

**2002**

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

where available

**Jurisdiction Report**

**55**

Lunenburg County  
Town of Kenbridge  
Town of Victoria

Prepared By

**Virginia Department of Transportation  
Mobility Management Division**

In Cooperation With

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

Virginia Department of Transportation  
Mobility Management Division  
Traffic Monitoring Section

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

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

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

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

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

## **Publication Notes**

### **Parallel Roads**

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

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

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

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

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

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

Glossary of Terms:

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

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

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

**QA:** Quality of AADT:

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

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

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

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

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

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

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

**QC:** Quality of Classification Data:

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

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

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

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

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

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

**QW:** Quality of AAWDT:

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

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

# Route Shield Legend

## Route Systems



Interstate Route

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



US Route



Virginia State Route



Secondary Route

## Special Routes



Bus - Business Route

Bypas - Bypass Route

Truck - Truck Route



ALT - Alternate Route

Wve - Wve Route connector



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



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

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

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail								
<b>Lunenburg County</b>																	
40	12.70	860	G	90%	0%	4%	1%	5%	0%	F	0.073	F	0.612	860	G	2002	
				From:	Charlotte County Line												
				To:	SR 49												
40	0.14	2400	G	92%	0%	3%	1%	4%	0%	F	0.076	F	0.507	2400	G	2002	
				From:	55-675												
				To:	WCL Victoria												
40	2.17	2900	G	92%	0%	3%	1%	4%	0%	F	0.075	F	0.594	2900	G	2002	
<b>Town of Victoria</b>																	
40	1.08	2900	N	92%	0%	3%	1%	4%	0%	N	0.075	N	0.594	2900	N	2002	
				From:	WCL Victoria												
				To:	SR 49 Lunenburg Court House												
40	0.81	5900	G	93%	0%	3%	1%	3%	0%	F	0.085	F	0.516	5900	G	2002	
				From:	55-1009												
				To:	ECL Victoria												
40	0.02	5100	G	93%	0%	3%	1%	3%	0%	F	0.084	F	0.54	5100	G	2002	
<b>Lunenburg County</b>																	
40	3.74	5100	N	93%	0%	3%	1%	3%	0%	N	0.084	N	0.54	5100	N	2002	
				From:	ECL Victoria												
				To:	WCL Kenbridge												
<b>Town of Kenbridge</b>																	
40	1.33	5100	N	93%	0%	3%	1%	3%	0%	N	0.084	N	0.54	5100	N	2002	
				From:	WCL Kenbridge												
				To:	55-697												
40	0.89	6000	G	93%	0%	3%	1%	3%	0%	F	0.088	F	0.517	6000	G	2002	
				From:	SR 137, SR 138												
				To:	ECL Kenbridge												
40	0.66	3500	G	93%	0%	3%	1%	3%	0%	F	0.088	F	0.544	3500	G	2002	
<b>Lunenburg County</b>																	
40	4.00	3500	N	93%	0%	3%	1%	3%	0%	N	0.088	N	0.544	3500	N	2002	
				From:	ECL Kenbridge												
				To:	Nottoway County Line												
49	11.28	960	G	89%	0%	4%	1%	6%	0%	F	0.092	F	0.517	960	G	2002	
				From:	Mecklenburg County Line												
				To:	S SR 40												
49 40	0.14	2400	G	92%	0%	3%	1%	4%	0%	F	0.076	F	0.507	2400	G	2002	
				From:	55-675												
				To:	CL Victoria												
49 40	2.17	2900	G	92%	0%	3%	1%	4%	0%	F	0.075	F	0.594	2900	G	2002	
<b>Town of Victoria</b>																	
49 40	1.08	2900	N	92%	0%	3%	1%	4%	0%	N	0.075	N	0.594	2900	N	2002	
				From:	CL Victoria												
				To:	N SR 40												
49	0.51	4000	G	92%	0%	4%	1%	3%	0%	F	0.082	F	0.577	4000	G	2002	
				From:	55-1017												
				To:	NCL Victoria												
49	0.65	3000	G	92%	0%	4%	1%	3%	0%	F	0.082	F	0.524	3000	G	2002	
<b>Lunenburg County</b>																	
49	4.88	3000	N	92%	0%	4%	1%	3%	0%	N	0.082	N	0.524	3000	N	2002	
				From:	NCL Victoria												
				To:	Nottoway County Line												
<b>Town of Kenbridge</b>																	
137	1.13	4700	G	87%	1%	4%	0%	8%	0%	F	0.086	F	0.564	4700	G	2002	
				From:	SR 40												
				To:	ECL Kenbridge												

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Lunenburg County</b>																
(137)	0.74	4700	N	87%	1%	4%	0%	8%	0%	N	0.086	N	0.564	4700	N	2002
				From:	ECL Kenbridge											
				To:	55-601											
(137)	1.93	3300	G	87%	1%	4%	0%	8%	0%	F	0.085	F	0.553	3300	G	2002
				From:	SR 138 Lafoons Corner											
				To:	Brunswick County Line											
(138)	9.83	2200	G	90%	1%	3%	1%	5%	0%	F	0.089	F	0.587	2200	G	2002
				From:	Mecklenburg County Line											
				To:	SR 137 Lafoons Corner											
(138) (137)	1.93	3300	G	87%	1%	4%	0%	8%	0%	F	0.085	F	0.553	3300	G	2002
				From:	55-601											
				To:	CL Kenbridge											
<b>Town of Kenbridge</b>																
(138) (137)	1.13	4700	G	87%	1%	4%	0%	8%	0%	F	0.086	F	0.564	4700	G	2002
				From:	CL Kenbridge											
				To:	SR 40											
<b>Lunenburg County</b>																
(600)	0.90	220	R								NA		NA			1998
				From:	SR 40											
				To:	55-601 SOUTH											
(600)	1.00	160	R								NA		NA			1998
				From:	55-601 NORTH											
				To:	1.00 ME 55-601											
(600)	1.30	80	R								NA		NA			03/19/2001
				From:	55-627											
(601)	2.00	770	G	93%	0%	3%	1%	2%	0%	C	0.095	F	0.521	770	G	2002
				From:	SR 137											
				To:	55-714											
(601)	0.90	710	G	93%	0%	3%	1%	2%	0%	F	0.095	F	0.617	700	G	2002
				From:	55-714											
				To:	55-600 North											
(601)	1.60	630	G	93%	0%	3%	1%	2%	0%	F	0.092	F	0.62	630	G	2002
				From:	55-600 North											
				To:	SR 40											
(602)	2.10	20	R								NA		NA			05/03/2001
				From:	55-621											
				To:	55-668											
(602)	1.70	130	R								NA		NA			05/03/2001
				From:	55-668											
				To:	55-638 SOUTH											
(602)	0.20	70	R								NA		NA			05/03/2001
				From:	55-638 SOUTH											
				To:	55-638 NORTH											
(602)	0.50	50	R								NA		NA			05/10/2001
				From:	55-638 NORTH											
				To:	0.50 MN 55-638											
(602)	0.20	50	R								NA		NA			1998
				From:	0.50 MN 55-638											
				To:	55-619											
(602)	1.30	49	R								NA		NA			1998
				From:	55-619											
				To:	55-696											
(602)	2.50	130	R								NA		NA			1998
				From:	55-696											
				To:	55-616											
(602)	0.30	90	R								NA		NA			1998
				From:	55-616											
				To:	55-608											
(602)	2.00	160	R								NA		NA			1998
				From:	55-608											
				To:	SR 137											



