

2001

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

Jurisdiction Report

82

Rockingham County
City of Harrisonburg
Town of Bridgewater
Town of Broadway
Town of Davton
Town of Elkton
Town of Grottoes
Town of Mt. Crawford
Town of Timberville

Virginia Department of Transportation
Traffic Engineering Division
Traffic Monitoring Section

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

One of these booklets includes a list of all Interstate and Primary highway segments with the estimated Annual Average Daily Traffic (AADT). AADT is the total annual traffic estimate divided by the number of days in the year. This book is titled "Average Daily Traffic Volumes on Interstate, Arterial and Primary Routes".

The second booklet includes the same information as the first, along with some additional information such as an estimate of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks. This booklet also includes the estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; and a "Design Hour" estimate which is a value used by planners to formulate design criteria. This book is titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes".

Both of the Interstate and Primary booklets mentioned above include a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the booklet has been redesigned based on user requests and feedback. The people at VDOT Traffic Engineering's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

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

Available this year is a compact disc (CD) that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. One disc will include both Primary and Interstate publications as well as each of the 100 Jurisdiction Reports. The CD will also include a number of summary reports not available in the printed version.

Publication Notes

Parallel Roads

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

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

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

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

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

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

Glossary of Terms:

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

Length: Length of the traffic segment in miles.

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

QA: Quality of AADT:

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

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

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

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

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

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

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

QC: Quality of Classification Data:

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

Design Hour: The estimate of the traffic volume for the 30th highest traffic volume occurring in a one-year period.

QK: Quality of the Design Hour estimate:

- A 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B 30th Highest Hour Observed During Less than 12 Months of Continuous Traffic Data
- F Factored Highest Hour Collected at in a 48 Hour Weekday Period
- G Factored Highest Hour Collected at in a 48 Hour Weekday Period with Growth Element
- M Manual Estimate of 30th Highest Hour
- N Design Hour of Similar Neighboring Traffic Link
- O Provided by External Source

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

QW: Quality of AAWDT:

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

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available, the actual date that the count was obtained is provided. All other AADT data are factored to be accurate for the year of the report.

Route Shield Legend

Route Systems



Interstate Route

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



US Route



Virginia State Route



Secondary Route

Special Routes



Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route



ALT - Alternate Route
Wye - Wye Route connector



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



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

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

| Route | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | Design Hour | QK | AAWDT | QW | Year | |
|-----------------------------|--------|-------|----|-------|------------------------|-----------------|--------|--------|--------|----|-------------|----|-------|----|------|--|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Rockingham County | | | | | | | | | | | | | | | | |
| (11) | 2.46 | 5500 | G | 94% | 1% | 2% | 2% | 1% | 0% | F | 560 | G | 5600 | G | 2001 | |
| | | | | From: | Augusta County Line | | | | | | | | | | | |
| | | | | To: | SCL Mt Crawford | | | | | | | | | | | |
| Town of Mt. Crawford | | | | | | | | | | | | | | | | |
| (11) | 0.92 | 5500 | N | 94% | 1% | 2% | 2% | 1% | 0% | N | 560 | N | 5600 | N | 2001 | |
| | | | | From: | SCL Mt Crawford | | | | | | | | | | | |
| | | | | To: | 82-919 | | | | | | | | | | | |
| (11) | 0.20 | 7200 | F | 94% | 1% | 2% | 2% | 1% | 0% | F | 640 | F | 7300 | F | 2001 | |
| | | | | From: | 82-919 | | | | | | | | | | | |
| | | | | To: | NCL Mt Crawford | | | | | | | | | | | |
| Rockingham County | | | | | | | | | | | | | | | | |
| (11) | 0.03 | 7200 | F | 94% | 1% | 2% | 2% | 1% | 0% | F | 640 | F | 7300 | F | 2001 | |
| | | | | From: | NCL Mt Crawford | | | | | | | | | | | |
| | | | | To: | SR 257 | | | | | | | | | | | |
| (11) | 1.12 | 9500 | G | 94% | 1% | 2% | 2% | 1% | 0% | F | 900 | G | 9700 | G | 2001 | |
| | | | | From: | SR 257 | | | | | | | | | | | |
| | | | | To: | 82-704 | | | | | | | | | | | |
| (11) | 1.18 | 11000 | G | 94% | 1% | 2% | 2% | 1% | 0% | F | 980 | G | 11000 | G | 2001 | |
| | | | | From: | 82-704 | | | | | | | | | | | |
| | | | | To: | SCL Harrisonburg | | | | | | | | | | | |
| City of Harrisonburg | | | | | | | | | | | | | | | | |
| (11) Main St | 0.91 | 12000 | G | 94% | 1% | 2% | 2% | 1% | 0% | F | 1100 | G | 12000 | G | 2001 | |
| | | | | From: | SCL Harrisonburg | | | | | | | | | | | |
| | | | | To: | I-81 | | | | | | | | | | | |
| (11) Main St | 1.77 | 19000 | G | 95% | 1% | 2% | 1% | 2% | 0% | F | 1700 | G | 20000 | G | 2001 | |
| | | | | From: | I-81 | | | | | | | | | | | |
| | | | | To: | Pleasant Hill Rd | | | | | | | | | | | |
| (11) S Main St | 0.87 | 17000 | G | 95% | 1% | 2% | 1% | 2% | 0% | C | 1700 | G | 18000 | G | 2001 | |
| | | | | From: | Pleasant Hill Rd | | | | | | | | | | | |
| | | | | To: | Port Republic Rd | | | | | | | | | | | |
| (11) S Main St | 0.65 | 22000 | G | 95% | 1% | 2% | 1% | 2% | 0% | F | 2000 | G | 23000 | G | 2001 | |
| | | | | From: | Port Republic Rd | | | | | | | | | | | |
| | | | | To: | S Liberty St | | | | | | | | | | | |
| (11) Main St NB | 0.47 | 7100 | G | 95% | 1% | 2% | 1% | 2% | 0% | F | 700 | G | 7500 | G | 2001 | |
| | | | | From: | S Liberty St | | | | | | | | | | | |
| Combined Traffic: | | 13000 | G | | | | | | | | 1300 | G | 14000 | G | 2001 | |
| (11) Main St NB | 0.02 | 7100 | N | 95% | 1% | 2% | 1% | 2% | 0% | N | 700 | N | 7500 | N | 2001 | |
| | | | | From: | US 33 | | | | | | | | | | | |
| Combined Traffic: | | 13000 | N | | | | | | | | 1300 | N | 14000 | N | 2001 | |
| (11) Main St NB | 0.03 | 7100 | N | 95% | 1% | 2% | 1% | 2% | 0% | N | 700 | N | 7500 | N | 2001 | |
| | | | | From: | US 33 | | | | | | | | | | | |
| Combined Traffic: | | 10000 | N | | | | | | | | 1000 | N | 11000 | N | 2001 | |
| (11) Main St NB | 0.34 | 7100 | N | 95% | 1% | 2% | 1% | 2% | 0% | N | 700 | N | 7500 | N | 2001 | |
| | | | | From: | US 33 Par | | | | | | | | | | | |
| Combined Traffic: | | NA | | | | | | | | | NA | | NA | | | |
| (11) N Main St | 0.68 | 8200 | G | 94% | 0% | 3% | 1% | 2% | 0% | C | 860 | G | 8600 | G | 2001 | |
| | | | | From: | Kratzer Ave | | | | | | | | | | | |
| (11) N Main St | 0.44 | 6900 | G | 94% | 0% | 3% | 1% | 2% | 0% | F | 650 | G | 7300 | G | 2001 | |
| | | | | From: | Charles St | | | | | | | | | | | |
| | | | | To: | NCL Harrisonburg | | | | | | | | | | | |
| Rockingham County | | | | | | | | | | | | | | | | |
| (11) | 3.16 | 8200 | G | 92% | 1% | 3% | 2% | 2% | 0% | F | 710 | G | 8300 | G | 2001 | |
| | | | | From: | NCL Harrisonburg | | | | | | | | | | | |
| | | | | To: | 82-765 | | | | | | | | | | | |
| (11) | 4.14 | 5300 | G | 92% | 1% | 3% | 2% | 2% | 0% | F | 500 | G | 5400 | G | 2001 | |
| | | | | From: | 82-765 | | | | | | | | | | | |
| | | | | To: | 82-806 | | | | | | | | | | | |
| (11) | 1.88 | 3600 | G | 92% | 0% | 3% | 2% | 2% | 0% | F | 310 | G | 3700 | G | 2001 | |
| | | | | From: | 82-806 | | | | | | | | | | | |
| | | | | To: | I-81 Mauzy | | | | | | | | | | | |
| (11) | 6.04 | 2600 | G | 94% | 0% | 2% | 1% | 2% | 0% | F | 240 | G | 2600 | G | 2001 | |
| | | | | From: | I-81 Mauzy | | | | | | | | | | | |
| | | | | To: | Shenandoah County Line | | | | | | | | | | | |

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

| Route | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | Design Hour | QK | AAWDT | QW | Year |
|-----------------------------|--------|-------|----|-------|-----|--------------------------------|--------|--------|--------|----|-------------|----|-------|----|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| City of Harrisonburg | | | | | | | | | | | | | | | |
| 11 Liberty St | 0.70 | 6100 | G | | | From: S Main St | | | | | 560 | G | 6400 | G | 2001 |
| | | 13000 | G | | | To: Rock St | | | | | 1300 | G | 14000 | G | 2001 |
| 11 Noll Dr | 0.14 | 3300 | G | | | From: Rock St | | | | | 310 | G | 3500 | G | 2001 |
| | | 10000 | N | | | To: Kratzer Ave | | | | | 1000 | N | 11000 | N | 2001 |
| Rockingham County | | | | | | | | | | | | | | | |
| 33 | 11.66 | 2100 | G | 89% | 2% | From: West Virginia State Line | | | | F | 190 | G | 2100 | G | 2001 |
| | | | | | | To: 82-840 | | | | | | | | | |
| 33 | 2.80 | 3600 | G | 89% | 2% | From: 82-613 West of Hinton | | | | F | 330 | G | 3600 | G | 2001 |
| | | | | | | To: WCL Harrisonburg | | | | | | | | | |
| City of Harrisonburg | | | | | | | | | | | | | | | |
| 33 W Market Street | 1.11 | 8600 | G | 94% | 1% | From: WCL Harrisonburg | | | | F | 830 | G | 9000 | G | 2001 |
| | | | | | | To: Waterman Dr | | | | | | | | | |
| 33 W Market Street | 0.61 | 9300 | G | 94% | 1% | From: SR 42 S High St | | | | C | 910 | G | 9800 | G | 2001 |
| | | | | | | To: Bus US 33 Par | | | | | | | | | |
| 33 W Market Street | 0.16 | 5000 | G | 94% | 1% | From: US 11 | | | | F | 560 | G | 5200 | G | 2001 |
| | | | | | | To: US 11 MAIN ST | | | | | | | | | |
| 33 11 Main St NB | 0.02 | 7100 | N | 95% | 1% | From: US 11 Main Street | | | | N | 700 | N | 7500 | N | 2001 |
| | | 13000 | N | | | To: ECL Harrisonburg | | | | | | | | | |
| 33 E Market Street | 0.11 | 6800 | G | 94% | 1% | From: Mason St | | | | F | 590 | G | 7200 | G | 2001 |
| | | | | | | To: Vine Street | | | | | | | | | |
| 33 E Market Street | 0.87 | 12000 | G | 94% | 1% | From: Vine St | | | | F | 1500 | G | 17000 | G | 2001 |
| | | | | | | To: I-81 | | | | | | | | | |
| 33 E Market Street | 0.59 | 29000 | G | 96% | 0% | From: University Blvd | | | | F | 2600 | G | 30000 | G | 2001 |
| | | | | | | To: ECL Harrisonburg | | | | | | | | | |
| Rockingham County | | | | | | | | | | | | | | | |
| 33 | 0.21 | 23000 | G | 96% | 0% | From: ECL Harrisonburg | | | | F | 2100 | G | 23000 | G | 2001 |
| | | | | | | To: 82-704 | | | | | | | | | |
| 33 | 2.08 | 25000 | G | 96% | 0% | From: SR 276 | | | | F | 2100 | G | 25000 | G | 2001 |
| | | | | | | To: 82-842 Montevideo | | | | | | | | | |
| 33 | 2.73 | 20000 | G | 96% | 0% | From: 82-649 | | | | F | 2000 | G | 21000 | G | 2001 |
| | | | | | | To: 82-602 | | | | | | | | | |
| 33 | 2.53 | 20000 | G | 96% | 0% | From: US 33 Bus West of Elkton | | | | F | 1800 | G | 20000 | G | 2001 |
| | | | | | | To: WCL Elkton | | | | | | | | | |
| 33 | 1.83 | 17000 | G | 95% | 0% | From: WCL Elkton | | | | F | 1500 | G | 17000 | G | 2001 |
| | | | | | | To: WCL Elkton | | | | | | | | | |
| 33 | 3.12 | 12000 | G | 95% | 0% | From: WCL Elkton | | | | F | 1000 | G | 12000 | G | 2001 |
| | | | | | | To: WCL Elkton | | | | | | | | | |
| 33 | 0.89 | 8000 | G | 93% | 0% | From: WCL Elkton | | | | F | 680 | G | 8100 | G | 2001 |
| | | | | | | To: WCL Elkton | | | | | | | | | |

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

| Route | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | Design Hour | QK | AAWDT | QW | Year | |
|-----------------------------|---------------------------------|-----------------------|--------|-------|---------------------|---------------------|--------|--------|--------|----|-------------|--------|---------------|--------|--------------|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Town of Elkton | | | | | | | | | | | | | | | | |
| 33 | 0.69 | 8000 | N | From: | WCL Elkton | | | | 0% | N | 680 | N | 8100 | N | 2001 | |
| | | | | To: | ECL Elkton | | | | | | | | | | | |
| Rockingham County | | | | | | | | | | | | | | | | |
| 33 | 0.04 | 8000 | N | From: | ECL Elkton | | | | 0% | N | 680 | N | 8100 | N | 2001 | |
| | | | | To: | US 340 | | | | | | | | | | | |
| 33 | 6.25 | 4400 | G | From: | 93% 0% 2% 2% 3% | | | | 0% | F | 430 | G | 4500 | G | 2001 | |
| | | | | To: | Greene County Line | | | | | | | | | | | |
| City of Harrisonburg | | | | | | | | | | | | | | | | |
| 33 11 | Main St NB Combined Traffic: | 0.03 7100 10000 | N N | From: | US 11 | | | | 0% | N | 700 1000 | N N | 7500 11000 | N N | 2001 2001 | |
| | | | | To: | US 33 | | | | | | | | | | | |
| Rockingham County | | | | | | | | | | | | | | | | |
| Bus 33 | 1.00 | 6300 | G | From: | US 33 | | | | 0% | F | 610 | G | 6300 | G | 2001 | |
| | | | | To: | WCL Elkton | | | | | | | | | | | |
| Town of Elkton | | | | | | | | | | | | | | | | |
| Bus 33 | Spottswood Ave | 0.37 | 7200 | G | From: | WCL Elkton | | | | 0% | C | 740 | G | 7400 | G | 2001 |
| | | | | | To: | Spottswood Terr | | | | | | | | | | |
| Bus 33 | Spottswood Ave | 0.27 | 3100 | G | From: | 95% 0% 2% 2% 0% | | | | 0% | F | 280 | G | 3200 | G | 2001 |
| | | | | | To: | Stuart Ave | | | | | | | | | | |
| Bus 33 340 | Stuart Ave | 0.08 | 7600 | N | From: | 91% 0% 3% 3% 3% | | | | 0% | N | 660 | N | 7700 | N | 2001 |
| | | | | | To: | US 33 | | | | | | | | | | |
| Rockingham County | | | | | | | | | | | | | | | | |
| 42 | 2.50 | 3700 | G | From: | Augusta County Line | | | | 0% | F | 380 | G | 3700 | G | 2001 | |
| | | | | To: | SCL Bridgewater | | | | | | | | | | | |
| Town of Bridgewater | | | | | | | | | | | | | | | | |
| 42 | S Main Street | 0.22 | 8800 | G | From: | SCL Bridgewater | | | | 0% | C | 820 | G | 9000 | G | 2001 |
| | | | | | To: | College Street | | | | | | | | | | |
| 42 | N Main Street | 0.15 | 12000 | G | From: | 96% 0% 1% 1% 2% | | | | 0% | F | 1100 | G | 12000 | G | 2001 |
| | | | | | To: | Dinkel Ave | | | | | | | | | | |
| 42 | N Main Street | 0.30 | 14000 | G | From: | 94% 1% 2% 1% 2% | | | | 0% | F | 1200 | G | 14000 | G | 2001 |
| | | | | | To: | Mt Crawford Ave | | | | | | | | | | |
| 42 | N Main Street | 0.08 | 16000 | G | From: | 94% 1% 2% 1% 2% | | | | 0% | C | 1400 | G | 16000 | G | 2001 |
| | | | | | To: | North River Rd | | | | | | | | | | |
| 42 | N Main Street | 1.00 | 14000 | G | From: | 94% 1% 2% 1% 2% | | | | 0% | F | 1400 | G | 15000 | G | 2001 |
| | | | | | To: | Old NCL Bridgewater | | | | | | | | | | |
| 42 | N Main Street | 0.30 | 14000 | N | From: | 94% 1% 2% 1% 2% | | | | 0% | N | 1400 | N | 15000 | N | 2001 |
| | | | | | To: | NCL Bridgewater | | | | | | | | | | |
| Rockingham County | | | | | | | | | | | | | | | | |
| 42 | N Main Street | 0.63 | 15000 | F | From: | NCL Bridgewater | | | | 0% | F | 1500 | F | 16000 | F | 2001 |
| | | | | | To: | SCL Dayton | | | | | | | | | | |
| Town of Dayton | | | | | | | | | | | | | | | | |
| 42 | N Main Street | 0.42 | 15000 | M | From: | SCL Dayton | | | | 0% | NA | NA | NA | NA | 2001 | |
| | | | | | To: | BUS SR 42 | | | | | | | | | | |
| 42 | N Main Street | 0.45 | 16000 | B | From: | 96% 0% 1% 1% 1% | | | | 0% | B | 1700 | B | 17000 | B | 2001 |
| | | | | | To: | NCL Dayton | | | | | | | | | | |

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

| Route | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | Design Hour | QK | AAWDT | QW | Year | |
|-----------------------------|--------|-------|----|-------|------------------------|-----------------|--------|--------|--------|----|-------------|----|-------|----|------|--|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Rockingham County | | | | | | | | | | | | | | | | |
| (42) | 1.90 | 16000 | N | 96% | 0% | 1% | 1% | 1% | 0% | N | 1700 | N | 17000 | N | 2001 | |
| | | | | From: | NCL Dayton | | | | | | | | | | | |
| | | | | To: | SCL Harrisonburg | | | | | | | | | | | |
| City of Harrisonburg | | | | | | | | | | | | | | | | |
| (42) S High Street | 0.13 | 18000 | G | 96% | 0% | 1% | 1% | 1% | 0% | F | 1700 | G | 19000 | G | 2001 | |
| | | | | From: | SCL Harrisonburg | | | | | | | | | | | |
| | | | | To: | Erickson Ave | | | | | | | | | | | |
| (42) S High Street | 1.27 | 18000 | G | 96% | 0% | 1% | 2% | 1% | 0% | C | 1800 | G | 19000 | G | 2001 | |
| | | | | From: | SCL Harrisonburg | | | | | | | | | | | |
| | | | | To: | Sunrise Ave | | | | | | | | | | | |
| (42) S High Street | 0.40 | 21000 | G | 96% | 0% | 1% | 1% | 1% | 0% | F | 1900 | G | 22000 | G | 2001 | |
| | | | | From: | SCL Harrisonburg | | | | | | | | | | | |
| | | | | To: | Grace Ave | | | | | | | | | | | |
| (42) S High Street | 0.55 | 18000 | G | 96% | 0% | 1% | 1% | 1% | 0% | F | 1700 | G | 19000 | G | 2001 | |
| | | | | From: | SCL Harrisonburg | | | | | | | | | | | |
| | | | | To: | Market St | | | | | | | | | | | |
| (42) N High Street | 0.27 | 16000 | G | 96% | 0% | 1% | 1% | 1% | 0% | F | 1500 | G | 17000 | G | 2001 | |
| | | | | From: | SCL Harrisonburg | | | | | | | | | | | |
| | | | | To: | Gay St | | | | | | | | | | | |
| (42) Virginia Ave | 0.44 | 9800 | G | 96% | 0% | 1% | 1% | 1% | 0% | F | 890 | G | 10000 | G | 2001 | |
| | | | | From: | SCL Harrisonburg | | | | | | | | | | | |
| | | | | To: | 5th St | | | | | | | | | | | |
| (42) Virginia Ave | 0.60 | 11000 | G | 95% | 0% | 2% | 1% | 2% | 0% | C | 1100 | G | 11000 | G | 2001 | |
| | | | | From: | SCL Harrisonburg | | | | | | | | | | | |
| | | | | To: | Mt Clinton Pike | | | | | | | | | | | |
| (42) Virginia Ave | 0.83 | 12000 | G | 95% | 0% | 2% | 1% | 2% | 0% | F | 1200 | G | 13000 | G | 2001 | |
| | | | | From: | SCL Harrisonburg | | | | | | | | | | | |
| | | | | To: | NCL Harrisonburg | | | | | | | | | | | |
| Rockingham County | | | | | | | | | | | | | | | | |
| (42) | 5.12 | 8300 | G | 93% | 1% | 2% | 1% | 4% | 0% | F | 770 | G | 8800 | G | 2001 | |
| | | | | From: | NCL Harrisonburg | | | | | | | | | | | |
| | | | | To: | 82-753 North | | | | | | | | | | | |
| (42) | 4.60 | 7600 | G | 93% | 1% | 2% | 1% | 4% | 0% | F | 680 | G | 7700 | G | 2001 | |
| | | | | From: | NCL Harrisonburg | | | | | | | | | | | |
| | | | | To: | SCL Broadway | | | | | | | | | | | |
| Town of Broadway | | | | | | | | | | | | | | | | |
| (42) | 0.81 | 7600 | N | 93% | 1% | 2% | 1% | 4% | 0% | N | 680 | N | 7700 | N | 2001 | |
| | | | | From: | SCL Broadway | | | | | | | | | | | |
| | | | | To: | ALT SR 259 | | | | | | | | | | | |
| (42) | 0.32 | 6900 | G | 93% | 1% | 2% | 1% | 4% | 0% | F | 640 | G | 7000 | G | 2001 | |
| | | | | From: | SCL Broadway | | | | | | | | | | | |
| | | | | To: | SR 259 South | | | | | | | | | | | |
| (42) | 0.33 | 8300 | G | 93% | 1% | 2% | 1% | 4% | 0% | F | 680 | G | 8400 | G | 2001 | |
| | | | | From: | SCL Broadway | | | | | | | | | | | |
| | | | | To: | ECL Broadway | | | | | | | | | | | |
| Rockingham County | | | | | | | | | | | | | | | | |
| (42) | 0.29 | 8300 | N | 93% | 1% | 2% | 1% | 4% | 0% | N | 680 | N | 8400 | N | 2001 | |
| | | | | From: | ECL Broadway | | | | | | | | | | | |
| | | | | To: | SR 259 North | | | | | | | | | | | |
| (42) | 1.21 | 12000 | G | 93% | 1% | 2% | 1% | 4% | 0% | F | 1000 | G | 12000 | G | 2001 | |
| | | | | From: | SCL Broadway | | | | | | | | | | | |
| | | | | To: | SCL Timberville | | | | | | | | | | | |
| Town of Timberville | | | | | | | | | | | | | | | | |
| (42) | 0.86 | 12000 | N | 93% | 1% | 2% | 1% | 4% | 0% | N | 1000 | N | 12000 | N | 2001 | |
| | | | | From: | SCL Timberville | | | | | | | | | | | |
| | | | | To: | 82-617 North | | | | | | | | | | | |
| (42) | 0.41 | 1300 | G | 91% | 1% | 2% | 3% | 3% | 0% | F | 130 | G | 1300 | G | 2001 | |
| | | | | From: | SCL Timberville | | | | | | | | | | | |
| | | | | To: | NCL Timberville | | | | | | | | | | | |
| Rockingham County | | | | | | | | | | | | | | | | |
| (42) | 2.56 | 1300 | N | 91% | 1% | 2% | 3% | 3% | 0% | N | 130 | N | 1300 | N | 2001 | |
| | | | | From: | NCL Timberville | | | | | | | | | | | |
| | | | | To: | Shenandoah County Line | | | | | | | | | | | |
| Town of Dayton | | | | | | | | | | | | | | | | |
| Bus (42) | 0.03 | 5700 | G | 97% | 1% | 1% | 1% | 0% | 0% | F | 500 | G | 5800 | G | 2001 | |
| | | | | From: | S SR 42 | | | | | | | | | | | |
| | | | | To: | SR 257 | | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | Design Hour | QK | AAWDT | QW | Year | | | | |
|-----------------------------|--------|-------|----|-------|-----|----------------------------------|--------|--------|--------|----|-------------|-----|-------|----|------|---|-------|---|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | | | | |
| Town of Dayton | | | | | | | | | | | | | | | | | | | |
| Bus 42 | 0.12 | 2200 | G | 97% | 0% | 1% | 1% | 0% | 0% | F | 290 | G | 2300 | G | 2001 | | | | |
| | | | | | | From: SR 257 | | | | | | | | | | | | | |
| Bus 42 | 0.07 | 4200 | G | 97% | 1% | 1% | 1% | 0% | 0% | F | 440 | G | 4300 | G | 2001 | | | | |
| | | | | | | From: S SR 290 | | | | | | | | | | | | | |
| Bus 42 | 0.60 | 1400 | G | 97% | 1% | 1% | 1% | 0% | 0% | F | 140 | G | 1400 | G | 2001 | | | | |
| | | | | | | From: N SR 290 | | | | | | | | | | | | | |
| | | | | | | To: CL Dayton | | | | | | | | | | | | | |
| Rockingham County | | | | | | | | | | | | | | | | | | | |
| Bus 42 | 0.03 | 1400 | N | 97% | 1% | 1% | 1% | 0% | 0% | N | 140 | N | 1400 | N | 2001 | | | | |
| | | | | | | From: CL Dayton | | | | | | | | | | | | | |
| | | | | | | To: N SR 42 | | | | | | | | | | | | | |
| North 81 | 2.94 | 17000 | G | 70% | 1% | 2% | 1% | 25% | 2% | F | 1400 | G | 17000 | G | 2001 | | | | |
| | | | | | | From: Augusta County Line | | | | | | | | | | | | | |
| Combined Traffic: | | | | | | 38000 | G | 71% | 1% | 2% | 1% | 23% | 2% | F | 2800 | G | 37000 | G | 2001 |
| North 81 | 2.61 | 21000 | G | 70% | 1% | 2% | 1% | 25% | 2% | F | 1500 | G | 21000 | G | 2001 | | | | |
| | | | | | | From: SR 257 | | | | | | | | | | | | | |
| Combined Traffic: | | | | | | 43000 | G | 71% | 1% | 2% | 1% | 24% | 2% | F | 3100 | G | 43000 | G | 2001 |
| | | | | | | To: SCL Harrisonburg | | | | | | | | | | | | | |
| City of Harrisonburg | | | | | | | | | | | | | | | | | | | |
| North 81 | 0.50 | 21000 | G | 70% | 1% | 2% | 1% | 25% | 2% | F | 1500 | G | 21000 | G | 2001 | | | | |
| | | | | | | From: SCL Harrisonburg | | | | | | | | | | | | | |
| Combined Traffic: | | | | | | 43000 | G | 71% | 1% | 2% | 1% | 24% | 2% | F | 3100 | G | 43000 | G | 2001 |
| North 81 | 2.83 | 22000 | A | 70% | 1% | 2% | 1% | 25% | 2% | C | 2300 | A | 22000 | A | 2001 | | | | |
| | | | | | | From: US 11 | | | | | | | | | | | | | |
| Combined Traffic: | | | | | | 45000 | A | 71% | 1% | 2% | 1% | 24% | 2% | C | 4500 | A | 44000 | A | 2001 |
| North 81 | 1.51 | 22000 | G | 70% | 1% | 2% | 1% | 25% | 2% | F | 1800 | G | 22000 | G | 2001 | | | | |
| | | | | | | From: 82- 659 Port Republic Road | | | | | | | | | | | | | |
| Combined Traffic: | | | | | | 47000 | G | 71% | 1% | 2% | 1% | 24% | 2% | F | 3600 | G | 46000 | G | 2001 |
| North 81 | 1.60 | 21000 | G | 70% | 1% | 2% | 1% | 25% | 2% | F | 1700 | G | 21000 | G | 2001 | | | | |
| | | | | | | From: US 33 | | | | | | | | | | | | | |
| Combined Traffic: | | | | | | 42000 | G | 71% | 1% | 2% | 1% | 24% | 2% | F | 3100 | G | 42000 | G | 2001 |
| | | | | | | To: NCL Harrisonburg | | | | | | | | | | | | | |
| Rockingham County | | | | | | | | | | | | | | | | | | | |
| North 81 | 2.48 | 21000 | G | 70% | 1% | 2% | 1% | 25% | 2% | F | 1700 | G | 21000 | G | 2001 | | | | |
| | | | | | | From: NCL Harrisonburg | | | | | | | | | | | | | |
| Combined Traffic: | | | | | | 42000 | G | 71% | 1% | 2% | 1% | 24% | 2% | F | 3100 | G | 42000 | G | 2001 |
| North 81 | 6.51 | 20000 | G | 70% | 1% | 2% | 1% | 25% | 2% | F | 1500 | G | 20000 | G | 2001 | | | | |
| | | | | | | From: US 11 S | | | | | | | | | | | | | |
| Combined Traffic: | | | | | | 40000 | G | 71% | 1% | 2% | 1% | 24% | 2% | F | 2800 | G | 40000 | G | 2001 |
| North 81 | 6.12 | 17000 | G | 70% | 1% | 2% | 1% | 25% | 2% | F | 1300 | G | 17000 | G | 2001 | | | | |
| | | | | | | From: US 11 N | | | | | | | | | | | | | |
| Combined Traffic: | | | | | | 38000 | G | 71% | 1% | 2% | 1% | 23% | 2% | F | 2600 | G | 38000 | G | 2001 |
| | | | | | | To: Shenandoah County Line | | | | | | | | | | | | | |
| South 81 | 3.28 | 20000 | G | 73% | 1% | 2% | 1% | 22% | 2% | F | 1400 | G | 20000 | G | 2001 | | | | |
| | | | | | | From: Augusta County Line | | | | | | | | | | | | | |
| Combined Traffic: | | | | | | 38000 | G | 71% | 1% | 2% | 1% | 23% | 2% | F | 2800 | G | 37000 | G | 2001 |
| South 81 | 2.25 | 22000 | G | 73% | 1% | 2% | 1% | 22% | 2% | F | 1600 | G | 22000 | G | 2001 | | | | |
| | | | | | | From: SR 257 | | | | | | | | | | | | | |
| Combined Traffic: | | | | | | 43000 | G | 71% | 1% | 2% | 1% | 24% | 2% | F | 3100 | G | 43000 | G | 2001 |
| | | | | | | To: SCL Harrisonburg | | | | | | | | | | | | | |

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Rockingham Maintenance Area

| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | Design Hour | QK | AAWDT | QW | Year |
|--------------------------------|-------------------|-------|----|-------|-----|-------|--------|--------|--------|----|-------------|----|-------|----|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| City of Harrisonburg | | | | | | | | | | | | | | | |
| South (81) | 1.01 | 22000 | G | 73% | 1% | 2% | 1% | 22% | 2% | F | 1600 | G | 22000 | G | 2001 |
| | Combined Traffic: | 43000 | G | 71% | 1% | 2% | 1% | 24% | 2% | F | 3100 | G | 43000 | G | 2001 |
| From: SCL Harrisonburg | | | | | | | | | | | | | | | |
| South (81) | 2.63 | 23000 | A | 73% | 1% | 2% | 1% | 22% | 2% | C | 2200 | A | 22000 | A | 2001 |
| | Combined Traffic: | 45000 | A | 71% | 1% | 2% | 1% | 24% | 2% | C | 4500 | A | 44000 | A | 2001 |
| To: US 11 | | | | | | | | | | | | | | | |
| South (81) | 1.50 | 24000 | G | 73% | 1% | 2% | 1% | 22% | 2% | F | 1800 | G | 24000 | G | 2001 |
| | Combined Traffic: | 47000 | G | 71% | 1% | 2% | 1% | 24% | 2% | F | 3600 | G | 46000 | G | 2001 |
| To: Port Republic Road 82-659 | | | | | | | | | | | | | | | |
| South (81) | 1.30 | 22000 | G | 73% | 1% | 2% | 1% | 22% | 2% | F | 1400 | G | 21000 | G | 2001 |
| | Combined Traffic: | 42000 | G | 71% | 1% | 2% | 1% | 24% | 2% | F | 3100 | G | 42000 | G | 2001 |
| To: US 33 | | | | | | | | | | | | | | | |
| To: NCL Harrisonburg | | | | | | | | | | | | | | | |
| Rockingham County | | | | | | | | | | | | | | | |
| South (81) | 2.40 | 22000 | G | 73% | 1% | 2% | 1% | 22% | 2% | F | 1400 | G | 21000 | G | 2001 |
| | Combined Traffic: | 42000 | G | 71% | 1% | 2% | 1% | 24% | 2% | F | 3100 | G | 42000 | G | 2001 |
| To: NCL Harrisonburg | | | | | | | | | | | | | | | |
| South (81) | 6.85 | 20000 | G | 73% | 1% | 2% | 1% | 22% | 2% | F | 1300 | G | 20000 | G | 2001 |
| | Combined Traffic: | 40000 | G | 71% | 1% | 2% | 1% | 24% | 2% | F | 2800 | G | 40000 | G | 2001 |
| To: US 11 N | | | | | | | | | | | | | | | |
| South (81) | 5.86 | 20000 | G | 73% | 1% | 2% | 1% | 22% | 2% | F | 1300 | G | 20000 | G | 2001 |
| | Combined Traffic: | 38000 | G | 71% | 1% | 2% | 1% | 23% | 2% | F | 2600 | G | 38000 | G | 2001 |
| To: US 11 S | | | | | | | | | | | | | | | |
| To: Shenandoah County Line | | | | | | | | | | | | | | | |
| Town of Timberville | | | | | | | | | | | | | | | |
| (211) | 0.69 | 4200 | G | 84% | 1% | 4% | 3% | 8% | 0% | F | 340 | G | 4200 | G | 2001 |
| To: SR 42 South of Timberville | | | | | | | | | | | | | | | |
| To: ECL Timberville | | | | | | | | | | | | | | | |
| Rockingham County | | | | | | | | | | | | | | | |
| (211) | 3.58 | 4100 | G | 90% | 0% | 2% | 2% | 6% | 0% | F | 340 | G | 4200 | G | 2001 |
| To: ECL Timberville | | | | | | | | | | | | | | | |
| To: Shenandoah County Line | | | | | | | | | | | | | | | |
| Town of Grottoes | | | | | | | | | | | | | | | |
| (256) 3rd St | 0.42 | 4300 | G | 89% | 1% | 3% | 3% | 4% | 0% | C | 410 | G | 4400 | G | 2001 |
| To: Rockingham County Line | | | | | | | | | | | | | | | |
| (256) 3rd St | 0.37 | 3600 | G | 89% | 1% | 3% | 3% | 4% | 0% | F | 330 | G | 3600 | G | 2001 |
| To: Dogwood Ave | | | | | | | | | | | | | | | |
| (256) Aspen St | 0.14 | 2600 | G | 91% | 0% | 3% | 3% | 3% | 0% | F | 270 | G | 2600 | G | 2001 |
| To: Aspen Ave | | | | | | | | | | | | | | | |
| (256) Cary St | 0.14 | 4300 | G | 91% | 0% | 3% | 3% | 3% | 0% | C | 400 | G | 4300 | G | 2001 |
| To: 3Rd St | | | | | | | | | | | | | | | |
| To: Cary St | | | | | | | | | | | | | | | |
| To: Aspen St | | | | | | | | | | | | | | | |
| To: East Side Hwy | | | | | | | | | | | | | | | |
| Rockingham County | | | | | | | | | | | | | | | |
| (257) | 2.89 | 760 | G | 95% | 1% | 2% | 2% | 1% | 0% | F | 80 | G | 780 | G | 2001 |
| To: 82-924 | | | | | | | | | | | | | | | |
| (257) | 2.78 | 2100 | G | 95% | 1% | 2% | 2% | 1% | 0% | F | 240 | G | 2200 | G | 2001 |
| To: W 82-731 | | | | | | | | | | | | | | | |
| (257) | 3.94 | 2600 | G | 95% | 1% | 2% | 2% | 1% | 0% | F | 270 | G | 2600 | G | 2001 |
| To: E 82-613 | | | | | | | | | | | | | | | |
| (257) | 1.86 | 3300 | G | 95% | 1% | 2% | 2% | 1% | 0% | F | 370 | G | 3400 | G | 2001 |
| To: 82-738 | | | | | | | | | | | | | | | |
| To: WCL Dayton | | | | | | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | Design Hour | QK | AAWDT | QW | Year |
|----------------------------|--------|-------|----|-------|-----|------------------------------|--------|--------|--------|----|-------------|----|-------|----|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| Town of Dayton | | | | | | | | | | | | | | | |
| (257) | 0.42 | 3300 | N | 95% | 1% | From: WCL Dayton | | | | N | 370 | N | 3400 | N | 2001 |
| (257) Bus (42) | 0.03 | 5700 | G | 97% | 1% | From: W SR 42 Bus | | | | F | 500 | G | 5800 | G | 2001 |
| (257) (42) | 0.42 | 15000 | M | | | From: E RT 42 BUS | | | | | NA | | NA | | 2001 |
| | | | | | | To: CL Dayton | | | | | | | | | |
| Rockingham County | | | | | | | | | | | | | | | |
| (257) (42) | 0.63 | 15000 | F | 94% | 1% | From: CL Dayton | | | | F | 1500 | F | 16000 | F | 2001 |
| | | | | | | To: CL Bridgewater | | | | | | | | | |
| Town of Bridgewater | | | | | | | | | | | | | | | |
| (257) (42) | 0.30 | 14000 | N | 94% | 1% | From: CL Bridgewater | | | | N | 1400 | N | 15000 | N | 2001 |
| (257) (42) N Main Street | 1.00 | 14000 | G | 94% | 1% | From: NCL BRIDGEWATER | | | | F | 1400 | G | 15000 | G | 2001 |
| (257) (42) N Main Street | 0.08 | 16000 | G | 94% | 1% | From: NORTH RIVER RD | | | | C | 1400 | G | 16000 | G | 2001 |
| (257) (42) N Main Street | 0.30 | 14000 | G | 94% | 1% | From: MT CRAWFORD AVE | | | | F | 1200 | G | 14000 | G | 2001 |
| (257) Dinkel Ave | 1.76 | 8200 | G | 91% | 1% | From: SR 42 MAIN ST | | | | C | 740 | G | 8300 | G | 2001 |
| | | | | | | To: ECL Bridgewater | | | | | | | | | |
| Rockingham County | | | | | | | | | | | | | | | |
| (257) | 0.80 | 9800 | G | 91% | 1% | From: ECL Bridgewater | | | | F | 860 | G | 9900 | G | 2001 |
| (257) | 0.60 | 8100 | G | 91% | 1% | From: W US 11 | | | | F | 750 | G | 8200 | G | 2001 |
| (257) | 0.26 | 8000 | G | 91% | 1% | From: Old State Route 257 | | | | F | 730 | G | 8100 | G | 2001 |
| | | | | | | To: 82-682 | | | | | | | | | |
| (259) | 2.34 | 6200 | G | 92% | 1% | From: US 11 | | | | F | 530 | G | 6300 | G | 2001 |
| (259) | 1.61 | 6800 | G | 92% | 1% | From: 82-619 | | | | F | 610 | G | 6900 | G | 2001 |
| | | | | | | To: ECL Broadway | | | | | | | | | |
| Town of Broadway | | | | | | | | | | | | | | | |
| (259) | 0.45 | 6800 | N | 92% | 1% | From: ECL Broadway | | | | N | 610 | N | 6900 | N | 2001 |
| | | | | | | To: SR 42 East of Broadway | | | | | | | | | |
| Rockingham County | | | | | | | | | | | | | | | |
| (259) (42) | 0.29 | 8300 | N | 93% | 1% | From: SR 42 EAST OF BROADWAY | | | | N | 680 | N | 8400 | N | 2001 |
| | | | | | | To: CL Broadway | | | | | | | | | |
| Town of Broadway | | | | | | | | | | | | | | | |
| (259) (42) | 0.33 | 8300 | G | 93% | 1% | From: CL Broadway | | | | F | 680 | G | 8400 | G | 2001 |
| (259) | 0.36 | 6900 | G | 92% | 1% | From: SR 42 BROADWAY | | | | F | 640 | G | 7000 | G | 2001 |
| | | | | | | To: WCL Broadway | | | | | | | | | |
| Rockingham County | | | | | | | | | | | | | | | |
| (259) | 2.92 | 6900 | N | 92% | 1% | From: WCL Broadway | | | | N | 640 | N | 7000 | N | 2001 |
| (259) | 3.75 | 4900 | G | 86% | 1% | From: E 82-613 | | | | F | 440 | G | 4900 | G | 2001 |
| | | | | | | To: 82-612 | | | | | | | | | |

