2003

Virginia Department of Transportation Daily Traffic Volume Estimates

Jurisdiction Report

79

Richmond County
Town of Warsaw

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

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the Peak Hour estimate:
  A   Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
  B   Factor based on other Hour Observed During Less than 250 days 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 design 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

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

29   US Route

7   Virginia State Route

600   Secondary Route

Special Routes

Bus
29   Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route
ALT   ALT - Alternate Route
220   Wye - Wye Route connector

11
P   P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.

600
154   The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Route	From / To	Length	AADT	QA	Year
Richmond County					
3	From: Westmoreland County Line	0.15	5400	G	2003
	To: SR 203 Lyells				
3	From: SR 203 Lyells	1.46	6700	G	2003
	To: 79-653				
3	From: 79-653	0.79	6700	N	2003
	To: NCL Warsaw				
Town of Warsaw					
3	From: NCL Warsaw	0.20	6700	N	2003
	To: SR 3 Bus				
Richmond County					
3	From: SR 3 Bus	1.23	6700	N	2003
	To: US 360, SR 3 Bus				
Town of Warsaw					
3	From: US 360, SR 3 Bus	0.11	7000	G	2003
	To: SCL Warsaw				
Richmond County					
3	From: SCL Warsaw	6.20	7000	N	2003
	To: 79-642 Near Emmerton				
3	From: 79-642 Near Emmerton	3.07	3800	G	2003
	To: 79-692				
3	From: 79-692	2.37	3500	G	2003
	To: 79-608				
3	From: 79-608	2.70	3200	G	2003
	To: Lancaster County Line				
Town of Warsaw					
Bus 3	From: SR 3	0.77	13000	N	2003
	To: US 360				
Bus 3 / 360	From: US 360	0.78	13000	G	2003
	To: SR 3				
Richmond County					
203	From: SR 3 Lyells	0.40	2700	G	2003
	To: Westmoreland County Line				
360	From: Essex County Line	3.98	14000	G	2003
	To: W 79-624				
360	From: W 79-624	0.40	14000	A	2003
	To: WCL Warsaw				
Town of Warsaw					
360	From: WCL Warsaw	2.02	14000	N	2003
	To: W SR 3 Bus				
360	From: W SR 3 Bus	0.78	13000	G	2003
	To: E SR 3 Bus, SR 3				
360	From: E SR 3 Bus, SR 3	0.37	8100	G	2003
	To: ECL Warsaw				
Richmond County					
360	From: ECL Warsaw	4.59	8100	N	2003
	To: 79-661				

Route	From / To	Length	AADT	QA	Year
Richmond County					
360	From: 79-661	2.97	6100	G	2003
	To: Northumberland County Line				
600	From: Lancaster County Line	3.16	410	G	2003
	To: 79-601				
600	From: 79-601	2.23	400	G	2003
	To: 79-604 SOUTH				
600	From: 79-604 SOUTH	0.26	470	G	2003
	To: Northumberland County Line				
601	From: SR 3	2.90	210	R	08/22/2001
	To: 79-600				
602	From: Dead End	1.64	240	R	09/26/2001
	To: 79-607				
602	From: 79-607	0.03	340	R	09/26/2001
	To: SR 3 EAST				
602	From: SR 3 WEST	0.11	200	R	09/26/2001
	To: 79-692				
602	From: 79-692	1.10	500	R	09/26/2001
	To: 79-612				
602	From: 79-612	3.00	140	R	08/22/2001
	To: 79-601				
603	From: 79-601	3.00	30	R	09/05/2001
	To: 79-612				
604	From: Dead End	0.60	20	R	09/05/2001
	To: 79-600				
605	From: 79-606	1.20	20	R	08/22/2001
	To: 1.20 ME 79-606				
605	From: 1.20 ME 79-606	0.50	20	R	08/22/2001
	To: Dead End				
606	From: Dead End	1.33	200	R	1998
	To: 79-673				
606	From: 79-673	1.75	350	G	2003
	To: 79-608				
607	From: Dead End	0.90	230	R	1998
	To: 79-602 Gap Terminus				
607	From: 79-692 Gap Terminus	3.25	590	G	2003
	To: 69-677				
607	From: 79-677	1.65	820	G	2003
	To: 79-617				
607	From: 79-617	0.50	560	G	2003
	To: US 360				
608	From: 79-642	1.03	160	G	2003
	To: 79-610				
608	From: 79-610	0.08	280	G	2003
	To: 79-613				

