

2002

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

where available

Jurisdiction Report

69

Page County
Town of Luray
Town of Shenandoah
Town of Stanley

Prepared By

**Virginia Department of Transportation
Mobility Management Division**

In Cooperation With

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

Virginia Department of Transportation
Mobility Management Division
Traffic Monitoring Section

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

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

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

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

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

Publication Notes

Parallel Roads

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

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

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

VDOT’s traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating “NA” for not available. It is the intention of the VDOT’s Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

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

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

Glossary of Terms:

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

Length: Length of the traffic segment in miles.

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

QA: Quality of AADT:

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

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

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

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

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

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

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

QC: Quality of Classification Data:

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

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

QK: Quality of the Peak Hour estimate:

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

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

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

QW: Quality of AAWDT:

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

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

Route Shield Legend

Route Systems



Interstate Route

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



US Route



Virginia State Route



Secondary Route

Special Routes



Bus - Business Route

Bypas - Bypass Route

Truck - Truck Route



ALT - Alternate Route

Wve - Wve Route connector



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



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

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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							
Page County																
48 Skyline Drive	7.77	2700	M			From: Rockingham County Line					NA			NA		2002
						To: Madison County Line										
48 Skyline Drive	0.06	2700	M			From: Rappahannock County Line					NA			NA		2002
						To: US 211										
48 Skyline Drive	3.01	2000	M			From: Rappahannock County Line					NA			NA		2002
						To: Rappahannock County Line										
						To: Rappahannock County Line										
211	2.92	5100	G	90%	1%	1%	1%	6%	0%	F	0.082	F	0.502	5200	G	2002
						From: Shenandoah County Line										
						To: US 340										
211	5.46	6800	G	90%	1%	3%	2%	4%	0%	C	0.085	F	0.515	6900	G	2002
						From: WCL Luray										
						To: WCL Luray										
Town of Luray																
211	0.36	11000	G	90%	1%	3%	2%	4%	0%	F	0.08	F	0.515	11000	G	2002
						From: WCL Luray										
						To: Bus US 211										
211	0.69	5300	G	92%	1%	2%	1%	3%	0%	C	0.084	F	0.526	5400	G	2002
						From: ECL Luray										
						To: WCL Luray										
Page County																
211	0.53	5300	N	92%	1%	2%	1%	3%	0%	N	0.084	N	0.526	5400	N	2002
						From: ECL Luray										
						To: WCL Luray										
Town of Luray																
211	0.56	5300	N	92%	1%	2%	1%	3%	0%	N	0.084	N	0.526	5400	N	2002
						From: WCL Luray										
						To: US 340										
211	0.38	4300	G	95%	0%	2%	1%	2%	0%	C	0.093	F	0.524	4300	G	2002
						From: ECL Luray										
						To: ECL Luray										
Page County																
211	1.35	4000	G	95%	0%	2%	1%	2%	0%	F	0.089	F	0.510	4000	G	2002
						From: ECL Luray										
						To: WCL Luray										
Town of Luray																
211	0.28	4000	N	95%	0%	2%	1%	2%	0%	N	0.089	N	0.510	4000	N	2002
						From: WCL Luray										
						To: ECL Luray										
Page County																
211	0.46	4000	N	95%	0%	2%	1%	2%	0%	N	0.089	N	0.510	4000	N	2002
						From: ECL Luray										
						To: US 211 Bus East of Luray										
211	6.40	3100	G	94%	1%	3%	0%	2%	0%	C	0.097	F	0.678	3100	G	2002
						From: Rappahannock County Line; Skyline Drive										
						To: Rappahannock County Line; Skyline Drive										
Town of Luray																
Bus 211 West Main St	0.15	6400	G	97%	0%	2%	0%	0%	0%	F	0.092	F	0.624	6600	G	2002
						From: US 211										
						To: Leaksville Rd										
Bus 211 West Main St	0.85	8000	G	97%	0%	2%	0%	0%	0%	C	0.087	F	0.528	8200	G	2002
						From: Leaksville Rd										
						To: Lee St										
Bus 211 West Main St	0.33	11000	G	97%	0%	2%	0%	0%	0%	F	0.091	F	0.627	11000	G	2002
						From: Lee St										
						To: US 340										
Bus 211 East Main St	0.98	15000	G	98%	0%	1%	0%	1%	0%	F	0.077	F	0.514	16000	G	2002
						From: US 340										
						To: Reservoir Ave										

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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							
Town of Luray																
Bus 211 Lee Hwy	0.14	12000	G	98%	0%	1%	0%	1%	0%	C	0.072	F	0.510	13000	G	2002
						From: Reservoir Ave										
						To: Collins Rd										
Bus 211 Lee Hwy	0.72	5000	G	97%	0%	2%	0%	1%	0%	F	0.088	F	0.517	5100	G	2002
						From: ECL Luray										
						To: ECL Luray										
Page County																
Bus 211	0.93	2600	G	97%	0%	2%	0%	1%	0%	F	0.077	F	0.571	2600	G	2002
						From: ECL Luray										
						To: US 211 East of Luray										
340	1.02	6900	G	92%	1%	3%	2%	2%	0%	F	0.087	F	0.517	7000	G	2002
						From: Rockingham County Line										
						To: SCL Shenandoah										
Town of Shenandoah																
340	1.22	6900	N	92%	1%	3%	2%	2%	0%	N	0.087	N	0.517	7000	N	2002
						From: SCL Shenandoah										
						To: 69-706										
340	0.65	5800	G	92%	1%	3%	2%	2%	0%	F	0.081	F	0.506	5900	G	2002
						From: 69-706										
						To: NCL Shenandoah										
Page County																
340	2.57	5800	N	92%	1%	3%	2%	2%	0%	N	0.081	N	0.506	5900	N	2002
						From: NCL Shenandoah										
						To: 69-650										
340	4.32	5300	G	92%	1%	3%	2%	2%	0%	F	0.083	F	0.522	5400	G	2002
						From: 69-650										
						To: Bus US 340										
340	3.16	4000	G	92%	1%	3%	2%	2%	0%	F	0.1	F	0.768	4000	G	2002
						From: Bus US 340										
						To: US 211										
340 211	5.46	6800	G	90%	1%	3%	2%	4%	0%	C	0.085	F	0.515	6900	G	2002
						From: US 211										
						To: WCL Luray										
Town of Luray																
340 211	0.36	11000	G	90%	1%	3%	2%	4%	0%	F	0.08	F	0.515	11000	G	2002
						From: WCL Luray										
						To: BUS US 211										
340 211	0.69	5300	G	92%	1%	2%	1%	3%	0%	C	0.084	F	0.526	5400	G	2002
						From: BUS US 211										
						To: CL Luray										
Page County																
340 211	0.53	5300	N	92%	1%	2%	1%	3%	0%	N	0.084	N	0.526	5400	N	2002
						From: CL Luray										
						To: CL Luray										
Town of Luray																
340 211	0.56	5300	N	92%	1%	2%	1%	3%	0%	N	0.084	N	0.526	5400	N	2002
						From: CL Luray										
						To: S RT 211										
340 N Broad St	0.30	6400	G	93%	1%	3%	2%	1%	0%	C	0.084	F	0.582	6500	G	2002
						From: US 211										
						To: NCL Luray										
Page County																
340	0.21	5200	G	93%	1%	3%	2%	1%	0%	F	0.085	F	0.558	5300	G	2002
						From: NCL Luray										
						To: 69-731										
340	1.03	6100	G	93%	1%	3%	2%	1%	0%	F	0.082	F	0.573	6200	G	2002
						From: 69-731										
						To: 69-648										
340	5.93	4800	G	93%	1%	3%	2%	1%	0%	F	0.084	F	0.621	4900	G	2002
						From: 69-648										
						To: 69-662										
340	3.96	3500	G	93%	1%	3%	2%	1%	0%	F	0.098	F	0.752	3600	G	2002
						From: 69-662										
						To: Warren County Line										

