

2001

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

Jurisdiction Report

35

Giles County
Town of Glen Lvn
Town of Narrows
Town of Pearisburg
Town of Pembroke
Town of Rich Creek

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
Giles Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Giles County															
(42)	7.95	1600	G	94%	1%	1%	1%	3%	0%	F	120	G	1600	G	2001
				From:	Bland County Line										
				To:	SR 100 Poplar Hill										
(42) (100)	2.13	4000	G	89%	1%	3%	1%	6%	0%	F	380	G	4100	G	2001
				From:	35-750 Cedar Crest Rd										
				To:	SR 100										
(42) (750) Cedar Crest La	0.97	NA									NA		NA		
				From:	35-660										
				To:	35-730										
(42) (750)	0.08	680	N	98%	0%	2%	0%	0%	0%	N	NA		700	N	2001
				From:	35-750										
				To:	35-730										
(42) (730)	1.59	680	G	98%	0%	2%	0%	0%	0%	C	NA		700	G	2001
				From:	35-622 WEST										
				To:	35-622 WEST										
(42) (730)	9.56	310	G	98%	0%	2%	0%	0%	0%	F	NA		310	G	2001
				From:	N RT 730										
				To:	N RT 730										
(42) (460)	2.35	11000	G	89%	0%	2%	1%	7%	1%	F	910	G	11000	G	2001
				From:	35-700										
				To:	35-700										
(42) (460)	1.66	11000	G	89%	0%	2%	1%	7%	1%	F	940	G	11000	G	2001
				From:	US 460 Newport										
				To:	US 460 Newport										
(42)	0.99	2000	G	91%	2%	5%	0%	2%	0%	F	220	G	2000	G	2001
				From:	35-601 North of Newport										
				To:	35-601 North of Newport										
(42)	3.11	1200	G	91%	2%	5%	0%	2%	0%	F	120	G	1300	G	2001
				From:	Craig County Line										
				To:	Craig County Line										
(61)	5.11	690	G	97%	0%	0%	1%	1%	0%	F	70	G	710	G	2001
				From:	Bland County Line										
				To:	35-724 Chapel										
(61)	4.60	800	G	97%	0%	1%	2%	1%	0%	F	90	G	820	G	2001
				From:	35-724 Chapel										
				To:	35-724 Shumate										
(61)	2.49	1500	G	97%	0%	0%	1%	1%	0%	F	130	G	1500	G	2001
				From:	35-724 Shumate										
				To:	WCL Narrows										
Town of Narrows															
(61) Park Drive	0.67	3000	G	95%	1%	2%	1%	1%	0%	F	NA		3100	G	2001
				From:	WCL Narrows										
				To:	Monroe St										
(61) Monroe Street	0.17	4100	F	95%	1%	2%	1%	1%	0%	C	510	F	4200	F	2001
				From:	Park St										
				To:	Kimberling St										
(61) Monroe Street	0.13	3100	G	95%	1%	2%	1%	1%	0%	F	280	G	3200	G	2001
				From:	Kimberling St										
				To:	SR 100 Main St										
(61)	0.13	4600	G	94%	1%	3%	2%	0%	0%	C	NA		4700	G	2001
				From:	SR 100 Main St										
				To:	S East of New River										
(61)	0.43	5000	G	94%	1%	3%	2%	0%	0%	F	NA		5100	G	2001
				From:	S East of New River										
				To:	US 460 Virginia Ave										
Giles County															
(100)	1.37	4500	G	89%	1%	3%	1%	6%	0%	F	430	G	4700	G	2001
				From:	Pulaski County Line										
				To:	SR 42 Poplar Hill										
(100)	2.13	4000	G	89%	1%	3%	1%	6%	0%	F	380	G	4100	G	2001
				From:	SR 42 Poplar Hill										
				To:	35-750 Cedar Crest Rd										
(100)	0.72	3800	G	89%	1%	3%	1%	6%	0%	F	360	G	3900	G	2001
				From:	35-750 Cedar Crest Rd										
				To:	35-660 Post Office Rd										
(100)	0.45	4500	G	89%	1%	3%	1%	6%	0%	F	410	G	4700	G	2001
				From:	35-660 Post Office Rd										
				To:	35-606 Meadows Rd										
(100)	4.37	5000	G	89%	1%	3%	1%	6%	0%	F	450	G	5200	G	2001
				From:	35-606 Meadows Rd										
				To:	35-665 Wilburn Valley Rd										

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

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Giles County															
100	2.24	6000	G			From: 35-665 Wilburn Valley Rd To: SCL Pearisburg				F	530	G	6100	G	2001
Town of Pearisburg															
100	South Main Street	0.28	8300	G		From: SCL Pearisburg To: Orchard Dr				C	NA		8300	G	2001
100	South Main Street	0.09	8100	G		From: Orchard Dr To: Church Ave				C	NA		8100	G	2001
100	South Main St	0.09	8500	G		From: Church Ave To: Bus US 460 Winonah Ave				F	NA		8500	G	2001
100	Bus 460 Main St	0.38	9900	G		From: Bus US 460 Winonah Ave To: BUS US 460 WINONAH AVE				C	NA		10000	G	2001
100	Main Street	0.21	11000	G		From: BUS US 460 WINONAH AVE To: WCL Pearisburg				C	NA		11000	G	2001
Giles County															
100		3.86	2200	G		From: WCL Pearisburg To: ECL Narrows				F	200	G	2300	G	2001
Town of Narrows															
100		0.65	3100	G		From: ECL Narrows To: SR 61 Main Monroe				C	NA		3200	G	2001
Town of Rich Creek															
219		0.57	9000	G		From: US 460 To: ECL Rich Creek				F	760	G	9200	G	2001
Giles County															
219		1.16	9000	N		From: ECL Rich Creek To: West Virginia State Line				N	760	N	9200	N	2001
Town of Glen Lyn															
460		0.81	9400	G		From: West Virginia State Line To: Rt 1308				F	720	G	9700	G	2001
460		0.59	9500	G		From: Rt 1308 To: WCL Glen Lyn				F	720	G	9800	G	2001
Giles County															
460		1.24	9500	N		From: WCL Glen Lyn To: WCL Rich Creek				N	720	N	9800	N	2001
Town of Rich Creek															
460		0.65	9500	N		From: WCL Rich Creek To: US 219 Rich Creek				N	720	N	9800	N	2001
460		0.73	7400	G		From: US 219 Rich Creek To: 35-712				F	540	G	7600	G	2001
460		0.18	11000	N		From: 35-712 To: ECL Rich Creek				N	NA		11000	N	2001
Giles County															
460		2.01	11000	N		From: ECL Rich Creek To: NCL Narrows				N	NA		11000	N	2001
Town of Narrows															
460		0.76	11000	G		From: NCL Narrows To: SR 61 Fleshman St				F	NA		11000	G	2001

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

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
Town of Narrows																
460	0.26	13000	G	89%	0%	2%	1%	7%	1%	F	NA	13000	G	2001		
				From:	SR 61 Fleshman St											
				To:	0.44 Mile West ECL Narrows											
460	0.34	13000	G	89%	0%	2%	1%	7%	1%	F	NA	14000	G	2001		
				From:	0.44 Mile West ECL Narrows											
				To:	ECL Narrows											
Giles County																
460	4.33	13000	G	89%	0%	2%	1%	7%	1%	F	1100	G	13000	G	2001	
				From:	ECL Narrows											
				To:	WCL Pearisburg											
Town of Pearisburg																
460	0.12	14000	G	89%	0%	2%	1%	7%	1%	F	NA	15000	G	2001		
				From:	WCL Pearisburg											
				To:	ECL Pearisburg											
Giles County																
460	5.01	8700	G	89%	0%	2%	1%	7%	1%	F	700	G	9000	G	2001	
				From:	ECL Pearisburg											
				To:	WCL Pembroke											
Town of Pembroke																
460	0.86	11000	G	89%	0%	2%	1%	7%	1%	F	NA	11000	G	2001		
				From:	WCL Pembroke											
				To:	35-626											
460	0.73	11000	G	89%	0%	2%	1%	7%	1%	F	880	G	11000	G	2001	
				From:	35-626											
				To:	ECL Pembroke											
Giles County																
460	1.27	11000	G	89%	0%	2%	1%	7%	1%	F	NA	12000	G	2001		
				From:	ECL Pembroke											
				To:	35-613											
460	2.82	9800	A	89%	0%	2%	1%	7%	1%	A	1000	A	10000	A	2001	
				From:	35-613											
				To:	35-730											
460	2.35	11000	G	89%	0%	2%	1%	7%	1%	F	910	G	11000	G	2001	
				From:	35-730											
				To:	35-700											
460	1.66	11000	G	89%	0%	2%	1%	7%	1%	F	940	G	11000	G	2001	
				From:	35-700											
				To:	SR 42											
460	1.16	13000	G	89%	0%	2%	1%	7%	1%	F	1200	G	13000	G	2001	
				From:	SR 42											
				To:	Montgomery County Line											
Bus 460	0.34	7700	G	90%	1%	3%	4%	2%	0%	F	1200	G	7900	G	2001	
				From:	US 460 West of Pearisburg											
				To:	NCL Pearisburg											
Town of Pearisburg																
Bus 460	Main St	0.26	13000	G	90%	1%	3%	4%	2%	0%	C	NA	13000	G	2001	
				From:	NCL Pearisburg											
				To:	SR 100 Main St											
Bus 460	Main St	0.38	9900	G	87%	0%	9%	2%	2%	0%	C	NA	10000	G	2001	
				From:	SR 100 Main St W Int											
				To:	SR 100 South Main St E Int											
Bus 460	Winoah Ave	1.09	9300	G	95%	1%	3%	1%	1%	0%	F	NA	9300	G	2001	
				From:	SR 100 South Main St E Int											
				To:	ECL Pearisburg											
Giles County																
Bus 460		1.39	7100	G	95%	1%	3%	1%	1%	0%	F	640	G	7100	G	2001
				From:	ECL Pearisburg											
				To:	US 460 East of Pearisburg											
677 10		1.90	100	R							NA	NA		12/27/2000		
				From:	Giles County Line											
				To:	Dead End											
632 22		0.25	10	R							NA	NA		02/14/2002		
				From:	Dead End											
				To:	Giles County Line											

