

**2002**

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

where available

**Jurisdiction Report**

**90**

Surry County  
Town of Claremont  
Town of Dendron  
Town of Surry

Prepared By

**Virginia Department of Transportation  
Mobility Management Division**

In Cooperation With

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

Virginia Department of Transportation  
Mobility Management Division  
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled “Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes” includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled “Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99”.

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management’s Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

## **Publication Notes**

### **Parallel Roads**

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a “Combined Traffic Estimates for Parallel Roadways on this Route” or “Combined Traffic” identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate “NA” for not available.

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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 Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate “NA” for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

**Route:** The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

**Length:** Length of the traffic segment in miles.

**AADT:** Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

**QA:** Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

**4Tire:** Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

**Bus:** Percentage of the traffic volume made up of busses.

**2Axle Truck:** Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

**3+Axle Truck:** Percentage of the traffic volume made up of single unit trucks with three or more axles.

**1Trail Truck:** Percentage of the traffic volume made up of units with a single trailer.

**2Trail Truck:** Percentage of the traffic volume made up of units with more than one trailer.

**QC:** Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

**Peak Hour:** The estimate of the traffic volume for the 30<sup>th</sup> highest traffic volume occurring in a one-year period divided by the AADT for the same one-year period.

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

- A Factor based on 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B Factor based on 30th Highest Hour Observed During Less than 12 Months of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of 30th Highest Hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

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

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

**QW:** Quality of AAWDT:

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

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

## Route Shield Legend

### Route Systems



Interstate Route

Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.



US Route



Virginia State Route



Secondary Route

### Special Routes



Bus - Business Route

Bypas - Bypass Route

Truck - Truck Route



ALT - Alternate Route

Wve - Wve Route connector



P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.



The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Virginia Department of Transportation  
 Mobility Management Division  
 2002  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 Surry Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Surry County</b>																
(10) Colonial Trail	5.45	1500	G	90%	1%	From: Prince George County Line To: SR 40 Spring Grove				F	0.102	F	0.525	1500	G	2002
(10) Colonial Trail	7.90	2100	A	92%	0%	From: SR 40 Spring Grove To: S SR 31				B	0.111	A	0.618	2100	A	2002
(10) Colonial Trail	0.47	5000	G	92%	0%	From: S SR 31 To: SCL Surry				F	0.088	F	0.563	5000	G	2002
<b>Town of Surry</b>																
(10) Colonial Trail	0.57	5000	N	92%	0%	From: SCL Surry To: N SR 31				N	0.088	N	0.563	5000	N	2002
(10) Colonial Trail	0.72	3700	G	92%	0%	From: N SR 31 To: ECL Surry				F	0.087	F	0.535	3600	G	2002
<b>Surry County</b>																
(10) Colonial Trail	6.02	3700	N	92%	0%	From: ECL Surry To: 90-617 Bacons Castle				N	0.087	N	0.535	3600	N	2002
(10) Colonial Trail	3.14	3900	G	92%	0%	From: 90-617 Bacons Castle To: Isle of Wight County Line				F	0.087	F	0.518	3900	G	2002
(31) Rolfe Hwy	1.93	1900	G	97%	1%	From: Sussex County Line To: WCL Dendron				F	0.092	F	0.656	1900	G	2002
<b>Town of Dendron</b>																
(31) Rolfe Hwy	0.70	1900	N	97%	1%	From: WCL Dendron To: 90-643 James St				N	0.092	N	0.656	1900	N	2002
(31) Rolfe Hwy	0.89	2300	G	97%	1%	From: 90-643 James St To: NCL Dendron				F	0.093	F	0.622	2300	G	2002
<b>Surry County</b>																
(31) Rolfe Hwy	7.47	2300	N	97%	1%	From: ECL Dendron To: S SR 10				N	0.093	N	0.622	2300	N	2002
(31) (10) Colonial Trail	0.47	5000	G	92%	0%	From: S SR 10 To: SCL Surry				F	0.088	F	0.563	5000	G	2002
<b>Town of Surry</b>																
(31) (10) Colonial Trail	0.57	5000	N	92%	0%	From: SCL Surry To: N SR 10				N	0.088	N	0.563	5000	N	2002
(31) Rolfe Hwy	0.41	1800	G	96%	1%	From: N SR 10 To: NCL Surry				F	0.09	F	0.671	1800	G	2002
<b>Surry County</b>																
(31) Rolfe Hwy	4.00	1800	N	96%	1%	From: NCL Surry To: Jamestown Ferry, James City County Line				N	0.09	N	0.671	1800	N	2002
(40) Martin Luther King Hwy	5.97	1200	G	87%	1%	From: Sussex County Line To: 90-611				F	0.088	F	0.582	1200	G	2002
(40) Martin Luther King Hwy	3.04	950	G	87%	1%	From: 90-611 To: SR 10 Spring Grove				F	0.088	F	0.555	940	G	2002
(600)	1.20	220	R			From: 90-602 To: Prince George County Line				NA				NA		11/26/2000
(601)	0.40	220	R			From: Prince George County Line To: 90-602 WEST				NA				NA		11/26/2000