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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							
Page County																
Bus 340	0.20	5300	N	94%	0%	3%	1%	2%	0%	N	0.081	N	0.56	5400	N	2002
						From: US 340										
						To: 69-615										
Bus 340	3.80	5300	G	94%	0%	3%	1%	2%	0%	C	0.081	F	0.56	5400	G	2002
						From: SCL Stanley										
Town of Stanley																
Bus 340	2.08	5300	N	94%	0%	3%	1%	2%	0%	N	0.081	N	0.56	5400	N	2002
						From: SCL Stanley										
						To: NCL Stanley										
Page County																
Bus 340	1.99	5300	N	94%	0%	3%	1%	2%	0%	N	0.081	N	0.56	5400	N	2002
						From: NCL Stanley										
						To: 69-632 Stanley										
Bus 340	3.73	5300	G	97%	0%	2%	0%	1%	0%	C	0.083	F	0.593	5400	G	2002
						From: SCL Luray										
Town of Luray																
Bus 340 Virginia Ave	0.09	6600	G	96%	0%	2%	0%	1%	0%	F	0.085	F	0.602	6700	G	2002
						From: SCL Luray										
						To: Linden Ave										
Bus 340 Virginia Ave	0.52	6000	G	96%	0%	2%	0%	1%	0%	C	0.084	F	0.6	6100	G	2002
						From: Linden Ave										
						To: Bus US 211										
Bus 340 Broad St	0.54	4400	G	95%	0%	3%	1%	1%	0%	C	0.089	F	0.548	4500	G	2002
						From: Bus US 211										
						To: US 211										
Town of Shenandoah																
602	0.37	4800	G	97%	0%	1%	1%	0%	0%	C	0.091	F	0.58	4900	G	2002
						From: Rockingham County Line										
						To: US 340										
602	0.42	3000	G	97%	0%	1%	1%	0%	0%	F	0.083	F	0.62	3100	G	2002
						From: US 340										
						To: CL Shenandoah										
Page County																
602	0.34	3000	N	97%	0%	1%	1%	0%	0%	N	0.083	N	0.62	3100	N	2002
						From: CL Shenandoah										
						To: 69-711										
602	1.30	1300	G	97%	0%	1%	1%	0%	0%	F	0.088	F	0.502	1300	G	2002
						From: 69-711										
						To: 69-603 SOUTH										
602	0.76	1100	R							NA			NA		04/27/2000	
						From: 69-603 SOUTH										
						To: 69-603 NORTH										
602	1.51	360	R							NA			NA		1997	
						From: 69-603 NORTH										
						To: 69-650										
603	1.50	730	G	98%	0%	1%	0%	1%	0%	C	0.105	F	0.602	740	G	2002
						From: 82-609 Page County Line										
						To: 69-681										
603	1.40	560	G	98%	0%	1%	0%	1%	0%	F	0.098	F	0.633	570	G	2002
						From: 69-681										
						To: 69-602 South										
						To: 69-602 North										
603	1.71	390	R							NA			NA		04/27/2000	
						From: 69-602 North										
						To: 69-650										
604	2.90	340	R							NA			NA		04/27/2000	
						From: Rockingham County Line East										
						To: Rockingham County Line West										
605	2.15	180	R							NA			NA		05/25/2000	
						From: 69-611										
						To: 69-662										

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						2Axle	3+Axle	1Trail	2Trail								
Page County																	
606	1.65	120	R			From: 69-759					NA			NA		04/27/2000	
						To: Rockingham County Line											
607	0.56	170	R			From: 69-759					NA			NA		1997	
						To: 0.56 MN 69-759											
607	2.04	110	R			From: SHENANDOAH NATL PK BNDY					NA			NA		05/01/2000	
						To: 69-603											
608	0.97	230	R			From: Dead End					NA			NA		04/27/2000	
						To: Dead End											
609	0.80	180	R			From: 69-602					NA			NA		1997	
						To: US 340											
610	0.23	120	R			From: Dead End					NA			NA		1997	
						To: SHENANDOAH NATL PK BNDY											
611	0.90	240	R			From: 69-628					NA			NA		05/18/2000	
						To: 69-689 SOUTH											
611	1.20	580	G	99%	0%	1%	0%	0%	0%	C	0.116	F	0.606	590	G	2002	
						From: 69-689 SOUTH MID											
611	5.80	460	R			From: 69-689 NORTH MID					NA			NA		05/18/2000	
						To: 69-689 NORTH											
611	1.87	130	R			From: 1.87 MN 69-689					NA			NA		05/22/2000	
						To: 69-669 SOUTH											
611	0.13	170	R			From: 69-669 NORTH					NA			NA		05/22/2000	
						To: 69-667 EAST											
611	0.10	710	R			From: 69-667 WEST					NA			NA		1997	
						To: US 211 EAST											
611	0.40	320	R			From: US 211 WEST					NA			NA		1997	
						To: 69-658 EAST											
611	1.84	240	R			From: 69-658 WEST					NA			NA		05/25/2000	
						To: 69-656											
611	0.80	320	R			From: 69-654					NA			NA		1997	
						To: 0.99 MN 69-654											
611	0.99	150	R			From: 69-661					NA			NA		05/25/2000	
						To: 69-662											
611	1.11	150	R			From: 69-658					NA			NA		05/25/2000	
						To: 69-666 WEST											
611	2.23	140	R			From: 69-666 EAST					NA			NA		06/01/2000	
						To: 69-658											
612	1.30	270	R			From: 69-666 WEST					NA			NA		1997	
						To: 69-666 EAST											
612	1.45	70	R			From: 69-666 EAST					NA			NA		1997	
						To: 69-666 WEST											

