

2005

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

where available

Jurisdiction Report

12

Brunswick County
Town of Alberta
Town of Brodnax
Town of Lawrenceville

Prepared By

**Virginia Department of Transportation
Traffic Engineering Division**

In Cooperation With

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

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, 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 of the VDOT Traffic Engineering Division Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

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

Publication Notes

Parallel Roads

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

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

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

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

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

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

Glossary of Terms:

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

Length: Length of the traffic segment in miles.

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

QA: Quality of AADT:

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

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

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

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

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

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

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

QC: Quality of Classification Data:

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

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

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

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

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

QW: Quality of AAWDT:

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

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

Route Shield Legend

Route Systems

- North
 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
-  Frontage Road (F precedes frontage route number)
-  Secondary Route

Special Routes

- Bus
 Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route
- ALT
 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
 Traffic Engineering Division
 2005
 Annual Average Daily Traffic Volume Estimates By Section of Route
 Brunswick Operational Area

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
1 Boydton Plank Rd	From: Mecklenburg County Line Brunswick County	0.57	1900	G	96%	1%	1%	1%	2%	0%	F	0.087	F	0.571	2000	G
1 Boydton Plank Rd	To: 12-657 From: Brunswick County	4.32	1600	G	82%	0%	1%	1%	15%	0%	C	0.092	F	0.562	1600	G
1 Boydton Plank Rd	To: 12-644 From: Brunswick County	3.23	1800	G	82%	0%	1%	1%	15%	0%	F	0.099	F	0.533	1900	G
1 Boydton Plank Rd	To: SR 46 Cochran From: Brunswick County	1.25	3200	G	82%	0%	1%	1%	15%	0%	F	0.086	F	0.522	3300	G
1 Boydton Plank Rd	To: I-85 South of Alberta From: Brunswick County	0.46	2600	G	93%	1%	2%	1%	4%	0%	F	0.092	F	0.547	2700	G
1 Boydton Plank Rd	To: SCL Alberta From: Town of Alberta (Maint: 12)	1.55	1500	G	93%	1%	2%	1%	4%	0%	F	0.103	F	0.574	1600	G
1 Boydton Plank Rd	To: NCL Alberta From: Brunswick County	4.07	1700	G	93%	1%	2%	1%	4%	0%	C	0.093	F	0.57	1800	G
1 Boydton Plank Rd	To: S 12-630 From: Brunswick County	5.39	1100	G	93%	1%	2%	1%	4%	0%	F	0.081	F	0.511	1200	G
46	To: Dinwiddie County Line From: Brunswick County	6.59	1500	G	84%	0%	1%	3%	11%	0%	C	0.106	F	0.524	1600	G
46	To: 12-665 From: Brunswick County	2.71	2000	G	84%	0%	1%	3%	11%	0%	F	0.107	F	0.609	2100	G
46	To: 12-611 Brunswick From: Brunswick County	4.26	3000	G	91%	1%	3%	1%	4%	0%	F	0.094	F	0.644	3100	G
46	To: 12-715 From: Brunswick County	2.91	3200	G	91%	1%	3%	1%	4%	0%	C	0.098	F	0.662	3400	G
46 Bus 58	To: S US 58 Bus From: Brunswick County	0.16	8900	G	96%	1%	1%	1%	1%	0%	C	0.092	F	0.557	9200	G
46 Bus 58	To: CL Lawrenceville From: Town of Lawrenceville (Maint: 12)	0.80	8900	N	96%	1%	1%	1%	1%	0%	N	0.092	N	0.557	9200	N
46	To: N US 58 BUS From: Town of Lawrenceville (Maint: 12)	0.64	4500	G	91%	1%	3%	1%	4%	0%	F	0.085	F	0.5	4600	G
46	To: NCL Lawrenceville From: Brunswick County	6.36	3500	G	91%	1%	3%	1%	4%	0%	F	0.086	F	0.599	3700	G
46	To: US 1 From: Brunswick County	0.47	2900	G	91%	1%	3%	1%	4%	0%	F	0.099	F	0.536	3000	G
46	To: I-85 South of Alberta From: Brunswick County	7.35	2100	G	85%	1%	1%	2%	10%	0%	C	0.096	F	0.581	2200	G
	To: S 12-616															

