

2001

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

Jurisdiction Report

87

Southampton County  
City of Franklin  
Town of Bovkins  
Town of Branchville  
Town of Capron  
Town of Courtland  
Town of Ivor  
Town of Newsoms

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.

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VDOT’s traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating “NA” for not available. It is the intention of the VDOT’s 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 30<sup>th</sup> 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  
Southampton Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
<b>Southampton County</b>																
35	1.40	1900	G	81%	2%	4%	1%	12%	0%	F	160	G	1900	G	2001	
				From:	North Carolina State Line											
				To:	SCL Boykins											
<b>Town of Boykins</b>																
35	1.24	1900	N	81%	2%	4%	1%	12%	0%	N	160	N	1900	N	2001	
				From:	SCL Boykins											
				To:	SR 186											
35	0.49	1600	G	81%	2%	4%	1%	12%	0%	F	150	G	1600	G	2001	
				From:	SR 186											
				To:	NCL Boykins											
<b>Southampton County</b>																
35	4.93	1600	N	81%	2%	4%	1%	12%	0%	N	150	N	1600	N	2001	
				From:	NCL Boykins											
				To:	87-693											
35	5.15	1500	G	81%	2%	4%	1%	12%	0%	F	130	G	1500	G	2001	
				From:	87-693											
				To:	US 58 West of Courtland											
35 Bus 58	2.03	3600	G	92%	1%	3%	0%	4%	0%	F	370	G	3600	G	2001	
				From:	US 58 West of Courtland											
				To:	CL Courtland											
<b>Town of Courtland</b>																
35 Bus 58	0.14	3600	N	92%	1%	3%	0%	4%	0%	N	370	N	3600	N	2001	
				From:	CL Courtland											
				To:	BUS US 58											
35	0.59	6200	G	81%	1%	2%	2%	14%	0%	F	530	G	6200	G	2001	
				From:	BUS US 58											
				To:	NCL Courtland											
<b>Southampton County</b>																
35	0.10	6200	N	81%	1%	2%	2%	14%	0%	N	530	N	6200	N	2001	
				From:	NCL Courtland											
				To:	87-616 North of Courtland											
35	6.18	2600	G	81%	1%	2%	2%	14%	0%	F	220	G	2600	G	2001	
				From:	87-616 North of Courtland											
				To:	87-653 North of Sebrell											
35	3.94	2000	G	81%	1%	2%	2%	14%	0%	F	150	G	2000	G	2001	
				From:	87-653 North of Sebrell											
				To:	Sussex County Line											
				From:	Sussex County Line											
58	5.44	12000	G	87%	0%	2%	1%	10%	0%	F	760	G	12000	G	2001	
				From:	Greensville County Line											
				To:	W 87-615											
58	4.72	12000	G	87%	0%	2%	1%	10%	0%	F	740	G	11000	G	2001	
				From:	W 87-615											
				To:	87-659											
58	5.55	12000	G	87%	0%	2%	1%	10%	0%	F	740	G	12000	G	2001	
				From:	87-659											
				To:	WCL Capron											
<b>Town of Capron</b>																
58	0.14	12000	N	87%	0%	2%	1%	10%	0%	N	740	N	12000	N	2001	
				From:	WCL Capron											
				To:	87-653 Capron											
58	0.15	13000	G	87%	0%	2%	1%	10%	0%	F	790	G	13000	G	2001	
				From:	87-653 Capron											
				To:	ECL Capron											
<b>Southampton County</b>																
58	5.56	13000	N	87%	0%	2%	1%	10%	0%	N	790	N	13000	N	2001	
				From:	ECL Capron											
				To:	SR 35 & 58 Bus W of Courtland											
58	3.46	14000	G	87%	0%	2%	1%	10%	0%	F	850	G	13000	G	2001	
				From:	SR 35 & 58 Bus W of Courtland											
				To:	Bus US 58 East Of Courtland											
58	2.34	20000	A	87%	0%	2%	1%	10%	0%	B	2000	A	19000	A	2001	
				From:	Bus US 58 East Of Courtland											
				To:	Bus US 58 West of Franklin											
58	0.16	18000	G	87%	0%	2%	1%	10%	0%	F	1200	G	17000	G	2001	
				From:	Bus US 58 West of Franklin											
				To:	US 58 Bus West of Franklin											

Virginia Department of Transportation  
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2001  
Annual Average Daily Traffic Volume Estimates By Section of Route  
Southampton Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year			
						2Axle	3+Axle	1Trail	2Trail									
<b>Southampton County</b>																		
58	3.78	16000	G	From: US 58 Bus West of Franklin		87%	0%	2%	1%	10%	0%	F	1000	G	16000	G	2001	
				To: US 258 South of Franklin		87%	0%	2%	1%	10%	0%							
58	2.98	16000	G	From: WCL Suffolk		87%	0%	2%	1%	10%	0%	F	1000	G	16000	G	2001	
				To: US 58		87%	0%	2%	1%	10%	0%							
Bus 58	Clay Street	2.32	2700	A	From: US 58		97%	0%	2%	0%	1%	0%	A	310	A	3000	A	2001
				To: WCL Franklin		97%	0%	2%	0%	1%	0%							
<b>City of Franklin</b>																		
Bus 58	Clay Street	1.18	3600	G	From: WCL Franklin		97%	0%	2%	0%	1%	0%	F	360	G	3700	G	2001
				To: Hunterdale Rd		97%	0%	2%	0%	1%	0%							
Bus 58	Clay Street	0.58	5000	G	From: Hunterdale Rd		97%	0%	2%	0%	1%	0%	F	460	G	5300	G	2001
				To: Homestead Rd		97%	0%	2%	0%	1%	0%							
Bus 58	Clay Street	0.35	4000	G	From: Homestead Rd		97%	0%	2%	0%	1%	0%	F	380	G	4200	G	2001
				To: Lee St		97%	0%	2%	0%	1%	0%							
Bus 58	Clay Street	0.16	2200	G	From: Lee St		97%	0%	2%	0%	1%	0%	F	220	G	2300	G	2001
		Combined Traffic: 4400		G		96%	1%	2%	0%	1%	0%	F						
Bus 58	Clay Street	0.17	1800	G	From: Gardner St		97%	0%	2%	0%	1%		0%	F	170	G	1900	G
		Combined Traffic: 4700		G		96%	1%	2%	0%	1%	0%	F	460					
Bus 58	Clay Street	0.17	1800	G	From: Gardner Street		97%	0%	2%	0%	1%			0%	F	170	G	1900
				To: High St		97%	0%	2%	0%	1%	0%							
Bus 58	4th Ave	0.26	3000	G	From: High Street		97%	0%	2%	0%	1%	0%	F	280	G	3200	G	2001
				To: Mechanic Street		97%	0%	2%	0%	1%	0%							
Bus 58	Mechanic Street	0.10	4300	G	From: E Fourth Street		97%	0%	2%	0%	1%	0%	F	430	G	4600	G	2001
				To: Second Street		97%	0%	2%	0%	1%	0%							
Bus 58		0.19	13000	G	From: US 258		97%	0%	2%	0%	1%	0%	F	1200	G	13000	G	2001
				To: ECL Franklin		97%	0%	2%	0%	1%	0%							
<b>Southampton County</b>																		
Bus 58		0.03	14000	G	From: ECL Franklin		97%	0%	2%	0%	1%	0%	F	1100	G	14000	G	2001
				To: Isle of Wight County Line		97%	0%	2%	0%	1%	0%							
<b>City of Franklin</b>																		
Bus 58	Lee Street	0.16	2900	G	From: 58 Bus Clay St		95%	1%	2%	1%	0%	0%	F	290	G	3100	G	2001
		Combined Traffic: 4700		G		96%	1%	2%	0%	1%	0%	F						
Bus 58	High Street	0.27	2200	G	From: High St		95%	1%	2%	0%	0%		0%	C	240	G	2300	G
		Combined Traffic: 4400		G		96%	1%	2%	0%	1%	0%	F	460					
				To: Lee Street		95%	1%	2%	0%	0%	0%							
				To: Fourth St		96%	1%	2%	0%	1%	0%							
<b>Southampton County</b>																		
Bus 58		2.03	3600	G	From: US 58 West of Courtland		92%	1%	3%	0%	4%	0%	F	370	G	3600	G	2001
				To: WCL Courtland		92%	1%	3%	0%	4%	0%							
<b>Town of Courtland</b>																		
Bus 58		0.14	3600	N	From: WCL Courtland		92%	1%	3%	0%	4%	0%	N	370	N	3600	N	2001
				To: SR 35 Courtland		92%	1%	3%	0%	4%	0%							
Bus 58		1.10	7200	G	From: SR 35 Courtland		92%	1%	3%	1%	4%	0%	F	560	G	7100	G	2001
				To: ECL Courtland		92%	1%	3%	1%	4%	0%							



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Traffic Engineering Division  
2001  
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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
<b>Southampton County</b>																
Bus 58	1.18	7200	N	92%	1%	3%	1%	4%	0%	N	560	N	7100	N	2001	
				From:	ECL Courtland											
				To:	US 58 East of Courtland											
186	2.98	1200	G	67%	1%	4%	3%	25%	0%	F	100	G	1200	G	2001	
				From:	North Carolina State Line											
				To:	WCL Branchville											
<b>Town of Branchville</b>																
186	0.62	1200	N	67%	1%	4%	3%	25%	0%	N	100	N	1200	N	2001	
				From:	WCL Branchville											
				To:	ECL Branchville											
<b>Southampton County</b>																
186	2.35	2000	G	67%	1%	4%	3%	25%	0%	F	160	G	2000	G	2001	
				From:	ECL Branchville											
				To:	WCL Boykins											
<b>Town of Boykins</b>																
186	0.26	2700	G	67%	1%	4%	3%	25%	0%	F	250	G	2700	G	2001	
				From:	WCL Boykins											
				To:	SR 35											
<b>Southampton County</b>																
189 South Quay Rd	2.20	2800	G	76%	0%	1%	5%	17%	0%	F	220	G	2800	G	2001	
				From:	US 258											
				To:	87-714											
189 South Quay Rd	0.22	3200	G	76%	0%	1%	5%	17%	0%	F	260	G	3200	G	2001	
				From:	87-714											
				To:	SCL Suffolk											
258 Smith Ferry Road	5.28	5600	G	92%	1%	1%	1%	6%	0%	F	410	G	5600	G	2001	
				From:	North Carolina State Line											
				To:	SR 189											
258 Smith Ferry Road	3.43	3600	G	92%	1%	1%	1%	6%	0%	F	300	G	3500	G	2001	
				From:	SR 189											
				To:	87-684											
258 Smith Ferry Road	0.41	4400	G	92%	1%	1%	1%	6%	0%	F	340	G	4300	G	2001	
				From:	87-684											
				To:	SCL Franklin											
<b>City of Franklin</b>																
258 South Street	0.28	5000	G	95%	1%	2%	0%	2%	0%	C	460	G	5200	G	2001	
				From:	SCL Franklin											
				To:	College Drive											
258 South Street	0.25	11000	G	95%	1%	2%	0%	2%	0%	F	920	G	11000	G	2001	
				From:	College Drive											
				To:	Bank Street											
258 South Street	0.35	10000	G	95%	1%	2%	0%	2%	0%	F	900	G	11000	G	2001	
				From:	Bank Street											
				To:	Roosevelt Street											
258 South Street	0.15	11000	G	95%	1%	2%	0%	2%	0%	F	860	G	12000	G	2001	
				From:	Roosevelt Street											
				To:	Oak Street											
258 South Street	0.16	11000	G	95%	1%	2%	0%	2%	0%	F	900	G	11000	G	2001	
				From:	Oak Street											
				To:	Pretlow Street											
258 South Street	0.21	7900	G	95%	1%	2%	0%	2%	0%	F	690	G	8300	G	2001	
				From:	Pretlow Street											
				To:	High Street											
258 South Street	0.16	4500	G	77%	1%	7%	8%	7%	0%	F	370	G	4700	G	2001	
				From:	High Street											
				To:	Main Street											
258 Main Street	0.29	1900	G	77%	1%	7%	8%	7%	0%	C	170	G	2000	G	2001	
				From:	Main Street											
				To:	South Street											
258 Second Avenue	0.12	6600	G	77%	1%	7%	8%	7%	0%	F	660	G	7000	G	2001	
				From:	South Street											
				To:	Second Avenue											
Bus 58	0.19	13000	G	97%	0%	2%	0%	1%	0%	F	1200	G	13000	G	2001	
				From:	Main Street											
				To:	MECHANIC ST											
				To:	ECL FRANKLIN											