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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							
Page County																
(613)	3.30	160	R			From: US 340 SOUTH To: US 340 NORTH					NA			NA		1997
(614)	0.05	120	R			From: US 340 To: 0.06 MN US 340					NA			NA		05/15/2000
(614)	1.82	60	R			From: 0.06 MN US 340 To: 69-615					NA			NA		05/15/2000
(615)	1.44	140	R			From: US 340 EAST To: US 340 WEST Gap Terminus					NA			NA		1997
(615)	0.34	1900	R			From: US 340 BUS Gap Terminus WEST To: US 340					NA			NA		05/01/2000
(615)	0.88	180	R			From: US 340 To: US 340; 69-614 Gap Terminus NORTH					NA			NA		05/01/2000
(615)	2.39	200	R			From: US 211 WEST Gap Terminus To: US 211 EAST					NA			NA		05/30/2000
(615)	4.16	480	R			From: US 211 EAST To: 69-654					NA			NA		06/01/2000
(615)	1.48	710	R			From: 69-654 To: 69-675 SOUTH					NA			NA		1997
(615)	1.50	90	R			From: 69-675 NORTH To: Dead End					NA			NA		05/30/2000
(616)	3.41	1100	G	94%	0%	3%	1%	2%	0%	C	0.101	F	0.530	1100	G	2002
(616)	3.26	960	G	94%	0%	3%	1%	2%	0%	F	0.094	F	0.5	980	G	2002
(617)	1.20	100	R			From: Dead End To: 69-650					NA			NA		05/01/2000
(618)	3.70	810	R			From: Dead End To: 69-638					NA			NA		05/01/2000
(619)	3.49	500	R			From: Dead End To: 69-621					NA			NA		1997
(620)	1.80	110	R			From: Dead End To: 69-621					NA			NA		05/01/2000
(621)	1.80	100	R			From: Dead End To: 69-620					NA			NA		05/01/2000
(621)	1.78	310	R			From: 69-620 To: 69-619					NA			NA		05/01/2000
(621)	0.50	1200	G	95%	0%	2%	1%	1%	0%	C	0.098	F	0.505	1200	G	2002
(622)	1.07	920	R			From: 69-638 To: 69-624					NA			NA		05/15/2000
(622)	0.46	1800	G	95%	1%	2%	1%	2%	0%	C	0.093	F	0.526	1800	G	2002
						From: 69-623 To: CL Stanley										

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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							
Town of Stanley																
622	0.64	1800	N	95%	1%	2%	1%	2%	0%	N	0.093	N	0.526	1800	N	2002
				From:	CL Stanley											
				To:	US 340 BUS EAST											
622	0.12	610	G	95%	1%	2%	1%	2%	0%	F	0.085	F	0.578	620	G	2002
				From:	US 340 BUS WEST											
				To:	CL Stanley											
Page County																
622	0.58	610	N	95%	1%	2%	1%	2%	0%	N	0.085	N	0.578	620	N	2002
				From:	CL Stanley											
				To:	69-635											
623	0.60	1800	G	93%	2%	2%	2%	0%	0%	C	0.085	F	0.714	1800	G	2002
				From:	69-622											
				To:	US 340											
624	2.05	640	R								NA		NA		05/15/2000	
				From:	Dead End											
				To:	69-682											
624	0.79	1200	G	93%	2%	3%	1%	1%	0%	F	0.110	F	0.555	1200	G	2002
				From:	69-622											
				To:	69-689 SOUTH											
624	1.61	890	G	93%	2%	3%	1%	1%	0%	C	0.108	F	0.622	900	G	2002
				From:	69-689 NORTH											
624	0.56	1500	R								NA		NA		05/01/2000	
				From:	US 340 BUS											
624	0.94	280	R								NA		NA		1997	
				From:	69-632											
				To:	Dead End											
626	1.70	200	R								NA		NA		05/18/2000	
				From:	Dead End											
				To:	69-627											
626	1.20	430	R								NA		NA		1997	
				From:	69-689											
				To:	69-689											
627	0.50	50	R								NA		NA		05/18/2000	
				From:	Dead End											
				To:	0.50 MN Dead End											
627	0.50	70	R								NA		NA		05/18/2000	
				From:	69-626											
				To:	69-611											
628	2.20	210	R								NA		NA		1997	
				From:	69-689											
				To:	69-689											
629	0.76	70	R								NA		NA		05/18/2000	
				From:	Dead End											
				To:	0.77 MN Dead End											
629	0.11	180	R								NA		NA		05/18/2000	
				From:	69-689 NORTH											
				To:	69-689 SOUTH											
629	2.39	260	R								NA		NA		05/22/2000	
				From:	69-611											
				To:	69-611											
629	1.00	520	R								NA		NA		1997	
				From:	69-630 EAST											
				To:	69-630 EAST											
629	0.95	770	R								NA		NA		1997	
				From:	US 340 BUS SOUTH											
				To:	US 340 BUS NORTH											
629	0.10	200	R								NA		NA		05/01/2000	
				From:	0.10 MW US 340 BUS											
				To:	0.10 MW US 340 BUS											
629	0.72	170	R								NA		NA		05/01/2000	
				From:	69-638 EAST											
				To:	69-638 EAST											

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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							
Page County																
629	0.90	60	R			From: 69-638 WEST To: 69-616					NA			NA		05/01/2000
630	0.05	20	R			From: 69-629 WEST To: 0.06 ME 69-629					NA			NA		1997
630	0.51	10	R			From: 69-629 EAST To: 69-611					NA			NA		05/18/2000
631	0.50	840	R			From: US 340 BUS To: 69-632 SOUTH					NA			NA		05/22/2000
631	0.50	380	R			From: 69-633 To: 69-638					NA			NA		05/01/2000
631	0.90	300	R			From: 69-632 SOUTH To: 69-633					NA			NA		1997
632	0.12	490	R			From: 69-638 To: 69-624					NA			NA		1997
632	1.43	280	R			From: 69-631 SOUTH To: 69-631 NORTH					NA			NA		05/01/2000
632	0.40	230	R			From: 69-631 NORTH To: US 340 BUS					NA			NA		1997
633	1.55	460	R			From: 69-616 To: 69-638					NA			NA		05/01/2000
633	1.80	430	R			From: 69-638 To: US 340 BUS					NA			NA		05/18/2000
634	1.20	210	R			From: 69-635 To: 69-616					NA			NA		05/15/2000
634	0.90	20	R			From: 69-616 To: Dead End					NA			NA		05/01/2000
635	2.20	320	R			From: 69-636 To: 69-760					NA			NA		05/01/2000
635	0.50	650	G	97%	1%	1%	0%	0%	0%	C	0.117	F	0.5	660	G	2002
636	1.29	170	R			From: US 340 BUS EAST To: 1.29 MW US 340 BUS					NA			NA		1997
636	0.58	80	R			From: 1.29 MW US 340 BUS To: 1.88 MW US 340 BUS					NA			NA		05/01/2000
636	0.13	140	R			From: 1.88 MW US 340 BUS To: 69-635					NA			NA		1997
636	0.30	330	R			From: 69-635 To: 69-616 NORTH					NA			NA		1997
636	0.34	100	R			From: 69-616 SOUTH To: US 340 BUS WEST					NA			NA		05/01/2000
637	1.70	270	R			From: 69-634 To: 69-688					NA			NA		1997
637	0.81	240	R			From: 69-688 To: 69-633					NA			NA		1997