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						2Axle	3+Axle	1Trail	2Trail							
<b>Surry County</b>																
601	3.80	70	R			From: 90-602 EAST					NA			NA		11/26/2000
601	1.80	240	R			From: 90-607					NA			NA		11/26/2000
601	3.53	30	R			From: SR 40 SOUTH SR 40 NORTH					NA			NA		11/26/2000
602	1.80	150	R			From: 90-614					NA			NA		11/26/2000
602	4.70	260	R			From: Sussex County Line					NA			NA		11/26/2000
602	3.10	100	R			From: 90-601 EAST					NA			NA		11/26/2000
603	0.70	30	R			From: 90-608					NA			NA		11/26/2000
603	0.30	40	R			From: 90-611					NA			NA		11/26/2000
603	1.50	20	R			From: Sussex County Line					NA			NA		11/26/2000
604	3.00	100	R			From: 90-614 South					NA			NA		11/26/2000
604	3.14	150	R			From: 90-614 North					NA			NA		11/26/2000
604	0.07	740	G	91%	1%	4%	1%	2%	0%	C	0.092	F	0.508	730	G	2002
605	2.35	150	R			From: 90-615					NA			NA		11/26/2000
606	0.80	90	R			From: SOUTHAMPTON CO					NA			NA		11/26/2000
607	5.73	140	R			From: 90-617 EAST 90-617 WEST					NA			NA		11/26/2000
608	3.40	210	R			From: SR 31 SOUTH SR 31 NORTH					NA			NA		11/26/2000
609	0.80	90	R			From: Sussex County Line					NA			NA		12/05/2000
609	3.14	190	R			From: 90-618					NA			NA		12/05/2000
609	0.07	120	R			From: 90-622					NA			NA		12/05/2000
609	0.07	160	R			From: 90-601					NA			NA		12/05/2000
609	0.07	160	R			From: Dead End					NA			NA		12/05/2000
609	0.07	160	R			From: 90-601					NA			NA		12/05/2000
609	0.07	160	R			From: 90-611					NA			NA		12/05/2000
609	0.07	160	R			From: 90-602					NA			NA		12/05/2000
609	0.07	160	R			From: SR 40					NA			NA		12/05/2000
609	0.07	160	R			From: 90-610					NA			NA		12/05/2000
609	0.07	160	R			From: 90-626					NA			NA		12/05/2000
609	0.07	160	R			From: ECL Claremont					NA			NA		12/05/2000
<b>Town of Claremont</b>																
609	0.92	190	R			From: ECL Claremont					NA			NA		12/05/2000
609	0.07	120	R			From: 90-1209					NA			NA		12/05/2000
609	0.07	160	R			From: 90-1208					NA			NA		12/05/2000
609	0.07	160	R			From: 90-613					NA			NA		12/05/2000