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 Traffic Engineering Division  
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 Southampton Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Southampton County</b>															
258 <sup>Bus</sup> 58	0.03	14000	G	97%	0%	2%	0%	1%	0%	F	1100	G	14000	G	2001
				From: ECL FRANKLIN											
				To: Isle of Wight County Line											
308	3.65	440	G	82%	1%	13%	2%	3%	0%	F	40	G	440	G	2001
				From: US 58											
				To: 87-612											
460	3.72	8600	G	80%	1%	2%	2%	16%	0%	F	670	G	8600	G	2001
				From: Sussex County Line											
				To: WCL Ivor											
<b>Town of Ivor</b>															
460	0.65	8600	N	80%	1%	2%	2%	16%	0%	N	670	N	8600	N	2001
				From: WCL Ivor											
				To: 87-616											
460	0.64	9400	G	80%	1%	2%	2%	16%	0%	F	720	G	9400	G	2001
				From: 87-616											
				To: ECL Ivor											
<b>Southampton County</b>															
460	3.59	9400	N	80%	1%	2%	2%	16%	0%	N	720	N	9400	N	2001
				From: ECL Ivor											
				To: Isle of Wight County Line											
600	3.90	120	R								NA		NA		12/14/2000
				From: Sussex County Line											
				To: 87-616 WEST											
600	5.82	290	R								NA		NA		12/14/2000
				From: 87-616 EAST											
				To: 87-635											
601	3.60	190	R								NA		NA		12/14/2000
				From: 87-605											
				To: Sussex County Line											
602	0.50	30	R								NA		NA		12/14/2000
				From: 87-629											
				To: Dead End											
603	2.50	200	G	85%	2%	8%	2%	4%	0%	F	20	G	200	G	2001
				From: 87-616											
				To: 87-641 West											
603	2.17	290	G	85%	1%	8%	2%	3%	0%	C	30	G	280	G	2001
				From: 87-631 East											
				To: 87-635 West											
603	3.70	340	G	85%	1%	8%	2%	4%	0%	F	30	G	340	G	2001
				From: 87-635 East											
				To: Isle of Wight County Line											
603	1.30	390	G	85%	2%	8%	2%	4%	0%	F	40	G	390	G	2001
				From: 87-618											
				To: Surry County Line											
604	0.01	130	R								NA		NA		12/14/2000
				From: Sussex County Line											
				To: 87-628 SOUTH											
605	1.57	120	R								NA		NA		12/14/2000
				From: 87-628 NORTH											
				To: 87-633											
605	1.59	120	G	95%	0%	3%	1%	2%	0%	F	20	G	120	G	2001
				From: 87-616											
				To: 87-614											
605	3.20	120	G	96%	0%	3%	0%	1%	0%	C	10	G	120	G	2001
				From: 87-616											
				To: 87-614											
605	2.33	90	G	95%	0%	3%	0%	1%	0%	F	9	G	90	G	2001
				From: SR 35											
				To: 87-607 SOUTH											
606	4.80	120	R								NA		NA		12/18/2000
				From: 87-607 SOUTH											

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Southampton County</b>															
606	2.70	90	R								NA		NA		12/18/2000
607	0.50	70	R								NA		NA		12/18/2000
607	2.20	70	R								NA		NA		12/18/2000
607	2.10	130	R								NA		NA		12/18/2000
607	1.20	180	R								NA		NA		12/18/2000
608	1.40	30	R								NA		NA		12/14/2000
608	2.90	10	R								NA		NA		12/14/2000
609	3.10	70	G	67%	1%	28%	1%	1%	0%	F	8	G	70	G	2001
609	3.13	100	G	67%	2%	28%	1%	2%	0%	C	10	G	100	G	2001
609	4.50	310	R								NA		NA		12/18/2000
609	1.59	410	R								NA		NA		12/18/2000
609	2.00	490	R								NA		NA		12/18/2000
610	1.20	190	R								NA		NA		12/14/2000
<b>Town of Courland</b>															
611	0.18	460	R								NA		NA		12/14/2000
611	0.02	2000	R								NA		NA		12/14/2000
611	0.13	600	R								NA		NA		12/14/2000
611	0.10	330	R								NA		NA		12/14/2000
<b>Southampton County</b>															
611	2.07	510	R								NA		NA		12/14/2000
611	3.90	340	R								NA		NA		12/14/2000
611	0.90	490	R								NA		NA		12/14/2000
611	1.50	630	R								NA		NA		12/14/2000

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Southampton County</b>															
612	1.10	80	R			From: Sussex County Line					NA		NA		12/14/2000
612	3.40	20	R			From: 87-615					NA		NA		12/14/2000
612	8.60	140	R			From: 87-610					NA		NA		12/14/2000
						To: 87-655									
614	2.20	210	R			From: 87-616					NA		NA		12/14/2000
614	1.40	210	R			From: 87-631					NA		NA		12/14/2000
614	3.70	360	G	92%	3%	4%	0%	1%	0%	C	40	G	360	G	2001
614	1.65	780	G	92%	3%	5%	0%	1%	0%	F	80	G	770	G	2001
						To: Isle of Wight County Line									
615	3.85	45	R			From: US 58 WEST					NA		NA		12/14/2000
615	2.77	110	R			From: US 58 EAST					NA		NA		12/14/2000
						To: 87-612									
616	3.04	1300	G	88%	0%	3%	2%	6%	0%	F	110	G	1300	G	2001
616	2.77	1200	G	88%	0%	3%	2%	6%	0%	F	100	G	1200	G	2001
616	3.33	1000	G	88%	0%	3%	2%	6%	0%	C	100	G	980	G	2001
616	0.97	1100	G	86%	1%	2%	5%	5%	0%	F	110	G	1100	G	2001
616	2.07	1200	G	87%	1%	2%	5%	5%	0%	F	120	G	1200	G	2001
616	2.84	1200	G	86%	1%	2%	5%	5%	0%	C	110	G	1200	G	2001
616	1.54	1300	G	86%	1%	2%	5%	5%	0%	F	120	G	1300	G	2001
						To: SCL IVOR									
<b>Town of Ivor</b>															
616	0.12	1800	G	86%	1%	2%	5%	5%	0%	F	150	G	1800	G	2001
616	0.18	1800	G	86%	1%	2%	5%	5%	0%	F	170	G	1800	G	2001
616	0.13	2200	G	86%	1%	2%	5%	5%	0%	F	200	G	2200	G	2001
616	0.24	2500	G	86%	1%	2%	5%	5%	0%	F	220	G	2500	G	2001
616	0.20	670	G	85%	0%	2%	3%	9%	0%	F	60	G	660	G	2001
						To: NCL IVOR									
<b>Southampton County</b>															
616	0.76	750	G	85%	0%	2%	3%	9%	0%	C	80	G	740	G	2001
						To: 87-737									

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						2Axle	3+Axle	1Trail	2Trail						
<b>Southampton County</b>															
(616)	1.19	200	G	From: 87-737 86%	0%	2%	3%	10%	0%	F	20	G	200	G	2001
(616)	3.25	250	G	To: 87-617 86%	0%	2%	3%	9%	0%	F	40	G	250	G	2001
(617)	2.30	50	R	From: 87-621 87-618							NA		NA		12/18/2000
(617)	3.70	60	R	To: 87-616 87-620							NA		NA		12/18/2000
(618)	1.70	180	R	From: 87-616							NA		NA		12/18/2000
(618)	2.30	190	R	To: 87-600							NA		NA		12/18/2000
(618)	2.50	80	R	From: US 460 WEST US 460							NA		NA		12/18/2000
(618)	0.46	200	R	To: 87-617							NA		NA		12/18/2000
(618)	2.54	100	R	From: 87-624 87-621							NA		NA		12/18/2000
(619)	2.31	380	R	From: 87-635 Isle of Wight County Line							NA		NA		12/18/2000
<b>Town of Ivor</b>															
(620)	0.23	1300	G	From: US 460 91%	1%	2%	4%	4%	0%	F	120	G	1300	G	2001
<b>Southampton County</b>															
(620)	1.94	1300	G	To: 87-736 91%	1%	2%	3%	4%	0%	C	140	G	1300	G	2001
(620)	1.26	1100	G	From: 87-635 91%	1%	2%	4%	4%	0%	F	100	G	1100	G	2001
(620)	1.06	1100	G	To: 87-617 91%	1%	2%	4%	4%	0%	F	100	G	1100	G	2001
(621)	0.48	290	G	From: Isle of Wight County Line 86%	0%	5%	0%	9%	0%	C	40	G	290	G	2001
(621)	0.62	160	R	To: 87-616							NA		NA		12/14/2000
(621)	0.35	80	R	From: 87-618							NA		NA		12/14/2000
(622)	1.49	40	R	To: Surry County Line 87-618							NA		NA		12/18/2000
(622)	0.18	80	R	From: 1.49 ME 87-618 WCL IVOR							NA		NA		12/18/2000
<b>Town of Ivor</b>															
(622)	0.42	130	R	From: WCL IVOR							NA		NA		12/18/2000
(622)	0.25	130	R	To: 87-1201 87-1204							NA		NA		12/18/2000