Virginia Department of Transportation  
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 2002  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 Lunenburg Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Lunenburg County</b>																
603	2.30	30	R			From: 55-602; 55-618					NA			NA		03/19/2001
						To: 55-617 West										
603	1.80	150	R			From: 55-617 East					NA			NA		1998
						To: SR 137 South										
603	0.90	240	R			From: SR 137 North					NA			NA		1998
						To: 55-616 East										
603	1.50	70	R			From: 55-616 West					NA			NA		1998
						To: 55-711										
603	1.20	80	R			From: 55-645					NA			NA		03/19/2001
						To: SR 137										
604	0.35	250	R			From: SR 137					NA			NA		03/19/2001
						To: 55-616										
604	2.15	200	R			From: 55-645					NA			NA		03/19/2001
						To: 55-645										
604	2.50	400	R			From: 55-601					NA			NA		03/19/2001
						To: SR 137										
605	2.20	30	R			From: SR 137					NA			NA		03/19/2001
						To: 55-645										
606	0.50	50	R			From: Dead End					NA			NA		03/19/2001
						To: SR 137										
607	1.50	90	R			From: 55-609					NA			NA		04/30/2001
						To: 1.50 MW 55-609										
607	2.10	340	R			From: SCL KENBRIDGE					NA			NA		1998
						To: Dead End										
608	0.35	60	R			From: Dead End					NA			NA		03/19/2001
						To: 55-616										
608	0.20	40	R			From: 55-602					NA			NA		03/19/2001
						To: 55-613										
609	3.80	140	R			From: SR 137					NA			NA		04/30/2001
						To: SR 138										
610	3.70	240	R			From: SR 138					NA			NA		05/10/2001
						To: 55-602										
611	3.00	60	R			From: SR 138 SOUTH					NA			NA		05/03/2001
						To: SR 138 NORTH										
612	2.10	120	R			From: SR 138					NA			NA		05/03/2001
						To: 55-718										
612	2.90	46	R			From: 55-613					NA			NA		05/03/2001
						To: 55-635										
613	2.90	110	R			From: 55-637					NA			NA		04/18/2001
						To: 55-637										
613	2.90	150	G	89%	0%	5%	1%	5%	0%	F	0.119	F	0.55	150	G	2002
						To: 55-609										

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						2Axle	3+Axle	1Trail	2Trail							
<b>Lunenburg County</b>																
613	1.90	190	G	89%	0%	5%	1%	5%	0%	C	0.097	F	0.571	190	G	2002
				From:	55-609											
				To:	SR 138											
614	2.90	110	R								NA		NA		04/18/2001	
				From:	55-635											
				To:	55-637											
615	3.60	120	R								NA		NA		03/19/2001	
				From:	55-601											
				To:	Brunswick County Line											
616	2.40	260	G	88%	1%	5%	1%	5%	0%	C	0.087	F	0.625	260	G	2002
				From:	55-602											
				To:	SR 137											
616	1.50	230	G	88%	1%	5%	1%	5%	0%	F	0.101	F	0.642	230	G	2002
				From:	55-602											
				To:	Brunswick County Line											
617	2.50	340	R								NA		NA		03/19/2001	
				From:	SR 138											
				To:	55-602											
617	1.84	180	R								NA		NA		03/19/2001	
				From:	55-602											
				To:	Brunswick County Line											
618	0.90	160	R								NA		NA		03/19/2001	
				From:	55-602											
				To:	Brunswick County Line											
619	1.80	90	R								NA		NA		1998	
				From:	SR 138											
				To:	55-610 NORTH											
619	1.10	80	R								NA		NA		05/10/2001	
				From:	55-610 SOUTH											
				To:	55-696											
619	0.90	30	R								NA		NA		05/10/2001	
				From:	55-696											
				To:	55-602											
619	0.70	40	R								NA		NA		1998	
				From:	55-602											
				To:	Brunswick County Line											
620	2.20	45	R								NA		NA		05/03/2001	
				From:	55-621											
				To:	55-638											
620	0.30	60	R								NA		NA		1998	
				From:	55-638											
				To:	Brunswick County Line											
621	0.50	80	R								NA		NA		05/03/2001	
				From:	Mecklenburg County Line											
				To:	55-602											
621	0.10	80	R								NA		NA		05/03/2001	
				From:	55-602											
				To:	55-620											
621	0.50	60	R								NA		NA		05/03/2001	
				From:	55-620											
				To:	Brunswick County Line											
622	4.35	30	R								NA		NA		03/12/2001	
				From:	Dead End											
				To:	55-712											
622	0.60	60	R								NA		NA		1998	
				From:	55-712											
				To:	55-634											
622	3.19	40	R								NA		NA		1998	
				From:	55-634											
				To:	55-677											
622	0.40	320	R								NA		NA		1998	
				From:	55-577											
				To:	SR 49											

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Lunenburg County</b>																
622	2.80	370	G	90%	1%	4%	3%	3%	0%	C	0.112	F	0.558	370	G	2002
				From:	SR 49											
				To:	55-692											
622	2.60	540	G	90%	1%	4%	3%	3%	0%	F	0.159	F	0.791	540	G	2002
				From:	55-691											
				To:	Charlotte County Line											
622	3.57	380	G	90%	1%	4%	3%	3%	0%	F	0.106	F	0.671	380	G	2002
				From:	55-695											
				To:	55-630					NA			NA			03/12/2001
624	0.40	40	R								NA		NA			04/24/2001
				From:	55-625											
				To:	Prince Edward County Line											
625	4.70	160	R								NA		NA			04/24/2001
				From:	55-662											
				To:	Nottoway County Line											
626	3.10	140	R								NA		NA			03/15/2001
				From:	SR 40											
				To:	55-683											
626	3.72	260	G	94%	1%	2%	1%	1%	0%	C	0.099	F	0.72	260	G	2002
				From:	55-666											
				To:	55-662 WEST											
626	1.20	100	G	94%	1%	2%	1%	1%	0%	F	0.119	F	0.542	100	G	2002
				From:	55-662 EAST											
				To:	55-723 SOUTH											
626	5.40	250	R								NA		NA			04/24/2001
				From:	55-723 NORTH											
				To:	Nottoway County Line											
626	1.84	150	R								NA		NA			04/24/2001
				From:	55-645											
				To:	55-600											
627	1.90	30	R								NA		NA			03/19/2001
				From:	55-615 WEST											
				To:	55-615 EAST											
627	0.77	160	R								NA		NA			1998
				From:	Nottoway County Line											
				To:	Charlotte County Line											
628	1.60	200	R								NA		NA			03/15/2001
				From:	55-687 WEST											
				To:	55-687 WEST; 55-688											
628	0.50	210	R								NA		NA			03/15/2001
				From:	55-687 EAST											
				To:	55-685											
628	2.21	230	R								NA		NA			03/15/2001
				From:	Charlotte County Line											
				To:	55-688											
629	2.80	150	R								NA		NA			04/09/2001
				From:	Charlotte County Line											
				To:	55-632											
630	0.95	370	R								NA		NA			03/12/2001
				From:	55-631 EAST											
				To:	SR 49											
630	2.18	120	G	96%	0%	3%	1%	0%	0%	F	0.152	F	0.59	120	G	2002
				From:	55-631 EAST											
				To:	SR 49											
630	2.52	260	G	96%	0%	3%	1%	0%	0%	C	0.127	F	0.613	260	G	2002
				From:	55-631 EAST											
				To:	SR 49											

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

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Lunenburg County</b>																
631	1.10	30	R			From: Mecklenburg County Line					NA			NA		03/12/2001
						To: 55-632										
631	1.60	30	R			From: 55-632; 55-717					NA			NA		03/12/2001
						To: 1.60 MN 55-632										
631	0.10	30	R			From: 55-630 WEST					NA			NA		1998
						To: 55-630 EAST										
631	2.00	60	R			From: 55-694					NA			NA		03/12/2001
						To: 55-694										
631	2.50	80	R			From: 55-744					NA			NA		03/12/2001
						To: 55-622										
632	1.50	180	R			From: Mecklenburg County Line					NA			NA		03/12/2001
						To: 55-631; 55-717										
632	1.60	350	R			From: 55-630; 55-760					NA			NA		03/12/2001
						To: 55-630; 55-760										
633	1.46	40	R			From: Mecklenburg County Line					NA			NA		06/14/2001
						To: 1.46 MN of CL										
633	0.84	90	R			From: SR 49					NA			NA		06/14/2001
						To: SR 49										
634	2.66	160	R			From: Mecklenburg County Line					NA			NA		1992
						To: 55-622										
635	1.08	340	R			From: Mecklenburg County Line					NA			NA		04/18/2001
						To: 55-641										
635	2.39	350	R			From: 55-640					NA			NA		04/18/2001
						To: 55-639										
635	0.41	480	G	93%	1%	4%	1%	2%	0%	F	0.093	F	0.646	480	G	2002
						To: 55-655										
635	4.44	490	G	93%	1%	4%	1%	2%	0%	F	0.099	F	0.53	490	G	2002
						To: 55-643										
635	2.00	280	G	93%	1%	4%	1%	2%	0%	F	0.101	F	0.55	280	G	2002
						To: SR 40										
635	3.28	840	G	93%	1%	4%	1%	2%	0%	C	0.097	F	0.582	840	G	2002
						From: Mecklenburg County Line										
636	0.93	260	R			To: 55-640					NA			NA		05/03/2001
						From: 55-637										
636	2.10	150	R			From: Mecklenburg County Line					NA			NA		05/03/2001
						To: 55-637										
637	1.79	430	R			From: Mecklenburg County Line					NA			NA		05/03/2001
						To: 55-718										
637	2.47	340	R			From: 55-636					NA			NA		05/03/2001
						To: 55-613										
637	2.29	450	G	95%	0%	2%	0%	2%	0%	F	0.105	F	0.633	450	G	2002
						To: 55-647										
637	3.13	430	G	95%	0%	2%	0%	2%	0%	F	0.102	F	0.546	430	G	2002