Virginia Department of Transportation
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Rockingham Maintenance Area

| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | Design Hour | QK | AAWDT | QW | Year |
|--------------------------|--------|------|----|--------------------------------|-----|-------|--------|--------|--------|----|-------------|----|-------|----|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| Rockingham County | | | | | | | | | | | | | | | |
| 259 | 7.35 | 2900 | G | 86% | 1% | 2% | 2% | 9% | 0% | F | 240 | G | 2900 | G | 2001 |
| | | | | From: 82-612 | | | | | | | | | | | |
| | | | | To: 82-820 Fitzwater | | | | | | | | | | | |
| 259 | 2.41 | 2100 | G | 86% | 1% | 2% | 2% | 9% | 0% | F | 170 | G | 2200 | G | 2001 |
| | | | | From: West Virginia State Line | | | | | | | | | | | |
| | | | | To: West Virginia State Line | | | | | | | | | | | |
| Town of Broadway | | | | | | | | | | | | | | | |
| ALT 259 42 | 0.32 | 6900 | G | 93% | 1% | 2% | 1% | 4% | 0% | F | 640 | G | 7000 | G | 2001 |
| | | | | From: SR 259 SOUTH | | | | | | | | | | | |
| | | | | To: SR 42 | | | | | | | | | | | |
| ALT 259 | 0.72 | 2000 | G | 92% | 1% | 3% | 1% | 4% | 0% | F | 210 | G | 2100 | G | 2001 |
| | | | | From: SR 259 | | | | | | | | | | | |
| | | | | To: SR 259 | | | | | | | | | | | |
| Rockingham County | | | | | | | | | | | | | | | |
| 276 | 3.04 | 2900 | G | 92% | 1% | 3% | 2% | 3% | 0% | F | 300 | G | 2900 | G | 2001 |
| | | | | From: Augusta County Line | | | | | | | | | | | |
| | | | | To: 82-682 | | | | | | | | | | | |
| 276 | 2.42 | 3400 | G | 94% | 0% | 2% | 1% | 2% | 0% | F | 370 | G | 3500 | G | 2001 |
| | | | | From: 82-659 | | | | | | | | | | | |
| | | | | To: US 33 | | | | | | | | | | | |
| Town of Dayton | | | | | | | | | | | | | | | |
| 290 | 0.15 | 7500 | G | 96% | 1% | 2% | 1% | 1% | 0% | F | 710 | G | 7600 | G | 2001 |
| | | | | From: ECL Dayton | | | | | | | | | | | |
| | | | | To: SR 42 | | | | | | | | | | | |
| 290 | 0.06 | 2700 | G | 96% | 1% | 2% | 1% | 1% | 0% | F | 260 | G | 2800 | G | 2001 |
| | | | | From: S SR 42 Bus | | | | | | | | | | | |
| Bus 290 42 | 0.07 | 4200 | G | 97% | 1% | 1% | 1% | 0% | 0% | F | 440 | G | 4300 | G | 2001 |
| | | | | From: N SR 42 BUS | | | | | | | | | | | |
| | | | | To: NCL Dayton | | | | | | | | | | | |
| Town of Grottoes | | | | | | | | | | | | | | | |
| 340 | 0.05 | 4900 | N | 93% | 1% | 3% | 2% | 2% | 0% | N | 460 | N | 4900 | N | 2001 |
| | | | | From: SCL Grottoes | | | | | | | | | | | |
| | | | | To: Rockingham County Line | | | | | | | | | | | |
| 340 East Side Hwy | 0.46 | 5100 | G | 92% | 0% | 2% | 2% | 3% | 0% | C | 540 | G | 5200 | G | 2001 |
| | | | | From: Augusta County Line | | | | | | | | | | | |
| | | | | To: Cary St | | | | | | | | | | | |
| 340 East Side Hwy | 0.47 | 5100 | G | 92% | 0% | 2% | 2% | 3% | 0% | F | 490 | G | 5200 | G | 2001 |
| | | | | From: NCL Grottoes | | | | | | | | | | | |
| | | | | To: NCL Grottoes | | | | | | | | | | | |
| Rockingham County | | | | | | | | | | | | | | | |
| 340 | 1.39 | 5000 | G | 91% | 0% | 3% | 3% | 3% | 0% | F | 520 | G | 5100 | G | 2001 |
| | | | | From: NCL Grottoes | | | | | | | | | | | |
| | | | | To: 82-659 | | | | | | | | | | | |
| 340 | 8.27 | 3300 | G | 91% | 0% | 3% | 3% | 3% | 0% | F | 330 | G | 3400 | G | 2001 |
| | | | | From: 82-649 | | | | | | | | | | | |
| | | | | To: 82-649 | | | | | | | | | | | |
| 340 | 2.97 | 4100 | G | 91% | 0% | 3% | 3% | 3% | 0% | F | 390 | G | 4100 | G | 2001 |
| | | | | From: 82-754 | | | | | | | | | | | |
| | | | | To: SCL Elkton | | | | | | | | | | | |
| Town of Elkton | | | | | | | | | | | | | | | |
| 340 Stuart Ave | 0.03 | 7600 | G | 91% | 0% | 3% | 3% | 3% | 0% | F | 660 | G | 7700 | G | 2001 |
| | | | | From: SCL Elkton | | | | | | | | | | | |
| | | | | To: US 33 | | | | | | | | | | | |
| 340 Stuart Ave | 0.08 | 7600 | N | 91% | 0% | 3% | 3% | 3% | 0% | N | 660 | N | 7700 | N | 2001 |
| | | | | From: Bus US 33 | | | | | | | | | | | |
| | | | | To: Bus US 33 | | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | Design Hour | QK | AAWDT | QW | Year |
|-----------------------------|--------|------|----|------------------------------|-----|-------|--------|--------|--------|----|-------------|----|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| Town of Elkton | | | | | | | | | | | | | | | |
| 340 Stuart Ave | 0.19 | 8000 | N | 92% | 1% | 3% | 2% | 2% | 0% | N | 740 | N | 8100 | N | 2001 |
| | | | | From: Bus US 33 | | | | | | | | | | | |
| 340 Stuart Ave | 0.59 | 8000 | G | 92% | 1% | 3% | 2% | 2% | 0% | F | 740 | G | 8100 | G | 2001 |
| | | | | From: Spottswood Ave | | | | | | | | | | | |
| | | | | To: NCL Elkton | | | | | | | | | | | |
| Rockingham County | | | | | | | | | | | | | | | |
| 340 Stuart Ave | 3.30 | 8000 | N | 92% | 1% | 3% | 2% | 2% | 0% | N | 740 | N | 8100 | N | 2001 |
| | | | | From: NCL Elkton | | | | | | | | | | | |
| | | | | To: Page County Line | | | | | | | | | | | |
| City of Harrisonburg | | | | | | | | | | | | | | | |
| 238 PR | 0.07 | NA | | | | | | | | | NA | | NA | | |
| | | | | From: Rockingham County Line | | | | | | | | | | | |
| | | | | To: Dead End | | | | | | | | | | | |
| Page County | | | | | | | | | | | | | | | |
| 600 | 0.60 | 90 | R | | | | | | | | NA | | NA | | 08/07/2000 |
| | | | | From: Dead End | | | | | | | | | | | |
| | | | | To: Rockingham County Line | | | | | | | | | | | |
| Rockingham County | | | | | | | | | | | | | | | |
| 600 | 0.10 | 90 | R | | | | | | | | NA | | NA | | 08/07/2000 |
| | | | | From: Page County Line | | | | | | | | | | | |
| | | | | To: 82-601 | | | | | | | | | | | |
| 601 | 1.90 | 480 | G | 97% | 1% | 1% | 0% | 0% | 0% | C | 60 | G | 490 | G | 2001 |
| | | | | From: 82-602 | | | | | | | | | | | |
| 601 | 0.10 | 280 | G | 97% | 1% | 1% | 0% | 0% | 0% | F | 40 | G | 280 | G | 2001 |
| | | | | From: 82-600 | | | | | | | | | | | |
| | | | | To: Page County Line | | | | | | | | | | | |
| Page County | | | | | | | | | | | | | | | |
| 601 | 0.50 | 240 | R | | | | | | | | NA | | NA | | 1997 |
| | | | | From: Page County Line | | | | | | | | | | | |
| | | | | To: Dead End | | | | | | | | | | | |
| Rockingham County | | | | | | | | | | | | | | | |
| 602 | 3.34 | 3400 | G | 97% | 1% | 2% | 1% | 0% | 0% | F | 320 | G | 3400 | G | 2001 |
| | | | | From: US 33; 82-981 | | | | | | | | | | | |
| 602 | 2.44 | 3700 | G | 97% | 1% | 2% | 1% | 0% | 0% | F | 360 | G | 3800 | G | 2001 |
| | | | | From: 82-637 NORTH | | | | | | | | | | | |
| 602 | 1.78 | 3800 | G | 97% | 1% | 2% | 1% | 0% | 0% | C | 380 | G | 3900 | G | 2001 |
| | | | | From: 82-635 | | | | | | | | | | | |
| 602 | 0.58 | 4300 | G | 97% | 1% | 2% | 1% | 0% | 0% | F | 430 | G | 4400 | G | 2001 |
| | | | | From: 82-601 | | | | | | | | | | | |
| | | | | To: Page County Line | | | | | | | | | | | |
| 603 | 1.60 | 820 | R | | | | | | | | NA | | NA | | 08/03/2000 |
| | | | | From: 82-607 | | | | | | | | | | | |
| | | | | To: 82-609 | | | | | | | | | | | |
| 604 | 0.70 | 160 | R | | | | | | | | NA | | NA | | 10/05/2000 |
| | | | | From: Dead End | | | | | | | | | | | |
| | | | | To: SR 257 | | | | | | | | | | | |
| 605 | 2.33 | 460 | R | | | | | | | | NA | | NA | | 07/27/2000 |
| | | | | From: Augusta County Line | | | | | | | | | | | |
| 605 | 0.45 | 430 | R | | | | | | | | NA | | NA | | 1997 |
| | | | | From: 82-1605 | | | | | | | | | | | |
| 605 | 0.07 | 45 | R | | | | | | | | NA | | NA | | 07/20/2000 |
| | | | | From: 82-659 | | | | | | | | | | | |
| | | | | To: 82-1602 | | | | | | | | | | | |
| 607 | 0.56 | 30 | R | | | | | | | | NA | | NA | | 08/03/2000 |
| | | | | From: Dead End | | | | | | | | | | | |
| | | | | To: US 340 | | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | Design Hour | QK | AAWDT | QW | Year | |
|--------------------------|--------|------|----|-------|------------------------|-------|--------|--------|--------|----|-------------|----|-------|----|------------|--|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Rockingham County | | | | | | | | | | | | | | | | |
| 607 | 1.12 | 1500 | G | 94% | 2% | 2% | 1% | 1% | 0% | C | 160 | G | 1500 | G | 2001 | |
| | | | | From: | US 340 | | | | | | | | | | | |
| 607 | 1.49 | 860 | G | 94% | 2% | 2% | 1% | 1% | 0% | F | 90 | G | 870 | G | 2001 | |
| | | | | From: | 82-965 | | | | | | | | | | | |
| 607 | 1.13 | 330 | R | | | | | | | | NA | | NA | | 1997 | |
| | | | | From: | 82-759 | | | | | | | | | | | |
| | | | | To: | Page County Line | | | | | | | | | | | |
| 608 | 0.57 | 820 | G | 95% | 1% | 2% | 1% | 1% | 0% | F | 110 | G | 830 | G | 2001 | |
| | | | | From: | US 11 | | | | | | | | | | | |
| 608 | 1.28 | 440 | G | 95% | 1% | 2% | 1% | 1% | 0% | C | 60 | G | 450 | G | 2001 | |
| | | | | From: | 82-717 | | | | | | | | | | | |
| 608 | 1.24 | 480 | R | | | | | | | | NA | | NA | | 1997 | |
| | | | | From: | 82-807 | | | | | | | | | | | |
| | | | | To: | 82-620 | | | | | | | | | | | |
| 609 | 0.74 | 1400 | G | 97% | 1% | 1% | 1% | 1% | 0% | C | 160 | G | 1500 | G | 2001 | |
| | | | | From: | US 340 | | | | | | | | | | | |
| 609 | 1.20 | 850 | G | 97% | 1% | 1% | 1% | 1% | 0% | F | 90 | G | 860 | G | 2001 | |
| | | | | From: | 69-603 WEST | | | | | | | | | | | |
| 609 | 1.46 | 890 | G | 97% | 1% | 1% | 1% | 1% | 0% | F | 80 | G | 900 | G | 2001 | |
| | | | | From: | 82-603 EAST | | | | | | | | | | | |
| | | | | To: | 82-759 | | | | | | | | | | | |
| 610 | 6.30 | 540 | R | | | | | | | | NA | | NA | | 08/30/2000 | |
| | | | | From: | Shenandoah County Line | | | | | | | | | | | |
| | | | | To: | 82-612 | | | | | | | | | | | |
| 611 | 1.70 | 7 | R | | | | | | | | NA | | NA | | 08/28/2000 | |
| | | | | From: | Shenandoah County Line | | | | | | | | | | | |
| | | | | To: | 82-813 | | | | | | | | | | | |
| 611 | 2.50 | 8 | R | | | | | | | | NA | | NA | | 08/28/2000 | |
| | | | | From: | 82-813 | | | | | | | | | | | |
| 611 | 0.20 | 10 | R | | | | | | | | NA | | NA | | 08/28/2000 | |
| | | | | From: | GW NATL FOR BNDY | | | | | | | | | | | |
| | | | | To: | 82-612 | | | | | | | | | | | |
| 612 | 1.49 | 330 | G | 93% | 1% | 4% | 2% | 0% | 0% | C | 30 | G | 340 | G | 2001 | |
| | | | | From: | US 33 | | | | | | | | | | | |
| 612 | 3.15 | 420 | R | | | | | | | | NA | | NA | | 1997 | |
| | | | | From: | 82-762 | | | | | | | | | | | |
| 612 | 4.97 | 560 | G | 95% | 1% | 2% | 1% | 1% | 0% | F | 60 | G | 570 | G | 2001 | |
| | | | | From: | 82-763 | | | | | | | | | | | |
| 612 | 0.46 | 400 | G | 95% | 0% | 2% | 1% | 1% | 0% | F | 40 | G | 410 | G | 2001 | |
| | | | | From: | 82-817 | | | | | | | | | | | |
| | | | | To: | 0.46 M N 82-817 | | | | | | | | | | | |
| 612 | 2.21 | 410 | G | 95% | 0% | 2% | 1% | 1% | 0% | F | 40 | G | 420 | G | 2001 | |
| | | | | From: | 0.46 MN 82-817 | | | | | | | | | | | |
| | | | | To: | GW NATL FOR BNDY | | | | | | | | | | | |
| 612 | 1.50 | 550 | G | 95% | 1% | 2% | 1% | 1% | 0% | F | 60 | G | 560 | G | 2001 | |
| | | | | From: | 82-815 | | | | | | | | | | | |
| 612 | 0.39 | 1100 | G | 95% | 1% | 2% | 1% | 1% | 0% | C | 110 | G | 1100 | G | 2001 | |
| | | | | From: | 82-972 | | | | | | | | | | | |
| 612 | 1.21 | 1300 | G | 95% | 1% | 2% | 1% | 1% | 0% | F | 130 | G | 1300 | G | 2001 | |
| | | | | From: | SR 259 WEST | | | | | | | | | | | |
| 612 | 0.81 | 1200 | G | 95% | 1% | 2% | 1% | 1% | 0% | F | 140 | G | 1200 | G | 2001 | |
| | | | | From: | SR 259 EAST | | | | | | | | | | | |
| 612 | 1.45 | 970 | G | 95% | 1% | 2% | 1% | 1% | 0% | F | 100 | G | 990 | G | 2001 | |
| | | | | From: | 82-929 | | | | | | | | | | | |
| | | | | To: | 82-610 | | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | Design Hour | QK | AAWDT | QW | Year |
|--------------------------|--------|------|----|-------|-----|----------------------------|--------|--------|--------|----|-------------|----|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| Rockingham County | | | | | | | | | | | | | | | |
| 612 | 0.45 | 30 | R | | | From: 82-610 | | | | | NA | | NA | | 08/30/2000 |
| 612 | 0.72 | 10 | R | | | To: Dead End; Gap Terminus | | | | | NA | | NA | | 08/28/2000 |
| 612 | 0.20 | 10 | R | | | From: GW NATL FOR BNDY | | | | | NA | | NA | | 08/28/2000 |
| 612 | 0.89 | 60 | R | | | To: 82-611 | | | | | NA | | NA | | 08/28/2000 |
| 612 | 0.50 | 60 | R | | | From: GW NATL FOR BNDY | | | | | NA | | NA | | 08/28/2000 |
| 612 | 0.94 | 60 | R | | | To: GW NATL FOR BNDY | | | | | NA | | NA | | 08/28/2000 |
| 612 | 0.27 | 60 | R | | | From: 82-813 | | | | | NA | | NA | | 08/28/2000 |
| 613 | 0.60 | 60 | R | | | To: Shenandoah County Line | | | | | NA | | NA | | 10/16/2000 |
| 613 | 0.03 | 110 | R | | | From: Augusta County Line | | | | | NA | | NA | | 10/16/2000 |
| 613 | 1.04 | 150 | R | | | To: 0.60 MN 07-613 | | | | | NA | | NA | | 1997 |
| 613 | 3.30 | 970 | G | 93% | 0% | 3% | 2% | 2% | 0% | F | 100 | G | 990 | G | 2001 |
| 613 | 2.18 | 1600 | G | 93% | 0% | 3% | 2% | 2% | 0% | F | 150 | G | 1600 | G | 2001 |
| 613 | 0.49 | 1900 | G | 93% | 0% | 3% | 2% | 2% | 0% | C | 190 | G | 2000 | G | 2001 |
| 613 | 0.66 | 2900 | G | 93% | 0% | 3% | 2% | 2% | 0% | F | 280 | G | 2900 | G | 2001 |
| 613 | 0.85 | 2600 | G | 93% | 0% | 3% | 2% | 2% | 0% | F | 240 | G | 2600 | G | 2001 |
| 613 | 1.82 | 850 | G | 88% | 0% | 5% | 4% | 3% | 0% | F | 90 | G | 870 | G | 2001 |
| 613 | 1.69 | 510 | G | 88% | 0% | 5% | 4% | 3% | 0% | F | 50 | G | 520 | G | 2001 |
| 613 | 0.59 | 890 | G | 88% | 0% | 5% | 4% | 3% | 0% | F | 90 | G | 910 | G | 2001 |
| 613 | 2.44 | 1000 | G | 88% | 0% | 5% | 4% | 3% | 0% | F | 150 | G | 1100 | G | 2001 |
| 613 | 1.04 | 860 | G | 88% | 0% | 5% | 4% | 3% | 0% | F | 90 | G | 880 | G | 2001 |
| 613 | 3.17 | 480 | G | 88% | 0% | 5% | 4% | 3% | 0% | F | 50 | G | 490 | G | 2001 |
| 613 | 4.06 | 940 | G | 88% | 0% | 5% | 4% | 3% | 0% | C | 90 | G | 960 | G | 2001 |
| 613 | 3.56 | 770 | G | 88% | 0% | 5% | 4% | 3% | 0% | F | 80 | G | 780 | G | 2001 |
| 613 | 2.51 | 380 | G | 88% | 0% | 5% | 4% | 3% | 0% | F | 48 | G | 390 | G | 2001 |
| | | | | | | To: Shenandoah County Line | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | Design Hour | QK | AAWDT | QW | Year |
|--------------------------|--------|------|----|---|-----|-----------------|--------|--------|--------|----|-------------|----|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| Rockingham County | | | | | | | | | | | | | | | |
| (614) | 2.12 | 330 | G | From: 82-881 95% | 1% | 2% | 2% | 1% | 0% | F | 30 | G | 330 | G | 2001 |
| (614) | 0.80 | 120 | R | From: 82-812 To: Shenandoah County Line | | | | | | | NA | | NA | | 1997 |
| (615) | 0.30 | 70 | R | From: 82-881 To: 0.30 MN 82-881 | | | | | | | NA | | NA | | 08/24/2000 |
| (615) | 1.12 | 30 | R | From: 82-791 To: SR 42 SOUTH | | | | | | | NA | | NA | | 08/24/2000 |
| (615) | 2.00 | 40 | R | From: SR 42 NORTH To: Shenandoah County Line | | | | | | | NA | | NA | | 08/28/2000 |
| (615) | 0.28 | 100 | R | From: 82-617 To: 82-874 | | | | | | | NA | | NA | | 08/24/2000 |
| (616) | 1.00 | 40 | R | From: 82-874 To: Shenandoah County Line | | | | | | | NA | | NA | | 08/24/2000 |
| (616) | 1.10 | 60 | R | From: 82-753 To: 82-782 | | | | | | | NA | | NA | | 09/18/2000 |
| (617) | 0.66 | 70 | R | From: 82-782 To: 82-784 SOUTH | | | | | | | NA | | NA | | 09/18/2000 |
| (617) | 0.58 | 40 | R | From: 82-784 SOUTH To: 82-784 NORTH | | | | | | | NA | | NA | | 10/19/2000 |
| (617) | 0.22 | 40 | R | From: 82-784 NORTH To: 82-809 EAST | | | | | | | NA | | NA | | 10/19/2000 |
| (617) | 0.78 | 90 | R | From: 82-809 EAST To: 82-809 WEST | | | | | | | NA | | NA | | 1997 |
| (617) | 1.65 | 280 | R | From: 82-786 To: SCL Broadway | | | | | | | NA | | NA | | 1997 |
| (617) | 0.39 | 390 | G | From: 82-786 95% | 1% | 2% | 2% | 1% | 0% | F | 40 | G | 400 | G | 2001 |
| Town of Broadway | | | | | | | | | | | | | | | |
| (617) | 0.24 | 390 | N | From: SCL Broadway 95% | 1% | 2% | 2% | 1% | 0% | N | 40 | N | 400 | N | 2001 |
| (617) | 0.66 | 850 | G | From: 82-1421 95% | 1% | 2% | 2% | 1% | 0% | F | 90 | G | 870 | G | 2001 |
| Rockingham County | | | | | | | | | | | | | | | |
| (617) | 0.22 | 850 | N | From: NCL Broadway 95% | 1% | 2% | 2% | 1% | 0% | N | 90 | N | 870 | N | 2001 |
| Town of Broadway | | | | | | | | | | | | | | | |
| (617) | 0.10 | 1900 | G | From: SR 259 EAST 95% | 1% | 2% | 2% | 1% | 0% | F | 180 | G | 1900 | G | 2001 |
| Rockingham County | | | | | | | | | | | | | | | |
| (617) | 0.05 | 1900 | N | From: NCL Broadway 95% | 1% | 2% | 2% | 1% | 0% | N | 180 | N | 1900 | N | 2001 |
| (617) | 1.97 | 1300 | G | From: 82-789 95% | 1% | 2% | 2% | 1% | 0% | F | 140 | G | 1300 | G | 2001 |
| (617) | 0.52 | 1200 | G | From: 82-790 95% | 1% | 2% | 2% | 1% | 0% | F | 120 | G | 1300 | G | 2001 |
| Rockingham County | | | | | | | | | | | | | | | |
| (617) | | | | From: WCL Timberville | | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | Design Hour | QK | AAWDT | QW | Year |
|----------------------------|--------|------|----|-------|------------------------|-------|--------|--------|--------|----|-------------|----|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| Town of Timberville | | | | | | | | | | | | | | | |
| (617) | 0.06 | 1600 | G | 95% | 1% | 2% | 2% | 1% | 0% | C | 150 | G | 1600 | G | 2001 |
| | | | | From: | WCL Timberville | | | | | | | | | | |
| | | | | To: | SR 42 NORTH | | | | | | | | | | |
| (617) | 0.19 | 1400 | G | 95% | 1% | 2% | 2% | 1% | 0% | F | 150 | G | 1400 | G | 2001 |
| | | | | From: | SR 42 SOUTH | | | | | | | | | | |
| | | | | To: | 82-1504 | | | | | | | | | | |
| (617) | 0.17 | 1200 | G | 95% | 1% | 2% | 2% | 1% | 0% | F | 120 | G | 1200 | G | 2001 |
| | | | | From: | 82-1504 | | | | | | | | | | |
| | | | | To: | ECL TIMBERVILLE | | | | | | | | | | |
| Rockingham County | | | | | | | | | | | | | | | |
| (617) | 2.69 | 790 | G | 95% | 1% | 2% | 2% | 1% | 0% | F | 80 | G | 800 | G | 2001 |
| | | | | From: | ECL TIMBERVILLE | | | | | | | | | | |
| | | | | To: | 82-616 | | | | | | | | | | |
| (617) | 0.65 | 760 | R | | | | | | | | NA | | NA | | 1997 |
| | | | | From: | 82-616 | | | | | | | | | | |
| | | | | To: | Shenandoah County Line | | | | | | | | | | |
| (618) | 0.90 | 1200 | R | | | | | | | | NA | | NA | | 1997 |
| | | | | From: | SR 42 | | | | | | | | | | |
| | | | | To: | 82-800 | | | | | | | | | | |
| Town of Timberville | | | | | | | | | | | | | | | |
| (618) | 0.50 | 1600 | R | | | | | | | | NA | | NA | | 08/21/2000 |
| | | | | From: | 82-800 | | | | | | | | | | |
| | | | | To: | 82-793 | | | | | | | | | | |
| (618) | 0.16 | 1500 | G | 98% | 0% | 1% | 0% | 1% | 0% | C | 130 | G | 1600 | G | 2001 |
| | | | | From: | 82-793 | | | | | | | | | | |
| | | | | To: | SR 211 | | | | | | | | | | |
| Rockingham County | | | | | | | | | | | | | | | |
| (619) | 2.64 | 860 | G | 97% | 0% | 2% | 1% | 1% | 0% | C | 90 | G | 870 | G | 2001 |
| | | | | From: | 82-721 | | | | | | | | | | |
| | | | | To: | 82-806 WEST | | | | | | | | | | |
| (619) | 2.85 | 450 | G | 97% | 0% | 2% | 1% | 1% | 0% | F | 50 | G | 460 | G | 2001 |
| | | | | From: | 82-806 WEST | | | | | | | | | | |
| | | | | To: | SR 259 | | | | | | | | | | |
| (619) | 2.50 | 320 | G | 97% | 0% | 2% | 1% | 1% | 0% | F | 40 | G | 330 | G | 2001 |
| | | | | From: | SR 259 | | | | | | | | | | |
| | | | | To: | 82-793 | | | | | | | | | | |
| (619) | 1.10 | 45 | R | | | | | | | | NA | | NA | | 08/24/2000 |
| | | | | From: | 82-793 | | | | | | | | | | |
| | | | | To: | 82-799 WEST | | | | | | | | | | |
| (619) | 0.20 | 70 | R | | | | | | | | NA | | NA | | 08/24/2000 |
| | | | | From: | 82-799 WEST | | | | | | | | | | |
| | | | | To: | 82-799 EAST | | | | | | | | | | |
| (619) | 0.03 | 80 | R | | | | | | | | NA | | NA | | 1997 |
| | | | | From: | 82-799 EAST | | | | | | | | | | |
| | | | | To: | 82-890 | | | | | | | | | | |
| (619) | 0.20 | 70 | R | | | | | | | | NA | | NA | | 08/24/2000 |
| | | | | From: | 82-890 | | | | | | | | | | |
| | | | | To: | 0.20 ME 82-890 | | | | | | | | | | |
| (619) | 2.67 | 90 | R | | | | | | | | NA | | NA | | 08/24/2000 |
| | | | | From: | 0.20 ME 82-890 | | | | | | | | | | |
| | | | | To: | Shenandoah County Line | | | | | | | | | | |
| (620) | 1.72 | 1700 | G | 96% | 1% | 2% | 1% | 0% | 0% | C | 180 | G | 1700 | G | 2001 |
| | | | | From: | SR 276; US 33 | | | | | | | | | | |
| | | | | To: | 82-717 | | | | | | | | | | |
| (620) | 0.85 | 940 | G | 96% | 1% | 2% | 1% | 0% | 0% | F | 100 | G | 950 | G | 2001 |
| | | | | From: | 82-717 | | | | | | | | | | |
| | | | | To: | 82-758 SOUTH | | | | | | | | | | |
| (620) | 1.70 | 600 | G | 96% | 1% | 2% | 1% | 1% | 0% | F | 60 | G | 610 | G | 2001 |
| | | | | From: | 82-758 SOUTH | | | | | | | | | | |
| | | | | To: | 82-716 | | | | | | | | | | |
| (620) | 0.25 | 380 | R | | | | | | | | NA | | NA | | 1997 |
| | | | | From: | 82-716 | | | | | | | | | | |
| | | | | To: | 82-942 | | | | | | | | | | |
| (620) | 1.35 | 370 | R | | | | | | | | NA | | NA | | 08/14/2000 |
| | | | | From: | 82-942 | | | | | | | | | | |
| | | | | To: | 82-718 | | | | | | | | | | |
| (620) | 0.30 | 440 | R | | | | | | | | NA | | NA | | 1997 |
| | | | | From: | 82-718 | | | | | | | | | | |
| | | | | To: | 82-724 SOUTH | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | Design Hour | QK | AAWDT | QW | Year |
|--------------------------|--------|------|----|-------|-----|------------------------------|--------|--------|--------|----|-------------|----|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| Rockingham County | | | | | | | | | | | | | | | |
| 620 | 0.30 | 390 | R | | | From: 82-724 SOUTH | | | | | NA | | NA | | 08/14/2000 |
| 620 | 0.80 | 360 | R | | | To: 82-724 NORTH | | | | | NA | | NA | | 1997 |
| 620 | 2.00 | 260 | R | | | From: 82-722 SOUTH | | | | | NA | | NA | | 08/21/2000 |
| 620 | 0.50 | 440 | R | | | To: 82-811 | | | | | NA | | NA | | 1997 |
| 620 | 1.25 | 340 | R | | | From: 82-722 NORTH | | | | | NA | | NA | | 08/21/2000 |
| 620 | 0.55 | 490 | R | | | To: 82-922 | | | | | NA | | NA | | 1997 |
| 620 | 0.60 | 370 | R | | | From: 82-806 | | | | | NA | | NA | | 08/21/2000 |
| 620 | 0.80 | 300 | R | | | To: 82-885 | | | | | NA | | NA | | 1997 |
| 620 | 2.40 | 120 | R | | | From: 82-608 | | | | | NA | | NA | | 08/21/2000 |
| 620 | 0.10 | 330 | R | | | To: 82-798 SOUTH | | | | | NA | | NA | | 1997 |
| 620 | 1.60 | 90 | R | | | From: 82-798 NORTH | | | | | NA | | NA | | 08/24/2000 |
| 620 | 1.39 | 60 | R | | | To: 82-796 | | | | | NA | | NA | | 08/21/2000 |
| 620 | 0.11 | 60 | R | | | From: 1.39 MN 82-796 | | | | | NA | | NA | | 1997 |
| 620 | 0.11 | 90 | R | | | To: 82-793 | | | | | NA | | NA | | 08/21/2000 |
| 620 | 1.01 | 60 | R | | | From: 0.11 MN 82-793 | | | | | NA | | NA | | 08/21/2000 |
| 620 | 0.78 | 70 | R | | | To: 82-794 | | | | | NA | | NA | | 08/21/2000 |
| 621 | 0.20 | 20 | R | | | From: Shenandoah County Line | | | | | NA | | NA | | 08/03/2000 |
| 622 | 0.15 | 90 | R | | | To: 82-623 | | | | | NA | | NA | | 1997 |
| 622 | 0.95 | 80 | R | | | From: 0.15 ME 82-623 | | | | | NA | | NA | | 08/03/2000 |
| 623 | 1.05 | 1200 | G | 96% | 1% | 2% | 0% | 0% | 0% | F | 130 | G | 1300 | G | 2001 |
| 623 | 0.35 | 1200 | G | 96% | 1% | 2% | 0% | 0% | 0% | C | 110 | G | 1200 | G | 2001 |
| 623 | 0.95 | 590 | G | 96% | 1% | 2% | 0% | 0% | 0% | F | 70 | G | 600 | G | 2001 |
| 623 | 0.95 | 350 | R | | | From: 82-624 | | | | | NA | | NA | | 1997 |
| 623 | 1.03 | 260 | R | | | To: 82-622 | | | | | NA | | NA | | 08/03/2000 |
| | | | | | | From: 82-621 | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | Design Hour | QK | AAWDT | QW | Year |
|--------------------------|--------|------|----|-------|-----|-------|--------|--------|--------|----|-------------|----|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| Rockingham County | | | | | | | | | | | | | | | |
| 623 | 0.53 | 230 | R | | | | | | | | NA | | NA | | 1997 |
| | | | | | | | | | | | | | | | |
| 624 | 2.10 | 250 | G | 97% | 0% | 2% | 0% | 0% | 0% | C | 30 | G | 260 | G | 2001 |
| 625 | 1.00 | 830 | R | | | | | | | | NA | | NA | | 08/07/2000 |
| 625 | 1.00 | 450 | R | | | | | | | | NA | | NA | | 1997 |
| 625 | 0.50 | 310 | R | | | | | | | | NA | | NA | | 08/03/2000 |
| 625 | 1.26 | 200 | R | | | | | | | | NA | | NA | | 08/03/2000 |
| 625 | 0.80 | 190 | R | | | | | | | | NA | | NA | | 08/03/2000 |
| 626 | 1.29 | 220 | R | | | | | | | | NA | | NA | | 08/07/2000 |
| 626 | 0.71 | 50 | R | | | | | | | | NA | | NA | | 08/07/2000 |
| 627 | 0.30 | 30 | R | | | | | | | | NA | | NA | | 08/03/2000 |
| 628 | 2.09 | 20 | R | | | | | | | | NA | | NA | | 08/03/2000 |
| 628 | 0.91 | 160 | R | | | | | | | | NA | | NA | | 08/07/2000 |
| 628 | 1.70 | 420 | R | | | | | | | | NA | | NA | | 1997 |
| 628 | 0.60 | 640 | G | 93% | 3% | 1% | 0% | 3% | 0% | C | 70 | G | 650 | G | 2001 |
| 629 | 0.05 | 20 | R | | | | | | | | NA | | NA | | 07/17/2000 |
| 630 | 1.50 | 340 | R | | | | | | | | NA | | NA | | 07/31/2000 |
| 631 | 0.30 | 80 | R | | | | | | | | NA | | NA | | 08/30/2000 |
| 632 | 0.25 | 120 | R | | | | | | | | NA | | NA | | 09/14/2000 |
| 634 | 0.43 | 200 | R | | | | | | | | NA | | NA | | 08/07/2000 |
| 634 | 0.96 | 60 | R | | | | | | | | NA | | NA | | 08/07/2000 |
| 634 | 0.55 | 800 | G | 97% | 1% | 2% | 1% | 0% | 0% | C | 80 | G | 810 | G | 2001 |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | Design Hour | QK | AAWDT | QW | Year |
|--------------------------|--------|------|----|-------|-----|--|--------|--------|--------|----|-------------|----|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| Rockingham County | | | | | | | | | | | | | | | |
| 634 | 1.20 | 310 | R | | | From: 82-623 EAST To: Dead End | | | | | NA | | NA | | 1997 |
| 635 | 0.70 | 1500 | G | 91% | 3% | 1% | 3% | 2% | 0% | C | 140 | G | 1500 | G | 2001 |
| 635 | 2.58 | 800 | G | 91% | 3% | 1% | 3% | 2% | 0% | F | 80 | G | 810 | G | 2001 |
| 635 | 0.32 | 310 | R | | | From: 82-602 To: 82-665 | | | | | NA | | NA | | 1997 |
| 636 | 0.20 | 60 | R | | | From: Dead End To: GW NATL FOR BNDY | | | | | NA | | NA | | 1996 |
| 636 | 0.98 | 190 | R | | | From: 82-715 To: 82-602 NORTH 82-602 SOUTH | | | | | NA | | NA | | 1997 |
| 636 | 1.50 | 450 | R | | | From: 82-635 To: Dead End | | | | | NA | | NA | | 08/10/2000 |
| 637 | 0.37 | 300 | R | | | From: 0.37 ME Dead End To: 82-602 WEST 82-602 EAST | | | | | NA | | NA | | 08/10/2000 |
| 637 | 2.12 | 300 | R | | | From: 82-602 WEST 82-602 EAST To: US 33 BUS | | | | | NA | | NA | | 08/10/2000 |
| 637 | 1.20 | 530 | G | 94% | 3% | 1% | 0% | 1% | 0% | C | 50 | G | 540 | G | 2001 |
| 638 | 0.24 | 340 | R | | | From: 82-759 To: 82-861 | | | | | NA | | NA | | 08/03/2000 |
| 638 | 0.64 | 280 | R | | | From: 82-861 To: Dead End | | | | | NA | | NA | | 1997 |
| 639 | 0.87 | 60 | R | | | From: 82-640 To: 0.87 MN 82-640 | | | | | NA | | NA | | 08/10/2000 |
| 639 | 0.47 | 150 | R | | | From: 0.88 MN 82-640 To: US 33 | | | | | NA | | NA | | 08/10/2000 |
| 639 | 0.30 | 210 | R | | | From: US 33 To: 82-900 | | | | | NA | | NA | | 1997 |
| 639 | 0.14 | 210 | R | | | From: 82-900 To: US 33 BUS | | | | | NA | | NA | | 1997 |
| 640 | 2.40 | 300 | R | | | From: US 33 To: 82-980 | | | | | NA | | NA | | 1997 |
| 640 | 1.50 | 48 | R | | | From: 82-980 To: 82-639 | | | | | NA | | NA | | 08/10/2000 |
| 640 | 0.60 | 46 | R | | | From: 82-639 To: Dead End | | | | | NA | | NA | | 08/10/2000 |
| 641 | 0.77 | 60 | R | | | From: 82-843 To: 0.77 ME 82-843 | | | | | NA | | NA | | 07/31/2000 |
| 641 | 0.33 | 170 | R | | | From: 0.77 ME 82-843 To: 82-649 WEST | | | | | NA | | NA | | 07/31/2000 |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | Design Hour | QK | AAWDT | QW | Year |
|--------------------------|--------|------|----|-------|-----|----------------------|--------|--------|--------|----|-------------|----|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| Rockingham County | | | | | | | | | | | | | | | |
| 641 | 0.99 | 160 | R | | | From: 82-649 EAST | | | | | NA | | NA | | 1997 |
| 641 | 0.90 | 70 | R | | | To: 82-648 | | | | | NA | | NA | | 07/31/2000 |
| 641 | 1.00 | 40 | R | | | From: 82-643 | | | | | NA | | NA | | 07/31/2000 |
| 641 | 0.20 | 9 | R | | | To: 82-644 | | | | | NA | | NA | | 07/31/2000 |
| | | | | | | To: Dead End | | | | | | | | | |
| 642 | 0.09 | 80 | R | | | From: 0.09 MS 82-649 | | | | | NA | | NA | | 1967 |
| 642 | 3.40 | 1100 | R | | | To: 82-649 | | | | | NA | | NA | | 07/31/2000 |
| | | | | | | To: US 340 | | | | | | | | | |
| 643 | 1.30 | 40 | R | | | From: 82-644 | | | | | NA | | NA | | 1997 |
| | | | | | | To: 82-641 | | | | | | | | | |
| 644 | 1.40 | 120 | R | | | From: 82-641 | | | | | NA | | NA | | 07/31/2000 |
| 644 | 0.60 | 550 | R | | | To: 82-643 | | | | | NA | | NA | | 1997 |
| 644 | 1.60 | 6800 | A | 98% | 0% | 1% | 0% | 0% | 0% | A | 770 | A | 6700 | A | 2001 |
| | | | | | | To: 1.60 MN US 33 | | | | | | | | | |
| 644 | 1.70 | 3000 | R | | | From: 82-644 | | | | | NA | | NA | | 1997 |
| 644 | 0.40 | 440 | R | | | To: 82-646 NORTH | | | | | NA | | NA | | 08/14/2000 |
| 644 | 0.90 | 350 | R | | | From: 82-645 | | | | | NA | | NA | | 1997 |
| | | | | | | To: 82-602; 82-646 | | | | | | | | | |
| 645 | 0.60 | 80 | R | | | From: 82-644 | | | | | NA | | NA | | 08/10/2000 |
| | | | | | | To: 82-602 | | | | | | | | | |
| 646 | 0.12 | 220 | R | | | From: 82-996 | | | | | NA | | NA | | 08/10/2000 |
| 646 | 1.68 | 410 | R | | | To: US 33 | | | | | NA | | NA | | 08/10/2000 |
| 646 | 1.29 | 80 | R | | | From: 82-644 SOUTH | | | | | NA | | NA | | 08/14/2000 |
| 646 | 0.21 | 70 | R | | | To: 1.29 MN 82-644 | | | | | NA | | NA | | 1997 |
| 646 | 2.30 | 40 | R | | | From: 82-644 NORTH | | | | | NA | | NA | | 08/14/2000 |
| | | | | | | To: 82-602; 82-644 | | | | | | | | | |
| 647 | 0.12 | 300 | R | | | From: 82-996 | | | | | NA | | NA | | 1997 |
| 647 | 0.60 | NA | | | | To: US 33 | | | | | NA | | NA | | |
| 647 | 1.54 | 130 | R | | | From: 82-1050 | | | | | NA | | NA | | 08/10/2000 |
| | | | | | | To: Dead End | | | | | | | | | |
| 648 | 1.60 | 140 | R | | | From: 82-996 | | | | | NA | | NA | | 1997 |
| | | | | | | To: 82-641 | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | Design Hour | QK | AAWDT | QW | Year |
|--------------------------|--------|------|----|-------|-----|----------------------|--------|--------|--------|----|-------------|----|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| Rockingham County | | | | | | | | | | | | | | | |
| 649 | 0.52 | 650 | R | | | From: 82-754 | | | | | NA | | NA | | 1997 |
| 649 | 1.57 | 3400 | G | 88% | 0% | 1% | 2% | 7% | 0% | F | 370 | G | 3400 | G | 2001 |
| 649 | 1.21 | 3600 | G | 88% | 0% | 1% | 2% | 7% | 0% | C | 430 | G | 3700 | G | 2001 |
| 649 | 0.03 | 150 | R | | | From: US 33 | | | | | NA | | NA | | 1997 |
| | | | | | | To: Dead End | | | | | | | | | |
| 650 | 1.50 | 50 | R | | | From: 82-655 | | | | | NA | | NA | | 07/27/2000 |
| 650 | 1.00 | 90 | R | | | From: 82-652 WEST | | | | | NA | | NA | | 08/03/2000 |
| 650 | 0.30 | 230 | R | | | From: 82-652 EAST | | | | | NA | | NA | | 1997 |
| 650 | 1.70 | 80 | R | | | From: 82-651 | | | | | NA | | NA | | 07/31/2000 |
| 650 | 0.28 | 100 | R | | | From: 0.30 MN 82-651 | | | | | NA | | NA | | 1997 |
| 650 | | | | | | From: 1.30 MN 82-651 | | | | | | | | | |
| 650 | | | | | | From: 2.00 MN 82-651 | | | | | | | | | |
| 651 | 1.40 | 340 | R | | | From: 82-649 | | | | | NA | | NA | | 07/31/2000 |
| 651 | 0.77 | 220 | R | | | From: 82-996 | | | | | NA | | NA | | 1997 |
| 652 | 2.00 | 170 | R | | | From: 82-843 | | | | | NA | | NA | | 07/27/2000 |
| 652 | 0.20 | 140 | R | | | From: 82-842 | | | | | NA | | NA | | 1997 |
| 652 | 0.50 | 20 | R | | | From: 82-650 | | | | | NA | | NA | | 07/27/2000 |
| 653 | 0.10 | 60 | R | | | From: 82-672 | | | | | NA | | NA | | 1997 |
| 654 | 0.11 | 30 | R | | | From: 82-650 WEST | | | | | NA | | NA | | 08/10/2000 |
| 654 | 0.07 | 160 | R | | | From: 82-650 EAST | | | | | NA | | NA | | 1997 |
| 654 | 1.43 | 60 | R | | | From: 0.07 MN US 33 | | | | | NA | | NA | | 08/10/2000 |
| 655 | 0.83 | 210 | R | | | From: 82-842; 82-996 | | | | | NA | | NA | | 1997 |
| 655 | 2.48 | 780 | G | 95% | 1% | 2% | 1% | 2% | 0% | C | 90 | G | 800 | G | 2001 |
| 655 | 0.70 | 530 | G | 95% | 1% | 2% | 1% | 2% | 0% | F | 60 | G | 540 | G | 2001 |
| 655 | 0.90 | 460 | G | 95% | 1% | 2% | 1% | 2% | 0% | F | 47 | G | 460 | G | 2001 |