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						2Axle	3+Axle	1Trail	2Trail						
<b>Town of Ivor</b>															
622	0.10	230	R			From: 87-1204					NA		NA		12/18/2000
622	0.42	150	R			From: 87-616					NA		NA		12/20/2000
						To: SCL IVOR									
<b>Southampton County</b>															
622	3.10	190	R			From: SCL IVOR					NA		NA		12/20/2000
						To: 87-635 NORTH									
622	0.30	190	R			From: 87-635 SOUTH					NA		NA		12/20/2000
						To: 87-614									
623	2.70	20	R			From: 87-626					NA		NA		12/20/2000
						To: 87-600 SOUTH									
623	1.40	20	R			From: 87-600 NORTH					NA		NA		12/20/2000
						To: 87-635									
624	0.11	210	R			From: Surry County Line					NA		NA		12/18/2000
						To: 87-618									
625	1.50	30	R			From: 87-626					NA		NA		12/18/2000
						To: 87-631									
626	4.40	280	R			From: 87-628					NA		NA		12/18/2000
						To: 87-616 SOUTH									
626	5.00	130	R			From: 87-616 NORTH					NA		NA		12/18/2000
						To: 87-603 WEST									
626	1.40	110	R			From: 87-603 EAST					NA		NA		12/18/2000
						To: 87-630									
626	1.50	200	R			From: 87-645					NA		NA		12/18/2000
						To: 87-635									
626	0.30	1300	R			From: 87-635					NA		NA		12/18/2000
						To: 87-603									
627	0.90	210	R			From: 87-635					NA		NA		12/18/2000
						To: 87-603									
628	1.38	400	G	90%	1%	3%	6%	1%	0%	F	40	G	390	G	2001
						To: 87-728									
628	3.84	190	G	90%	1%	3%	6%	1%	0%	C	20	G	190	G	2001
						To: 87-607 SOUTH									
628	2.70	240	G	80%	0%	5%	13%	1%	0%	F	30	G	230	G	2001
						To: 87-626									
628	1.70	310	G	80%	0%	5%	13%	1%	0%	C	40	G	300	G	2001
						To: 87-605 SOUTH									
628	1.93	320	G	80%	0%	5%	13%	2%	0%	F	40	G	320	G	2001
						To: Sussex County Line									
629	1.90	400	R			From: 87-619					NA		NA		12/20/2000
						To: 87-635									
630	1.30	60	R			From: 87-631					NA		NA		12/20/2000
						To: 87-626									

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						2Axle	3+Axle	1Trail	2Trail						
<b>Southampton County</b>															
631	2.00	180	R			From: 87-645					NA		NA		12/20/2000
						To: 87-603 EAST									
631	3.40	140	R			From: 87-603 WEST					NA		NA		12/20/2000
						To: 87-614									
632	0.80	510	R			From: 87-643					NA		NA		12/20/2000
						To: 87-641									
633	2.00	240	R			From: 87-616					NA		NA		12/20/2000
						To: 87-607									
633	2.50	210	R			From: 87-626 WEST					NA		NA		12/20/2000
						To: 87-626 EAST									
633	2.20	100	R			From: 87-605					NA		NA		12/20/2000
						To: 87-605									
634	1.40	70	R			From: 87-606					NA		NA		12/20/2000
						To: 87-628									
635	1.70	770	G	91%	0%	5%	1%	3%	0%	F	80	G	760	G	2001
						To: 87-706									
635	3.00	1300	G	91%	0%	5%	1%	3%	0%	C	110	G	1200	G	2001
						To: 87-626									
635	3.70	630	G	91%	0%	5%	1%	3%	0%	F	60	G	620	G	2001
						To: 87-603 EAST									
635	0.60	620	G	91%	0%	5%	1%	3%	0%	F	70	G	610	G	2001
						To: 87-603 WEST									
635	4.20	160	R								NA		NA		12/18/2000
						To: 87-614									
635	1.70	160	R								NA		NA		12/18/2000
						To: US 460									
635	1.70	310	R								NA		NA		12/18/2000
						To: 87-620									
636	0.08	20	R			From: 87-641					NA		NA		12/14/2000
						To: Dead End									
637	1.60	170	R			From: 87-635					NA		NA		12/20/2000
						To: 87-640 SOUTH									
637	1.70	170	R			From: 87-640 NORTH					NA		NA		12/20/2000
						To: 87-645									
638	1.50	220	R			From: 87-611					NA		NA		12/20/2000
						To: 87-640 SOUTH									
638	3.78	240	R			From: 87-640 NORTH					NA		NA		12/20/2000
						To: 87-603									
639	0.20	60	R			From: Surry County Line					NA		NA		12/20/2000
						To: Dead End									
640	1.35	150	R			From: 87-641					NA		NA		12/20/2000
						To: 87-638 NORTH									

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Southampton County</b>															
(640)	0.65	110	R			From: 87-638 NORTH					NA		NA		12/20/2000
(640)	1.20	100	R			From: 87-637 NORTH					NA		NA		12/20/2000
(641)	1.52	3400	G	94%	1%	3%	0%	1%	0%	F	320	G	3300	G	2001
(641)	2.73	2000	G	94%	1%	3%	0%	1%	0%	C	200	G	2000	G	2001
(641)	1.24	1900	G	94%	1%	3%	0%	1%	0%	F	180	G	1900	G	2001
(641)	0.60	1300	G	94%	1%	3%	0%	1%	0%	F	110	G	1300	G	2001
(641)	0.32	1100	G	94%	1%	3%	0%	1%	0%	F	100	G	1100	G	2001
(641)	0.58	990	G	86%	2%	9%	2%	1%	0%	C	90	G	980	G	2001
(641)	1.33	540	G	86%	2%	9%	2%	1%	0%	F	60	G	530	G	2001
(641)	2.26	230	G	85%	2%	9%	2%	1%	0%	F	30	G	230	G	2001
(642)	0.10	430	R			From: 87-641; 87-1009					NA		NA		12/18/2000
(642)	0.38	380	R			From: 87-1001					NA		NA		12/18/2000
(642)	0.80	180	R			From: 87-646 NORTH 87-646 SOUTH					NA		NA		12/18/2000
(643)	3.70	150	R			From: 87-641					NA		NA		12/18/2000
(643)	1.18	90	R			From: 87-646 EAST 87-646 WEST					NA		NA		12/18/2000
(643)	0.22	120	R			From: 87-1015					NA		NA		12/18/2000
(643)	1.50	300	R			From: 87-632					NA		NA		12/18/2000
(644)	1.45	270	R			From: 87-649					NA		NA		12/18/2000
(645)	2.20	110	R			From: 87-628					NA		NA		12/18/2000
(645)	4.20	240	R			From: 87-616 SOUTH 87-616 NORTH					NA		NA		12/18/2000
(645)	2.30	190	R			From: 87-638					NA		NA		12/18/2000
<b>Town of Courtland</b>															
(646)	0.48	870	G	93%	2%	4%	1%	0%	0%	F	90	G	860	G	2001



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						2Axle	3+Axle	1Trail	2Trail						
<b>Southampton County</b>															
646	5.12	480	G	93%	2%	4%	1%	0%	0%	C	60	G	480	G	2001
				From:	ECL COURTLAND										
				To:	87-641 NORTH										
646	2.17	200	R								NA		NA		12/18/2000
				From:	87-641 SOUTH										
646	0.75	180	R								NA		NA		12/18/2000
				From:	87-1006										
646				To:	87-645										
647	5.44	240	R								NA		NA		1997
				From:	SR 35 SOUTH										
647	0.12	130	R								NA		NA		1997
				From:	SR 35 NORTH										
647				To:	87-719										
648	1.40	120	R								NA		NA		1997
				From:	Dead End										
				To:	SR 35										
649	1.87	1000	R								NA		NA		12/20/2000
				From:	87-611										
649	0.73	1100	G	96%	1%	2%	1%	0%	0%	C	110	G	1100	G	2001
				To:	87-768										
649	0.09	1500	G	96%	1%	2%	1%	0%	0%	F	140	G	1500	G	2001
				From:	87-1706										
649	0.33	1800	G	96%	1%	2%	0%	0%	0%	F	180	G	1800	G	2001
				To:	87-644										
649	0.79	2200	G	96%	1%	2%	0%	0%	0%	F	230	G	2200	G	2001
				From:	87-1704										
				To:	87-641										
650	2.84	920	R								NA		NA		12/19/2000
				From:	Dead End										
				To:	US 58 EAST										
650	2.70	900	R								NA		NA		12/19/2000
				From:	US 58 WEST										
				To:	87-611										
651	1.30	110	R								NA		NA		12/19/2000
				From:	87-653										
651	2.52	250	R								NA		NA		12/19/2000
				To:	87-609										
651	3.75	440	R								NA		NA		12/19/2000
				From:	87-757										
				To:	US 58 BUS										
652	3.20	130	R								NA		NA		12/19/2000
				From:	87-661										
652	6.20	180	R								NA		NA		12/19/2000
				To:	US 58										
652	4.10	390	R								NA		NA		12/19/2000
				From:	SR 308										
652	1.60	47	R								NA		NA		12/19/2000
				To:	87-653 NORTH										
				From:	87-653 SOUTH										
652	5.20	300	R								NA		NA		12/19/2000
				To:	87-609										
				From:	87-651										
653	2.70	150	G	79%	4%	15%	1%	2%	0%	F	20	G	150	G	2001
				To:	87-730										
				From:	87-661										

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
<b>Southampton County</b>																
(653)	3.03	120	G	From: 87-661	79%	4%	15%	1%	2%	0%	C	10	G	120	G	2001
(653)	3.30	260	G	To: 87-659 NORTH	79%	4%	15%	0%	2%	0%	F	30	G	260	G	2001
(653)	1.10	460	G	From: 87-668	94%	1%	3%	0%	1%	0%	F	50	G	460	G	2001
(653)	2.18	440	G	To: 87-658 SOUTH	94%	1%	3%	0%	1%	0%	C	45	G	430	G	2001
				To: SCL CAPRON												
<b>Town of Canron</b>																
(653)	0.15	560	G	From: SCL CAPRON	94%	1%	3%	1%	1%	0%	F	60	G	550	G	2001
(653)	0.39	1700	G	To: US 58	94%	1%	3%	0%	1%	0%	F	150	G	1600	G	2001
(653)	0.28	1000	G	From: 87-748	94%	1%	3%	1%	1%	0%	F	110	G	980	G	2001
				To: NCL CAPRON												
<b>Southampton County</b>																
(653)	2.41	260	G	From: NCL CAPRON	90%	2%	5%	2%	1%	0%	C	30	G	260	G	2001
(653)	2.00	160	G	To: 87-651	90%	1%	5%	2%	1%	0%	F	20	G	160	G	2001
(653)	3.70	200	G	From: 87-609	84%	0%	3%	5%	8%	0%	C	20	G	200	G	2001
				To: SR 35												
(654)	0.81	90	R	From: 87-609								NA		NA		12/19/2000
(654)	0.09	110	R	To: 0.81 MN 87-609								NA		NA		12/19/2000
(654)	0.09	110	R	From: US 58								NA		NA		12/19/2000
(654)	0.77	380	R	To: 0.09 MN US 58								NA		NA		12/19/2000
				To: ECL CAPRON												
<b>Town of Canron</b>																
(654)	0.29	420	R	From: ECL CAPRON								NA		NA		12/19/2000
(654)	0.23	300	R	To: 87-653								NA		NA		12/19/2000
(654)	0.03	270	R	From: 87-748								NA		NA		12/19/2000
				To: WCL CAPRON												
<b>Southampton County</b>																
(654)	0.70	530	R	From: WCL CAPRON								NA		NA		12/19/2000
(654)	0.60	240	R	To: 87-655								NA		NA		12/19/2000
(655)	1.18	320	R	From: 87-652								NA		NA		12/19/2000
(655)	2.00	360	R	To: 87-653								NA		NA		12/19/2000
				From: 87-652 EAST												
				To: 87-652 WEST												
				To: 87-612												