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

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Lunenburg County</b>																
(637)	2.15	690	G	95%	0%	2%	0%	2%	0%	F	0.100	F	0.65	690	G	2002
				From:	55-647											
				To:	55-655											
(637)	1.41	1300	G	95%	0%	2%	0%	2%	0%	F	0.088	F	0.540	1300	G	2002
				From:	55-1129											
				To:	SCL Kenbridge											
(637)	0.01	1600	G	95%	0%	2%	0%	2%	0%	C	0.085	F	0.694	1600	G	2002
				From:	SCL Kenbridge											
				To:	SR 40											
<b>Town of Kenbridge</b>																
(637)	0.57	1600	N	95%	0%	2%	0%	2%	0%	N	0.085	N	0.694	1600	N	2002
				From:	SCL Kenbridge											
				To:	SR 40											
<b>Lunenburg County</b>																
(638)	1.80	130	R								NA		NA			1998
				From:	SR 138											
(638)	0.10	80	R								NA		NA			1998
				From:	55-696											
(638)	0.50	90	R								NA		NA			05/10/2001
				From:	0.10 ME 55-696											
(638)	1.00	30	R								NA		NA			05/10/2001
				From:	55-602 SOUTH											
				To:	55-602 NORTH											
(638)	1.00	30	R								NA		NA			05/10/2001
				From:	55-620											
(639)	1.20	90	R								NA		NA			04/18/2001
				From:	55-635											
(639)	0.50	30	R								NA		NA			04/18/2001
				From:	1.20 ME 55-635; GT											
				To:	Dead End; Gap Terminus											
(640)	3.10	260	R								NA		NA			04/18/2001
				From:	55-636											
				To:	55-635											
(641)	2.50	100	R								NA		NA			04/19/2001
				From:	55-635											
				To:	55-640											
(642)	1.90	60	R								NA		NA			04/18/2001
				From:	Dead End											
				To:	55-655											
(643)	2.70	30	R								NA		NA			04/18/2001
				From:	55-640											
(643)	2.70	60	R								NA		NA			04/18/2001
				From:	55-635 NORTH											
				To:	55-635 SOUTH											
(643)	1.28	120	R								NA		NA			04/18/2001
				From:	55-644											
(643)	2.22	130	R								NA		NA			04/18/2001
				From:	1.28 M FRM 55-644											
(643)	2.20	210	R								NA		NA			05/03/2001
				From:	55-655											
				To:	55-635											
(644)	1.90	40	R								NA		NA			04/18/2001
				From:	55-643											
				To:	55-635											
(645)	3.40	150	G	97%	0%	2%	0%	1%	0%	C	0.153	F	0.593	150	G	2002
				From:	SR 137											
(645)	1.60	180	R								NA		NA			03/19/2001
				From:	55-627											
				To:	Brunswick County Line											

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

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Lunenburg County</b>																
(646)	0.70	120	R			From: 55-655					NA			NA		05/03/2001
(646)	2.60	80	R			From: 55-647					NA			NA		05/03/2001
(646)	0.35	90	R			From: 55-637					NA			NA		03/27/2001
(646)	0.75	60	R			From: 55-756					NA			NA		03/27/2001
						To: Dead End										
(647)	0.90	30	R			From: 55-635					NA			NA		05/03/2001
(647)	1.80	100	R			From: 55-646					NA			NA		05/03/2001
(647)	1.00	80	R			From: 55-637					NA			NA		03/27/2001
(647)	1.50	60	R			From: 55-648					NA			NA		03/27/2001
						To: 55-609										
(648)	1.75	80	R			From: 55-647					NA			NA		03/27/2001
(648)	0.06	120	R			From: 1.76 MN 55-647					NA			NA		03/27/2001
						To: 55-637										
(649)	2.00	160	R			From: SR 40					NA			NA		03/19/2001
						To: Dead End										
(650)	1.05	45	R			From: 55-651					NA			NA		05/10/2001
						To: Dead End										
(651)	3.20	160	R			From: 55-653					NA			NA		05/10/2001
						To: 55-652										
(652)	2.30	360	G	95%	0%	3%	0%	0%	0%	F	0.095	F	0.727	360	G	2002
						From: SR 40 EAST										
(652)	1.33	220	G	95%	0%	3%	0%	0%	0%	C	0.142	F	0.5	220	G	2002
						From: SR 40 WEST										
(652)	1.40	190	R			From: 55-663					NA			NA		04/30/2001
						To: 55-653 WEST										
(652)	1.40	200	R			From: 55-653 EAST					NA			NA		04/30/2001
						To: 55-651										
(652)	1.90	280	G	95%	0%	3%	0%	0%	0%	F	0.111	F	0.590	290	G	2002
						To: SR 49										
<b>Town of Victoria</b>																
(653)	1.02	390	G	97%	0%	2%	0%	1%	0%	F	0.106	F	0.544	390	G	2002
						From: SR 49										
						To: ECL Victoria										
<b>Lunenburg County</b>																
(653)	2.37	390	N	97%	0%	2%	0%	1%	0%	N	0.106	N	0.544	390	N	2002
						From: ECL Victoria										
(653)	4.23	750	G	97%	0%	2%	0%	1%	0%	F	0.108	F	0.646	750	G	2002
						From: 55-652 WEST										
						To: NCL KENBRIDGE										

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

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Kenbridge</b>																
(653)	0.28	930	G	97%	0%	2%	0%	1%	0%	F	0.098	F	0.604	930	G	2002
				From:	NCL KENBRIDGE											
				To:	55-1136											
(653)	0.22	870	G	97%	0%	2%	0%	1%	0%	C	0.098	F	0.518	870	G	2002
				From:	55-1135											
				To:	SR 40											
(653)	0.12	1100	G	97%	0%	2%	0%	1%	0%	F	0.092	F	0.574	1100	G	2002
				From:	SR 40											
				To:												
<b>Lunenburg County</b>																
(654)	2.90	130	R								NA		NA			05/03/2001
				From:	55-635											
				To:	55-655											
(655)	1.59	160	R								NA		NA			04/18/2001
				From:	55-635											
				To:	55-642											
(655)	8.80	180	R								NA		NA			04/18/2001
				From:	55-635 NORTH											
				To:	55-637											
(655)	3.37	590	G	95%	1%	3%	1%	1%	0%	C	0.081	F	0.583	590	G	2002
				From:	55-635 NORTH											
				To:	55-637											
(656)	1.90	40	R								NA		NA			03/24/2001
				From:	Dead End											
				To:	55-626											
(657)	1.50	40	R								NA		NA			04/18/2001
				From:	Dead End											
				To:	55-655											
(658)	1.60	60	R								NA		NA			06/14/2001
				From:	55-712											
				To:	55-671											
(659)	1.29	100	R								NA		NA			1998
				From:	55-675											
(659)	1.71	130	R								NA		NA			1998
				From:	1.30 MS 55-675											
(659)	0.29	120	R								NA		NA			1998
				From:	3.01 MN 55-675											
(659)	0.73	120	R								NA		NA			05/03/2001
				From:	3.30 MN 55-675											
(659)	1.40	120	R								NA		NA			1998
				From:	55-770											
				To:	55-643											
(660)	0.80	10	R								NA		NA			05/10/2001
				From:	Dead End											
				To:	SR 138											
(661)	2.13	260	R								NA		NA			05/10/2001
				From:	55-635											
				To:	SCL Victoria											
<b>Town of Victoria</b>																
(661)	0.57	260	R								NA		NA			05/10/2001
				From:	SCL Victoria											
				To:	55-734											
(661)	0.05	1100	R								NA		NA			05/10/2001
				From:	55-1024											
(661)	0.18	2600	R								NA		NA			05/10/2001
				From:	SR 40											
				To:	SR 40											
(662)	0.07	20	R								NA		NA			04/17/2001
				From:	Dead End											
				To:	55-1011											