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

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Giles County															
632	0.25	20	R			Giles County Line					NA		NA		02/14/2002
632	2.90	50	R			22-601					NA		NA		1999
632	1.30	70	R			22-633					NA		NA		1999
632	0.80	120	R			22-658 WEST					NA		NA		1999
632	9.56	70	R			22-658 MID					NA		NA		1999
632						22-658 EAST									
601	0.80	500	G	97%	0%	2%	0%	1%	0%	C	NA		510	G	2001
601	1.60	450	G	97%	0%	2%	0%	1%	0%	F	NA		460	G	2001
601	1.94	190	R			35-685					NA		NA		1993
601	0.90	70	R			35-639					NA		NA		1993
601	1.53	40	R			35-602					NA		NA		1995
Craig County Line															
602	1.39	170	R			35-700					NA		NA		1993
602	3.46	80	R			35-775					NA		NA		1993
602						35-601									
603	1.70	90	R			35-604					NA		NA		1993
603						35-602									
604	0.55	240	G	94%	1%	4%	0%	0%	0%	C	NA		250	G	2001
604	0.80	180	G	94%	1%	4%	0%	1%	0%	F	NA		190	G	2001
604						35-601									
605	0.51	190	G	96%	0%	1%	1%	2%	0%	F	NA		190	G	2001
605	3.72	250	G	96%	0%	1%	1%	2%	0%	F	NA		260	G	2001
605	1.99	540	G	96%	0%	1%	1%	2%	0%	C	NA		550	G	2001
605	0.22	800	G	96%	0%	1%	1%	2%	0%	F	NA		820	G	2001
605						US 460; SR 42									
606	0.50	40	R			Dead End					NA		NA		1993
606	0.35	130	R			0.50 ME Dead End					NA		NA		1993
606						SR 100									
607	0.80	30	R			Dead End					NA		NA		1995
607						35-700									

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Giles County															
608	2.90	50	R			From: 35-777					NA		NA		1995
						To: 35-783									
609	0.25	30	R			From: Dead End					NA		NA		1995
						To: 35-605									
610	0.80	50	R			From: Dead End					NA		NA		1995
						To: 35-605									
611	0.03	20	R			From: 35-729					NA		NA		1999
						To: Dead End									
612	0.03	NA				From: 35-730					NA		NA		
						To: 35-772 WEST									
612	0.35	20	R			From: 35-772 EAST					NA		NA		1995
						To: 35-772 EAST									
613	0.39	590	R			From: US 460					NA		NA		1993
						To: 35-615									
613	2.50	290	R			From: 35-762					NA		NA		1993
						To: 35-700									
613	2.08	150	R			From: 35-700					NA		NA		1993
						To: 0.80 MN 35-700									
613	0.80	290	R			From: 35-668					NA		NA		1995
						To: 35-721									
613	5.50	20	R			From: 35-721					NA		NA		1995
						To: 35-635 WEST									
613	1.16	40	R			From: 35-635 EAST					NA		NA		1995
						To: 35-723									
613	0.40	110	R			From: 35-723					NA		NA		1995
						To: Dead End									
614	2.00	20	R			From: Dead End					NA		NA		1995
						To: SR 42									
615	0.50	40	R			From: 35-613					NA		NA		1995
						To: 35-616									
615	1.23	80	R			From: 35-616					NA		NA		1995
						To: 35-678									
615	1.05	50	R			From: 35-678					NA		NA		1995
						To: 35-780									
615	0.20	80	R			From: 35-780					NA		NA		1995
						To: US 460									
615	0.86	160	R			From: US 460					NA		NA		1993
						To: 35-615									
616	0.20	20	R			From: 35-615					NA		NA		1995
						To: Dead End									
617	1.45	170	R			From: Dead End					NA		NA		1993
						To: 35-771									

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

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Town of Pembroke															
(618)	0.03	140	R			From: US 460					NA		NA		1993
(618)	0.12	160	R			From: US 460					NA		NA		1995
						To: ECL Pembroke									
Giles County															
(618)	0.75	160	N			From: ECL Pembroke					NA		NA		1995
(618)	0.30	20	R			From: 35-686					NA		NA		1995
						To: Dead End									
Town of Pembroke															
(619)	0.29	100	R			From: US 460					NA		NA		1993
						To: NCL Pembroke									
Giles County															
(619)	0.32	100	N			From: NCL Pembroke					NA		NA		1993
						To: Dead End									
(620)	0.43	40	R			From: Dead End					NA		NA		1995
						To: 35-622									
(621)	0.70	40	R			From: 35-622					NA		NA		1995
						To: 35-730									
(622)	0.40	8	R			From: Dead End					NA		NA		1995
						To: SR 100 NORTH									
(622)	0.36	980	G	95%	0%	4%	1%	0%	0%	C	NA		1000	G	2001
						To: 35-658									
(622)	1.87	210	G	95%	0%	4%	0%	0%	0%	F	NA		220	G	2001
						To: 35-708									
(622)	3.65	80	G	95%	0%	4%	1%	0%	0%	F	NA		80	G	2001
						To: 35-623 WEST									
(622)	2.35	310	G	95%	0%	4%	1%	0%	0%	F	NA		320	G	2001
						To: 35-699									
(622)	0.35	220	G	95%	0%	4%	0%	0%	0%	F	NA		220	G	2001
						To: 35-689									
(622)	0.23	200	G	95%	0%	4%	1%	1%	0%	F	NA		200	G	2001
						To: 35-730 EAST									
(622)	0.20	70	R			From: 35-730 WEST					NA		NA		1995
						To: 35-707									
(622)	3.36	70	R			From: 35-707					NA		NA		1995
						To: 35-767									
(622)	3.60	610	R			From: 35-767					NA		NA		1995
						To: 35-654									
(622)	0.52	660	G	95%	0%	4%	1%	0%	0%	F	NA		680	G	2001
						To: 35-730 WEST									
(623)	3.00	60	R			From: 35-663					NA		NA		1995
						To: 35-622 WEST									
(623)	1.40	340	G	87%	2%	8%	2%	0%	0%	F	NA		350	G	2001
						To: 35-745									

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						2Axle	3+Axle	1Trail	2Trail						
Giles County															
623	1.46	550	G	87%	2%	8%	2%	0%	0%	F	NA	560	G	2001	
				From:	35-745										
				To:	SCL Pembroke										
Town of Pembroke															
623	0.42	910	G	87%	2%	8%	2%	0%	0%	F	NA	910	G	2001	
				From:	SCL Pembroke										
				To:	35-1404 EAST										
623	0.08	1200	G	87%	2%	8%	2%	0%	0%	F	NA	1200	G	2001	
				From:	35-1404 WEST										
				To:	US 460										
623	1.07	1100	G	87%	2%	8%	2%	0%	0%	C	NA	1100	G	2001	
				From:	35-688 NCL Pembroke										
				To:											
Giles County															
623	1.10	400	G	87%	2%	8%	2%	0%	0%	F	NA	400	G	2001	
				From:	35-688 NCL Pembroke										
				To:	35-624										
623	1.10	330	R								NA	NA		1995	
				From:	35-624										
				To:	Dead End										
624	0.50	7	R								NA	NA		1995	
				From:	35-623										
				To:	Dead End										
625	0.50	150	R								NA	NA		1993	
				From:	Montgomery County Line										
				To:	0.50 MN OF CL										
625	1.30	80	R								NA	NA		1995	
				From:	0.50 MN OF CL										
				To:	35-605										
625	2.19	390	G	99%	0%	1%	0%	0%	0%	C	NA	400	G	2001	
				From:	35-605										
				To:	35-682										
625	0.10	40	R								NA	NA		1995	
				From:	35-682										
				To:	0.10 ME 35-682										
625	0.70	40	R								NA	NA		1993	
				From:	0.10 ME 35-682										
				To:	35-730 WEST										
625	0.77	50	R								NA	NA		1995	
				From:	35-730 WEST										
				To:	35-730 EAST										
625	0.93	140	R								NA	NA		1993	
				From:	35-730 EAST										
				To:	0.77 MW 35-730										
626	0.90	360	R								NA	NA		1993	
				From:	US 460										
				To:	Cul-de-Sac										
Town of Pembroke															
626	0.03	360	N								NA	NA		1993	
				From:	SCL Pembroke										
				To:	35-1407										
626	0.11	490	R								NA	NA		1993	
				From:	35-1407										
				To:	35-1405										
626	0.30	800	R								NA	NA		1993	
				From:	35-1405										
				To:	US 460 EAST										
626	0.49	1200	G	93%	0%	2%	4%	1%	0%	C	NA	1200	G	2001	
				From:	US 460 WEST										
				To:	35-623 SOUTH										
626	0.10	100	R								NA	NA		1995	
				From:	35-623 NORTH										
				To:	NCL Pembroke										