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Southampton County</b>															
655	2.00	90	R			From: 87-612					NA		NA		12/19/2000
655	0.80	190	R			To: 87-608					NA		NA		12/19/2000
656	2.00	170	R			To: 87-609					NA		NA		12/19/2000
656	0.60	160	R			From: 87-658					NA		NA		12/19/2000
656	0.60	160	R			To: US 58 EAST					NA		NA		12/19/2000
657	2.60	10	R			From: US 58 WEST					NA		NA		12/19/2000
657	0.90	250	R			To: 87-652					NA		NA		12/19/2000
657	3.60	260	R			From: 87-693					NA		NA		12/19/2000
657	0.90	250	R			To: 87-658 EAST					NA		NA		12/19/2000
657	3.60	260	R			From: 87-658 WEST					NA		NA		12/19/2000
658	2.60	130	R			To: 87-653 NORTH					NA		NA		12/19/2000
658	2.04	150	R			From: 87-653; 87-658					NA		NA		12/19/2000
658	1.16	290	R			To: 87-652					NA		NA		12/19/2000
658	3.40	280	R			From: 87-659					NA		NA		12/19/2000
658	3.40	300	R			To: 87-691					NA		NA		12/19/2000
658	4.94	430	R			From: 2.04 ME 87-691					NA		NA		12/19/2000
659	3.10	130	R			To: 87-653 NORTH					NA		NA		12/19/2000
659	3.70	120	R			From: 87-653 SOUTH					NA		NA		12/19/2000
659	4.20	180	R			To: 87-609					NA		NA		12/19/2000
659	2.37	300	R			From: SR 35 SOUTH					NA		NA		12/19/2000
659	2.37	300	R			To: SR 35 NORTH					NA		NA		12/19/2000
659	3.10	130	R			From: 87-673					NA		NA		12/19/2000
659	3.70	120	R			To: 87-666					NA		NA		12/19/2000
659	4.20	180	R			From: 87-665 NORTH					NA		NA		12/19/2000
659	2.37	300	R			To: 87-653 SOUTH					NA		NA		12/19/2000
659	2.37	300	R			From: 87-653 NORTH					NA		NA		12/19/2000
660	2.60	140	R			To: US 58					NA		NA		12/19/2000
661	1.40	60	R			From: 87-612					NA		NA		12/19/2000
661	1.90	100	R			To: 87-659					NA		NA		12/19/2000
661	2.19	110	R			From: 87-658					NA		NA		12/19/2000
661	2.19	110	R			To: 87-615					NA		NA		12/19/2000
661	1.40	60	R			From: 87-722					NA		NA		12/19/2000
661	1.90	100	R			To: 87-722					NA		NA		12/19/2000
661	2.19	110	R			From: 87-652					NA		NA		12/19/2000
661	2.19	110	R			To: 87-652					NA		NA		12/19/2000
661	2.19	110	R			From: 87-653					NA		NA		12/19/2000
661	2.19	110	R			To: 87-653					NA		NA		12/19/2000

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						2Axle	3+Axle	1Trail	2Trail						
<b>Southampton County</b>															
662	7.00	130	R			From: 87-653 To: 87-615					NA		NA		12/19/2000
663	7.16	49	R			From: SR 186 To: 87-653					NA		NA		12/19/2000
664	2.90	40	R			From: 87-663 To: 87-659					NA		NA		12/19/2000
665	2.50	100	R			From: 87-663 To: 87-659 SOUTH					NA		NA		12/19/2000
665	2.40	230	R			From: 87-659 NORTH To: 87-668 SOUTH					NA		NA		12/19/2000
665	3.55	130	R			From: 87-668 NORTH To: 87-671					NA		NA		12/19/2000
665	2.80	180	R			From: 87-671 To: 87-673					NA		NA		12/19/2000
666	0.64	380	R			From: 87-730 To: 87-659					NA		NA		12/19/2000
666	3.10	290	R			From: 87-659 To: 87-668					NA		NA		12/19/2000
666	0.55	470	G	94%	1%	4%	1%	1%	0%	C	60	G	470	G	2001
666						From: 87-665 To: SR 35									
667	1.50	90	R			From: 87-665 To: 87-666 WEST					NA		NA		12/19/2000
667	1.19	60	R			From: 87-666 EAST To: SR 35 SOUTH					NA		NA		12/19/2000
667	1.08	70	R			From: SR 35 NORTH To: 87-743					NA		NA		12/19/2000
668	3.55	370	G	93%	1%	4%	1%	2%	0%	C	46	G	370	G	2001
668	1.46	360	G	93%	1%	4%	0%	2%	0%	F	47	G	360	G	2001
668						From: 87-702 To: 87-653									
669	1.50	170	R			From: 87-668 To: 87-658					NA		NA		12/19/2000
<b>Town of Boykins</b>															
670	0.30	710	R			From: SR 35 To: ECL Boykins					NA		NA		12/19/2000
<b>Southampton County</b>															
670	0.20	710	R			From: ECL Boykins To: 87-1326					NA		NA		12/19/2000
670	1.01	190	R			From: 87-1326 To: 87-743					NA		NA		12/19/2000
671	2.02	2400	G	86%	0%	1%	2%	11%	0%	F	200	G	2400	G	2001
671						From: SR 35 To: 87-665									

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						2Axle	3+Axle	1Trail	2Trail							
<b>Southampton County</b>																
(671)	2.49	2500	G	From: 87-665	86%	0%	1%	2%	11%	0%	C	210	G	2500	G	2001
				To: WCL NEWSOMS												
<b>Town of Newsoms</b>																
(671)	0.17	3100	G	From: WCL NEWSOMS	86%	0%	1%	2%	11%	0%	F	240	G	3000	G	2001
				To: 87-673												
(671)	0.60	2800	G	From: 87-673	83%	0%	2%	4%	11%	0%	F	230	G	2700	G	2001
				To: ECL NEWSOMS												
<b>Southampton County</b>																
(671)	2.12	2700	G	From: ECL NEWSOMS	83%	0%	2%	4%	11%	0%	C	230	G	2700	G	2001
				To: 87-674												
(671)	1.71	3100	G	From: 87-674	83%	0%	2%	4%	11%	0%	F	250	G	3100	G	2001
				To: 87-680 WEST												
(671)	2.99	3600	G	From: 87-680 WEST	86%	0%	1%	4%	8%	0%	C	300	G	3600	G	2001
				To: 87-650												
(671)	0.85	4200	G	From: 87-650	86%	0%	1%	4%	8%	0%	F	340	G	4100	G	2001
				To: 87-687												
(671)	0.77	4700	G	From: 87-687	88%	0%	3%	2%	7%	0%	F	390	G	4600	G	2001
				To: 87-688												
(671)	0.86	5400	G	From: 87-688	88%	0%	3%	2%	7%	0%	C	460	G	5400	G	2001
				To: US 58 EB RAMPS												
(671)	0.14	8800	G	From: US 58 EB RAMPS	88%	0%	3%	2%	7%	0%	F	720	G	8700	G	2001
				To: US 58 WB RAMPS												
(672)	1.87	130	R	From: 87-665								NA		NA		12/21/2000
				To: SCL NEWSOMS												
<b>Town of Newsoms</b>																
(672)	0.01	590	R	From: SCL NEWSOMS								NA		NA		12/21/2000
				To: 87-673 WEST												
<b>Southampton County</b>																
(672)	2.17	300	R	From: 87-673 EAST								NA		NA		12/21/2000
				To: 87-674 NORTH												
(672)	2.80	100	R	From: 87-674 NORTH								NA		NA		12/21/2000
				To: 87-680												
(672)	2.50	100	R	From: 87-680								NA		NA		12/21/2000
				To: 87-684												
(673)	0.20	170	G	From: North Carolina State Line	83%	1%	10%	3%	2%	0%	F	20	G	170	G	2001
				To: 87-684												
(673)	3.75	160	G	From: 87-684	83%	1%	10%	3%	2%	0%	C	20	G	160	G	2001
				To: 87-677 NORTH												
(673)	2.69	280	G	From: 87-677 NORTH	83%	1%	10%	3%	3%	0%	F	30	G	280	G	2001
				To: 87-672 EAST												
(673)	0.20	320	G	From: 87-672 EAST	83%	1%	10%	3%	3%	0%	F	40	G	310	G	2001
				To: SCL NEWSOMS												
<b>Town of Newsoms</b>																
(673)	0.02	640	G	From: SCL NEWSOMS	85%	2%	3%	8%	2%	0%	F	70	G	630	G	2001
				To: 87-672 WEST												
(673)	0.41	770	G	From: 87-672 WEST	85%	2%	3%	8%	2%	0%	C	80	G	760	G	2001
				To: 87-1401												

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						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Newsoms</b>																
(673)	0.38	1100	G	From: 87-1401	85%	2%	3%	8%	2%	0%	F	120	G	1100	G	2001
(673)	0.09	920	G	To: 87-671	85%	2%	3%	7%	2%	0%	F	90	G	910	G	2001
				To: NCL NEWSOMS												
<b>Southampton County</b>																
(673)	0.20	680	G	From: NCL NEWSOMS	85%	2%	3%	8%	2%	0%	F	70	G	670	G	2001
(673)	2.38	200	G	To: 87-658	90%	1%	4%	2%	3%	0%	C	20	G	200	G	2001
				To: SR 35												
(674)	3.40	180	R	From: 87-743							NA		NA			12/21/2000
				To: 87-673 SOUTH												
(674)	2.00	180	R	From: 87-673 NORTH							NA		NA			12/21/2000
				To: 87-672 SOUTH												
(674)	2.85	160	R	From: 87-672 NORTH							NA		NA			12/21/2000
				To: 87-731												
(674)	1.15	40	R	From: 87-731							NA		NA			12/21/2000
				To: 87-680												
(675)	2.10	410	R	From: 87-658							NA		NA			12/21/2000
				To: 87-731												
(676)	0.44	380	R	From: Dead End							NA		NA			12/31/2000
				To: 87-714												
(677)	2.40	140	R	From: 87-673 SOUTH							NA		NA			12/31/2000
				To: 87-673 NORTH												
(678)	2.30	100	R	From: 87-684							NA		NA			12/31/2000
				To: 87-677												
(679)	1.70	80	R	From: 87-684							NA		NA			12/31/2000
				To: 87-680 WEST												
(679)	0.20	70	R	From: 87-680 WEST							NA		NA			12/31/2000
				To: 87-680 EAST												
(679)	0.70	80	R	From: 87-680 EAST							NA		NA			12/31/2000
				To: 87-685												
(680)	0.60	49	R	From: North Carolina State Line							NA		NA			12/31/2000
				To: 87-679 WEST												
(680)	2.70	200	R	From: 87-679 EAST							NA		NA			12/31/2000
				To: 87-684												
(680)	4.35	190	R	From: 87-684							NA		NA			12/31/2000
				To: 87-671 WEST												
				From: 87-671 EAST												
(680)	2.15	40	R	From: 87-671 EAST							NA		NA			12/31/2000
				To: 87-674												
(681)	1.40	100	R	From: 87-680							NA		NA			12/31/2000
				To: 87-734												