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Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
46	From: S 12-616															
	Brunswick County	4.71	1700	G	85%	1%	1%	2%	10%	0%	F	0.096	F	0.705	1700	G
	To: Nottoway County Line															
58	From: WCL Brodnax															
	Town of Brodnax (Maint: 58)	0.46	11000	N	88%	0%	0%	1%	10%	0%	N	0.072	N	0.506	11000	N
	To: Brunswick County Line															
58 Piney Pond Rd	From: Mecklenburg County Line															
	Town of Brodnax (Maint: 12)	0.72	16000	G	88%	0%	0%	1%	10%	0%	F	0.071	F	0.502	16000	G
	To: ECL Brodnax															
58 Governor Harrison Pkwy	From: Brunswick County	9.60	9300	A	88%	0%	0%	1%	10%	0%	C	0.110	A	0.578	9100	A
	To: 12-694															
58 Governor Harrison Pkwy	From: Brunswick County	2.97	10000	G	88%	0%	0%	1%	10%	0%	F	0.07	F	0.525	9800	G
	To: Bus US 58 EAST															
58 Governor Harrison Pkwy	From: Brunswick County	3.04	13000	G	88%	0%	0%	1%	10%	0%	F	0.076	F	0.561	12000	G
	To: 12-712 Edgerton															
58 Governor Harrison Pkwy	From: Brunswick County	6.92	9900	G	88%	0%	0%	1%	10%	0%	F	0.072	F	0.518	9700	G
	To: Greenville County Line															
Bus 58 46	From: Brunswick County	0.16	8900	G	96%	1%	1%	1%	1%	0%	C	0.092	F	0.557	9200	G
	To: SCL Lawrenceville															
Bus 58 46	From: Town of Lawrenceville (Maint: 12)	0.80	8900	N	96%	1%	1%	1%	1%	0%	N	0.092	N	0.557	9200	N
	To: SR 46															
Bus 58	From: Town of Lawrenceville (Maint: 12)	0.35	7200	G	96%	1%	1%	1%	1%	0%	F	0.091	F	0.526	7500	G
	To: ECL Lawrenceville															
Bus 58	From: Brunswick County	1.25	7200	N	96%	1%	1%	1%	1%	0%	N	0.091	N	0.526	7500	N
	To: US 58 & 12- 750															
North 85	From: Mecklenburg County Line															
	Brunswick County	4.71	11000	G	72%	1%	1%	1%	23%	2%	F	0.064	F		10000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		22000	G	74%	1%	1%	1%	22%	2%	F	0.069	F	0.546	20000	G
	To: 12-644															
North 85	From: Brunswick County	3.01	10000	G	72%	1%	1%	1%	23%	2%	F	0.07	F		9300	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		22000	G	75%	1%	1%	1%	22%	2%	F	0.072	F	0.569	19000	G
	To: SR 46															
North 85	From: Brunswick County	1.19	12000	G	72%	1%	1%	1%	23%	2%	F	0.063	F		11000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		23000	G	74%	1%	1%	1%	22%	2%	F	0.069	F	0.524	21000	G
	To: US 1															

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Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
North 85	From: [] To: [] US 1															
	Brunswick County	6.39	10000	G	72%	1%	1%	1%	23%	2%	F	0.068	F	9100	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		21000	G	75%	1%	1%	1%	22%	2%	F	0.073	F	0.56	19000	G
North 85	From: [] To: [] 12-630															
	Brunswick County	4.71	11000	G	72%	1%	1%	1%	23%	2%	F	0.067	F	9600	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		23000	G	75%	1%	1%	1%	22%	2%	F	0.070	F	0.559	20000	G
North 85	From: [] To: [] 12-712															
	Brunswick County	0.76	11000	F	72%	1%	1%	1%	23%	2%	F	0.064	F	10000	F	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		24000	F	75%	1%	1%	1%	22%	2%	F	NA		21000	F	
South 85	From: [] To: [] Mecklenburg County Line															
	Brunswick County	5.21	11000	G	77%	1%	1%	0%	20%	1%	F	0.076	F	9500	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		22000	G	74%	1%	1%	1%	22%	2%	F	0.069	F	0.546	20000	G
South 85	From: [] To: [] 12-644															
	Brunswick County	2.54	11000	G	77%	1%	1%	0%	20%	1%	F	0.077	F	10000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		22000	G	75%	1%	1%	1%	22%	2%	F	0.072	F	0.569	19000	G
South 85	From: [] To: [] SR 46															
	Brunswick County	1.66	11000	G	77%	1%	1%	0%	20%	1%	F	0.075	F	9700	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		23000	G	74%	1%	1%	1%	22%	2%	F	0.069	F	0.524	21000	G
South 85	From: [] To: [] US 1															
	Brunswick County	6.26	11000	G	77%	1%	1%	0%	20%	1%	F	0.078	F	9700	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		21000	G	75%	1%	1%	1%	22%	2%	F	0.073	F	0.56	19000	G
South 85	From: [] To: [] 12-630															
	Brunswick County	4.86	12000	G	77%	1%	1%	0%	20%	1%	F	0.074	F	10000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		23000	G	75%	1%	1%	1%	22%	2%	F	0.070	F	0.559	20000	G
South 85	From: [] To: [] 12-712															
	Brunswick County	0.24	13000	F	77%	1%	1%	0%	20%	1%	F	0.074	F	11000	F	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		24000	F	75%	1%	1%	1%	22%	2%	F	NA		21000	F	
136	From: [] To: [] WCL Alberta															
	Town of Alberta (Maint: 12)	1.17	510	G	94%	0%	3%	0%	2%	0%	C	0.131	F	0.55	530	G
137	From: [] To: [] US 1 Alberta															
	From: [] To: [] Lunenburg County Line															
Brunswick County	3.56	880	G	91%	1%	1%	2%	6%	0%	F	0.112	F	0.692	910	G	
	To: [] SR 46 Danieltown															

Virginia Department of Transportation
Traffic Engineering Division
2005
Annual Average Daily Traffic Volume Estimates By Section of Route
Brunswick Operational Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Brunswick County																
(F75)	0.40	NA														
(F76)	0.03	NA														
(F77)	0.05	NA														
(F78)	0.32	NA														
(F79)	0.35	NA														
(F650)	0.73	NA														
(600)	3.70	450	R													08/26/2004
(600)	1.59	170	R													08/26/2004
(601)	1.50	100	R													08/25/2004
(602)	1.10	150	R													08/25/2004
(602)	1.40	20	R													08/25/2004
(602)	2.20	20	R													08/25/2004
(602)	0.80	110	R													08/25/2004
(602)	1.80	30	R													08/25/2004
(603)	4.10	190	R													08/26/2004
(604)	0.90	260	R													08/26/2004
(604)	0.65	20	R													08/26/2004
(605)	0.75	120	R													09/08/2004
(605)	0.20	60	R													09/08/2004
(605)	1.25	47	R													09/08/2004
(606)	2.68	140	G	92%	0%	1%	0%	6%	0%	F	0.126	F	0.727	140	G	2005