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						2Axle	3+Axle	1Trail	2Trail								
<b>Town of Claremont</b>																	
(609)	0.07	60	R			From: 90-613					NA			NA		12/05/2000	
(609)	0.18	48	R			From: 90-1212					NA			NA		12/05/2000	
						To: 90-1203											
<b>Surry County</b>																	
(610)	2.20	330	R			From: 90-646					NA			NA		12/05/2000	
(610)	5.00	300	R			From: 90-609					NA			NA		12/05/2000	
(610)	2.94	220	R			From: 90-618 SOUTH 90-618 NORTH					NA			NA		12/05/2000	
						To: Dead End											
(611)	2.41	100	R			From: 90-616					NA			NA		11/26/2000	
(611)	3.40	130	R			From: 90-612					NA			NA		11/26/2000	
(611)	Salisbury Rd	2.33	420	G	86%	1%	3%	1%	9%	0%	F	0.106	F	0.583	420	G	2002
(611)	Salisbury Rd	0.77	420	G	86%	1%	3%	1%	9%	0%	C	0.104	F	0.524	410	G	2002
						From: 90-607											
(612)	2.40	60	R			From: 90-607					NA			NA		11/26/2000	
(612)	2.10	300	R			From: SR 40 WEST SR 40 EAST					NA			NA		11/26/2000	
(612)	2.23	60	R			From: 90-615					NA			NA		11/26/2000	
						To: 90-611											
(613)	Cabin Point Rd	4.12	640	G	95%	1%	2%	0%	2%	0%	C	0.112	F	0.652	640	G	2002
						From: SR 10											
						To: SCL Claremont											
<b>Town of Claremont</b>																	
(613)	Cabin Point Rd	0.43	640	N	95%	1%	2%	0%	2%	0%	N	0.112	N	0.652	640	N	2002
(613)	Spring Grove Rd	0.72	930	G	94%	1%	2%	1%	2%	0%	C	0.108	F	0.617	920	G	2002
(613)	Mancha Ave	0.11	370	G	94%	1%	2%	1%	2%	0%	F	0.144	F	0.65	360	G	2002
(613)		0.70	190	R										NA		12/05/2000	
						From: 90-609											
						To: 90-1212											
<b>Surry County</b>																	
(614)		1.20	60	R										NA		11/28/2000	
						From: 90-615 WEST											
(614)		1.20	40	R										NA		11/28/2000	
						From: 90-601											
(614)		1.58	30	R										NA		11/28/2000	
						From: 90-603 SOUTH 90-603 NORTH											
(614)		1.95	80	R										NA		11/28/2000	
						From: 90-615 EAST 90-615 MID											
						To: 90-630											