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						2Axle	3+Axle	1Trail	2Trail						
Giles County															
(626)	0.20	100	N			From: NCL Pembroke					NA		NA		1995
(626)	2.31	20	R			From: 35-766					NA		NA		1995
(626)	0.09	20	R			From: 2.31 MW 35-766					NA		NA		1993
(626)	0.60	50	R			From: 35-635 SOUTH					NA		NA		1993
(626)	0.60	50	R			From: 35-635 NORTH					NA		NA		1993
(627)	0.05	40	R			From: Dead End					NA		NA		1993
(627)	0.05	40	R			From: 35-635					NA		NA		1993
(627)	0.06	40	R			From: 0.05 ME 35-635					NA		NA		1995
(627)	1.01	40	R			From: 0.11 ME 35-635					NA		NA		1995
(628)	0.80	90	R			From: Dead End					NA		NA		1995
(628)	0.80	90	R			From: 35-635					NA		NA		1995
(629)	0.05	30	R			From: Dead End					NA		NA		1995
(629)	0.05	30	R			From: 35-635					NA		NA		1995
(630)	0.27	10	R			From: Dead End					NA		NA		1995
(630)	0.27	10	R			From: 0.27 ME Dead End					NA		NA		1995
(630)	0.07	10	R			From: 35-635					NA		NA		1993
Town of Pembroke															
(631)	0.06	30	R			From: Dead End					NA		NA		1993
(631)	0.12	100	R			From: 35-747					NA		NA		1993
(631)	0.12	100	R			From: 35-1404					NA		NA		1993
Giles County															
(633)	0.18	70	R			From: 35-794					NA		NA		1986
(633)	0.18	70	R			From: Cul-de-Sac					NA		NA		1986
(634)	0.35	570	G	95%	0%	1%	3%	1%	0%	C	NA		580	G	2001
(634)	0.35	570	G	95%	0%	1%	3%	1%	0%	C	NA		580	G	2001
(634)	0.95	NA		95%	0%	1%	3%	1%	0%	F	NA		NA		2001
(634)	0.24	450	R			From: 0.95 M FRM 35-1238					NA		NA		1995
(634)	0.24	450	R			From: 1.19 M FRM 35-1238					NA		NA		1995
(634)	1.50	30	R			From: Dead End					NA		NA		1999
(635)	0.10	60	R			From: 35-808					NA		NA		1993
(635)	0.10	60	R			From: US 460					NA		NA		1993
(635)	0.84	1500	G	89%	0%	8%	0%	3%	0%	C	NA		1500	G	2001
(635)	0.84	1500	G	89%	0%	8%	0%	3%	0%	C	NA		1500	G	2001
(635)	2.81	1400	G	89%	0%	8%	0%	3%	0%	F	NA		1400	G	2001
(635)	2.81	1400	G	89%	0%	8%	0%	3%	0%	F	NA		1400	G	2001
(635)	2.81	1400	G	89%	0%	8%	0%	3%	0%	F	NA		1400	G	2001
(635)	2.81	1400	G	89%	0%	8%	0%	3%	0%	F	NA		1400	G	2001

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						2Axle	3+Axle	1Trail	2Trail						
Giles County															
635	1.82	1300	G	89%	0%	8%	0%	3%	0%	F	NA	1300	G	2001	
635	0.11	500	R								NA	NA		1993	
635	5.68	330	R								NA	NA		1993	
635	4.85	200	R								NA	NA		1993	
635	1.18	150	R								NA	NA		1993	
636	0.31	1300	R								NA	NA		1999	
636	0.24	1100	R								NA	NA		1999	
636	0.35	400	R								NA	NA		1999	
636	0.06	130	R								NA	NA		1999	
636	0.37	90	R								NA	NA		1999	
636	0.81	20	R								NA	NA		1995	
637	0.29	280	R								NA	NA		1993	
637	0.14	400	R								NA	NA		1999	
637	0.33	400	R								NA	NA		1999	
637	1.10	70	R								NA	NA		1999	
638	0.40	180	R								NA	NA		1999	
638	1.30	70	R								NA	NA		1995	
639	1.20	50	R								NA	NA		1995	
640	0.63	360	R								NA	NA		1993	
640	0.04	1800	R								NA	NA		1993	
641	1.70	610	R								NA	NA		1999	
641	1.00	180	R								NA	NA		1999	
641	1.01	60	R								NA	NA		1995	

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						2Axle	3+Axle	1Trail	2Trail						
Giles County															
(641)	1.39	60	R			From: 2.01 ME 35-769					NA		NA		1995
(641)	0.06	20	R			To: 3.40 ME 35-769					NA		NA		1999
(641)	0.50	20	R			From: 3.46 ME 35-769					NA		NA		1999
(641)						To: 3.96 ME 35-769									
(642)	0.19	90	R			From: Dead End					NA		NA		1999
(642)	0.10	260	R			To: 35-1030					NA		NA		1999
(642)	0.06	50	R			From: US 219					NA		NA		1999
(642)						To: 35-789									
(643)	0.60	700	R			From: US 460					NA		NA		1999
(643)	2.45	340	R			To: 35-645					NA		NA		1999
(643)	0.50	40	R			From: West Virginia State Line					NA		NA		1999
(643)						To: Dead End									
(644)	0.40	110	R			From: 35-643					NA		NA		1999
(644)	1.45	100	R			To: 0.40 ME 35-643					NA		NA		1993
(644)						From: 35-645									
(645)	1.80	330	R			From: 35-643					NA		NA		1999
(645)						To: US 219									
(646)	0.09	20	R			From: Dead End					NA		NA		1999
(646)	0.06	20	R			To: 0.09 ME Dead End					NA		NA		1999
(646)						From: 35-647									
(647)	0.43	80	R			From: West Virginia State Line					NA		NA		1995
(647)	0.03	90	R			To: 0.44 ME OF LINE					NA		NA		1999
(647)	1.92	150	R			From: 35-646					NA		NA		1999
(647)						To: NCL Rich Creek									
Town of Rich Creek															
(647)	0.29	150	N			From: NCL Rich Creek					NA		NA		1999
(647)						To: 35-1024									
Giles County															
(648)	0.88	320	R			From: West Virginia State Line					NA		NA		1999
(648)						To: WCL Glen Lyn									
Town of Glen Lyn															
(648)	0.03	320	N			From: WCL Glen Lyn					NA		NA		1999
(648)	0.11	45	R			To: US 460; 35-704; Gap Terminus					NA		NA		1999
(648)						From: 35-1302									

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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 Glen Lyn															
648	0.06	10	R			From: 35-1302					NA	NA			1999
						To: West Virginia State Line									
649	0.46	250	R			From: 35-704					NA	NA			1999
649	0.30	300	R			From: 35-1307					NA	NA			1999
						To: ECL Glen Lyn									
Giles County															
649	5.00	300	N			From: ECL Glen Lyn					NA	NA			1999
649	0.63	970	R			From: 35-651					NA	NA			1999
						To: WCL Narrows									
650	0.20	30	R			From: West Virginia State Line					NA	NA			1995
						To: 35-648									
651	1.25	400	R			From: Dead End					NA	NA			1999
						To: 35-649									
652	0.03	30	R			From: Dead End					NA	NA			1995
652	0.57	230	R			From: 35-710					NA	NA			1999
						To: SCL Narrows									
653	1.60	70	R			From: 35-659					NA	NA			1995
						To: 35-663									
654	4.44	120	R			From: Dead End					NA	NA			1995
654	0.46	160	R			From: 4.45 MN Dead End					NA	NA			1993
654	0.50	230	R			From: 35-744					NA	NA			1993
						To: 35-622									
655	0.43	10	R			From: 35-730					NA	NA			1995
						To: Dead End									
656	1.12	40	R			From: 35-660					NA	NA			1993
						To: Dead End									
657	0.12	30	R			From: 35-660					NA	NA			1995
						To: Dead End									
658	1.04	80	R			From: Dead End					NA	NA			1995
658	0.11	100	R			From: 1.04 MN Dead End					NA	NA			1993
						To: 35-622									
659	1.80	46	R			From: SR 100 SOUTH					NA	NA			1995
659	2.10	50	R			From: 35-660 NORTH					NA	NA			1995
						To: 35-663 WEST									