Route	From / To	Length	AADT	QA	Year
Richmond County					
608	From: 79-613 / To: 79-606	3.37	220	G	2003
608	From: 79-606 / To: SR 3	0.90	1000	G	2003
609	From: Dead End / To: 79-610	1.35	80	R	08/22/2001
610	From: 79-647 / To: 79-657	0.65	80	R	08/22/2001
610	From: 79-657 / To: Dead End; Gap Terminus	0.30	30	R	08/22/2001
610	From: Dead End; Gap Terminus / To: 79-641	0.45	40	R	08/22/2001
610	From: 79-641 / To: 79-608	0.75	100	R	08/22/2001
611	From: 79-613 / To: SR 3	1.50	170	R	08/15/2001
612	From: 79-602 / To: 79-616	1.30	270	R	08/22/2001
612	From: 79-616 / To: 66-600	3.30	300	R	08/22/2001
613	From: 79-608 / To: 79-611	2.50	280	R	08/15/2001
613	From: 79-611 / To: SR 3	0.80	240	R	08/15/2001
614	From: Dead End / To: 79-669	0.07	40	R	08/15/2001
614	From: 79-669 / To: 79-642	2.20	100	R	08/15/2001
614	From: 79-642 / To: 79-615	2.17	120	R	08/15/2001
614	From: 79-615 / To: 79-643	1.84	270	R	08/15/2001
614	From: 79-643 / To: SR 3	0.70	590	G	2003
614	From: SR 3 / To: 79-626	0.35	40	R	08/15/2001
614	From: 79-626 / To: Dead End	1.25	40	R	08/15/2001
615	From: Dead End / To: 79-614	1.40	150	R	1998
616	From: 79-612 / To: 66-600; 66-616	3.90	80	R	09/05/2001
617	From: 79-607 / To: US 360	0.80	790	G	2003
Richmond County					
618	From: 79-661 / To: Northumberland County Line	1.00	290	R	09/05/2001
619	From: SR 3 / To: 79-627	3.10	470	G	2003
619	From: 79-627 / To: US 360	1.42	500	G	2003
619	From: US 360 / To: Westmoreland County Line	2.80	620	G	2003
620	From: Dead End / To: SR 3	0.15	130	R	08/15/2001
620	From: SR 3 / To: US 360	2.31	250	R	09/26/2001
620	From: US 360 / To: Westmoreland County Line	2.79	540	R	09/05/2001
621	From: 79-624 / To: 79-690 WEST	1.80	590	R	08/16/2001
621	From: 79-690 EAST / To: 79-637	2.88	270	R	08/01/2001
621	From: 79-637 / To: Westmoreland County Line	0.10	310	R	08/01/2001
622	From: Dead End / To: 79-625	1.30	30	R	08/06/2001
622	From: 79-625 / To: 79-624 WEST	0.70	80	R	08/06/2001
622	From: 79-624 EAST / To: 79-638 WEST	2.10	80	R	08/06/2001
622	From: 79-638 WEST / To: 79-638 EAST	0.20	210	R	08/16/2001
622	From: 79-638 EAST / To: Westmoreland County Line	0.70	600	G	2003
623	From: 79-624 / To: Westmoreland County Line	1.28	400	R	08/06/2001
624	From: Dead End / To: SCL Warsaw	1.20	110	R	1998
Town of Warsaw					
624	From: SCL Warsaw / To: US 360 EAST	0.10	110	N	1998
Richmond County					
624	From: US 360 WEST / To: 79-634	0.20	2500	G	2003
624	From: 79-634 / To: 79-621	0.80	2100	G	2003
624	From: 79-621 / To: 79-676	1.10	1600	G	2003
624	From: 79-676 / To: 79-636 NORTH	3.27	1200	G	2003