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

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail								
<b>Town of Victoria</b>																	
(662)	0.13	100	G	96%	0%	2%	0%	1%	0%	F	0.157	F	0.75	100	G	2002	
				From:	55-1011												
				To:	55-1038												
(662)	0.26	210	G	96%	0%	2%	0%	1%	0%	F	0.125	F	0.623	210	G	2002	
				From:	55-1015												
				To:	55-1002												
(662)	0.10	540	G	96%	0%	2%	0%	1%	0%	F	0.129	F	0.527	540	G	2002	
				From:	SR 49												
				To:	55-1034												
(662)	0.46	1600	G	96%	0%	2%	0%	1%	0%	C	0.097	F	0.628	1600	G	2002	
				From:	55-1034												
				To:	WCL Victoria												
<b>Lunenburg County</b>																	
(662)	0.42	1400	N	96%	0%	2%	0%	1%	0%	N	0.096	N	0.636	1400	N	2002	
				From:	WCL Victoria												
				To:	55-716; 55-737												
(662)	2.75	1100	R							NA			NA			05/10/2001	
				From:	55-666												
				To:	55-626												
(662)	1.15	440	R							NA			NA			04/09/2001	
				From:	55-626												
				To:	55-625												
(662)	4.29	310	R							NA			NA			04/09/2001	
				From:	Prince Edward County Line												
				To:	SR 40												
(663)	2.12	440	R							NA			NA			05/10/2001	
				From:	2.12 MN SR 40												
				To:	55-652												
(664)	1.20	370	R							NA			NA			04/09/2001	
				From:	SR 49												
				To:	55-626												
(665)	3.50	80	R							NA			NA			04/24/2001	
				From:	55-626												
				To:	55-625												
(666)	2.60	110	R							NA			NA			04/24/2001	
				From:	55-662												
				To:	55-626												
(667)	1.50	290	G	95%	1%	3%	1%	1%	0%	C	0.081	F	0.6	290	G	2002	
				From:	55-662												
				To:	55-626												
(667)	1.39	100	R							NA			NA			05/07/2001	
				From:	1.39 ME 55-662												
				To:	55-669												
(667)	0.91	180	R							NA			NA			05/07/2001	
				From:	55-669												
				To:	WCL VICTORIA												
(667)	0.54	90	R							NA			NA			1998	
				From:	WCL VICTORIA												
				To:	55-1008												
<b>Town of Victoria</b>																	
(667)	0.26	180	R							NA			NA			1998	
				From:	WCL VICTORIA												
				To:	55-1008												
<b>Lunenburg County</b>																	
(668)	1.70	220	R							NA			NA			05/03/2001	
				From:	55-602												
				To:	SR 138												



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

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Lunenburg County</b>																
669	0.20	50	R			From: 55-670					NA			NA		04/09/2001
669	2.10	50	R			From: 55-722					NA			NA		04/09/2001
						To: 55-667										
670	0.70	40	R			From: Dead End					NA			NA		04/09/2001
						To: SR 40 WEST										
670	2.80	190	R			From: SR 40 EAST					NA			NA		1998
						To: 55-680										
671	3.00	80	R			From: 55-655					NA			NA		04/18/2001
						To: 55-672										
671	1.90	160	R			From: 55-675					NA			NA		04/18/2001
						To: 55-675										
672	1.60	40	R			From: Dead End					NA			NA		04/18/2001
						To: 55-671										
673	1.30	20	R			From: Dead End					NA			NA		04/18/2001
						To: 55-671										
674	0.85	60	R			From: SR 49					NA			NA		04/18/2001
						To: 0.85 ME SR 49										
674	0.05	49	R			From: 55-675					NA			NA		1998
						To: 55-675										
675	1.60	70	R			From: Dead End					NA			NA		04/18/2001
						To: 1.60 MN Dead End										
675	0.10	70	R			From: 55-674					NA			NA		1998
						To: 55-674										
675	1.40	340	G	98%	0%	1%	0%	1%	0%	F	0.085	F	0.567	340	G	2002
						To: 55-671										
675	0.50	680	G	98%	0%	1%	0%	1%	0%	C	0.088	F	0.587	680	G	2002
						To: SR 49										
676	0.90	20	R			From: 55-622					NA			NA		03/12/2001
						To: Dead End										
677	0.77	60	R			From: Dead End					NA			NA		03/12/2001
						To: 0.77 MN Dead End										
677	0.03	60	R			From: 55-622					NA			NA		03/12/2001
						To: 55-622										
678	2.50	60	R			From: 55-680					NA			NA		03/15/2001
						To: 55-626 WEST										
678	0.60	190	R			From: 55-626 EAST					NA			NA		1998
						To: 55-626 EAST										
678	0.40	160	R			From: 55-679					NA			NA		1998
						To: 55-679										
						From: 55-704										
						To: 55-704										

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

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Lunenburg County</b>																
(678)	0.15	40	R			From: 55-704					NA			NA		1998
(678)	4.45	60	R			From: 0.15 MN 55-704					NA			NA		03/15/2001
						To: Prince Edward County Line										
(679)	0.85	80	R			From: 55-678					NA			NA		04/09/2001
(679)	0.07	80	R			From: 0.85 MN 55-678					NA			NA		1998
						To: 55-662										
(680)	0.90	48	R			From: 55-690					NA			NA		04/09/2001
(680)	2.10	60	R			From: 55-689					NA			NA		04/09/2001
(680)	0.50	60	R			From: 55-681					NA			NA		04/09/2001
(680)	0.40	70	R			From: 0.50 MN 55-681					NA			NA		1998
(680)	0.10	80	R			From: SR 40					NA			NA		1998
(680)	0.20	80	R			From: 0.10 MN SR 40					NA			NA		03/15/2001
						From: 0.10 N SR 40					NA			NA		03/15/2001
(680)	1.50	90	R			From: 55-678					NA			NA		03/15/2001
(680)	0.20	90	R			From: 1.50 MN 55-678					NA			NA		1998
(680)	0.90	140	R			From: 55-670					NA			NA		1998
(680)	0.05	70	R			From: 55-666					NA			NA		1998
						To: 55-662										
(681)	0.10	110	R			From: 55-680					NA			NA		04/09/2001
						To: SR 40										
(682)	1.50	70	R			From: SR 40					NA			NA		03/15/2001
						To: 55-626										
(683)	3.47	190	G	90%	2%	6%	0%	1%	0%	C	0.105	F	0.55	190	G	2002
(683)	2.23	380	G	90%	2%	6%	0%	1%	0%	F	0.108	F	0.551	380	G	2002
						To: Prince Edward County Line										
(684)	1.90	70	R			From: 55-685					NA			NA		03/15/2001
						To: 55-701										
(685)	4.20	80	R			From: 55-683					NA			NA		03/15/2001
(685)	1.44	500	R			From: 55-684					NA			NA		03/15/2001
						To: US 360										
(686)	1.40	47	R			From: Dead End					NA			NA		05/03/2001
						To: 55-637										

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

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Lunenburg County</b>																
687	1.60	260	R			From: SR 40					NA			NA		1998
						To: 55-628 W; 55-688										
687	2.60	20	R			From: 55-628 EAST					NA			NA		03/15/2001
						To: 55-685										
688	1.30	120	R			From: 55-630					NA			NA		1998
						To: 55-623 WEST										
688	3.80	190	R			From: 55-623 EAST					NA			NA		1998
						To: 55-622 WEST										
688	2.42	250	R			From: 55-622 EAST					NA			NA		1998
						To: SR 40 EAST										
688	2.50	200	R			From: SR 40 WEST					NA			NA		03/15/2001
						To: 55-687										
689	2.29	100	R			From: 55-680					NA			NA		05/10/2001
						To: 2.30 MN 55-680										
689	1.01	120	R			From: SR 40 WEST					NA			NA		05/10/2001
						To: SR 40 EAST										
689	1.00	40	R			From: 55-626					NA			NA		03/15/2001
						To: SR 49										
690	1.60	50	R			From: 55-692					NA			NA		04/09/2001
						To: 55-680										
690	1.70	60	R			From: 55-691					NA			NA		04/09/2001
						To: SR 40										
690	2.50	60	R			From: 55-622					NA			NA		04/09/2001
						To: 55-690										
690	1.30	210	R			From: 55-690					NA			NA		04/09/2001
						To: SR 40										
691	2.70	150	R			From: 55-622					NA			NA		04/09/2001
						To: 55-690										
692	1.50	90	R			From: 55-622					NA			NA		1998
						To: 1.50 ME 55-622										
692	1.70	60	R			From: 55-690					NA			NA		04/09/2001
						To: SR 49										
693	0.35	49	R			From: 55-562					NA			NA		04/24/2001
						To: 55-623										
694	2.40	40	R			From: 55-631					NA			NA		03/12/2001
						To: SR 49										
694	2.10	48	R			From: SR 49					NA			NA		03/12/2001
						To: Dead End										
694	1.35	30	R			From: 55-623					NA			NA		03/12/2001
						To: 55-622										
695	2.60	120	R			From: 55-623					NA			NA		04/09/2001
						To: 55-622										