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						2Axle	3+Axle	1Trail	2Trail						
Giles County															
(659)	0.12	210	G	88%	0%	2%	5%	4%	1%	C	NA	220	G	2001	
(659)	0.05	70	R								NA	NA		1993	
(659)	0.88	70	R								NA	NA		1995	
(659)	0.04	70	R								NA	NA		1993	
(660)	0.60	20	R								NA	NA		1995	
(660)	1.10	160	G	81%	1%	1%	17%	1%	0%	F	NA	160	G	2001	
(660)	0.60	320	G	81%	1%	1%	17%	1%	0%	C	NA	330	G	2001	
(660)	0.37	700	G	81%	1%	1%	17%	1%	0%	F	NA	720	G	2001	
(660)	0.28	180	G	84%	0%	1%	13%	2%	0%	C	NA	180	G	2001	
(661)	0.40	20	R								NA	NA		1995	
(661)	0.75	20	R								NA	NA		1995	
(662)	1.40	50	R								NA	NA		1995	
(663)	2.10	130	R								NA	NA		1995	
(663)	2.47	60	G	90%	0%	2%	6%	2%	0%	F	NA	60	G	2001	
(663)	1.20	150	G	91%	0%	1%	6%	1%	0%	F	NA	160	G	2001	
(663)	0.46	270	G	91%	0%	1%	6%	1%	0%	F	NA	270	G	2001	
(663)	1.19	260	G	91%	0%	2%	6%	2%	0%	F	NA	260	G	2001	
(663)	0.37	450	G	91%	0%	2%	6%	2%	0%	C	NA	460	G	2001	
(663)	1.20	240	R								NA	NA		1993	
(663)	2.30	60	R								NA	NA		1995	
(664)	2.15	60	R								NA	NA		1995	
(665)	1.85	140	R								NA	NA		1993	

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						2Axle	3+Axle	1Trail	2Trail						
Giles County															
665	2.28	340	R			From: 35-664					NA		NA		1993
665	0.65	720	R			To: 35-794 WEST					NA		NA		1993
						From: SR 100									
666	0.40	20	R			To: Dead End					NA		NA		1995
						From: SR 42 WEST									
666	0.01	40	R			To: SR 42 EAST					NA		NA		1993
						From: 0.01 MS SR 42									
666	1.09	47	R			To: Dead End					NA		NA		1995
						From: 35-670 WEST									
667	3.80	70	R			To: Jeff Natl For Bndy					NA		NA		1993
						From: 35-670 EAST									
667	0.60	100	R			To: 35-670 EAST					NA		NA		1993
						From: 35-613									
668	0.17	30	R			To: Dead End					NA		NA		1995
						From: Dead End									
669	1.14	10	R			To: 1.14 ME Dead End					NA		NA		1995
						From: 35-670 WEST									
669	0.21	20	R			To: 35-670 EAST					NA		NA		1995
						From: 35-670 EAST									
669	1.10	20	R			To: 35-667					NA		NA		1995
						From: Bland County Line									
670	0.40	90	R			To: 0.40 MN OF CL					NA		NA		1995
						From: 35-667 WEST									
670	0.30	80	R			To: 35-667 EAST					NA		NA		1993
						From: SR 42									
670	3.05	120	R			To: 35-724 EAST					NA		NA		1993
						From: 35-724 WEST									
670	0.53	250	R			To: 35-724					NA		NA		1993
						From: 35-724 EAST									
671	3.50	110	R			To: 35-724 WEST					NA		NA		1999
						From: 35-724									
672	0.05	120	R			To: 35-795					NA		NA		1999
						From: 0.05 MN 35-795									
672	0.05	50	R			To: Dead End					NA		NA		1999
						From: Dead End									
672	0.90	50	R			To: Dead End					NA		NA		1999
						From: SR 61									
673	1.00	6	R			To: 35-724					NA		NA		1995
						From: 35-724									
673	0.25	80	R			To: 35-724					NA		NA		1999

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						2Axle	3+Axle	1Trail	2Trail						
Giles County															
(674)	0.46	100	R								NA		NA		1995
						From: Dead End									
(674)	0.41	120	R								NA		NA		1993
						From: 0.46 MN Dead End									
						To: 35-637									
(675)	0.20	46	R								NA		NA		1999
						From: SR 61									
						To: 35-724									
(676)	1.20	60	R								NA		NA		1995
						From: Dead End									
						To: 35-724									
(678)	0.69	100	R								NA		NA		1995
						From: US 460									
(678)	0.15	NA									NA		NA		
						From: 0.69 MN US 460									
						To: 35-615									
(679)	0.20	20	R								NA		NA		1995
						From: West Virginia State Line									
						To: 35-704									
(679)	1.00	30	R								NA		NA		1995
						From: 35-725									
(679)	1.20	20	R								NA		NA		1995
						From: 35-649									
						To: 35-640									
(680)	0.26	60	R								NA		NA		1993
						From: 35-640									
						To: Dead End									
(681)	0.20	30	R								NA		NA		1995
						From: SR 100									
						To: Dead End									
(682)	0.20	230	G	93%	1%	1%	3%	1%	0%	C	NA		230	G	2001
						From: 35-625									
						To: 35-730									
(683)	0.11	40	R								NA		NA		1993
						From: 35-720									
(683)	0.21	40	R								NA		NA		1995
						From: 0.12 MN 35-720									
						To: Dead End									
(684)	0.89	20	R								NA		NA		1995
						From: Dead End									
(684)	0.91	400	R								NA		NA		1993
						From: 0.89 MN Dead End									
						To: 35-720									
(684)	0.16	400	R								NA		NA		1993
						From: 35-720									
						To: 35-635									
(685)	0.90	80	R								NA		NA		1993
						From: 35-601									
						To: 35-602									
(686)	0.26	40	R								NA		NA		1995
						From: Dead End									
						To: 35-618									
(687)	0.04	50	R								NA		NA		1999
						From: ECL Narrows									
						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						
Giles County															
(688)	1.04	45	R			From: 35-623 To: Dead End					NA		NA		1995
(689)	0.60	130	R			From: 35-730 To: 35-622					NA		NA		1993
(690)	0.70	9	R			From: SR 100 To: Dead End					NA		NA		1995
(691)	0.20	50	R			From: Dead End To: 35-813					NA		NA		1995
(692)	0.46	40	R			From: Dead End To: 0.46 MN Dead End					NA		NA		1995
(692)	0.08	40	R			From: 0.46 MN Dead End To: SR 100					NA		NA		1993
(693)	0.18	10	R			From: Dead End To: 35-605					NA		NA		1995
(694)	0.50	20	R			From: 35-615 To: Dead End					NA		NA		1995
Town of Pembroke															
(695)	0.20	120	R			From: 35-626 To: 35-623					NA		NA		1993
Giles County															
(696)	0.08	30	R			From: Dead End To: 35-750					NA		NA		1993
(697)	0.04	10	R			From: Dead End To: SR 100					NA		NA		1995
(698)	0.10	50	R			From: 35-796 To: Dead End					NA		NA		1993
(699)	0.60	30	R			From: 35-622 To: Dead End					NA		NA		1995
(700)	0.32	850	G	96%	0%	2%	0%	2%	0%	C	NA		870	G	2001
(700)	6.35	310	G	96%	0%	2%	0%	2%	0%	F	NA		320	G	2001
						From: 35-604 To: 35-613									
(701)	0.15	20	R			From: Dead End To: SCL Pembroke					NA		NA		1995
Town of Pembroke															
(701)	0.18	20	N			From: SCL Pembroke To: US 460					NA		NA		1995
Giles County															
(702)	0.40	10	R			From: 35-601 To: Dead End					NA		NA		1995

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Giles County															
(703)	0.15	30	R			From: SR 42					NA		NA		1993
						To: 0.15 MS SR 42									
(703)	0.31	10	R			From: 0.16 MS SR 42					NA		NA		1995
						To: Dead End									
Town of Glen Lyn															
(704)	0.02	900	R			From: US 460; 35-648					NA		NA		1999
						To: 35-648									
(704)	0.14	700	R			From: 35-649					NA		NA		1999
						To: SCL Glen Lyn									
Giles County															
(704)	0.15	60	R			From: SCL Glen Lyn					NA		NA		1999
						To: 0.15 ME OF SCL									
(704)	0.98	40	R			From: 35-679					NA		NA		1999
						To: Dead End									
(705)	0.60	90	R			From: US 460					NA		NA		1993
						To: Dead End									
(706)	0.10	20	R			From: 35-622					NA		NA		1993
						To: 35-622									
(707)	0.34	20	R			From: 0.34 MN 35-622					NA		NA		1995
						To: Dead End									
(707)	0.21	10	R			From: 35-663					NA		NA		1995
						To: 2.29 MN 35-663									
(708)	0.04	60	R			From: 35-622					NA		NA		1993
						To: SR 100									
(709)	0.20	20	R			From: Dead End					NA		NA		1995
						To: 35-652									
(710)	0.40	280	R			From: 35-1110					NA		NA		1999
						To: SCL Narrows									
(710)	0.12	470	R			From: SR 100 WEST					NA		NA		1999
						To: 1.00 ME SR 100									
(711)	1.40	60	R			From: SR 100 EAST					NA		NA		1995
						To: US 460 SOUTH									
(712)	0.52	290	R			From: 35-1021					NA		NA		1999
						To: US 460 NORTH									
Town of Rich Creek															