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Brunswick County																
606	1.56	200	G	92%	0%	1%	0%	6%	0%	F	0.124	F	0.539	210	G	2005
606	1.17	230	G	92%	0%	1%	0%	6%	0%	F	0.124	F	0.559	240	G	2005
Town of Alberta																
606	0.37	230	G	92%	0%	1%	0%	6%	0%	F	0.108	F	0.556	240	G	2005
606	0.17	360	G	92%	0%	1%	0%	6%	0%	F	0.129	F	0.564	380	G	2005
606	0.27	150	G	92%	0%	1%	0%	6%	0%	F	0.133	F	0.878	160	G	2005
606	0.61	180	G	92%	0%	1%	0%	6%	0%	C	0.105	F	0.5	180	G	2005
606	0.16	120	R								NA		NA		09/08/2004	
Brunswick County																
606	0.33	140	R								NA		NA		09/08/2004	
606	1.72	110	R								NA		NA		09/08/2004	
606	1.47	150	R								NA		NA		09/08/2004	
606	3.03	320	R								NA		NA		05/31/2001	
606	1.03	710	G	92%	0%	1%	0%	6%	0%	F	0.096	F	0.676	740	G	2005
606	0.41	800	G	92%	0%	1%	0%	6%	0%	F	0.102	F	0.617	830	G	2005
606	1.51	930	G	92%	0%	1%	0%	6%	0%	F	0.109	F	0.628	970	G	2005
606	1.72	1700	G	95%	1%	1%	0%	2%	0%	C	0.108	F	0.655	1800	G	2005
606	0.48	1700	G	95%	1%	1%	0%	2%	0%	F	0.114	F	0.601	1800	G	2005
606	2.89	600	G	95%	1%	1%	0%	2%	0%	F	0.091	F	0.637	620	G	2005
606	2.50	580	G	95%	1%	1%	0%	2%	0%	F	0.125	F	0.507	600	G	2005
606	0.81	160	R								NA		NA		04/27/2004	
606	2.36	340	R								NA		NA		04/27/2004	
606	1.78	390	R								NA		NA		04/27/2004	
606	0.62	440	R								NA		NA		04/27/2004	
607	1.99	220	R								NA		NA		1998	

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Traffic Engineering Division
2005
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Brunswick Operational Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Brunswick County																
607	1.41	40	R											NA		04/27/2004
607	2.00	30	R											NA		04/27/2004
607	0.80	70	R											NA		04/27/2004
607	0.20	60	R											NA		04/27/2004
607	3.35	80	R											NA		04/27/2004
608	1.80	340	R											NA		02/20/2001
608	0.20	180	R											NA		02/20/2001
608	1.59	150	R											NA		02/20/2001
608	0.04	110	R											NA		02/20/2001
608	0.60	90	R											NA		02/20/2001
609	3.20	200	R											NA		02/20/2001
609	1.90	90	R											NA		02/20/2001
610	2.09	120	R											NA		05/31/2001
611	4.52	170	R											NA		08/31/2004
611	0.91	1200	G	94%	2%	1%	1%	2%	0%	F	0.102	F	0.609	1300	G	2005
611	4.29	670	G	94%	2%	1%	1%	2%	0%	C	0.105	F	0.582	700	G	2005
611	1.41	1000	G	93%	2%	1%	1%	3%	0%	C	0.099	F	0.596	1000	G	2005
611	1.42	720	G	94%	2%	1%	0%	2%	0%	C	0.106	F	0.569	750	G	2005
611	1.57	520	G	94%	2%	1%	0%	2%	0%	F	0.114	F	0.627	540	G	2005
611	1.80	540	G	94%	2%	1%	0%	2%	0%	F	0.121	F	0.677	560	G	2005
611	2.01	690	G	94%	2%	1%	0%	2%	0%	F	0.114	F	0.543	720	G	2005
611	2.60	830	G	94%	2%	1%	0%	2%	0%	F	0.11	F	0.676	860	G	2005
611	1.97	970	G	94%	2%	1%	0%	2%	0%	F	0.096	F	0.643	1000	G	2005