Richmond County

Route	From / To	Length	AADT	QA	Year
624	From: 79-636 NORTH / To: 79-638 SOUTH	3.21	970	G	2003
624	From: 79-638 SOUTH / To: 79-638 NORTH	0.90	1000	G	2003
624	From: 79-638 NORTH / To: Westmoreland County Line	4.56	690	G	2003
625	From: 79-622 / To: Dead End	0.65	9	R	08/06/2001
626	From: SR 3 / To: 79-614	0.40	100	R	08/15/2001
627	From: 79-619 / To: US 360	2.14	350	R	09/05/2001
627	From: US 360 / To: 79-661	0.06	370	R	09/05/2001
628	From: Dead End / To: US 360	0.70	110	R	1998
629	From: 79-620 / To: 79-695	0.17	220	R	09/05/2001
629	From: 79-695 / To: Dead End	0.26	170	R	09/05/2001
630	From: Dead End / To: 79-660	1.25	90	R	08/15/2001
630	From: 79-660 / To: 79-631	1.41	390	G	2003
630	From: 79-631 / To: SR 3	1.69	870	G	2003
631	From: Dead End / To: 79-630	1.30	210	R	1998
632	From: Dead End / To: 79-679	1.79	160	R	1998
632	From: 79-679 / To: 39-698	0.07	250	R	1998
632	From: 79-698 / To: SR 3	0.78	500	R	08/15/2001
633	From: 79-637 / To: 79-690	2.51	10	R	08/01/2001
634	From: Dead End / To: 79-636	0.55	50	R	1998
634	From: 79-636 / To: 79-624	4.06	370	G	2003
635	From: 79-624 / To: 79-636	1.41	140	R	08/01/2001

Richmond County

Route	From / To	Length	AADT	QA	Year
636	From: 79-634 / To: 79-640	1.70	170	R	08/09/2001
636	From: 79-640 / To: 79-624 SOUTH	0.32	230	R	08/09/2001
636	From: 79-624 NORTH / To: 79-637	2.00	140	R	08/09/2001
637	From: Dead End / To: 79-624 WEST	0.70	130	R	08/06/2001
637	From: 79-624 EAST / To: 79-636	1.50	230	R	08/06/2001
637	From: 79-636 / To: 79-690 WEST	2.44	230	R	08/01/2001
637	From: 79-690 EAST / To: 79-621	1.50	130	R	08/01/2001
638	From: Dead End / To: 79-624 SOUTH	3.00	230	R	08/06/2001
638	From: 79-624 MID / To: 79-639	1.40	290	G	2003
638	From: 79-639 / To: 79-622 EAST	1.30	330	G	2003
638	From: 79-622 WEST / To: 79-624 NORTH	2.10	120	R	08/06/2001
639	From: 79-638 / To: Dead End	0.45	70	R	08/06/2001
640	From: 79-636 / To: 79-624	2.50	100	R	08/01/2001
641	From: 79-642 / To: 79-610	1.10	90	R	08/22/2001
642	From: Dead End / To: 79-665	0.04	20	R	1998
642	From: 79-665 / To: 79-681	0.01	60	R	1998
642	From: 79-681 / To: 79-641	1.10	260	R	08/22/2001
642	From: 79-641 / To: 79-608	1.10	290	G	2003
642	From: 79-608 / To: 79-614	0.70	430	G	2003
642	From: 79-614 / To: 79-651	2.28	570	G	2003
642	From: 79-651 / To: SR 3	0.90	760	G	2003
643	From: 79-614 / To: Dead End	1.16	180	R	1998