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Southampton County</b>															
(682)	2.30	100	R			From: 87-683 To: 87-680					NA		NA		12/31/2000
(683)	4.40	240	R			From: 87-674 To: 87-684					NA		NA		12/31/2000
(684)	2.95	190	G	85%	3%	7%	2%	3%	0%	C	20	G	180	G	2001
(684) Monroe Rd	3.03	360	G	85%	3%	7%	2%	3%	0%	F	40	G	360	G	2001
(684) Monroe Rd	2.37	600	G	85%	3%	7%	2%	3%	0%	F	70	G	590	G	2001
(684) Sycamore Church Rd	1.60	550	G	92%	1%	3%	1%	3%	0%	C	47	G	540	G	2001
(684) Dogwood Bend Rd	1.33	520	G	92%	1%	3%	1%	3%	0%	F	40	G	510	G	2001
(684)	0.02	1300	R			From: 87-771 To: US 258					NA		NA		12/15/2000
(685)	1.60	110	R			From: North Carolina State Line To: 87-686					NA		NA		12/15/2000
(686)	2.47	140	R			From: 87-680 To: 87-685					NA		NA		12/15/2000
(686)	2.10	320	R			From: 87-685 To: US 258					NA		NA		12/15/2000
(686)	1.40	150	R			From: US 258 To: North Carolina State Line					NA		NA		12/15/2000
(687)	0.80	150	R			From: Dead End To: US 258					NA		NA		12/15/2000
(687)	3.10	80	R			From: US 258 To: 87-689					NA		NA		12/15/2000
(687)	0.40	240	R			From: 87-689 To: 0.40 MN 87-689					NA		NA		12/15/2000
(687)	1.43	250	R			From: 87-1110 To: 87-684 SOUTH 87-684 NORTH					NA		NA		12/15/2000
(687)	1.76	1300	G	92%	1%	4%	1%	1%	0%	C	110	G	1300	G	2001
(687)	2.34	630	R			From: 87-671 To: US 58 BUS US 58					NA		NA		12/15/2000
(687)	1.33	1000	R			From: US 58 To: 87-641					NA		NA		12/15/2000
(688)	2.24	450	R			From: US 58 To: 87-687					NA		NA		12/15/2000
(688)	1.90	630	R			From: 87-687 To: 87-684 NORTH					NA		NA		12/15/2000

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						2Axle	3+Axle	1Trail	2Trail						
<b>Southampton County</b>															
(688)	0.90	410	R			From: 87-684 SOUTH					NA	NA			12/15/2000
						To: US 258									
(689)	2.30	180	R			From: 87-687					NA	NA			12/15/2000
						To: US 258									
(690)	1.10	220	R			From: SR 189					NA	NA			12/15/2000
						To: US 258									
(691)	0.50	180	R			From: 87-658					NA	NA			12/15/2000
						To: US 58									
(692)	0.90	120	R			From: 87-775					NA	NA			12/15/2000
						To: US 58 BUS									
(693)	3.53	240	R			From: 87-665					NA	NA			12/15/2000
						To: SR 35									
(694)	1.05	60	R			From: Dead End					NA	NA			12/15/2000
						To: US 58									
(694)	0.21	190	R			From: 87-653					NA	NA			12/15/2000
						To: US 58									
(695)	0.10	200	R			From: 87-652					NA	NA			12/15/2000
						To: SR 35									
(696)	1.20	140	R			From: 87-658					NA	NA			12/15/2000
						To: 87-612									
(697)	1.30	80	R			From: Sussex County Line					NA	NA			12/15/2000
						To: 87-683									
(698)	1.80	70	R			From: 87-672					NA	NA			12/15/2000
						To: Dead End									
(699)	0.60	60	R			From: 87-609					NA	NA			12/15/2000
						To: 87-615									
(700)	0.10	80	R			From: Dead End					NA	NA			12/15/2000
						To: North Carolina State Line									
(701)	1.50	440	R			From: SCL Branchville					NA	NA			12/14/2000
						To: SCL Branchville									
<b>Town of Branchville</b>															
(701)	0.30	440	R			From: SR 186					NA	NA			12/14/2000
						To: 87-730									
(701)	0.15	410	R			From: 87-730					NA	NA			12/14/2000
						To: 87-659									
<b>Southampton County</b>															
(702)	3.95	40	R			From: 87-712					NA	NA			12/14/2000
						To: 87-668									



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						2Axle	3+Axle	1Trail	2Trail						
<b>Southampton County</b>															
703	2.00	80	R			From: SR 35 To: 87-673					NA		NA		12/14/2000
704	1.67	90	R			From: US 58 To: 87-652					NA		NA		12/14/2000
705	0.40	120	R			From: 87-635 To: 87-611					NA		NA		12/14/2000
706	1.92	1200	G	97%	1%	2%	0%	0%	0%	C	140	G	1200	G	2001
707	0.30	120	R			From: North Carolina State Line To: 87-673					NA		NA		12/14/2000
708	2.30	280	R			From: 87-674 To: 87-673					NA		NA		12/14/2000
<b>Town of Newsoms</b>															
709	0.64	380	R			From: 87-671 To: NCL Newsoms					NA		NA		12/14/2000
<b>Southampton County</b>															
709	2.36	380	R			From: NCL Newsoms To: 87-674					NA		NA		12/14/2000
710	2.50	110	R			From: 87-633 To: 87-616					NA		NA		12/14/2000
711	1.50	230	R			From: US 58 To: Greenville County Line					NA		NA		12/14/2000
712	2.07	160	R			From: 87-665 To: 87-702					NA		NA		12/14/2000
713	0.40	120	R			From: 87-647 To: SR 35					NA		NA		12/14/2000
714	1.53	1400	G	95%	1%	3%	0%	1%	0%	C	140	G	1400	G	2001
715	1.70	60	R			From: Sussex County Line To: 87-612					NA		NA		12/14/2000
716	3.67	70	R			From: 87-743 To: 87-665					NA		NA		12/14/2000
717	1.60	100	R			From: 87-618 To: Dead End					NA		NA		12/14/2000
718	0.07	60	R			From: US 58 To: 0.07 MN US 58					NA		NA		12/14/2000
718	0.93	46	R			From: 87-652 To: 87-652					NA		NA		12/14/2000

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						2Axle	3+Axle	1Trail	2Trail							
<b>Southampton County</b>																
(719)	0.47	180	R			From: 87-653					NA	NA			12/14/2000	
(719)	0.14	120	R			To: SR 35					NA	NA			12/14/2000	
(719)	0.25	110	R			From: 87-647					NA	NA			12/14/2000	
						To: Dead End										
(720)	0.70	240	R			From: 87-684					NA	NA			12/14/2000	
						To: Dead End										
(721)	0.90	150	R			From: 87-671					NA	NA			12/14/2000	
						To: Dead End										
(722)	1.20	260	R			From: 87-661					NA	NA			12/14/2000	
						To: US 58										
(723)	1.80	130	R			From: 87-663					NA	NA			12/20/2000	
						To: Dead End										
(724)	1.20	150	R			From: 87-653					NA	NA			12/20/2000	
						To: 87-668										
(725)	0.37	70	R			From: Dead End					NA	NA			12/20/2000	
						To: 87-684										
(727)	0.50	40	R			From: SR 35					NA	NA			12/20/2000	
						To: Dead End										
(728)	1.60	70	R			From: 87-628					NA	NA			12/20/2000	
						To: 87-616										
(729)	0.80	20	R			From: 87-672					NA	NA			12/20/2000	
						To: Dead End										
(730)	2.60	120	G	88%	0%	From: Greenville County Line	8%	2%	2%	0%	F	10	G	120	G	2001
(730)	3.67	270	G	88%	0%	To: 87-653	8%	1%	2%	0%	F	20	G	270	G	2001
(730)	2.29	430	G	88%	0%	To: 87-663	8%	1%	2%	0%	C	46	G	420	G	2001
(730)	0.05	500	G	88%	0%	To: 87-666	8%	1%	2%	0%	F	50	G	490	G	2001
						To: NCL BRANCHVILLE										
<b>Town of Branchville</b>																
(730)	0.37	870	G	88%	0%	From: NCL BRANCHVILLE	8%	1%	2%	0%	F	80	G	860	G	2001
						To: SR 186										
<b>Southampton County</b>																
(731)	2.60	110	R			From: 87-674					NA	NA			12/20/2000	
(731)	1.54	360	R			To: 87-675					NA	NA			12/20/2000	
						To: SR 35										
(732)	0.20	70	R			From: Dead End					NA	NA			12/20/2000	
						To: 0.20 MN 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						
<b>Southampton County</b>															
732	0.20	49	R			From: 0.20 MN Dead End					NA		NA		12/20/2000
						To: 87-609									
733	0.90	120	R			From: Dead End					NA		NA		12/20/2000
						To: 87-653									
734	2.17	360	R			From: 87-672					NA		NA		12/20/2000
						To: 87-671									
735	1.80	360	G	85%	1%	9%	2%	4%	0%	C	40	G	360	G	2001
						From: SR 308; 87-612									
735	0.74	350	G	85%	1%	9%	2%	4%	0%	F	40	G	350	G	2001
						To: 87-609									
						To: Sussex County Line									
736	0.33	330	R			From: 87-616					NA		NA		12/20/2000
						To: 87-620									
737	0.25	280	R			From: Dead End					NA		NA		12/20/2000
						To: 87-616									
738	0.65	48	R			From: 87-635					NA		NA		12/20/2000
						To: Dead End									
739	0.10	110	R			From: 87-650					NA		NA		12/20/2000
						To: Dead End									
740	0.15	680	R			From: Dead End					NA		NA		12/20/2000
						To: 87-647									
741	0.13	160	R			From: Dead End					NA		NA		12/20/2000
						To: US 58 BUS									
742	0.92	90	R			From: Dead End					NA		NA		12/20/2000
						To: 0.92 MN OF Dead End									
742	0.80	250	R			From: 0.92 MN OF Dead End					NA		NA		12/20/2000
						To: US 58									
742	0.28	190	R			From: US 58					NA		NA		12/20/2000
						To: US 58 BUS									
743	4.50	200	R			From: North Carolina State Line					NA		NA		12/20/2000
						To: 87-667									
743	1.00	360	R			From: 87-667					NA		NA		12/20/2000
						To: 87-671									
744	0.13	50	R			From: US 58 BUS					NA		NA		12/19/2000
						To: Dead End									
745	0.07	100	R			From: 87-650					NA		NA		12/19/2000
						To: Dead End									
746	0.10	200	R			From: US 58 BUS					NA		NA		12/19/2000
						To: Cul-de-Sac									
747	0.20	80	R			From: Dead End					NA		NA		12/19/2000
						To: US 58									