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Brunswick County																
612	1.60	90	G	98%	0%	1%	0%	0%	0%	F	0.120	F	0.526	90	G	2005
612	0.40	230	G	98%	0%	1%	0%	0%	0%	C	0.114	F	0.56	240	G	2005
613	1.70	110	R								NA			NA		08/04/2004
614	3.00	140	R								NA			NA		08/23/2004
614	0.20	100	R								NA			NA		08/23/2004
614	0.80	40	R								NA			NA		08/23/2004
615	2.30	110	R								NA			NA		08/19/2004
615	2.30	210	R								NA			NA		08/19/2004
616	2.32	330	G	93%	1%	4%	1%	1%	0%	F	0.114	F	0.606	350	G	2005
616	2.46	300	G	93%	1%	4%	1%	1%	0%	F	0.128	F	0.579	310	G	2005
616	2.16	280	G	93%	1%	4%	1%	1%	0%	C	0.149	F	0.625	290	G	2005
616	2.93	270	G	93%	1%	4%	1%	1%	0%	F	0.111	F	0.627	280	G	2005
616	3.21	210	G	93%	1%	4%	1%	1%	0%	F	0.111	F	0.591	220	G	2005
617	1.20	160	R								NA			NA		06/04/2001
617	3.30	160	R								NA			NA		06/04/2001
618	0.10	160	R								NA			NA		05/31/2001
618	4.00	100	R								NA			NA		05/31/2001
619	0.54	100	R								NA			NA		05/21/2001
619	1.36	110	R								NA			NA		05/21/2001
619	2.82	160	R								NA			NA		05/21/2001
620	0.10	160	R								NA			NA		05/21/2001
620	1.30	110	R								NA			NA		05/21/2001

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Brunswick County																
620	3.30	110	R											NA		05/21/2001
621	1.00	140	R											NA		08/23/2004
621	0.50	10	R											NA		08/23/2004
621	1.40	40	R											NA		08/23/2004
622	1.00	40	R											NA		09/08/2004
622	0.32	20	R											NA		09/08/2004
623	1.00	340	R											NA		06/04/2001
623	4.13	380	R											NA		06/04/2001
623	1.40	270	R											NA		05/21/2001
623	5.10	130	R											NA		02/26/2001
624	0.70	470	R											NA		05/16/2001
625	0.70	80	R											NA		08/31/2004
626	3.47	1000	G	95%	0%	2%	0%	2%	0%	F	0.096	F	0.626	1000	G	2005
626	3.32	800	G	95%	0%	2%	0%	2%	0%	F	0.115	F	0.549	830	G	2005
626	0.16	1900	G	95%	0%	2%	0%	2%	0%	F	0.107	F	0.532	1900	G	2005
626	3.22	1100	G	95%	0%	2%	0%	2%	0%	C	0.115	F	0.518	1200	G	2005
626	1.39	950	G	95%	0%	2%	0%	2%	0%	F	0.1	F	0.580	990	G	2005
627	0.63	110	R											NA		09/08/2004
628	3.90	40	R											NA		08/04/2004
628	1.30	20	R											NA		08/04/2004
628	1.70	110	R											NA		08/04/2004

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						2Axle	3+Axle	1Trail	2Trail							
Brunswick County																
628	2.90	100	R											NA		08/04/2004
628	1.50	200	R											NA		08/04/2004
628	0.50	320	R											NA		08/04/2004
Town of Alberta																
628	0.67	320	N											NA		08/04/2004
628	0.15	450	G	95%	1%	2%	0%	2%	0%	C	0.111	F	0.568	460	G	2005
Brunswick County																
629	1.70	210	R											NA		08/04/2004
629	1.60	230	R											NA		08/04/2004
629	1.19	370	G	91%	1%	1%	0%	7%	0%	F	0.108	F	0.506	390	G	2005
629	1.19	710	G	91%	1%	1%	0%	7%	0%	F	0.112	F	0.549	740	G	2005
629	1.00	530	G	91%	1%	1%	0%	7%	0%	C	0.120	F	0.552	550	G	2005
630	1.87	450	G	96%	0%	1%	1%	2%	0%	F	0.125	F	0.718	470	G	2005
630	1.93	280	G	96%	0%	1%	1%	2%	0%	F	0.093	F	0.537	290	G	2005
630	3.06	260	G	96%	0%	1%	1%	2%	0%	F	0.115	F	0.516	270	G	2005
630	0.16	1000	G	96%	0%	1%	1%	2%	0%	F	0.099	F	0.636	1100	G	2005
630	0.71	1200	G	96%	0%	1%	1%	2%	0%	C	0.099	F	0.569	1300	G	2005
630	0.94	400	R											NA		08/11/2004
630	2.39	20	R											NA		08/11/2004
630	0.70	20	R											NA		08/11/2004
631	1.70	420	R											NA		08/11/2004
631	2.60	570	R											NA		08/11/2004
631	1.40	160	R											NA		08/11/2004
631	1.50	60	R											NA		08/11/2004
631	1.90	50	R											NA		08/11/2004

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						2Axle	3+Axle	1Trail	2Trail							
Brunswick County																
632	1.80	230	R				12-630					NA		NA		08/11/2004
632	1.30	150	R				12-728					NA		NA		08/11/2004
633	1.80	140	R				12-634					NA		NA		08/16/2004
633	2.35	40	R				12-607 WEST 12-607 EAST					NA		NA		08/16/2004
633	4.12	30	R				12-608 SOUTH 12-608 NORTH					NA		NA		08/16/2004
634	1.18	440	R				12-606 SOUTH					NA		NA		02/20/2001
634	1.73	730	G	80%	1%	1%	1%	17%	0%	F	0.094	F	0.659	760	G	2005
634	3.61	590	G	80%	1%	1%	1%	17%	0%	C	0.108	F	0.554	610	G	2005
634	2.05	320	G	80%	1%	1%	1%	17%	0%	F	0.138	F	0.699	330	G	2005
634	1.47	570	G	80%	1%	1%	1%	17%	0%	F	0.104	F	0.532	600	G	2005
634	0.49	610	G	80%	1%	1%	1%	17%	0%	F	0.105	F	0.617	630	G	2005
634	3.64	200	G	80%	1%	1%	1%	17%	0%	F	0.129	F	0.571	210	G	2005
634	2.79	860	G	80%	1%	1%	1%	17%	0%	F	0.101	F	0.614	900	G	2005
635	0.75	200	R				12-630					NA		NA		08/16/2004
635	2.35	20	R				0.75 ME 12-630					NA		NA		08/16/2004
635	0.50	8	R				12-712 SOUTH 12-712 NORTH					NA		NA		08/16/2004
636	2.70	150	R				12-609					NA		NA		08/16/2004
636	2.70	210	R				12-616					NA		NA		05/31/2001
636	2.70	210	R				12-642					NA		NA		05/31/2001
637	1.80	240	R				12-630					NA		NA		06/04/2001
637	1.10	240	R				12-621					NA		NA		06/04/2001
638	0.02	460	R				US 1					NA		NA		06/04/2001
638	4.33	330	R				12-639					NA		NA		06/04/2001
638	0.02	460	R				12-606					NA		NA		02/20/2001
638	4.33	330	R				US 58					NA		NA		02/20/2001
							12-634									

