 MN 51-624											
(774)	0.32	130	R	From: 51-681						NA		NA			1986
				To: 51-681											
(775)	0.20	80	R	From: Dead End						NA		NA			1986
				To: 51-695											
Town of Irvington															
(776)	0.09	150	R	From: Dead End						NA		NA			1986
				To: 51-635											
Lancaster County															
(777)	0.20	40	R	From: Dead End						NA		NA			1999
				To: 51-680											
(778)	0.71	60	R	From: 51-675						NA		NA			1986
				To: Dead End											
(779)	0.10	160	R	From: Dead End						NA		NA			1994
				To: 51-800											
(779)	0.09	160	R	From: 0.08 MN 51-800						NA		NA			1994
				To: 0.08 MN 51-800											
(779)	0.08	230	R	From: SR 3						NA		NA			1986
				To: SR 3											
(780)	0.37	60	R	From: SR 201						NA		NA			1986
				To: Dead End											
Town of Irvington															
(781)	0.10	80	R	From: 51-672						NA		NA			1986
				To: Dead End											
Lancaster County															
(782)	0.12	20	R	From: Dead End						NA		NA			1999
				To: 51-620											
(783)	0.22	70	R	From: 51-695						NA		NA			1986
				To: Dead End											

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						2Axle	3+Axle	1Trail	2Trail						
Lancaster County															
(784)	0.58	80	R			From: END LOOP					NA		NA		1986
(784)	0.78	160	R			To: 51-785					NA		NA		1986
(784)	0.92	280	R			From: BEGIN LOOP					NA		NA		1986
(784)						To: 51-614									
(785)	0.12	100	R			From: Dead End					NA		NA		1986
(785)						To: 51-784									
(786)	0.40	80	R			From: Dead End					NA		NA		1986
(786)						To: 51-759									
Town of Irvington															
(787)	0.63	210	R			From: Dead End					NA		NA		1986
(787)						To: SR 200									
Lancaster County															
(788)	0.33	610	R			From: SR 200					NA		NA		1986
(788)						To: Dead End									
(789)	0.30	30	R			From: 51-643					NA		NA		1994
(789)						To: Dead End									
(790)	0.81	40	R			From: SR 3					NA		NA		1988
(790)						To: SR 3									
(791)	0.38	150	R			From: Dead End					NA		NA		1986
(791)						To: 51-630									
(792)	0.32	70	R			From: 51-641					NA		NA		1986
(792)						To: Dead End									
(793)	0.37	120	R			From: Dead End					NA		NA		1986
(793)						To: 51-646									
(794)	0.72	50	R			From: Dead End					NA		NA		1986
(794)						To: 51-620									
(795)	0.96	110	R			From: Dead End					NA		NA		1986
(795)						To: 51-650									
(796)	0.10	60	R			From: Cul-de-Sac					NA		NA		1986
(796)						To: 51-646									
(797)	0.57	60	R			From: 51-794					NA		NA		1994
(797)						To: Cul-de-Sac									
(798)	0.35	40	R			From: 51-612					NA		NA		1994
(798)						To: Dead End									
(800)	0.40	120	R			From: Cul-de-Sac					NA		NA		1994
(800)						To: 51-779									
(810)	0.31	NA				From: Cul-de-Sac					NA		NA		
(810)						To: Shadow of:418350; 51-784									

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						2Axle	3+Axle	1Trail	2Trail						
Lancaster County															
(813)	0.22	NA									NA		NA		
(815)	0.63	90	R								NA		NA		1999
(820)	0.12	40	R								NA		NA		1999
(821)	0.11	20	R								NA		NA		1999
(821)	0.06	10	R								NA		NA		1999
(830)	0.18	20	R								NA		NA		1999
Town of Kilmarnock															
(1001)	0.15	120	R								NA		NA		1999
(1002)	0.21	60	R								NA		NA		1994
(1002)	0.05	100	R								NA		NA		1986
(1002)	0.08	240	R								NA		NA		1986
(1002)	0.21	520	G	98%	0%	1%	0%	0%	0%	C	50	G	530	G	2001
(1003)	0.15	280	G	99%	0%	1%	0%	0%	0%	C	30	G	290	G	2001
(1004)	0.15	410	R								NA		NA		1999
(1004)	0.17	120	R								NA		NA		1999
(1005)	0.03	90	R								NA		NA		1986
(1005)	0.07	70	R								NA		NA		1986
(1005)	0.07	150	R								NA		NA		1986
(1005)	0.16	400	G	99%	0%	1%	0%	0%	0%	C	50	G	400	G	2001
(1006)	0.10	150	R								NA		NA		1999
(1006)	0.07	250	R								NA		NA		1999
(1006)	0.17	480	R								NA		NA		1999