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Surry County</b>																
(615) Carsley Rd	7.20	430	G	92%	3%	3%	1%	2%	0%	C	0.101	F	0.781	430	G	2002
				From:	SR 31											
				To:	SR 40											
(616)	3.22	350	R								NA		NA		11/28/2000	
				From:	90-615											
(616)	1.08	390	R								NA		NA		11/28/2000	
				From:	90-630 EAST											
(616)	1.34	910	R								NA		NA		11/28/2000	
				From:	90-618											
(616)	2.00	250	R								NA		NA		11/28/2000	
				From:	SR 31											
(616)	2.10	240	R								NA		NA		11/28/2000	
				From:	90-622 SOUTH											
				To:	90-622 NORTH											
(616)	3.00	400	G	94%	1%	2%	1%	3%	0%	C	0.091	F	0.513	400	G	2002
				From:	90-626 WEST											
				To:	90-626 SOUTH											
(616)	0.55	180	R								NA		NA		11/28/2000	
				From:	SR 10											
				To:	90-633											
(617) White Marsh Rd	1.57	510	G	90%	1%	5%	1%	2%	0%	F	0.131	F	0.732	500	G	2002
				From:	Sussex County Line											
				To:	90-629											
(617) White Marsh Rd	6.41	300	G	90%	1%	5%	1%	2%	0%	C	0.131	F	0.625	290	G	2002
				From:	90-622 WEST											
(617) White Marsh Rd	1.12	560	G	90%	1%	5%	1%	2%	0%	F	0.100	F	0.509	560	G	2002
				From:	90-622 EAST											
(617) White Marsh Rd	2.73	490	G	90%	1%	5%	1%	2%	0%	F	0.112	F	0.563	480	G	2002
				From:	90-626											
(617)	5.57	380	R								NA		NA		11/28/2000	
				From:	SR 10											
(617) Bacons Castle Terrace	1.35	1200	G	78%	4%	15%	1%	2%	0%	C	0.137	F	0.889	1100	G	2002
				From:	90-650											
				To:	90-621											
(618)	2.00	45	R								NA		NA		11/28/2000	
				From:	90-617 WEST											
				To:	90-617 EAST											
(618)	3.08	200	R								NA		NA		11/28/2000	
				From:	SR 31											
(618)	1.80	490	R								NA		NA		11/28/2000	
				From:	90-616											
(618)	4.00	470	R								NA		NA		11/28/2000	
				From:	SR 10											
(618)	2.30	180	R								NA		NA		11/28/2000	
				From:	90-626 SOUTH											
(618)	0.38	470	R								NA		NA		11/28/2000	
				From:	90-626 NORTH											
(618)	2.00	180	R								NA		NA		11/28/2000	
				From:	90-610											
(619)	0.34	9	R								NA		NA		11/28/2000	
				From:	Dead End											
				To:	90-618											
(620)	1.18	250	R								NA		NA		11/28/2000	
				From:	90-626											
				To:	SR 31											

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						2Axle	3+Axle	1Trail	2Trail							
<b>Surry County</b>																
(621)	1.00	80	R			From: Southampton County Line					NA			NA		11/28/2000
(621)	1.40	80	R			From: 90-618					NA			NA		11/28/2000
						To: 90-617										
(622)	1.32	110	R			From: Isle of Wight County Line					NA			NA		11/28/2000
(622)	0.56	170	R			From: 90-623					NA			NA		11/28/2000
						To: 90-617 EAST										
(622)	Runnymede Rd	0.84	450	G	94%	1%	4%	0%	0%	F	0.134	F	0.625	440	G	2002
						From: 90-617 WEST										
(622)	Runnymede Rd	1.53	340	G	94%	1%	4%	0%	0%	F	0.123	F	0.846	340	G	2002
						From: 90-616 SOUTH										
(622)	Runnymede Rd	2.48	340	G	94%	1%	4%	0%	0%	C	0.117	F	0.667	330	G	2002
						To: SR 31										
(623)	1.00	90	R			From: Isle of Wight County Line					NA			NA		11/28/2000
						To: 90-622										
(624)	2.50	200	R			From: 90-617					NA			NA		11/28/2000
						To: Southampton County Line										
(625)	1.62	100	R			From: Isle of Wight County Line					NA			NA		11/28/2000
						To: 90-617										
(626)	1.57	250	R			From: Isle of Wight County Line					NA			NA		11/26/2000
						To: 90-617										
(626)	3.29	150	R			From: 90-616 EAST					NA			NA		11/26/2000
(626)	Beachland Rd	3.46	210	G	91%	1%	3%	2%	3%	F	0.158	F	0.567	210	G	2002
						To: SCL Surry										
<b>Town of Surry</b>																
(626)	Beachland Rd	0.35	400	R		From: SCL Surry					0.158	N	0.567	NA		11/26/2000
						To: SR 10 SOUTH										
(626)	Lebanon Rd	0.42	780	G	91%	1%	3%	2%	3%	C	0.141	F	0.73	780	G	2002
						To: NCL Surry										
<b>Surry County</b>																
(626)	Lebanon Rd	1.40	440	R		From: NCL Surry					0.141	N	0.73	NA		11/26/2000
						To: 90-620										
(626)	Lebanon Rd	0.93	540	G	91%	1%	3%	2%	3%	F	0.164	F	0.608	540	G	2002
						From: 90-618 NORTH										
(626)		3.97	280	R		From: 90-618 SOUTH					NA			NA		11/26/2000
						To: 90-610										
(626)		0.70	270	R		From: 90-609					NA			NA		11/26/2000
						To: 90-646										
(626)		2.80	180	R		From: Isle of Wight County Line					NA			NA		11/26/2000
						To: SR 10										