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						2Axle	3+Axle	1Trail	2Trail							
Brunswick County																
639	0.30	290	R													08/23/2004
			From: Mecklenburg County Line													
			To: 12-657													
639	2.39	130	R													08/23/2004
			From: Dead End; Gap Terminus													
			To: 12-637													
639	0.73	140	R													08/23/2004
			From: 12-1201													
			To: 12-644													
			From: 12-642													
640	3.20	200	R													05/31/2001
			From: 12-606 NORTH													
			To: 12-606 SOUTH													
640	0.65	290	R													05/31/2001
			From: 12-721													
			To: 12-693													
640	0.95	300	R													05/31/2001
			From: 12-630													
			To: 12-642													
641	2.40	630	G	91%	1%	2%	3%	4%	0%	F	0.116	F	0.613	660	G	2005
			From: 12-606													
			To: US 58													
			From: Bus US 58													
642	2.93	830	G	94%	1%	1%	1%	3%	0%	C	0.106	F	0.588	860	G	2005
			From: 12-743													
			To: 12-640													
642	0.30	280	R													08/04/2004
			From: 12-682													
			To: 12-606 NORTH													
642	3.90	190	R													08/04/2004
			From: US 1 SOUTH													
			To: US 1 NORTH													
642	1.00	90	R													08/04/2004
			From: 12-643													
			To: 12-636													
642	1.50	100	R													08/04/2004
			From: 12-629													
			To: 12-689; 12-729													
643	1.00	380	R													08/19/2004
			From: 12-644 WEST													
			To: 12-644 EAST													
643	2.20	490	R													08/19/2004
			From: 12-606													
			To: 12-628 EAST													

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Brunswick County																
643	3.07	510	From: 12-628 EAST													
			G	96%	1%	1%	1%	1%	0%	C	0.107	F	0.582	530	G	2005
644	0.89	380	To: US 1													
			R													
644	2.24	250	From: North Carolina State Line													
			R													
644	1.57	950	To: 12-667													
			R													
644	1.66	1100	From: 12-626 EAST													
			G	91%	1%	2%	0%	6%	0%	F	0.113	F	0.713	990	G	2005
644	3.56	630	To: 12-626 WEST													
			G	91%	1%	2%	0%	6%	0%	C	0.118	F	0.711	1100	G	2005
644	3.28	860	From: 12-663													
			G	91%	1%	2%	0%	6%	0%	F	0.095	F	0.773	650	G	2005
644	3.78	470	To: 12-611													
			G	91%	1%	2%	0%	6%	0%	F	0.092	F	0.78	900	G	2005
644	2.75	520	From: 12-658													
			G	87%	2%	1%	1%	9%	0%	C	0.104	F	0.558	490	G	2005
644	1.23	450	To: US 58													
			G	87%	2%	1%	1%	9%	0%	F	0.084	F		540	G	2005
644	1.36	500	From: 12-681													
			G	93%	1%	2%	1%	4%	0%	C	0.089	F	0.528	460	G	2005
644	3.91	170	To: I-85													
			G									0.109	F	0.566	520	G
644	0.79	280	From: 12-618													
			R													
644	2.06	280	To: SR 46													
			R													
645	1.60	200	From: 12-643 WEST													
			R													
645	0.60	180	To: 12-643 EAST													
			R													
646	2.24	400	From: 12-616													
			R													
646	2.60	230	To: Lunenburg County Line													
			R													
647	2.20	150	From: 12-615													
			R													
647	0.15	140	To: Nottoway County Line													
			R													
648	0.90	46	From: SR 46													
			R													
648	1.40	60	To: 12-634													
			R													
649	0.20	6	From: 12-634													
			R													
649	0.20	6	To: US 1													
			R													
649	0.20	6	From: 12-655													
			R													
649	0.20	6	To: 12-644													
			R													
649	0.20	6	From: 12-644													
			R													
649	0.20	6	To: Dead End													
			R													
649	0.20	6	From: 12-648													
			R													