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						2Axle	3+Axle	1Trail	2Trail							
Page County																
638	2.44	780	R			From: 69-650					NA			NA		05/01/2000
638	0.62	2200	G	98%	0%	To: 69-621				F	0.088	F	0.605	2300	G	2002
						To: SCL STANLEY										
Town of Stanley																
638	0.16	2500	G	98%	0%	From: SCL STANLEY				F	0.096	F	0.602	2600	G	2002
638	0.40	1800	G	98%	0%	To: 69-622 WEST				C	0.084	F	0.53	1800	G	2002
						From: 69-622 EAST										
						To: US 340 BUS EAST										
638	1.11	1200	G	98%	0%	From: US 340 BUS WEST				F	0.085	F	0.613	1200	G	2002
						To: NCL STANLEY										
Page County																
638	0.67	880	G	98%	0%	From: NCL STANLEY				F	0.081	F	0.538	890	G	2002
638	1.55	880	G	98%	0%	To: 69-688				F	0.109	F	0.671	900	G	2002
638	3.10	1100	G	98%	0%	From: 69-633				F	0.125	F	0.552	1100	G	2002
638	0.23	1100	G	98%	0%	To: 69-639 NORTH				F	0.092	F	0.524	1100	G	2002
						From: 69-639										
						To: SCL LURAY										
639	0.20	640	R			From: US 340 BUS					NA			NA		1996
639	0.70	920	G	97%	0%	To: 69-638 SOUTH				C	0.102	F	0.576	930	G	2002
						From: 69-638										
						To: 69-616										
640	1.44	250	R			From: 69-629					NA			NA		05/18/2000
						To: 69-642										
641	0.80	190	R			From: 69-640					NA			NA		05/18/2000
						To: 69-689										
642	1.60	780	G	95%	0%	From: 69-689				C	0.182	F	0.878	790	G	2002
						To: US 340 BUS										
643	0.05	40	R			From: Dead End					NA			NA		05/22/2000
						To: ECL LURAY										
644	0.55	90	R			From: Dead End					NA			NA		05/22/2000
644	1.85	150	R			To: 69-616					NA			NA		05/18/2000
						From: 69-616										
						To: US 211										
645	1.00	45	R			From: Dead End					NA			NA		05/18/2000
						To: 69-647										
646	2.10	170	R			From: 69-616 SOUTH					NA			NA		05/22/2000
646	0.05	90	R			To: US 211 WEST					NA			NA		1997
						From: 0.05 MN US 211										

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						2Axle	3+Axle	1Trail	2Trail							
Page County																
(646)	1.80	20	R			From: 0.05 MN US 211					NA			NA		05/18/2000
(646)	0.10	60	R			From: 69-766					NA			NA		1997
(646)	1.65	280	R			From: US 211 EAST					NA			NA		05/18/2000
(646)						To: 69-616 NORTH										
(647)	0.58	340	R			From: WCL LURAY					NA			NA		05/18/2000
(647)						To: 69-652 NORTH										
(647)	0.15	380	R			From: 69-652 SOUTH					NA			NA		1997
(647)						To: 0.15 MN 69-652										
(647)	0.56	50	R			From: 69-645					NA			NA		05/18/2000
(647)	0.80	50	R			To: 69-766					NA			NA		05/18/2000
(648)	0.80	280	R			From: US 340					NA			NA		05/25/2000
(648)						To: 69-658										
(648)	0.46	200	R			To: 69-654					NA			NA		05/25/2000
(649)	0.10	130	R			From: Dead End					NA			NA		06/01/2000
(649)						To: ECL LURAY										
(650)	1.53	430	G	92%	1%	3%	3%	1%	0%	F	0.106	F	0.528	440	G	2002
(650)	3.00	390	R			From: 69-602					NA			NA		1997
(650)	1.45	710	G	92%	1%	3%	3%	1%	0%	F	0.116	F	0.614	720	G	2002
(650)	0.74	2000	G	92%	1%	3%	3%	1%	0%	C	0.082	F	0.577	2000	G	2002
(650)						To: US 340 BUS; 69-636										
(651)	0.41	40	R			From: US 340					NA			NA		05/01/2000
(651)	0.04	40	R			From: 0.42 MN US 340					NA			NA		05/01/2000
(651)						To: 69-685										
(652)	0.82	830	R			From: US 211					NA			NA		05/18/2000
(652)	1.42	590	R			From: 69-647 EAST					NA			NA		1997
(652)	1.51	120	R			From: 69-675					NA			NA		1997
(652)						To: NCL LURAY										
(653)	0.09	70	R			From: 69-675					NA			NA		05/30/2000
(653)						To: 0.09 MN 69-675										
(653)	1.00	70	R			To: 69-654					NA			NA		05/30/2000
(654)	0.79	270	R			From: 69-615					NA			NA		1997
(654)						To: 0.79 E 69-615 Gap Terminus										

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						2Axle	3+Axle	1Trail	2Trail							
Page County																
(654)	0.70	90	R			From: 0.70 W 69-675 Gap Terminus					NA			NA		05/30/2000
						To: 69-675 SOUTH										
(654)	2.88	180	R			From: 69-675 NORTH					NA			NA		1997
						To: 69-648										
(654)	1.30	30	R			From: 69-648					NA			NA		05/30/2000
						To: 69-660										
(654)	1.30	60	R			From: 69-660					NA			NA		05/25/2000
						To: US 340										
(654)	1.40	40	R			From: US 340					NA			NA		1997
						To: 69-611										
(655)	0.08	46	R			From: ECL Luray					NA			NA		1997
						To: Dead End										
(656)	0.13	1500	R			From: US 211					NA			NA		06/01/2000
						To: 69-709										
(656)	1.40	410	R			From: 69-709					NA			NA		1997
						To: 69-658 EAST										
						From: 69-658 WEST										
(656)	1.50	140	R			From: 69-658 WEST					NA			NA		05/25/2000
						To: 69-611										
(657)	0.90	140	R			From: 69-656					NA			NA		05/25/2000
						To: 69-658										
(658)	0.80	90	R			From: 69-648					NA			NA		06/01/2000
						To: US 340										
(658)	1.10	230	R			From: US 340					NA			NA		05/25/2000
						To: 69-656 WEST										
(658)	0.50	360	R			From: 69-656 WEST					NA			NA		05/25/2000
						To: 69-656 EAST										
(658)	0.58	230	R			From: 69-656 EAST					NA			NA		05/25/2000
						To: 69-657										
(658)	0.02	380	R			From: 69-657					NA			NA		05/25/2000
						To: 69-611 WEST										
(658)	0.60	280	R			From: 69-611 WEST					NA			NA		05/25/2000
						To: 69-611 EAST										
(658)	1.20	270	R			From: 69-611 EAST					NA			NA		05/25/2000
						To: 69-674										
(658)	0.40	510	R			From: 69-674					NA			NA		1997
						To: 69-612										
(658)	1.70	130	R			From: 69-612					NA			NA		1997
						To: SHENANDOAH NATL PK BNDY										
(659)	1.30	390	R			From: 69-635					NA			NA		1997
						To: 69-637										
(660)	0.34	200	R			From: 69-656					NA			NA		05/25/2000
						To: 0.34 ME 69-656										
(660)	0.26	220	R			From: 0.34 ME 69-656					NA			NA		05/25/2000
						To: US 340										
(660)	0.90	260	R			From: US 340					NA			NA		1997
						To: 69-654										