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Surry County</b>																
(627)	0.68	120	R			From: SR 10					NA			NA		11/26/2000
(627)	0.32	90	R			From: 0.68 MW SR 10					NA			NA		11/26/2000
(627)	0.20	70	R			From: 1.00 MW SR 10					NA			NA		11/26/2000
(627)						To: 90-628										
(628)	1.80	360	R			From: Isle of Wight County Line					NA			NA		11/26/2000
(628)	0.10	280	R			From: 90-650					NA			NA		11/26/2000
(628)						To: 90-617										
(629)	1.90	170	R			From: Sussex County Line					NA			NA		11/26/2000
(629)						To: 90-617										
(630)	1.43	80	R			From: SR 31					NA			NA		11/26/2000
(630)	1.71	150	R			From: 90-614					NA			NA		11/26/2000
(630)	2.90	140	R			From: 90-616 EAST 90-616 WEST					NA			NA		11/26/2000
(630)						To: 90-618										
(631)	1.31	130	R			From: 90-622					NA			NA		11/26/2000
(631)						To: Dead End										
(632)	1.59	230	R			From: 90-616					NA			NA		11/26/2000
(632)						To: SR 10										
(633)	1.80	430	R			From: SR 10					NA			NA		11/26/2000
(633)	0.20	570	G	95%	1%	3%	1%	1%	0%	C	0.129	F	0.636	570	G	2002
(633)	1.46	150	R			From: 90-634 WEST					NA			NA		11/26/2000
(633)						To: 90-634 EAST										
(633)	0.06	180	R			From: 90-783					NA			NA		11/26/2000
(633)	0.07	160	R			From: 90-658					NA			NA		11/26/2000
(633)						To: Dead End										
(634)	0.74	140	R			From: 90-626 NEW LOCATION					NA			NA		11/28/2000
(634)	0.70	340	R			From: 0.74 ME 90-626					NA			NA		11/28/2000
(634)						To: SR 10 NORTH MID SR 10										
(634) Alliance Rd	1.37	750	G	92%	1%	4%	1%	2%	0%	C	0.109	F	0.566	740	G	2002
(634)						To: 90-636										
(634) Alliance Rd	1.07	270	G	92%	1%	4%	1%	2%	0%	F	0.125	F	0.606	270	G	2002
(634)						To: 90-637										
(634) Alliance Rd	0.85	580	G	92%	1%	4%	1%	2%	0%	F	0.133	F	0.686	580	G	2002
(634)						To: 90-657										
(634) Alliance Rd	1.35	540	G	92%	1%	4%	1%	2%	0%	F	0.127	F	0.619	530	G	2002
(634)						To: 90-633 EAST										