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						2Axle	3+Axle	1Trail	2Trail							
Brunswick County																
650	0.31	80	R													06/27/2001
651	0.60	120	R													08/17/2004
651	0.76	90	R													08/17/2004
651	0.03	60	R													08/17/2004
652	2.90	90	R													06/04/2001
652	2.00	200	R													06/04/2001
652	1.50	210	R													06/04/2001
652	1.23	380	G	93%	1%	1%	1%	4%	0%	C	0.1	F	0.559	400	G	2005
653	1.60	120	R													08/19/2004
653	2.40	20	R													08/19/2004
654	1.45	110	R													05/21/2001
655	0.85	40	R													08/23/2004
655	1.10	120	R													08/23/2004
656	1.40	340	R													05/21/2001
656	1.00	180	R													05/21/2001
Town of Brodnax																
657	0.38	60	R													05/21/2001
657	0.19	330	R													05/21/2001
657	0.37	720	R													06/04/2001
Brunswick County																
657	2.20	720	R													06/04/2001
657	2.90	490	R													06/04/2001
658	3.80	20	R													08/25/2004

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						2Axle	3+Axle	1Trail	2Trail							
Brunswick County																
(659)	1.10	50	R			From: 12-662					NA			NA		08/31/2004
(659)	2.90	120	R			From: 12-661					NA			NA		08/31/2004
(659)	2.40	1100	G	95%	1%	1%	1%	2%	0%	F	0.103	F	0.749	1200	G	2005
(659)	2.10	1400	G	95%	1%	1%	1%	2%	0%	F	0.099	F	0.553	1400	G	2005
(659)	1.57	1600	G	95%	1%	1%	1%	2%	0%	F	0.111	F	0.793	1600	G	2005
To: SCL Brodnax																
Town of Brodnax																
(659)	0.66	1500	G	95%	1%	1%	1%	2%	0%	F	0.102	F	0.610	1500	G	2005
(659)	0.14	1900	G	95%	1%	1%	1%	2%	0%	C	0.096	F	0.61	2000	G	2005
To: US 58																
Brunswick County																
(660)	0.40	30	R			From: Dead End					NA			NA		05/16/2001
(660)	1.32	190	R			From: 12-723					NA			NA		05/16/2001
(661)	0.90	30	R			From: 12-662					NA			NA		08/31/2004
(662)	0.50	260	R			From: 12-626					NA			NA		05/16/2001
(662)	1.50	240	R			From: 12-659 SOUTH					NA			NA		05/16/2001
(662)	0.90	240	R			From: 12-734					NA			NA		05/16/2001
(662)	4.00	200	R			From: 12-611					NA			NA		05/16/2001
(663)	3.40	160	R			From: 12-665					NA			NA		08/31/2004
(663)	1.10	140	R			From: 12-664					NA			NA		08/31/2004
(664)	2.00	30	R			From: 12-626					NA			NA		08/31/2004
(665)	3.36	910	G	93%	1%	4%	1%	2%	0%	C	0.111	F	0.656	950	G	2005
(666)	0.50	270	R			From: North Carolina State Line					NA			NA		02/26/2001
(666)	0.70	450	R			From: 12-757					NA			NA		02/26/2001
(667)	2.60	250	R			From: 12-644					NA			NA		06/27/2001
To: 12-666																

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						2Axle	3+Axle	1Trail	2Trail							
Brunswick County																
667	0.40	470	R											NA		06/27/2001
667	1.05	290	R											NA		06/27/2001
667	2.71	120	R											NA		06/27/2001
667	3.84	70	R											NA		02/26/2001
668	1.90	540	R											NA		09/01/2004
669	3.20	150	R											NA		08/26/2004
670	0.06	820	R											NA		02/26/2001
670	1.30	380	R											NA		02/26/2001
670	1.19	370	R											NA		02/26/2001
670	1.05	420	R											NA		02/26/2001
670	1.36	230	R											NA		02/26/2001
670	0.26	270	R											NA		02/26/2001
670	1.80	540	R											NA		02/26/2001
670	2.30	420	R											NA		02/20/2001
670	0.70	200	R											NA		02/20/2001
670	5.93	580	R											NA		06/27/2001
670	0.85	460	G	87%	1%	2%	0%	10%	0%	C	0.100	F	0.630	480	G	2005
671	1.61	120	R											NA		02/26/2001
671	1.00	140	R											NA		02/26/2001
672	4.94	120	R											NA		08/25/2004
672	2.00	60	R											NA		08/25/2004
673	3.90	510	G	96%	2%	1%	1%	0%	0%	C	0.123	F	0.736	530	G	2005