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						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Canron</b>																
(748)	0.21	200	R			From: 87-654 To: 87-653					NA		NA		12/19/2000	
<b>Southampton County</b>																
(749)	2.25	110	R			From: 87-709 To: 87-731					NA		NA		12/19/2000	
(750)	1.90	46	R			From: 87-653 To: 87-663					NA		NA		12/19/2000	
(751)	0.10	40	R			From: US 460 To: Dead End					NA		NA		12/19/2000	
(752)	0.60	30	R			From: Dead End To: 87-653					NA		NA		12/19/2000	
(753)	0.43	110	R			From: 87-686 To: 0.43 ME 87-686					NA		NA		12/13/2000	
(753)	0.29	80	R			From: 0.43 ME 87-686 To: Dead End					NA		NA		12/13/2000	
(756)	0.45	70	R			From: Dead End To: 87-618					NA		NA		12/13/2000	
(757)	2.00	190	R			From: US 58 To: 87-651					NA		NA		12/13/2000	
(758)	0.67	40	R			From: Dead End To: 87-651					NA		NA		12/13/2000	
(759)	0.32	430	R			From: SR 35 To: 87-666					NA		NA		12/13/2000	
<b>Town of Canron</b>																
(761)	0.35	220	R			From: US 58 To: 87-654					NA		NA		12/13/2000	
(762)	0.07	160	R			From: 87-653 To: 87-761					NA		NA		12/13/2000	
<b>Southampton County</b>																
(763)	0.35	50	R			From: 87-659 To: Dead End					NA		NA		12/13/2000	
(767)	0.05	80	R			From: 87-649 To: Dead End					NA		NA		12/13/2000	
(768)	0.05	130	R			From: 87-649 To: Dead End					NA		NA		12/13/2000	
(770)	0.20	160	R			From: 87-684 To: US 258					NA		NA		12/13/2000	
(771)	Howell's Corner Rd	0.09	40	G	64%	8%	8%	8%	10%	0%	C	10	G	40	G	2001
						From: 87-684 To: US 258										

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						2Axle	3+Axle	1Trail	2Trail						
<b>Southampton County</b>															
(772)	0.17	200	R			From: Dead End					NA		NA		12/13/2000
						To: 87-650									
(775)	0.42	210	R			From: US 58					NA		NA		12/13/2000
						To: US 58 BUS									
(1001)	0.10	360	R			From: 87-1003					NA		NA		12/13/2000
						To: 87-1002									
(1001)	0.15	350	R			From: 87-642					NA		NA		12/13/2000
						To: 87-642									
(1002)	0.09	120	R			From: 87-1001					NA		NA		12/13/2000
						To: 87-641									
(1003)	0.15	430	R			From: 87-1010					NA		NA		12/13/2000
						To: 87-1001									
(1003)	0.10	330	R			From: 87-641					NA		NA		12/13/2000
						To: 87-641									
(1004)	0.07	80	R			From: 87-1008					NA		NA		12/13/2000
						To: 87-641									
(1005)	0.08	60	R			From: Dead End					NA		NA		12/13/2000
						To: 87-1006									
(1006)	0.06	110	R			From: 87-1005					NA		NA		12/13/2000
						To: 87-1008									
(1006)	0.07	260	R			From: 87-641					NA		NA		12/13/2000
						To: 87-641									
(1006)	0.40	180	R			From: 87-646					NA		NA		12/13/2000
						To: 87-646									
(1007)	0.07	70	R			From: 87-1008					NA		NA		12/20/2000
						To: 87-641									
(1008)	0.07	40	R			From: Dead End					NA		NA		12/20/2000
						To: 87-1006									
(1008)	0.07	90	R			From: 87-1007					NA		NA		12/20/2000
						To: 87-1007									
(1008)	0.07	100	R			From: 87-1004					NA		NA		12/20/2000
						To: 87-1004									
(1009)	0.20	110	R			From: 87-641; 87-642					NA		NA		12/20/2000
						To: Dead End									
(1010)	0.20	430	R			From: 87-641					NA		NA		12/20/2000
						To: 87-1003									
(1010)	0.05	200	R			From: Dead End					NA		NA		12/20/2000
						To: Dead End									
(1015)	0.06	30	R			From: Dead End					NA		NA		12/20/2000
						To: 87-1016									
(1015)	0.84	200	R			From: 87-643					NA		NA		12/20/2000
						To: 87-643									

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						2Axle	3+Axle	1Trail	2Trail						
<b>Southampton County</b>															
(1016)	0.06	60	R			From: Cul-de-Sac					NA	NA			12/20/2000
						To: 87-1015									
(1017)	0.35	120	R			From: Cul-de-Sac					NA	NA			12/20/2000
						To: 87-1015									
(1101)	0.16	970	R			From: 87-714					NA	NA			12/20/2000
						To: Dead End									
(1102)	0.28	140	R			From: 87-1103					NA	NA			12/20/2000
						To: Dead End									
(1103)	0.04	210	R			From: 87-714					NA	NA			12/20/2000
						To: 87-1102									
(1103)	0.17	80	R			From: Dead End					NA	NA			12/20/2000
						To: Dead End									
(1104)	0.26	270	R			From: Dead End					NA	NA			12/20/2000
						To: 87-714									
(1110)	0.21	190	R			From: Dead End					NA	NA			12/20/2000
						To: 87-687									
(1111)	0.06	240	R			From: 87-687					NA	NA			12/20/2000
						To: 87-1112									
(1112)	0.09	120	R			From: Dead End					NA	NA			12/20/2000
						To: 87-1111									
(1112)	0.08	70	R			From: Dead End					NA	NA			12/20/2000
						To: Dead End									
<b>Town of Ivor</b>															
(1201)	0.11	240	R			From: 87-622					NA	NA			12/20/2000
						To: 87-1203									
(1201)	0.11	270	R			From: 87-1203					NA	NA			12/20/2000
						To: 87-1204									
(1201)	0.09	350	R			From: 87-1204					NA	NA			12/13/2000
						To: 87-616									
(1202)	0.11	210	R			From: 87-1203					NA	NA			12/13/2000
						To: 87-1204									
(1202)	0.09	310	R			From: 87-1204					NA	NA			12/13/2000
						To: 87-616									
(1203)	0.16	200	R			From: 87-1201					NA	NA			12/13/2000
						To: 87-1202									
(1203)	0.10	150	R			From: 87-1202					NA	NA			12/13/2000
						To: Dead End									
(1204)	0.13	340	R			From: 87-622					NA	NA			12/13/2000
						To: 87-1201									
(1204)	0.15	200	R			From: 87-1201					NA	NA			12/13/2000
						To: 87-1202									

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						2Axle	3+Axle	1Trail	2Trail						
<b>Town of Ivor</b>															
1205	0.03	110	R			From: Dead End					NA		NA		12/13/2000
						To: 87-620									
1206	0.08	240	R			From: Dead End					NA		NA		12/13/2000
						To: 87-616									
<b>Town of Boykins</b>															
1301	0.12	560	R			From: SR 35					NA		NA		12/13/2000
						To: 87-1307									
1301	0.08	260	R			From: 87-1307					NA		NA		12/13/2000
						To: 87-1310									
1301	0.07	160	R			From: 87-1310					NA		NA		12/13/2000
						To: 87-1311									
1302	0.05	40	R			From: Dead End					NA		NA		12/13/2000
						To: 87-1303									
1302	0.06	210	R			From: 87-1303					NA		NA		12/13/2000
						To: SR 35									
1303	0.13	120	R			From: 87-1302					NA		NA		12/13/2000
						To: 87-1312									
1304	0.23	240	R			From: 87-1305					NA		NA		12/13/2000
						To: 87-1307									
1305	0.36	210	R			From: SR 35					NA		NA		12/13/2000
						To: SR 186 EAST									
1305	0.12	240	R			From: SR 186 WEST					NA		NA		12/13/2000
						To: 87-1304									
1306	0.12	1200	R			From: SR 35					NA		NA		12/13/2000
						To: 87-1307									
1306	0.09	370	R			From: 87-1307					NA		NA		12/13/2000
						To: 87-1310									
1306	0.06	270	R			From: 87-1310					NA		NA		12/13/2000
						To: 87-1311									
1306	0.08	190	R			From: 87-1311					NA		NA		12/13/2000
						To: Dead End									
1307	0.06	150	R			From: 87-1301					NA		NA		12/13/2000
						To: 87-1306									
1307	0.07	140	R			From: 87-1306					NA		NA		12/13/2000
						To: 87-1309									
1307	0.02	210	R			From: 87-1309					NA		NA		12/13/2000
						To: 87-1304									
1308	0.11	220	R			From: 87-1305					NA		NA		12/13/2000
						To: SR 35									
1309	0.08	180	R			From: 87-1307					NA		NA		12/13/2000
						To: 87-1310									
1309	0.07	150	R			From: 87-1310					NA		NA		12/13/2000
						To: 87-1311									

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						2Axle	3+Axle	1Trail	2Trail						
<b>Town of Boykins</b>															
1309	0.03	90	R			From: 87-1311					NA	NA			12/13/2000
						To: Dead End									
1310	0.06	100	R			From: 87-1301					NA	NA			12/13/2000
1310	0.07	140	R			From: 87-1306					NA	NA			12/13/2000
1310	0.03	160	R			From: 87-1309					NA	NA			12/13/2000
						To: Dead End									
1311	0.05	80	R			From: 87-1301					NA	NA			12/13/2000
1311	0.07	90	R			From: 87-1306					NA	NA			12/13/2000
						To: 87-1309									
<b>Southampton County</b>															
1312	0.10	710	R			From: Dead End					NA	NA			12/19/2000
						To: WCL Boykins									
<b>Town of Boykins</b>															
1312	0.09	710	R			From: WCL Boykins					NA	NA			12/19/2000
						To: SR 35 NORTH									
1312	0.06	170	R			From: SR 35 SOUTH					NA	NA			12/19/2000
						To: 87-1313									
1313	0.09	100	R			From: Dead End					NA	NA			12/19/2000
						To: 87-1312									
1314	0.14	60	R			From: 87-1317					NA	NA			12/19/2000
1314	0.10	70	R			From: 87-1305					NA	NA			12/19/2000
						To: Dead End									
1315	0.10	60	R			From: Dead End					NA	NA			12/19/2000
1315	0.05	40	R			From: 87-1305					NA	NA			12/19/2000
						To: Dead End									
1316	0.06	50	R			From: Dead End					NA	NA			12/19/2000
						To: 87-1305									
1317	0.05	NA				From: 87-1315					NA	NA			
1317	0.09	90	R			From: 87-1314					NA	NA			12/19/2000
						To: SR 186									
<b>Southampton County</b>															
1318	0.05	110	R			From: 87-1325					NA	NA			12/19/2000
						To: NCL Boykins									
<b>Town of Boykins</b>															
1318	0.02	110	R			From: NCL Boykins					NA	NA			12/19/2000
						To: SR 35									



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						2Axle	3+Axle	1Trail	2Trail						
<b>Southampton County</b>															
(1319)	0.02	180	R			From: Dead End					NA		NA		12/19/2000
						To: WCL BOYKINS									
<b>Town of Boykins</b>															
(1319)	0.09	230	R			From: WCL BOYKINS					NA		NA		12/19/2000
						To: 87-1303									
(1320)	0.04	20	R			From: SR 35					NA		NA		12/19/2000
						To: Dead End									
(1321)	0.15	120	R			From: SR 35					NA		NA		12/19/2000
						To: 87-1322									
(1321)	0.18	220	R			From: 87-1322					NA		NA		12/19/2000
						To: SR 35									
(1322)	0.02	50	R			From: 87-1321					NA		NA		12/19/2000
						To: Dead End									
<b>Southampton County</b>															
(1323)	0.11	50	R			From: SR 186					NA		NA		12/19/2000
						To: Dead End									
<b>Town of Boykins</b>															
(1324)	0.20	30	R			From: Dead End					NA		NA		12/19/2000
						To: SR 35									
(1325)	0.01	100	R			From: 87-1312					NA		NA		12/19/2000
						To: NCL BOYKINS									
<b>Southampton County</b>															
(1325)	0.13	100	R			From: NCL Boykins					NA		NA		12/19/2000
						To: 87-1318									
(1326)	0.06	280	R			From: Dead End					NA		NA		12/19/2000
						To: 87-670									
(1327)	0.09	NA				From: Dead End					NA		NA		
						To: SR 186									
(1401)	0.35	40	R			From: Dead End					NA		NA		12/19/2000
						To: WCL NEWSOMS									
<b>Town of Newsoms</b>															
(1401)	0.40	90	R			From: WCL NEWSOMS					NA		NA		12/19/2000
						To: 87-673									
(1401)	0.35	230	R			From: 87-673					NA		NA		12/19/2000
						To: Dead End									
(1402)	0.38	200	R			From: 87-673					NA		NA		12/19/2000
						To: ECL NEWSOMS									
<b>Southampton County</b>															
(1402)	0.27	130	R			From: ECL NEWSOMS					NA		NA		12/19/2000
						To: Dead End									