Route		Length	AADT	QA	Year	Route		Length	AADT	QA	Year
Richmond County						**Richmond County**					
644	From: Dead End	0.46	150	R	09/05/2001	657	From: Dead End	0.90	45	R	1998
	To: 79-656						To: 79-610				
645	From: Dead End	0.70	110	R	08/06/2001	658	From: Dead End	0.52	90	R	1998
	To: Westmoreland County Line						To: 79-619				
646	From: US 360	0.55	60	R	08/06/2001	659	From: Dead End	0.50	20	R	08/01/2001
	To: 0.55 MN US 360						To: 79-690				
646	From: 0.55 MN US 360	0.99	60	R	08/06/2001	660	From: Dead End	0.35	70	R	1998
	To: 79-621						To: 79-672				
647	From: Dead End	0.80	110	R	1998	660	From: 79-672	0.15	140	R	1998
	To: 79-648						To: 79-630				
647	From: 79-648	0.90	170	R	1998	661	From: US 360	1.90	520	R	09/05/2001
	To: 79-610						To: 79-627				
647	From: 79-610	2.40	310	R	08/22/2001	661	From: 79-627	0.08	40	R	09/05/2001
	To: 79-608						To: Dead End				
648	From: 79-647	0.70	40	R	1998	662	From: 79-661	0.70	170	R	09/05/2001
	To: Dead End						To: 79-619				
Town of Warsaw						663	From: 79-620	1.00	60	R	1998
649	From: US 360 WEST	0.34	180	R	09/11/2001		To: Dead End				
	To: US 360 EAST					664	From: 79-637	0.45	110	R	08/01/2001
Richmond County							To: Dead End				
650	From: Dead End	0.90	240	R	09/05/2001	665	From: 79-642	0.10	40	R	1998
	To: 79-619						To: Dead End				
651	From: 79-614	0.20	30	R	08/15/2001	666	From: Dead End	0.06	NA		
	To: 0.20 MN 79-614						To: SR 3				
651	From: 0.20 MN 79-614	1.92	30	R	08/15/2001	667	From: Dead End	0.64	20	R	09/26/2001
	To: 79-642						To: 79-653				
652	From: Dead End	0.53	70	R	08/01/2001	668	From: 79-617	0.15	90	R	1998
	To: 79-683						To: US 360				
652	From: 79-683	1.07	110	R	08/01/2001	669	From: 79-614	0.05	40	R	1998
	To: 79-636						To: Dead End				
653	From: SR 3	0.45	120	R	09/26/2001	670	From: US 360	0.65	200	R	1998
	To: 79-667						To: 79-699				
653	From: 79-667	0.45	70	R	09/26/2001	671	From: Dead End	0.45	70	R	09/05/2001
	To: Dead End						To: 79-619				
654	From: Dead End	1.30	20	R	08/22/2001	672	From: Dead End	0.35	60	R	1998
	To: 79-600						To: 79-660				
655	From: Dead End	1.25	130	R	1998	673	From: Dead End	0.84	80	R	1998
	To: 79-614						To: 79-606				
656	From: Dead End	0.63	80	R	09/05/2001						
	To: 79-644										
656	From: 79-644	0.57	240	R	09/05/2001						
	To: 79-617										

Route	From / To	Length	AADT	QA	Year
Richmond County					
674	From: Dead End / To: 79-621	0.40	60	R	08/01/2001
675	From: Dead End / To: 79-636	0.61	30	R	1998
676	From: 79-624 / To: Dead End	0.98	40	R	1998
677	From: Dead End / To: 79-607	0.30	47	R	09/05/2001
678	From: Dead End / To: 0.67 MS Dead End	0.67	30	R	08/06/2001
678	From: 0.67 MS Dead End / To: 79-624	0.13	30	R	08/06/2001
679	From: 79-632 / To: Dead End	0.35	90	R	1998
680	From: Dead End / To: 79-637	0.40	110	R	1998
681	From: Dead End / To: 79-642	0.40	140	R	1998
682	From: Dead End / To: 79-608	0.09	20	R	1998
683	From: Dead End / To: 79-652	0.38	10	R	1998
684	From: 79-619 / To: Dead End	0.55	48	R	08/15/2001
685	From: Dead End / To: 79-637	0.35	110	R	1998
686	From: 79-697 / To: 79-1101	0.08	70	R	1998
686	From: 79-1101 / To: US 360; FR-815	0.07	90	R	1998
687	From: Dead End / To: SR 3	0.12	160	R	1998
688	From: Dead End / To: 79-630	0.20	40	R	1998
689	From: Cul-de-Sac / To: SR 3	0.19	60	R	1998
Town of Warsaw					
690	From: SR 3 / To: NCL Warsaw	0.20	1000	G	2003
Richmond County					
690	From: NCL Warsaw / To: 79-621 WEST	2.64	670	G	2003
690	From: 79-621 WEST / To: 79-637 EAST	2.49	430	R	08/06/2001
690	From: 79-637 EAST / To: 79-633	1.50	380	R	08/01/2001
690	From: 79-633 / To: Westmoreland County Line	0.50	370	R	08/01/2001
691	From: Westmoreland County Line / To: Dead End	0.85	30	R	08/06/2001
692	From: SR 3 SOUTH / To: 79-607	0.40	380	R	09/26/2001
692	From: 79-607 / To: SR 3 NORTH	0.22	800	G	2003
693	From: Dead End / To: 79-624	0.30	120	R	1998
694	From: 79-635 / To: Dead End	0.19	30	R	08/01/2001
695	From: US 360 / To: 79-629	0.15	170	R	09/05/2001
696	From: Dead End / To: SR 3	0.19	30	R	08/22/2001
697	From: US 360 / To: 79-686	0.66	210	R	09/26/2001
697	From: 79-686 / To: 79-620	0.76	140	R	09/26/2001
698	From: Dead End / To: 79-632	0.36	60	R	1998
699	From: Dead End / To: 79-670	0.13	90	R	1998
Town of Warsaw					
700	From: US 360 / To: NCL Warsaw	0.13	190	R	10/17/2001
Richmond County					
700	From: NCL Warsaw / To: Dead End	0.20	170	R	09/11/2001
701	From: 79-610 / To: Cul-de-Sac	0.70	40	R	08/22/2001
702	From: 79-704 / To: Cul-de-Sac	0.17	NA		
703	From: Dead End / To: 79-704	0.15	100	R	08/15/2001