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						2Axle	3+Axle	1Trail	2Trail						
Town of Kilmarnock															
1007	0.04	300	R			From: 51-1006					NA		NA		1986
1007	0.12	630	G	99%	0%	1%	0%	0%	0%	C	70	G	630	G	2001
						To: SR 200									
1008	0.10	90	R			From: 51-1009					NA		NA		1999
1008	0.03	120	R			From: 51-1006					NA		NA		1999
1008	0.13	190	R			From: 51-1005					NA		NA		1999
						To: SR 200									
1009	0.02	10	R			From: Dead End					NA		NA		1999
1009	0.17	40	R			From: 51-1008					NA		NA		1999
1009	0.03	170	R			From: 51-1006					NA		NA		1999
1009	0.13	240	R			From: 51-1005					NA		NA		1999
						To: SR 200									
1010	0.25	230	R			From: Dead End					NA		NA		1999
						To: SR 3									
1011	0.10	130	R			From: Dead End					NA		NA		1986
						To: 51-608									
1012	0.07	510	G	99%	0%	0%	0%	0%	0%	C	60	G	510	G	2001
						To: SR 3									
1013	0.10	530	R			From: 51-1026					NA		NA		1999
						To: SR 3 SR 200									
1016	0.11	450	R			From: 51-608					NA		NA		1986
1016	0.05	790	R			From: 51-1021					NA		NA		1988
						To: Northumberland County Line									
1018	0.28	30	R			From: BEGIN LOOP					NA		NA		1999
1018	0.08	110	R			From: END LOOP					NA		NA		1999
1018	0.08	170	R			From: 51-1031					NA		NA		1999
1018	0.08	290	R			From: 51-1032					NA		NA		1999
1018	0.08	340	R			From: 51-1020					NA		NA		1999
						To: SR 200									
1019	0.10	700	R			From: 51-1026					NA		NA		1999
						To: Dead End									

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						2Axle	3+Axle	1Trail	2Trail						
Town of Kilmarnock															
(1020)	0.08	40	R			From: Dead End					NA		NA		1999
(1020)	0.06	20	R			From: 51-1018					NA		NA		1999
						To: Dead End									
(1021)	0.04	140	R			From: 51-1016					NA		NA		1999
						To: 31-1029									
(1021)	0.07	150	R			From: 51-1029					NA		NA		1999
						To: 51-1027									
(1021)	0.06	30	R			From: 51-1027					NA		NA		1999
						To: Dead End									
(1022)	0.12	46	R			From: 51-1002					NA		NA		1999
						To: Dead End									
(1023)	0.13	150	R			From: 51-1002					NA		NA		1999
						To: 51-608									
(1024)	0.13	1900	R			From: SR 200					NA		NA		1994
						To: 51-1035									
(1024)	0.26	80	R			From: 51-1035					NA		NA		1986
						To: Dead End									
(1025)	0.13	20	R			From: 51-1005					NA		NA		1999
						To: SR 200									
(1026)	0.26	7500	R			From: SR 200					NA		NA		1994
						To: 51-1012									
(1026)	0.34	5000	G	98%	0%	1%	0%	0%	0%	C	480	G	5000	G	2001
						To: SR 3									
(1027)	0.07	70	R			From: 51-1028					NA		NA		1999
						To: 51-1021									
(1028)	0.05	110	R			From: 51-1029					NA		NA		1999
						To: 51-1027									
(1028)	0.05	30	R			From: 51-1027					NA		NA		1999
						To: Dead End									
(1029)	0.04	160	R			From: 51-608					NA		NA		1999
						To: 51-1028									
(1029)	0.09	70	R			From: 51-1028					NA		NA		1999
						To: 51-1021									
(1030)	0.22	100	R			From: Dead End					NA		NA		1999
						To: 51-1033									
(1030)	0.06	210	R			From: 51-1033					NA		NA		1999
						To: SR 200									
(1031)	0.07	40	R			From: Cul-de-Sac					NA		NA		1999
						To: 0.07 ME Cul-de-Sac									
(1031)	0.05	60	R			From: 0.07 ME Cul-de-Sac					NA		NA		1999
						To: 51-1018									