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						2Axle	3+Axle	1Trail	2Trail						
<b>Town of Newsoms</b>															
(1403)	0.06	300	R			From: 87-1405					NA		NA		12/19/2000
(1403)	0.13	180	R			From: 87-671					NA		NA		12/19/2000
						To: 87-709									
<b>Southampton County</b>															
(1404)	0.14	350	R			From: 87-671					NA		NA		12/19/2000
						To: WCL NEWSOMS									
<b>Town of Newsoms</b>															
(1404)	0.30	360	R			From: WCL NEWSOMS					NA		NA		12/19/2000
						To: 87-673									
(1405)	0.13	160	R			From: Dead End					NA		NA		12/19/2000
(1405)	0.08	110	R			From: 87-1403					NA		NA		12/15/2000
(1405)	0.10	70	R			From: Dead End; Gap Terminus					NA		NA		12/15/2000
						To: 87-709									
<b>Town of Courtland</b>															
(1501)	0.09	320	R			From: SR 35					NA		NA		12/15/2000
(1501)	0.09	110	R			From: 87-1503					NA		NA		12/15/2000
						To: 87-1504									
(1502)	0.09	300	R			From: SR 35					NA		NA		12/15/2000
(1502)	0.09	250	R			From: 87-1503					NA		NA		12/15/2000
(1502)	0.09	220	R			From: 87-1504					NA		NA		12/15/2000
						To: 87-1505									
(1503)	0.20	340	R			From: 87-646					NA		NA		12/15/2000
(1503)	0.05	140	R			From: 87-1508					NA		NA		12/15/2000
(1503)	0.05	160	R			From: 87-1514					NA		NA		12/15/2000
(1503)	0.10	170	R			From: 87-1502					NA		NA		12/15/2000
(1503)	0.20	130	R			From: 87-1501					NA		NA		12/15/2000
						To: 87-1529									
(1504)	0.10	70	R			From: 87-1508					NA		NA		12/15/2000
(1504)	0.10	50	R			From: 87-1502					NA		NA		12/15/2000
						To: 87-1501									
(1505)	0.14	160	R			From: 87-646					NA		NA		12/15/2000
(1505)	0.10	140	R			From: 87-1508					NA		NA		12/15/2000
						To: 87-1502									

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						2Axle	3+Axle	1Trail	2Trail						
<b>Town of Courtland</b>															
1506	0.12	80	R			From: 87-1507					NA	NA			12/15/2000
						To: 87-611									
1507	0.08	46	R			From: 87-1522					NA	NA			12/15/2000
						To: 87-1506									
1507	0.03	8	R			From: Dead End					NA	NA			12/15/2000
						To: SR 35									
1508	0.08	250	R			From: 87-1503					NA	NA			12/15/2000
						To: 87-1504									
1508	0.09	120	R			From: 87-1505					NA	NA			12/15/2000
						To: 87-611									
1509	0.09	910	R			From: 87-1510					NA	NA			12/15/2000
						To: 87-1515									
1509	0.10	780	R			From: 87-646					NA	NA			12/15/2000
						To: US 58 BUS									
1510	0.20	580	R			From: 87-1509					NA	NA			12/15/2000
						To: 87-646									
1511	0.11	470	R			From: US 58 BUS					NA	NA			12/15/2000
						To: Dead End									
1512	0.06	40	R			From: SR 35					NA	NA			12/15/2000
						To: Dead End									
1513	0.08	120	R			From: US 58 BUS					NA	NA			12/15/2000
						To: SR 35									
1514	0.08	80	R			From: 87-1503					NA	NA			12/15/2000
						To: Dead End									
1515	0.07	80	R			From: 87-1509					NA	NA			12/15/2000
						To: 87-1526									
1516	0.08	250	R			From: 87-1517					NA	NA			12/15/2000
						To: US 58 BUS									
1516	0.24	290	R			From: 87-1518					NA	NA			12/15/2000
						To: 87-1516									
1517	0.10	70	R			From: Dead End					NA	NA			12/19/2000
						To: Dead End									
1517	0.05	20	R			From: Dead End					NA	NA			12/19/2000
						To: Dead End									
1518	0.14	30	R			From: 87-1521					NA	NA			12/19/2000
						To: 87-1517									
1518	0.22	200	R			From: 87-1517					NA	NA			12/19/2000
						To: 87-1517									

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Town of Courtland</b>															
(1518)	0.21	280	R			From: 87-1517					NA		NA		12/19/2000
(1518)	0.17	330	R			To: 87-1520					NA		NA		12/19/2000
(1518)	0.09	410	R			From: 87-1519					NA		NA		12/19/2000
						To: US 58 BUS									
(1519)	0.05	40	R			From: 87-1518					NA		NA		12/19/2000
						To: Dead End									
(1520)	0.14	90	R			From: 87-1518					NA		NA		12/19/2000
						To: Dead End									
(1521)	0.54	830	R			From: 87-1526					NA		NA		12/19/2000
						To: US 58 BUS									
(1522)	0.40	1400	R			From: US 58 BUS					NA		NA		12/19/2000
						To: 87-611									
(1523)	0.15	170	R			From: 87-1522					NA		NA		12/19/2000
						To: Dead End									
<b>Southampton County</b>															
(1524)	0.24	80	R			From: US 58 BUS					NA		NA		12/19/2000
						To: Dead End									
(1525)	0.17	130	R			From: ECL COURTLAND					NA		NA		12/19/2000
						To: US 58 BUS									
(1526)	0.11	130	R			From: Cul-de-Sac					NA		NA		12/19/2000
(1526)	0.19	240	R			To: 87-1533					NA		NA		12/19/2000
						To: SCL Courtland									
<b>Town of Courtland</b>															
(1526)	0.22	240	R			From: SCL Courtland					NA		NA		12/19/2000
						To: 87-1521; Gap Terminus									
(1526)	0.53	230	R			From: Dead End; Gap Terminus					NA		NA		12/19/2000
						To: Dead End									
(1528)	0.08	170	R			From: 87-1530					NA		NA		12/19/2000
						To: 87-1522									
<b>Southampton County</b>															
(1529)	0.15	40	R			From: 87-1503					NA		NA		12/19/2000
						To: Cul-de-Sac									
(1530)	0.10	170	R			From: US 58 BUS					NA		NA		12/19/2000
						To: Dead End									
<b>Town of Courtland</b>															
(1531)	0.18	960	R			From: Dead End					NA		NA		12/19/2000
						To: SR 35									

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						2Axle	3+Axle	1Trail	2Trail						
<b>Southampton County</b>															
1532	0.14	50	R			From: US 58 BUS					NA		NA		12/19/2000
						To: Dead End									
1533	0.12	30	R			From: 87-1526					NA		NA		12/19/2000
						To: Cul-de-Sac									
1534	0.03	40	R			From: 87-1533					NA		NA		12/19/2000
						To: Cul-de-Sac									
<b>Town of Courtlund</b>															
1535	0.10	20	R			From: 87-1522					NA		NA		12/19/2000
						To: Dead End									
<b>Southampton County</b>															
1536	0.19	170	R			From: 87-1526					NA		NA		12/19/2000
						To: Cul-de-Sac									
<b>Town of Branchville</b>															
1601	0.38	30	R			From: Dead End					NA		NA		12/19/2000
						To: 87-730									
1602	0.18	20	R			From: 87-730					NA		NA		12/19/2000
						To: SR 186									
<b>Southampton County</b>															
1701	0.18	180	R			From: 87-649					NA		NA		12/19/2000
						To: 87-1702									
1701	0.08	230	R			From: 87-687					NA		NA		12/20/2000
						To: 87-1701									
1702	0.11	170	R			From: 87-649					NA		NA		12/20/2000
						To: 87-687									
1703	0.26	250	R			From: 87-1712					NA		NA		12/20/2000
						To: Dead End									
1703	0.06	70	R			From: Dead End					NA		NA		12/20/2000
						To: 87-1709									
1704	0.05	30	R			From: 87-1709					NA		NA		12/20/2000
						To: 87-649									
1704	0.15	110	R			From: 87-649					NA		NA		12/20/2000
						To: 87-1706									
1705	0.09	100	R			From: 87-1707					NA		NA		12/20/2000
						To: 87-644									
1705	0.07	310	R			From: 87-644					NA		NA		12/20/2000
						To: 87-649									
1706	0.07	970	R			From: 87-649					NA		NA		12/20/2000
						To: 87-1707									
1706	0.09	910	R			From: 87-1707					NA		NA		12/20/2000
						To: 87-1705									
1706	0.09	810	R			From: 87-1705					NA		NA		12/20/2000
						To: 87-1714									

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						2Axle	3+Axle	1Trail	2Trail						
<b>Southampton County</b>															
(1706)	0.12	660	R			From: 87-1714					NA	NA			12/20/2000
(1706)	0.10	590	R			To: 87-1707					NA	NA			12/20/2000
(1706)	0.18	300	R			From: 87-1731					NA	NA			12/20/2000
						To: 87-1730									
(1707)	0.14	120	R			From: 87-1706					NA	NA			12/20/2000
(1707)	0.07	250	R			To: 87-1705					NA	NA			12/20/2000
(1707)	0.22	130	R			From: 87-1714					NA	NA			12/20/2000
						To: 87-1706									
(1708)	0.10	210	R			From: 87-1709					NA	NA			12/20/2000
						To: 87-649									
(1709)	0.10	110	R			From: Dead End					NA	NA			12/20/2000
(1709)	0.07	70	R			To: 87-1708					NA	NA			12/20/2000
(1709)	0.10	120	R			From: 87-1728					NA	NA			12/20/2000
						To: 87-1704									
(1710)	0.20	410	R			From: 87-706					NA	NA			12/20/2000
(1710)	0.20	340	R			To: 87-1711					NA	NA			12/20/2000
(1710)	0.34	90	R			From: 87-1729					NA	NA			12/20/2000
(1710)	0.08	150	R			To: 87-1711					NA	NA			12/20/2000
						To: 87-706									
(1711)	0.23	80	R			From: 87-1710					NA	NA			12/20/2000
						To: 87-1710									
(1712)	0.09	80	R			From: 87-1713					NA	NA			12/20/2000
						To: 87-1703									
(1713)	0.05	60	R			From: Dead End					NA	NA			12/20/2000
(1713)	0.29	240	R			To: 87-1712					NA	NA			12/20/2000
						To: 87-687									
(1714)	0.11	60	R			From: 87-1706					NA	NA			12/20/2000
						To: 87-1707									
(1715)	0.18	130	R			From: NCL FRANKLIN					NA	NA			12/20/2000
(1715)	0.09	80	R			To: 87-1717					NA	NA			12/20/2000
						To: Dead End									