Route		Length	AADT	QA	Year
Richmond County					
704	From: Cul-de-Sac	0.38	90	R	08/15/2001
	To: 79-703				
705	From: 79-620	0.04	60	R	08/15/2001
	To: Dead End				
707	From: SR 3	0.30	40	R	1998
	To: Dead End				
708	From: 79-614	0.38	40	R	1998
	To: Dead End				
709	From: 79-630	0.19	90	R	1998
	To: SR 3				
710	From: Dead End	0.42	60	R	08/22/2001
	To: 79-606				
720	From: 79-642	0.20	30	R	08/22/2001
	To: Cul-de-Sac				
Town of Warsaw					
1000	From: SR 3	0.25	70	R	09/11/2001
	To: Cul-de-Sac				
1001	From: US 360	0.75	370	G	2003
	To: NCL Warsaw				
1002	From: SR 3	0.23	280	R	09/26/2001
	To: 79-1001				
1003	From: SR 3	0.23	1100	R	09/11/2001
	To: US 360				
1004	From: US 360; SR 3 BUS; BEGIN LOOP	0.17	300	R	09/11/2001
	To: 79-1036				
1004	From: 79-1036	0.13	310	R	09/11/2001
	To: End Loop				
1005	From: 79-1012	0.18	30	R	1998
	To: 79-1006				
1005	From: 79-1006	0.17	80	R	1998
	To: 79-1020				
1005	From: 79-1020	0.08	110	R	1998
	To: 79-690				
1006	From: 79-1012	0.08	310	R	09/11/2001
	To: 79-1005				
1006	From: 79-1005	0.10	520	R	09/11/2001
	To: SR 3				
1007	From: US 360; 79-624	0.13	1900	R	09/11/2001
	To: Dead End				
1008	From: US 360	0.19	130	R	09/26/2001
	To: 79-1002				