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						2Axle	3+Axle	1Trail	2Trail							
Brunswick County																
(674)	1.60	120	R				12-611					NA		NA		02/20/2001
(674)	1.20	100	R				12-679					NA		NA		02/20/2001
(674)	2.70	130	R				12-683					NA		NA		02/20/2001
(675)	4.69	210	R				12-673					NA		NA		02/20/2001
(675)							12-670					NA		NA		08/26/2004
(676)	1.80	100	R				12-611					NA		NA		08/26/2004
(677)	0.65	680	R				12-675					NA		NA		08/17/2004
							12-678					NA		NA		08/17/2004
							Bus US 58					NA		NA		08/17/2004
Town of Lawrenceville																
(678)	0.25	480	R				12-713					NA		NA		06/27/2001
							ECL Lawrenceville					NA		NA		06/27/2001
Brunswick County																
(678)	0.78	370	R				ECL Lawrenceville					NA		NA		06/27/2001
(678)	0.87	250	R				12-752					NA		NA		06/27/2001
(678)	0.85	160	R				12-738					NA		NA		06/27/2001
(678)	0.50	NA					12-606					NA		NA		
(678)							12-750					NA		NA		
(679)	1.60	50	R				12-673					NA		NA		08/26/2004
(680)	0.10	10	R				Dead End					NA		NA		08/23/2004
(681)	2.60	590	R				12-644					NA		NA		08/23/2004
(681)							US 58					NA		NA		05/21/2001
(681)	1.60	350	R				12-1205					NA		NA		05/21/2001
(681)	0.10	330	R				12-647					NA		NA		06/27/2001
(682)							12-644					NA		NA		06/27/2001
(682)	1.50	70	R				12-642					NA		NA		08/11/2004
(682)	0.80	20	R				12-606 SOUTH					NA		NA		08/11/2004
(682)							12-606 NORTH					NA		NA		08/11/2004
(683)							12-630					NA		NA		08/11/2004
(683)	1.80	40	R				12-674					NA		NA		08/26/2004
(684)							12-670					NA		NA		08/26/2004
(684)	0.05	60	R				12-619					NA		NA		08/23/2004
							0.05 ME 12-619					NA		NA		08/23/2004

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail								
Brunswick County																	
(684)	1.25	30	R			From: 0.05 ME 12-619					NA			NA		08/23/2004	
						To: Dead End											
(685)	2.20	230	R			From: 12-715					NA			NA		08/16/2004	
						To: Dead End											
(686)	4.40	10	R			From: 12-623					NA			NA		08/16/2004	
(686)	0.81	30	R			From: 4.40 ME 12-623					NA			NA		08/16/2004	
						To: SR 46											
(687)	2.70	370	R			From: 12-606 WEST					NA			NA		02/20/2001	
(687)	0.80	150	R			From: 2.70 ME 12-606					NA			NA		04/27/2004	
						To: 12-606 EAST											
(688)	1.50	70	R			From: 12-634					NA			NA		08/16/2004	
						To: Dead End											
(689)	2.40	20	R			From: 12-643; 12-729					NA			NA		08/19/2004	
						To: 12-616											
(690)	3.95	49	R			From: 12-670					NA			NA		08/26/2004	
						To: 12-672											
(691)	1.70	70	R			From: 12-631					NA			NA		08/11/2004	
						To: 12-712											
(692)	1.61	120	R			From: SR 46					NA			NA		08/16/2004	
						To: 12-611											
(693)	1.10	140	R			From: 12-640					NA			NA		04/27/2004	
						To: 12-634											
(694)	1.07	170	R			From: SR 46					NA			NA		08/16/2004	
(694)	0.01	460	R			From: 12-699					NA			NA		08/16/2004	
(694)	0.43	2400	G	98%	0%	1%	1%	1%	0%	C	0.108	F	0.504	2500	G	2005	
						To: Bus US 58; SR 46											
(695)	0.62	780	R			From: SR 46					NA			NA		06/18/2001	
(695)	0.20	180	R			From: 12-1003					NA			NA		06/18/2001	
						To: WCL Lawrenceville											
Town of Lawrenceville																	
(695)	0.06	120	R			From: WCL Lawrenceville					NA			NA		06/18/2001	
(695)	0.10	150	R			From: 12-1019					NA			NA		06/18/2001	
(695)	0.13	190	R			From: 12-1029					NA			NA		06/18/2001	
						To: 12-1004											

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						2Axle	3+Axle	1Trail	2Trail							
Brunswick County																
(696)	1.20	90	R				From: US 58							NA		08/16/2004
							To: Dead End									
(697)	2.50	290	R				From: SR 46							NA		08/16/2004
							To: 12-611									
(698)	0.20	10	R				From: Dead End							NA		08/16/2004
							To: 12-729									
(699)	0.40	60	R				From: US 58							NA		08/16/2004
							To: 12-694									
(700)	1.15	70	R				From: Dead End							NA		02/20/2001
							To: 12-670									
(701)	0.80	60	R				From: 12-616							NA		08/19/2004
							To: Dead End									
(702)	0.20	200	R				From: Dead End							NA		06/18/2001
							To: SR 46									
(703)	1.80	240	R				From: 12-611							NA		02/20/2001
							To: Dead End									
(704)	0.50	40	R				From: Dead End							NA		08/31/2004
							To: 12-611									
(705)	0.55	40	R				From: 12-626							NA		02/26/2001
							To: Dead End									
(706)	0.80	60	R				From: 12-616							NA		08/04/2004
							To: 0.80 MN 12-616									
(706)	0.40	60	R				From: 12-628							NA		08/04/2004
							To: 12-628									
(707)	0.35	46	R				From: Dead End							NA		08/25/2004
							To: US 58									
(708)	0.30	170	R				From: 12-709							NA		08/17/2004
							To: SR 46									
(709)	0.30	47	R				From: 12-708							NA		08/17/2004
							To: Dead End									
(710)	0.75	60	R				From: 12-639; 12-644							NA		09/01/2004
							To: Dead End									
(711)	2.08	30	R				From: Lunenburg County Line							NA		08/19/2004
							To: 2.08 ME 55-711									
(711)	0.97	80	R				From: SR 46							NA		08/19/2004
							To: SR 46									
(712)	0.05	990	R				From: 12-606							NA		09/08/2004
							To: US 58									