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| Route | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | Design Hour | QK | AAWDT | QW | Year | |
|--------------------------|--------|-------|----|-------|---------------------|-----------------|--------|--------|--------|----|-------------|----|-------|----|------------|--|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Rockingham County | | | | | | | | | | | | | | | | |
| (655) | 0.90 | 410 | G | 95% | 1% | 2% | 1% | 2% | 0% | F | 40 | G | 420 | G | 2001 | |
| | | | | From: | 82-650 | | | | | | | | | | | |
| | | | | To: | 82-708 SOUTH | | | | | | | | | | | |
| (655) | 0.20 | 540 | G | 95% | 1% | 2% | 1% | 2% | 0% | F | 50 | G | 550 | G | 2001 | |
| | | | | From: | 82-708 SOUTH | | | | | | | | | | | |
| | | | | To: | 82-708 NORTH | | | | | | | | | | | |
| (655) | 1.20 | 420 | G | 95% | 1% | 2% | 1% | 2% | 0% | F | 46 | G | 420 | G | 2001 | |
| | | | | From: | 82-708 NORTH | | | | | | | | | | | |
| | | | | To: | 82-656 | | | | | | | | | | | |
| (655) | 0.10 | 480 | G | 95% | 1% | 2% | 1% | 2% | 0% | F | 48 | G | 490 | G | 2001 | |
| | | | | From: | 82-656 | | | | | | | | | | | |
| | | | | To: | 82-671 | | | | | | | | | | | |
| (655) | 0.90 | 280 | G | 95% | 1% | 2% | 1% | 1% | 0% | F | 40 | G | 280 | G | 2001 | |
| | | | | From: | 82-671 | | | | | | | | | | | |
| | | | | To: | 82-659 | | | | | | | | | | | |
| (656) | 0.10 | 45 | R | | | | | | | | NA | | NA | | 07/20/2000 | |
| | | | | From: | 82-655 | | | | | | | | | | | |
| | | | | To: | 82-671 | | | | | | | | | | | |
| (656) | 0.50 | 80 | R | | | | | | | | NA | | NA | | 07/20/2000 | |
| | | | | From: | 82-671 | | | | | | | | | | | |
| | | | | To: | Dead End | | | | | | | | | | | |
| (657) | 0.60 | 100 | R | | | | | | | | NA | | NA | | 1997 | |
| | | | | From: | 82-708 | | | | | | | | | | | |
| | | | | To: | 82-658 | | | | | | | | | | | |
| (657) | 0.50 | 60 | R | | | | | | | | NA | | NA | | 07/31/2000 | |
| | | | | From: | 82-658 | | | | | | | | | | | |
| | | | | To: | 82-655 | | | | | | | | | | | |
| (658) | 0.70 | 200 | R | | | | | | | | NA | | NA | | 07/31/2000 | |
| | | | | From: | 82-672 | | | | | | | | | | | |
| | | | | To: | 82-657 | | | | | | | | | | | |
| (659) | 0.59 | 5600 | G | 96% | 0% | 2% | 1% | 1% | 0% | F | 600 | G | 5700 | G | 2001 | |
| | | | | From: | SCL HARRISONBURG | | | | | | | | | | | |
| | | | | To: | 82-710 | | | | | | | | | | | |
| (659) | 2.32 | 11000 | G | 96% | 0% | 2% | 1% | 1% | 0% | F | 1100 | G | 11000 | G | 2001 | |
| | | | | From: | 82-710 | | | | | | | | | | | |
| | | | | To: | 82-680 | | | | | | | | | | | |
| (659) | 0.96 | 5200 | G | 96% | 0% | 2% | 1% | 1% | 0% | F | 570 | G | 5200 | G | 2001 | |
| | | | | From: | 82-680 | | | | | | | | | | | |
| | | | | To: | SR 276 | | | | | | | | | | | |
| (659) | 0.33 | 5000 | G | 96% | 0% | 2% | 1% | 1% | 0% | C | 550 | G | 5100 | G | 2001 | |
| | | | | From: | SR 276 | | | | | | | | | | | |
| | | | | To: | 82-708 | | | | | | | | | | | |
| (659) | 4.28 | 5500 | G | 96% | 0% | 2% | 1% | 1% | 0% | F | 570 | G | 5600 | G | 2001 | |
| | | | | From: | 82-708 | | | | | | | | | | | |
| | | | | To: | SR 331 | | | | | | | | | | | |
| (659) | 0.22 | 5200 | G | 96% | 0% | 2% | 1% | 1% | 0% | F | 560 | G | 5300 | G | 2001 | |
| | | | | From: | SR 331 | | | | | | | | | | | |
| | | | | To: | 82-655 | | | | | | | | | | | |
| (659) | 0.76 | 5300 | G | 96% | 0% | 2% | 1% | 1% | 0% | F | 580 | G | 5400 | G | 2001 | |
| | | | | From: | 82-655 | | | | | | | | | | | |
| | | | | To: | 82-1603 | | | | | | | | | | | |
| (659) | 0.91 | 3100 | G | 96% | 0% | 2% | 1% | 1% | 0% | F | 310 | G | 3100 | G | 2001 | |
| | | | | From: | 82-1603 | | | | | | | | | | | |
| | | | | To: | US 340 | | | | | | | | | | | |
| (659) | 1.88 | 660 | R | | | | | | | | NA | | NA | | 1997 | |
| | | | | From: | US 340 | | | | | | | | | | | |
| | | | | To: | 82-663 | | | | | | | | | | | |
| (660) | 0.80 | 240 | R | | | | | | | | NA | | NA | | 07/27/2000 | |
| | | | | From: | 82-663 | | | | | | | | | | | |
| | | | | To: | Dead End | | | | | | | | | | | |
| (661) | 0.75 | 630 | R | | | | | | | | NA | | NA | | 1997 | |
| | | | | From: | ECL GROTTOS | | | | | | | | | | | |
| | | | | To: | SHEN NATL PK BNDY | | | | | | | | | | | |
| (661) | 0.60 | 140 | R | | | | | | | | NA | | NA | | 07/27/2000 | |
| | | | | From: | SHEN NATL PK BNDY | | | | | | | | | | | |
| | | | | To: | Augusta County Line | | | | | | | | | | | |
| (663) | 0.91 | 850 | G | 87% | 10% | 3% | 1% | 0% | 0% | C | 90 | G | 870 | G | 2001 | |
| | | | | From: | ECL GROTTOS | | | | | | | | | | | |
| | | | | To: | 20-660 | | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | Design Hour | QK | AAWDT | QW | Year |
|--------------------------|--------|------|----|-------|-----|------------------------------------|--------|--------|--------|----|-------------|----|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| Rockingham County | | | | | | | | | | | | | | | |
| 663 | 0.83 | 420 | R | | | From: 82-660 | | | | | NA | NA | | | 07/27/2000 |
| 663 | 0.16 | 400 | R | | | To: SHEN NATL FOR BNDY | | | | | NA | NA | | | 07/27/2000 |
| 663 | 0.44 | 210 | R | | | From: 82-659 | | | | | NA | NA | | | 1997 |
| 663 | 0.07 | 60 | R | | | To: 82-708 | | | | | NA | NA | | | 1997 |
| | | | | | | From: Dead End | | | | | | | | | |
| 664 | 0.25 | 80 | R | | | To: 82-803 | | | | | NA | NA | | | 09/14/2000 |
| | | | | | | From: Dead End | | | | | | | | | |
| 665 | 0.50 | 120 | R | | | To: Dead End | | | | | NA | NA | | | 08/10/2000 |
| 665 | 0.05 | 400 | R | | | From: 82-635 | | | | | NA | NA | | | 1997 |
| | | | | | | To: 82-602 | | | | | | | | | |
| 666 | 0.50 | 60 | R | | | From: Dead End | | | | | NA | NA | | | 09/05/2000 |
| | | | | | | To: 82-822 | | | | | | | | | |
| 667 | 1.00 | 30 | R | | | From: 82-668 | | | | | NA | NA | | | 09/05/2000 |
| | | | | | | To: Dead End | | | | | | | | | |
| 668 | 0.30 | 180 | R | | | From: Dead End | | | | | NA | NA | | | 07/13/2000 |
| 668 | 1.47 | 250 | R | | | To: SR 276 | | | | | NA | NA | | | 08/03/2000 |
| 668 | 0.64 | 210 | R | | | From: 82-672 | | | | | NA | NA | | | 08/03/2000 |
| 668 | 0.21 | 230 | R | | | To: 82-828 | | | | | NA | NA | | | 08/03/2000 |
| 668 | 0.63 | 200 | R | | | From: 82-863 | | | | | NA | NA | | | 08/03/2000 |
| 668 | 0.19 | 360 | R | | | To: 82-677 | | | | | NA | NA | | | 08/03/2000 |
| 668 | 1.51 | 220 | R | | | From: 82-669 | | | | | NA | NA | | | 08/03/2000 |
| 668 | 0.18 | 210 | R | | | To: 82-667 | | | | | NA | NA | | | 08/03/2000 |
| 668 | 0.99 | 48 | R | | | From: 82-605 NORTH 82-605 SOUTH | | | | | NA | NA | | | 07/27/2000 |
| | | | | | | To: Augusta County Line | | | | | | | | | |
| 669 | 0.10 | 30 | R | | | From: Dead End | | | | | NA | NA | | | 07/20/2000 |
| 669 | 0.90 | 40 | R | | | To: 82-678 | | | | | NA | NA | | | 07/20/2000 |
| | | | | | | From: 82-668 | | | | | | | | | |
| 670 | 0.30 | 30 | R | | | To: Dead End | | | | | NA | NA | | | 07/20/2000 |
| 671 | 0.20 | 410 | R | | | From: SR 276 | | | | | NA | NA | | | 07/20/2000 |
| | | | | | | To: 82-848 | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | Design Hour | QK | AAWDT | QW | Year |
|--------------------------|--------|------|----|-------|-----|--------------------|--------|--------|--------|----|-------------|----|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| Rockingham County | | | | | | | | | | | | | | | |
| (671) | 1.80 | 60 | R | | | From: 82-848 | | | | | NA | | NA | | 07/27/2000 |
| (671) | 0.30 | 100 | R | | | To: 82-672 NORTH | | | | | NA | | NA | | 07/20/2000 |
| (671) | 0.80 | 60 | R | | | From: 82-672 SOUTH | | | | | NA | | NA | | 07/27/2000 |
| (671) | 0.30 | 240 | R | | | To: 82-828 | | | | | NA | | NA | | 07/20/2000 |
| (671) | 0.40 | 270 | R | | | From: 82-670 | | | | | NA | | NA | | 07/20/2000 |
| (671) | 1.00 | 300 | R | | | To: 82-659 | | | | | NA | | NA | | 07/20/2000 |
| (671) | 0.05 | 100 | R | | | From: 82-655 | | | | | NA | | NA | | 07/27/2000 |
| (672) | 0.84 | 80 | R | | | To: 82-656 | | | | | | | | | |
| (672) | | | | | | From: 82-668 | | | | | NA | | NA | | 1997 |
| (672) | 0.35 | 130 | R | | | To: 82-671 SOUTH | | | | | | | | | |
| (672) | | | | | | From: 82-671 NORTH | | | | | NA | | NA | | 07/27/2000 |
| (672) | 0.83 | 40 | R | | | To: 82-673 | | | | | NA | | NA | | 07/20/2000 |
| (672) | 1.00 | 880 | G | 95% | 1% | 3% | 0% | 0% | 0% | F | 100 | G | 900 | G | 2001 |
| (672) | 1.59 | 1200 | G | 95% | 1% | 3% | 0% | 0% | 0% | F | 160 | G | 1300 | G | 2001 |
| (672) | 1.57 | 900 | G | 95% | 1% | 3% | 0% | 0% | 0% | C | 160 | G | 920 | G | 2001 |
| (673) | 0.80 | 180 | R | | | To: 82-996 | | | | | | | | | |
| (673) | | | | | | From: 82-672 | | | | | NA | | NA | | 1997 |
| (674) | 0.40 | 40 | R | | | To: 82-659 | | | | | | | | | |
| (674) | | | | | | From: 82-708 | | | | | NA | | NA | | 07/27/2000 |
| (674) | 0.80 | 60 | R | | | To: 82-676 EAST | | | | | | | | | |
| (674) | | | | | | From: 82-676 WEST | | | | | NA | | NA | | 07/20/2000 |
| (675) | 0.08 | 50 | R | | | To: 82-655 | | | | | | | | | |
| (675) | | | | | | From: US 11 | | | | | NA | | NA | | 1997 |
| (676) | 1.00 | 250 | R | | | To: Cul-de-Sac | | | | | | | | | |
| (676) | | | | | | From: SR 276 | | | | | NA | | NA | | 07/20/2000 |
| (676) | 0.20 | 240 | R | | | To: 82-674 WEST | | | | | NA | | NA | | 1997 |
| (676) | 1.40 | 200 | R | | | From: 82-674 EAST | | | | | NA | | NA | | 07/20/2000 |
| (676) | 0.30 | 240 | R | | | To: 82-708 EAST | | | | | | | | | |
| (676) | | | | | | From: 82-708 WEST | | | | | NA | | NA | | 1997 |
| (676) | 0.10 | 130 | R | | | To: 82-757 | | | | | NA | | NA | | 07/20/2000 |
| (676) | | | | | | From: 82-659 | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | Design Hour | QK | AAWDT | QW | Year |
|--------------------------|--------|------|----|-------|-----|----------------------|--------|--------|--------|----|-------------|----|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| Rockingham County | | | | | | | | | | | | | | | |
| (677) | 1.40 | 350 | R | | | From: 82-678 | | | | | NA | | NA | | 07/20/2000 |
| (677) | 0.20 | 10 | R | | | From: 82-668 | | | | | NA | | NA | | 07/20/2000 |
| | | | | | | To: Dead End | | | | | | | | | |
| (678) | 2.00 | 60 | R | | | From: 82-995 | | | | | NA | | NA | | 07/17/2000 |
| | | | | | | To: SR 276 NORTH | | | | | | | | | |
| (678) | 0.60 | 480 | R | | | From: SR 276 SOUTH | | | | | NA | | NA | | 07/20/2000 |
| | | | | | | To: 82-677 | | | | | | | | | |
| (678) | 1.40 | 50 | R | | | From: 82-669 | | | | | NA | | NA | | 07/20/2000 |
| | | | | | | To: SCL HARRISONBURG | | | | | | | | | |
| (679) | 0.53 | 1100 | G | 96% | 1% | 2% | 0% | 0% | 0% | F | 140 | G | 1100 | G | 2001 |
| | | | | | | To: 82-704 WEST | | | | | | | | | |
| (679) | 0.68 | 1400 | G | 96% | 1% | 2% | 0% | 0% | 0% | C | 180 | G | 1400 | G | 2001 |
| | | | | | | To: 82-704 EAST | | | | | | | | | |
| (679) | 0.78 | 940 | G | 96% | 1% | 2% | 0% | 0% | 0% | F | 110 | G | 950 | G | 2001 |
| | | | | | | To: 82-689 | | | | | | | | | |
| (679) | 2.29 | 370 | G | 96% | 1% | 2% | 0% | 0% | 0% | F | 40 | G | 370 | G | 2001 |
| | | | | | | To: SR 276 SOUTH | | | | | | | | | |
| (679) | 1.33 | 120 | R | | | From: SR 276 NORTH | | | | | NA | | NA | | 07/20/2000 |
| | | | | | | To: 82-659 | | | | | | | | | |
| (680) | 1.50 | 380 | G | 96% | 1% | 1% | 0% | 2% | 0% | F | 40 | G | 390 | G | 2001 |
| | | | | | | To: 82-679 | | | | | | | | | |
| (680) | 0.90 | 720 | G | 95% | 1% | 1% | 0% | 2% | 0% | C | 100 | G | 730 | G | 2001 |
| | | | | | | To: 82-659 | | | | | | | | | |
| (681) | 1.40 | 190 | R | | | From: 82-682 | | | | | NA | | NA | | 07/13/2000 |
| | | | | | | To: 82-846 | | | | | | | | | |
| (681) | 0.20 | 120 | R | | | From: 82-988 NORTH | | | | | NA | | NA | | 07/13/2000 |
| | | | | | | To: 82-988 SOUTH | | | | | | | | | |
| (681) | 0.10 | 260 | R | | | From: 82-679 | | | | | NA | | NA | | 1997 |
| | | | | | | To: 82-679 | | | | | | | | | |
| (682) | 0.52 | 2600 | G | 87% | 3% | 3% | 4% | 3% | 0% | C | 290 | G | 2600 | G | 2001 |
| | | | | | | To: SR 257 | | | | | | | | | |
| (682) | 2.08 | 1700 | G | 87% | 3% | 3% | 4% | 3% | 0% | F | 180 | G | 1700 | G | 2001 |
| | | | | | | To: 82-867 | | | | | | | | | |
| (682) | 1.70 | 1300 | G | 86% | 3% | 3% | 4% | 3% | 0% | F | 150 | G | 1400 | G | 2001 |
| | | | | | | To: 82-995 | | | | | | | | | |
| | | | | | | To: SR 276 | | | | | | | | | |
| (683) | 0.60 | 480 | R | | | From: 82-655 | | | | | NA | | NA | | 08/14/2000 |
| | | | | | | To: Dead End | | | | | | | | | |
| (684) | 0.20 | 280 | R | | | From: 82-620 | | | | | NA | | NA | | 1997 |
| | | | | | | To: 0.20 ME 82-620 | | | | | | | | | |
| (684) | 0.15 | 270 | R | | | From: 82-833 | | | | | NA | | NA | | 08/14/2000 |
| | | | | | | To: 82-833 | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | Design Hour | QK | AAWDT | QW | Year |
|--------------------------|--------|------|----|-------|-----|-------|--------|--------|--------|----|-------------|----|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| Rockingham County | | | | | | | | | | | | | | | |
| 684 | 0.35 | 80 | R | | | | | | | | NA | | NA | | 08/14/2000 |
| | | | | | | | | | | | | | | | |
| 685 | 0.60 | 48 | R | | | | | | | | NA | | NA | | 1997 |
| 686 | 0.60 | 80 | R | | | | | | | | NA | | NA | | 07/17/2000 |
| 687 | 0.60 | 770 | G | 97% | 1% | 1% | 1% | 0% | 0% | F | 80 | G | 790 | G | 2001 |
| 687 | 0.36 | 1200 | G | 97% | 1% | 1% | 1% | 0% | 0% | F | 120 | G | 1200 | G | 2001 |
| 687 | 1.09 | 2100 | G | 97% | 0% | 1% | 1% | 0% | 0% | C | 200 | G | 2200 | G | 2001 |
| 688 | 0.10 | 30 | R | | | | | | | | NA | | NA | | 07/20/2000 |
| 688 | 0.92 | 910 | R | | | | | | | | NA | | NA | | 1997 |
| 688 | 0.08 | 330 | R | | | | | | | | NA | | NA | | 1997 |
| 689 | 1.10 | 170 | R | | | | | | | | NA | | NA | | 07/13/2000 |
| 689 | 1.52 | 920 | R | | | | | | | | NA | | NA | | 07/20/2000 |
| 689 | 0.74 | 3800 | G | 96% | 1% | 1% | 1% | 0% | 0% | F | 420 | G | 3900 | G | 2001 |
| 689 | 1.28 | 2900 | G | 96% | 1% | 1% | 1% | 0% | 0% | C | 300 | G | 2900 | G | 2001 |
| 690 | 0.22 | 100 | R | | | | | | | | NA | | NA | | 07/13/2000 |
| 690 | 0.18 | 170 | R | | | | | | | | NA | | NA | | 07/17/2000 |
| 690 | 0.07 | 210 | R | | | | | | | | NA | | NA | | 07/13/2000 |
| 690 | 0.50 | 280 | R | | | | | | | | NA | | NA | | 07/13/2000 |
| 691 | 0.80 | 90 | R | | | | | | | | NA | | NA | | 07/13/2000 |
| 692 | 0.60 | 160 | R | | | | | | | | NA | | NA | | 07/13/2000 |
| 693 | 1.20 | 390 | R | | | | | | | | NA | | NA | | 1997 |
| 693 | 0.70 | 220 | R | | | | | | | | NA | | NA | | 07/13/2000 |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | Design Hour | QK | AAWDT | QW | Year | |
|--------------------------|--------|------|----|-------|--------------------------|-------|--------|--------|--------|----|-------------|----|-------|----|------------|--|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Rockingham County | | | | | | | | | | | | | | | | |
| (694) | 0.35 | 45 | R | | | | | | | | NA | | NA | | 07/13/2000 | |
| | | | | From: | US 11 | | | | | | | | | | | |
| | | | | To: | Dead End | | | | | | | | | | | |
| (695) | 0.75 | 40 | R | | | | | | | | NA | | NA | | 07/27/2000 | |
| | | | | From: | US 340 SOUTH | | | | | | | | | | | |
| (695) | 0.85 | 120 | R | | | | | | | | NA | | NA | | 07/31/2000 | |
| | | | | From: | US 340 NORTH | | | | | | | | | | | |
| | | | | To: | 82-659 | | | | | | | | | | | |
| (696) | 1.70 | 380 | R | | | | | | | | NA | | NA | | 07/13/2000 | |
| | | | | From: | Augusta County Line | | | | | | | | | | | |
| | | | | To: | 82-727 | | | | | | | | | | | |
| (697) | 0.40 | 30 | R | | | | | | | | NA | | NA | | 07/13/2000 | |
| | | | | From: | 82-698 | | | | | | | | | | | |
| | | | | To: | Dead End | | | | | | | | | | | |
| (698) | 0.60 | 70 | R | | | | | | | | NA | | NA | | 07/13/2000 | |
| | | | | From: | Augusta County Line | | | | | | | | | | | |
| | | | | To: | 82-697 | | | | | | | | | | | |
| (698) | 0.25 | 140 | R | | | | | | | | NA | | NA | | 07/13/2000 | |
| | | | | From: | 0.26 MN 82-697 | | | | | | | | | | | |
| | | | | To: | 82-727 | | | | | | | | | | | |
| (699) | 0.40 | 590 | G | 95% | 1% | 3% | 1% | 1% | 0% | C | 60 | G | 600 | G | 2001 | |
| | | | | From: | Augusta County Line | | | | | | | | | | | |
| | | | | To: | 82-837 | | | | | | | | | | | |
| (699) | 1.39 | 760 | G | 95% | 1% | 3% | 1% | 1% | 0% | F | 80 | G | 780 | G | 2001 | |
| | | | | From: | 0.26 MN 82-697 | | | | | | | | | | | |
| | | | | To: | SR 42 | | | | | | | | | | | |
| (700) | 0.27 | 100 | R | | | | | | | | NA | | NA | | 09/05/2000 | |
| | | | | From: | Dead End | | | | | | | | | | | |
| | | | | To: | 82-826 | | | | | | | | | | | |
| (701) | 1.38 | 2900 | G | 92% | 0% | 2% | 2% | 4% | 0% | F | 260 | G | 2900 | G | 2001 | |
| | | | | From: | WCL HARRISONBURG | | | | | | | | | | | |
| | | | | To: | 82-712 NORTH | | | | | | | | | | | |
| (701) | 0.44 | 6800 | G | 92% | 0% | 2% | 2% | 4% | 0% | C | 670 | G | 7000 | G | 2001 | |
| | | | | From: | 82-712 NORTH | | | | | | | | | | | |
| | | | | To: | ECL DAYTON NCL DAYTON | | | | | | | | | | | |
| (701) | 0.79 | 1900 | G | 92% | 0% | 2% | 2% | 4% | 0% | F | 170 | G | 1900 | G | 2001 | |
| | | | | From: | ECL DAYTON NCL DAYTON | | | | | | | | | | | |
| | | | | To: | 82-913 | | | | | | | | | | | |
| (701) | 1.79 | 1600 | G | 92% | 0% | 2% | 2% | 4% | 0% | F | 140 | G | 1600 | G | 2001 | |
| | | | | From: | 82-913 | | | | | | | | | | | |
| | | | | To: | US 33 EAST US 33 WEST | | | | | | | | | | | |
| (701) | 1.45 | 940 | G | 89% | 3% | 3% | 1% | 3% | 0% | C | 80 | G | 960 | G | 2001 | |
| | | | | From: | US 33 EAST US 33 WEST | | | | | | | | | | | |
| | | | | To: | 82-726 | | | | | | | | | | | |
| (701) | 1.10 | 1200 | G | 92% | 0% | 2% | 2% | 4% | 0% | F | 130 | G | 1200 | G | 2001 | |
| | | | | From: | 82-726 | | | | | | | | | | | |
| | | | | To: | 82-763 | | | | | | | | | | | |
| (702) | 0.46 | 240 | R | | | | | | | | NA | | NA | | 09/28/2000 | |
| | | | | From: | 82-701 | | | | | | | | | | | |
| | | | | To: | 82-1135 EAST | | | | | | | | | | | |
| (702) | 0.17 | 210 | R | | | | | | | | NA | | NA | | 09/28/2000 | |
| | | | | From: | 82-1135 EAST | | | | | | | | | | | |
| | | | | To: | 82-1135 WEST | | | | | | | | | | | |
| (703) | 0.25 | 49 | R | | | | | | | | NA | | NA | | 07/31/2000 | |
| | | | | From: | Dead End | | | | | | | | | | | |
| | | | | To: | 82-996 | | | | | | | | | | | |
| (704) | 1.52 | 2600 | G | 97% | 0% | 1% | 1% | 1% | 0% | C | 240 | G | 2700 | G | 2001 | |
| | | | | From: | ECL BRIDGEWATER | | | | | | | | | | | |
| | | | | To: | US 11 | | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | Design Hour | QK | AAWDT | QW | Year |
|--------------------------|--------|------|----|---|-----|-------|--------|--------|--------|----|-------------|----|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| Rockingham County | | | | | | | | | | | | | | | |
| (704) | 1.15 | 2000 | G | 97% | 0% | 1% | 1% | 1% | 0% | F | 240 | G | 2100 | G | 2001 |
| (704) | 0.02 | 800 | R | From: US 11 To: 82-988 WEST | | | | | | | NA | | NA | | 1994 |
| (704) | 0.38 | 1400 | R | From: 82-988 EAST To: 82-705 | | | | | | | NA | | NA | | 07/17/2000 |
| (704) | 0.40 | 1000 | R | From: 82-679 To: 82-679 EAST | | | | | | | NA | | NA | | 1997 |
| (704) | 0.40 | 1100 | R | From: 82-711 To: 82-709 | | | | | | | NA | | NA | | 07/17/2000 |
| (704) | 0.60 | 800 | R | From: 82-659 EAST To: 82-659 WEST | | | | | | | NA | | NA | | 1997 |
| (704) | 0.40 | 3300 | R | From: 82-688 To: ECL HARRISONBURG GT | | | | | | | NA | | NA | | 08/14/2000 |
| (704) | 1.50 | 2800 | R | From: 82-925 To: 82-988 | | | | | | | NA | | NA | | 07/17/2000 |
| (705) | 0.52 | 740 | R | From: 82-704 To: 82-778 | | | | | | | NA | | NA | | 07/17/2000 |
| (706) | 0.05 | 20 | R | From: Dead End To: Cul-de-Sac | | | | | | | NA | | NA | | 09/21/2000 |
| (707) | 0.23 | 100 | R | From: 82-773 To: 82-659 | | | | | | | NA | | NA | | 09/21/2000 |
| (708) | 0.71 | 320 | R | From: 82-674 To: 82-676 WEST | | | | | | | NA | | NA | | 07/20/2000 |
| (708) | 1.26 | 290 | R | From: 82-676 EAST To: 82-672 | | | | | | | NA | | NA | | 1997 |
| (708) | 0.27 | 380 | R | From: 82-657 To: 82-655 NORTH | | | | | | | NA | | NA | | 08/03/2000 |
| (708) | 0.24 | 200 | R | From: 82-655 SOUTH To: 82-788 WEST | | | | | | | NA | | NA | | 1997 |
| (708) | 1.48 | 200 | R | From: 82-788 EAST To: US 340 | | | | | | | NA | | NA | | 07/31/2000 |
| (708) | 0.66 | 180 | R | From: 82-967 To: 82-967 | | | | | | | NA | | NA | | 1997 |