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						2Axle	3+Axle	1Trail	2Trail								
<b>Surry County</b>																	
(634) Alliance Rd	1.20	620	G	92%	1%	4%	1%	2%	0%	F	0.13	F	0.641	610	G	2002	
				From:	90-633 WEST												
				To:	SR 10 EAST												
(635)	1.20	70	R								NA		NA			11/28/2000	
				From:	SR 10												
				To:	Dead End												
(636)	1.30	440	R								NA		NA			11/28/2000	
				From:	90-634												
(636)	0.80	910	R								NA		NA			11/28/2000	
				From:	90-637 SOUTH												
(636)	0.40	330	R								NA		NA			11/28/2000	
				From:	90-637 NORTH												
				To:	Dead End												
(637)	0.89	850	R								NA		NA			11/28/2000	
				From:	90-634												
				To:	90-636 SOUTH												
(637)	1.40	730	R								NA		NA			11/28/2000	
				From:	90-636 NORTH												
				To:	90-652												
(637)	0.04	420	R								NA		NA			11/28/2000	
				From:	90-656												
				To:	SR 31												
(638)	1.34	170	R								NA		NA			11/28/2000	
				From:	SR 10												
				To:	Dead End												
(639)	0.60	70	R								NA		NA			11/28/2000	
				From:	Sussex County Line												
				To:	Southampton County Line												
(640)	1.05	40	R								NA		NA			11/28/2000	
				From:	90-618												
				To:	Dead End												
(641)	0.22	20	R								NA		NA			11/28/2000	
				From:	Dead End												
				To:	SR 31												
(642)	0.68	40	R								NA		NA			11/28/2000	
				From:	Dead End												
				To:	WCL Claremont												
<b>Town of Claremont</b>																	
(642)	0.45	40	R								NA		NA			11/28/2000	
				From:	WCL Claremont												
				To:	90-1206												
<b>Town of Dendron</b>																	
(643)	0.18	460	R								NA		NA			11/28/2000	
				From:	SR 31												
				To:	NCL DENDRON												
<b>Surry County</b>																	
(643)	2.00	80	R								NA		NA			11/28/2000	
				From:	NCL DENDRON												
				To:	90-614												
(644)	0.90	30	R								NA		NA			11/29/2000	
				From:	SR 31												
				To:	90-622												
(645)	0.82	280	R								NA		NA			11/28/2000	
				From:	90-615												
				To:	NCL DENDRON												

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						2Axle	3+Axle	1Trail	2Trail							
<b>Surry County</b>																
(646)	0.25	670	G	90%	0%	4%	1%	5%	0%	C	0.094	F	0.679	660	G	2002
				From:	SR 10											
				To:	90-610											
(646) Spring Grove Ave	3.49	450	G	90%	0%	4%	1%	5%	0%	F	0.096	F	0.616	440	G	2002
				From:	90-610											
				To:	SCL Claremont											
<b>Town of Claremont</b>																
(646) Spring Grove Ave	0.20	510	R								0.096	N	0.616	NA		12/06/2000
				From:	SCL Claremont											
				To:	90-613											
<b>Surry County</b>																
(647)	2.20	220	R								NA		NA			12/06/2000
				From:	SR 40											
				To:	Dead End											
(648)	2.22	160	R								NA		NA			12/06/2000
				From:	90-618											
				To:	SR 31											
(649)	0.45	220	R								NA		NA			12/06/2000
				From:	Dead End											
				To:	SR 31											
(650)	1.20	170	R								NA		NA			12/06/2000
				From:	Dead End											
(650) Hog Island Rd	1.40	550	G	88%	1%	2%	3%	7%	0%	C	0.226	F	0.921	540	G	2002
				From:	SR 10											
				To:	90-617											
(650) Hog Island Rd	4.75	2000	G	88%	1%	2%	3%	7%	0%	F	0.229	F	0.944	1900	G	2002
				From:	90-617											
				To:	Dead End											
(651)	0.35	80	R								NA		NA			12/06/2000
				From:	Dead End											
				To:	90-626											
(652)	0.13	60	R								NA		NA			12/06/2000
				From:	90-637											
				To:	Dead End											
(653)	0.60	90	R								NA		NA			12/06/2000
				From:	90-616											
				To:	Dead End											
(654)	1.20	30	R								NA		NA			12/06/2000
				From:	90-613											
				To:	Dead End											
(655)	0.60	90	R								NA		NA			12/06/2000
				From:	90-617											
				To:	Dead End											
(656)	0.04	460	R								NA		NA			12/06/2000
				From:	90-637											
				To:	SR 31											
(657)	0.24	30	R								NA		NA			12/06/2000
				From:	90-634											
				To:	Dead End											
(658)	0.02	40	R								NA		NA			12/06/2000
				From:	LINE D											
				To:	LINE A											
(658)	0.02	49	R								NA		NA			12/06/2000
				From:	LINE A NORTH											
				To:	LINE E											
(658)	0.09	40	R								NA		NA			12/06/2000
				From:	LINE E											
				To:	LINE A SOUTH											