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						2Axle	3+Axle	1Trail	2Trail						
Giles County															
713	0.50	50	R			From: 35-670					NA		NA		1993
713	0.96	50	R			From: 0.50 ME 35-670					NA		NA		1995
						To: Dead End									
714	2.74	30	R			From: 35-613					NA		NA		1995
						To: Dead End									
715	0.28	20	R			From: 35-601					NA		NA		1995
						To: Dead End									
716	0.08	620	R			From: US 460					NA		NA		1993
						To: 35-640									
717	0.45	20	R			From: US 460					NA		NA		1999
						To: 35-643									
718	0.15	40	R			From: ECL Narrows					NA		NA		1999
						To: Dead End									
719	0.47	180	R			From: Dead End					NA		NA		1999
						To: SCL Narrows									
720	2.02	30	R			From: Dead End					NA		NA		1995
						To: 35-683									
720	0.03	70	R			From: 35-684					NA		NA		1993
						To: Dead End									
721	0.50	20	R			From: Dead End					NA		NA		1995
						To: 35-613									
722	0.60	20	R			From: 35-635					NA		NA		1995
						To: Dead End									
723	0.90	80	R			From: Dead End					NA		NA		1995
						To: 35-613									
724	0.05	70	R			From: SR 61 WEST					NA		NA		1999
						To: 35-676									
724	0.80	60	R			From: 45-676					NA		NA		1999
						To: 0.80 ME 35-676									
724	1.15	60	R			From: SR 61 MID					NA		NA		1999
						To: SR 61 MID									
724	1.65	320	R			From: 35-673					NA		NA		1999
						To: SR 61 EAST									
724	2.65	330	R			From: SR 61 EAST					NA		NA		1999
						To: WCL Narrows									
725	1.40	50	R			From: 35-679					NA		NA		1995
						To: 35-649									

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						2Axle	3+Axle	1Trail	2Trail						
Town of Rich Creek															
(726)	0.14	210	R			From: 35-1006 To: NCL Rich Creek					NA		NA		1999
Giles County															
(726)	0.16	210	N			From: NCL Rich Creek To: US 219					NA		NA		1999
Town of Pembroke															
(727)	0.25	120	R			From: 35-626 To: 35-1420 SCL Pembroke					NA		NA		1993
Giles County															
(727)	0.08	10	R			From: 35-1420 SCL Pembroke To: Dead End					NA		NA		1995
(728)	0.10	170	R			From: 35-1223 To: 35-735					NA		NA		1999
(728)	0.05	270	R			From: 35-735 To: 35-736					NA		NA		1999
(728)	0.05	370	R			From: 35-736 To: SR 100					NA		NA		1999
(729)	0.06	110	R			From: US 219 To: 35-738					NA		NA		1999
(729)	0.13	70	R			From: 35-738 To: 35-611					NA		NA		1999
(729)	0.03	10	R			From: 35-611 To: Dead End					NA		NA		1999
(730)	1.59	680	G	98%	0%	2%	0%	0%	0%	C	NA		700	G	2001
(730)	9.56	310	G	98%	0%	2%	0%	0%	0%	F	NA		310	G	2001
(731)	0.10	10	R			From: Dead End To: SR 100					NA		NA		1995
(732)	0.07	50	R			From: 35-1505 To: 35-1504					NA		NA		1999
(732)	0.14	130	R			From: 35-1504 To: 35-636					NA		NA		1999
(733)	0.89	20	R			From: SR 42 To: Dead End					NA		NA		1995
(734)	0.22	60	R			From: 35-660 To: Dead End					NA		NA		1993
(735)	0.03	110	R			From: 35-1224 To: 35-1222					NA		NA		1999
(735)	0.09	60	R			From: 35-1222 To: 35-1223					NA		NA		1999
(735)	0.05	80	R			From: 35-1223 To: 35-728					NA		NA		1999

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						2Axle	3+Axle	1Trail	2Trail						
Giles County															
(735)	0.08	50	R			From: 35-728					NA	NA			1999
						To: Dead End									
(736)	0.08	60	R			From: 35-728					NA	NA			1999
						To: Dead End									
(737)	0.35	60	R			From: 35-636					NA	NA			1999
						To: 35-1501									
(738)	0.12	30	R			From: 35-729					NA	NA			1999
						To: 35-779									
(739)	0.01	70	R			From: Dead End					NA	NA			1995
						To: 35-635									
(740)	0.29	20	R			From: 35-602					NA	NA			1995
						To: Dead End									
(741)	0.20	140	R			From: Dead End					NA	NA			1993
						To: SR 100; 35-1210									
Town of Pembroke															
(742)	0.22	460	R			From: US 460					NA	NA			1995
						To: 35-1412 WEST									
(742)	0.03	390	R			From: 35-1412 WEST					NA	NA			1986
						To: 35-1415									
(742)	0.10	170	R			From: 35-1415					NA	NA			1995
						To: BEGIN LOOP									
(742)	0.01	90	R			From: BEGIN LOOP					NA	NA			1986
						To: 35-1409									
(742)	0.25	90	R			From: 35-1409					NA	NA			1995
						To: 35-1417									
(742)	0.15	90	R			From: 35-1417					NA	NA			1986
						To: 35-1412 EAST									
(742)	0.09	90	R			From: 35-1412 EAST					NA	NA			1986
						To: END LOOP									
Giles County															
(743)	0.70	160	R			From: Dead End					NA	NA			1993
						To: SR 100									
(744)	0.50	20	R			From: Dead End					NA	NA			1995
						To: 35-654									
(745)	1.33	100	R			From: 35-623					NA	NA			1995
						To: Dead End									
(746)	0.11	180	R			From: Dead End					NA	NA			1999
						To: 0.11 ME Dead End									
(746)	0.21	180	R			From: 0.11 ME Dead End					NA	NA			1999
						To: US 219									
Town of Pembroke															
(747)	0.04	70	R			From: 35-631					NA	NA			1985
						To: 35-1402									

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						2Axle	3+Axle	1Trail	2Trail						
Town of Pembroke															
(747)	0.16	80	R			From: 35-1402					NA		NA		1995
						To: 35-1404 EAST									
						From: 35-1404 WEST					NA		NA		1995
(747)	0.05	480	R			To: US 460					NA		NA		1995
						From: Dead End									
Giles County															
(748)	0.10	NA				From: 35-649					NA		NA		
						To: Dead End									
(749)	0.10	20	R			From: Dead End					NA		NA		1995
						To: 35-811									
(749)	0.03	40	R			From: SR 100					NA		NA		1993
						To: SR 100 SOUTH									
(750) Cedar Crest Lane	0.97	NA				From: 35-660					NA		NA		
						98%	0%	2%	0%	0%	N	NA	700	N	2001
						To: 35-730									
(750) Triangle Lane	0.36	NA				From: SR 100 NORTH					NA		NA		
						To: Dead End									
(751)	0.50	6	R			From: 35-688					NA		NA		1995
						To: Dead End									
(752)	0.40	50	R			From: 35-622					NA		NA		1995
						To: 35-623									
(753)	0.88	80	R			From: Jeff Natl For Bndy					NA		NA		1995
						To: Dead End									
Town of Pembroke															
(754)	0.25	20	R			From: 35-626					NA		NA		1995
						To: Dead End									
Giles County															
(755)	0.20	10	R			From: 35-635					NA		NA		1995
						To: Dead End									
(756)	0.25	20	R			From: Dead End					NA		NA		1993
						To: US 460									
(757)	0.21	100	R			From: US 460 WEST					NA		NA		1993
						To: US 460 EAST									
						From: US 460									
(758)	0.02	30	R			To: Dead End					NA		NA		1993
						From: Dead End									
(759)	0.10	10	R			From: Dead End					NA		NA		1995
						To: SR 61									

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Giles County															
(760)	0.10	10	R			From: Dead End					NA	NA			1995
						To: SR 61									
(761)	0.25	50	R			From: Dead End					NA	NA			1995
						To: 35-809									
(762)	0.75	60	R			From: 35-613					NA	NA			1995
						To: Dead End									
(763)	0.35	20	R			From: SR 100					NA	NA			1995
						To: Dead End									
(764)	0.25	20	R			From: US 219					NA	NA			1995
						To: Dead End									
(765)	0.10	20	R			From: Dead End					NA	NA			1995
						To: 35-700									
(766)	0.20	5	R			From: Dead End					NA	NA			1995
						To: 0.20 MN Dead End									
(766)	0.70	30	R			From: 35-626					NA	NA			1995
						To: 35-622									
(767)	0.25	4	R			From: Dead End					NA	NA			1995
						To: 35-622									
(768)	0.30	10	R			From: Dead End					NA	NA			1995
						To: Dead End									
(769)	0.20	50	R			From: 35-641					NA	NA			1995
						To: SR 42									
(770)	0.64	30	R			From: Dead End					NA	NA			1995
						To: US 460 WEST									
(771)	0.28	420	R			From: 35-772					NA	NA			1993
						To: US 460 EAST									
(771)	0.17	200	R			From: Dead End					NA	NA			1993
						To: 35-612 SOUTH									
(772)	0.25	8	R			From: 35-771					NA	NA			1995
						To: 35-612 SOUTH									
(772)	3.10	490	R			From: 35-778					NA	NA			1993
						To: US 460									
(773)	0.01	40	R			From: Dead End					NA	NA			1993
						To: US 460									
(774)	0.30	70	R			From: 0.30 MN Dead End					NA	NA			1995
						To: US 460									
(774)	0.12	70	R			From: Dead End					NA	NA			1995
						To: 35-602									
(775)	0.30	20	R			From: Dead End					NA	NA			1995
						To: 35-602									