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| Route | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | Design Hour | QK | AAWDT | QW | Year |
|--------------------------|--------|------|----|-------|-----|----------------------|--------|--------|--------|----|-------------|----|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| Rockingham County | | | | | | | | | | | | | | | |
| (708) | 0.11 | 240 | R | | | From: 82-967 | | | | | NA | | NA | | 07/27/2000 |
| (708) | 3.46 | 210 | R | | | From: 0.12 ME 82-967 | | | | | NA | | NA | | 07/27/2000 |
| | | | | | | To: 82-663 | | | | | | | | | |
| (709) | 0.69 | 100 | R | | | From: 82-704 | | | | | NA | | NA | | 07/17/2000 |
| (709) | 0.41 | 220 | R | | | From: 0.70 MN 82-704 | | | | | NA | | NA | | 07/20/2000 |
| | | | | | | To: 82-710 | | | | | | | | | |
| (710) | 1.48 | 3400 | G | 98% | 0% | 1% | 1% | 0% | 0% | F | 330 | G | 3400 | G | 2001 |
| (710) | 0.83 | 5000 | G | 98% | 0% | 1% | 1% | 0% | 0% | C | 520 | G | 5100 | G | 2001 |
| | | | | | | From: 82-659 | | | | | | | | | |
| | | | | | | To: ECL HARRISONBURG | | | | | | | | | |
| (711) | 0.70 | 1300 | R | | | From: 82-710 | | | | | NA | | NA | | 07/17/2000 |
| (711) | 0.21 | 510 | R | | | From: 82-629 | | | | | NA | | NA | | 1997 |
| | | | | | | To: 82-704 | | | | | | | | | |
| (712) | 0.96 | 210 | R | | | From: 82-704 | | | | | NA | | NA | | 09/28/2000 |
| (712) | 0.90 | 200 | R | | | From: 82-756 | | | | | NA | | NA | | 1997 |
| | | | | | | To: 82-701 SOUTH | | | | | | | | | |
| | | | | | | From: 82-701 NORTH | | | | | | | | | |
| (712) | 1.54 | 4200 | G | 92% | 0% | 2% | 2% | 4% | 0% | C | 430 | G | 4300 | G | 2001 |
| | | | | | | To: WCL HARRISONBURG | | | | | | | | | |
| (713) | 0.07 | 80 | R | | | From: Dead End | | | | | NA | | NA | | 1997 |
| (713) | 0.10 | 1000 | R | | | From: SR 42 | | | | | NA | | NA | | 09/28/2000 |
| | | | | | | To: Dead End | | | | | | | | | |
| (714) | 0.27 | 70 | R | | | From: 82-613 | | | | | NA | | NA | | 1997 |
| | | | | | | To: 82-613 | | | | | | | | | |
| (715) | 0.44 | 100 | R | | | From: Dead End | | | | | NA | | NA | | 08/10/2000 |
| | | | | | | To: 82-636 | | | | | | | | | |
| (716) | 1.30 | 200 | R | | | From: 82-717 | | | | | NA | | NA | | 08/14/2000 |
| (716) | 1.10 | 140 | R | | | From: 82-620 | | | | | NA | | NA | | 1997 |
| | | | | | | To: Dead End | | | | | | | | | |
| (717) | 2.60 | 560 | R | | | From: 82-620 | | | | | NA | | NA | | 08/14/2000 |
| (717) | 0.20 | 570 | R | | | From: 82-716 | | | | | NA | | NA | | 1997 |
| | | | | | | To: 82-718 SOUTH | | | | | | | | | |
| (717) | 0.60 | 680 | R | | | From: 82-718 NORTH | | | | | NA | | NA | | 08/14/2000 |
| (717) | 1.60 | 250 | R | | | From: 82-718 NORTH | | | | | NA | | NA | | 1997 |
| | | | | | | To: 82-724 SOUTH | | | | | | | | | |
| (717) | 0.30 | 210 | R | | | From: 82-724 NORTH | | | | | NA | | NA | | 08/14/2000 |
| | | | | | | To: 82-724 NORTH | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | Design Hour | QK | AAWDT | QW | Year |
|--------------------------|--------|------|----|-------|-----|------------------------------------|--------|--------|--------|----|-------------|----|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| Rockingham County | | | | | | | | | | | | | | | |
| (717) | 2.00 | 250 | R | | | From: 82-724 NORTH | | | | | NA | | NA | | 1997 |
| (717) | 0.40 | 440 | R | | | To: 82-721 | | | | | NA | | NA | | 08/21/2000 |
| (717) | 1.00 | 80 | R | | | From: 82-811 | | | | | NA | | NA | | 08/14/2000 |
| (717) | 0.30 | 90 | R | | | To: 82-934 | | | | | NA | | NA | | 08/14/2000 |
| (717) | 0.10 | 540 | R | | | From: 82-806 | | | | | NA | | NA | | 1997 |
| (717) | 0.34 | 160 | R | | | To: 82-764 | | | | | NA | | NA | | 08/24/2000 |
| (717) | 2.08 | 47 | R | | | From: 0.35 MN 82-764 | | | | | NA | | NA | | 08/21/2000 |
| (717) | 0.30 | 40 | R | | | To: 2.42 MN 82-764 | | | | | NA | | NA | | 08/21/2000 |
| (718) | 1.04 | 1200 | G | 95% | 0% | 3% | 1% | 1% | 0% | C | 120 | G | 1300 | G | 2001 |
| (718) | 1.19 | 790 | G | 95% | 1% | 3% | 1% | 1% | 0% | F | 80 | G | 800 | G | 2001 |
| (718) | 1.11 | 280 | R | | | From: 82-717 SOUTH 82-717 NORTH | | | | | NA | | NA | | 08/14/2000 |
| (719) | 2.25 | 550 | R | | | To: 82-620 | | | | | NA | | NA | | 08/17/2000 |
| (720) | 0.90 | 500 | R | | | From: 82-925 | | | | | NA | | NA | | 08/17/2000 |
| (720) | 0.80 | 140 | R | | | To: 82-718 | | | | | NA | | NA | | 09/18/2000 |
| (720) | 0.10 | 40 | R | | | From: 82-753 | | | | | NA | | NA | | 1997 |
| (720) | 0.75 | 2100 | R | | | To: 82-765 | | | | | NA | | NA | | 09/18/2000 |
| (721) | 0.73 | 640 | G | 94% | 0% | 2% | 1% | 3% | 0% | F | 60 | G | 650 | G | 2001 |
| (721) | 1.04 | 780 | G | 94% | 0% | 2% | 1% | 3% | 0% | F | 80 | G | 790 | G | 2001 |
| (721) | 1.98 | 1000 | G | 95% | 1% | 2% | 1% | 1% | 0% | C | 90 | G | 1000 | G | 2001 |
| (721) | 1.31 | 540 | G | 94% | 0% | 2% | 1% | 3% | 0% | F | 60 | G | 550 | G | 2001 |
| (721) | 1.23 | 1500 | G | 94% | 0% | 2% | 1% | 3% | 0% | C | 160 | G | 1600 | G | 2001 |
| (721) | 2.06 | 580 | G | 94% | 1% | 2% | 1% | 3% | 0% | F | 60 | G | 590 | G | 2001 |
| (721) | 1.14 | 700 | G | 94% | 0% | 2% | 1% | 3% | 0% | F | 80 | G | 710 | G | 2001 |
| | | | | | | From: US 11 NORTH US 11 SOUTH | | | | | | | | | |
| | | | | | | To: 82-613 | | | | | | | | | |
| | | | | | | To: 82-752 NORTH | | | | | | | | | |
| | | | | | | To: 82-761 | | | | | | | | | |
| | | | | | | To: SR 42 | | | | | | | | | |
| | | | | | | To: SR 42 NORTH | | | | | | | | | |
| | | | | | | To: 82-753 SOUTH | | | | | | | | | |
| | | | | | | To: 82-753 NORTH | | | | | | | | | |
| | | | | | | To: 82-619 | | | | | | | | | |
| | | | | | | To: US 11 NORTH | | | | | | | | | |
| | | | | | | To: US 11 SOUTH | | | | | | | | | |
| | | | | | | To: 82-717 | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | Design Hour | QK | AAWDT | QW | Year |
|--------------------------|--------|------|----|-------|-----|--|--------|--------|--------|----|-------------|----|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| Rockingham County | | | | | | | | | | | | | | | |
| 722 | 0.20 | 140 | R | | | From: 82-620 SOUTH | | | | | NA | | NA | | 08/14/2000 |
| 722 | 2.40 | 80 | R | | | To: 82-723 | | | | | NA | | NA | | 08/14/2000 |
| 722 | 0.20 | 240 | R | | | From: 2.40 MN 82-723 | | | | | NA | | NA | | 1997 |
| 722 | 0.20 | 310 | R | | | To: 82-868 | | | | | NA | | NA | | 08/21/2000 |
| | | | | | | From: 82-620 NORTH | | | | | | | | | |
| 723 | 0.30 | 40 | R | | | From: 82-722 | | | | | NA | | NA | | 08/14/2000 |
| | | | | | | To: Dead End | | | | | | | | | |
| 724 | 1.80 | 410 | R | | | From: 82-725 | | | | | NA | | NA | | 09/18/2000 |
| 724 | 1.10 | 410 | R | | | To: 1.80 ME 82-725 | | | | | NA | | NA | | 09/18/2000 |
| 724 | 0.08 | 340 | R | | | From: US 11 | | | | | NA | | NA | | 1997 |
| 724 | 0.01 | 160 | R | | | To: FR-238 | | | | | NA | | NA | | 1997 |
| 724 | 0.45 | 160 | R | | | From: 0.01 ME FR-238 | | | | | NA | | NA | | 1997 |
| 724 | 1.86 | 100 | R | | | To: 0.46 MN FR-238 | | | | | NA | | NA | | 08/17/2000 |
| 724 | 1.30 | 40 | R | | | From: 82-717 SOUTH 82-717 NORTH | | | | | NA | | NA | | 08/14/2000 |
| 724 | 0.40 | 100 | R | | | To: 82-620 NORTH 82-620 | | | | | NA | | NA | | 08/14/2000 |
| | | | | | | From: Dead End | | | | | | | | | |
| 725 | 0.20 | 170 | R | | | From: 82-753 | | | | | NA | | NA | | 09/18/2000 |
| 725 | 0.10 | 200 | R | | | To: 82-724 | | | | | NA | | NA | | 09/18/2000 |
| | | | | | | From: 82-721 | | | | | | | | | |
| 726 | 1.22 | 400 | R | | | From: 82-612 | | | | | NA | | NA | | 09/28/2000 |
| 726 | 1.18 | 390 | R | | | To: 82-613 SOUTH 82-613 NORTH | | | | | NA | | NA | | 09/28/2000 |
| 726 | 0.08 | 740 | R | | | From: 82-760 | | | | | NA | | NA | | 1997 |
| 726 | 3.82 | 1100 | G | 95% | 0% | 1% | 1% | 2% | 0% | F | 100 | G | 1200 | G | 2001 |
| | | | | | | To: US 33 EAST | | | | | | | | | |
| 726 | 0.37 | 5000 | G | 95% | 0% | 1% | 1% | 2% | 0% | F | 430 | G | 5100 | G | 2001 |
| | | | | | | From: 82-1139 | | | | | | | | | |
| 726 | 0.75 | 6500 | G | 95% | 0% | 1% | 1% | 2% | 0% | C | 570 | G | 6600 | G | 2001 |
| | | | | | | To: WCL HARRISONBURG ECL HARRISONBURG | | | | | | | | | |
| 726 | 0.76 | 3700 | G | 96% | 1% | 2% | 1% | 1% | 0% | C | 370 | G | 3800 | G | 2001 |
| | | | | | | From: 82-659 | | | | | | | | | |
| 726 | 0.22 | 500 | R | | | To: Cul-de-Sac | | | | | NA | | NA | | 07/17/2000 |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | Design Hour | QK | AAWDT | QW | Year | |
|--------------------------|--------|------|----|-------|---------------------|-------|--------|--------|--------|----|-------------|----|-------|----|------------|--|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Rockingham County | | | | | | | | | | | | | | | | |
| (727) | 1.96 | 1400 | G | 95% | 0% | 3% | 1% | 1% | 0% | F | 170 | G | 1500 | G | 2001 | |
| | | | | From: | Augusta County Line | | | | | | | | | | | |
| | | | | To: | 82-613 WEST | | | | | | | | | | | |
| (727) | 2.37 | 3000 | G | 95% | 0% | 3% | 1% | 1% | 0% | C | 280 | G | 3000 | G | 2001 | |
| | | | | From: | 82-613 EAST | | | | | | | | | | | |
| | | | | To: | SR 42 NORTH | | | | | | | | | | | |
| (727) | 1.31 | 1100 | G | 95% | 0% | 3% | 1% | 1% | 0% | F | 110 | G | 1100 | G | 2001 | |
| | | | | From: | SR 42 SOUTH | | | | | | | | | | | |
| | | | | To: | 82-888 | | | | | | | | | | | |
| (727) | 1.79 | 920 | G | 95% | 0% | 3% | 1% | 1% | 0% | F | 100 | G | 930 | G | 2001 | |
| | | | | From: | US 11 | | | | | | | | | | | |
| | | | | To: | SR 42 | | | | | | | | | | | |
| (728) | 1.20 | 50 | R | | | | | | | | NA | | NA | | 10/19/2000 | |
| | | | | From: | Augusta County Line | | | | | | | | | | | |
| | | | | To: | 82-727 | | | | | | | | | | | |
| (729) | 1.00 | 160 | R | | | | | | | | NA | | NA | | 10/16/2000 | |
| | | | | From: | Augusta County Line | | | | | | | | | | | |
| | | | | To: | 82-613 | | | | | | | | | | | |
| (730) | 1.30 | 360 | G | 91% | 0% | 2% | 5% | 1% | 0% | C | 40 | G | 370 | G | 2001 | |
| | | | | From: | 82-731 | | | | | | | | | | | |
| | | | | To: | Augusta County Line | | | | | | | | | | | |
| (731) | 0.60 | 190 | R | | | | | | | | NA | | NA | | 10/05/2000 | |
| | | | | From: | Augusta County Line | | | | | | | | | | | |
| | | | | To: | 82-730 | | | | | | | | | | | |
| (731) | 0.70 | 480 | G | 91% | 1% | 2% | 4% | 2% | 0% | C | 60 | G | 490 | G | 2001 | |
| | | | | From: | 82-750 | | | | | | | | | | | |
| | | | | To: | SR 257 SOUTH | | | | | | | | | | | |
| (731) | 0.86 | 900 | G | 91% | 1% | 2% | 4% | 2% | 0% | F | 100 | G | 920 | G | 2001 | |
| | | | | From: | SR 257 NORTH | | | | | | | | | | | |
| | | | | To: | 82-742 | | | | | | | | | | | |
| (731) | 1.60 | 230 | R | | | | | | | | NA | | NA | | 10/19/2000 | |
| | | | | From: | 82-742 | | | | | | | | | | | |
| | | | | To: | 82-742 | | | | | | | | | | | |
| (731) | 1.80 | 30 | R | | | | | | | | NA | | NA | | 10/05/2000 | |
| | | | | From: | 82-742 | | | | | | | | | | | |
| | | | | To: | 82-613 | | | | | | | | | | | |
| (731) | 0.50 | 160 | R | | | | | | | | NA | | NA | | 10/05/2000 | |
| | | | | From: | 82-613 | | | | | | | | | | | |
| | | | | To: | 82-743 | | | | | | | | | | | |
| (731) | 0.60 | 190 | R | | | | | | | | NA | | NA | | 10/19/2000 | |
| | | | | From: | 82-743 | | | | | | | | | | | |
| | | | | To: | 82-738 | | | | | | | | | | | |
| (731) | 0.20 | 30 | R | | | | | | | | NA | | NA | | 10/05/2000 | |
| | | | | From: | 82-738 | | | | | | | | | | | |
| | | | | To: | Dead End | | | | | | | | | | | |
| (732) | 0.10 | 270 | R | | | | | | | | NA | | NA | | 09/28/2000 | |
| | | | | From: | US 33 | | | | | | | | | | | |
| | | | | To: | 82-840 | | | | | | | | | | | |
| (732) | 0.40 | 560 | R | | | | | | | | NA | | NA | | 1997 | |
| | | | | From: | 82-840 | | | | | | | | | | | |
| | | | | To: | GW NATL FOR BNDY | | | | | | | | | | | |
| (732) | 0.86 | 480 | R | | | | | | | | NA | | NA | | 09/28/2000 | |
| | | | | From: | GW NATL FOR BNDY | | | | | | | | | | | |
| | | | | To: | 0.86 ME OF BNDY | | | | | | | | | | | |
| (732) | 1.24 | 460 | R | | | | | | | | NA | | NA | | 1997 | |
| | | | | From: | 0.86 ME OF BNDY | | | | | | | | | | | |
| | | | | To: | 82-613 SOUTH | | | | | | | | | | | |
| (732) | 1.60 | 150 | R | | | | | | | | NA | | NA | | 10/05/2000 | |
| | | | | From: | 82-613 NORTH | | | | | | | | | | | |
| | | | | To: | 82-752 SOUTH | | | | | | | | | | | |
| (732) | 1.09 | 140 | R | | | | | | | | NA | | NA | | 1997 | |
| | | | | From: | 82-752 NORTH | | | | | | | | | | | |
| | | | | To: | 82-734 WEST | | | | | | | | | | | |
| (732) | 0.10 | 340 | R | | | | | | | | NA | | NA | | 10/16/2000 | |
| | | | | From: | 82-734 WEST | | | | | | | | | | | |
| | | | | To: | 82-734 EAST | | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | Design Hour | QK | AAWDT | QW | Year |
|--------------------------|--------|------|----|-------|-----|--------------------|--------|--------|--------|----|-------------|----|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| Rockingham County | | | | | | | | | | | | | | | |
| 732 | 0.40 | 210 | R | | | From: 82-734 EAST | | | | | NA | | NA | | 1997 |
| 732 | 0.10 | 220 | R | | | To: 82-914 | | | | | NA | | NA | | 10/16/2000 |
| 732 | 0.80 | 130 | R | | | From: 82-913 | | | | | NA | | NA | | 10/16/2000 |
| 732 | 0.70 | 140 | R | | | To: 82-831 | | | | | NA | | NA | | 10/16/2000 |
| 732 | 1.09 | 610 | G | 91% | 1% | 3% | 2% | 3% | 0% | F | 80 | G | 620 | G | 2001 |
| 732 | 0.35 | 1200 | G | 91% | 1% | 3% | 2% | 3% | 0% | F | 120 | G | 1200 | G | 2001 |
| Town of Davton | | | | | | | | | | | | | | | |
| 732 | 0.06 | 1800 | G | 91% | 1% | 3% | 2% | 3% | 0% | F | 180 | G | 1900 | G | 2001 |
| Rockingham County | | | | | | | | | | | | | | | |
| 732 | 0.24 | 2100 | G | 91% | 1% | 3% | 2% | 3% | 0% | C | 200 | G | 2100 | G | 2001 |
| 733 | 1.00 | 80 | R | | | From: 82-734 | | | | | NA | | NA | | 1997 |
| 734 | 0.83 | 350 | R | | | To: SR 257 | | | | | NA | | NA | | 10/05/2000 |
| 734 | 0.85 | 290 | R | | | From: 82-743 | | | | | NA | | NA | | 1997 |
| 734 | 0.40 | 220 | R | | | To: 82-738 SOUTH | | | | | NA | | NA | | 10/19/2000 |
| 734 | 0.60 | 110 | R | | | From: 82-738 NORTH | | | | | NA | | NA | | 1997 |
| 734 | 0.10 | 130 | R | | | To: 82-752 NORTH | | | | | NA | | NA | | 10/23/2000 |
| 734 | 0.80 | 120 | R | | | From: 82-752 SOUTH | | | | | NA | | NA | | 1997 |
| 734 | 1.10 | 160 | G | 91% | 1% | 4% | 1% | 2% | 0% | C | 20 | G | 160 | G | 2001 |
| 735 | 0.34 | 180 | R | | | From: 82-701 | | | | | NA | | NA | | 1997 |
| 735 | 0.66 | 70 | R | | | To: 0.35 MN 82-701 | | | | | NA | | NA | | 10/16/2000 |
| 736 | 0.30 | 90 | R | | | From: 82-736 | | | | | NA | | NA | | 10/16/2000 |
| 736 | 0.80 | 420 | G | 91% | 0% | 2% | 2% | 4% | 0% | C | 50 | G | 430 | G | 2001 |
| 736 | 0.50 | 110 | R | | | From: Dead End | | | | | NA | | NA | | 10/16/2000 |
| 736 | 0.50 | 110 | R | | | To: 82-737 WEST | | | | | NA | | NA | | 10/16/2000 |
| 736 | 0.50 | 110 | R | | | From: 82-732 NORTH | | | | | NA | | NA | | 10/16/2000 |
| 736 | 0.50 | 110 | R | | | To: 82-735 | | | | | NA | | NA | | 10/16/2000 |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | Design Hour | QK | AAWDT | QW | Year |
|--------------------------|--------|------|----|-------|-----|-------|--------|--------|--------|----|-------------|----|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| Rockingham County | | | | | | | | | | | | | | | |
| (736) | 0.40 | 130 | R | | | | | | | | NA | | NA | | 10/23/2000 |
| (736) | 0.10 | 200 | R | | | | | | | | NA | | NA | | 1997 |
| (736) | 0.80 | 110 | R | | | | | | | | NA | | NA | | 10/23/2000 |
| (737) | 0.90 | 500 | G | | | | | | | | 60 | G | 500 | G | 2001 |
| (737) | 0.40 | 520 | G | | | | | | | | 60 | G | 530 | G | 2001 |
| (737) | 1.40 | 240 | R | | | | | | | | NA | | NA | | 10/16/2000 |
| (737) | 0.80 | 290 | R | | | | | | | | NA | | NA | | 10/23/2000 |
| (738) | 1.71 | 1000 | G | 93% | 0% | 3% | 1% | 3% | 0% | F | 100 | G | 1000 | G | 2001 |
| (738) | 1.10 | 990 | G | 93% | 1% | 3% | 1% | 3% | 0% | C | 90 | G | 1000 | G | 2001 |
| (738) | 2.05 | 1200 | G | 93% | 1% | 3% | 1% | 3% | 0% | F | 110 | G | 1200 | G | 2001 |
| (738) | 1.13 | 2100 | G | 95% | 0% | 2% | 1% | 1% | 0% | C | 210 | G | 2100 | G | 2001 |
| (739) | 0.20 | 60 | R | | | | | | | | NA | | NA | | 10/05/2000 |
| (739) | 0.70 | 80 | R | | | | | | | | NA | | NA | | 10/19/2000 |
| (739) | 0.35 | 90 | R | | | | | | | | NA | | NA | | 10/05/2000 |
| (740) | 0.50 | 230 | R | | | | | | | | NA | | NA | | 1997 |
| (741) | 0.60 | 280 | R | | | | | | | | NA | | NA | | 10/05/2000 |
| (742) | 1.48 | 460 | G | 92% | 1% | 2% | 4% | 1% | 0% | C | 40 | G | 470 | G | 2001 |
| (742) | 0.50 | 490 | R | | | | | | | | NA | | NA | | 1997 |
| (742) | 0.89 | 330 | R | | | | | | | | NA | | NA | | 10/05/2000 |
| (742) | 0.70 | 350 | R | | | | | | | | NA | | NA | | 1997 |
| (742) | 0.60 | 150 | R | | | | | | | | NA | | NA | | 10/19/2000 |
| (742) | 0.90 | 280 | R | | | | | | | | NA | | NA | | 1997 |

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| Route | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | Design Hour | QK | AAWDT | QW | Year |
|--------------------------|--------|------|----|-------|-----|---------------------------|--------|--------|--------|----|-------------|----|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| Rockingham County | | | | | | | | | | | | | | | |
| (742) | 0.50 | 580 | R | | | From: 82-869 | | | | | NA | NA | | | 10/05/2000 |
| | | | | | | To: 82-613 | | | | | | | | | |
| (743) | 1.30 | 450 | R | | | From: 82-742 | | | | | NA | NA | | | 10/05/2000 |
| | | | | | | To: 82-613 NORTH | | | | | | | | | |
| | | | | | | From: 82-613 SOUTH | | | | | | | | | |
| (743) | 0.30 | 200 | R | | | | | | | | NA | NA | | | 1997 |
| | | | | | | To: 82-731 | | | | | | | | | |
| (743) | 1.00 | 70 | R | | | From: 82-731 | | | | | NA | NA | | | 10/05/2000 |
| | | | | | | To: 82-739 WEST | | | | | | | | | |
| (743) | 0.42 | 110 | R | | | From: 82-739 WEST | | | | | NA | NA | | | 10/05/2000 |
| | | | | | | To: 82-739 EAST | | | | | | | | | |
| (743) | 0.07 | 150 | R | | | From: 82-739 EAST | | | | | NA | NA | | | 10/05/2000 |
| | | | | | | To: 0.07 ME 82-739 | | | | | | | | | |
| (743) | 0.05 | 110 | R | | | From: 0.07 ME 82-739 | | | | | NA | NA | | | 1997 |
| | | | | | | To: 82-734 | | | | | | | | | |
| (743) | 0.93 | 40 | R | | | From: 82-734 | | | | | NA | NA | | | 10/05/2000 |
| | | | | | | To: 82-752 WEST | | | | | | | | | |
| (743) | 0.10 | 120 | R | | | From: 82-752 WEST | | | | | NA | NA | | | 10/05/2000 |
| | | | | | | To: 82-752 EAST | | | | | | | | | |
| (743) | 0.40 | 80 | R | | | From: 82-752 EAST | | | | | NA | NA | | | 10/05/2000 |
| | | | | | | To: 82-738 | | | | | | | | | |
| (744) | 0.70 | 120 | R | | | From: 82-745 | | | | | NA | NA | | | 10/05/2000 |
| | | | | | | To: SR 257 | | | | | | | | | |
| (745) | 0.50 | 90 | R | | | From: SR 257 | | | | | NA | NA | | | 10/05/2000 |
| | | | | | | To: 82-744 | | | | | | | | | |
| (745) | 0.90 | 30 | R | | | From: 82-744 | | | | | NA | NA | | | 10/05/2000 |
| | | | | | | To: 82-752 | | | | | | | | | |
| (746) | 0.25 | 50 | R | | | From: SR 42 SOUTH | | | | | NA | NA | | | 1997 |
| | | | | | | To: SR 42 NORTH | | | | | | | | | |
| (747) | 0.80 | 70 | R | | | From: Augusta County Line | | | | | NA | NA | | | 10/16/2000 |
| | | | | | | To: 82-835 | | | | | | | | | |
| (747) | 0.80 | 140 | R | | | From: 82-835 | | | | | NA | NA | | | 10/16/2000 |
| | | | | | | To: 82-727 | | | | | | | | | |
| (748) | 0.69 | 200 | R | | | From: 82-613 | | | | | NA | NA | | | 1997 |
| | | | | | | To: 0.69 ME 82-613 | | | | | | | | | |
| (748) | 0.91 | 130 | R | | | From: 0.69 ME 82-613 | | | | | NA | NA | | | 10/16/2000 |
| | | | | | | To: 82-870 | | | | | | | | | |
| (748) | 1.10 | 200 | R | | | From: 82-870 | | | | | NA | NA | | | 10/16/2000 |
| | | | | | | To: 82-909 | | | | | | | | | |
| (748) | 0.40 | 690 | R | | | From: 82-909 | | | | | NA | NA | | | 10/05/2000 |
| | | | | | | To: SR 257 | | | | | | | | | |
| (749) | 1.50 | 45 | R | | | From: 82-730 | | | | | NA | NA | | | 10/05/2000 |
| | | | | | | To: 82-755 | | | | | | | | | |
| (750) | 1.10 | 440 | R | | | From: 82-731 | | | | | NA | NA | | | 10/05/2000 |
| | | | | | | To: 82-755 WEST | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | Design Hour | QK | AAWDT | QW | Year |
|--------------------------|--------|------|----|-------|-----|--------------------|--------|--------|--------|----|-------------|----|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| Rockingham County | | | | | | | | | | | | | | | |
| (750) | 0.60 | 500 | R | | | From: 82-755 WEST | | | | | NA | | NA | | 1997 |
| (750) | 1.70 | 390 | R | | | From: 82-755 EAST | | | | | NA | | NA | | 10/19/2000 |
| | | | | | | To: 82-613 | | | | | | | | | |
| (751) | 0.40 | 80 | R | | | From: Dead End | | | | | NA | | NA | | 10/05/2000 |
| | | | | | | To: 82-742 | | | | | | | | | |
| (752) | 2.60 | 340 | R | | | From: 82-613 | | | | | NA | | NA | | 10/05/2000 |
| | | | | | | To: SR 257 | | | | | | | | | |
| (752) | 0.57 | 110 | R | | | From: 82-743 EAST | | | | | NA | | NA | | 10/05/2000 |
| | | | | | | To: 82-743 WEST | | | | | | | | | |
| (752) | 0.43 | 90 | R | | | From: 82-738 NORTH | | | | | NA | | NA | | 1997 |
| | | | | | | To: 82-738 EAST | | | | | | | | | |
| (752) | 0.46 | 570 | G | 86% | 1% | 4% | 5% | 4% | 0% | F | 80 | G | 580 | G | 2001 |
| | | | | | | To: 82-737 | | | | | | | | | |
| (752) | 0.86 | 740 | G | 86% | 1% | 4% | 6% | 4% | 0% | F | 110 | G | 750 | G | 2001 |
| | | | | | | To: 82-734 NORTH | | | | | | | | | |
| (752) | 1.99 | 550 | G | 86% | 1% | 4% | 5% | 4% | 0% | C | 70 | G | 560 | G | 2001 |
| | | | | | | To: US 33 WEST | | | | | | | | | |
| (752) | 1.72 | 520 | G | 88% | 1% | 3% | 4% | 4% | 0% | C | 50 | G | 530 | G | 2001 |
| | | | | | | To: US 33 EAST | | | | | | | | | |
| (752) | 1.90 | 520 | G | 86% | 1% | 4% | 6% | 4% | 0% | F | 50 | G | 530 | G | 2001 |
| | | | | | | To: 82-726 | | | | | | | | | |
| | | | | | | To: 82-763 EAST | | | | | | | | | |
| (752) | 2.44 | 320 | R | | | From: 82-763 WEST | | | | | NA | | NA | | 1997 |
| | | | | | | To: 82-777 WEST | | | | | | | | | |
| (752) | 1.04 | 60 | R | | | From: 82-876 | | | | | NA | | NA | | 09/21/2000 |
| | | | | | | To: 82-721 SOUTH | | | | | | | | | |
| (752) | 0.70 | 50 | R | | | From: 82-721 NORTH | | | | | NA | | NA | | 09/21/2000 |
| | | | | | | To: 82-753 WEST | | | | | | | | | |
| (752) | 1.73 | 270 | R | | | From: 82-753 EAST | | | | | NA | | NA | | 1997 |
| | | | | | | To: 82-809 | | | | | | | | | |
| (752) | 0.56 | 500 | G | 86% | 1% | 4% | 5% | 4% | 0% | F | 49 | G | 500 | G | 2001 |
| | | | | | | To: SR 259 | | | | | | | | | |
| (752) | 2.18 | 280 | R | | | From: 82-613 | | | | | NA | | NA | | 1997 |
| | | | | | | To: 82-809 | | | | | | | | | |
| (752) | 3.06 | 380 | R | | | From: SR 259 | | | | | NA | | NA | | 09/07/2000 |
| | | | | | | To: 82-613 | | | | | | | | | |
| (753) | 1.36 | 240 | G | 91% | 0% | 2% | 3% | 3% | 0% | F | 20 | G | 250 | G | 2001 |
| | | | | | | To: 82-752 WEST | | | | | | | | | |
| (753) | 1.17 | 760 | G | 91% | 1% | 2% | 3% | 3% | 0% | F | 70 | G | 770 | G | 2001 |
| | | | | | | To: 82-752 EAST | | | | | | | | | |
| (753) | 1.49 | 890 | G | 93% | 1% | 1% | 3% | 1% | 0% | C | 90 | G | 900 | G | 2001 |
| | | | | | | To: 82-617 | | | | | | | | | |
| | | | | | | To: SR 42 NORTH | | | | | | | | | |
| (753) | 1.65 | 1200 | G | 91% | 1% | 2% | 3% | 3% | 0% | F | 120 | G | 1200 | G | 2001 |
| | | | | | | From: SR 42 SOUTH | | | | | | | | | |
| (753) | 1.42 | 2200 | G | 91% | 1% | 2% | 3% | 3% | 0% | F | 240 | G | 2300 | G | 2001 |
| | | | | | | To: 82-721 NORTH | | | | | | | | | |
| | | | | | | To: 82-765 | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | Design Hour | QK | AAWDT | QW | Year |
|--------------------------|--------|------|----|-------|---------------------|-------|--------|--------|--------|----|-------------|----|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| Rockingham County | | | | | | | | | | | | | | | |
| (753) | 0.78 | 2500 | G | 91% | 1% | 2% | 3% | 3% | 0% | F | 240 | G | 2600 | G | 2001 |
| | | | | From: | 82-765 | | | | | | | | | | |
| | | | | To: | 82-908 | | | | | | | | | | |
| (753) | 1.29 | 2700 | G | 91% | 1% | 2% | 3% | 3% | 0% | C | 270 | G | 2700 | G | 2001 |
| | | | | From: | NCL HARRISONBURG | | | | | | | | | | |
| (754) | 0.20 | 410 | R | | | | | | | | NA | | NA | | 1997 |
| | | | | From: | US 340 SOUTH | | | | | | | | | | |
| (754) | 0.15 | 370 | R | | | | | | | | NA | | NA | | 07/31/2000 |
| | | | | From: | 82-892 | | | | | | | | | | |
| (754) | 1.08 | 200 | R | | | | | | | | NA | | NA | | 1997 |
| | | | | From: | 82-958 | | | | | | | | | | |
| (754) | 2.10 | 640 | R | | | | | | | | NA | | NA | | 07/31/2000 |
| | | | | From: | 82-649 | | | | | | | | | | |
| (754) | 0.90 | 650 | R | | | | | | | | NA | | NA | | 1997 |
| | | | | From: | 82-630 SOUTH | | | | | | | | | | |
| | | | | To: | US 340 SOUTH MID | | | | | | | | | | |
| (754) | 0.70 | 200 | R | | | | | | | | NA | | NA | | 07/31/2000 |
| | | | | From: | US 340 NORTH MID | | | | | | | | | | |
| (754) | 0.40 | 800 | R | | | | | | | | NA | | NA | | 1997 |
| | | | | From: | 82-630 NORTH | | | | | | | | | | |
| | | | | To: | US 340 NORTH | | | | | | | | | | |
| (755) | 0.04 | 130 | R | | | | | | | | NA | | NA | | 10/05/2000 |
| | | | | From: | Augusta County Line | | | | | | | | | | |
| (755) | 0.90 | 120 | R | | | | | | | | NA | | NA | | 10/05/2000 |
| | | | | From: | 82-821 | | | | | | | | | | |
| (755) | 0.50 | 190 | R | | | | | | | | NA | | NA | | 10/05/2000 |
| | | | | From: | 82-749 | | | | | | | | | | |
| (755) | 1.19 | 340 | R | | | | | | | | NA | | NA | | 1997 |
| | | | | From: | 82-750 EAST | | | | | | | | | | |
| | | | | To: | 82-750 WEST | | | | | | | | | | |
| | | | | To: | SR 257 | | | | | | | | | | |
| (756) | 0.93 | 120 | R | | | | | | | | NA | | NA | | 09/28/2000 |
| | | | | From: | 82-712 | | | | | | | | | | |
| | | | | To: | SCL HARRISONBURG | | | | | | | | | | |
| (757) | 0.30 | 210 | R | | | | | | | | NA | | NA | | 1997 |
| | | | | From: | 82-676 | | | | | | | | | | |
| | | | | To: | 82-659 | | | | | | | | | | |
| (758) | 1.50 | 200 | R | | | | | | | | NA | | NA | | 1997 |
| | | | | From: | 82-620 SOUTH | | | | | | | | | | |
| (758) | 1.00 | 90 | R | | | | | | | | NA | | NA | | 08/14/2000 |
| | | | | From: | 1.50 MN 82-620 | | | | | | | | | | |
| | | | | To: | 82-620 NORTH | | | | | | | | | | |
| (759) | 0.78 | 2500 | G | 96% | 1% | 2% | 1% | 0% | 0% | C | 230 | G | 2500 | G | 2001 |
| | | | | From: | ECL Elkton | | | | | | | | | | |
| (759) | 1.17 | 1800 | G | 96% | 1% | 2% | 1% | 0% | 0% | F | 170 | G | 1800 | G | 2001 |
| | | | | From: | 82-861 | | | | | | | | | | |
| (759) | 2.40 | 900 | G | 96% | 1% | 2% | 1% | 0% | 0% | F | 90 | G | 920 | G | 2001 |
| | | | | From: | 82-625 | | | | | | | | | | |
| | | | | To: | Page County Line | | | | | | | | | | |
| (760) | 1.50 | 130 | R | | | | | | | | NA | | NA | | 10/19/2000 |
| | | | | From: | 82-613 | | | | | | | | | | |
| | | | | To: | 82-726 | | | | | | | | | | |
| (761) | 1.60 | 250 | R | | | | | | | | NA | | NA | | 1997 |
| | | | | From: | 82-752 | | | | | | | | | | |
| | | | | To: | 82-763 | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | Design Hour | QK | AAWDT | QW | Year |
|--------------------------|--------|------|----|-------|-----|--------------------|--------|--------|--------|----|-------------|----|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| Rockingham County | | | | | | | | | | | | | | | |
| (761) | 0.90 | 370 | R | | | From: 82-763 | | | | | NA | | NA | | 10/19/2000 |
| (761) | 0.50 | 220 | R | | | To: 82-768 | | | | | NA | | NA | | 1997 |
| (761) | 0.90 | 190 | R | | | From: 82-769 | | | | | NA | | NA | | 09/21/2000 |
| (761) | 0.50 | 360 | R | | | To: 82-772 | | | | | NA | | NA | | 1997 |
| (761) | 0.70 | 340 | R | | | From: 82-777 | | | | | NA | | NA | | 09/21/2000 |
| (761) | 0.70 | 360 | R | | | To: 82-935 | | | | | NA | | NA | | 1997 |
| (762) | 1.60 | 160 | R | | | From: 82-612 | | | | | NA | | NA | | 09/28/2000 |
| (763) | 2.25 | 640 | G | 94% | 1% | 2% | 2% | 1% | 0% | F | 60 | G | 650 | G | 2001 |
| (763) | 0.54 | 1800 | G | 94% | 1% | 2% | 2% | 1% | 0% | F | 160 | G | 1800 | G | 2001 |
| (763) | 1.74 | 2000 | G | 94% | 1% | 2% | 2% | 1% | 0% | F | 180 | G | 2000 | G | 2001 |
| (763) | 2.18 | 1800 | G | 94% | 1% | 2% | 2% | 1% | 0% | F | 160 | G | 1900 | G | 2001 |
| (763) | 0.18 | 3600 | G | 94% | 1% | 2% | 2% | 1% | 0% | F | 390 | G | 3600 | G | 2001 |
| (763) | 0.42 | 4000 | G | 94% | 1% | 2% | 2% | 1% | 0% | C | 380 | G | 4000 | G | 2001 |
| (764) | 0.33 | 200 | R | | | From: 82-717 | | | | | NA | | NA | | 1997 |
| (765) | 1.00 | 700 | R | | | To: Dead End | | | | | NA | | NA | | 09/21/2000 |
| (765) | 1.30 | 160 | R | | | From: 82-701 | | | | | NA | | NA | | 10/19/2000 |
| (765) | 0.50 | 160 | R | | | To: 82-763 | | | | | NA | | NA | | 10/19/2000 |
| (765) | 1.22 | 110 | R | | | From: 82-769 | | | | | NA | | NA | | 10/19/2000 |
| (765) | 0.16 | 120 | R | | | To: 82-910 SOUTH | | | | | NA | | NA | | 09/21/2000 |
| (765) | 1.58 | 690 | G | 88% | 1% | 7% | 2% | 2% | 0% | F | 60 | G | 700 | G | 2001 |
| (765) | 2.39 | 910 | G | 88% | 1% | 6% | 2% | 2% | 0% | C | 110 | G | 930 | G | 2001 |
| (766) | 1.40 | 380 | R | | | From: 82-910 NORTH | | | | | NA | | NA | | 09/21/2000 |
| | | | | | | To: 1.22 ME 82-910 | | | | | NA | | NA | | 1997 |
| | | | | | | From: SR 42 NORTH | | | | | | | | | |
| | | | | | | To: SR 42 SOUTH | | | | | | | | | |
| (765) | 2.39 | 910 | G | 88% | 1% | 6% | 2% | 2% | 0% | C | 110 | G | 930 | G | 2001 |
| (766) | 1.40 | 380 | R | | | From: 82-753 | | | | | NA | | NA | | 09/21/2000 |
| | | | | | | To: US 11 | | | | | NA | | NA | | 09/21/2000 |
| (766) | 1.40 | 380 | R | | | From: 82-726 | | | | | NA | | NA | | 09/21/2000 |
| | | | | | | To: 82-910 | | | | | NA | | NA | | 09/21/2000 |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | Design Hour | QK | AAWDT | QW | Year |
|--------------------------|--------|------|----|-------|-----|--------------------|--------|--------|--------|----|-------------|----|-------|------------|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| Rockingham County | | | | | | | | | | | | | | | |
| 767 | 1.29 | 70 | R | | | From: 82-910 | | | | | NA | NA | | 09/21/2000 | |
| 767 | 0.11 | 80 | R | | | To: 1.30 ME 82-910 | | | | | NA | NA | | 1997 | |
| 767 | 0.30 | 190 | R | | | From: SR 42 NORTH | | | | | NA | NA | | 09/21/2000 | |
| 767 | | | | | | To: SR 42 SOUTH | | | | | | | | | |
| 767 | | | | | | From: Dead End | | | | | | | | | |
| 768 | 0.70 | 60 | R | | | From: 82-761 | | | | | NA | NA | | 09/21/2000 | |
| 768 | 0.10 | 60 | R | | | To: 82-769 SOUTH | | | | | NA | NA | | 10/19/2000 | |
| 768 | 0.90 | 60 | R | | | From: 82-769 NORTH | | | | | NA | NA | | 09/21/2000 | |
| 768 | | | | | | To: 82-910 | | | | | | | | | |
| 769 | 1.30 | 40 | R | | | From: 82-752 | | | | | NA | NA | | 10/19/2000 | |
| 769 | 0.80 | 40 | R | | | To: 82-761 | | | | | NA | NA | | 09/21/2000 | |
| 769 | 0.60 | 70 | R | | | From: 82-768 NORTH | | | | | NA | NA | | 10/19/2000 | |
| 769 | | | | | | To: 82-768 SOUTH | | | | | | | | | |
| 769 | | | | | | From: 82-765 | | | | | | | | | |
| 770 | 0.80 | 60 | R | | | To: 82-613 SOUTH | | | | | NA | NA | | 09/28/2000 | |
| 770 | | | | | | From: 82-613 NE | | | | | | | | | |
| 771 | 0.50 | 30 | R | | | From: Dead End | | | | | NA | NA | | 10/19/2000 | |
| 771 | 1.60 | 110 | R | | | To: 82-773 | | | | | NA | NA | | 1997 | |
| 771 | | | | | | From: 82-613 | | | | | | | | | |
| 772 | 0.30 | 80 | R | | | From: Dead End | | | | | NA | NA | | 1997 | |
| 772 | 0.15 | 110 | R | | | To: 82-773 SOUTH | | | | | NA | NA | | 09/21/2000 | |
| 772 | 0.29 | 280 | R | | | From: 82-773 NORTH | | | | | NA | NA | | 1997 | |
| 772 | 0.84 | 320 | R | | | To: 82-774 | | | | | NA | NA | | 09/21/2000 | |
| 772 | 0.65 | 60 | R | | | From: 82-613 NORTH | | | | | NA | NA | | 1997 | |
| 772 | | | | | | To: 82-613 SOUTH | | | | | | | | | |
| 772 | 1.11 | 240 | R | | | From: 82-752 | | | | | NA | NA | | 09/21/2000 | |
| 772 | 1.03 | 360 | R | | | To: 82-761 SOUTH | | | | | NA | NA | | 1997 | |
| 772 | | | | | | From: 82-761 NORTH | | | | | | | | | |
| 772 | 1.35 | 630 | R | | | To: 82-910 | | | | | NA | NA | | 09/21/2000 | |
| 772 | | | | | | From: SR 42 | | | | | | | | | |
| 773 | 0.80 | 90 | R | | | From: 82-771 | | | | | NA | NA | | 09/21/2000 | |
| 773 | 0.06 | 270 | R | | | To: 82-772 SOUTH | | | | | NA | NA | | 09/21/2000 | |
| 773 | | | | | | From: 82-772 NORTH | | | | | | | | | |
| 773 | | | | | | To: 82-707 | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | Design Hour | QK | AAWDT | QW | Year |
|--------------------------|--------|------|----|-------|-----|--------------------|--------|--------|--------|----|-------------|----|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| Rockingham County | | | | | | | | | | | | | | | |
| 773 | 1.14 | 130 | R | | | From: 82-707 | | | | | NA | NA | | | 10/19/2000 |
| 773 | 0.70 | 110 | R | | | To: 82-877 | | | | | NA | NA | | | 10/19/2000 |
| | | | | | | From: 82-776 | | | | | | | | | |
| 774 | 0.50 | 70 | R | | | From: 82-772 | | | | | NA | NA | | | 09/21/2000 |
| 774 | 0.70 | 80 | R | | | To: 82-777 | | | | | NA | NA | | | 09/21/2000 |
| | | | | | | From: 82-877 | | | | | | | | | |
| 774 | 0.50 | 180 | R | | | To: 82-613 | | | | | NA | NA | | | 1997 |
| | | | | | | From: SR 257 WEST | | | | | | | | | |
| 775 | 0.24 | 20 | R | | | To: SR 257 EAST | | | | | NA | NA | | | 10/05/2000 |
| | | | | | | From: 82-613 SOUTH | | | | | | | | | |
| 776 | 0.60 | 450 | R | | | To: 82-773 | | | | | NA | NA | | | 09/18/2000 |
| 776 | 1.80 | 200 | R | | | From: 82-783 | | | | | NA | NA | | | 1997 |
| | | | | | | To: 82-613 NORTH | | | | | | | | | |
| 776 | 1.70 | 70 | R | | | From: 82-774 | | | | | NA | NA | | | 09/18/2000 |
| | | | | | | To: 82-613 NORTH | | | | | | | | | |
| 777 | 0.70 | 50 | R | | | From: 82-613 SOUTH | | | | | NA | NA | | | 1997 |
| | | | | | | To: 82-752 WEST | | | | | | | | | |
| 777 | 0.40 | 80 | R | | | From: 82-752 EAST | | | | | | | | | |
| | | | | | | To: 82-761 | | | | | | | | | |
| 777 | 1.00 | 70 | R | | | From: 82-910 | | | | | NA | NA | | | 09/21/2000 |
| | | | | | | To: 82-779 | | | | | | | | | |
| 778 | 0.12 | 80 | R | | | From: 82-779 | | | | | NA | NA | | | 09/21/2000 |
| | | | | | | To: 0.12 ME 82-779 | | | | | | | | | |
| 778 | 0.18 | 140 | R | | | From: 82-706 | | | | | NA | NA | | | 1997 |
| | | | | | | To: SR 42 | | | | | | | | | |
| 778 | 0.93 | 190 | R | | | From: 82-910 | | | | | NA | NA | | | 09/21/2000 |
| | | | | | | To: 82-778 | | | | | | | | | |
| 779 | 0.10 | 90 | R | | | From: 82-778 | | | | | NA | NA | | | 09/21/2000 |
| | | | | | | To: 82-721 | | | | | | | | | |
| 779 | 0.60 | 30 | R | | | From: 82-721 | | | | | NA | NA | | | 09/21/2000 |
| | | | | | | To: 82-613 | | | | | | | | | |
| 780 | 0.50 | 40 | R | | | From: 82-613 | | | | | NA | NA | | | 10/19/2000 |
| | | | | | | To: 82-781 | | | | | | | | | |
| 780 | 0.60 | 60 | R | | | From: 82-781 | | | | | NA | NA | | | 09/18/2000 |
| | | | | | | To: 82-752 WEST | | | | | | | | | |
| 780 | 2.10 | 60 | R | | | From: 82-752 EAST | | | | | NA | NA | | | 09/18/2000 |
| | | | | | | To: 82-910 | | | | | | | | | |
| 780 | 1.80 | 60 | R | | | From: 82-910 | | | | | NA | NA | | | 09/18/2000 |
| | | | | | | To: SR 42 SOUTH | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | Design Hour | QK | AAWDT | QW | Year |
|--------------------------|--------|------|----|-------|-----|----------------------|--------|--------|--------|----|-------------|----|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| Rockingham County | | | | | | | | | | | | | | | |
| (780) | 0.70 | 110 | R | | | From: SR 42 NORTH | | | | | NA | | NA | | 1997 |
| | | | | | | To: 82-753 | | | | | | | | | |
| (781) | 1.10 | 80 | R | | | From: 82-613 | | | | | NA | | NA | | 09/18/2000 |
| | | | | | | To: 82-780 | | | | | | | | | |
| (781) | 1.10 | 60 | R | | | From: 82-780 | | | | | NA | | NA | | 09/18/2000 |
| | | | | | | To: 82-752 | | | | | | | | | |
| (782) | 1.00 | 20 | R | | | From: 82-785 | | | | | NA | | NA | | 09/18/2000 |
| | | | | | | To: 82-617 | | | | | | | | | |
| (782) | 2.01 | 80 | R | | | From: 82-617 | | | | | NA | | NA | | 09/18/2000 |
| | | | | | | To: SR 42 | | | | | | | | | |
| (783) | 0.70 | 190 | R | | | From: 82-776 | | | | | NA | | NA | | 1997 |
| | | | | | | To: 82-613 | | | | | | | | | |
| (783) | 0.90 | 200 | R | | | From: 82-613 | | | | | NA | | NA | | 09/18/2000 |
| | | | | | | To: 82-753 | | | | | | | | | |
| (784) | 0.89 | 50 | R | | | From: 82-752 | | | | | NA | | NA | | 10/19/2000 |
| | | | | | | To: 0.90 ME 82-752 | | | | | | | | | |
| (784) | 0.51 | 40 | R | | | From: 82-617 NORTH | | | | | NA | | NA | | 1997 |
| | | | | | | To: 82-617 SOUTH | | | | | | | | | |
| (784) | 1.58 | 30 | R | | | From: 82-617 SOUTH | | | | | NA | | NA | | 10/19/2000 |
| | | | | | | To: SR 42 | | | | | | | | | |
| (785) | 0.50 | 80 | R | | | From: 82-753 | | | | | NA | | NA | | 09/18/2000 |
| | | | | | | To: 82-782 | | | | | | | | | |
| (785) | 0.50 | 48 | R | | | From: 82-752; 82-784 | | | | | NA | | NA | | 1997 |
| | | | | | | To: 82-752; 82-784 | | | | | | | | | |
| (786) | 0.70 | 70 | R | | | From: 82-880 | | | | | NA | | NA | | 09/07/2000 |
| | | | | | | To: 82-752 SOUTH | | | | | | | | | |
| (786) | 2.00 | 170 | R | | | From: 82-752 NORTH | | | | | NA | | NA | | 1997 |
| | | | | | | To: 82-617 | | | | | | | | | |
| (787) | 0.30 | 30 | R | | | From: 82-613 | | | | | NA | | NA | | 09/07/2000 |
| | | | | | | To: Dead End | | | | | | | | | |
| (788) | 0.25 | 20 | R | | | From: 82-708 WEST | | | | | NA | | NA | | 1997 |
| | | | | | | To: 82-708 EAST | | | | | | | | | |
| (789) | 1.10 | 350 | R | | | From: 82-617 | | | | | NA | | NA | | 08/28/2000 |
| | | | | | | To: 1.10 MN 82-617 | | | | | | | | | |
| (789) | 1.20 | 350 | R | | | From: 82-617 | | | | | NA | | NA | | 08/28/2000 |
| | | | | | | To: 82-792 | | | | | | | | | |
| (789) | 0.70 | 420 | R | | | From: 82-792 | | | | | NA | | NA | | 08/28/2000 |
| | | | | | | To: 82-790 SOUTH | | | | | | | | | |
| (789) | 0.40 | 200 | R | | | From: 82-790 SOUTH | | | | | NA | | NA | | 1997 |
| | | | | | | To: 82-790 NORTH | | | | | | | | | |
| (789) | 0.88 | 340 | R | | | From: 82-790 NORTH | | | | | NA | | NA | | 08/24/2000 |
| | | | | | | To: 82-881 | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | Design Hour | QK | AAWDT | QW | Year |
|--------------------------|--------|------|----|-------|-----|------------------------------------|--------|--------|--------|----|-------------|----|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| Rockingham County | | | | | | | | | | | | | | | |
| 790 | 1.20 | 80 | R | | | From: 82-613 | | | | | NA | | NA | | 08/30/2000 |
| 790 | 1.00 | 120 | R | | | From: 1.20 ME 82-613 | | | | | NA | | NA | | 1997 |
| 790 | 1.40 | 160 | R | | | From: 82-789 SOUTH 82-789 NORTH | | | | | NA | | NA | | 08/28/2000 |
| 791 | 0.70 | 70 | R | | | From: 82-614 To: 82-617 | | | | | NA | | NA | | 08/24/2000 |
| 792 | 0.40 | 110 | R | | | From: Dead End | | | | | NA | | NA | | 08/24/2000 |
| 792 | 0.30 | 120 | R | | | From: 0.40 ME Dead End | | | | | NA | | NA | | 1997 |
| 792 | 1.00 | 720 | R | | | From: 82-789 To: 82-617 | | | | | NA | | NA | | 08/28/2000 |
| 793 | 1.40 | 410 | G | 98% | 0% | 1% | 0% | 0% | 0% | C | 46 | G | 420 | G | 2001 |
| 793 | 1.00 | 400 | R | | | From: 82-618 To: 82-619 | | | | | NA | | NA | | 08/21/2000 |
| 793 | 0.10 | 360 | R | | | From: 82-799 SOUTH | | | | | NA | | NA | | 08/24/2000 |
| 793 | 1.00 | 290 | R | | | From: 82-799 NORTH | | | | | NA | | NA | | 08/24/2000 |
| 793 | 0.70 | 290 | R | | | From: 82-797 | | | | | NA | | NA | | 08/21/2000 |
| 793 | 0.54 | 330 | R | | | From: 82-983 | | | | | NA | | NA | | 08/21/2000 |
| 793 | 1.00 | 310 | R | | | From: US 11 NORTH US 11 SOUTH | | | | | NA | | NA | | 08/21/2000 |
| 793 | 0.20 | 280 | R | | | From: 82-850 To: 82-620 | | | | | NA | | NA | | 08/21/2000 |
| 794 | 1.28 | 130 | R | | | From: US 11 To: 82-620 | | | | | NA | | NA | | 08/21/2000 |
| 795 | 1.00 | 60 | R | | | From: US 11 To: Dead End | | | | | NA | | NA | | 08/24/2000 |
| 796 | 0.60 | 70 | R | | | From: 82-799 | | | | | NA | | NA | | 1997 |
| 796 | 0.20 | 140 | R | | | From: 82-797 WEST | | | | | NA | | NA | | 08/24/2000 |
| 796 | 0.50 | 140 | R | | | From: 82-797 EAST | | | | | NA | | NA | | 1997 |
| 796 | 0.60 | 120 | R | | | From: 82-982 | | | | | NA | | NA | | 08/21/2000 |
| 796 | 1.30 | 120 | R | | | From: US 11 SOUTH US 11 NORTH | | | | | NA | | NA | | 1997 |
| 796 | | | | | | To: 82-620 | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | Design Hour | QK | AAWDT | QW | Year | | |
|----------------------------|--------|------|----|-------|-----|-----------------------------|--------|--------|--------|----|-------------|----|-------|----|------------|---|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | | |
| Rockingham County | | | | | | | | | | | | | | | | | |
| 797 | 0.30 | 100 | R | | | From: 82-798 | | | | | NA | | NA | | 08/21/2000 | | |
| | | | | | | To: 82-796 EAST | | | | | | | | | | | |
| 797 | 1.20 | 70 | R | | | From: 82-796 WEST | | | | | NA | | NA | | 08/21/2000 | | |
| | | | | | | To: 82-793 | | | | | | | | | | | |
| 798 | 1.10 | 180 | R | | | From: 82-1419 | | | | | NA | | NA | | 08/21/2000 | | |
| | | | | | | To: 82-619 | | | | | | | | | | | |
| 798 | 0.20 | 190 | R | | | From: 82-799 | | | | | NA | | NA | | 08/21/2000 | | |
| | | | | | | To: 82-799 | | | | | | | | | | | |
| 798 | 0.50 | 50 | R | | | From: 82-830 | | | | | NA | | NA | | 08/21/2000 | | |
| | | | | | | To: 82-830 | | | | | | | | | | | |
| 798 | 1.00 | 90 | R | | | From: 82-797 | | | | | NA | | NA | | 08/21/2000 | | |
| | | | | | | To: 82-797 | | | | | | | | | | | |
| 798 | 1.09 | 200 | R | | | From: 82-797 | | | | | NA | | NA | | 08/24/2000 | | |
| | | | | | | To: 82-797 | | | | | | | | | | | |
| 798 | 1.90 | 430 | G | 96% | 1% | US 11 | | 1% | 1% | 0% | 0% | C | 40 | G | 440 | G | 2001 |
| | | | | | | To: 82-620 NORTH | | | | | | | | | | | |
| 798 | 0.60 | 60 | R | | | From: 82-620 SOUTH | | | | | NA | | NA | | 08/21/2000 | | |
| | | | | | | To: Dead End | | | | | | | | | | | |
| 799 | 1.00 | 110 | R | | | From: 82-798 | | | | | NA | | NA | | 1997 | | |
| | | | | | | To: 82-796 | | | | | | | | | | | |
| 799 | 1.00 | 70 | R | | | From: 82-796 | | | | | NA | | NA | | 08/24/2000 | | |
| | | | | | | To: 82-793 SOUTH | | | | | | | | | | | |
| 799 | 0.80 | 130 | R | | | From: 82-793 NORTH | | | | | NA | | NA | | 1997 | | |
| | | | | | | To: 82-619 EAST | | | | | | | | | | | |
| 799 | 0.90 | 120 | R | | | From: 82-619 WEST | | | | | NA | | NA | | 08/24/2000 | | |
| | | | | | | To: SR 211 | | | | | | | | | | | |
| 799 | 0.80 | 120 | R | | | From: SR 211 | | | | | NA | | NA | | 08/28/2000 | | |
| | | | | | | To: Dead End | | | | | | | | | | | |
| 800 | 0.60 | 60 | R | | | From: Dead End | | | | | NA | | NA | | 08/21/2000 | | |
| | | | | | | To: 82-801 | | | | | | | | | | | |
| 800 | 0.66 | 140 | R | | | From: 82-801 | | | | | NA | | NA | | 08/21/2000 | | |
| | | | | | | To: 82-1518 | | | | | | | | | | | |
| 800 | 0.20 | 400 | R | | | From: 82-1518 | | | | | NA | | NA | | 08/21/2000 | | |
| | | | | | | To: 82-618 SOUTH | | | | | | | | | | | |
| 800 | 0.01 | 1200 | R | | | From: 82-618 SOUTH | | | | | NA | | NA | | 1994 | | |
| | | | | | | To: SCL Timberville | | | | | | | | | | | |
| Town of Timberville | | | | | | | | | | | | | | | | | |
| 800 | 0.01 | 1200 | N | | | From: SCL Timberville | | | | | NA | | NA | | 1994 | | |
| | | | | | | To: 82-618 NORTH | | | | | | | | | | | |
| 800 | 0.36 | 1200 | R | | | From: 82-618 NORTH | | | | | NA | | NA | | 08/28/2000 | | |
| | | | | | | To: Dead End; Gap Terminus | | | | | | | | | | | |
| 800 | 0.06 | 7800 | R | | | From: SR 42 S; Gap Terminus | | | | | NA | | NA | | 1997 | | |
| | | | | | | To: 82-1512 SOUTH | | | | | | | | | | | |
| 800 | 0.07 | 4800 | R | | | From: 82-1512 SOUTH | | | | | NA | | NA | | 08/30/2000 | | |
| | | | | | | To: 82-1511 SOUTH | | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | Design Hour | QK | AAWDT | QW | Year |
|----------------------------|--------|------|----|-------|-----|-------------------------|--------|--------|--------|----|-------------|----|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| Town of Timberville | | | | | | | | | | | | | | | |
| (800) | 0.04 | 6200 | R | | | From: 82-1511 SOUTH | | | | | NA | | NA | | 1997 |
| (800) | 0.02 | 5500 | R | | | To: 82-1510 EAST | | | | | NA | | NA | | 1997 |
| (800) | 0.05 | 4700 | R | | | From: 82-1510 WEST | | | | | NA | | NA | | 08/28/2000 |
| (800) | 0.04 | 5200 | R | | | To: 82-1509 | | | | | NA | | NA | | 1997 |
| (800) | 0.09 | 3800 | R | | | From: 82-1508 SOUTH | | | | | NA | | NA | | 1997 |
| | | | | | | To: WCL TIMBERVILLE S | | | | | | | | | |
| Rockingham County | | | | | | | | | | | | | | | |
| (800) | 0.36 | 1400 | R | | | From: WCL TIMBERVILLE S | | | | | NA | | NA | | 08/28/2000 |
| | | | | | | To: WCL TIMBERVILLE N | | | | | | | | | |
| Town of Timberville | | | | | | | | | | | | | | | |
| (800) | 0.04 | 600 | R | | | From: WCL TIMBERVILLE N | | | | | NA | | NA | | 1997 |
| (800) | 0.08 | 1100 | R | | | To: 82-1508 NORTH | | | | | NA | | NA | | 1997 |
| (800) | 0.05 | 1200 | R | | | From: 82-1509 NORTH | | | | | NA | | NA | | 08/24/2000 |
| (800) | 0.08 | 1800 | R | | | To: 82-1510 NORTH | | | | | NA | | NA | | 1997 |
| (800) | 0.02 | 1400 | R | | | From: 82-1511 NORTH | | | | | NA | | NA | | 1994 |
| (800) | 0.05 | 1100 | R | | | To: 82-1507 | | | | | NA | | NA | | 08/24/2000 |
| (800) | 0.06 | 990 | R | | | From: 82-1512 NORTH | | | | | NA | | NA | | 1997 |
| | | | | | | To: SR 42 NORTH | | | | | | | | | |
| Town of Broadway | | | | | | | | | | | | | | | |
| (801) | 0.15 | 350 | R | | | From: SR 42 | | | | | NA | | NA | | 08/24/2000 |
| | | | | | | To: ECL Broadway | | | | | | | | | |
| Rockingham County | | | | | | | | | | | | | | | |
| (801) | 1.05 | 350 | R | | | From: ECL Broadway | | | | | NA | | NA | | 08/24/2000 |
| (801) | 0.70 | 280 | R | | | To: 82-800 | | | | | NA | | NA | | 1997 |
| | | | | | | To: 82-619 | | | | | | | | | |
| (802) | 0.09 | 20 | R | | | From: Dead End | | | | | NA | | NA | | 1997 |
| | | | | | | To: 82-690 | | | | | | | | | |
| (803) | 0.95 | 290 | R | | | From: Dead End | | | | | NA | | NA | | 09/18/2000 |
| (803) | 1.00 | 540 | G | 94% | 1% | 2% | 2% | 1% | 0% | F | 50 | G | 550 | G | 2001 |
| (803) | 2.30 | 640 | G | 94% | 1% | 2% | 2% | 1% | 0% | F | 70 | G | 650 | G | 2001 |
| (803) | 0.23 | 4600 | G | 94% | 1% | 2% | 2% | 1% | 0% | C | 430 | G | 4700 | G | 2001 |
| | | | | | | To: SR 259 | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | Design Hour | QK | AAWDT | QW | Year |
|--------------------------|--------|------|----|-------|-----|--|--------|--------|--------|----|-------------|----|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| Rockingham County | | | | | | | | | | | | | | | |
| (804) | 0.20 | 40 | R | | | From: 82-809 To: Dead End | | | | | NA | | NA | | 09/18/2000 |
| (805) | 2.00 | 90 | R | | | From: 82-721 To: 82-806 | | | | | NA | | NA | | 09/18/2000 |
| (806) | 1.00 | 570 | G | 96% | 0% | 1% | 1% | 1% | 0% | F | 60 | G | 580 | G | 2001 |
| (806) | 1.30 | 440 | R | | | From: 82-803 To: 82-619 WEST From: 82-619 EAST | | | | | NA | | NA | | 1997 |
| (806) | 0.50 | 550 | R | | | From: 82-805 To: US 11 NORTH From: US 11 SOUTH | | | | | NA | | NA | | 1997 |
| (806) | 3.40 | 910 | G | 96% | 0% | 1% | 1% | 1% | 0% | C | 90 | G | 930 | G | 2001 |
| (807) | 2.57 | 170 | R | | | From: 82-806 To: 82-608 | | | | | NA | | NA | | 08/21/2000 |
| (808) | 0.17 | 30 | R | | | From: US 11 To: Dead End | | | | | NA | | NA | | 1997 |
| (809) | 1.04 | 540 | G | 91% | 2% | 3% | 1% | 3% | 0% | F | 47 | G | 560 | G | 2001 |
| (809) | 1.12 | 750 | G | 91% | 2% | 3% | 1% | 3% | 0% | C | 70 | G | 760 | G | 2001 |
| (809) | 0.80 | 320 | R | | | From: SR 42 To: 82-804 | | | | | NA | | NA | | 09/18/2000 |
| (809) | 0.30 | 300 | R | | | From: 82-804 To: 82-803 | | | | | NA | | NA | | 10/19/2000 |
| (809) | 0.33 | 70 | R | | | From: 82-803 To: 0.33 ME 82-803 | | | | | NA | | NA | | 1997 |
| (809) | 0.87 | 80 | R | | | From: 0.33 ME 82-803 To: 82-619 NORTH From: 82-619 SOUTH | | | | | NA | | NA | | 09/14/2000 |
| (809) | 2.20 | 310 | R | | | From: 82-619 SOUTH To: US 11 SOUTH From: US 11 NORTH | | | | | NA | | NA | | 09/14/2000 |
| (809) | 0.24 | 20 | R | | | From: US 11 NORTH To: Dead End | | | | | NA | | NA | | 09/14/2000 |
| (810) | 0.40 | 110 | R | | | From: 82-831 To: 82-737 | | | | | NA | | NA | | 10/16/2000 |
| (811) | 2.35 | 360 | R | | | From: 82-717 To: 82-620 | | | | | NA | | NA | | 08/21/2000 |
| (812) | 0.64 | 180 | R | | | From: 82-612 To: 82-613 SOUTH From: 82-613 NORTH | | | | | NA | | NA | | 08/28/2000 |
| (812) | 1.50 | 90 | R | | | From: 82-613 NORTH To: 82-614 | | | | | NA | | NA | | 08/28/2000 |
| (813) | 0.80 | 20 | R | | | From: 82-611 To: GW NATL FOR BNDY | | | | | NA | | NA | | 08/28/2000 |