Route		Length	AADT	QA	Year
Town of Warsaw					
1009	From: 79-1028	0.09	200	R	1998
	To: 79-1014 SOUTH				
1009	From: 79-1014 SOUTH	0.02	240	R	1998
	To: 79-1014 NORTH				
1009	From: 79-1014 NORTH	0.06	260	R	1998
	To: 79-1010 SOUTH				
1009	From: 79-1010 SOUTH	0.03	320	R	1998
	To: 79-1010 NORTH				
1009	From: 79-1010 NORTH	0.05	650	R	09/11/2001
	To: US 360				
1010	From: WCL Warsaw	0.06	10	R	1998
	To: 79-1011				
1010	From: 79-1011	0.09	100	R	1998
	To: 79-1009				
1010	From: 79-1009 SOUTH	0.14	30	R	1998
	To: 79-1018				
1011	From: 79-1014	0.09	20	R	1998
	To: 79-1010				
1012	From: Dead End	0.11	60	R	1998
	To: 79-1005				
1012	From: 79-1005	0.08	110	R	1998
	To: 79-1006				
1012	From: 79-1006	0.28	70	R	1998
	To: Dead End				
1013	From: US 360; 79-1016	0.18	150	R	09/11/2001
	To: Dead End				
1014	From: WCL Warsaw	0.04	20	R	1998
	To: 79-1011				
1014	From: 79-1011	0.09	40	R	1998
	To: 79-1009				
1014	From: 79-1009	0.15	46	R	1998
	To: 79-1018				
1015	From: Cul-de-Sac	0.23	100	R	09/11/2001
	To: 0.23 MN Cul-de-Sac				
1015	From: 0.23 MN Cul-de-Sac	0.33	280	R	09/11/2001
	To: 79-1036				
1015	From: 79-1036	0.09	870	R	09/11/2001
	To: US 360				
1016	From: 79-1017	0.40	410	R	1998
	To: US 360				
1017	From: Dead End	0.04	80	R	1998
	To: 79-1016				
1017	From: 79-1016	0.07	170	R	1998
	To: 79-1023				

Route	From / To	Length	AADT	QA	Year
Town of Warsaw					
1017	From: 79-1023 / To: Dead End	0.10	90	R	1998
1018	From: SCL Warsaw / To: 79-1014	0.05	80	R	1998
1018	From: 79-1014 / To: 79-1010	0.10	110	R	1998
1018	From: 79-1010 / To: 79-649	0.08	170	R	1998
1019	From: US 360 / To: Dead End	0.15	60	R	1998
1020	From: 79-1005 / To: NCL Warsaw	0.12	40	R	1998
1021	From: 79-1022 / To: US 360	0.15	680	R	1998
1022	From: SR 3 / To: 79-1021	0.18	1100	R	1998
1022	From: 79-1021 / To: Dead End	0.04	1400	R	1998
1023	From: Dead End / To: 79-1017	0.16	80	R	1998
1027	From: Dead End / To: 79-649	0.15	60	R	1998
1028	From: 79-1029 / To: 79-1009	0.13	110	R	1998
1028	From: 79-1009 / To: Dead End	0.02	20	R	1998
Richmond County					
1029	From: Dead End / To: 79-1028	0.09	40	R	1998
Town of Warsaw					
1033	From: US 360 / To: 79-1034	0.17	130	R	1998
1033	From: 79-1034 / To: Dead End	0.09	80	R	1998
1034	From: 79-1033 / To: Cul-de-Sac	0.05	50	R	1998
1035	From: US 360 / To: 79-1037	0.07	410	R	09/11/2001
1035	From: 79-1037 / To: 79-1038	0.22	160	R	09/11/2001
1035	From: 79-1038 / To: Dead End	0.04	10	R	09/11/2001

Route	From / To	Length	AADT	QA	Year
Town of Warsaw					
1036	From: 79-1004 / To: 79-1015	0.04	610	R	1998
1037	From: 79-1035 / To: 0.18 MN 79-1035	0.18	130	R	1998
1037	From: 0.18 MN 79-1035 / To: Dead End	0.02	20	R	1998
1038	From: Cul-de-Sac / To: 79-1035	0.16	100	R	1998
1038	From: 79-1035 / To: Cul-de-Sac	0.05	30	R	1998
Richmond County					
1040	From: Cul-de-Sac / To: 79-620	0.05	30	R	1998
1041	From: Cul-de-Sac / To: 79-620	0.12	48	R	1998
1060	From: 79-607 / To: 79-1061	0.14	80	R	1998
1061	From: Cul-de-Sac / To: 79-1060	0.06	10	R	1998
1061	From: 79-1060 / To: Cul-de-Sac	0.11	40	R	1998
1101	From: 79-1102 / To: 79-686	0.15	40	R	1998
1102	From: 79-1101 / To: 79-697	0.07	30	R	1998
1110	From: 79-620 / To: Dead End	0.20	NA		
1111	From: Cul-de-Sac / To: 79-1110	0.29	NA		
9350	From: SR 3 / To: SR 3	0.12	280	R	09/26/2001
9838	From: US 360 / To: US 360	0.15	380	R	09/26/2001