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						2Axle	3+Axle	1Trail	2Trail							
Page County																
660	0.50	220	R			From: 69-654					NA			NA		05/25/2000
						To: Dead End										
661	1.60	140	R			From: Dead End					NA			NA		05/25/2000
						To: US 340 NORTH										
661	1.70	420	R			From: US 340 SOUTH					NA			NA		1997
						To: 69-611										
662	1.44	240	G	97%	0%	2%	0%	0%	0%	C	0.114	F	0.667	240	G	2002
						From: 69-605										
662	1.79	60	R			From: 69-705					NA			NA		06/01/2000
						To: US 340 NORTH										
662	2.14	120	R			From: US 340					NA			NA		05/25/2000
						To: Dead End										
663	1.40	180	R			From: Dead End					NA			NA		05/25/2000
						To: 1.00 ME Dead End										
664	1.00	140	R			From: US 340 SOUTH					NA			NA		05/25/2000
						To: US 340 NORTH										
664	0.25	60	R			From: Dead End					NA			NA		05/25/2000
						To: US 340										
665	0.20	140	R			From: Dead End					NA			NA		05/25/2000
						To: 69-612 SOUTH										
666	0.60	70	R			From: 0.60 MN 69-612					NA			NA		05/25/2000
						To: Dead End Gap Termin										
666	0.21	50	R			From: 69-612 NORTH					NA			NA		05/25/2000
						To: 69-669										
667	2.80	330	G	97%	0%	2%	0%	0%	0%	F	0.094	F	0.610	340	G	2002
						From: 69-611 NORTH										
667	1.30	900	G	97%	0%	2%	0%	0%	0%	C	0.091	F	0.615	920	G	2002
						To: US 211 BUS										
668	2.56	250	R			From: 69-689					NA			NA		1997
						To: 69-669										
669	0.81	800	G	95%	1%	1%	2%	0%	0%	C	0.094	F	0.581	810	G	2002
						From: 69-611 NORTH										
669	1.49	690	G	95%	1%	1%	2%	0%	0%	F	0.094	F	0.588	700	G	2002
						From: 69-696										
669	0.05	310	R			From: 69-738					NA			NA		1995
						To: 69-667										

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						2Axle	3+Axle	1Trail	2Trail							
Page County																
669	1.00	140	R													1997
669	1.00	50	R													05/25/2000
670	1.10	80	R													05/18/2000
670	0.50	60	R													05/18/2000
670	0.02	60	R													05/18/2000
671	0.03	20	R													05/18/2000
671	0.61	20	R													05/18/2000
672	0.60	60	R													05/22/2000
672	0.93	30	R													05/18/2000
672	0.20	3	R													05/18/2000
673	0.80	200	R													1997
673	0.30	70	R													1997
674	0.30	570	R													1997
675	2.67	1800	G	96%	0%	2%	0%	0%	0%	C	0.084	F	0.517	1800	G	2002
675	0.46	1200	G	96%	0%	2%	0%	0%	0%	F	0.079	F	0.569	1200	G	2002
675	0.34	450	G	96%	0%	2%	0%	0%	0%	F	0.087	F	0.607	460	G	2002
675	1.13	390	G	96%	0%	2%	0%	0%	0%	F	0.101	F	0.52	400	G	2002
675	2.65	290	G	96%	0%	2%	0%	0%	0%	F	0.121	F	0.639	290	G	2002
676	0.50	80	R													1997
677	0.40	510	R													1997
Town of Stanley																
678	0.04	1300	R													05/01/2000

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						2Axle	3+Axle	1Trail	2Trail							
Town of Stanley																
(678)	0.19	350	R			From: 69-734 SOUTH					NA			NA		05/30/2000
(678)	0.14	170	R			From: 69-734 NORTH					NA			NA		05/30/2000
						To: Dead End										
(679)	0.33	250	R			From: 69-689					NA			NA		06/01/2000
						To: 69-689										
Page County																
(680)	0.30	290	R			From: Dead End					NA			NA		05/18/2000
(680)	0.50	290	R			From: 0.30 MN Dead End					NA			NA		05/18/2000
						To: 69-611										
(681)	0.60	120	R			From: 69-673					NA			NA		1997
						To: 69-603										
(682)	0.81	130	R			From: SHEN NATL PK BNDY					NA			NA		1997
(682)	2.88	220	R			From: 0.81 MW OF PK BNDY					NA			NA		1997
						To: 69-624										
Town of Shenandoah																
(683)	0.38	1100	G	98%	1%	1%	1%	0%	0%	C	0.073	F	0.541	1100	G	2002
(683)	0.35	320	R			From: 69-1013					NA			NA		1997
(683)	0.73	350	R			From: 69-706; 69-780					NA			NA		05/01/2000
						To: NCL SHENANDOAH										
Page County																
(683)	0.70	240	R			From: NCL SHENANDOAH					NA			NA		05/01/2000
						To: US 340										
(684)	2.29	490	R			From: 69-675					NA			NA		05/30/2000
(684)	1.11	560	R			From: 2.30 MN 69-675					NA			NA		1997
(684)	0.50	440	R			From: GW NATL FOR BNDY					NA			NA		05/30/2000
(684)	1.65	460	R			From: 0.50 MN OF FOR BNDY					NA			NA		1997
(684)	3.05	260	R			From: 2.15 MN OF FOR BNDY					NA			NA		05/30/2000
(684)	0.50	20	R			From: 69-717					NA			NA		05/30/2000
(684)	0.20	200	R			From: Dead End Gap Terminus					NA			NA		1996
(684)	0.87	480	R			From: 0.20 MS OF Gap Terminus					NA			NA		05/25/2000
						To: US 340										
(685)	2.91	320	R			From: US 340 SOUTH					NA			NA		1997
						To: 69-651										

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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							
Page County																
(685)	0.60	320	R			From: 69-651 To: US 340 NORTH					NA			NA		1997
(686)	0.25	30	R			From: US 340 To: 69-662					NA			NA		05/25/2000
(687)	0.30	100	R			From: 69-611 To: 0.30 ME 69-611					NA			NA		05/18/2000
(687)	0.15	100	R			From: 0.30 ME 69-611 To: Dead End					NA			NA		05/18/2000
(688)	1.10	60	R			From: 69-638 To: 69-637					NA			NA		1996
Town of Stanley																
(689)	0.48	2300	G	94%	1%	2%	1%	1%	0%	C	0.08	F	0.642	2400	G	2002
Page County																
(689)	0.33	2300	N	94%	1%	2%	1%	1%	0%	N	0.08	N	0.642	2400	N	2002
(689)	0.99	2200	G	94%	1%	2%	1%	1%	0%	F	0.085	F	0.551	2300	G	2002
(689)	4.17	860	G	94%	1%	2%	1%	1%	0%	F	0.098	F	0.536	870	G	2002
(689)	2.67	900	G	94%	1%	2%	1%	1%	0%	F	0.099	F	0.604	920	G	2002
(689)	1.20	1300	G	94%	1%	2%	1%	1%	0%	F	0.099	F	0.59	1300	G	2002
(690)	0.10	50	R			From: Dead End To: 69-689					NA			NA		05/22/2000
(690)	0.50	60	R			From: 69-689 To: 69-629					NA			NA		05/18/2000
(691)	0.06	310	R			From: 69-763 To: 69-602					NA			NA		1995
(691)	0.20	570	R			From: 69-602 To: 69-711					NA			NA		1995
(691)	0.11	210	R			From: 69-711 To: Dead End					NA			NA		1995
(692)	0.09	130	R			From: Dead End To: 69-721					NA			NA		04/27/2000
(692)	0.17	320	R			From: 69-721 To: 69-763					NA			NA		04/27/2000
(692)	0.08	940	R			From: 69-763 To: 69-602					NA			NA		1997
(692)	0.07	250	R			From: 69-602 To: ECL SHENANDOAH					NA			NA		04/27/2000
(693)	0.15	180	R			From: Dead End To: US 340					NA			NA		1997