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| Route | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | Design Hour | QK | AAWDT | QW | Year |
|--------------------------|--------|------|----|-------|-----|--|--------|--------|--------|----|-------------|----|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| Rockingham County | | | | | | | | | | | | | | | |
| (813) | 1.30 | 20 | R | | | From: GW NATL FOR BNDY To: 82-612 | | | | | NA | | NA | | 08/28/2000 |
| (814) | 0.20 | 40 | R | | | From: Dead End To: 82-815 | | | | | NA | | NA | | 08/30/2000 |
| (815) | 0.60 | 440 | G | 90% | 6% | 1% | 3% | 0% | 0% | C | 50 | G | 450 | G | 2001 |
| (815) | 1.45 | 70 | R | | | From: 82-612 To: 82-814 | | | | | NA | | NA | | 09/05/2000 |
| (815) | 0.60 | 20 | R | | | From: 82-814 To: Dead End | | | | | NA | | NA | | 08/30/2000 |
| (816) | 0.50 | 180 | R | | | From: Dead End To: 82-817 | | | | | NA | | NA | | 08/30/2000 |
| (817) | 1.90 | 50 | R | | | From: 82-612 To: GW NATL FOR BNDY | | | | | NA | | NA | | 08/30/2000 |
| (817) | 1.40 | 60 | R | | | From: GW NATL FOR BNDY To: 82-815 | | | | | NA | | NA | | 08/30/2000 |
| (817) | 0.40 | 310 | R | | | From: 82-815 To: 82-816 | | | | | NA | | NA | | 08/30/2000 |
| (817) | 0.10 | 130 | R | | | From: 82-816 To: 0.10 MN 82-816 | | | | | NA | | NA | | 1997 |
| (817) | 0.79 | 110 | R | | | From: 0.10 MN 82-816 To: 0.90 MN 82-816 | | | | | NA | | NA | | 08/30/2000 |
| (817) | 0.43 | 120 | R | | | From: 0.90 MN 82-816 To: 1.32 MN 82-816 | | | | | NA | | NA | | 08/30/2000 |
| (817) | 0.14 | 180 | R | | | From: 1.32 MN 82-816 To: 82-818 | | | | | NA | | NA | | 1997 |
| (818) | 1.45 | 30 | R | | | From: Dead End To: 1.45 ME Dead End | | | | | NA | | NA | | 08/30/2000 |
| (818) | 2.90 | 190 | R | | | From: 1.45 ME Dead End To: 82-631 | | | | | NA | | NA | | 08/30/2000 |
| (818) | 3.52 | 440 | G | 97% | 1% | 1% | 1% | 0% | 0% | F | 46 | G | 450 | G | 2001 |
| (818) | 0.69 | 630 | G | 97% | 1% | 1% | 1% | 0% | 0% | C | 80 | G | 640 | G | 2001 |
| (819) | 0.88 | 80 | R | | | From: 82-817 To: SR 259 | | | | | NA | | NA | | 09/11/2000 |
| (819) | 0.15 | 150 | R | | | From: Dead End To: 0.88 ME Dead End | | | | | NA | | NA | | 09/11/2000 |
| (820) | 2.00 | 1200 | G | 93% | 1% | 1% | 1% | 3% | 0% | C | 110 | G | 1200 | G | 2001 |
| (820) | 0.50 | 900 | G | 94% | 1% | 1% | 1% | 3% | 0% | F | 100 | G | 910 | G | 2001 |
| (820) | 0.40 | 470 | G | 93% | 1% | 1% | 1% | 3% | 0% | F | 47 | G | 480 | G | 2001 |
| (820) | 1.70 | 280 | G | 94% | 1% | 1% | 1% | 3% | 0% | F | 30 | G | 280 | G | 2001 |
| | | | | | | From: 82-822 SOUTH To: 82-822 NORTH | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | Design Hour | QK | AAWDT | QW | Year |
|--------------------------|--------|------|----|-------|-----|--------------------------------|--------|--------|--------|----|-------------|----|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| Rockingham County | | | | | | | | | | | | | | | |
| (820) | 0.50 | 220 | R | | | From: 82-822 NORTH | | | | | NA | | NA | | 1997 |
| (820) | 1.00 | 200 | R | | | From: 82-961 | | | | | NA | | NA | | 09/05/2000 |
| | | | | | | To: West Virginia State Line | | | | | | | | | |
| (821) | 0.30 | 170 | R | | | From: 82-755 | | | | | NA | | NA | | 1997 |
| | | | | | | To: Augusta County Line | | | | | | | | | |
| (822) | 2.70 | 70 | R | | | From: 82-820 SOUTH | | | | | NA | | NA | | 08/30/2000 |
| (822) | 0.40 | 80 | R | | | From: 82-666 | | | | | NA | | NA | | 09/05/2000 |
| | | | | | | To: 82-820 NORTH | | | | | | | | | |
| (823) | 4.40 | 80 | R | | | From: West Virginia State Line | | | | | NA | | NA | | 08/30/2000 |
| | | | | | | To: 82-865 | | | | | | | | | |
| (824) | 3.15 | 40 | R | | | From: Dead End | | | | | NA | | NA | | 09/05/2000 |
| (824) | 1.15 | 80 | R | | | From: 3.15 ME Dead End | | | | | NA | | NA | | 09/05/2000 |
| | | | | | | To: 82-865 | | | | | | | | | |
| (825) | 1.22 | 3200 | G | 97% | 1% | 1% | 0% | 0% | 0% | C | 340 | G | 3200 | G | 2001 |
| | | | | | | From: NCL GROTTOS | | | | | | | | | |
| (826) | 2.70 | 70 | R | | | From: Dead End | | | | | NA | | NA | | 08/30/2000 |
| (826) | 1.10 | 160 | R | | | From: 2.70 ME Dead End | | | | | NA | | NA | | 08/30/2000 |
| (826) | 1.70 | 470 | R | | | From: 82-865 | | | | | NA | | NA | | 09/05/2000 |
| (826) | 2.20 | 660 | G | 88% | 4% | 4% | 1% | 4% | 0% | C | 60 | G | 670 | G | 2001 |
| | | | | | | From: 82-700 | | | | | | | | | |
| | | | | | | To: 82-820 | | | | | | | | | |
| (828) | 1.60 | 80 | R | | | From: 82-668 | | | | | NA | | NA | | 1997 |
| | | | | | | To: 82-671 | | | | | | | | | |
| (829) | 0.05 | 470 | R | | | From: 82-981 | | | | | NA | | NA | | 1997 |
| (829) | 0.45 | 120 | R | | | From: US 33 | | | | | NA | | NA | | 08/10/2000 |
| | | | | | | To: 82-979 | | | | | | | | | |
| (830) | 0.50 | 80 | R | | | From: SR 259 WEST | | | | | NA | | NA | | 1997 |
| (830) | 1.30 | 140 | G | 89% | 3% | 7% | 1% | 0% | 0% | C | 30 | G | 140 | G | 2001 |
| | | | | | | From: SR 259 MID | | | | | | | | | |
| | | | | | | To: SR 259 EAST | | | | | | | | | |
| | | | | | | To: 82-798 | | | | | | | | | |
| (831) | 1.00 | 60 | R | | | From: 82-914 | | | | | NA | | NA | | 10/23/2000 |
| (831) | 0.40 | 80 | R | | | From: 82-810 | | | | | NA | | NA | | 10/16/2000 |
| | | | | | | To: 82-732 | | | | | | | | | |
| (832) | 0.05 | 40 | R | | | From: Shenandoah County Line | | | | | NA | | NA | | 08/28/2000 |
| | | | | | | To: 82-613 | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | Design Hour | QK | AAWDT | QW | Year |
|--------------------------|--------|------|----|-------|-----|---------------------------|--------|--------|--------|----|-------------|----|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| Rockingham County | | | | | | | | | | | | | | | |
| (833) | 0.30 | 80 | R | | | From: 82-684 | | | | | NA | NA | | | 08/14/2000 |
| | | | | | | To: Dead End | | | | | | | | | |
| (835) | 0.60 | 40 | R | | | From: 82-747 | | | | | NA | NA | | | 10/16/2000 |
| | | | | | | To: SR 42 | | | | | | | | | |
| (836) | 0.06 | 45 | R | | | From: Cul-de-Sac | | | | | NA | NA | | | 1997 |
| | | | | | | To: 82-689 | | | | | | | | | |
| (837) | 0.15 | 30 | R | | | From: 82-699 | | | | | NA | NA | | | 07/13/2000 |
| | | | | | | To: Dead End | | | | | | | | | |
| (838) | 0.11 | 20 | R | | | From: 82-753 | | | | | NA | NA | | | 1997 |
| | | | | | | To: Dead End | | | | | | | | | |
| (840) | 0.05 | 500 | R | | | From: 82-732 | | | | | NA | NA | | | 09/28/2000 |
| | | | | | | To: US 33 | | | | | | | | | |
| (841) | 0.32 | 180 | R | | | From: Dead End | | | | | NA | NA | | | 08/03/2000 |
| | | | | | | To: 82-625 | | | | | | | | | |
| (842) | 1.02 | 140 | R | | | From: US 33 WEST | | | | | NA | NA | | | 08/10/2000 |
| | | | | | | To: US 33 EAST | | | | | | | | | |
| (842) | 0.40 | 300 | R | | | From: 82-654, 82-996 | | | | | NA | NA | | | 08/17/2000 |
| | | | | | | To: 82-651 | | | | | | | | | |
| (843) | 0.50 | 80 | R | | | From: 82-641 | | | | | NA | NA | | | 07/31/2000 |
| | | | | | | To: 0.70 MN 82-641 | | | | | | | | | |
| (843) | 0.69 | 50 | R | | | From: 82-996 NORTH | | | | | NA | NA | | | 07/31/2000 |
| | | | | | | To: 82-996 SOUTH | | | | | | | | | |
| (843) | 0.30 | 160 | R | | | From: Augusta County Line | | | | | NA | NA | | | 1997 |
| | | | | | | To: SCL GROTTOS | | | | | | | | | |
| (844) | 0.26 | 500 | R | | | From: US 11 | | | | | NA | NA | | | 08/21/2000 |
| | | | | | | To: Dead End | | | | | | | | | |
| (845) | 0.20 | 110 | R | | | From: 82-989 | | | | | NA | NA | | | 07/13/2000 |
| | | | | | | To: 82-681 | | | | | | | | | |
| (846) | 0.60 | 30 | R | | | From: Dead End | | | | | NA | NA | | | 09/28/2000 |
| | | | | | | To: US 33 | | | | | | | | | |
| (847) | 0.40 | 210 | R | | | From: 82-671 | | | | | NA | NA | | | 1997 |
| | | | | | | To: 82-659 | | | | | | | | | |
| (848) | 1.60 | 310 | R | | | From: US 11 | | | | | NA | NA | | | 08/21/2000 |
| | | | | | | To: 82-793 | | | | | | | | | |
| (850) | 1.40 | 60 | R | | | From: 82-710 | | | | | NA | NA | | | 07/17/2000 |
| | | | | | | To: Cul-de-Sac | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | Design Hour | QK | AAWDT | QW | Year |
|--------------------------|--------|------|----|-------|----------------|-------|--------|--------|--------|----|-------------|----|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| Rockingham County | | | | | | | | | | | | | | | |
| (853) | 0.20 | 80 | R | | | | | | | | NA | | NA | | 1997 |
| | | | | From: | SR 42 SOUTH | | | | | | | | | | |
| | | | | To: | 82-910 | | | | | | | NA | | NA | 1997 |
| | | | | From: | SR 42 NORTH | | | | | | | | | | |
| (854) | 0.10 | 46 | R | | | | | | | | NA | | NA | | 07/17/2000 |
| | | | | From: | Dead End | | | | | | | | | | |
| | | | | To: | 82-679 | | | | | | | | | | |
| (855) | 0.15 | 120 | R | | | | | | | | NA | | NA | | 08/17/2000 |
| | | | | From: | Dead End | | | | | | | | | | |
| | | | | To: | 82-637 | | | | | | | | | | |
| (856) | 1.00 | 320 | R | | | | | | | | NA | | NA | | 08/07/2000 |
| | | | | From: | Dead End | | | | | | | | | | |
| | | | | To: | 82-340 | | | | | | | | | | |
| (856) | 0.20 | 50 | R | | | | | | | | NA | | NA | | 08/07/2000 |
| | | | | From: | US 340 | | | | | | | | | | |
| | | | | To: | 0.20 MW US 340 | | | | | | | | | | |
| (857) | 0.12 | 70 | R | | | | | | | | NA | | NA | | 08/03/2000 |
| | | | | From: | Dead End | | | | | | | | | | |
| | | | | To: | 82-858 | | | | | | | | | | |
| (857) | 0.58 | 180 | R | | | | | | | | NA | | NA | | 08/07/2000 |
| | | | | From: | 82-857 | | | | | | | | | | |
| | | | | To: | Dead End | | | | | | | | | | |
| (858) | 0.22 | 80 | R | | | | | | | | NA | | NA | | 08/03/2000 |
| | | | | From: | SR 42 | | | | | | | | | | |
| (859) | 0.27 | 110 | R | | | | | | | | NA | | NA | | 09/18/2000 |
| | | | | From: | 82-721 | | | | | | | | | | |
| (859) | 0.69 | 130 | R | | | | | | | | NA | | NA | | 09/18/2000 |
| | | | | From: | 82-780 SOUTH | | | | | | | | | | |
| (859) | 0.11 | 130 | R | | | | | | | | NA | | NA | | 09/18/2000 |
| | | | | From: | 82-780 NORTH | | | | | | | | | | |
| (859) | 0.03 | NA | | | | | | | | | NA | | NA | | |
| | | | | From: | Dead End | | | | | | | | | | |
| (860) | 0.37 | 110 | R | | | | | | | | NA | | NA | | 1997 |
| | | | | From: | 82-718 WEST | | | | | | | | | | |
| | | | | To: | 82-718 EAST | | | | | | | | | | |
| (861) | 0.14 | 110 | R | | | | | | | | NA | | NA | | 1997 |
| | | | | From: | 82-759 | | | | | | | | | | |
| | | | | To: | 82-638 | | | | | | | | | | |
| (863) | 0.47 | 50 | R | | | | | | | | NA | | NA | | 07/20/2000 |
| | | | | From: | Dead End | | | | | | | | | | |
| | | | | To: | 82-668 | | | | | | | | | | |
| (865) | 1.80 | 150 | R | | | | | | | | NA | | NA | | 08/30/2000 |
| | | | | From: | Dead End | | | | | | | | | | |
| | | | | To: | 82-826 WEST | | | | | | | | | | |
| (865) | 0.60 | 290 | R | | | | | | | | NA | | NA | | 1997 |
| | | | | From: | 82-826 EAST | | | | | | | | | | |
| (865) | 2.10 | 60 | R | | | | | | | | NA | | NA | | 08/30/2000 |
| | | | | From: | 82-824 | | | | | | | | | | |
| (865) | 1.12 | 150 | R | | | | | | | | NA | | NA | | 1997 |
| | | | | From: | 82-823 | | | | | | | | | | |
| (865) | 1.40 | 310 | G | 96% | 1% | 2% | 1% | 0% | 0% | C | 30 | G | 320 | G | 2001 |
| | | | | To: | 82-820 | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | Design Hour | QK | AAWDT | QW | Year |
|-----------------------------|--------|------|----|-------|-----|------------------------------------|--------|--------|--------|----|-------------|----|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| Rockingham County | | | | | | | | | | | | | | | |
| (866) | 0.01 | 510 | R | | | From: 82-613 To: SR 259 | | | | | NA | | NA | | 09/07/2000 |
| (867) | 0.54 | 610 | G | 87% | 1% | 4% | 4% | 3% | 0% | F | 70 | G | 620 | G | 2001 |
| Town of Mt. Crawford | | | | | | | | | | | | | | | |
| (867) | 0.37 | 620 | G | 97% | 2% | 1% | 1% | 0% | 0% | C | 70 | G | 640 | G | 2001 |
| (867) | 0.20 | 660 | G | 87% | 2% | 4% | 4% | 3% | 0% | C | 70 | G | 680 | G | 2001 |
| Rockingham County | | | | | | | | | | | | | | | |
| (867) | 1.09 | 460 | G | 87% | 2% | 4% | 4% | 4% | 0% | F | 50 | G | 460 | G | 2001 |
| (867) | 0.57 | 450 | G | 87% | 2% | 4% | 4% | 4% | 0% | F | 60 | G | 460 | G | 2001 |
| (868) | 0.30 | 160 | R | | | From: 82-722 To: Dead End | | | | | NA | | NA | | 1997 |
| (869) | 0.30 | 46 | R | | | From: Dead End To: 82-742 | | | | | NA | | NA | | 10/19/2000 |
| (870) | 0.10 | 20 | R | | | From: Dead End To: 82-748 | | | | | NA | | NA | | 10/16/2000 |
| (871) | 1.09 | 60 | R | | | From: SR 257 To: 82-613 | | | | | NA | | NA | | 10/05/2000 |
| (872) | 0.50 | 140 | R | | | From: 82-619 To: 82-721 | | | | | NA | | NA | | 09/18/2000 |
| (873) | 0.60 | 90 | R | | | From: 82-619 To: 0.60 MN 82-619 | | | | | NA | | NA | | 09/14/2000 |
| (873) | 0.80 | 80 | R | | | From: 0.60 MN 82-619 To: SR 259 | | | | | NA | | NA | | 1997 |
| (874) | 1.10 | 270 | R | | | From: 82-617 To: 82-616 | | | | | NA | | NA | | 1997 |
| (875) | 1.10 | 150 | R | | | From: US 33 To: 82-752 | | | | | NA | | NA | | 09/28/2000 |
| (876) | 0.04 | 210 | R | | | From: 82-613 To: 82-889 | | | | | NA | | NA | | 09/21/2000 |
| (876) | 0.11 | 160 | R | | | From: 82-889 To: 0.12 ME 82-889 | | | | | NA | | NA | | 09/21/2000 |
| (876) | 0.51 | 40 | R | | | From: 0.12 ME 82-889 To: 82-752 | | | | | NA | | NA | | 09/21/2000 |
| (877) | 0.50 | 130 | R | | | From: 82-773 To: 82-774 | | | | | NA | | NA | | 10/19/2000 |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | Design Hour | QK | AAWDT | QW | Year |
|----------------------------|--------|------|----|-------|-----|------------------------------|--------|--------|--------|----|-------------|----|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| Rockingham County | | | | | | | | | | | | | | | |
| (878) | 0.90 | 90 | R | | | From: 82-753 | | | | | NA | | NA | | 09/07/2000 |
| (878) | 0.90 | 190 | R | | | From: 82-879 | | | | | NA | | NA | | 09/11/2000 |
| | | | | | | To: 82-613 | | | | | | | | | |
| (879) | 0.90 | 230 | R | | | From: 82-878 | | | | | NA | | NA | | 09/07/2000 |
| | | | | | | To: 82-752 | | | | | | | | | |
| (880) | 1.60 | 47 | R | | | From: 82-879 | | | | | NA | | NA | | 09/07/2000 |
| (880) | 0.50 | 20 | R | | | From: 82-786 | | | | | NA | | NA | | 09/11/2000 |
| (880) | 0.10 | 10 | R | | | From: Dead End; Gap Terminus | | | | | NA | | NA | | 09/07/2000 |
| | | | | | | To: 82-613 | | | | | | | | | |
| (881) | 1.73 | 860 | G | 97% | 1% | 1% | 0% | 1% | 0% | F | 90 | G | 880 | G | 2001 |
| (881) | 0.36 | 1100 | G | 97% | 1% | 1% | 0% | 1% | 0% | F | 120 | G | 1100 | G | 2001 |
| | | | | | | From: 82-789 | | | | | | | | | |
| | | | | | | To: 82-614 | | | | | | | | | |
| (881) | 1.55 | 1700 | G | 97% | 1% | 1% | 0% | 1% | 0% | F | 160 | G | 1700 | G | 2001 |
| | | | | | | To: NCL TIMBERVILLE | | | | | | | | | |
| Town of Timberville | | | | | | | | | | | | | | | |
| (881) | 0.24 | 2100 | G | 97% | 1% | 1% | 0% | 1% | 0% | C | 200 | G | 2100 | G | 2001 |
| | | | | | | From: NCL TIMBERVILLE | | | | | | | | | |
| | | | | | | To: SR 42 | | | | | | | | | |
| Rockingham County | | | | | | | | | | | | | | | |
| (882) | 0.21 | 30 | R | | | From: 82-721 | | | | | NA | | NA | | 09/18/2000 |
| | | | | | | To: 82-753 | | | | | | | | | |
| (883) | 1.10 | 500 | R | | | From: Dead End | | | | | NA | | NA | | 10/05/2000 |
| | | | | | | To: 82-731 | | | | | | | | | |
| (884) | 1.15 | 310 | R | | | From: Dead End | | | | | NA | | NA | | 08/07/2000 |
| | | | | | | To: US 340 | | | | | | | | | |
| (885) | 0.50 | 130 | R | | | From: 82-620 | | | | | NA | | NA | | 08/28/2000 |
| | | | | | | To: Dead End | | | | | | | | | |
| (886) | 0.15 | 2 | R | | | From: Dead End | | | | | NA | | NA | | 09/18/2000 |
| | | | | | | To: 82-765 | | | | | | | | | |
| (887) | 0.10 | 30 | R | | | From: 82-690 | | | | | NA | | NA | | 07/13/2000 |
| | | | | | | To: Dead End | | | | | | | | | |
| (888) | 0.20 | 40 | R | | | From: 82-727 | | | | | NA | | NA | | 07/13/2000 |
| | | | | | | To: Dead End | | | | | | | | | |
| (889) | 0.24 | 70 | R | | | From: 82-613 | | | | | NA | | NA | | 1997 |
| | | | | | | To: 82-876 | | | | | | | | | |
| (890) | 0.70 | 20 | R | | | From: 82-619 | | | | | NA | | NA | | 08/28/2000 |
| | | | | | | To: Dead End | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | Design Hour | QK | AAWDT | QW | Year |
|--------------------------|--------|------|----|-------|-----|--------------------------------------|--------|--------|--------|----|-------------|----|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| Rockingham County | | | | | | | | | | | | | | | |
| (891) | 0.49 | 140 | R | | | From: 82-759 To: Dead End | | | | | NA | | NA | | 08/03/2000 |
| (892) | 1.40 | 390 | R | | | From: 82-754 To: Dead End | | | | | NA | | NA | | 07/31/2000 |
| (893) | 0.08 | 49 | R | | | From: 82-659 To: Dead End | | | | | NA | | NA | | 1997 |
| (894) | 0.16 | 80 | R | | | From: 82-895 To: 82-710 | | | | | NA | | NA | | 1997 |
| (895) | 0.09 | 520 | R | | | From: WCL HARRISONBURG To: 82-896 | | | | | NA | | NA | | 07/20/2000 |
| (895) | 0.02 | 880 | R | | | From: 82-896 To: 0.03 ME 82-896 | | | | | NA | | NA | | 1997 |
| (895) | 0.18 | 610 | R | | | From: 82-894 To: 82-710 | | | | | NA | | NA | | 07/17/2000 |
| (895) | 0.04 | 670 | R | | | From: 82-895 To: 82-710 | | | | | NA | | NA | | 07/17/2000 |
| (896) | 0.15 | 80 | R | | | From: 82-895 To: Cul-de-Sac | | | | | NA | | NA | | 1997 |
| (897) | 0.09 | 270 | R | | | From: Cul-de-Sac To: 82-895 | | | | | NA | | NA | | 07/17/2000 |
| (898) | 0.51 | 1200 | R | | | From: 82-705 To: 82-679 | | | | | NA | | NA | | 07/17/2000 |
| (899) | 0.10 | NA | | | | From: Dead End/ To: 82-00655(R)/ | | | | | NA | | NA | | |
| (900) | 0.06 | 30 | R | | | From: Dead End To: 82-639 | | | | | NA | | NA | | 1997 |
| (908) | 0.33 | 100 | R | | | From: Dead End To: 82-753 | | | | | NA | | NA | | 09/18/2000 |
| (909) | 0.80 | 350 | R | | | From: 82-752 To: 82-748 | | | | | NA | | NA | | 10/05/2000 |
| (910) | 0.55 | 2300 | G | 91% | 0% | 2% | 3% | 4% | 0% | C | 220 | G | 2300 | G | 2001 |
| (910) | 1.16 | 1300 | G | 91% | 0% | 2% | 3% | 4% | 0% | F | 140 | G | 1300 | G | 2001 |
| (910) | 0.50 | 600 | G | 91% | 0% | 2% | 3% | 4% | 0% | F | 50 | G | 610 | G | 2001 |
| (910) | 0.90 | 500 | G | 91% | 0% | 2% | 3% | 4% | 0% | F | 50 | G | 510 | G | 2001 |
| (910) | 0.30 | 340 | G | 91% | 0% | 2% | 3% | 4% | 0% | F | 45 | G | 350 | G | 2001 |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | Design Hour | QK | AAWDT | QW | Year |
|-----------------------------|--------|------|----|------------------------------------|-----|-------|--------|--------|--------|----|-------------|----|-------|------------|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| Rockingham County | | | | | | | | | | | | | | | |
| 910 | 1.30 | 310 | G | 91% | 0% | 2% | 3% | 4% | 0% | F | 30 | G | 320 | G | 2001 |
| 910 | 0.30 | 140 | R | From: 82-772 | | | | | | | | NA | NA | 1997 | |
| 910 | 1.10 | 140 | R | From: 82-777 | | | | | | | | NA | NA | 10/19/2000 | |
| 910 | 0.40 | 140 | R | From: 82-779 | | | | | | | | NA | NA | 1997 | |
| 910 | 0.90 | 100 | R | From: 82-721 | | | | | | | | NA | NA | 09/21/2000 | |
| 911 | 0.40 | 210 | R | From: US 33 | | | | | | | | NA | NA | 09/21/2000 | |
| 912 | 0.14 | 60 | R | From: Dead End | | | | | | | | NA | NA | 09/07/2000 | |
| 913 | 1.58 | 160 | R | From: 82-732 | | | | | | | | NA | NA | 10/16/2000 | |
| 913 | 0.40 | 270 | R | From: 82-736 NORTH 82-736 SOUTH | | | | | | | | NA | NA | 10/16/2000 | |
| 914 | 0.25 | 80 | R | From: Dead End | | | | | | | | NA | NA | 10/23/2000 | |
| 914 | 0.20 | 140 | R | From: 82-734 NORTH 82-734 SOUTH | | | | | | | | NA | NA | 10/23/2000 | |
| 914 | 0.60 | 90 | R | From: 82-831 | | | | | | | | NA | NA | 10/16/2000 | |
| 915 | 0.50 | 90 | R | From: Dead End | | | | | | | | NA | NA | 10/19/2000 | |
| 916 | 0.10 | 40 | R | From: 82-752 | | | | | | | | NA | NA | 10/05/2000 | |
| 917 | 0.60 | 100 | R | From: Dead End | | | | | | | | NA | NA | 08/30/2000 | |
| Town of Mt. Crawford | | | | | | | | | | | | | | | |
| 918 | 0.25 | 100 | R | From: US 11 | | | | | | | | NA | NA | 1997 | |
| 919 | 0.05 | 100 | R | From: US 11 | | | | | | | | NA | NA | 07/13/2000 | |
| Rockingham County | | | | | | | | | | | | | | | |
| 919 | 0.03 | 100 | R | From: ECL MT CRAWFORD | | | | | | | | NA | NA | 07/13/2000 | |
| 920 | 0.10 | 270 | R | From: Dead End | | | | | | | | NA | NA | 07/13/2000 | |
| 921 | 0.61 | 110 | R | From: Dead End | | | | | | | | NA | NA | 08/30/2000 | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | Design Hour | QK | AAWDT | QW | Year |
|--------------------------|--------|------|----|-------|-----|--|--------|--------|--------|----|-------------|----|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| Rockingham County | | | | | | | | | | | | | | | |
| 922 | 0.40 | 90 | R | | | From: 82-620 To: Dead End | | | | | NA | | NA | | 08/28/2000 |
| 923 | 0.38 | 120 | R | | | From: 82-727 To: Dead End | | | | | NA | | NA | | 10/16/2000 |
| 924 | 7.00 | 110 | R | | | From: West Virginia State Line To: SR 257 | | | | | NA | | NA | | 1997 |
| 925 | 1.03 | 1700 | G | 97% | 1% | 1% | 1% | 0% | 0% | C | 180 | G | 1700 | G | 2001 |
| 925 | 0.88 | 1500 | G | 97% | 1% | 1% | 1% | 0% | 0% | F | 150 | G | 1500 | G | 2001 |
| 929 | 0.02 | 60 | R | | | From: Dead End To: 82-612 | | | | | NA | | NA | | 08/30/2000 |
| 933 | 1.38 | 340 | R | | | From: Dead End To: 82-742 | | | | | NA | | NA | | 10/05/2000 |
| 934 | 0.10 | 4 | R | | | From: 82-717 To: Dead End | | | | | NA | | NA | | 08/14/2000 |
| 935 | 0.40 | 100 | R | | | From: Dead End To: 82-761 | | | | | NA | | NA | | 10/19/2000 |
| 936 | 0.05 | NA | | | | From: 82-00752(B)/ To: Dead End/ | | | | | NA | | NA | | |
| 937 | 0.15 | 60 | R | | | From: 82-818 To: SR 259 | | | | | NA | | NA | | 08/30/2000 |
| 938 | 0.22 | 40 | R | | | From: SR 259 To: SR 259 | | | | | NA | | NA | | 08/30/2000 |
| 940 | 0.50 | 160 | R | | | From: Dead End To: 82-602 | | | | | NA | | NA | | 08/14/2000 |
| 942 | 0.80 | 90 | R | | | From: 82-620 To: Dead End | | | | | NA | | NA | | 08/14/2000 |
| 946 | 0.60 | 180 | R | | | From: SR 259 To: Dead End | | | | | NA | | NA | | 09/14/2000 |
| 947 | 0.49 | 120 | R | | | From: 82-602 To: 82-601 | | | | | NA | | NA | | 08/10/2000 |
| 947 | 0.40 | 90 | R | | | From: 82-601 To: Dead End | | | | | NA | | NA | | 08/07/2000 |
| 948 | 1.10 | 210 | R | | | From: Dead End To: 82-721 | | | | | NA | | NA | | 09/18/2000 |
| 949 | 0.98 | 180 | R | | | From: Dead End To: 82-672 | | | | | NA | | NA | | 07/27/2000 |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | Design Hour | QK | AAWDT | QW | Year |
|--------------------------|--------|------|----|-------|-----|----------------------------|--------|--------|--------|----|-------------|----|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| Rockingham County | | | | | | | | | | | | | | | |
| 953 | 2.20 | 60 | R | | | From: SR 211 | | | | | NA | | NA | | 08/24/2000 |
| | | | | | | To: Shenandoah County Line | | | | | | | | | |
| 955 | 0.10 | 180 | R | | | From: 82-1603 | | | | | NA | | NA | | 07/27/2000 |
| | | | | | | To: 82-1604 | | | | | | | | | |
| 955 | 1.75 | 80 | R | | | From: 82-1604 | | | | | NA | | NA | | 07/27/2000 |
| | | | | | | To: US 340 | | | | | | | | | |
| 958 | 0.50 | 240 | R | | | From: Dead End | | | | | NA | | NA | | 07/31/2000 |
| | | | | | | To: 82-754 | | | | | | | | | |
| 959 | 0.80 | 120 | R | | | From: 82-617 | | | | | NA | | NA | | 1997 |
| | | | | | | To: Dead End | | | | | | | | | |
| 960 | 0.30 | 80 | R | | | From: 82-953 | | | | | NA | | NA | | 08/24/2000 |
| | | | | | | To: SR 211 | | | | | | | | | |
| 961 | 0.50 | 50 | R | | | From: Dead End | | | | | NA | | NA | | 08/30/2000 |
| | | | | | | To: 82-820 | | | | | | | | | |
| 963 | 0.20 | 90 | R | | | From: 82-963 | | | | | NA | | NA | | 08/14/2000 |
| | | | | | | To: US 11 | | | | | | | | | |
| 964 | 0.13 | 20 | R | | | From: 82-963 | | | | | NA | | NA | | 08/14/2000 |
| | | | | | | To: Dead End | | | | | | | | | |
| 965 | 0.30 | 270 | R | | | From: 82-607 | | | | | NA | | NA | | 08/07/2000 |
| | | | | | | To: Dead End | | | | | | | | | |
| 967 | 0.15 | 20 | R | | | From: 82-708 | | | | | NA | | NA | | 07/27/2000 |
| | | | | | | To: Dead End | | | | | | | | | |
| 972 | 0.50 | 220 | R | | | From: Dead End | | | | | NA | | NA | | 08/30/2000 |
| | | | | | | To: 82-612 | | | | | | | | | |
| 976 | 0.04 | NA | | | | From: 82-00978(B)/ | | | | | NA | | NA | | |
| | | | | | | To: Cul-de-Sac/ | | | | | | | | | |
| 978 | 0.09 | 50 | R | | | From: 82-996 | | | | | NA | | NA | | 08/10/2000 |
| | | | | | | To: 82-999 | | | | | | | | | |
| 979 | 0.64 | 200 | R | | | From: 82-602 | | | | | NA | | NA | | 08/10/2000 |
| | | | | | | To: 82-829 | | | | | | | | | |
| 979 | 0.26 | 290 | R | | | From: 82-829 | | | | | NA | | NA | | 08/10/2000 |
| | | | | | | To: US 33 | | | | | | | | | |
| 979 | 0.10 | 130 | R | | | From: US 33 | | | | | NA | | NA | | 08/10/2000 |
| | | | | | | To: 82-981 | | | | | | | | | |
| 980 | 0.50 | 240 | R | | | From: 82-981 | | | | | NA | | NA | | 08/14/2000 |
| | | | | | | To: 82-640 | | | | | | | | | |
| 981 | 2.63 | 620 | R | | | From: US 33 WEST | | | | | NA | | NA | | 08/10/2000 |
| | | | | | | To: 82-979 | | | | | | | | | |
| 981 | 0.22 | 780 | R | | | From: 82-979 | | | | | NA | | NA | | 08/10/2000 |
| | | | | | | To: US 33 EAST | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | Design Hour | QK | AAWDT | QW | Year |
|--------------------------|--------|------|----|-------|-----|------------------------------|--------|--------|--------|----|-------------|----|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| Rockingham County | | | | | | | | | | | | | | | |
| 982 | 0.06 | 20 | R | | | From: 82-796 | | | | | NA | NA | | | 1997 |
| | | | | | | To: Dead End | | | | | | | | | |
| 983 | 0.25 | 20 | R | | | From: 82-793 | | | | | NA | NA | | | 08/21/2000 |
| | | | | | | To: Dead End | | | | | | | | | |
| 984 | 0.11 | 47 | R | | | From: SR 259 WEST | | | | | NA | NA | | | 09/14/2000 |
| | | | | | | To: SR 259 EAST | | | | | | | | | |
| 985 | 0.24 | 40 | R | | | From: Dead End | | | | | NA | NA | | | 08/21/2000 |
| | | | | | | To: US 11 | | | | | | | | | |
| 986 | 0.62 | 90 | R | | | From: 82-806 | | | | | NA | NA | | | 08/21/2000 |
| | | | | | | To: 82-987 | | | | | | | | | |
| 986 | 0.83 | 40 | R | | | From: Dead End | | | | | NA | NA | | | 08/21/2000 |
| | | | | | | To: 82-986 | | | | | | | | | |
| 987 | 0.14 | 20 | R | | | From: Dead End | | | | | NA | NA | | | 08/21/2000 |
| | | | | | | To: 82-682 | | | | | | | | | |
| 988 | 1.37 | 120 | R | | | From: 82-681 NORTH | | | | | NA | NA | | | 07/17/2000 |
| | | | | | | To: 82-681 SOUTH | | | | | | | | | |
| 988 | 0.30 | 260 | R | | | From: 82-689 | | | | | NA | NA | | | 07/13/2000 |
| | | | | | | To: 82-989 | | | | | | | | | |
| 988 | 0.50 | 240 | R | | | From: 82-989 | | | | | NA | NA | | | 07/13/2000 |
| | | | | | | To: 82-704 NORTH | | | | | | | | | |
| 988 | 0.80 | 330 | R | | | From: 82-704 SOUTH | | | | | NA | NA | | | 07/13/2000 |
| | | | | | | To: 82-705 | | | | | | | | | |
| 988 | 0.30 | 1400 | R | | | From: SCL HARRISONBURG | | | | | NA | NA | | | 07/17/2000 |
| | | | | | | To: 82-682 | | | | | | | | | |
| 988 | 0.42 | 1800 | R | | | From: Dead End: Gap Terminus | | | | | NA | NA | | | 07/13/2000 |
| | | | | | | To: 82-846 | | | | | | | | | |
| 989 | 0.37 | 80 | R | | | From: 82-846 | | | | | NA | NA | | | 07/13/2000 |
| | | | | | | To: 82-988 | | | | | | | | | |
| 989 | 0.40 | 30 | R | | | From: US 11 | | | | | NA | NA | | | 07/13/2000 |
| | | | | | | To: 0.20 ME US 11 | | | | | | | | | |
| 989 | 0.40 | 100 | R | | | From: 0.60 ME US 11 | | | | | NA | NA | | | 07/13/2000 |
| | | | | | | To: Dead End | | | | | | | | | |
| 990 | 0.80 | 90 | R | | | From: Dead End | | | | | NA | NA | | | 07/13/2000 |
| | | | | | | To: 82-996 WEST | | | | | | | | | |
| 991 | 0.19 | 80 | R | | | From: US 33 | | | | | NA | NA | | | 08/14/2000 |
| | | | | | | To: 82-996 WEST | | | | | | | | | |
| 991 | 0.21 | 480 | R | | | From: 82-996 WEST | | | | | NA | NA | | | 08/14/2000 |
| | | | | | | To: 82-996 WEST | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | Design Hour | QK | AAWDT | QW | Year | |
|--------------------------|--------|------|----|-------|-----|------------------------------|--------|--------|--------|----|-------------|-----|-------|------|------------|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Rockingham County | | | | | | | | | | | | | | | | |
| 991 | 1.08 | 330 | R | | | From: 82-996 EAST | | | | | NA | | NA | | 07/31/2000 | |
| 991 | 0.25 | 270 | R | | | From: 82-641 | | | | | NA | | NA | | 07/31/2000 | |
| | | | | | | To: 82-649 | | | | | | | | | | |
| 992 | 0.30 | 180 | R | | | From: Augusta County Line | | | | | NA | | NA | | 07/13/2000 | |
| | | | | | | To: FR-237; 82-691 | | | | | | | | | | |
| 993 | 0.62 | 270 | R | | | From: Augusta County Line | | | | | NA | | NA | | 07/13/2000 | |
| 993 | 0.48 | 100 | R | | | From: 0.62 MN OF CL | | | | | NA | | NA | | 07/13/2000 | |
| | | | | | | To: Dead End | | | | | | | | | | |
| 994 | 1.10 | 100 | R | | | From: Dead End | | | | | NA | | NA | | 07/20/2000 | |
| 994 | 0.35 | 130 | R | | | From: 1.10 MN Dead End | | | | | NA | | NA | | 1997 | |
| | | | | | | To: SR 276 | | | | | | | | | | |
| 995 | 0.40 | 120 | R | | | From: Dead End | | | | | NA | | NA | | 07/17/2000 | |
| 995 | 1.49 | 300 | R | | | From: 82-693 | | | | | NA | | NA | | 07/13/2000 | |
| 995 | 0.30 | 450 | R | | | From: 82-678 | | | | | NA | | NA | | 07/13/2000 | |
| | | | | | | To: 82-682 | | | | | | | | | | |
| 996 | 0.82 | 1500 | G | 95% | 1% | From: US 33 WEST | | | | | C | 200 | G | 1600 | G | 2001 |
| | | | | | | To: 82-672 | | | | | | | | | | |
| 996 | 1.57 | 1800 | R | | | From: 82-843 WEST | | | | | NA | | NA | | 1997 | |
| 996 | 0.78 | 1500 | R | | | From: 82-649 | | | | | NA | | NA | | 1997 | |
| 996 | 0.98 | 1200 | R | | | To: US 33 EAST | | | | | NA | | NA | | 1997 | |
| 997 | 0.24 | 70 | R | | | From: 82-996 | | | | | NA | | NA | | 1997 | |
| | | | | | | To: Dead End | | | | | | | | | | |
| 998 | 0.04 | 20 | R | | | From: Dead End | | | | | NA | | NA | | 1997 | |
| | | | | | | To: 82-996 | | | | | | | | | | |
| 999 | 0.08 | 20 | R | | | From: 82-996 | | | | | NA | | NA | | 1999 | |
| 999 | 0.10 | 20 | R | | | From: Dead End; Gap Terminus | | | | | NA | | NA | | 1997 | |
| | | | | | | To: US 33 | | | | | | | | | | |
| 1000 | 0.29 | 300 | R | | | From: 82-689 | | | | | NA | | NA | | 1996 | |
| 1000 | 0.08 | 100 | R | | | From: 82-1002 | | | | | NA | | NA | | 1996 | |
| 1000 | 0.11 | 260 | R | | | From: 82-1001 | | | | | NA | | NA | | 1996 | |
| | | | | | | To: 82-687 | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | Design Hour | QK | AAWDT | QW | Year |
|--------------------------|--------|------|----|-------|-----|------------------|--------|--------|--------|----|-------------|----|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| Rockingham County | | | | | | | | | | | | | | | |
| 1001 | 0.06 | 80 | R | | | From: 82-1000 | | | | | NA | NA | | | 1996 |
| | | | | | | To: Cul-de-Sac | | | | | | | | | |
| 1002 | 0.08 | 400 | R | | | From: 82-1003 | | | | | NA | NA | | | 1996 |
| | | | | | | To: 82-1004 | | | | | | | | | |
| 1002 | 0.10 | 410 | R | | | From: 82-1004 | | | | | NA | NA | | | 1996 |
| | | | | | | To: 82-1000 | | | | | | | | | |
| 1002 | 0.20 | 200 | R | | | From: 82-1000 | | | | | NA | NA | | | 1996 |
| | | | | | | To: Cul-de-Sac | | | | | | | | | |
| 1003 | 0.27 | 230 | R | | | From: Dead End | | | | | NA | NA | | | 1996 |
| | | | | | | To: 82-1002 | | | | | | | | | |
| 1003 | 0.15 | 130 | R | | | From: 82-1002 | | | | | NA | NA | | | 1996 |
| | | | | | | To: 82-688 | | | | | | | | | |
| 1004 | 0.42 | 100 | R | | | From: Dead End | | | | | NA | NA | | | 1996 |
| | | | | | | To: 82-1002 | | | | | | | | | |
| 1004 | 0.15 | 120 | R | | | From: 82-1002 | | | | | NA | NA | | | 1996 |
| | | | | | | To: 82-688 | | | | | | | | | |
| 1005 | 0.10 | 160 | R | | | From: Cul-de-Sac | | | | | NA | NA | | | 1996 |
| | | | | | | To: 82-688 | | | | | | | | | |
| 1006 | 0.09 | 280 | R | | | From: 82-1004 | | | | | NA | NA | | | 07/17/2000 |
| | | | | | | To: 82-1003 | | | | | | | | | |
| 1007 | 0.18 | 180 | R | | | From: Cul-de-Sac | | | | | NA | NA | | | 07/17/2000 |
| | | | | | | To: 82-1000 | | | | | | | | | |
| 1010 | 0.34 | 190 | R | | | From: 82-630 | | | | | NA | NA | | | 07/31/2000 |
| | | | | | | To: 82-1011 | | | | | | | | | |
| 1010 | 0.36 | 110 | R | | | From: 82-1011 | | | | | NA | NA | | | 07/31/2000 |
| | | | | | | To: Dead End | | | | | | | | | |
| 1011 | 0.08 | 40 | R | | | From: Dead End | | | | | NA | NA | | | 07/31/2000 |
| | | | | | | To: 82-1010 | | | | | | | | | |
| 1013 | 0.23 | 260 | R | | | From: Cul-de-Sac | | | | | NA | NA | | | 07/20/2000 |
| | | | | | | To: 82-704 | | | | | | | | | |
| 1014 | 0.23 | 280 | R | | | From: 82-1016 | | | | | NA | NA | | | 07/20/2000 |
| | | | | | | To: 82-704 | | | | | | | | | |
| 1015 | 0.07 | 70 | R | | | From: 82-1014 | | | | | NA | NA | | | 07/20/2000 |
| | | | | | | To: Cul-de-Sac | | | | | | | | | |
| 1016 | 0.12 | 100 | R | | | From: Cul-de-Sac | | | | | NA | NA | | | 07/20/2000 |
| | | | | | | To: 82-1014 | | | | | | | | | |
| 1016 | 0.08 | 70 | R | | | From: 82-1014 | | | | | NA | NA | | | 07/20/2000 |
| | | | | | | To: Cul-de-Sac | | | | | | | | | |
| 1020 | 0.07 | 260 | R | | | From: 82-738 | | | | | NA | NA | | | 10/16/2000 |
| | | | | | | To: 82-1021 | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | Design Hour | QK | AAWDT | QW | Year |
|-----------------------------|--------|------|----|-------|-----|------------------------------|--------|--------|--------|----|-------------|----|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| Rockingham County | | | | | | | | | | | | | | | |
| (1020) | 0.07 | 150 | R | | | From: 82-1021 | | | | | NA | NA | | | 10/16/2000 |
| (1020) | 0.04 | 30 | R | | | From: 82-1022 | | | | | NA | NA | | | 10/16/2000 |
| | | | | | | To: Dead End | | | | | | | | | |
| (1021) | 0.06 | 50 | R | | | From: Cul-de-Sac | | | | | NA | NA | | | 10/16/2000 |
| | | | | | | To: 82-1020 | | | | | | | | | |
| (1022) | 0.07 | 80 | R | | | From: 82-1020 | | | | | NA | NA | | | 10/16/2000 |
| | | | | | | To: Cul-de-Sac | | | | | | | | | |
| Town of Mt. Crawford | | | | | | | | | | | | | | | |
| (1023) | 0.06 | NA | | | | From: 82-01024(B)/ | | | | | NA | NA | | | |
| | | | | | | To: 82-00867(B)/ | | | | | | | | | |
| (1024) | 0.10 | NA | | | | From: Cul-de-Sac/ | | | | | NA | NA | | | |
| | | | | | | To: Cul-de-Sac/ | | | | | | | | | |
| Rockingham County | | | | | | | | | | | | | | | |
| (1025) | 0.20 | 46 | R | | | From: 82-689 | | | | | NA | NA | | | 07/17/2000 |
| | | | | | | To: Cul-de-Sac | | | | | | | | | |
| (1030) | 0.48 | 660 | R | | | From: 82-1031 | | | | | NA | NA | | | 07/20/2000 |
| | | | | | | To: 82-689 | | | | | | | | | |
| (1031) | 0.59 | NA | | | | From: Dead End | | | | | NA | NA | | | |
| | | | | | | To: Dead End | | | | | | | | | |
| (1032) | 0.02 | NA | | | | From: 82-1031 | | | | | NA | NA | | | |
| | | | | | | To: Dead End | | | | | | | | | |
| (1033) | 0.04 | NA | | | | From: 82-1031 | | | | | NA | NA | | | |
| | | | | | | To: Dead End | | | | | | | | | |
| (1040) | 0.15 | 290 | R | | | From: US 33 BUS | | | | | NA | NA | | | 08/10/2000 |
| | | | | | | To: 82-1041 | | | | | | | | | |
| (1040) | 0.08 | 160 | R | | | From: 82-1041 | | | | | NA | NA | | | 08/10/2000 |
| | | | | | | To: 82-1042 | | | | | | | | | |
| (1041) | 0.05 | 80 | R | | | From: Dead End | | | | | NA | NA | | | 08/10/2000 |
| | | | | | | To: 82-1040 | | | | | | | | | |
| (1042) | 0.05 | 60 | R | | | From: Cul-de-Sac | | | | | NA | NA | | | 08/10/2000 |
| | | | | | | To: 82-1040 | | | | | | | | | |
| (1050) | 0.10 | 130 | R | | | From: 82-647 | | | | | NA | NA | | | 08/14/2000 |
| | | | | | | To: 82-1052 | | | | | | | | | |
| (1051) | 0.09 | 70 | R | | | From: Cul-de-Sac | | | | | NA | NA | | | 08/14/2000 |
| | | | | | | To: 82-1050 | | | | | | | | | |
| (1052) | 0.07 | 70 | R | | | From: Cul-de-Sac | | | | | NA | NA | | | 08/14/2000 |
| | | | | | | To: 82-1050 | | | | | | | | | |
| (1060) | 0.39 | NA | | | | From: Cul-de-Sac | | | | | NA | NA | | | |
| | | | | | | To: 82-00704(B)/82-00712(U)/ | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | Design Hour | QK | AAWDT | QW | Year |
|--------------------------|--------|------|----|-------|-----|------------------------------------|--------|--------|--------|----|-------------|----|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| Rockingham County | | | | | | | | | | | | | | | |
| (1061) | 0.31 | NA | | | | From: Cul-de-Sac/ | | | | | NA | | NA | | |
| | | | | | | To: 82-01060(B)/NORTH | | | | | | | | | |
| (1062) | 0.09 | NA | | | | From: 82-01060(B)/ | | | | | NA | | NA | | |
| | | | | | | To: 82-00704(B)/ | | | | | | | | | |
| (1080) | 0.11 | NA | | | | From: 82-00649(B)/ | | | | | NA | | NA | | |
| | | | | | | To: 82-01081(L)/82-01082(R)/ | | | | | | | | | |
| (1081) | 0.07 | NA | | | | From: Cul-de-Sac/ | | | | | NA | | NA | | |
| | | | | | | To: 82-01080(R)/82-01082(L)/ | | | | | | | | | |
| (1082) | 0.06 | NA | | | | From: 82-01080(R)/82-01081(L)/ | | | | | NA | | NA | | |
| | | | | | | To: Cul-de-Sac/ | | | | | | | | | |
| (1090) | 0.20 | NA | | | | From: Dead End/ | | | | | NA | | NA | | |
| | | | | | | To: 82-00996(B)/ | | | | | | | | | |
| (1093) | 0.14 | NA | | | | From: Dead End/ | | | | | NA | | NA | | |
| | | | | | | To: 82-00842(B)/ | | | | | | | | | |
| (1094) | 0.14 | NA | | | | From: 82-01093(B)/WEST | | | | | NA | | NA | | |
| | | | | | | To: 82-01093(B)/EAST | | | | | | | | | |
| (1109) | 0.07 | NA | | | | From: RT 1101 ANNEXED HARRISONBURG | | | | | NA | | NA | | |
| | | | | | | To: RT 1102 ANNEXED HARRISONBURG | | | | | | | | | |
| (1128) | 0.13 | 450 | R | | | From: Cul-de-Sac | | | | | NA | | NA | | 09/28/2000 |
| | | | | | | To: 82-1130 | | | | | | | | | |
| (1129) | 0.16 | 320 | R | | | From: 82-1128 | | | | | NA | | NA | | 09/28/2000 |
| | | | | | | To: Cul-de-Sac | | | | | | | | | |
| (1130) | 0.14 | 840 | R | | | From: 82-1128 | | | | | NA | | NA | | 09/28/2000 |
| | | | | | | To: WCL HARRISONBURG | | | | | | | | | |
| (1131) | 0.18 | 360 | R | | | From: Dead End | | | | | NA | | NA | | 09/28/2000 |
| | | | | | | To: 82-1130 | | | | | | | | | |
| (1132) | 0.06 | 390 | R | | | From: US 33 | | | | | NA | | NA | | 1996 |
| | | | | | | To: 82-1133 | | | | | | | | | |
| (1132) | 0.26 | 290 | R | | | From: 82-1133 | | | | | NA | | NA | | 1996 |
| | | | | | | To: Dead End | | | | | | | | | |
| (1133) | 0.08 | 130 | R | | | From: 82-1132 | | | | | NA | | NA | | 1996 |
| | | | | | | To: Dead End | | | | | | | | | |
| (1134) | 0.46 | 540 | R | | | From: 82-763 | | | | | NA | | NA | | 10/23/2000 |
| | | | | | | To: Cul-de-Sac | | | | | | | | | |
| (1135) | 0.06 | 220 | R | | | From: 82-702 WEST | | | | | NA | | NA | | 1996 |
| | | | | | | To: 82-1139 | | | | | | | | | |
| (1135) | 0.03 | 130 | R | | | From: 82-1139 | | | | | NA | | NA | | 1996 |
| | | | | | | To: 82-1138 | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | Design Hour | QK | AAWDT | QW | Year |
|--------------------------|--------|------|----|-------|-----|------------------------|--------|--------|--------|----|-------------|----|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| Rockingham County | | | | | | | | | | | | | | | |
| (1135) | 0.04 | 160 | R | | | From: 82-1138 | | | | | NA | | NA | | 1996 |
| (1135) | 0.13 | 210 | R | | | To: 82-1137 | | | | | NA | | NA | | 1996 |
| (1135) | 0.05 | 210 | R | | | From: 82-1136 | | | | | NA | | NA | | 1996 |
| (1135) | 0.02 | 690 | R | | | To: 82-702 EAST | | | | | NA | | NA | | 1996 |
| | | | | | | From: US 33 | | | | | | | | | |
| (1136) | 0.06 | 48 | R | | | From: 82-1135 | | | | | NA | | NA | | 1996 |
| | | | | | | To: Cul-de-Sac | | | | | | | | | |
| (1137) | 0.09 | 60 | R | | | From: Cul-de-Sac | | | | | NA | | NA | | 1996 |
| | | | | | | To: 82-1135 | | | | | | | | | |
| (1138) | 0.07 | 70 | R | | | From: Dead End | | | | | NA | | NA | | 1996 |
| (1138) | 0.16 | 140 | R | | | To: 82-1141 | | | | | NA | | NA | | 1996 |
| | | | | | | From: 82-1135 | | | | | | | | | |
| (1139) | 0.22 | 280 | R | | | From: 82-1135 | | | | | NA | | NA | | 1996 |
| (1139) | 0.07 | 400 | R | | | To: 82-1140 | | | | | NA | | NA | | 1996 |
| | | | | | | From: 82-1141 | | | | | | | | | |
| (1139) | 0.20 | 500 | R | | | To: 82-1141 | | | | | NA | | NA | | 1996 |
| (1139) | 0.12 | 920 | R | | | To: 82-1142 | | | | | NA | | NA | | 1996 |
| | | | | | | From: 82-726 | | | | | | | | | |
| (1140) | 0.06 | 45 | R | | | From: Cul-de-Sac | | | | | NA | | NA | | 1996 |
| | | | | | | To: 82-1139 | | | | | | | | | |
| (1141) | 0.04 | 60 | R | | | From: Dead End | | | | | NA | | NA | | 1996 |
| (1141) | 0.06 | 100 | R | | | To: 82-1139 | | | | | NA | | NA | | 1996 |
| | | | | | | From: 82-1138 | | | | | | | | | |
| (1142) | 0.09 | 170 | R | | | From: 82-1182 | | | | | NA | | NA | | 09/29/2000 |
| (1142) | 0.11 | 390 | R | | | To: 82-1143 | | | | | NA | | NA | | 1996 |
| | | | | | | From: 82-1139 | | | | | | | | | |
| (1143) | 0.30 | 220 | R | | | From: 82-1146 | | | | | NA | | NA | | 1996 |
| | | | | | | To: 82-1142 | | | | | | | | | |
| (1144) | 0.19 | 90 | R | | | From: Dead End | | | | | NA | | NA | | 1997 |
| | | | | | | To: US 33 | | | | | | | | | |
| (1146) | 0.43 | 130 | R | | | From: 82-1174; 82-1173 | | | | | NA | | NA | | 1996 |
| (1146) | 0.05 | 130 | R | | | To: 82-1185 | | | | | NA | | NA | | 1996 |
| | | | | | | From: 82-1149 | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | Design Hour | QK | AAWDT | QW | Year |
|--------------------------|--------|------|----|-------|-----|------------------|--------|--------|--------|----|-------------|----|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| Rockingham County | | | | | | | | | | | | | | | |
| (1146) | 0.09 | 250 | R | | | From: 82-1149 | | | | | NA | NA | | | 1996 |
| (1146) | 0.07 | 170 | R | | | To: 82-1147 | | | | | NA | NA | | | 1996 |
| (1146) | 0.10 | 100 | R | | | From: 82-1143 | | | | | NA | NA | | | 1996 |
| | | | | | | To: Cul-de-Sac | | | | | | | | | |
| (1147) | 0.14 | 320 | R | | | From: 82-1146 | | | | | NA | NA | | | 1996 |
| (1147) | 0.19 | 240 | R | | | To: 82-1148 | | | | | NA | NA | | | 09/28/2000 |
| (1147) | 0.19 | 1100 | R | | | From: 82-1182 | | | | | NA | NA | | | 09/28/2000 |
| | | | | | | To: 82-726 | | | | | | | | | |
| (1148) | 0.06 | 130 | R | | | From: 82-1182 | | | | | NA | NA | | | 09/28/2000 |
| (1148) | 0.11 | 80 | R | | | To: 82-1184 | | | | | NA | NA | | | 1996 |
| (1148) | 0.06 | 100 | R | | | From: 82-1147 | | | | | NA | NA | | | 1996 |
| | | | | | | To: 82-1143 | | | | | | | | | |
| (1149) | 0.23 | 80 | R | | | From: Dead End | | | | | NA | NA | | | 09/28/2000 |
| | | | | | | To: 82-1184 | | | | | | | | | |
| (1151) | 0.18 | 160 | R | | | From: SR 42 | | | | | NA | NA | | | 1997 |
| | | | | | | To: Dead End | | | | | | | | | |
| (1153) | 0.26 | NA | | | | From: 82-1146 | | | | | NA | NA | | | |
| | | | | | | To: 82-1174 | | | | | | | | | |
| (1154) | 0.06 | NA | | | | From: Cul-de-Sac | | | | | NA | NA | | | |
| | | | | | | To: 82-1153 | | | | | | | | | |
| (1161) | 0.13 | 280 | R | | | From: Cul-de-Sac | | | | | NA | NA | | | 07/17/2000 |
| | | | | | | To: 82-726 | | | | | | | | | |
| (1163) | 0.05 | 20 | R | | | From: Cul-de-Sac | | | | | NA | NA | | | 1996 |
| (1163) | 0.08 | 240 | R | | | To: 82-1166 | | | | | NA | NA | | | 1996 |
| (1163) | 0.15 | 500 | R | | | From: 82-1164 | | | | | NA | NA | | | 1996 |
| | | | | | | To: 82-659 | | | | | | | | | |
| (1164) | 0.08 | 160 | R | | | From: Cul-de-Sac | | | | | NA | NA | | | 1996 |
| | | | | | | To: 82-1163 | | | | | | | | | |
| (1165) | 0.18 | 100 | R | | | From: US 33 | | | | | NA | NA | | | 10/23/2000 |
| | | | | | | To: Cul-de-Sac | | | | | | | | | |
| (1166) | 0.05 | 120 | R | | | From: 82-1163 | | | | | NA | NA | | | 1996 |
| | | | | | | To: Cul-de-Sac | | | | | | | | | |
| (1167) | 0.17 | NA | | | | From: Dead End | | | | | NA | NA | | | |
| | | | | | | To: CAVALRY LANE | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | Design Hour | QK | AAWDT | QW | Year |
|--------------------------|--------|------|----|-------|-----|--------------------|--------|--------|--------|----|-------------|----|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| Rockingham County | | | | | | | | | | | | | | | |
| (1167) | 0.35 | 570 | R | | | From: 82-1193 | | | | | NA | NA | | | 07/17/2000 |
| (1167) | 0.06 | 640 | R | | | To: 82-1169 | | | | | NA | NA | | | 07/17/2000 |
| (1167) | 0.22 | 840 | R | | | From: 82-1168 | | | | | NA | NA | | | 07/17/2000 |
| | | | | | | To: US 33 | | | | | | | | | |
| (1168) | 0.08 | 70 | R | | | From: Cul-de-Sac | | | | | NA | NA | | | 07/17/2000 |
| | | | | | | To: 82-1167 | | | | | | | | | |
| (1169) | 0.12 | 110 | R | | | From: Dead End | | | | | NA | NA | | | 07/17/2000 |
| | | | | | | To: 82-1167 | | | | | | | | | |
| (1173) | 0.07 | NA | | | | From: 82-1174 | | | | | NA | NA | | | |
| | | | | | | To: 82-726 | | | | | | | | | |
| (1174) | 0.22 | NA | | | | From: 82-1173 | | | | | NA | NA | | | |
| | | | | | | To: 82-1147 | | | | | | | | | |
| (1175) | 0.06 | 150 | R | | | From: 82-726 SOUTH | | | | | NA | NA | | | 1996 |
| | | | | | | To: 82-1177 | | | | | | | | | |
| (1175) | 0.09 | 100 | R | | | From: 82-1177 | | | | | NA | NA | | | 1996 |
| | | | | | | To: 82-1176 | | | | | | | | | |
| (1175) | 0.05 | 200 | R | | | From: 82-1176 | | | | | NA | NA | | | 1996 |
| | | | | | | To: 82-1178 | | | | | | | | | |
| (1175) | 0.03 | 290 | R | | | From: 82-1178 | | | | | NA | NA | | | 1996 |
| | | | | | | To: 82-726 NORTH | | | | | | | | | |
| (1176) | 0.10 | 130 | R | | | From: Cul-de-Sac | | | | | NA | NA | | | 1996 |
| | | | | | | To: 82-1179 | | | | | | | | | |
| (1176) | 0.07 | 220 | R | | | From: 82-1179 | | | | | NA | NA | | | 1996 |
| | | | | | | To: 82-1175 | | | | | | | | | |
| (1177) | 0.05 | 70 | R | | | From: Cul-de-Sac | | | | | NA | NA | | | 1996 |
| | | | | | | To: 82-1175 | | | | | | | | | |
| (1178) | 0.05 | 40 | R | | | From: Cul-de-Sac | | | | | NA | NA | | | 1996 |
| | | | | | | To: 82-1175 | | | | | | | | | |
| (1179) | 0.03 | 60 | R | | | From: Cul-de-Sac | | | | | NA | NA | | | 1996 |
| | | | | | | To: 82-1176 | | | | | | | | | |
| (1182) | 0.16 | 200 | R | | | From: 82-1146 | | | | | NA | NA | | | 09/28/2000 |
| | | | | | | To: 82-1148 | | | | | | | | | |
| (1182) | 0.09 | 230 | R | | | From: 82-1148 | | | | | NA | NA | | | 09/28/2000 |
| | | | | | | To: 82-1147 | | | | | | | | | |
| (1182) | 0.06 | 240 | R | | | From: 82-1147 | | | | | NA | NA | | | 09/28/2000 |
| | | | | | | To: 82-1142 | | | | | | | | | |
| (1182) | 0.14 | 100 | R | | | From: 82-1142 | | | | | NA | NA | | | 09/28/2000 |
| | | | | | | To: Cul-de-Sac | | | | | | | | | |
| (1183) | 0.04 | 40 | R | | | From: 82-1184 | | | | | NA | NA | | | 09/28/2000 |
| | | | | | | To: Cul-de-Sac | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | Design Hour | QK | AAWDT | QW | Year |
|--------------------------|--------|------|----|-------|-----|---------------------------|--------|--------|--------|----|-------------|----|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| Rockingham County | | | | | | | | | | | | | | | |
| (1184) | 0.11 | 200 | R | | | From: 82-1186 | | | | | NA | | NA | | 09/28/2000 |
| (1184) | 0.08 | 120 | R | | | From: 82-1146 | | | | | NA | | NA | | 09/28/2000 |
| (1184) | 0.07 | 90 | R | | | From: 82-1149 | | | | | NA | | NA | | 09/28/2000 |
| (1185) | 0.03 | 20 | R | | | From: 82-1148 | | | | | NA | | NA | | 09/28/2000 |
| (1185) | 0.12 | 120 | R | | | From: Dead End | | | | | NA | | NA | | 09/28/2000 |
| (1185) | 0.12 | 120 | R | | | From: 82-1186 | | | | | NA | | NA | | 09/28/2000 |
| (1186) | 0.15 | 80 | R | | | From: 82-1146 | | | | | NA | | NA | | 09/28/2000 |
| (1186) | 0.03 | 10 | R | | | From: Cul-de-Sac | | | | | NA | | NA | | 09/28/2000 |
| (1190) | 0.08 | NA | | | | From: 82-1185 | | | | | NA | | NA | | 09/28/2000 |
| (1191) | 0.11 | NA | | | | From: Dead End | | | | | NA | | NA | | 09/28/2000 |
| (1192) | 0.06 | NA | | | | From: 82-1167 | | | | | NA | | NA | | 09/28/2000 |
| (1193) | 0.11 | NA | | | | From: Cul-de-Sac | | | | | NA | | NA | | 09/28/2000 |
| (1194) | 0.15 | NA | | | | From: 82-1167 | | | | | NA | | NA | | 09/28/2000 |
| Town of Dayton | | | | | | | | | | | | | | | |
| (1201) | 0.08 | 30 | R | | | From: 82-1203 | | | | | NA | | NA | | 09/28/2000 |
| (1202) | 0.17 | 200 | R | | | From: 82-1204 | | | | | NA | | NA | | 10/16/2000 |
| (1202) | 0.12 | 280 | R | | | From: SR 257 | | | | | NA | | NA | | 10/16/2000 |
| (1202) | 0.12 | 280 | R | | | From: 82-1209 | | | | | NA | | NA | | 10/16/2000 |
| Rockingham County | | | | | | | | | | | | | | | |
| (1202) | 0.29 | 200 | R | | | From: WCL DAYTON; 82-1208 | | | | | NA | | NA | | 10/16/2000 |
| Town of Dayton | | | | | | | | | | | | | | | |
| (1203) | 0.45 | 310 | R | | | From: Dead End | | | | | NA | | NA | | 10/16/2000 |
| (1204) | 0.45 | 970 | R | | | From: SR 257 | | | | | NA | | NA | | 09/28/2000 |
| (1205) | 0.16 | 150 | R | | | From: 82-732 | | | | | NA | | NA | | 09/28/2000 |
| | | | | | | From: SR 257 | | | | | NA | | NA | | 09/28/2000 |
| | | | | | | From: 82-1209 | | | | | NA | | NA | | 09/28/2000 |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | Design Hour | QK | AAWDT | QW | Year |
|--------------------------|--------|------|----|-------|-----|-------------------------|--------|--------|--------|----|-------------|----|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| Town of Dayton | | | | | | | | | | | | | | | |
| (1205) | 0.12 | 70 | R | | | From: 92-1209 | | | | | NA | | NA | | 09/28/2000 |
| | | | | | | To: 82-1208 | | | | | | | | | |
| (1206) | 0.12 | 280 | R | | | From: SR 257 | | | | | NA | | NA | | 09/28/2000 |
| | | | | | | To: 82-1209 | | | | | | | | | |
| (1206) | 0.13 | 260 | R | | | From: 82-1209 | | | | | NA | | NA | | 09/28/2000 |
| | | | | | | To: 82-1208 | | | | | | | | | |
| (1207) | 0.40 | 260 | R | | | From: 82-1209 | | | | | NA | | NA | | 09/28/2000 |
| | | | | | | To: 82-732 | | | | | | | | | |
| (1208) | 0.56 | 730 | R | | | From: WCL DAYTON | | | | | NA | | NA | | 10/16/2000 |
| | | | | | | To: SR 42 BUS | | | | | | | | | |
| (1209) | 0.07 | 80 | R | | | From: 82-1202 | | | | | NA | | NA | | 1986 |
| | | | | | | To: 82-1203 | | | | | | | | | |
| (1209) | 0.09 | 160 | R | | | From: 82-1203 | | | | | NA | | NA | | 1986 |
| | | | | | | To: 82-1204 | | | | | | | | | |
| (1209) | 0.26 | 460 | R | | | From: 82-1204 | | | | | NA | | NA | | 09/28/2000 |
| | | | | | | To: 82-1207 | | | | | | | | | |
| (1210) | 0.09 | 160 | R | | | From: 82-1203 | | | | | NA | | NA | | 10/16/2000 |
| | | | | | | To: 82-1204 | | | | | | | | | |
| (1210) | 0.09 | 40 | R | | | From: 82-1204 | | | | | NA | | NA | | 10/16/2000 |
| | | | | | | To: 82-1205 | | | | | | | | | |
| (1211) | 0.10 | 140 | R | | | From: SR 257; SR 42 BUS | | | | | NA | | NA | | 1997 |
| | | | | | | To: SR 42 | | | | | | | | | |
| (1212) | 0.23 | 450 | R | | | From: Dead End | | | | | NA | | NA | | 10/16/2000 |
| | | | | | | To: 82-732 | | | | | | | | | |
| Rockingham County | | | | | | | | | | | | | | | |
| (1301) | 0.08 | 60 | R | | | From: Dead End | | | | | NA | | NA | | 1997 |
| | | | | | | To: 82-1302 | | | | | | | | | |
| (1301) | 0.09 | 180 | R | | | From: 82-1302 | | | | | NA | | NA | | 1997 |
| | | | | | | To: SR 42 | | | | | | | | | |
| (1302) | 0.06 | 20 | R | | | From: 82-1302 | | | | | NA | | NA | | 1997 |
| | | | | | | To: Dead End | | | | | | | | | |
| (1304) | 0.15 | 110 | R | | | From: Cul-de-Sac | | | | | NA | | NA | | 10/19/2000 |
| | | | | | | To: 82-728 | | | | | | | | | |
| (1306) | 0.59 | 270 | R | | | From: Dead End | | | | | NA | | NA | | 10/16/2000 |
| | | | | | | To: WCL BRIDGEWATER | | | | | | | | | |
| (1310) | 0.95 | 2600 | R | | | From: ECL BRIDGEWATER | | | | | NA | | NA | | 1997 |
| | | | | | | To: SR 257 | | | | | | | | | |
| (1311) | 0.21 | 150 | R | | | From: Dead End | | | | | NA | | NA | | 1997 |
| | | | | | | To: SR 257 | | | | | | | | | |
| (1314) | 0.05 | 20 | R | | | From: Dead End | | | | | NA | | NA | | 10/23/2000 |
| | | | | | | To: 82-1315 | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | Design Hour | QK | AAWDT | QW | Year |
|--------------------------|--------|------|----|-------|-----|-----------------------|--------|--------|--------|----|-------------|----|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| Rockingham County | | | | | | | | | | | | | | | |
| (1314) | 0.08 | 150 | R | | | From: 82-1315 | | | | | NA | NA | | | 10/23/2000 |
| | | | | | | To: SR 257 | | | | | | | | | |
| (1315) | 0.09 | 90 | R | | | From: Dead End | | | | | NA | NA | | | 10/23/2000 |
| | | | | | | To: 82-1314 | | | | | | | | | |
| (1330) | 0.09 | 190 | R | | | From: 82-644 | | | | | NA | NA | | | 08/10/2000 |
| | | | | | | To: 82-1331 | | | | | | | | | |
| (1330) | 0.12 | 60 | R | | | From: Cul-de-Sac | | | | | NA | NA | | | 08/10/2000 |
| | | | | | | To: Cul-de-Sac West | | | | | | | | | |
| (1331) | 0.08 | 90 | R | | | From: Cul-de-Sac West | | | | | NA | NA | | | 08/10/2000 |
| | | | | | | To: 82-1330 | | | | | | | | | |
| (1331) | 0.09 | 70 | R | | | From: 82-1330 | | | | | NA | NA | | | 08/10/2000 |
| | | | | | | To: Cul-de-Sac East | | | | | | | | | |
| Town of Broadway | | | | | | | | | | | | | | | |
| (1401) | 0.09 | 50 | R | | | From: SR 259 ALT | | | | | NA | NA | | | 1997 |
| | | | | | | To: Dead End | | | | | | | | | |
| (1402) | 0.11 | 90 | R | | | From: Dead End | | | | | NA | NA | | | 1997 |
| | | | | | | To: SR 259 ALT | | | | | | | | | |
| (1403) | 0.29 | 600 | R | | | From: SR 259 ALT | | | | | NA | NA | | | 09/07/2000 |
| | | | | | | To: SR 42 | | | | | | | | | |
| (1403) | 0.15 | 190 | R | | | From: SR 42 | | | | | NA | NA | | | 09/07/2000 |
| | | | | | | To: Dead End | | | | | | | | | |
| (1404) | 0.07 | 220 | R | | | From: Dead End | | | | | NA | NA | | | 1997 |
| | | | | | | To: SR 259 ALT | | | | | | | | | |
| (1405) | 0.11 | 200 | R | | | From: SR 259 ALT | | | | | NA | NA | | | 09/07/2000 |
| | | | | | | To: 82-1408 | | | | | | | | | |
| (1405) | 0.07 | 210 | R | | | From: 82-1408 | | | | | NA | NA | | | 09/07/2000 |
| | | | | | | To: 82-1407 | | | | | | | | | |
| (1405) | 0.10 | 390 | R | | | From: 82-1407 | | | | | NA | NA | | | 09/07/2000 |
| | | | | | | To: SR 42 | | | | | | | | | |
| (1406) | 0.16 | 210 | R | | | From: 82-1426 | | | | | NA | NA | | | 09/07/2000 |
| | | | | | | To: SR 259 ALT | | | | | | | | | |
| (1406) | 0.11 | 1000 | R | | | From: SR 259 ALT | | | | | NA | NA | | | 09/07/2000 |
| | | | | | | To: 82-1408 | | | | | | | | | |
| (1406) | 0.07 | 930 | R | | | From: 82-1408 | | | | | NA | NA | | | 09/07/2000 |
| | | | | | | To: 82-1407 | | | | | | | | | |
| (1407) | 0.12 | 620 | R | | | From: SR 42 | | | | | NA | NA | | | 09/07/2000 |
| | | | | | | To: 82-1405 EAST | | | | | | | | | |
| (1407) | 0.12 | 280 | R | | | From: 82-1405 WEST | | | | | NA | NA | | | 09/07/2000 |
| | | | | | | To: 82-1403 | | | | | | | | | |
| (1408) | 0.04 | 990 | R | | | From: SR 42 | | | | | NA | NA | | | 09/07/2000 |
| | | | | | | To: 82-1406 | | | | | | | | | |
| (1408) | 0.06 | 520 | R | | | From: 82-1406 | | | | | NA | NA | | | 09/07/2000 |
| | | | | | | To: 82-1405 | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | Design Hour | QK | AAWDT | QW | Year |
|--------------------------|--------|------|----|-------|-----|--------------------------|--------|--------|--------|----|-------------|----|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| Town of Broadway | | | | | | | | | | | | | | | |
| (1408) | 0.14 | 360 | R | | | From: 82-1405 | | | | | NA | NA | | | 09/07/2000 |
| | | | | | | To: 82-1403 | | | | | | | | | |
| (1409) | 0.13 | 200 | R | | | From: SR 42 | | | | | NA | NA | | | 09/07/2000 |
| | | | | | | To: 82-1410 | | | | | | | | | |
| (1410) | 0.09 | 110 | R | | | From: SR 42 | | | | | NA | NA | | | 09/07/2000 |
| | | | | | | To: 82-1409 | | | | | | | | | |
| (1411) | 0.07 | 310 | R | | | From: SR 259 | | | | | NA | NA | | | 1997 |
| | | | | | | To: 0.08 M FRM SR 259 | | | | | | | | | |
| (1411) | 0.13 | 310 | R | | | From: 0.08 M FRM SR 259 | | | | | NA | NA | | | 1997 |
| | | | | | | To: 0.21 M FRM SR 259 | | | | | | | | | |
| (1411) | 0.05 | 80 | R | | | From: 0.21 M FRM SR 259 | | | | | NA | NA | | | 09/07/2000 |
| | | | | | | To: NCL BROADWAY | | | | | | | | | |
| Rockingham County | | | | | | | | | | | | | | | |
| (1411) | 0.07 | 80 | R | | | From: NCL BROADWAY | | | | | NA | NA | | | 09/07/2000 |
| | | | | | | To: Dead End | | | | | | | | | |
| Town of Broadway | | | | | | | | | | | | | | | |
| (1412) | 0.22 | 900 | R | | | From: Dead End | | | | | NA | NA | | | 1997 |
| | | | | | | To: SR 259 | | | | | | | | | |
| (1413) | 0.43 | 880 | R | | | From: 82-1414 | | | | | NA | NA | | | 1997 |
| | | | | | | To: SR 259 | | | | | | | | | |
| (1414) | 0.41 | 1600 | R | | | From: 82-617 | | | | | NA | NA | | | 1997 |
| | | | | | | To: 82-1413 | | | | | | | | | |
| (1414) | 0.14 | 2100 | R | | | From: 82-1413 | | | | | NA | NA | | | 1997 |
| | | | | | | To: SR 42 | | | | | | | | | |
| Rockingham County | | | | | | | | | | | | | | | |
| (1415) | 0.34 | 400 | R | | | From: SR 42 | | | | | NA | NA | | | 1997 |
| | | | | | | To: SCL Broadway | | | | | | | | | |
| Town of Broadway | | | | | | | | | | | | | | | |
| (1415) | 0.18 | 400 | N | | | From: SCL Broadway | | | | | NA | NA | | | 1997 |
| | | | | | | To: 82-1421 | | | | | | | | | |
| (1416) | 0.16 | 410 | R | | | From: SR 42 | | | | | NA | NA | | | 09/14/2000 |
| | | | | | | To: 82-1424 | | | | | | | | | |
| (1416) | 0.21 | 300 | R | | | From: 82-1417 GAP TERMIN | | | | | NA | NA | | | 09/14/2000 |
| | | | | | | To: 82-1423 Gap Termin | | | | | | | | | |
| (1416) | 0.07 | 150 | R | | | From: 82-1423 Gap Termin | | | | | NA | NA | | | 09/14/2000 |
| | | | | | | To: 82-1425 | | | | | | | | | |
| (1417) | 0.02 | 50 | R | | | From: Cul-de-Sac | | | | | NA | NA | | | 09/07/2000 |
| | | | | | | To: 82-1433 | | | | | | | | | |
| (1417) | 0.08 | 180 | R | | | From: 82-1433 | | | | | NA | NA | | | 09/07/2000 |
| | | | | | | To: 82-1428 | | | | | | | | | |
| (1417) | 0.06 | 380 | R | | | From: 82-1428 | | | | | NA | NA | | | 09/07/2000 |
| | | | | | | To: 82-1416 | | | | | | | | | |
| (1417) | 0.06 | 570 | R | | | From: 82-1416 | | | | | NA | NA | | | 09/07/2000 |
| | | | | | | To: 82-1418 | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | Design Hour | QK | AAWDT | QW | Year |
|--------------------------|--------|------|----|-------|-----|------------------------------|--------|--------|--------|----|-------------|----|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| Town of Broadway | | | | | | | | | | | | | | | |
| (1417) | 0.07 | 780 | R | | | From: 82-1418 | | | | | NA | | NA | | 09/14/2000 |
| (1417) | 0.06 | 1100 | R | | | From: 82-1422 | | | | | NA | | NA | | 09/14/2000 |
| | | | | | | To: 82-1421 | | | | | | | | | |
| (1418) | 0.12 | 170 | R | | | From: Dead End | | | | | NA | | NA | | 09/14/2000 |
| | | | | | | To: 82-1424 Gap Termin | | | | | | | | | |
| (1418) | 0.07 | 130 | R | | | From: Dead End; Gap Terminus | | | | | NA | | NA | | 09/14/2000 |
| | | | | | | To: 82-1417 | | | | | | | | | |
| Rockingham County | | | | | | | | | | | | | | | |
| (1419) | 0.20 | 180 | R | | | From: SR 259 SOUTH | | | | | NA | | NA | | 1997 |
| | | | | | | To: 82-798 | | | | | | | | | |
| (1419) | 0.45 | 350 | R | | | From: SR 259 NORTH | | | | | NA | | NA | | 1997 |
| | | | | | | To: SR 42 | | | | | | | | | |
| (1420) | 0.30 | 310 | R | | | From: SR 42 | | | | | NA | | NA | | 1997 |
| | | | | | | To: 0.30 ME SR 42 | | | | | | | | | |
| (1420) | 0.20 | 20 | R | | | From: Dead End | | | | | NA | | NA | | 09/07/2000 |
| | | | | | | To: Dead End | | | | | | | | | |
| Town of Broadway | | | | | | | | | | | | | | | |
| (1421) | 0.20 | 100 | R | | | From: Dead End | | | | | NA | | NA | | 1997 |
| | | | | | | To: 82-617 | | | | | | | | | |
| (1421) | 0.42 | 680 | R | | | From: 82-1415 | | | | | NA | | NA | | 1997 |
| | | | | | | To: 82-1424 | | | | | | | | | |
| (1421) | 0.54 | 3700 | R | | | From: SR 42 | | | | | NA | | NA | | 1997 |
| | | | | | | To: ECL Broadway | | | | | | | | | |
| Rockingham County | | | | | | | | | | | | | | | |
| (1421) | 0.11 | 3700 | N | | | From: ECL Broadway | | | | | NA | | NA | | 1997 |
| | | | | | | To: 82-803 | | | | | | | | | |
| Town of Broadway | | | | | | | | | | | | | | | |
| (1422) | 0.10 | 180 | R | | | From: Dead End | | | | | NA | | NA | | 09/14/2000 |
| | | | | | | To: 82-1417 | | | | | | | | | |
| (1423) | 0.05 | 180 | R | | | From: 82-1429 | | | | | NA | | NA | | 1986 |
| | | | | | | To: SCL BROADWAY | | | | | | | | | |
| (1423) | 0.17 | 280 | R | | | From: 82-1416 | | | | | NA | | NA | | 09/14/2000 |
| | | | | | | To: 82-1421 | | | | | | | | | |
| (1423) | 0.19 | 600 | R | | | From: 82-1428 | | | | | NA | | NA | | 09/14/2000 |
| | | | | | | To: 82-1416 | | | | | | | | | |
| (1424) | 0.06 | 100 | R | | | From: 82-1418 | | | | | NA | | NA | | 09/14/2000 |
| | | | | | | To: 82-1418 | | | | | | | | | |
| (1424) | 0.06 | 220 | R | | | From: 82-1418 | | | | | NA | | NA | | 09/14/2000 |
| | | | | | | To: 82-1418 | | | | | | | | | |
| (1424) | 0.13 | 480 | R | | | From: 82-1421 | | | | | NA | | NA | | 09/14/2000 |
| | | | | | | To: 82-1421 | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | Design Hour | QK | AAWDT | QW | Year |
|-------------------------|--------|------|----|-------|-----|--------------------|--------|--------|--------|----|-------------|----|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| Town of Broadway | | | | | | | | | | | | | | | |
| (1425) | 0.12 | 120 | R | | | From: Dead End | | | | | NA | | NA | | 09/14/2000 |
| (1425) | 0.06 | 30 | R | | | From: 82-1416 | | | | | NA | | NA | | 09/14/2000 |
| | | | | | | To: NCL BROADWAY | | | | | | | | | |
| (1426) | 0.03 | 200 | R | | | From: SR 42 | | | | | NA | | NA | | 09/07/2000 |
| (1426) | 0.06 | 40 | R | | | From: 82-1406 | | | | | NA | | NA | | 09/07/2000 |
| | | | | | | To: Dead End | | | | | | | | | |
| (1427) | 0.18 | 320 | R | | | From: 82-1431 | | | | | NA | | NA | | 09/07/2000 |
| | | | | | | To: 82-1414 | | | | | | | | | |
| (1428) | 0.16 | 480 | R | | | From: SR 42 | | | | | NA | | NA | | 09/07/2000 |
| (1428) | 0.21 | 440 | R | | | From: 82-1424 | | | | | NA | | NA | | 09/07/2000 |
| | | | | | | To: 82-1417 | | | | | | | | | |
| (1429) | 0.13 | 150 | R | | | From: 82-1423 | | | | | NA | | NA | | 09/14/2000 |
| (1429) | 0.04 | 40 | R | | | From: 82-1430 | | | | | NA | | NA | | 09/14/2000 |
| | | | | | | To: Dead End | | | | | | | | | |
| (1430) | 0.11 | 60 | R | | | From: 82-1429 | | | | | NA | | NA | | 09/14/2000 |
| | | | | | | To: Cul-de-Sac | | | | | | | | | |
| (1431) | 0.08 | 100 | R | | | From: 82-1414 | | | | | NA | | NA | | 09/07/2000 |
| | | | | | | To: 82-1427 | | | | | | | | | |
| (1432) | 0.20 | NA | | | | From: SR-00042(B)/ | | | | | NA | | NA | | |
| | | | | | | To: Dead End/ | | | | | | | | | |
| (1433) | 0.06 | 100 | R | | | From: Cul-de-Sac | | | | | NA | | NA | | 09/07/2000 |
| | | | | | | To: 82-1417 | | | | | | | | | |
| (1434) | 0.11 | 260 | R | | | From: Dead End | | | | | NA | | NA | | 09/14/2000 |
| | | | | | | To: 82-1424 | | | | | | | | | |
| (1435) | 0.09 | NA | | | | From: 82-01436(L)/ | | | | | NA | | NA | | |
| | | | | | | To: SR-00042(B)/ | | | | | | | | | |
| (1436) | 0.16 | NA | | | | From: Dead End/ | | | | | NA | | NA | | |
| | | | | | | To: 82-01435(L)/ | | | | | | | | | |
| (1438) | 0.04 | 450 | R | | | From: Cul-de-Sac | | | | | NA | | NA | | 08/21/2000 |
| | | | | | | To: SR 259 | | | | | | | | | |
| (1440) | 0.07 | 180 | R | | | From: SR 42 | | | | | NA | | NA | | 09/07/2000 |
| | | | | | | To: Cul-de-Sac | | | | | | | | | |
| (1441) | 0.12 | 140 | R | | | From: 82-1440 | | | | | NA | | NA | | 09/07/2000 |
| | | | | | | To: Cul-de-Sac | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | Design Hour | QK | AAWDT | QW | Year |
|----------------------------|--------|------|----|-------|-----|---------------------|--------|--------|--------|----|-------------|----|-------|----|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| Town of Timberville | | | | | | | | | | | | | | | |
| (1501) | 0.05 | 200 | R | | | From: SR 42 | | | | | NA | NA | | | 1997 |
| (1501) | 0.06 | 130 | R | | | To: 82-1503 | | | | | NA | NA | | | 1997 |
| (1501) | 0.06 | 80 | R | | | From: 82-1502 | | | | | NA | NA | | | 1997 |
| (1501) | | | | | | To: 82-1504 | | | | | | | | | |
| (1502) | 0.10 | 60 | R | | | From: 82-1505 | | | | | NA | NA | | | 1997 |
| (1502) | | | | | | To: 82-1501 | | | | | | | | | |
| (1503) | 0.12 | 100 | R | | | From: 82-1505 | | | | | NA | NA | | | 1997 |
| (1503) | | | | | | To: 82-1501 | | | | | | | | | |
| (1504) | 0.20 | 160 | R | | | From: 82-617 | | | | | NA | NA | | | 1997 |
| (1504) | 0.15 | 80 | R | | | To: 82-1505 | | | | | NA | NA | | | 1997 |
| (1504) | | | | | | From: 82-1501 | | | | | | | | | |
| (1505) | 0.07 | 260 | R | | | From: SR 42 | | | | | NA | NA | | | 1997 |
| (1505) | 0.08 | 170 | R | | | To: 82-1503 | | | | | NA | NA | | | 1997 |
| (1505) | 0.01 | 160 | R | | | From: 82-1502 | | | | | NA | NA | | | 1997 |
| (1505) | | | | | | To: 82-1504 | | | | | | | | | |
| (1506) | 0.33 | 100 | R | | | From: SR 42 | | | | | NA | NA | | | 1997 |
| (1506) | | | | | | To: 82-1507 | | | | | | | | | |
| (1507) | 0.24 | 660 | R | | | From: 82-800 | | | | | NA | NA | | | 1997 |
| (1507) | 0.55 | 680 | R | | | To: SR 42 | | | | | NA | NA | | | 1997 |
| (1507) | 0.02 | 800 | R | | | From: 82-1519 NORTH | | | | | NA | NA | | | 1997 |
| (1507) | | | | | | To: 82-1519 SOUTH | | | | | | | | | |
| (1507) | | | | | | From: SR 211 | | | | | | | | | |
| (1507) | | | | | | To: 82-800 | | | | | | | | | |
| (1508) | 0.19 | 600 | R | | | From: 82-800 | | | | | NA | NA | | | 1997 |
| (1508) | | | | | | To: 82-800 | | | | | | | | | |
| (1509) | 0.13 | 620 | R | | | From: 82-800 SOUTH | | | | | NA | NA | | | 1997 |
| (1509) | 0.05 | 560 | R | | | To: 82-1517 | | | | | NA | NA | | | 1997 |
| (1509) | | | | | | From: 82-800 NORTH | | | | | | | | | |
| Rockingham County | | | | | | | | | | | | | | | |
| (1510) | 0.10 | 60 | R | | | From: Dead End | | | | | NA | NA | | | 1997 |
| (1510) | | | | | | To: 82-800 EAST | | | | | | | | | |
| Town of Timberville | | | | | | | | | | | | | | | |
| (1510) | 0.13 | 140 | R | | | From: 82-800 WEST | | | | | NA | NA | | | 1997 |
| (1510) | 0.05 | 120 | R | | | To: 82-1517 | | | | | NA | NA | | | 1997 |
| (1510) | | | | | | From: 82-800 NORTH | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | Design Hour | QK | AAWDT | QW | Year |
|----------------------------|--------|------|----|-------|-----|---------------------|--------|--------|--------|----|-------------|----|-------|------|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| Town of Timberville | | | | | | | | | | | | | | | |
| 1511 | 0.07 | 240 | R | | | From: 82-800 SOUTH | | | | | NA | NA | | 1997 | |
| 1511 | 0.08 | 240 | R | | | To: 82-1513 | | | | | NA | NA | | 1997 | |
| 1511 | 0.10 | 200 | R | | | From: 82-1517 | | | | | NA | NA | | 1997 | |
| 1512 | 0.08 | 190 | R | | | To: 82-800 NORTH | | | | | NA | NA | | 1997 | |
| 1512 | 0.08 | 260 | R | | | From: 82-800 SOUTH | | | | | NA | NA | | 1997 | |
| 1512 | 0.08 | 260 | R | | | To: 82-1513 | | | | | NA | NA | | 1997 | |
| 1512 | 0.10 | 200 | R | | | From: 82-1517 | | | | | NA | NA | | 1997 | |
| 1512 | 0.10 | 200 | R | | | To: 82-800 NORTH | | | | | NA | NA | | 1997 | |
| 1513 | 0.06 | 130 | R | | | From: 82-1511 | | | | | NA | NA | | 1997 | |
| 1513 | 0.05 | 130 | R | | | To: 82-1512 | | | | | NA | NA | | 1997 | |
| 1514 | 0.07 | 420 | R | | | From: SR 42 | | | | | NA | NA | | 1997 | |
| 1514 | 0.28 | 230 | R | | | To: 82-1515 | | | | | NA | NA | | 1997 | |
| 1515 | 0.10 | 310 | R | | | From: SR 211 | | | | | NA | NA | | 1997 | |
| 1515 | 0.10 | 220 | R | | | To: 82-1516 | | | | | NA | NA | | 1997 | |
| 1516 | 0.08 | 80 | R | | | From: 82-1514 | | | | | NA | NA | | 1997 | |
| 1517 | 0.03 | 80 | R | | | To: 82-1515 | | | | | NA | NA | | 1997 | |
| 1517 | 0.06 | 110 | R | | | From: 82-1509 | | | | | NA | NA | | 1997 | |
| 1517 | 0.06 | 160 | R | | | To: 82-1510 | | | | | NA | NA | | 1997 | |
| 1517 | 0.06 | 160 | R | | | From: 82-1511 | | | | | NA | NA | | 1997 | |
| 1517 | 0.05 | 260 | R | | | To: 82-1512 | | | | | NA | NA | | 1997 | |
| 1517 | 0.05 | 260 | R | | | From: SR 42 SR 211 | | | | | NA | NA | | 1997 | |
| Rockingham County | | | | | | | | | | | | | | | |
| 1518 | 0.10 | 130 | R | | | From: Dead End | | | | | NA | NA | | 1997 | |
| 1519 | 0.06 | 380 | R | | | To: 82-800 | | | | | NA | NA | | 1997 | |
| Town of Timberville | | | | | | | | | | | | | | | |
| 1519 | 0.06 | 380 | R | | | From: 82-1507 SOUTH | | | | | NA | NA | | 1997 | |
| 1519 | 0.20 | 110 | R | | | To: 82-1520 SOUTH | | | | | NA | NA | | 1997 | |
| 1519 | 0.13 | 170 | R | | | From: 82-1520 NORTH | | | | | NA | NA | | 1997 | |
| 1519 | 0.13 | 170 | R | | | To: 82-1507 NORTH | | | | | NA | NA | | 1997 | |