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						2Axle	3+Axle	1Trail	2Trail						
Giles County															
(776)	0.30	48	R			From: Dead End					NA		NA		1999
						To: SR 61									
(777)	0.03	100	R			From: US 460 EAST					NA		NA		1993
						To: 35-778									
(777)	0.74	60	R			From: US 460 WEST					NA		NA		1993
						To: 35-777									
(778)	1.11	60	R			From: US 460; 35-730					NA		NA		1993
						To: US 219									
(779)	0.03	60	R			From: 35-792					NA		NA		1999
						To: 35-738									
(779)	0.11	20	R			From: Dead End					NA		NA		1999
						To: Dead End									
(780)	0.40	20	R			From: 35-615					NA		NA		1995
						To: Dead End									
(781)	0.57	150	R			From: 35-635					NA		NA		1993
						To: SR 61									
(782)	0.08	450	R			From: 35-1601					NA		NA		1999
						To: Dead End									
(782)	0.07	40	R			From: US 460					NA		NA		1999
						To: 35-700 NORTH									
(783)	1.67	150	R			From: US 460					NA		NA		1993
						To: Dead End									
(784)	0.13	80	R			From: SR 100					NA		NA		1995
						To: Dead End									
(785)	0.30	6	R			From: Dead End					NA		NA		1995
						To: 0.20 MN Dead End									
(786)	0.20	4	R			From: SR 61					NA		NA		1995
						To: 35-641									
(786)	0.80	30	R			From: Dead End					NA		NA		1995
						To: SR 100 SOUTH									
(787)	0.15	47	R			From: SR 100 N; 35-1227					NA		NA		1999
						To: Dead End									
(788)	0.13	40	R			From: Dead End					NA		NA		1999
						To: 35-642									
(789)	0.03	10	R			From: 35-790					NA		NA		1999
						To: 35-790									

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						2Axle	3+Axle	1Trail	2Trail						
Giles County															
789	0.09	50	R			From: 35-790					NA		NA		1999
						To: Dead End									
790	0.04	130	R			From: 35-789					NA		NA		1999
						To: 35-791									
790	0.03	160	R			From: 35-791					NA		NA		1999
						To: US 219									
791	0.11	40	R			From: 35-790					NA		NA		1999
						To: Dead End									
792	0.05	30	R			From: 35-779					NA		NA		1995
						To: Dead End									
793	1.44	120	R			From: Dead End					NA		NA		1999
						To: WCL PEARISBURG									
794	0.60	110	R			From: 35-665 EAST					NA		NA		1993
						To: 35-665 WEST									
795	0.17	100	R			From: 35-672					NA		NA		1999
						To: Dead End									
796	0.99	140	R			From: US 460					NA		NA		1993
						To: SR 42; 35-800									
796	0.08	100	R			From: 35-698					NA		NA		1993
						To: 35-698									
796	0.54	60	R			From: 35-801					NA		NA		1995
						To: 35-801									
796	0.14	7	R			From: Dead End					NA		NA		1995
						To: Dead End									
797	0.58	80	R			From: SR 42					NA		NA		1993
						To: US 460									
798	0.19	10	R			From: US 460					NA		NA		1993
						To: Dead End									
799	0.19	10	R			From: US 460					NA		NA		1993
						To: Dead End									
800	0.30	80	R			From: Dead End					NA		NA		1993
						To: SR 42; 35-796									
801	0.08	45	R			From: 35-797					NA		NA		1993
						To: 35-796									
802	0.12	7	R			From: 35-605					NA		NA		1993
						To: Dead End									
803	0.40	90	R			From: Dead End					NA		NA		1995
						To: 35-772									
804	0.20	70	R			From: 35-635					NA		NA		1995
						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						
Giles County															
(805)	0.08	NA									NA		NA		
						From:	Dead End								
						To:	35-620								
Town of Rich Creek															
(806)	0.04	8	R								NA		NA		1999
						From:	WCL RICH CREEK								
						To:	35-1018								
(806)	0.04	90	R								NA		NA		1999
						From:	35-1025								
(806)	0.14	400	R								NA		NA		1999
						From:	35-1024								
(806)	0.09	940	R								NA		NA		1999
						From:	35-1010								
(806)	0.15	1400	R								NA		NA		1999
						To:	35-1020								
(806)	0.06	1400	R								NA		NA		1999
						From:	US 219								
Giles County															
(807)	0.08	10	R								NA		NA		1999
						From:	Dead End								
						To:	35-1229								
(807)	0.67	50	R								NA		NA		1999
						From:	US 460 BUS								
						To:	35-635								
(808)	0.50	70	R								NA		NA		1995
						From:	Dead End								
						To:	Dead End								
(809)	0.42	40	R								NA		NA		1995
						From:	Dead End								
						To:	35-761								
(809)	0.12	190	R								NA		NA		1995
						From:	35-635								
						To:	35-730								
(810)	0.30	20	R								NA		NA		1995
						From:	Dead End								
						To:	35-749								
(811)	0.56	60	R								NA		NA		1993
						From:	SR 100								
						To:	35-783								
(812)	0.19	20	R								NA		NA		1995
						From:	Cul-de-Sac								
						To:	Dead End								
(813)	0.35	60	R								NA		NA		1995
						From:	Dead End								
						To:	35-691								
(813)	0.05	110	R								NA		NA		1986
						From:	35-814								
						To:	35-730								
(813)	0.10	130	R								NA		NA		1995
						From:	35-813								
						To:	Dead End								
(814)	0.07	7	R								NA		NA		1995
						From:	35-622								
						To:	Dead End								
(815)	0.08	50	R								NA		NA		1995
						From:	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						
Giles County															
(816)	0.25	50	R			From: Dead End To: 35-689					NA		NA		1995
(817)	0.80	NA				From: 35-00654(B)/ To: Dead End/					NA		NA		
(818)	0.07	NA				From: Dead End/ To: 35-00758(B)/					NA		NA		
(820)	0.10	20	R			From: 0.33 ME 35-1241 To: Dead End					NA		NA		1999
(833)	0.30	NA				From: Dead End/ To: 35-00622(B)/					NA		NA		
Town of Rich Creek															
(1001)	0.20	180	R			From: US 219 To: 0.20 MN US 219					NA		NA		1999
(1001)	0.42	180	R			From: Dead End To: 35-1023					NA		NA		1999
(1002)	0.04	1000	R			From: 35-1021 To: 35-1019					NA		NA		1999
(1002)	0.05	300	R			From: 35-1003 To: 35-1006					NA		NA		1999
(1002)	0.06	280	R			From: 35-1002 To: 35-1006					NA		NA		1999
(1003)	0.05	40	R			From: 35-1006 To: 35-1002					NA		NA		1999
(1005)	0.25	120	R			From: 35-1006 To: 35-1006					NA		NA		1999
(1006)	0.04	NA				From: Dead End To: 35-1012					NA		NA		
(1006)	0.14	50	R			From: 35-1014 EAST To: 35-1014 WEST					NA		NA		1999
(1006)	0.17	130	R			From: 35-1014 WEST To: 35-726					NA		NA		1999
(1006)	0.15	330	R			From: 35-726 To: 35-1005 EAST					NA		NA		1999
(1006)	0.08	430	R			From: 35-1005 EAST To: 35-1005 WEST					NA		NA		1999
(1006)	0.05	480	R			From: 35-1005 WEST To: 35-1003					NA		NA		1999
(1006)	0.36	580	R			From: 35-1003 To: 35-1019					NA		NA		1999
(1006)	0.06	580	R			From: 35-1019 To: 35-1021					NA		NA		1999
(1006)	0.05	850	R			From: 35-1021 To: 35-1021					NA		NA		1999