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						2Axle	3+Axle	1Trail	2Trail						
Town of Kilmarnock															
1032	0.03	120	R			From: Dead End					NA		NA		1994
1032	0.06	60	R			From: 0.03 ME Dead End					NA		NA		1986
1032	0.05	20	R			From: 51-1018					NA		NA		1986
1032	0.02	60	R			From: 0.05 ME 51-1018					NA		NA		1994
						To: Dead End									
1033	0.03	50	R			From: Cul-de-Sac					NA		NA		1986
1033	0.07	60	R			From: 0.03 MN Cul-de-Sac					NA		NA		1986
1033	0.02	70	R			From: 51-1030					NA		NA		1994
						To: Dead End									
Lancaster County															
1034	0.15	120	R			From: Dead End					NA		NA		1999
						To: SR 3									
Town of Kilmarnock															
1035	0.22	1700	R			From: SR 3					NA		NA		1988
						To: 51-1024									
Lancaster County															
1036	0.41	NA				From: SR 3					NA		NA		
1036	0.62	1000	G			From: 51-649					90	G	1000	G	2001
						To: SCL KILMARNOCK									
Town of Kilmarnock															
1036	0.80	2600	G			From: SCL KILMARNOCK					280	G	2600	G	2001
						To: SR 200									
Lancaster County															
1037	0.26	30	R			From: 51-651					NA		NA		1986
						To: Cul-de-Sac									
1038	0.25	80	R			From: 51-650					NA		NA		1986
						To: Dead End									
1039	0.33	60	R			From: Cul-de-Sac					NA		NA		1986
						To: 51-644									
Town of Kilmarnock															
1040	0.03	40	R			From: Cul-de-Sac					NA		NA		1994
1040	0.25	40	R			From: 51-1044					NA		NA		1994
						To: SR 3									
1041	0.39	470	R			From: 51-1036					NA		NA		1994
						To: Dead End									
1042	0.06	70	R			From: Cul-de-Sac					NA		NA		1994
						To: SR 3									

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						2Axle	3+Axle	1Trail	2Trail						
Town of Kilmarnock															
1043	0.12	80	R	From: SR 3						NA		NA			1990
				To: Cul-de-Sac											
1044	0.09	50	R	From: Cul-de-Sac						NA		NA			1999
				To: 51-1045											
1044	0.22	70	R	From: 51-1045						NA		NA			1994
				To: 51-1046											
1044	0.07	100	R	From: 51-1046						NA		NA			1994
				To: 51-1045											
1044	0.08	280	R	From: 51-1045						NA		NA			1994
				To: 51-1040											
1045	0.18	210	R	From: 51-1044						NA		NA			1994
				To: 51-1044											
1046	0.05	30	R	From: Cul-de-Sac						NA		NA			1994
				To: 51-1044											
Lancaster County															
1048	0.43	300	R	From: Cul-de-Sac						NA		NA			1994
				To: 51-607											
1050	0.11	48	R	From: SR 354						NA		NA			1994
				To: 51-1051											
1051	0.43	20	R	From: Cul-de-Sac						NA		NA			1994
				To: 51-1050											
1070	1.11	320	R	From: 51-665						NA		NA			1994
				To: 51-1071 NORTH											
1070	0.32	130	R	From: 51-1071 NORTH						NA		NA			1994
				To: 51-1071 SOUTH											
1071	0.38	40	R	From: 51-1070						NA		NA			1994
				To: 51-1070											
1072	0.31	NA		From: 51-1070						NA		NA			
				To: Dead End											
1075	1.35	NA		From: 51-00613(B)/						NA		NA			
				To: Cul-de-Sac/											
1076	0.41	NA		From: 51-01075(R)/						NA		NA			
				To: Cul-de-Sac/											
1080	0.31	NA		From: 51-647						NA		NA			
				To: Cul-de-Sac											
1081	0.15	100	R	From: 51-1080						NA		NA			1999
				To: 51-1082											
1081	0.03	40	R	From: 51-1082						NA		NA			1999
				To: Dead End											
1082	0.18	60	R	From: 51-1081						NA		NA			1999
				To: Dead End											