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						2Axle	3+Axle	1Trail	2Trail							
Page County																
693	0.26	90	R			From: US 340					NA		NA			1997
						To: Dead End										
694	0.40	60	R			From: Dead End					NA		NA			05/01/2000
						To: 69-626										
695	0.50	50	R			From: 69-689					NA		NA			05/18/2000
						To: 69-689										
696	1.10	200	R			From: Dead End					NA		NA			05/22/2000
						To: 69-669										
697	0.55	5	R			From: 69-662					NA		NA			05/25/2000
						To: Dead End										
698	0.70	110	R			From: 69-654					NA		NA			05/25/2000
						To: Dead End										
699	0.30	20	R			From: US 340					NA		NA			06/01/2000
						To: Dead End										
700	0.20	70	R			From: US 340					NA		NA			05/25/2000
						To: 0.20 MN US 340										
700	0.17	20	R			From: Dead End					NA		NA			05/25/2000
						To: Dead End										
701	0.70	150	R			From: Dead End					NA		NA			05/18/2000
						To: 69-611										
702	0.04	70	R			From: Dead End					NA		NA			04/27/2000
						To: SCL SHENANDOAH										
Town of Shenandoah																
702	0.27	170	R			From: SCL SHENANDOAH					NA		NA			04/27/2000
						To: 69-602										
702	0.15	240	R			From: 69-1006					NA		NA			04/27/2000
						To: 69-1006										
Town of Stanley																
703	0.15	160	R			From: US 340					NA		NA			05/30/2000
						To: Dead End										
Town of Shenandoah																
704	0.28	290	R			From: Dead End					NA		NA			1997
						To: US 340										
704	0.12	840	R			From: CL Shenandoah					NA		NA			1997
						To: CL Shenandoah										
Page County																
704	0.03	840	N			From: CL Shenandoah					NA		0	N		1997
						To: Dead End										
705	0.70	50	R			From: 69-662					NA		NA			05/25/2000
						To: Dead End										

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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							
Town of Shenandoah																
(706) Junior Ave	0.25	260	G	99%	0%	1%	0%	0%	0%	C	0.103	F	0.615	260	G	2002
				From:	69-683											
				To:	US 340											
(707)	0.09	580	R								NA		NA			1995
				From:	69-602											
				To:	69-602											
(708)	0.21	270	R								NA		NA			1995
				From:	1ST STREET											
(708)	0.36	610	G	99%	0%	1%	0%	0%	0%	C	0.087	F	0.724	620	G	2002
				From:	US 340											
				To:	69-719 ECL SHENANDOAH											
Page County																
(709)	1.05	660	R								NA		NA			05/25/2000
				From:	Dead End											
				To:	69-656											
(710)	0.48	100	R								NA		NA			05/01/2000
				From:	US 340											
				To:	Dead End											
(711)	0.15	390	R								NA		NA			1995
				From:	ECL SHENANDOAH											
(711)	0.30	180	R								NA		NA			1995
				From:	69-691											
				To:	69-602											
Town of Shenandoah																
(712)	0.31	320	R								NA		NA			1995
				From:	N 1st Street											
				To:	US 340											
Page County																
(713)	0.20	110	R								NA		NA			05/01/2000
				From:	Dead End											
				To:	US 340											
(714)	0.15	30	R								NA		NA			05/18/2000
				From:	Dead End											
				To:	69-611											
Town of Stanley																
(715)	0.06	10	R								NA		NA			05/01/2000
				From:	69-638											
				To:	Dead End											
(716)	0.14	140	R								NA		NA			05/30/2000
				From:	US 340											
				To:	NCL STANLEY											
Page County																
(717)	1.75	70	R								NA		NA			05/30/2000
				From:	69-684											
(717)	3.75	60	R								NA		NA			05/30/2000
				From:	1.75 MN 69-684											
				To:	Warren County Line											
(718)	0.05	120	R								NA		NA			05/30/2000
				From:	69-731											
(718)	0.82	80	R								NA		NA			05/30/2000
				From:	0.05 MN 69-731											
				To:	US 340											
(719)	0.08	130	R								NA		NA			04/27/2000
				From:	Dead End											
(719)	0.12	260	R								NA		NA			04/27/2000
				From:	69-721											
				To:	69-708 ECL SHENAN.											

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						2Axle	3+Axle	1Trail	2Trail							
Town of Shenandoah																
719	0.10	240	R			From: 69-708 ECL SHENAN.					NA		NA			04/27/2000
719	0.10	160	R			From: 69-602					NA		NA			04/27/2000
						To: 69-1006										
720	0.34	280	R			From: Dead End					NA		NA			04/27/2000
720	0.18	240	R			From: 69-602					NA		NA			04/27/2000
						To: 69-1006										
721	0.09	160	R			From: 69-720					NA		NA			04/27/2000
						To: ECL SHENANDOAH										
Page County																
721	0.05	160	R			From: ECL SHENANDOAH					NA		NA			04/27/2000
721	0.08	160	R			From: 69-719					NA		NA			04/27/2000
						To: 69-692										
722	0.10	50	R			From: Dead End					NA		NA			05/18/2000
						To: 69-611										
723	0.80	480	R			From: Dead End					NA		NA			05/01/2000
						To: 69-638										
724	0.08	120	R			From: Dead End					NA		NA			06/01/2000
						To: CL Stanley										
Town of Stanley																
724	0.15	120	N			From: CL Stanley					NA		0	N		06/01/2000
						To: 69-679										
Town of Shenandoah																
725	0.18	130	R			From: 69-1020					NA		NA			04/27/2000
725	0.10	130	R			From: 69-712					NA		NA			1995
						To: 69-729										
Page County																
726	0.35	90	R			From: US 340					NA		NA			05/01/2000
						To: Dead End										
727	0.33	100	R			From: Dead End					NA		NA			1997
						To: 69-619										
Town of Shenandoah																
728	0.12	80	R			From: 69-1020					NA		NA			1997
728	0.20	70	R			From: 69-706					NA		NA			1997
						To: 69-729										
729	0.23	400	R			From: 69-780					NA		NA			1997
729	0.12	640	R			From: US 340					NA		NA			1997
						To: Dead End										