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						2Axle	3+Axle	1Trail	2Trail						
Town of Rich Creek															
1006	0.04	170	R			From: 35-1021					NA		NA		1999
						To: 35-1023									
1007	0.10	50	R			From: 35-712					NA		NA		1999
						To: Dead End									
1008	0.15	70	R			From: 35-712					NA		NA		1999
						To: Dead End									
1009	0.10	50	R			From: 35-712					NA		NA		1999
						To: Dead End									
1010	0.07	90	R			From: 35-806					NA		NA		1999
1010	0.01	120	R			To: 35-1022	From: 35-1020				NA		NA		1999
1011	0.12	50	R			From: 35-712					NA		NA		1999
						To: Dead End									
1012	0.04	10	R			From: 35-1015					NA		NA		1999
1012	0.04	40	R			To: 35-1013	From: 35-1006				NA		NA		1999
1013	0.09	60	R			From: 35-1012					NA		NA		1999
						To: 35-1014									
1014	0.05	120	R			From: 35-1006					NA		NA		1999
1014	0.04	90	R			To: 35-1015	From: 35-1013				NA		NA		1999
1014	0.04	40	R			To: 35-1013	From: 35-1006				NA		NA		1999
1015	0.23	30	R			From: Cul-de-Sac					NA		NA		1999
1015	0.10	60	R			To: 35-1012	From: 35-1014				NA		NA		1999
1016	0.05	20	R			From: Dead End					NA		NA		1999
						To: 35-712									
1017	0.15	20	R			From: Dead End					NA		NA		1999
						To: 35-726									
1018	0.25	40	R			From: Dead End					NA		NA		1999
						To: 35-806									
1019	0.05	450	R			From: 35-1006					NA		NA		1999
1019	0.05	700	R			To: 35-1002	From: US 219				NA		NA		1999

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						2Axle	3+Axle	1Trail	2Trail						
Town of Rich Creek															
(1020)	0.20	200	R			From: 35-806					NA		NA		1999
						To: 35-1010									
(1021)	0.10	6000	R			From: 35-712					NA		NA		1999
(1021)	0.07	6200	R			From: 35-1006					NA		NA		1999
(1021)	0.06	6400	R			From: 35-1002					NA		NA		1999
						To: US 219									
(1022)	0.05	30	R			From: 35-1010					NA		NA		1999
						To: Dead End									
(1023)	0.06	140	R			From: 35-1006					NA		NA		1999
(1023)	0.08	20	R			From: 35-1002					NA		NA		1995
						To: Dead End									
(1024)	0.14	280	R			From: 35-806					NA		NA		1995
(1024)	0.04	100	R			From: 35-647					NA		NA		1999
						To: Dead End									
(1025)	0.30	50	R			From: 35-806					NA		NA		1999
						To: NCL RICH CREEK									
Giles County															
(1030)	0.12	190	R			From: Dead End					NA		NA		1999
						To: 35-642									
(1101)	0.01	20	R			From: NCL NARROWS					NA		NA		1999
						To: Dead End									
(1104)	0.10	46	R			From: Dead End					NA		NA		1999
						To: 35-1105									
(1105)	0.02	700	R			From: ECL NARROWS					NA		NA		1999
(1105)	0.05	720	R			From: 35-1107					NA		NA		1999
(1105)	0.25	780	R			From: 35-1104					NA		NA		1999
						To: US 460									
(1106)	0.43	100	R			From: Dead End					NA		NA		1999
						To: SCL NARROWS									
(1107)	0.15	40	R			From: 35-1105					NA		NA		1999
						To: Dead End									
(1108)	0.50	30	R			From: Dead End					NA		NA		1999
						To: 35-1106									
(1110)	0.06	20	R			From: Dead End					NA		NA		1999
						To: 35-710									

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						2Axle	3+Axle	1Trail	2Trail						
Giles County															
(1111)	0.10	20	R			From: Dead End					NA		NA		1999
						To: 35-710									
(1112)	0.06	20	R			From: Dead End					NA		NA		1999
						To: 35-710									
(1113)	0.03	20	R			From: Dead End					NA		NA		1999
						To: 35-710									
(1120)	0.10	40	R			From: 35-652					NA		NA		1999
						To: Dead End									
(1201)	0.10	200	R			From: ECL PEARISBURG S					NA		NA		1995
						To: 35-1202									
(1201)	0.01	130	R			From: 35-1202					NA		NA		1995
						To: 35-1203									
(1201)	0.39	100	R			From: 35-1203					NA		NA		1986
						To: 35-1202									
(1201)	0.13	280	R			From: 35-1202					NA		NA		1995
						To: ECL PEARISBURG N									
(1202)	0.07	40	R			From: 35-1201					NA		NA		1995
						To: 35-1201									
(1203)	0.07	100	R			From: ECL PEARISBURG					NA		NA		1993
						To: 35-1201									
(1204)	0.05	NA				From: ECL PEARISBURG					NA		NA		
						To: Dead End									
(1209)	0.10	70	R			From: Dead End					NA		NA		1995
						To: SR 100									
(1210)	0.19	740	R			From: SR 100; 35-741					NA		NA		1995
						To: SR 100									
(1211)	0.07	20	R			From: Dead End					NA		NA		1995
						To: SR 100									
(1212)	0.03	70	R			From: Dead End					NA		NA		1993
						To: 0.04 MN Dead End									
(1212)	0.12	110	R			From: 0.04 MN Dead End					NA		NA		1995
						To: WCL PEARISBURG									
(1213)	0.41	110	R			From: Cul-de-Sac					NA		NA		1995
						To: 35-1214									
(1213)	0.34	230	R			From: 35-1214					NA		NA		1995
						To: 35-640									
(1214)	0.19	80	R			From: 35-1213					NA		NA		1995
						To: Cul-de-Sac									
(1215)	0.06	230	R			From: SR 100					NA		NA		1999
						To: 35-1216									

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						2Axle	3+Axle	1Trail	2Trail						
Giles County															
(1215)	0.11	150	R			From: 35-1216					NA		NA		1999
(1215)	0.06	90	R			To: 35-1218					NA		NA		1999
(1215)	0.16	46	R			From: 35-1226					NA		NA		1999
						To: Dead End									
(1216)	0.07	120	R			From: 35-1215					NA		NA		1999
(1216)	0.05	60	R			To: 35-1218					NA		NA		1999
						To: 35-1226									
(1217)	0.23	1000	R			From: SR 100					NA		NA		1999
						To: Dead End									
(1218)	0.06	20	R			From: 35-1216					NA		NA		1999
						To: 35-1215									
(1219)	0.28	180	R			From: SR 100					NA		NA		1986
						To: SR 100									
(1220)	0.33	40	R			From: Dead End					NA		NA		1999
						To: 35-1227									
(1222)	0.06	30	R			From: 35-735					NA		NA		1999
						To: Dead End									
(1223)	0.10	60	R			From: 35-728					NA		NA		1999
						To: 35-735									
(1224)	0.21	140	R			From: Dead End					NA		NA		1999
						To: SR 100									
(1225)	0.20	50	R			From: Dead End					NA		NA		1995
						To: 35-638									
(1226)	0.09	30	R			From: 35-1216					NA		NA		1999
						To: 35-1215									
(1227)	0.10	48	R			From: Cul-de-Sac					NA		NA		1999
(1227)	0.19	120	R			To: 35-1228					NA		NA		1999
(1227)	0.10	210	R			From: 35-1231					NA		NA		1999
(1227)	0.10	260	R			To: 35-1220					NA		NA		1999
(1227)	0.10	260	R			From: 35-1220					NA		NA		1999
						To: SR 100; 35-788									
(1228)	0.05	20	R			From: Dead End					NA		NA		1999
						To: 35-1227									
(1229)	0.04	160	R			From: 35-637					NA		NA		1999
						To: 35-1239									

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						2Axle	3+Axle	1Trail	2Trail						
Giles County															
(1229)	0.06	140	R			From: 35-1239					NA		NA		1999
(1229)	0.01	160	R			To: 35-807					NA		NA		1999
						From: US 460 BUS									
(1230)	0.15	30	R			To: Dead End					NA		NA		1995
						From: SR 100									
(1231)	0.05	20	R			To: 35-1227					NA		NA		1999
						From: Dead End									
(1232)	0.11	50	R			To: Dead End					NA		NA		1986
(1232)	0.11	60	R			From: 35-1234					NA		NA		1986
						To: Dead End									
(1233)	0.08	40	R			From: Dead End					NA		NA		1986
(1233)	0.11	180	R			To: 35-1234					NA		NA		1986
						From: Dead End									
(1234)	0.03	460	R			To: ECL PEARISBURG					NA		NA		1986
(1234)	0.07	280	R			From: 35-1232					NA		NA		1986
(1234)	0.04	4	R			To: 35-1233					NA		NA		1986
						From: Dead End									
(1235)	0.13	200	R			To: 35-634					NA		NA		1986
						From: 35-1238									
(1236)	0.12	190	R			To: 35-634					NA		NA		1986
						From: 35-1238									
(1238)	0.03	20	R			To: NCL PEARISBURG					NA		NA		1986
(1238)	0.09	70	R			From: 35-1235					NA		NA		1986
(1238)	0.09	120	R			To: 35-1236					NA		NA		1986
						From: 35-634									
(1239)	0.15	20	R			To: 35-1229					NA		NA		1999
						From: Dead End									
(1240)	0.06	20	R			To: 35-637					NA		NA		1999
						From: Dead End									
(1241)	0.07	10	R			To: 35-637					NA		NA		1999
						From: Dead End									
(1242)	0.13	30	R			To: 35-634					NA		NA		1993
						From: 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						
Town of Glen Lyn															
1301	0.14	40	R			From: Dead End					NA	NA			1999
						To: 35-704									
1302	0.05	40	R			From: West Virginia State Line					NA	NA			1999
						To: 35-648									
1303	0.08	50	R			From: 35-1304					NA	NA			1999
						To: 35-704									
1304	0.04	45	R			From: Dead End					NA	NA			1999
						To: 35-1303									
1304	0.03	NA				From: Dead End					NA	NA			
						To: Dead End									
1305	0.07	2	R			From: Dead End					NA	NA			1999
						To: 35-704									
Giles County															
1306	0.30	60	R			From: 35-806					NA	NA			1999
						To: Dead End									
Town of Glen Lyn															
1307	0.05	220	R			From: Dead End					NA	NA			1999
						To: 35-649									
1308	0.47	250	R			From: US 460 Houston					NA	NA			1999
						To: ECL Glen Lyn									
Giles County															
1308	0.21	40	R			From: ECL GLEN LYN					NA	NA			1999
						To: Dead End									
Town of Pembroke															
1401	0.06	180	R			From: 35-1404					NA	NA			1986
						To: US 460									
1402	0.12	90	R			From: 35-747					NA	NA			1986
						To: 35-1404									
1403	0.12	300	R			From: US 460; 35-626					NA	NA			1986
						To: 35-1413; 35-1414									
1403	0.13	30	R			From: 35-626					NA	NA			1986
						To: 35-626									
1404	0.02	NA				From: SR 460					NA	NA			
						To: 35-631									
1404	0.05	90	R			From: 35-631					NA	NA			1986
						To: 35-1402									
1404	0.04	280	R			From: 35-1402					NA	NA			1986
						To: 35-747 WEST									
1404	0.02	620	R			From: 35-747 WEST					NA	NA			1986
						To: 35-747 EAST									
1404	0.14	660	R			From: 35-747 EAST					NA	NA			1986
						To: 35-623 WEST									