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						2Axle	3+Axle	1Trail	2Trail						
<b>Southampton County</b>															
(1717)	0.08	570	R			From: 87-641					NA		NA		12/20/2000
(1717)	0.08	460	R			To: 87-1715					NA		NA		12/20/2000
(1717)	0.30	320	R			From: 87-1733					NA		NA		12/20/2000
						To: Cul-de-Sac									
(1728)	0.05	30	R			From: 87-1709					NA		NA		12/21/2000
						To: Cul-de-Sac									
(1729)	0.04	50	R			From: Dead End					NA		NA		12/21/2000
						To: 87-1710									
(1730)	0.06	170	R			From: 87-1731					NA		NA		12/21/2000
(1730)	0.12	70	R			To: 87-1732					NA		NA		12/21/2000
(1730)	0.11	60	R			From: 87-1706					NA		NA		12/21/2000
(1730)						To: Dead End									
(1731)	0.09	180	R			From: 87-1706					NA		NA		12/21/2000
(1731)	0.09	130	R			To: 87-1730					NA		NA		12/21/2000
(1731)	0.09	70	R			From: 87-1740					NA		NA		12/21/2000
(1731)	0.08	240	R			To: 87-1739					NA		NA		12/21/2000
(1731)						From: 87-644									
(1732)	0.06	47	R			To: 87-1730					NA		NA		12/21/2000
						From: Cul-de-Sac									
(1733)	0.08	90	R			To: 87-1717					NA		NA		12/21/2000
						From: Dead End									
(1735)	0.06	30	R			To: Cul-de-Sac					NA		NA		12/21/2000
						From: 87-1717									
(1739)	0.08	70	R			To: Cul-de-Sac					NA		NA		12/21/2000
						From: 87-1731									
(1740)	0.06	70	R			To: Cul-de-Sac					NA		NA		12/21/2000
(1740)	0.07	70	R			From: 87-1731					NA		NA		12/21/2000
						To: Cul-de-Sac									
(1741)	0.06	NA				From: 87-01731(B)/87-01739(U)/					NA		NA		
						To: Cul-de-Sac/									
(9390)	0.45	NA				From: SR-00035(B)/APPROXIMATE					NA		NA		
						To: US-00058(B)/									
(9573)	0.10	190	R			From: CAPRON ELEM SCH					NA		NA		12/13/2000
						To: US 58									

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						2Axle	3+Axle	1Trail	2Trail							
<b>Southampton County</b>																
(9901)	0.16	590	R			From: HUNTERDALE ELEM SCH To: 87-641					NA		NA		12/13/2000	
<b>Town of Ivor</b>																
(9953)	0.08	380	R			From: IVOR ELEM SCH To: 87-616					NA		NA		12/13/2000	
<b>Town of Courtland</b>																
(9954)	0.11	330	R			From: 87-1505 To: COURTLAND ELEM SCH					NA		NA		12/13/2000	
<b>Southampton County</b>																
(9955)	0.12	220	R			From: SR 186 To: BOYKINS ELEM SCH					NA		NA		12/13/2000	
<b>City of Franklin</b>																
(145)	North Dr	0.08	930	G	97%	2%	0%	1%	0%	0%	C	130	G	980	G	2001
From: Hunterdale Rd To: Crescent Dr																
(390145)	Oak Street	0.51	1100	G	97%	2%	0%	1%	0%	0%	F	210	G	1200	G	2001
From: Morton St To: South St																
(3902145)	Maplewood Ave	0.47	1000	G	97%	2%	0%	1%	0%	0%	F	160	G	1000	G	2001
From: Thomas St To: Washington St																
(3903145)	Pretlow St	1.12	2000	G								210	G	2100	G	2001
From: SCL Franklin To: Morton St																
(3903145)	Pretlow St	0.15	3400	G								340	G	3500	G	2001
From: .15 MN Morton St To: .15 MN Morton St																
(3903145)	Pretlow St	0.07	3500	G	92%	1%	4%	1%	1%	0%	C	340	G	3700	G	2001
From: Laurel St To: Laurel St																
(3903145)	Pretlow St	0.32	4200	G	92%	1%	4%	1%	1%	0%	F	400	G	4500	G	2001
From: South St To: South St																
(3904145)	Armory Dr	0.70	14000	G	95%	0%	2%	0%	2%	0%	F	1400	G	15000	G	2001
From: WCL Franklin To: Bailey Dr																
(3904145)	Armory Dr	0.44	16000	G	95%	0%	2%	0%	2%	0%	F	1600	G	17000	G	2001
From: Bailey Dr To: College Dr																
(3904145)	Armory Dr	0.56	7600	G	95%	0%	2%	0%	2%	0%	C	790	G	8000	G	2001
From: College Dr To: Gardner St																
(3904145)	Armory Dr	0.09	8000	G	95%	0%	2%	0%	2%	0%	F	790	G	8400	G	2001
From: Gardner St To: Second Ave																
(3904145)	Second Ave	0.23	7500	G	96%	0%	2%	0%	1%	0%	F	750	G	7900	G	2001
From: Armory Dr To: High St																
(3904145)	Second Ave	0.15	5600	G	96%	0%	2%	0%	1%	0%	C	570	G	5800	G	2001
From: High St To: US 258 Main St																
(3905145)	High St	0.15	280	G	86%	1%	1%	3%	9%	0%	F	40	G	290	G	2001
From: MAGNOLIA ST To: BIRCH ST																
(3905145)	High St	0.06	440	G	86%	2%	1%	3%	8%	0%	C	49	G	460	G	2001
From: BIRCH ST To: South St																
(3905145)	High St	0.30	3800	G	86%	2%	1%	3%	8%	0%	F	380	G	4000	G	2001
From: South St To: 2Nd St																



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						2Axle	3+Axle	1Trail	2Trail							
<b>City of Franklin</b>																
3905 145 High St	0.10	4000	G	From: 2nd Ave To: 4Th Ave	86%	2%	1%	3%	8%	0%	F	410	G	4200	G	2001
3905 145 High St	0.20	2000	G	From: US 58 4Th Ave To: Beaman St	93%	1%	2%	3%	1%	0%	C	200	G	2100	G	2001
3905 145 High St	0.19	3500	G	From: Homestead Rd To: Homestead Dr	93%	1%	2%	3%	1%	0%	F	460	G	3600	G	2001
3905 145 High St	0.39	3200	G	From: Fairview Rd To: Fairview Dr	94%	1%	2%	1%	1%	0%	C	360	G	3300	G	2001
3905 145 High St	1.37	1600	G	From: Fairview Dr To: NCL Franklin	94%	1%	2%	1%	1%	0%	F	200	G	1700	G	2001
3907 145 College Dr	0.19	7500	G	From: South St To: Maplewood Ave	96%	1%	1%	1%	2%	0%	C	720	G	7900	G	2001
3907 145 College Dr	0.28	8900	G	From: Armory Dr To: SR 379 Stewart Dr	96%	1%	1%	1%	2%	0%	F	1200	G	11000	G	2001
3907 145 College Dr	0.62	11000	G	From: Sycamore Rd To: Clay St	96%	1%	1%	0%	2%	0%	F	1100	G	11000	G	2001
3907 145 College Dr	0.12	11000	G	From: Bus US 58 Clay St To: Fairview Dr	96%	0%	1%	0%	2%	0%	C	980	G	11000	G	2001
3907 145 Hunterdale Rd	0.19	10000	G	From: North Dr To: NCL Franklin	96%	0%	1%	0%	2%	0%	F	550	G	NA		2001
3907 145 Hunterdale Rd	0.71	5900	G	From: South St To: Maplewood Ave	96%	0%	1%	0%	2%	0%	F	640	G	6200	G	2001
3909 145 Roosevelt St	0.19	390	G	From: Clay St To: High St	96%	1%	3%	0%	0%	0%	C	60	G	520	G	2001
3910 145 Homestead Rd	0.42	500	G	From: Armory Dr To: Charles St	96%	1%	3%	0%	0%	0%	F	150	G	1300	G	2001
3911 145 Gardner St	0.22	1300	G	From: Hunterdale Rd To: Crescent Dr	98%	0%	1%	1%	0%	0%	F	540	G	6100	G	2001
3912 145 Fairview Dr	0.25	5800	G	From: High St To: Clay St	98%	0%	1%	1%	0%	0%	C	480	G	4800	G	2001
3912 145 Fairview Dr	0.66	4600	G	From: Clay St To: Cypress Ave	98%	0%	1%	0%	0%	0%	F	49	G	460	G	2001
3913 145 Southampton Rd	0.21	440	G	From: Morton St To: South St	98%	0%	1%	0%	0%	0%	F	49	G	460	G	2001
3914 145 Banks St	0.38	3300	G	From: Banks St To: Oak St	97%	1%	1%	1%	1%	0%	C	340	G	3500	G	2001
3915 145 Morton St	0.30	1400	G	From: Banks St To: Oak St	93%	2%	3%	1%	1%	0%	F	140	G	1500	G	2001

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						2Axle	3+Axle	1Trail	2Trail						
<b>City of Franklin</b>															
3915 145 Morton St	0.23	1300	G	From:	Oak Street				0%	C	160	G	1400	G	2001
				To:	Pretlow St										
3916 145 Crescent Dr	0.66	640	G	From:	Fairview Dr				0%	C	90	G	670	G	2001
				To:	North Dr										
Beamen St.	2.12	NA		From:	High Street						NA		NA		
				To:	Fontaine Street										
Bruce St.	2.12	1200	G	From:	South St						120	G	1300	G	2001
				To:	Cool Spring St.										
Delk St.	2.12	1400	G	From:	South St						170	G	1400	G	2001
				To:	Mariner St.										
Fontaine St.	2.12	310	G	From:	Beamen St.						48	G	330	G	2001
				To:	Norfleet St										
Forest Pine Rd.	2.12	1000	G	From:	Homestead Rd						100	G	1000	G	2001
				To:	Dead End										
Laurel St.	2.12	590	G	From:	Bolling St.						60	G	620	G	2001
				To:	Ashton Ave										
Magnolia Ave	2.12	120	G	From:	Hunterdale Rd						20	G	120	G	2001
				To:	Dead End										
Meadow Lane	2.12	120	G	From:	Clay St						10	G	130	G	2001
				To:	Sycamore Rd										
Old Sedley Rd	2.12	870	G	From:	Hunterdale Rd						110	G	910	G	2001
				To:	Myrtle Dr										
Park Circle	2.12	70	G	From:	Meadow La						10	G	70	G	2001
				To:	Clay St										
Redwood Ave	2.12	100	G	From:	Roosevelt Street						10	G	100	G	2001
				To:	Wilson Street										
Robin Hood Rd.	2.12	220	G	From:	Pine Ave						30	G	240	G	2001
				To:	Cypress Ave										
Robin Hood Rd.	2.12	50	G	From:	Pine Ave						9	G	60	G	2001
				To:	WCL Franklin										
Walnut St.	2.12	650	G	From:	Elm Street						70	G	680	G	2001
				To:	South St										