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

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Lunenburg County</b>																
(696)	1.20	70	R			From: 55-638					NA			NA		05/10/2001
(696)	1.40	30	R			From: 55-619					NA			NA		05/10/2001
						To: 55-602										
<b>Town of Kenbridge</b>																
(697)	0.13	430	R			From: SR 40					NA			NA		1998
						To: NCL Kenbridge										
<b>Lunenburg County</b>																
(697)	0.87	430	N			From: NCL Kenbridge					NA		0	N		1998
(697)	0.60	30	R			From: 1.00 MN SR 40					NA			NA		03/19/2001
						To: Dead End										
(698)	0.50	110	R			From: Dead End					NA			NA		03/15/2001
						To: 55-628										
(700)	1.60	80	R			From: 55-685					NA			NA		03/15/2001
						To: 55-683										
(701)	0.70	80	G	82%	2%	10%	1%	5%	0%	C	0.154	F	0.6	80	G	2002
(701)	2.00	390	G	82%	2%	10%	1%	5%	0%	F	0.105	F	0.675	390	G	2002
						To: Prince Edward County Line										
(702)	0.90	90	R			From: 55-622					NA			NA		03/12/2001
(702)	0.30	20	R			From: 55-742					NA			NA		03/12/2001
						To: Dead End										
(703)	0.20	90	R			From: Dead End					NA			NA		03/15/2001
						To: 55-726										
(704)	1.20	60	R			From: Dead End					NA			NA		03/15/2001
						To: 55-678										
(705)	2.10	50	R			From: Dead End					NA			NA		03/19/2001
						To: 55-613										
(706)	0.70	46	R			From: SR 40					NA			NA		04/09/2001
						To: Dead End										
(707)	0.05	110	R			From: 55-9924					NA			NA		05/14/2001
						To: SR 40 EAST										
(708)	0.80	80	R			From: 55-610					NA			NA		03/19/2001
						To: Dead End										
(709)	0.89	250	R			From: SR 49					NA			NA		1998
(709)	2.26	90	R			From: 0.90 ME SR 49					NA			NA		1998
						To: 55-651; 55-652										

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

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Lunenburg County</b>																
(710)	0.01	150	R			From: SR 40					NA			NA		03/27/2001
						To: WCL KENBRIDGE										
<b>Town of Kenbridge</b>																
(710)	0.04	140	R			From: WCL KENBRIDGE					NA			NA		03/27/2001
						To: NCL KENBRIDGE										
<b>Lunenburg County</b>																
(710)	0.04	140	R			From: NCL KENBRIDGE					NA			NA		03/27/2001
						To: 55-772										
(710)	0.74	80	R			From: Dead End					NA			NA		03/27/2001
						To: 55-603										
(711)	0.80	80	R			From: Brunswick County Line					NA			NA		03/19/2001
						To: 55-622										
(712)	0.60	70	R			From: 0.60 ME 55-622					NA			NA		1998
						To: 2.50 ME 55-622										
(712)	1.90	100	R			From: 2.50 ME 55-622					NA			NA		04/18/2001
						To: 55-658										
(712)	0.30	80	R			From: 55-658					NA			NA		1998
						To: 55-655										
(713)	0.60	40	R			From: Dead End					NA			NA		03/27/2001
						To: 55-637										
(714)	1.30	30	R			From: 55-601					NA			NA		03/19/2001
						To: Dead End										
(714)	0.80	40	R			From: Dead End					NA			NA		03/19/2001
						To: 55-645										
(715)	0.70	50	R			From: 55-626					NA			NA		04/09/2001
						To: Dead End										
(716)	0.69	320	R			From: 55-662; 55-737					NA			NA		1998
						To: 0.70 MN 55-662										
(716)	0.41	40	R			From: 0.70 MN 55-662					NA			NA		1998
						To: Dead End										
(717)	1.00	60	R			From: Dead End					NA			NA		03/12/2001
						To: 55-631; 55-632										
(718)	2.10	40	R			From: 55-637					NA			NA		06/14/2001
						To: 55-612										
(719)	1.50	40	R			From: 55-630					NA			NA		03/12/2001
						To: 1.50 MN 55-630										
(719)	0.20	50	R			From: 1.50 MN 55-630					NA			NA		03/12/2001
						To: 1.70 MN 55-630										
(719)	0.30	70	R			From: 1.70 MN 55-630					NA			NA		03/12/2001
						To: 55-623										

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

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Lunenburg County</b>																
720	0.80	100	R			From: Dead End To: 55-701					NA			NA		03/15/2001
721	2.80	50	R			From: 55-662 To: 55-626					NA			NA		04/09/2001
722	0.90	60	R			From: SR 40 To: 55-669					NA			NA		04/09/2001
723	1.55	1300	G	93%	1%	2%	1%	3%	0%	C	0.097	F	0.618	1300	G	2002
723	3.00	1200	G	93%	1%	2%	1%	3%	0%	F	0.094	F	0.647	1200	G	2002
						From: SR 49 To: 55-739 To: Nottoway County Line										
724	1.00	170	R			From: Dead End To: 55-635					NA			NA		05/03/2001
725	0.40	70	R			From: Dead End To: 55-652					NA			NA		04/30/2001
<b>Town of Victoria</b>																
726	0.25	150	R			From: SR 49 To: NCL Victoria					NA			NA		1998
<b>Lunenburg County</b>																
726	0.29	150	N			From: NCL Victoria To: Dead End					NA			0	N	1998
727	0.50	6	R			From: SR 49 To: Dead End					NA			NA		03/12/2001
728	0.50	40	R			From: 55-604 To: Dead End					NA			NA		03/19/2001
729	0.60	70	R			From: Dead End To: SCL KENBRIDGE					NA			NA		03/19/2001
<b>Town of Kenbridge</b>																
729	0.20	100	R			From: SCL KENBRIDGE To: SR 40					NA			NA		03/19/2001
<b>Lunenburg County</b>																
730	0.31	40	R			From: Dead End To: 55-652					NA			NA		04/30/2001
731	0.30	70	R			From: Dead End To: SR 49					NA			NA		03/12/2001
732	0.60	20	R			From: Dead End To: 0.60 MN Dead End					NA			NA		04/09/2001
732	1.00	110	R			From: 55-622 To: 55-622					NA			NA		04/09/2001
733	0.50	30	R			From: Dead End To: 55-641					NA			NA		04/19/2001

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

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail								
<b>Lunenburg County</b>																	
(734)	1.25	760	G	98%	0%	1%	0%	1%	0%	C	0.093	F	0.534	760	G	2002	
				From:	55-635												
				To:	ECL VICTORIA												
<b>Town of Victoria</b>																	
(734)	0.95	440	G	98%	0%	1%	0%	1%	0%	F	0.082	F	0.614	440	G	2002	
				From:	ECL VICTORIA												
				To:	55-1008												
<b>Lunenburg County</b>																	
(735)	0.60	20	R							NA			NA			04/09/2001	
				From:	55-622												
				To:	Dead End												
(736)	0.52	120	R							NA			NA			1998	
				From:	Dead End												
				To:	SR 40												
(737)	0.65	130	R							NA			NA			05/10/2001	
				From:	55-662 WEST												
				To:	55-662 EAST												
(738)	0.11	40	R							NA			NA			04/02/2001	
				From:	Dead End												
				To:	WCL VICTORIA												
<b>Town of Victoria</b>																	
(738)	0.20	90	R							NA			NA			04/02/2001	
				From:	WCL VICTORIA												
				To:	SR 40												
<b>Lunenburg County</b>																	
(739)	0.35	50	R							NA			NA			03/24/2001	
				From:	0.35 MW 55-723												
				To:	55-723												
(739)	0.50	60	R							NA			NA			03/24/2001	
				From:	Dead End												
				To:	Dead End												
(740)	0.50	30	R							NA			NA			03/12/2001	
				From:	Dead End												
				To:	55-622												
(741)	0.35	40	R							NA			NA			04/09/2001	
				From:	Dead End												
				To:	55-662												
(742)	0.90	20	R							NA			NA			03/12/2001	
				From:	Dead End												
				To:	55-702												
(743)	0.40	10	R							NA			NA			03/19/2001	
				From:	Dead End												
				To:	SR 40												
(744)	0.60	40	R							NA			NA			03/12/2001	
				From:	Dead End												
				To:	55-631												
(745)	0.25	20	R							NA			NA			03/12/2001	
				From:	55-622												
				To:	Dead End												
(746)	0.10	210	R							NA			NA			1998	
				From:	SR 40												
				To:	0.10 MN SR 40												
(746)	0.10	20	R							NA			NA			05/03/2001	
				From:	Dead End												
				To:	Dead End												
(747)	0.25	30	R							NA			NA			03/19/2001	
				From:	Dead End												
				To:	SR 137												