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						2Axle	3+Axle	1Trail	2Trail							
Town of Stanley																
(730)	0.19	90	R			From: BEGIN LOOP					NA			NA		06/01/2000
(730)	0.06	110	R			From: END LOOP					NA			NA		05/30/2000
						To: US 340 BUS										
Page County																
(731) Collins Rd	0.31	3800	G	95%	0%	3%	1%	2%	0%	C	0.094	F	0.82	3800	G	2002
(732)	0.89	190	R			From: US 340					NA			NA		05/15/2000
						To: Dead End										
Town of Stanley																
(733)	0.11	80	R			From: Dead End					NA			NA		06/01/2000
						To: 69-638										
(734)	0.30	120	R			From: 69-678					NA			NA		05/01/2000
						To: 69-678										
Page County																
(735)	0.12	290	R			From: Dead End					NA			NA		1997
						To: SCL LURAY										
(736)	0.35	80	R			From: 69-629					NA			NA		05/18/2000
						To: Dead End										
(737)	0.17	110	R			From: 69-624					NA			NA		05/01/2000
						To: Dead End										
(738)	0.28	170	R			From: 69-669					NA			NA		05/18/2000
						To: Dead End										
(739)	0.16	40	R			From: US 211 US 340 BUS					NA			NA		1997
						To: Dead End										
(740)	0.70	240	R			From: BEGIN LOOP					NA			NA		06/01/2000
(740)	0.01	490	R			From: END LOOP					NA			NA		06/01/2000
						To: 69-709										
(741)	0.09	300	R			From: 69-631					NA			NA		1997
						To: Dead End										
(742)	0.19	60	R			From: 69-638					NA			NA		1997
						To: Dead End										
Town of Stanley																
(743)	0.03	47	R			From: SCL STANLEY					NA			NA		06/01/2000
						To: 69-724										
(744)	0.15	140	R			From: 69-622					NA			NA		06/01/2000
						To: Dead End										
Page County																
(745)	0.20	130	R			From: 69-692; 69-1006					NA			NA		1995
						To: 69-691										

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						2Axle	3+Axle	1Trail	2Trail							
Page County																
(746)	0.30	60	R			From: Dead End To: 69-669					NA			NA		1997
(747)	0.16	120	R			From: Dead End To: 69-611					NA			NA		05/25/2000
Town of Stanley																
(748)	0.43	1000	R			From: US 340 BUS To: Cul-de-Sac					NA			NA		05/01/2000
(749)	0.14	520	R			From: Dead End To: 69-734					NA			NA		05/30/2000
Page County																
(750)	0.52	130	R			From: 69-604 To: Dead End					NA			NA		04/27/2000
(759)	2.60	590	G	95%	0%	3%	1%	1%	0%	C	0.084	F	0.708	600	G	2002
(759)	1.89	310	R			From: 69-607 To: 1.89 ME 69-607					NA			NA		05/01/2000
(759)	1.76	47	R			From: 1.89 ME 69-607 To: Dead End					NA			NA		05/01/2000
Town of Stanley																
(760)	0.13	1000	G	96%	0%	2%	2%	0%	0%	C	0.1	F	0.546	1000	G	2002
Page County																
(760)	0.47	1000	N	96%	0%	2%	2%	0%	0%	N	0.1	N	0.546	1000	N	2002
(761)	0.40	30	R			From: 69-611 To: Dead End					NA			NA		05/22/2000
(762)	0.40	80	R			From: Dead End To: 69-615					NA			NA		05/30/2000
(763)	1.40	500	R			From: 69-692 To: 69-603					NA			NA		1997
(764)	0.15	150	R			From: 69-675 To: Dead End					NA			NA		1997
(765)	0.01	60	R			From: 69-675 To: 0.01 MW 69-675					NA			NA		05/30/2000
(765)	0.11	60	R			From: 0.01 MW 69-675 To: Dead End					NA			NA		05/30/2000
(766)	1.15	70	R			From: US 211 WEST To: US 211 EAST					NA			NA		05/18/2000
Town of Stanley																
(767)	0.15	540	R			From: US 340 BUS To: CL Stanley					NA			NA		06/01/2000

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						2Axle	3+Axle	1Trail	2Trail							
Page County																
(767)	0.35	540	N			From: CL Stanley					NA			0	N	06/01/2000
						To: Dead End										
(768)	0.17	320	R			From: 69-723					NA			NA		05/01/2000
(768)	0.20	1100	R			From: 0.17 MN 69-723					NA			NA		05/01/2000
						To: 69-622										
(770)	0.19	100	R			From: US 340					NA			NA		06/01/2000
						To: Dead End										
(772)	0.48	90	R			From: Dead End					NA			NA		05/01/2000
						To: 69-615										
(773)	0.33	NA				From: 69-00662(B)/					NA			NA		
						To: 69-00662(B)/										
(775)	0.14	80	R			From: Dead End					NA			NA		05/01/2000
						To: US 340										
Town of Shenandoah																
(780)	0.19	90	R			From: 69-683; 69-706					NA			NA		04/27/2000
						To: 69-729										
Page County																
(1001)	0.22	40	R			From: Dead End					NA			NA		1997
(1001)	0.05	220	R			From: 69-1003					NA			NA		1997
(1001)	0.04	460	R			From: 69-1002					NA			NA		1997
						To: US 340										
(1002)	0.15	190	R			From: 69-1001					NA			NA		1997
(1002)	0.22	100	R			From: 69-1003					NA			NA		1997
						To: Dead End										
(1003)	0.11	70	R			From: Dead End					NA			NA		1997
(1003)	0.18	30	R			From: 69-1001					NA			NA		1997
						To: 69-1002										
Town of Shenandoah																
(1004)	0.21	1400	R			From: 69-683					NA			NA		1995
(1004)	0.15	640	R			From: US 340					NA			NA		1995
						To: 69-1008										
(1005)	0.09	80	R			From: 69-706					NA			NA		1997
						To: 69-712										
(1006)	0.08	220	R			From: US 340					NA			NA		1995
(1006)	0.42	500	R			From: 69-1015 Gap Terminus					NA			NA		1995
						To: 69-1009 Gap Terminus										
						To: 69-692; 69-745										