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| Route | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | Design Hour | QK | AAWDT | QW | Year |
|----------------------------|--------|------|----|-------|-----|-----------------------|--------|--------|--------|----|-------------|----|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| Town of Timberville | | | | | | | | | | | | | | | |
| (1520) | 0.09 | 150 | R | | | From: 82-1519 SOUTH | | | | | NA | | NA | | 1997 |
| (1520) | 0.11 | 50 | R | | | To: 82-1522 | | | | | NA | | NA | | 1997 |
| (1521) | 0.43 | 470 | R | | | From: 82-1519 NORTH | | | | | NA | | NA | | 1997 |
| (1521) | | | | | | To: ECL TIMBERVILLE | | | | | NA | | NA | | 1997 |
| Rockingham County | | | | | | | | | | | | | | | |
| (1521) | 0.02 | 280 | R | | | From: ECL TIMBERVILLE | | | | | NA | | NA | | 1997 |
| (1521) | | | | | | To: 82-617 EAST | | | | | NA | | NA | | 1997 |
| Town of Timberville | | | | | | | | | | | | | | | |
| (1522) | 0.05 | 90 | R | | | From: 82-1507 | | | | | NA | | NA | | 1997 |
| (1522) | | | | | | To: 82-1520 | | | | | NA | | NA | | 1997 |
| (1523) | 0.10 | 260 | R | | | From: Dead End | | | | | NA | | NA | | 1997 |
| (1523) | | | | | | To: 82-617 | | | | | NA | | NA | | 1997 |
| (1524) | 0.08 | 150 | R | | | From: Cul-de-Sac | | | | | NA | | NA | | 1997 |
| (1524) | | | | | | To: 82-1528 | | | | | NA | | NA | | 1997 |
| (1524) | 0.03 | 360 | R | | | From: 82-1525 | | | | | NA | | NA | | 1997 |
| (1524) | 0.07 | 440 | R | | | To: SR 211 | | | | | NA | | NA | | 1997 |
| (1525) | 0.07 | 140 | R | | | From: 82-1524 | | | | | NA | | NA | | 1997 |
| (1525) | | | | | | To: 82-1526 | | | | | NA | | NA | | 1997 |
| (1525) | 0.06 | 100 | R | | | From: Cul-de-Sac | | | | | NA | | NA | | 1997 |
| (1526) | 0.06 | 130 | R | | | To: 82-1525 | | | | | NA | | NA | | 1997 |
| (1526) | | | | | | From: 82-1527 | | | | | NA | | NA | | 1997 |
| (1526) | 0.03 | 380 | R | | | To: SR 211 | | | | | NA | | NA | | 1997 |
| (1527) | 0.10 | 170 | R | | | From: 82-1526 | | | | | NA | | NA | | 1997 |
| (1527) | | | | | | To: Cul-de-Sac | | | | | NA | | NA | | 1997 |
| (1528) | 0.08 | 160 | R | | | From: Cul-de-Sac | | | | | NA | | NA | | 1997 |
| (1528) | | | | | | To: 82-1524 | | | | | NA | | NA | | 1997 |
| (1529) | 0.18 | 370 | R | | | From: Cul-de-Sac | | | | | NA | | NA | | 08/24/2000 |
| (1529) | | | | | | To: 82-1507 | | | | | NA | | NA | | 08/24/2000 |
| Rockingham County | | | | | | | | | | | | | | | |
| (1540) | 0.13 | 180 | R | | | From: 82-617 | | | | | NA | | NA | | 08/24/2000 |
| (1540) | | | | | | To: Dead End | | | | | NA | | NA | | 08/24/2000 |
| (1541) | 0.05 | 40 | R | | | From: Cul-de-Sac | | | | | NA | | NA | | 08/24/2000 |
| (1541) | | | | | | To: 82-1540 | | | | | NA | | NA | | 08/24/2000 |
| (1542) | 0.04 | 30 | R | | | From: 82-1540 | | | | | NA | | NA | | 08/24/2000 |
| (1542) | | | | | | To: Cul-de-Sac | | | | | NA | | NA | | 08/24/2000 |