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						2Axle	3+Axle	1Trail	2Trail							
<b>Surry County</b>																
(658)	0.08	10	R			From: LINE A					NA		NA			12/05/2000
						To: LOOP NORTH										
(658)	0.26	10	R			From: Dead End					NA		NA			12/05/2000
						To: END LINE D										
(658)	0.02	10	R			From: BEGIN LINE E					NA		NA			12/05/2000
						To: BEGIN LINE D										
(658)	0.04	10	R			From: 90-633					NA		NA			12/05/2000
						To: BEGIN LINE F										
(658)	0.10	10	R			From: Dead End					NA		NA			12/05/2000
						To: Cul-de-Sac										
(659)	0.61	100	R			From: SR 31					NA		NA			11/29/2000
						To: SR 10										
(660)	0.30	80	R			From: Dead End					NA		NA			11/29/2000
						To: SR 40										
(661)	0.08	80	R			From: Dead End					NA		NA			11/29/2000
						To: Dead End										
(662)	0.63	10	R			From: 90-636					NA		NA			11/29/2000
						To: Dead End										
(663)	0.21	20	R			From: 90-663 EAST LEG					NA		NA			11/29/2000
						To: Dead End										
(663)	0.17	5	R			From: SR 31					NA		NA			11/29/2000
						To: 90-634										
(665)	0.58	90	R			From: 90-783					NA		NA			11/29/2000
						To: Dead End										
(666)	0.12	60	R			From: Cul-de-Sac					NA		NA			11/29/2000
						To: SR 31										
(670)	0.10	730	R			From: Dead End					NA		NA			11/29/2000
						To: 90-626										
(674)	0.18	80	R			From: SR 40					NA		NA			11/29/2000
						To: Dead End										
(684)	0.35	50	R			From: Isle of Wight County Line					NA		NA			11/28/2000
						To: Dead End										
(700)	0.27	40	R			From: SR 31					NA		NA			12/05/2000
						To: SR 31										

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Surry County</b>																
(783)	1.40	60	R			From: 90-665					NA		NA			11/29/2000
						To: Dead End										
<b>Town of Surry</b>																
(1001)	0.11	300	R			From: 90-626					NA		NA			11/30/2000
						To: 90-1002										
(1001)	0.32	550	R			From: SR 10					NA		NA			11/30/2000
						To: SR 10										
(1002)	0.14	510	R			From: SR 10					NA		NA			11/30/2000
						To: 90-1001										
(1002)	0.23	70	R			From: Dead End					NA		NA			11/30/2000
						To: 90-1002										
(1003)	0.14	110	R			From: 90-1004					NA		NA			12/01/2000
						To: 90-1004										
(1003)	0.07	140	R			From: 90-1005					NA		NA			12/01/2000
						To: SR 10										
(1003)	0.07	250	R			From: SR 10					NA		NA			12/01/2000
						To: 90-1003										
(1004)	0.03	10	R			From: SR 10					NA		NA			12/01/2000
						To: 90-1003										
(1005)	0.04	20	R			From: SR 10					NA		NA			12/01/2000
						To: 90-1003										
<b>Surry County</b>																
(1010)	0.41	200	R			From: SR 10					NA		NA			11/29/2000
						To: Cul-de-Sac										
<b>Town of Dendron</b>																
(1101)	0.20	60	R			From: SR 31					NA		NA			11/30/2000
						To: 90-1107										
(1102)	0.20	20	R			From: SR 31					NA		NA			11/30/2000
						To: 90-1107										
(1103)	0.10	80	R			From: 90-1106					NA		NA			11/28/2000
						To: SR 31										
(1104)	0.15	60	R			From: Dead End					NA		NA			11/28/2000
						To: 90-1106										
(1104)	0.15	220	R			From: SR 31					NA		NA			11/28/2000
						To: 90-1106										
(1105)	0.20	160	R			From: 90-1106					NA		NA			11/28/2000
						To: SR 31; 90-9401										
(1106)	0.35	140	R			From: WCL DENDRON					NA		NA			11/28/2000
						To: 90-1105										
(1106)	0.50	130	R			From: 90-1104					NA		NA			11/28/2000
						To: 90-1104										
(1106)	0.17	80	R			From: 90-1103					NA		NA			11/28/2000
						To: 90-1103										