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

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Kenbridge</b>																
(748)	0.15	170	R			From: Dead End					NA		NA			03/14/2001
						To: SR 40										
<b>Lunenburg County</b>																
(749)	0.15	20	R			From: 55-622					NA		NA			03/12/2001
						To: Dead End										
(750)	0.80	60	R			From: Dead End					NA		NA			03/15/2001
						To: US 360										
(751)	0.25	30	R			From: Dead End					NA		NA			03/15/2001
						To: 55-685										
(752)	0.30	20	R			From: 55-622					NA		NA			04/09/2001
						To: Dead End										
(753)	0.40	20	R			From: Dead End					NA		NA			03/19/2001
						To: SR 138										
(754)	0.35	30	R			From: SR 40					NA		NA			04/09/2001
						To: Dead End										
(755)	0.80	340	R			From: SR 40 SOUTH					NA		NA			1998
						To: SR 40 NORTH										
(756)	0.25	20	R			From: Dead End					NA		NA			03/27/2001
						To: 55-646										
<b>Town of Kenbridge</b>																
(757)	0.11	210	R			From: Dead End					NA		NA			1998
						To: SR 40										
<b>Lunenburg County</b>																
(758)	1.50	48	R			From: 55-683					NA		NA			03/15/2001
						To: Dead End										
(759)	0.80	80	R			From: Dead End					NA		NA			04/09/2001
						To: SR 40										
(760)	0.50	47	R			From: Dead End					NA		NA			03/12/2001
						To: 55-630; 55-632										
<b>Town of Kenbridge</b>																
(761)	0.25	40	R			From: SR 40					NA		NA			03/27/2001
						To: NCL Kenbridge										
<b>Lunenburg County</b>																
(761)	0.45	40	R			From: NCL Kenbridge					NA		NA			03/27/2001
						To: Dead End										
(762)	0.15	48	R			From: SR 40					NA		NA			03/19/2001
						To: Dead End										
(763)	0.10	49	R			From: SR 40					NA		NA			03/19/2001
						To: Dead End										



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

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Lunenburg County</b>																
764	1.65	100	R			From: Dead End To: 55-683					NA			NA		1998
765	0.20	40	R			From: Dead End To: 55-602					NA			NA		03/19/2001
766	0.60	40	R			From: Dead End To: 55-626					NA			NA		1998
767	0.80	40	R			From: Dead End To: 55-622					NA			NA		04/09/2001
768	0.50	80	R			From: Dead End To: 55-683					NA			NA		03/15/2001
769	0.35	60	R			From: 55-629 To: Dead End					NA			NA		04/09/2001
770	0.19	100	R			From: Dead End To: 55-659					NA			NA		1998
771	0.81	40	R			From: Dead End To: SR 49					NA			NA		03/12/2001
772	0.30	60	R			From: Dead End To: 55-710					NA			NA		03/27/2001
775	0.31	30	R			From: 55-622 To: Dead End					NA			NA		03/12/2001
<b>Town of Victoria</b>																
1001	0.05	650	R			From: 55-1055 To: SR 40					NA			NA		05/07/2001
1001	0.08	860	G	99%	0%	1%	0%	0%	0%	F	0.094	F	0.577	860	G	2002
1001	0.27	550	G	99%	0%	1%	0%	0%	0%	C	0.11	F	0.689	550	G	2002
1001	0.79	280	G	99%	0%	1%	0%	0%	0%	F	0.122	F	0.575	280	G	2002
1002	0.07	1500	G	94%	1%	3%	1%	1%	0%	C	0.082	F	0.587	1500	G	2002
1002	0.07	690	G	94%	1%	3%	1%	1%	0%	F	0.1	F	0.734	680	G	2002
1002	0.08	590	G	94%	1%	3%	1%	1%	0%	F	0.153	F	0.708	590	G	2002
1002	0.61	250	G	94%	1%	3%	1%	1%	0%	F	0.092	F	0.519	250	G	2002
1003	0.21	160	R			From: 55-1021 To: 55-1019					NA			NA		05/07/2001
1003	0.17	390	R			From: 55-1019 To: 55-653					NA			NA		05/07/2001

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

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Victoria</b>																
1004	0.07	60	R			From: 55-1021					NA		NA			05/07/2001
1004	0.15	270	R			From: 55-662					NA		NA			05/07/2001
1004	0.22	160	R			From: 55-1019					NA		NA			03/24/2001
						To: Dead End										
1005	0.12	20	R			From: 55-1035					NA		NA			04/02/2001
1005	0.20	440	R			To: 55-1041 Gap Terminus					NA		NA			05/07/2001
1005	0.18	140	R			From: SR 49 Gap Terminus					NA		NA			03/24/2001
1005	0.06	47	R			To: 55-1019					NA		NA			03/24/2001
1005						From: 55-1006					NA		NA			03/24/2001
						To: Dead End										
1006	0.20	140	R			From: 55-1001					NA		NA			03/24/2001
1006	0.15	100	R			To: 55-1005					NA		NA			03/24/2001
1006						From: 55-1003					NA		NA			03/24/2001
1007	0.30	100	R			To: 55-1001					NA		NA			03/24/2001
1007						From: 55-653					NA		NA			03/24/2001
1008	0.03	390	R			To: SR 40 WEST					NA		NA			05/14/2001
1008	0.40	110	R			From: 55-667					NA		NA			05/14/2001
1008	0.03	290	R			To: 55-1023					NA		NA			05/14/2001
1008	0.07	320	R			From: 55-1022					NA		NA			05/14/2001
						To: SR 40 EAST										
<b>Lunenburg County</b>																
1009	0.61	90	R			From: 55-734					NA		NA			05/07/2001
						To: Dead End; Gap Terminus										
<b>Town of Victoria</b>																
1009	0.16	350	R			From: Dead End; Gap Terminus					NA		NA			05/07/2001
						To: SR 40										
1010	0.06	60	R			From: 55-1011					NA		NA			04/17/2001
1010	0.07	50	R			To: 55-1012; Gap Terminus					NA		NA			04/17/2001
1010	0.20	90	R			From: 55-1014; Gap Terminus					NA		NA			03/24/2001
1010	0.07	80	R			To: 55-1001					NA		NA			03/24/2001
1010	0.07	80	R			From: 55-1005					NA		NA			03/24/2001
1010	0.08	80	R			To: 55-1004					NA		NA			03/24/2001
						From: 55-1003										

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

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Victoria</b>																
1010	0.10	40	R			From: 55-1003					NA			NA		03/24/2001
						To: Dead End										
1011	0.08	450	R			From: SR 40					NA			NA		05/07/2001
1011	0.16	180	R			From: 55-662					NA			NA		05/07/2001
1011	0.08	150	R			From: 55-1019					NA			NA		05/07/2001
1011	0.50	30	R			From: 55-1010					NA			NA		04/17/2001
						To: Dead End										
1012	0.32	210	R			From: SR 40					NA			NA		04/24/2001
						To: 55-1010										
1013	0.18	220	R			From: SR 40					NA			NA		04/24/2001
1013	0.08	40	R			From: 55-1020					NA			NA		04/24/2001
						To: 55-1019										
1014	0.26	310	R			From: Dead End					NA			NA		03/24/2001
1014	0.07	70	R			From: 55-1019					NA			NA		03/24/2001
						To: 55-1010										
1015	0.02	400	R			From: Dead End					NA			NA		05/14/2001
1015	0.07	440	R			From: SR 40					NA			NA		05/14/2001
1015	0.08	140	R			From: 55-662					NA			NA		05/14/2001
						To: 55-1020										
1016	0.14	120	R			From: 55-1021					NA			NA		05/07/2001
1016	0.08	140	R			From: 55-1020					NA			NA		05/07/2001
						To: 55-1019										
1017	0.20	230	R			From: 55-662					NA			NA		03/24/2001
						To: SR 49										
1018	0.23	210	R			From: 55-1021					NA			NA		04/02/2001
						To: 55-1019										
1019	0.07	30	R			From: 55-1011					NA			NA		04/17/2001
						To: 55-1012; Gap Terminus										
1019	0.07	30	R			From: 55-1013; Gap Terminus					NA			NA		04/17/2001
						To: 55-1014										
1019	0.06	60	R			From: 55-1014					NA			NA		05/07/2001
						To: 55-1001; Gap Terminus										
1019	0.08	50	R			From: 55-1002; Gap Terminus					NA			NA		05/07/2001
						To: 55-1005										