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						2Axle	3+Axle	1Trail	2Trail							
Town of Shenandoah																
1007	0.26	280	R			From: Dead End					NA			NA		1997
1007	0.06	560	R			From: US 340					NA			NA		1997
1007						To: Dead End										
1008	0.20	120	R			From: Shenvadale Ave					NA			NA		04/27/2000
1008	0.20	150	R			From: 69-602					NA			NA		04/27/2000
1008						To: 69-1004										
1009	0.42	NA				From: Dead End					NA			NA		
1009	0.04	110	R			From: 69-1004					NA			NA		1995
1009						To: 69-1006										
1010	0.07	160	R			From: US 340 NCL SHENAN.					NA			NA		1997
1010	0.02	60	R			From: 69-1011					NA			NA		1997
1010						To: Dead End										
1011	0.14	100	R			From: 69-1012					NA			NA		1997
1011						To: 69-1010										
1012	0.10	180	R			From: US 340					NA			NA		1997
1012	0.23	100	R			From: 69-1011					NA			NA		1997
1012						To: Dead End										
1013	0.08	90	R			From: 69-708					NA			NA		1995
1013	0.34	280	R			From: 69-602					NA			NA		1995
1013						To: 69-683										
1015	0.07	210	R			From: 69-708					NA			NA		1997
1015	0.34	270	R			From: 69-602					NA			NA		1995
1015	0.10	160	R			From: 69-1006					NA			NA		1995
1015						To: 69-683										
1016	0.07	440	R			From: 69-683					NA			NA		04/27/2000
1016	0.08	620	R			From: 69-1013					NA			NA		1995
1016	0.07	710	R			To: 69-1015					NA			NA		1995
1016	0.07	450	R			From: US 340					NA			NA		04/27/2000
1016	0.07	310	R			From: 69-1014					NA			NA		04/27/2000
1016	0.08	280	R			From: 69-1008					NA			NA		04/27/2000
1016						To: 69-702; 7th St										

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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							
Town of Shenandoah																
(1016)	0.07	200	R			From: 69-702; 7th St					NA		NA			04/27/2000
(1016)	0.07	110	R			From: 69-702					NA		NA			04/27/2000
						To: 69-719										
(1017)	0.40	520	R			From: Dead End					NA		NA			04/27/2000
						To: 69-707										
(1019)	0.14	NA				From: Dead End/					NA		NA			
						To: 69-01023(B)/										
(1020)	0.20	290	R			From: 69-683					NA		NA			04/27/2000
						To: US 340										
(1022)	0.13	NA				From: Dead End/					NA		NA			
						To: 69-01023(R)/RT 1023(L)/										
(1023)	0.21	NA				From: Page County Line; 69-693					NA		NA			
(1023)	0.12	NA				From: Liberty Ave					NA		NA			
						To: 69-1022 RT 1023										
(1027)	0.04	NA				From: 69-692; 69-745; 69-1006					NA		NA			
						To: CL Shenandoah										
Page County																
(1027)	0.17	NA				From: CL Shenandoah					NA		NA			
						To: BANK STREET										
(1105)	0.29	80	R			From: 69-652					NA		NA			05/30/2000
						To: Dead End										
(1116)	0.17	120	R			From: US 211 BUS					NA		NA			06/01/2000
(1116)	0.11	40	R			From: 69-1117					NA		NA			06/01/2000
						To: Dead End										
(1117)	0.18	50	R			From: Cul-de-Sac					NA		NA			06/01/2000
						To: 69-1116										
Town of Stanley																
(9303)	0.21	450	R			From: STANLEY SCHOOL					NA		NA			05/30/2000
						To: 69-638										
Page County																
(9304)	0.04	70	R			From: SPRINGFIELD SCHOOL					NA		NA			1995
						To: US 340										
(9564)	0.10	180	R			From: GROVE HILL SCHOOL					NA		NA			1997
						To: US 340										
(9878)	0.42	1300	R			From: PAGE CO HIGH SCH					NA		NA			1997
						To: US 340										
(600 _{R2})	0.60	90	R			From: Dead End					NA		NA			08/07/2000
						To: Rockingham County Line										

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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								
Page County																	
(601) 82	0.50	240	R			From: Page County Line To: Dead End					NA			NA		1997	
(730) 85	1.00	80	R			From: Shenandoah County Line To: Page County Line East					NA			NA		05/09/2002	
Town of Luray																	
(1) 159	Collins Rd	0.69	2200	G	98%	0%	1%	0%	0%	0%	F	0.089	F	0.503	2200	G	2002
						From: 0.69 MS of NCL Luray To: NCL Luray; 69-731											
(2) 159	Lee St	0.18	1600	G	98%	0%	1%	0%	0%	0%	C	0.099	F	0.65	1600	G	2002
						From: Bus US 211 Main St To: Mechanic St											
(3) 159	Hawksbill St	0.49	1300	G	98%	0%	1%	0%	0%	0%	F	0.085	F	0.516	1300	G	2002
						From: US 211 Main St To: US 211 Bypass											
(4) 159	Linden Ave	0.19	1000	G	98%	0%	1%	0%	0%	0%	F	0.085	F	0.538	1000	G	2002
						From: Bus US 340 To: Hawksbill Hts Dr											
(5) 159		0.04	NA			From: 159-4 Gap Terminus Big Spring St To: PRING ST. Hawksbill Heights Dr					NA			NA			
(6) 159	Collins Rd	0.26	2100	G	98%	0%	1%	0%	0%	0%	F	0.089	F	0.565	2100	G	2002
						From: Lee Hwy To: 0.26 MN of Lee Hwy; 159-1											
(1954) 159	Mechanic St	0.42	2500	G	96%	0%	2%	1%	1%	0%	F	0.095	F	0.527	2500	G	2002
						From: WCL Luray To: Lee St											
(1954) 159	Mechanic St	0.38	2300	G	96%	0%	2%	1%	1%	0%	C	0.097	F	0.527	2400	G	2002
						From: Lee St To: Bus US 340											
(1982) 159	Court St	0.99	1900	G	97%	0%	2%	0%	0%	0%	C	0.08	F	0.513	1900	G	2002
						From: SCL Luray To: West Main St											
(1986) 159	Antioch Rd	0.09	1400	G	97%	0%	2%	0%	0%	0%	F	0.087	F	0.664	1500	G	2002
						From: SCL Luray To: Fairview Rd											
(1987) 159	Leaksville Rd	0.09	2100	G	97%	0%	2%	0%	0%	0%	F	0.091	F	0.565	2100	G	2002
						From: SCL Luray To: Bus US 11											
(1989) 159	Fairview Rd	0.48	1200	G	98%	0%	1%	0%	0%	0%	C	0.084	F	0.578	1200	G	2002
						From: ECL Luray To: Antioch Rd											
(1989) 159	Fairview Rd	0.88	3100	G	98%	0%	1%	0%	0%	0%	F	0.08	F	0.639	3200	G	2002
						From: Reservoir Ave To: Fairview Rd											
(1989) 159	Reservoir Ave	0.44	3400	G	98%	0%	1%	0%	0%	0%	C	0.08	F	0.636	3400	G	2002
						From: Fairview Rd To: Main St US 211 Bus											
(1991) 159	Wallace Rd	0.52	1900	G	96%	0%	1%	0%	2%	0%	C	0.086	F	0.56	1900	G	2002
						From: Bus US 211 To: NCL Luray											
	Marye Lane		310	G								0.101	F	0.533	310	G	2002
						From: Lee Hwy BUS 211 To: Park Ave											
	Seventh St		110	G								0.118	F		110	G	2002
						From: Third Street To: Fourth Street											

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						2Axle	3+Axle	1Trail	2Trail							
Terrace Lane		90	G	From	Dedford Ave					0.092	F	0.529	90	G	2002	
				To	Wilson St											