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Dendron</b>																
(1107)	0.25	100	R			From: SR 31										11/28/2000
(1107)	0.15	30	R			From: 90-1101										11/28/2000
(1107)	0.50	40	R			From: 90-1102										11/28/2000
(1107)						To: 90-630										
(1108)	0.03	30	R			From: SR 31										12/01/2000
(1108)						To: Dead End										
<b>Town of Claremont</b>																
(1201)	0.10	30	R			From: SCL Claremont										12/05/2000
(1201)	0.22	170	R			From: 90-1215										12/05/2000
(1201)						To: 90-613										
(1202)	0.44	160	R			From: 90-613										12/05/2000
(1202)						To: Dead End										
(1203)	0.46	160	R			From: 90-1207										12/06/2000
(1203)	0.04	190	R			From: 90-1216										12/06/2000
(1203)	0.14	210	R			From: 90-609										12/06/2000
(1203)						To: 90-613										
(1204)	0.25	70	R			From: 90-609										12/05/2000
(1204)						To: Dead End										
(1205)	0.31	150	R			From: Dead End										12/05/2000
(1205)						To: 90-613										
(1206)	0.75	20	R			From: Dead End										12/06/2000
(1206)						To: 90-642; 90-1207										
(1207)	0.30	60	R			From: 90-642; 90-1206										12/06/2000
(1207)						To: 90-1203										
(1208)	0.10	70	R			From: 90-613										12/05/2000
(1208)						To: 90-609										
(1209)	0.10	40	R			From: 90-613										12/05/2000
(1209)						To: 90-609										
(1210)	0.09	40	R			From: Dead End										12/05/2000
(1210)	0.08	70	R			From: 90-1214										12/05/2000
(1210)						To: 90-613										
(1211)	0.10	70	R			From: Dead End										12/05/2000
(1211)	0.17	40	R			From: 0.10 ME Dead End										12/05/2000
(1211)						To: 90-1214										

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						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Claremont</b>																
1211	0.08	80	R			From: 90-1214					NA		NA			12/05/2000
						To: 90-613										
1212	0.35	70	R			From: 90-609					NA		NA			12/06/2000
						To: Dead End										
1213	0.11	70	R			From: 0.11 MW 90-613					NA		NA			12/05/2000
						To: 90-613										
1213	0.20	47	R			From: 90-613					NA		NA			12/05/2000
						To: Dead End										
1214	0.05	20	R			From: 90-1210					NA		NA			12/05/2000
						To: 90-1211										
1215	0.36	49	R			From: 90-1201					NA		NA			12/05/2000
						To: Dead End										
1216	0.25	80	R			From: 90-1203					NA		NA			12/05/2000
						To: Dead End										
1217	0.30	40	R			From: 90-1204					NA		NA			12/05/2000
						To: Dead End										
1220	0.03	46	R			From: 90-1202					NA		NA			12/05/2000
						To: Dead End										
<b>Town of Dendron</b>																
9401	0.15	NA				From: SR 31					NA		NA			
						To: L.P. JACKSON SCHOOL										
<b>Surry County</b>																
9404	0.21	160	R			From: SURRY HIGH SCH					NA		NA			12/06/2000
						To: 90-618										