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

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Victoria</b>																
(1019)	0.16	190	R			From: 55-1005					NA			NA		05/07/2001
						To: 55-1003; Gap Terminus										
(1019)	0.22	210	R			From: SR 49; Gap Terminus					NA			NA		04/24/2001
						To: 55-1046										
(1019)	0.16	60	R			From: 55-1045					NA			NA		04/24/2001
						To: 55-1045										
(1020)	0.03	20	R			From: Dead End					NA			NA		04/17/2001
						To: 55-1011										
(1020)	0.18	80	R			From: 55-1013					NA			NA		03/24/2001
						To: 55-1013										
(1020)	0.20	130	R			From: 55-1015; Gap Terminus					NA			NA		05/07/2001
						To: 55-1002; Gap Terminus										
(1020)	0.40	140	R			From: 55-1018					NA			NA		04/02/2001
						To: 55-1018										
(1020)	0.07	50	R			From: Dead End					NA			NA		04/02/2001
						To: Dead End										
(1021)	0.21	270	G	95%	1%	4%	0%	0%	0%	C	0.143	F	0.694	270	G	2002
						To: 55-1016										
(1021)	0.07	160	R			From: THIRTEENTH ST					NA			NA		04/02/2001
						To: Dead End										
(1022)	0.04	110	R			From: SR 40					NA			NA		05/14/2001
						To: 55-1008										
(1023)	0.15	49	R			From: Dead End					NA			NA		04/02/2001
						To: 55-1008										
(1024)	0.20	290	R			From: 55-1047					NA			NA		04/17/2001
						To: 55-1036										
(1024)	0.20	520	G	88%	1%	4%	1%	7%	0%	F	0.093	F	0.52	520	G	2002
						To: 55-661										
(1024)	0.38	1000	G	88%	1%	4%	1%	7%	0%	C	0.095	F	0.505	1000	G	2002
						To: SR 40; SR 49										
(1025)	0.04	45	R			From: Dead End					NA			NA		04/17/2001
						To: 55-1047										
(1025)	0.19	40	R			From: 55-1036					NA			NA		04/17/2001
						To: 55-1036										
(1025)	0.07	60	R			From: 55-1040; Gap Terminus					NA			NA		04/17/2001
						To: 55-661; Gap Terminus										
(1025)	0.07	60	R			From: 55-1029					NA			NA		04/17/2001
						To: 55-1029										
(1025)	0.32	100	R			From: SR 40; SR 49					NA			NA		04/17/2001
						To: SR 40; SR 49										
(1026)	0.06	49	R			From: 55-1047					NA			NA		04/17/2001
						To: 55-1042										

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

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Victoria</b>																
1026	0.06	90	R			From: 55-1042					NA		NA			04/17/2001
						To: 55-1037; Gap Terminus										
1026	0.13	90	R			From: 55-1028; Gap Terminus					NA		NA			04/17/2001
						To: 55-1031										
1026	0.20	80	R			From: 55-1031					NA		NA			04/17/2001
						To: SR 40; SR 49										
1027	0.33	120	R			From: 55-1042					NA		NA			04/17/2001
						To: 9TH ST; Gap Terminus										
1027	0.27	130	R			From: 55-661; Gap Terminus					NA		NA			04/17/2001
						To: 55-1032										
1027	0.12	200	R			From: 55-1032					NA		NA			04/17/2001
						To: SR 40; SR 49										
1028	0.32	230	R			From: 55-661					NA		NA			04/17/2001
						To: 55-1033										
1028	0.05	420	R			From: 55-1033					NA		NA			04/17/2001
						To: SR 40; SR 49										
1029	0.19	110	R			From: 55-1027					NA		NA			04/17/2001
						To: 55-734										
1029	0.05	240	R			From: 55-734					NA		NA			04/17/2001
						To: 55-1024										
1030	0.13	40	R			From: 55-1027					NA		NA			04/02/2001
						To: 55-1025										
1030	0.07	70	R			From: 55-1025					NA		NA			04/02/2001
						To: 55-734										
1031	0.19	50	R			From: 55-1028					NA		NA			04/02/2001
						To: 55-1025										
1031	0.12	80	R			From: 55-1025					NA		NA			04/02/2001
						To: 55-1024										
1032	0.07	20	R			From: 55-1028					NA		NA			04/02/2001
						To: 55-1027										
1032	0.12	20	R			From: 55-1027					NA		NA			04/02/2001
						To: 55-1025										
1032	0.12	50	R			From: 55-1025					NA		NA			04/02/2001
						To: 55-1024										
1033	0.35	47	R			From: 55-1044					NA		NA			04/02/2001
						To: 55-734										
1033	0.07	60	R			From: 55-734					NA		NA			04/02/2001
						To: 55-1024										
1034	0.10	30	R			From: Dead End					NA		NA			04/02/2001
						To: 0.10 ME Dead End										
1034	0.10	40	R			From: 0.10 ME Dead End					NA		NA			1998
						To: 55-662										

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

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Victoria</b>																
1035	0.09	90	R			From: Dead End					NA			NA		04/02/2001
						To: 55-1008										
1036	0.04	9	R			From: Dead End					NA			NA		04/17/2001
						To: 55-1025										
1036	0.12	110	R			From: 55-1025					NA			NA		04/17/2001
						To: 55-1024										
1037	0.06	110	R			From: 55-1026					NA			NA		04/17/2001
						To: 55-1025										
1037	0.11	220	R			From: 55=1025					NA			NA		04/17/2001
						To: 55-1024										
1037	0.05	40	R			From: 55-1024					NA			NA		04/17/2001
						To: Dead End										
1038	0.08	110	R			From: SR 40					NA			NA		03/24/2001
						To: 55-662										
1038	0.09	47	R			From: 55-1020					NA			NA		03/24/2001
						To: 55-734										
1039	0.05	60	R			From: 55-734					NA			NA		04/17/2001
						To: 55-1024										
1039	0.07	40	R			From: 55-1024					NA			NA		04/17/2001
						To: Dead End										
1040	0.19	60	R			From: 55-1025					NA			NA		04/17/2001
						To: Dead End										
1041	0.07	70	R			From: 55-1008					NA			NA		04/02/2001
						To: 55-1005										
1041	0.16	70	R			From: 55-1005					NA			NA		04/02/2001
						To: Dead End										
1042	0.20	280	R			From: 55-1027					NA			NA		04/17/2001
						To: 55-734										
1042	0.05	160	R			From: 55-734					NA			NA		04/17/2001
						To: 55-1024										
1043	0.14	20	R			From: SR 49					NA			NA		03/24/2001
						To: Dead End										
1044	0.11	49	R			From: Dead End					NA			NA		04/02/2001
						To: SR 40; SR 49										
1044	0.05	80	R			From: SR 40; SR 49					NA			NA		04/02/2001
						To: 55-1033										
1045	0.06	30	R			From: 55-1019					NA			NA		03/24/2001
						To: 55-1046										
1046	0.25	110	R			From: 55-1019					NA			NA		03/24/2001
						To: 55-1045										