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						2Axle	3+Axle	1Trail	2Trail						
Town of Pembroke															
(1404)	0.03	960	R			From: 35-623 WEST					NA		NA		1986
(1404)	0.17	1000	R			To: 35-623 EAST					NA		NA		1986
(1404)	0.15	1300	R			From: 35-1401					NA		NA		1986
(1404)	0.02	1400	R			To: 35-626					NA		NA		1986
						From: US 460									
Giles County															
(1405)	0.06	9	R			From: Dead End					NA		NA		1986
						To: 35-1420 SCL PEMBROKE									
Town of Pembroke															
(1405)	0.07	30	R			From: 35-1420 SCL PEMBROKE					NA		NA		1986
(1405)	0.05	80	R			To: 35-626					NA		NA		1986
(1405)	0.05	5	R			From: 35-1408					NA		NA		1986
						To: Dead End									
(1406)	0.06	40	R			From: 35-626					NA		NA		1986
						To: 35-1408									
(1407)	0.06	40	R			From: 35-626					NA		NA		1986
						To: 35-1408									
(1408)	0.05	30	R			From: 35-1407					NA		NA		1986
(1408)	0.05	80	R			To: 35-1406					NA		NA		1986
						From: 35-1405									
(1409)	0.20	50	R			From: US 460					NA		NA		1986
(1409)	0.05	40	R			To: 35-1415					NA		NA		1986
						From: 35-742									
(1410)	0.18	50	R			From: US 460					NA		NA		1993
						To: Dead End									
(1411)	0.12	50	R			From: Dead End					NA		NA		1986
						To: 35-626									
(1412)	0.20	80	R			From: 35-742 SOUTH					NA		NA		1986
						To: 35-742 NORTH									
(1413)	0.10	30	R			From: Dead End					NA		NA		1986
(1413)	0.15	70	R			To: 35-1403; 35-1414					NA		NA		1986
						From: Dead End									
(1414)	0.04	220	R			From: 35-1403; 35-1413					NA		NA		1986
						To: 35-1416									

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						2Axle	3+Axle	1Trail	2Trail						
Town of Pembroke															
(1414)	0.05	70	R			From: 35-1416					NA		NA		1986
(1414)	0.16	10	R			From: 35-1418					NA		NA		1986
						To: Dead End									
(1415)	0.10	40	R			From: 35-742					NA		NA		1986
						To: 35-1409									
(1416)	0.08	30	R			From: 0.08 MS 35-1414					NA		NA		1986
(1416)	0.43	130	R			From: 35-1414					NA		NA		1993
						To: Dead End									
(1417)	0.17	20	R			From: 35-742					NA		NA		1995
						To: Dead End									
(1418)	0.04	10	R			From: Dead End					NA		NA		1995
(1418)	0.03	10	R			From: 35-1414					NA		NA		1995
(1418)	0.08	20	R			From: 0.04 MS 35-1414					NA		NA		1999
						To: Dead End									
(1419)	0.10	30	R			From: Cul-de-Sac					NA		NA		1993
						To: 35-626									
Giles County															
(1420)	0.20	20	R			From: 35-1405					NA		NA		1995
						To: 35-727 SCL PEMBROKE									
Town of Pembroke															
(1421)	0.10	10	R			From: 35-626					NA		NA		1995
						To: Dead End									
Giles County															
(1430)	0.33	NA				From: 35-01432(B)/					NA		NA		
						To: 35-00626(B)/									
(1431)	0.19	NA				From: 35-01430(B)/					NA		NA		
						To: Cul-de-Sac/									
(1432)	0.71	NA				From: 35-00626(B)/					NA		NA		
						To: Cul-de-Sac/									
(1501)	0.06	60	R			From: 35-1504					NA		NA		1999
(1501)	0.06	150	R			From: 35-737					NA		NA		1999
						To: 35-636									
(1502)	0.08	200	R			From: 35-737					NA		NA		1999
						To: 35-636									
(1503)	0.14	60	R			From: 35-1504					NA		NA		1999
						To: 35-636 WEST									

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 Giles Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Giles County															
1503	0.42	90	R			From: 35-636 WEST To: 35-636 EAST					NA		NA		1999
1504	0.06	60	R			From: 35-1501 To: 35-1503					NA		NA		1999
1504	0.06	60	R			From: 35-732 To: 35-1507					NA		NA		1999
1504	0.09	30	R			From: Dead End To: 35-732					NA		NA		1999
1505	0.10	40	R			From: 35-636 To: Dead End					NA		NA		1999
1506	0.60	80	R			From: 35-1504 To: 35-636					NA		NA		1999
1507	0.14	40	R			From: 35-737 To: Dead End					NA		NA		1986
1601	0.02	20	R			From: 35-1604 To: 35-1606					NA		NA		1999
1601	0.05	150	R			From: 35-1608 To: 35-1603					NA		NA		1999
1601	0.05	280	R			From: 35-1607 To: 35-1602					NA		NA		1999
1601	0.04	290	R			From: 35-782 To: 35-1604					NA		NA		1999
1601	0.03	340	R			From: 35-1601 To: 35-1601					NA		NA		1999
1601	0.06	400	R			From: 35-1604 To: 35-1601					NA		NA		1999
1602	0.11	48	R			From: 35-1601 To: SR 61					NA		NA		1999
1603	0.06	20	R			From: 35-1601 To: Dead End					NA		NA		1999
1604	0.07	10	R			From: 35-1601 To: 35-1602					NA		NA		1999
1604	0.06	20	R			From: 35-1601 To: 35-1601					NA		NA		1999
1606	1.76	110	R			From: 35-1601 To: Dead End					NA		NA		1999
1607	0.11	30	R			From: 35-1601 To: Dead End					NA		NA		1999
1608	0.39	70	R			From: 35-1601 To: Dead End					NA		NA		1999

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Giles County															
(9160)	0.09	NA				From: SR 42					NA		NA		
						To: SR 42									
Town of Pembroke															
(9161)	0.05	NA				From: Dead End					NA		NA		
						To: US 460									
Town of Glen Lyn															
(9162)	0.12	NA				From: 35-704					NA		NA		
						To: Dead End									
Giles County															
(9163)	0.36	NA				From: US 460					NA		NA		
						To: Cul-de-Sac									
(9849)	0.22	630	R			From: US 460 BUS					NA		NA		1993
						To: US 460 BUS									
(9850)	0.05	NA				From: WHITE GATE ELEM SCH					NA		NA		
						To: Dead End									
(9851)	0.10	NA				From: Dead End					NA		NA		
						To: KIMBALTON EL									
(9852)	0.05	NA				From: Dead End					NA		NA		
						To: 35-663									
Town of Narrows															
Valley St	15.75	260	G			From: Monroe St					NA		280	G	2001
						To: NCL Narrows									
Town of Pearisburg															
Curve Rd	6.16	1700	G			From: Winonah Ave					NA		1800	G	2001
						To: Mtn. Lake Ave									
Curve Rd	0.00	2100	G			From: Mountain Lake Ave					NA		2200	G	2001
						To: Craig Ave									
Curve Rd	6.16	610	G			From: NCL Pearisburg					NA		640	G	2001
						To: Henson Ave									
FT. Branch Rd	6.16	1300	G			From: Henson Ave					NA		1300	G	2001
						To: Winonah Ave									
Henson Ave	0.00	3400	G			From: SR 100 South Main St					NA		3600	G	2001
						To: Ft Branch Rd									