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| Route | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | Design Hour | QK | AAWDT | QW | Year |
|--------------------------|--------|------|----|-------|-----|------------------|--------|--------|--------|----|-------------|----|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| Rockingham County | | | | | | | | | | | | | | | |
| 1601 | 0.39 | 30 | R | | | From: Dead End | | | | | NA | NA | | | 1997 |
| | | | | | | To: 82-659 | | | | | | | | | |
| 1602 | 0.06 | 30 | R | | | From: 82-605 | | | | | NA | NA | | | 07/20/2000 |
| | | | | | | To: 82-1605 | | | | | | | | | |
| 1603 | 0.10 | 170 | R | | | From: 82-955 | | | | | NA | NA | | | 1997 |
| | | | | | | To: 82-659 | | | | | | | | | |
| 1604 | 0.35 | 70 | R | | | From: 82-955 | | | | | NA | NA | | | 07/27/2000 |
| | | | | | | To: 82-659 | | | | | | | | | |
| 1605 | 0.34 | 80 | R | | | From: 82-605 | | | | | NA | NA | | | 1997 |
| | | | | | | To: 82-1607 | | | | | | | | | |
| 1605 | 0.15 | 130 | R | | | From: 82-659 | | | | | NA | NA | | | 1997 |
| | | | | | | To: 82-659 | | | | | | | | | |
| 1605 | 0.06 | 50 | R | | | From: 82-659 | | | | | NA | NA | | | 1997 |
| | | | | | | To: 82-1602 | | | | | | | | | |
| 1606 | 0.40 | 100 | R | | | From: Dead End | | | | | NA | NA | | | 07/27/2000 |
| | | | | | | To: 82-605 | | | | | | | | | |
| 1610 | 0.15 | 70 | R | | | From: 82-659 | | | | | NA | NA | | | 1997 |
| | | | | | | To: Cul-de-Sac | | | | | | | | | |
| 1701 | 0.05 | 1200 | R | | | From: ECL ELKTON | | | | | NA | NA | | | 1996 |
| | | | | | | To: US 340 | | | | | | | | | |
| 1701 | 0.20 | 400 | R | | | From: 82-1708 | | | | | NA | NA | | | 1996 |
| | | | | | | To: 82-1708 | | | | | | | | | |
| 1701 | 0.03 | 240 | R | | | From: 82-1704 | | | | | NA | NA | | | 1996 |
| | | | | | | To: 82-1704 | | | | | | | | | |
| 1701 | 0.09 | 90 | R | | | From: 82-1702 | | | | | NA | NA | | | 1996 |
| | | | | | | To: 82-1702 | | | | | | | | | |
| 1702 | 0.07 | 40 | R | | | From: 82-1701 | | | | | NA | NA | | | 1996 |
| | | | | | | To: 82-1705 | | | | | | | | | |
| 1702 | 0.05 | 20 | R | | | From: Dead End | | | | | NA | NA | | | 1996 |
| | | | | | | To: Dead End | | | | | | | | | |
| 1703 | 0.25 | 640 | R | | | From: US 340 | | | | | NA | NA | | | 1997 |
| | | | | | | To: 82-1704 | | | | | | | | | |
| 1703 | 0.38 | 300 | R | | | From: 82-1704 | | | | | NA | NA | | | 1997 |
| | | | | | | To: US 33 | | | | | | | | | |
| 1704 | 0.08 | 200 | R | | | From: 82-1710 | | | | | NA | NA | | | 1996 |
| | | | | | | To: 82-1703 | | | | | | | | | |
| 1704 | 0.09 | 170 | R | | | From: 82-1701 | | | | | NA | NA | | | 1996 |
| | | | | | | To: 82-1701 | | | | | | | | | |
| 1705 | 0.14 | 40 | R | | | From: Dead End | | | | | NA | NA | | | 1996 |
| | | | | | | To: 82-1708 | | | | | | | | | |
| 1705 | 0.12 | 48 | R | | | From: 82-1702 | | | | | NA | NA | | | 1996 |
| | | | | | | To: 82-1702 | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | Design Hour | QK | AAWDT | QW | Year |
|--------------------------|--------|------|----|-------|-----|--------------------|--------|--------|--------|----|-------------|----|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| Rockingham County | | | | | | | | | | | | | | | |
| (1706) | 0.50 | 1200 | R | | | From: NCL ELKTON | | | | | NA | | NA | | 1997 |
| | | | | | | To: US 340 | | | | | | | | | |
| (1707) | 0.07 | 70 | R | | | From: Cul-de-Sac | | | | | NA | | NA | | 08/10/2000 |
| | | | | | | To: US 33 BUS | | | | | | | | | |
| (1708) | 0.06 | 150 | R | | | From: 82-1701 | | | | | NA | | NA | | 1996 |
| | | | | | | To: 82-1705 | | | | | | | | | |
| (1708) | 0.09 | 30 | R | | | From: 82-1705 | | | | | NA | | NA | | 1996 |
| | | | | | | To: Dead End | | | | | | | | | |
| (1709) | 0.30 | 6 | R | | | From: SCL ELKTON | | | | | NA | | NA | | 08/03/2000 |
| | | | | | | To: US 340 | | | | | | | | | |
| (1710) | 0.10 | 100 | R | | | From: 82-1704 | | | | | NA | | NA | | 1996 |
| | | | | | | To: Dead End | | | | | | | | | |
| (1711) | 0.43 | 850 | R | | | From: ECL ELKTON | | | | | NA | | NA | | 1997 |
| | | | | | | To: 82-9750 | | | | | | | | | |
| (1720) | 0.23 | 120 | R | | | From: Dead End | | | | | NA | | NA | | 1997 |
| | | | | | | To: US 340 | | | | | | | | | |
| (1801) | 0.49 | 90 | R | | | From: 82-655 NORTH | | | | | NA | | NA | | 08/10/2000 |
| | | | | | | To: 82-1805 | | | | | | | | | |
| (1801) | 0.13 | 230 | R | | | From: 82-1805 | | | | | NA | | NA | | 10/26/2000 |
| | | | | | | To: 82-1804 | | | | | | | | | |
| (1801) | 0.06 | 310 | R | | | From: 82-1804 | | | | | NA | | NA | | 10/26/2000 |
| | | | | | | To: 82-1803 | | | | | | | | | |
| (1801) | 0.14 | 410 | R | | | From: 82-1803 | | | | | NA | | NA | | 10/26/2000 |
| | | | | | | To: 82-655 SOUTH | | | | | | | | | |
| (1801) | 0.04 | 230 | R | | | From: 82-655 MID | | | | | NA | | NA | | 10/23/2000 |
| | | | | | | To: 82-1802 | | | | | | | | | |
| (1801) | 0.09 | 90 | R | | | From: 82-1802 | | | | | NA | | NA | | 10/23/2000 |
| | | | | | | To: Dead End | | | | | | | | | |
| (1802) | 0.06 | 130 | R | | | From: 82-1801 | | | | | NA | | NA | | 10/23/2000 |
| | | | | | | To: Dead End | | | | | | | | | |
| (1803) | 0.03 | 40 | R | | | From: 82-1801 | | | | | NA | | NA | | 10/26/2000 |
| | | | | | | To: Dead End | | | | | | | | | |
| (1804) | 0.08 | 100 | R | | | From: 82-1801 | | | | | NA | | NA | | 10/26/2000 |
| | | | | | | To: Cul-de-Sac | | | | | | | | | |
| (1805) | 0.05 | 100 | R | | | From: 82-1801 | | | | | NA | | NA | | 10/26/2000 |
| | | | | | | To: Cul-de-Sac | | | | | | | | | |
| (1810) | 0.35 | 210 | R | | | From: 82-683 | | | | | NA | | NA | | 08/10/2000 |
| | | | | | | To: Dead End | | | | | | | | | |
| (1901) | 0.17 | 110 | R | | | From: Dead End | | | | | NA | | NA | | 1997 |
| | | | | | | To: 82-763 | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | Design Hour | QK | AAWDT | QW | Year |
|--------------------------|--------|------|----|-------|-----|---------------------------|--------|--------|--------|----|-------------|----|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| Rockingham County | | | | | | | | | | | | | | | |
| 9366 | 0.25 | 870 | R | | | From: 82-800 | | | | | NA | | NA | | 10/26/2000 |
| | | | | | | To: PLAINS ELEM SCH | | | | | | | | | |
| 9367 | 0.12 | 60 | R | | | From: 82-726 | | | | | NA | | NA | | 10/23/2000 |
| | | | | | | To: 0.13 ME 82-726 | | | | | | | | | |
| 9367 | 0.03 | 40 | R | | | From: MT CLINTON ELEM SCH | | | | | NA | | NA | | 10/23/2000 |
| | | | | | | To: 82-726 | | | | | | | | | |
| 9368 | 0.05 | 70 | R | | | From: 82-613 SINGERS | | | | | NA | | NA | | 1994 |
| | | | | | | To: GLEN ELEM SCH | | | | | | | | | |
| 9369 | 0.04 | 150 | R | | | From: 82-721 LINVILLE- | | | | | NA | | NA | | 10/26/2000 |
| | | | | | | To: EDOM ELEM SCH | | | | | | | | | |
| Town of Dayton | | | | | | | | | | | | | | | |
| 9370 | 0.46 | 540 | R | | | From: 82-732 TURNER | | | | | NA | | NA | | 10/26/2000 |
| | | | | | | To: ASHBY HIGH SCH | | | | | | | | | |
| 9370 | 0.04 | 280 | R | | | From: 0.47 MN 82-732 | | | | | NA | | NA | | 10/26/2000 |
| | | | | | | To: DAYTON ELEM SCH | | | | | | | | | |
| 9370 | 0.05 | 130 | R | | | From: 0.51 MN 82-732 | | | | | NA | | NA | | 10/26/2000 |
| | | | | | | To: DAYTON ELEM SCH | | | | | | | | | |
| Rockingham County | | | | | | | | | | | | | | | |
| 9371 | 0.06 | 320 | R | | | From: 82-620 KEEZLE- | | | | | NA | | NA | | 10/23/2000 |
| | | | | | | To: TOWN ELEM SCH | | | | | | | | | |
| 9372 | 0.04 | 160 | R | | | From: MCGAHEYSVILLE ELEM | | | | | NA | | NA | | 10/26/2000 |
| | | | | | | To: SCHOOL | | | | | | | | | |
| 9372 | 0.07 | 100 | R | | | From: GAP TERMINUS | | | | | NA | | NA | | 10/23/2000 |
| | | | | | | To: Y-INTERSECTION | | | | | | | | | |
| 9372 | 0.19 | 620 | R | | | From: Y-INTERSECTION | | | | | NA | | NA | | 10/23/2000 |
| | | | | | | To: US 33 | | | | | | | | | |
| 9373 | 0.10 | 140 | R | | | From: NCL GROTTOS | | | | | NA | | NA | | 10/23/2000 |
| | | | | | | To: NCL GROTTOS | | | | | | | | | |
| 9374 | 0.05 | 820 | R | | | From: SR 259 | | | | | NA | | NA | | 10/26/2000 |
| | | | | | | To: FULKS RUN ELEM SCH | | | | | | | | | |
| 9374 | 0.05 | 820 | R | | | From: 0.05 ME SR 259 | | | | | NA | | NA | | 10/26/2000 |
| | | | | | | To: Dead End | | | | | | | | | |
| 9375 | 0.03 | 20 | R | | | From: PORT REPUBLIC ELEM | | | | | NA | | NA | | 10/23/2000 |
| | | | | | | To: SCHOOL | | | | | | | | | |
| 9375 | 0.04 | 3 | R | | | From: 0.04 MN Dead End | | | | | NA | | NA | | 10/23/2000 |
| | | | | | | To: Dead End | | | | | | | | | |
| 9376 | 0.14 | 350 | R | | | From: 82-9373 SOUTH | | | | | NA | | NA | | 10/23/2000 |
| | | | | | | To: END LOOP | | | | | | | | | |
| Town of Broadway | | | | | | | | | | | | | | | |
| 9383 | 0.18 | NA | | | | From: 82-1421 WEST | | | | | NA | | NA | | |
| | | | | | | To: 82-1417; 82-1421 EAST | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | Design Hour | QK | AAWDT | QW | Year | | |
|-----------------------------|-------------|------|-------|-------|-----------------------------------|-------|--------|--------|--------|----|-------------|------|-------|-------|------------|------|--|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | | |
| Rockingham County | | | | | | | | | | | | | | | | | |
| 9467 | 0.34 | 1100 | R | | | | | | | | NA | | NA | | 10/23/2000 | | |
| | | | | From: | 82-996 | | | | | | | | | | | | |
| | | | | To: | MONTEVIDEO SCHOOL | | | | | | | | | | | | |
| 9563 | 0.60 | 2800 | R | | | | | | | | NA | | NA | | 10/23/2000 | | |
| | | | | From: | US 33 | | | | | | | | | | | | |
| | | | | To: | Cul-de-Sac | | | | | | | | | | | | |
| 9565 | 0.33 | 1200 | R | | | | | | | | NA | | NA | | 10/23/2000 | | |
| | | | | From: | SR 259 | | | | | | | | | | | | |
| | | | | To: | BROADWAY HIGH SCH | | | | | | | | | | | | |
| 9568 | 0.32 | 820 | R | | | | | | | | NA | | NA | | 10/26/2000 | | |
| | | | | From: | RT 42 | | | | | | | | | | | | |
| | | | | To: | Turner Ashby Drive Northwest; Gap | | | | | | | | | | | | |
| 9568 | 0.10 | 940 | R | | | | | | | | NA | | NA | | 10/26/2000 | | |
| | | | | From: | T Intersection North; Gap | | | | | | | | | | | | |
| | | | | To: | Turner Ashby Drive mid; Gap | | | | | | | | | | | | |
| 9568 | 0.09 | 660 | R | | | | | | | | NA | | NA | | 10/26/2000 | | |
| | | | | From: | T-Intersection South; Gap | | | | | | | | | | | | |
| | | | | To: | Turner Ashby Dr Southeast | | | | | | | | | | | | |
| 9569 | 0.09 | 100 | R | | | | | | | | NA | | NA | | 10/26/2000 | | |
| | | | | From: | Dead End | | | | | | | | | | | | |
| | | | | To: | 82-742 | | | | | | | | | | | | |
| 9749 | 0.33 | 520 | R | | | | | | | | NA | | NA | | 10/23/2000 | | |
| | | | | From: | Cul-de-Sac NORTH CIRCLE AROUND | | | | | | | | | | | | |
| | | | | To: | US 11; Gap | | | | | | | | | | | | |
| 9749 | 0.15 | 410 | R | | | | | | | | NA | | NA | | 10/23/2000 | | |
| | | | | From: | Cul-de-Sac; Gap | | | | | | | | | | | | |
| | | | | To: | End Loop | | | | | | | | | | | | |
| 9750 | 0.15 | 420 | R | | | | | | | | NA | | NA | | 10/23/2000 | | |
| | | | | From: | US 33 | | | | | | | | | | | | |
| | | | | To: | ELKTON COMBINED SCH | | | | | | | | | | | | |
| 9750 | 0.04 | 700 | R | | | | | | | | NA | | NA | | 10/23/2000 | | |
| | | | | From: | 0.16 MN US 33 | | | | | | | | | | | | |
| | | | | To: | 82-1711 | | | | | | | | | | | | |
| 9870 | 0.11 | 1000 | R | | | | | | | | NA | | NA | | 10/26/2000 | | |
| | | | | From: | 82-1414 JOHN C | | | | | | | | | | | | |
| | | | | To: | MYERS JR HIGH SCH | | | | | | | | | | | | |
| 9912 | 0.12 | 1200 | R | | | | | | | | NA | | NA | | 10/26/2000 | | |
| | | | | From: | SR 42 | | | | | | | | | | | | |
| | | | | To: | SR 42 | | | | | | | | | | | | |
| 9913 | 0.10 | 30 | R | | | | | | | | NA | | NA | | 1994 | | |
| | | | | From: | 82-826 | | | | | | | | | | | | |
| | | | | To: | 82-826 | | | | | | | | | | | | |
| City of Harrisonburg | | | | | | | | | | | | | | | | | |
| 1 ₁₁₅ | Vine St | 1.42 | 11000 | G | 94% | 1% | 2% | 1% | 1% | 0% | C | 1100 | G | 11000 | G | 2001 | |
| | | | | From: | E Market St | | | | | | | | | | | | |
| | | | | To: | N Main St | | | | | | | | | | | | |
| 3 ₁₁₅ | Eastover Dr | 0.44 | 1800 | G | 96% | 0% | 2% | 0% | 2% | 0% | F | 220 | G | 1900 | G | 2001 | |
| | | | | From: | Paul St | | | | | | | | | | | | |
| | | | | To: | Reservoir St | | | | | | | | | | | | |
| 5 ₁₁₅ | Acorn Dr | 1.16 | 3100 | G | 96% | 0% | 2% | 0% | 2% | 0% | C | 360 | G | 3300 | G | 2001 | |
| | | | | From: | SR 42 | | | | | | | | | | | | |
| | | | | To: | Mt Clinton Pike | | | | | | | | | | | | |
| 6 ₁₁₅ | Park Rd | 0.58 | 2100 | G | 98% | 0% | 1% | 0% | 0% | 0% | C | 270 | G | 2200 | G | 2001 | |
| | | | | From: | Mt Clinton Pike | | | | | | | | | | | | |
| | | | | To: | Shank Dr | | | | | | | | | | | | |
| 6 ₁₁₅ | Park Rd | 0.34 | 1300 | G | 98% | 0% | 1% | 0% | 0% | 0% | F | 140 | G | 1300 | G | 2001 | |
| | | | | From: | Harmony Rd | | | | | | | | | | | | |
| | | | | To: | | | | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | Design Hour | QK | AAWDT | QW | Year | |
|-----------------------------|------------------|------|-------|-------|-----|-------|--------|--------|--------|----|-------------|------|-------|-------|------|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| City of Harrisonburg | | | | | | | | | | | | | | | | |
| 7 115 | Harmony Rd | 0.23 | 930 | G | 95% | 1% | 3% | 1% | 1% | 0% | C | 130 | G | 980 | G | 2001 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| 4100 115 | Mosby Rd | 0.35 | 6600 | G | 95% | 0% | 2% | 1% | 2% | 0% | C | 670 | G | 7000 | G | 2001 |
| | | | | | | | | | | | | | | | | |
| 4100 115 | Mosby Rd | 0.26 | 7900 | G | 95% | 0% | 2% | 1% | 2% | 0% | F | 770 | G | 8300 | G | 2001 |
| | | | | | | | | | | | | | | | | |
| 4102 115 | Pleasant Hill Rd | 0.78 | 8700 | G | 96% | 0% | 2% | 1% | 1% | 0% | C | 810 | G | 9100 | G | 2001 |
| | | | | | | | | | | | | | | | | |
| 4102 115 | Stone Spring Rd | 0.65 | 9300 | G | 95% | 1% | 3% | 0% | 1% | 0% | C | 930 | G | 9800 | G | 2001 |
| | | | | | | | | | | | | | | | | |
| 4102 115 | Stone Spring Rd | 0.53 | 7400 | G | 95% | 1% | 3% | 0% | 1% | 0% | F | 780 | G | 7700 | G | 2001 |
| | | | | | | | | | | | | | | | | |
| 4103 115 | Central Ave | 0.14 | 1700 | G | 97% | 0% | 2% | 1% | 0% | 0% | C | 180 | G | 1700 | G | 2001 |
| | | | | | | | | | | | | | | | | |
| 4103 115 | Central Ave | 0.91 | 1500 | G | 97% | 0% | 2% | 1% | 0% | 0% | F | 290 | G | 1500 | G | 2001 |
| | | | | | | | | | | | | | | | | |
| 4104 115 | South Ave | 0.52 | 5500 | G | 97% | 0% | 2% | 0% | 1% | 0% | C | 500 | G | 5800 | G | 2001 |
| | | | | | | | | | | | | | | | | |
| 4105 115 | Port Republic Rd | 0.71 | 6700 | G | 95% | 0% | 2% | 1% | 2% | 0% | F | 680 | G | 7100 | G | 2001 |
| | | | | | | | | | | | | | | | | |
| 4105 115 | Port Republic Rd | 0.69 | 22000 | G | 95% | 0% | 2% | 1% | 2% | 0% | F | 1900 | G | 23000 | G | 2001 |
| | | | | | | | | | | | | | | | | |
| 4105 115 | Port Republic Rd | 0.41 | 17000 | G | 95% | 0% | 2% | 1% | 2% | 0% | C | 1600 | G | 18000 | G | 2001 |
| | | | | | | | | | | | | | | | | |
| 4105 115 | Maryland Ave | 0.44 | 7400 | G | 95% | 0% | 2% | 1% | 2% | 0% | F | 690 | G | 7700 | G | 2001 |
| | | | | | | | | | | | | | | | | |
| 4106 115 | Cantrell Ave | 0.57 | 10000 | G | 97% | 0% | 1% | 0% | 1% | 0% | F | 1000 | G | 11000 | G | 2001 |
| | | | | | | | | | | | | | | | | |
| 4106 115 | Cantrell Ave | 0.68 | 14000 | G | 97% | 0% | 1% | 0% | 1% | 0% | C | 1300 | G | 15000 | G | 2001 |
| | | | | | | | | | | | | | | | | |
| 4106 115 | Cantrell Ave | 0.18 | 8900 | G | 98% | 0% | 1% | 0% | 1% | 0% | F | 780 | G | 9300 | G | 2001 |
| | | | | | | | | | | | | | | | | |
| 4107 115 | Reservoir St | 0.97 | 6100 | G | 98% | 0% | 1% | 0% | 0% | 0% | F | 670 | G | 6400 | G | 2001 |
| | | | | | | | | | | | | | | | | |
| 4107 115 | Reservoir St | 0.57 | 14000 | G | 98% | 0% | 1% | 0% | 0% | 0% | F | 1400 | G | 15000 | G | 2001 |
| | | | | | | | | | | | | | | | | |
| 4107 115 | Reservoir St | 0.89 | 14000 | G | 98% | 0% | 1% | 0% | 0% | 0% | C | 1300 | G | 14000 | G | 2001 |
| | | | | | | | | | | | | | | | | |
| 4107 115 | Sterling St | 0.13 | 1900 | G | 93% | 1% | 3% | 1% | 2% | 0% | F | 240 | G | 2000 | G | 2001 |
| | | | | | | | | | | | | | | | | |
| 4107 115 | Gay St | 0.45 | 2600 | G | 93% | 1% | 3% | 1% | 2% | 0% | F | 310 | G | 2700 | G | 2001 |
| | | | | | | | | | | | | | | | | |
| 4107 115 | Gay St | 0.33 | 4500 | G | 93% | 1% | 3% | 1% | 2% | 0% | C | 450 | G | 4700 | G | 2001 |
| | | | | | | | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | Design Hour | QK | AAWDT | QW | Year |
|--------------------------------|--------|-------|----|-------|------------------|-------|--------|--------|--------|----|-------------|----|-------|----|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| City of Harrisonburg | | | | | | | | | | | | | | | |
| 4107 115 Gay St | 0.11 | 3200 | G | 93% | 1% | 3% | 1% | 2% | 0% | F | 330 | G | 3400 | G | 2001 |
| | | | | From: | N High St | | | | | | | | | | |
| | | | | To: | Chicago Ave | | | | | | | | | | |
| 4107 115 Chicago Ave | 0.58 | 6000 | G | 98% | 0% | 1% | 1% | 0% | 0% | C | 610 | G | 6300 | G | 2001 |
| | | | | From: | Gay St | | | | | | | | | | |
| | | | | To: | Waterman Dr | | | | | | | | | | |
| 4107 115 Chicago Ave | 0.43 | 6300 | G | 98% | 0% | 1% | 1% | 0% | 0% | F | 660 | G | 6600 | G | 2001 |
| | | | | From: | Waterman Ave | | | | | | | | | | |
| | | | | To: | Mt Clinton Pike | | | | | | | | | | |
| 4108 115 Paul St | 0.64 | 1500 | G | 99% | 0% | 1% | 0% | 0% | 0% | C | 170 | G | 1600 | G | 2001 |
| | | | | From: | Eastover Dr | | | | | | | | | | |
| | | | | To: | Mason St | | | | | | | | | | |
| 4108 115 Paul St | 0.14 | 740 | G | 99% | 0% | 1% | 0% | 0% | 0% | F | 100 | G | 780 | G | 2001 |
| | | | | From: | Mason St | | | | | | | | | | |
| | | | | To: | Main St | | | | | | | | | | |
| 4109 115 Grace St | 0.27 | 4900 | G | 97% | 0% | 2% | 0% | 1% | 0% | C | 510 | G | 5200 | G | 2001 |
| | | | | From: | High St | | | | | | | | | | |
| | | | | To: | Main St | | | | | | | | | | |
| 4109 115 Grace St | 0.14 | 4100 | G | 97% | 0% | 2% | 0% | 1% | 0% | F | 440 | G | 4300 | G | 2001 |
| | | | | From: | Main St | | | | | | | | | | |
| | | | | To: | Mason St | | | | | | | | | | |
| 4109 115 Mason St | 0.10 | 6200 | G | 98% | 0% | 1% | 0% | 0% | 0% | F | 720 | G | 6600 | G | 2001 |
| | | | | From: | Grace St | | | | | | | | | | |
| | | | | To: | Cantrell Ave | | | | | | | | | | |
| 4109 115 Mason St | 0.20 | 4400 | G | 98% | 0% | 1% | 0% | 0% | 0% | C | 460 | G | 4600 | G | 2001 |
| | | | | From: | Cantrell Ave | | | | | | | | | | |
| | | | | To: | Paul St | | | | | | | | | | |
| 4109 115 Mason St | 0.41 | 6500 | G | 98% | 0% | 1% | 0% | 0% | 0% | F | 720 | G | 6800 | G | 2001 |
| | | | | From: | Paul St | | | | | | | | | | |
| | | | | To: | Market St | | | | | | | | | | |
| 4109 115 Mason St | 0.44 | 7100 | G | 98% | 0% | 1% | 0% | 0% | 0% | F | 710 | G | 7500 | G | 2001 |
| | | | | From: | Market St | | | | | | | | | | |
| | | | | To: | Main St | | | | | | | | | | |
| 4110 115 Wolfe St | 0.23 | 2300 | G | 98% | 1% | 1% | 1% | 0% | 0% | F | 270 | G | 2400 | G | 2001 |
| | | | | From: | N High St | | | | | | | | | | |
| | | | | To: | N Main St | | | | | | | | | | |
| 4110 115 Wolfe St | 0.69 | 800 | G | 98% | 1% | 1% | 1% | 0% | 0% | C | 90 | G | 840 | G | 2001 |
| | | | | From: | N Main St | | | | | | | | | | |
| | | | | To: | Old Furnace Rd | | | | | | | | | | |
| 4110 115 Old Furnace Rd | 0.29 | 2700 | G | 98% | 1% | 1% | 1% | 0% | 0% | F | 310 | G | 2900 | G | 2001 |
| | | | | From: | Wolfe St | | | | | | | | | | |
| | | | | To: | Viine St | | | | | | | | | | |
| 4110 115 Old Furnace Rd | 0.91 | 2200 | G | 98% | 1% | 1% | 1% | 0% | 0% | F | 250 | G | 2300 | G | 2001 |
| | | | | From: | Viine St | | | | | | | | | | |
| | | | | To: | ECL Harrisonburg | | | | | | | | | | |
| 4113 115 Country Club Dr | 0.76 | 9600 | G | 95% | 0% | 2% | 2% | 0% | 0% | C | 1000 | G | 10000 | G | 2001 |
| | | | | From: | US 33 E | | | | | | | | | | |
| | | | | To: | Linda Lane | | | | | | | | | | |
| 4113 115 Country Club Dr | 0.85 | 11000 | G | 95% | 0% | 2% | 2% | 0% | 0% | F | 1200 | G | 12000 | G | 2001 |
| | | | | From: | Linda Lane | | | | | | | | | | |
| | | | | To: | US 33 | | | | | | | | | | |
| 4114 115 Kratzer Ave | 0.12 | 4200 | G | | | | | | | | 460 | G | 4400 | G | 2001 |
| | | | | From: | Noll Dr | | | | | | | | | | |
| | | | | To: | N Liberty St | | | | | | | | | | |
| 4115 115 Liberty St | 0.25 | 2900 | G | | | | | | | | 340 | G | 3100 | G | 2001 |
| | | | | From: | Noll Dr | | | | | | | | | | |
| | | | | To: | Kratzer Rd | | | | | | | | | | |
| 4115 115 Liberty St | 0.32 | 7900 | G | | | | | | | | 870 | G | 8300 | G | 2001 |
| | | | | From: | Kratzer Rd | | | | | | | | | | |
| | | | | To: | Edom Rd | | | | | | | | | | |
| 4115 115 LibertySt | 0.32 | 3900 | G | | | | | | | | 430 | G | 4100 | G | 2001 |
| | | | | From: | Edom Rd | | | | | | | | | | |
| | | | | To: | Charles St | | | | | | | | | | |
| 4115 115 Liberty St | 0.80 | 3600 | G | | | | | | | | 420 | G | 3800 | G | 2001 |
| | | | | From: | Charles St | | | | | | | | | | |
| | | | | To: | NCL Harrisonburg | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | Design Hour | QK | AAWDT | QW | Year |
|-----------------------------------|--------|------|----|-------|--------------------------|-------|--------|--------|--------|----|-------------|----|-------|----|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| City of Harrisonburg | | | | | | | | | | | | | | | |
| 4116 115 Pike Church Rd | 0.14 | 1600 | G | From: | S Main St | | | | 0% | C | 200 | G | 1600 | G | 2001 |
| | | | | To: | WCL Harrisonburg | | | | | | | | | | |
| 4117 115 Pear St | 1.09 | 2700 | G | From: | Mosby Rd | | | | 0% | C | 270 | G | 2900 | G | 2001 |
| | | | | To: | Pleasant Hill Rd | | | | | | | | | | |
| 4118 115 Erickson St | 0.72 | 6800 | G | From: | WCL Harrisonburg | | | | 0% | C | 640 | G | 7200 | G | 2001 |
| | | | | To: | S High St | | | | | | | | | | |
| 4119 115 Garbers Church Rd | 0.05 | 2800 | G | From: | SCL Harrisonburg | | | | 0% | F | 310 | G | 2900 | G | 2001 |
| | | | | To: | Erickson St | | | | | | | | | | |
| 4119 115 Garbers Church Rd | 1.48 | 2300 | G | From: | Erickson Ave | | | | 0% | C | 250 | G | 2500 | G | 2001 |
| | | | | To: | US 33 Market St | | | | | | | | | | |
| 4119 115 Switchboard Rd | 0.20 | 1600 | G | From: | US 33 Market St | | | | 0% | F | 200 | G | 1600 | G | 2001 |
| | | | | To: | NCL Harrisonburg, 82-910 | | | | | | | | | | |
| 4120 115 Waterman Dr | 0.84 | 3800 | G | From: | W Market St | | | | 0% | C | 420 | G | 4000 | G | 2001 |
| | | | | To: | Chicago Ave | | | | | | | | | | |
| 4121 115 Mt Clinton Pike | 0.19 | 5200 | G | From: | WCL Harrisonburg | | | | 0% | F | 560 | G | 5400 | G | 2001 |
| | | | | To: | College Ave | | | | | | | | | | |
| 4121 115 Mt Clinton Pike | 0.10 | 6200 | G | From: | College Ave | | | | 0% | F | 610 | G | 6500 | G | 2001 |
| | | | | To: | Chicago Ave | | | | | | | | | | |
| 4121 115 Mt Clinton Pike | 0.37 | 7100 | G | From: | Chicago Ave | | | | 0% | C | 700 | G | 7400 | G | 2001 |
| | | | | To: | SR 42 Virginia Ave | | | | | | | | | | |
| 4121 115 Mt Clinton Pike | 1.29 | 5500 | G | From: | Virginia Ave | | | | 0% | F | 580 | G | 5800 | G | 2001 |
| | | | | To: | N Main St | | | | | | | | | | |
| 4122 115 Edom Rd | 0.21 | 3100 | G | From: | Virginia Ave | | | | 0% | F | 360 | G | 3300 | G | 2001 |
| | | | | To: | N Liberty St | | | | | | | | | | |
| 4124 115 Bruce St | 0.15 | 2100 | G | From: | S High St | | | | 0% | C | 250 | G | 2200 | G | 2001 |
| | | | | To: | Liberty St | | | | | | | | | | |
| 4124 115 Bruce St | 0.22 | 1500 | G | From: | Liberty St | | | | 0% | F | 170 | G | 1600 | G | 2001 |
| | | | | To: | Mason St | | | | | | | | | | |
| 4125 115 Keezletown Rd | 0.76 | 2100 | G | From: | Country Club Rd | | | | 0% | F | 220 | G | 2200 | G | 2001 |
| | | | | To: | ECL Harrisonburg | | | | | | | | | | |
| 4127 115 Greendale Rd | 1.05 | 3100 | G | From: | Pleasant Valley Rd | | | | 0% | C | 370 | G | 3300 | G | 2001 |
| | | | | To: | ECL Harrisonburg | | | | | | | | | | |
| 4128 115 Pleasant Valley Rd | 0.67 | 3300 | G | From: | SCL Harrisonburg | | | | 0% | F | 360 | G | 3500 | G | 2001 |
| | | | | To: | RTE 710 Greendale Rd | | | | | | | | | | |
| 4128 115 Pleasant Valley Rd | 0.73 | 6500 | G | From: | Greendale Rd | | | | 0% | C | 660 | G | 6800 | G | 2001 |
| | | | | To: | S Main St | | | | | | | | | | |
| Town of Bridgewater | | | | | | | | | | | | | | | |
| 1 176 Oakwood Dr | 0.78 | 2900 | G | From: | Main St | | | | 0% | C | 280 | G | 2900 | G | 2001 |
| | | | | To: | ECL Bridgewater | | | | | | | | | | |
| 1903 176 N River Rd | 0.19 | 2400 | G | From: | N Main St | | | | 0% | F | 220 | G | 2500 | G | 2001 |
| | | | | To: | Dry River Rd | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | Design Hour | QK | AAWDT | QW | Year | |
|-----------------------------|--------|------|----|-------|-------------------------|-----------------|--------|--------|--------|----|-------------|----|-------|----|------|--|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Town of Bridgewater | | | | | | | | | | | | | | | | |
| (1903/176) Dry River Rd | 0.43 | 2800 | G | 95% | 1% | 2% | 1% | 1% | 0% | C | 260 | G | 2900 | G | 2001 | |
| | | | | From: | N River Rd | | | | | | | | | | | |
| | | | | To: | NCL Bridgewater | | | | | | | | | | | |
| Town of Elkton | | | | | | | | | | | | | | | | |
| (1924/216) Spottswood Ave | 0.29 | 6700 | G | 99% | 0% | 1% | 0% | 0% | 0% | C | 730 | G | 6800 | G | 2001 | |
| | | | | From: | Bus US 33 | | | | | | | | | | | |
| | | | | To: | Stuart Ave | | | | | | | | | | | |
| (1924/216) Spottswood Ave | 0.51 | 3000 | G | 99% | 0% | 1% | 0% | 0% | 0% | F | 290 | G | 3000 | G | 2001 | |
| | | | | From: | North Rd | | | | | | | | | | | |
| | | | | To: | ECL Elkton | | | | | | | | | | | |
| (1924/216) Furnace Rd | 0.09 | 2700 | G | 99% | 0% | 1% | 0% | 0% | 0% | F | 260 | G | 2800 | G | 2001 | |
| | | | | From: | Spottswood Ave | | | | | | | | | | | |
| | | | | To: | ECL Elkton | | | | | | | | | | | |
| (1925/216) North Rd | 0.04 | 2900 | G | 95% | 1% | 2% | 1% | 0% | 0% | C | 300 | G | 3000 | G | 2001 | |
| | | | | From: | Spottswood Ave | | | | | | | | | | | |
| | | | | To: | ECL Elkton | | | | | | | | | | | |
| Town of Grottoes | | | | | | | | | | | | | | | | |
| (2/22R) Cary St | 0.23 | 910 | G | 98% | 0% | 1% | 0% | 0% | 0% | F | 90 | G | 930 | G | 2001 | |
| | | | | From: | East Side Hwy | | | | | | | | | | | |
| | | | | To: | ECL Grottoes | | | | | | | | | | | |
| (4/22R) 2nd St | 0.13 | 2000 | G | 98% | 0% | 1% | 0% | 0% | 0% | F | 210 | G | 2000 | G | 2001 | |
| | | | | From: | Aspen Ave | | | | | | | | | | | |
| | | | | To: | US 340 | | | | | | | | | | | |
| (987/226) Dogwood Ave | 0.39 | 1600 | G | 98% | 0% | 1% | 0% | 0% | 0% | F | 170 | G | 1600 | G | 2001 | |
| | | | | From: | SCL Grottoes | | | | | | | | | | | |
| | | | | To: | 6Th St | | | | | | | | | | | |
| (987/22R) Dogwood Ave | 0.94 | 3100 | G | 98% | 0% | 1% | 0% | 0% | 0% | C | 310 | G | 3200 | G | 2001 | |
| | | | | From: | 6Th St | | | | | | | | | | | |
| | | | | To: | NCL Grottoes | | | | | | | | | | | |
| (2955/226) 6Th St | 0.38 | 2000 | G | 98% | 0% | 1% | 0% | 0% | 0% | F | 200 | G | 2000 | G | 2001 | |
| | | | | From: | Dogwood Ave | | | | | | | | | | | |
| | | | | To: | Aspen St | | | | | | | | | | | |
| City of Harrisonburg | | | | | | | | | | | | | | | | |
| 2nd St | 2.09 | 240 | G | | | | | | | | 20 | G | 260 | G | 2001 | |
| | | | | From: | Hartman Dr on North End | | | | | | | | | | | |
| | | | | To: | Willow St on South End | | | | | | | | | | | |
| Alleghany Ave | 2.09 | 120 | G | | | | | | | | 10 | G | 120 | G | 2001 | |
| | | | | From: | Clay St | | | | | | | | | | | |
| | | | | To: | Star Crest Dr | | | | | | | | | | | |
| Blue Ridge Rd | 2.09 | 4600 | G | | | | | | | | 450 | G | 4900 | G | 2001 | |
| | | | | From: | Country Club Dr | | | | | | | | | | | |
| | | | | To: | Monument Ave | | | | | | | | | | | |
| Bluestone St | 2.09 | 180 | G | | | | | | | | 30 | G | 190 | G | 2001 | |
| | | | | From: | Dead End | | | | | | | | | | | |
| | | | | To: | Star Crest Dr | | | | | | | | | | | |
| Broad View Dr | 2.09 | 610 | G | | | | | | | | 80 | G | 640 | G | 2001 | |
| | | | | From: | Sparrow Ct | | | | | | | | | | | |
| | | | | To: | N. Mason St | | | | | | | | | | | |
| Campbell St | 2.09 | 300 | G | | | | | | | | 40 | G | 320 | G | 2001 | |
| | | | | From: | Ott St | | | | | | | | | | | |
| | | | | To: | Reservoir St | | | | | | | | | | | |
| Carlton St | 2.09 | 5300 | G | | | | | | | | 510 | G | 5600 | G | 2001 | |
| | | | | From: | Market St | | | | | | | | | | | |
| | | | | To: | S. Dogwood Dr | | | | | | | | | | | |
| Cedar St | 2.09 | 130 | G | | | | | | | | 10 | G | 140 | G | 2001 | |
| | | | | From: | West Ave | | | | | | | | | | | |
| | | | | To: | N. Liberty St | | | | | | | | | | | |
| Charles St.. | 2.09 | 2600 | G | | | | | | | | 230 | G | 2700 | G | 2001 | |
| | | | | From: | N Main St | | | | | | | | | | | |
| | | | | To: | Country Club | | | | | | | | | | | |
| Clay St. | 2.09 | 240 | G | | | | | | | | 40 | G | 260 | G | 2001 | |
| | | | | From: | Alleghany Ave | | | | | | | | | | | |
| | | | | To: | | | | | | | | | | | | |