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

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Victoria</b>																
(1047)	0.17	90	R			From: 55-1026 To: 55-1024					NA			NA		04/17/2001
(1048)	0.05	60	R			From: Dead End To: SR 40					NA			NA		04/02/2001
(1049)	0.04	20	R			From: 55-1007 To: Dead End					NA			NA		05/07/2001
<b>Lunenburg County</b>																
(1050)	0.14	46	R			From: Dead End To: 55-726					NA			NA		03/24/2001
<b>Town of Victoria</b>																
(1055)	0.33	250	R			From: 55-661 To: 55-1001					NA			NA		05/10/2001
<b>Town of Kenbridge</b>																
(1101)	0.41	280	R			From: 55-1123 To: 55-1111					NA			NA		04/30/2001
(1101)	0.37	510	G	96%	0%	2%	1%	1%	0%	F	0.115	F	0.664	510	G	2002
(1101)	0.32	670	G	96%	0%	2%	1%	1%	0%	F	0.094	F	0.627	670	G	2002
(1101)	0.06	1000	G	96%	0%	2%	1%	1%	0%	C	0.107	F	0.505	1000	G	2002
(1101)	0.31	900	G	96%	0%	2%	1%	1%	0%	F	0.101	F	0.678	900	G	2002
						From: SR 40 EAST To: SR 40 WEST										
(1102)	0.14	110	R			From: 55-653 To: 55-1117					NA			NA		03/29/2001
(1103)	0.15	110	R			From: 55-1101 To: 55-1108					NA			NA		04/30/2001
(1104)	0.11	120	R			From: SR 40 To: 55-1114 NORTH					NA			NA		03/27/2001
(1104)	0.06	40	R			From: 55-1114 SOUTH To: Dead End					NA			NA		03/27/2001
(1105)	0.13	90	R			From: 55-1107 To: 55-1106					NA			NA		03/29/2001
(1105)	0.10	80	R			From: 55-1125 To: 55-1125					NA			NA		03/29/2001
(1106)	0.15	430	R			From: 55-1128 To: 55-637					NA			NA		03/29/2001
(1107)	0.14	300	R			From: SCL KENBRIDGE To: 55-637					NA			NA		03/29/2001
(1108)	0.03	30	R			From: Dead End To: 55-1110					NA			NA		04/30/2001
(1108)	0.32	180	R			From: 55-1110 To: 55-1121					NA			NA		04/30/2001

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

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Kenbridge</b>																
1108	0.24	340	R			From: 55-1121 To: 55-1117					NA			NA		04/30/2001
1109	0.16	260	R			From: 55-1126 To: SR 137; SR 138					NA			NA		04/30/2001
1109	0.07	170	R			From: SR 137; SR 138 To: 55-1108					NA			NA		04/30/2001
1110	0.18	280	R			From: 55-1101 To: 55-1108					NA			NA		04/30/2001
1110	0.05	90	R			From: 55-1108 To: 55-1112					NA			NA		04/30/2001
1111	0.14	390	R			From: SCL KENBRIDGE To: SR 137; SR 138					NA			NA		04/30/2001
1112	0.07	60	R			From: Dead End To: 55-1110; Gap Terminus					NA			NA		04/30/2001
1112	0.15	40	R			From: Dead End; Gap Terminus To: 55-1121					NA			NA		04/30/2001
1112	0.06	200	R			From: 55-1121 To: SR 40					NA			NA		04/30/2001
1113	0.10	500	R			From: SR 40 To: 55-1101					NA			NA		05/17/2001
1113	0.09	140	R			From: 55-1101 To: 55-1115					NA			NA		05/17/2001
1114	0.39	490	G	94%	0%	4%	1%	1%	0%	C	0.099	F	0.608	490	G	2002
1115	0.06	880	R			From: SR 40 To: 55-1116					NA			NA		04/30/2001
1115	0.13	180	R			From: 55-1116 To: 55-1117					NA			NA		05/07/2001
1116	0.06	140	R			From: SEVENTH AVENUE To: 55-1101					NA			NA		05/07/2001
1116	0.08	630	G	93%	1%	4%	0%	1%	0%	C	0.110	F	0.565	630	G	2002
1116	0.15	280	G	93%	1%	4%	0%	1%	0%	F	0.102	F	0.6	280	G	2002
1117	0.18	280	R			From: NORTH STREET To: 55-1132					NA			NA		05/07/2001
1117	0.05	290	R			From: 55-1132 To: 55-1102					NA			NA		05/07/2001
1117	0.22	120	R			From: 55-1102 To: 55-1136					NA			NA		05/07/2001
1118	0.08	320	R			From: 55-637 To: 55-1124					NA			NA		05/07/2001



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

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Kenbridge</b>																
(1118)	0.08	230	R			From: 55-1124					NA			NA		05/07/2001
						To: 55-1119										
(1119)	0.15	200	R			From: 55-1114					NA			NA		05/07/2001
						To: SR 40										
(1120)	0.28	160	R			From: 55-1114					NA			NA		03/27/2001
						To: Dead End										
(1121)	0.07	200	R			From: SR 137; SR 138					NA			NA		04/30/2001
						To: 55-1108										
(1121)	0.05	100	R			From: 55-1108					NA			NA		04/30/2001
						To: 55-1112										
<b>Lunenburg County</b>																
(1122)	0.27	70	R			From: Dead End					NA			NA		03/27/2001
						To: 55-1129										
<b>Town of Kenbridge</b>																
(1123)	0.09	210	R			From: 55-1101					NA			NA		04/30/2001
						To: SR 137; SR 138										
(1124)	0.14	350	R			From: 55-1114					NA			NA		05/14/2001
						To: SR 40										
(1125)	0.08	120	R			From: 55-1105					NA			NA		03/29/2001
						To: 55-637										
(1125)	0.08	290	R			From: 55-637					NA			NA		03/29/2001
						To: 55-1124										
(1126)	0.15	1000	R			From: 55-1109					NA			NA		04/30/2001
						To: SR 40										
(1127)	0.07	50	R			From: SR 137; SR 138					NA			NA		04/30/2001
						To: NCL KENBRIDGE										
(1128)	0.10	460	R			From: 55-1106					NA			NA		03/29/2001
						To: Dead End										
<b>Lunenburg County</b>																
(1129)	0.20	120	R			From: 55-637					NA			NA		03/27/2001
						To: 55-1122										
<b>Town of Kenbridge</b>																
(1130)	0.06	220	R			From: 55-1126					NA			NA		04/30/2001
						To: 55-1101										
(1131)	0.09	20	R			From: 55-1142					NA			NA		03/29/2001
						To: 55-1138										
(1131)	0.05	290	R			From: 55-1138					NA			NA		03/29/2001
						To: SR 40										
(1132)	0.12	110	R			From: 55-1116					NA			NA		05/07/2001
						To: 55-1117										

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

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Kenbridge</b>																
(1133)	0.07	40	R			From: 55-1133					NA		NA			03/27/2001
(1133)	0.11	140	R			From: 55-1134					NA		NA			03/27/2001
(1134)	0.14	110	R			To: 55-637										
(1134)						From: Dead End					NA		NA			03/27/2001
(1135)	0.31	190	R			To: 55-1133										
(1135)						From: 55-653					NA		NA			03/29/2001
(1136)	0.09	140	R			To: Dead End										
(1136)						From: 55-1117					NA		NA			03/29/2001
(1137)	0.08	40	R			To: 55-653										
(1137)						From: Dead End					NA		NA			03/27/2001
(1138)	0.06	80	R			To: 55-1133										
(1138)						From: Dead End					NA		NA			03/29/2001
(1139)	0.06	310	R			To: 55-1131										
(1139)						From: SR 40					NA		NA			03/29/2001
(1139)	0.19	300	R			To: 55-1135										
(1139)						From: 55-653					NA		NA			03/29/2001
(1140)	0.04	80	R			To: Dead End										
(1140)						From: 55-1131					NA		NA			03/29/2001
(1141)	0.14	50	R			To: 55-1142										
(1141)						From: SR 40					NA		NA			03/29/2001
(1142)	0.22	40	R			To: 55-1131										
(1142)						From: 55-1141					NA		NA			05/14/2001
<b>Lunenburg County</b>																
(1201)	0.30	90	R			To: SR 137					NA		NA			03/19/2001
(1201)						From: Dead End										
(9446)	0.11	NA				To: 55-622					NA		NA			
(9446)						From: WEST END ELEM SCHOOL										
(9924)	0.15	230	R			To: 55-707					NA		NA			1998
(9924)						From: LUNENBURG JR HS										
(9925)	0.05	680	R			To: SR 40					NA		NA			1998
(9925)						From: CENTRAL HIGH SCH										
(9925)	0.05	50	R			To: 55-663					NA		NA			1998
(9925)						From: 55-663										
<b>Town of Kenbridge</b>																
(9926)	0.10	100	R			To: 55-653					NA		NA			1998
(9926)						From: KENBRIDGE PRIM SCH										