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						2Axle	3+Axle	1Trail	2Trail						
Lancaster County															
(1090)	0.50	120	R			From: Cul-de-Sac					NA		NA		1999
						To: 51-767									
(1092)	0.20	60	R			From: Cul-de-Sac					NA		NA		1999
						To: 51-1090									
(1093)	0.11	20	R			From: Cul-de-Sac					NA		NA		1999
						To: 51-1090									
(1101)	0.08	110	R			From: 51-1102 WEST					NA		NA		1999
						To: 51-1103									
(1101)	0.23	150	R			From: 51-1102 EAST					NA		NA		1999
						To: 51-742									
(1102)	0.05	6	R			From: Dead End					NA		NA		1999
						To: 51-1104									
(1102)	0.23	40	R			From: 51-1101 WEST					NA		NA		1999
						To: 51-1107									
(1102)	0.07	90	R			From: 51-1107					NA		NA		1999
						To: 51-1106									
(1102)	0.15	80	R			From: 51-1106					NA		NA		1999
						To: 51-1103									
(1102)	0.08	80	R			From: 51-1103					NA		NA		1999
						To: 51-1101 EAST									
(1102)	0.23	130	R			From: 51-1101 EAST					NA		NA		1999
						To: Dead End									
(1102)	0.04	2	R			From: Dead End					NA		NA		1999
						To: 51-1102									
(1103)	0.14	40	R			From: 51-1102					NA		NA		1999
						To: 51-1101									
(1104)	0.07	8	R			From: 51-1105					NA		NA		1999
						To: 51-1102									
(1105)	0.07	6	R			From: Dead End					NA		NA		1999
						To: 51-1104									
(1105)	0.03	2	R			From: 51-1104					NA		NA		1999
						To: Dead End									
(1106)	0.06	2	R			From: Dead End					NA		NA		1999
						To: 51-1102									
(1107)	0.05	2	R			From: Dead End					NA		NA		1999
						To: 51-1102									
(1114)	0.33	80	R			From: Cul-de-Sac					NA		NA		1999
						To: SR 3									
(1115)	0.13	120	R			From: SR 3					NA		NA		1986
						To: Cul-de-Sac									

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Lancaster County															
(1116)	0.14	60	R			From: SR 3					NA		NA		1999
						To: Cul-de-Sac									
Town of White Stone															
(1200)	0.10	20	R			From: Cul-de-Sac					NA		NA		1994
						To: 51-1201									
(1201)	0.06	240	R			From: 51-639					NA		NA		1986
						To: 51-1202									
(1201)	0.06	70	R			From: 51-1202					NA		NA		1994
						To: 51-1200									
(1202)	0.10	120	R			From: Dead End					NA		NA		1986
						To: 51-1201									
(1203)	0.04	49	R			From: Dead End					NA		NA		1986
						To: 51-639									
(1204)	0.37	50	R			From: 51-638; 51-652					NA		NA		1986
						To: Dead End									
(1206)	0.09	NA				From: Cul-de-Sac					NA		NA		
						To: 51-638									
(1208)	0.16	60	R			From: 51-652					NA		NA		1994
						To: Cul-de-Sac									
Lancaster County															
(1210)	0.33	40	R			From: 51-695					NA		NA		1994
						To: Cul-de-Sac									
(1211)	0.35	NA				From: 51-643					NA		NA		
						To: Cul-de-Sac									
(1212)	0.14	NA				From: 51-1211					NA		NA		
						To: Cul-de-Sac									
(1215)	0.14	NA				From: Dead End					NA		NA		
						To: FR-689									
Town of Irvington															
(1301)	0.05	20	R			From: Dead End					NA		NA		1994
						To: 51-768									
(1302)	0.05	10	R			From: Dead End					NA		NA		1994
						To: 51-768									
(1303)	0.10	20	R			From: 51-768					NA		NA		1994
						To: Dead End									
(1304)	0.34	160	R			From: SR 200					NA		NA		1994
						To: Cul-de-Sac									
Town of Kilmarnock															
(9221)	0.02	70	R			From: Dead End					NA		NA		1999
						To: 51-1026									

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Lancaster County															
(9701)	0.11	320	R			From: 51-614 To: MANTUA INT SCH					NA		NA		1994
(603/66)	0.04	NA				From: 51-615 East To: Northumberland Co Line					NA		NA		
(607/66)	0.04	830	G	95%	1%	3%	0%	1%	0%	F	80	G	840	G	2001
Town of Kilmarnock															
(1005/66)	0.05	440	R			From: SR 200 Lancaster Cy To: 66-1016					NA		NA		1999
(1005/66)	0.14	40	R			From: 66-1016 To: Dead End					NA		NA		1999
(1014/66)	0.06	80	R			From: SR 200 Lancaster Cy To: 66-1015					NA		NA		1999
(1015/66)	0.07	40	R			From: 66-1017 To: 66-1014					NA		NA		1999
(1016/66)	0.14	580	R			From: Lancaster County Line To: 66-1005					NA		NA		1999
(1017/66)	0.06	90	R			From: SR 200 Lancaster Cy To: 66-1015					NA		NA		1986