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

| Route | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | Design Hour | QK | AAWDT | QW | Year |
|-----------------------------|--------|------|----|-------|-----|------------------------|--------|--------|--------|----|-------------|----|-------|----|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| City of Harrisonburg | | | | | | | | | | | | | | | |
| Clinton St | 2.09 | 400 | G | | | From: Jefferson St | | | | | 40 | G | 420 | G | 2001 |
| | | | | | | To: N Main St | | | | | | | | | |
| Crawford St | 2.09 | 700 | G | | | From: Orchard La | | | | | 80 | G | 740 | G | 2001 |
| | | | | | | To: Orchard La | | | | | | | | | |
| Crawford St | 2.09 | 1100 | G | | | From: Monument Ave | | | | | 120 | G | 1200 | G | 2001 |
| | | | | | | To: Port Republic Rd | | | | | | | | | |
| Dale Cir. | 2.09 | 40 | G | | | From: Hillandale Ave | | | | | 6 | G | 45 | G | 2001 |
| | | | | | | To: Hillandale Ave | | | | | | | | | |
| E. Gay St. | 2.09 | 3900 | G | | | From: N. Mason St | | | | | 410 | G | 4100 | G | 2001 |
| | | | | | | To: N. Main St | | | | | | | | | |
| Ellwood Dr | 2.09 | 190 | G | | | From: Maryland Ave | | | | | 20 | G | 200 | G | 2001 |
| | | | | | | To: New York Ave | | | | | | | | | |
| Green St | 2.09 | 190 | G | | | From: N. Dogwood Dr | | | | | 20 | G | 200 | G | 2001 |
| | | | | | | To: WillowSt | | | | | | | | | |
| Hartman Dr | 2.09 | 240 | G | | | From: W. Gay St | | | | | 30 | G | 260 | G | 2001 |
| | | | | | | To: Second St | | | | | | | | | |
| Hillandale Ave | 2.09 | 620 | G | | | From: S. Dogwood Dr | | | | | 80 | G | 660 | G | 2001 |
| | | | | | | To: S. High St. | | | | | | | | | |
| Hillcrest Dr | 2.09 | 290 | G | | | From: Fairview Ave | | | | | 30 | G | 310 | G | 2001 |
| | | | | | | To: Maplehurst Ave | | | | | | | | | |
| Hillside Ave | 2.09 | 300 | G | | | From: Monument Ave | | | | | 60 | G | 320 | G | 2001 |
| | | | | | | To: Dead End | | | | | | | | | |
| Holly Hill Drive | 2.09 | 220 | G | | | From: Moore St | | | | | 20 | G | 230 | G | 2001 |
| | | | | | | To: N Main St | | | | | | | | | |
| Monument Ave | 2.09 | 890 | G | | | From: Valley St | | | | | 120 | G | 940 | G | 2001 |
| | | | | | | To: Bluestone St | | | | | | | | | |
| Moore St | 2.09 | 120 | G | | | From: Dead End | | | | | 20 | G | 130 | G | 2001 |
| | | | | | | To: Holly Hill Dr | | | | | | | | | |
| Newman Ave | 2.09 | 1100 | G | | | From: N. Main St | | | | | 110 | G | 1200 | G | 2001 |
| | | | | | | To: Federal St | | | | | | | | | |
| S. Dogwood Dr. | 2.09 | 1500 | G | | | From: South Ave | | | | | 160 | G | 1600 | G | 2001 |
| | | | | | | To: Ridge Rd | | | | | | | | | |
| South Ave | 2.09 | 1000 | G | | | From: S. Dogwood Dr | | | | | 110 | G | 1100 | G | 2001 |
| | | | | | | To: Sharps Dr | | | | | | | | | |
| Spottswood Dr | 2.09 | 140 | G | | | From: N. Blue Ridge Rd | | | | | 20 | G | 150 | G | 2001 |
| | | | | | | To: N. Carlton St | | | | | | | | | |
| Star Crest Dr | 2.09 | 370 | G | | | From: Blue Ridge Rd | | | | | 40 | G | 390 | G | 2001 |
| | | | | | | To: Alleghany Ave | | | | | | | | | |
| Statton Rd | 2.09 | 40 | G | | | From: Wolfe St | | | | | 5 | G | 45 | G | 2001 |
| | | | | | | To: W Gay St | | | | | | | | | |
| Sutter St | 2.09 | 330 | G | | | From: Jefferson St | | | | | 30 | G | 350 | G | 2001 |
| | | | | | | To: Dead End | | | | | | | | | |

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

| Route | Length | AADT | QA | 4Tire | Bus | -----Truck----- | | | | QC | Design Hour | QK | AAWDT | QW | Year |
|-----------------------------|--------|------|----|-------|-----|--------------------|--------|--------|--------|----|-------------|----|-------|----|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| City of Harrisonburg | | | | | | | | | | | | | | | |
| Valley St | 2.09 | 200 | G | | | From: Fry Ave | | | | | 20 | G | 210 | G | 2001 |
| | | | | | | To: Monument Ave | | | | | | | | | |
| W. View St | 2.09 | 240 | G | | | From: S. Mason St | | | | | 30 | G | 250 | G | 2001 |
| | | | | | | To: Ott St | | | | | | | | | |
| W. Water St | 2.09 | 360 | G | | | From: Brook Ave | | | | | 60 | G | 380 | G | 2001 |
| | | | | | | To: Academy St | | | | | | | | | |
| Walnut St | 2.09 | 270 | G | | | From: Grace St | | | | | 30 | G | 280 | G | 2001 |
| | | | | | | To: Dead End | | | | | | | | | |
| Willow St | 2.09 | 1200 | G | | | From: W Gay St | | | | | 140 | G | 1200 | G | 2001 |
| | | | | | | To: Second St | | | | | | | | | |
| Wilson Ave | 2.09 | 50 | G | | | From: Dead End | | | | | 7 | G | 50 | G | 2001 |
| | | | | | | To: N Main St | | | | | | | | | |
| Town of Bridgewater | | | | | | | | | | | | | | | |
| Collegeview Dr. | 8.83 | 950 | G | | | From: Dinkle Ave | | | | | 110 | G | 1000 | G | 2001 |
| | | | | | | To: E College St | | | | | | | | | |
| E College St | 8.83 | 1100 | G | | | From: Main St | | | | | 120 | G | 1100 | G | 2001 |
| | | | | | | To: Collegeview Dr | | | | | | | | | |
| Town of Elkton | | | | | | | | | | | | | | | |
| Ashby Ave | 11.92 | 100 | G | | | From: C Street | | | | | 20 | G | 110 | G | 2001 |
| | | | | | | To: B Street | | | | | | | | | |
| Town of Grottoes | | | | | | | | | | | | | | | |
| 11th St | 17.40 | 180 | G | | | From: Forest Ave | | | | | 20 | G | 190 | G | 2001 |
| | | | | | | To: Dogwood Ave | | | | | | | | | |