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						2Axle	3+Axle	1Trail	2Trail							
Brunswick County																
(712)	0.91	2600	G	77%	1%	1%	6%	16%	0%	C	0.085	F	0.576	2800	G	2005
						From: US 58										
						To: 12-721										
(712)	0.47	2300	G	77%	1%	1%	6%	16%	0%	F	0.085	F	0.555	2400	G	2005
						From: 12-755										
						To: 12-630										
(712)	0.69	2000	G	77%	1%	1%	6%	16%	0%	F	0.077	F	0.529	2100	G	2005
						From: 12-634										
						To: 12-607; 12-609										
(712)	2.11	1800	G	77%	1%	1%	6%	16%	0%	F	0.094	F	0.607	1900	G	2005
						From: 12-632										
						To: 12-631										
(712)	1.27	2000	G	77%	1%	1%	6%	16%	0%	F	0.087	F	0.541	2100	G	2005
						From: I-85										
						To: US 1										
(712)	2.53	1800	G	77%	1%	1%	6%	16%	0%	F	0.091	F	0.546	1800	G	2005
						From: 12-632										
						To: 12-631										
(712)	1.87	1700	G	77%	1%	1%	6%	16%	0%	F	0.09	F	0.557	1700	G	2005
						From: I-85										
						To: US 1										
(712)	2.28	1700	G	77%	1%	1%	6%	16%	0%	F	0.086	F	0.604	1800	G	2005
						From: I-85										
						To: US 1										
(712)	0.44	1200	G	88%	1%	1%	1%	9%	0%	C	0.075	F	0.516	1300	G	2005
						From: I-85										
						To: US 1										
(713)	1.20	350	G	98%	1%	1%	0%	0%	0%	F	0.109	F	0.743	360	G	2005
						From: 12-715										
						To: SCL Lawrenceville										
Town of Lawrenceville																
(713)	0.15	600	G	98%	1%	1%	0%	0%	0%	F	0.130	F	0.569	620	G	2005
						From: SCL Lawrenceville										
						To: 12-1005										
(713)	0.33	1100	G	98%	1%	1%	0%	0%	0%	C	0.108	F	0.509	1100	G	2005
						From: Bus US 58										
						To: Bus US 58										
Brunswick County																
(714)	0.19	90	R								NA		NA			08/17/2004
						From: 12-694										
						To: SR 46										
(715)	0.85	60	R								NA		NA			08/16/2004
						From: Dead End										
						To: SR 46 SOUTH										
(715)	1.37	180	R								NA		NA			08/16/2004
						From: 12-673										
						To: 12-713										
(715)	2.47	1000	G	87%	1%	1%	9%	2%	0%	C	0.098	F	0.505	1000	G	2005
						From: 12-713										
						To: SR 46 NORTH										
(715)	0.30	990	R								NA		NA			06/27/2001
						From: Dead End										
						To: SR 46 NORTH										
(716)	0.93	130	R								NA		NA			08/31/2004
						From: Dead End										
						To: 12-611										
(717)	1.08	60	R								NA		NA			08/31/2004
						From: Dead End										
						To: 1.08 MN Dead End										
(717)	2.12	180	R								NA		NA			08/31/2004
						From: 12-626										
						To: Dead End										
(718)	0.64	30	R								NA		NA			09/01/2004
						From: Dead End										
						To: 0.64 MN Dead End										
(718)	0.81	140	R								NA		NA			09/01/2004
						From: Dead End										
						To: 12-667										

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						2Axle	3+Axle	1Trail	2Trail							
Brunswick County																
719	0.45	60	R				12-685				NA			NA		08/16/2004
							Dead End									
720	0.74	70	R				US 58 WEST				NA			NA		08/25/2004
							US 58 EAST									
721	1.50	70	R				12-712				NA			NA		04/27/2004
							12-640									
722	0.40	46	R				12-611				NA			NA		08/31/2004
							Dead End									
723	0.40	240	R				Dead End				NA			NA		08/31/2004
							12-660									
724	0.10	9	R				Dead End				NA			NA		04/27/2004
							12-606									
725	0.60	80	R				Dead End				NA			NA		08/23/2004
							12-644									
726	1.79	250	R				US 1				NA			NA		08/19/2004
							12-643									
727	0.30	940	R				Bus US 58				NA			NA		08/17/2004
							12-606									
728	1.00	60	R				Dead End				NA			NA		08/11/2004
							12-632									
729	0.30	10	R				Dead End				NA			NA		06/04/2001
							SR 46 WEST									
729	0.58	290	R				Dead End				NA			NA		06/04/2001
							12-643									
729	0.32	560	R				Dead End				NA			NA		06/04/2001
							SR 43 EAST									
730	1.00	100	R				Dead End				NA			NA		08/16/2004
							12-611									
731	0.50	80	R				Dead End				NA			NA		04/27/2004
							12-606									
732	0.35	40	R				Dead End				NA			NA		08/17/2004
							12-651									
733	1.00	1400	R				Dead End				NA			NA		09/01/2004
							12-678									
734	0.70	60	R				Dead End				NA			NA		08/31/2004
							12-662									
735	0.40	60	R				Dead End				NA			NA		04/27/2004
							12-606									

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						2Axle	3+Axle	1Trail	2Trail							
Brunswick County																
(736)	0.03	40	R													08/04/2004
(736)	0.54	20	R													08/04/2004
(737)	0.70	40	R													08/11/2004
(738)	0.25	20	R													08/17/2004
(739)	0.10	80	R													08/17/2004
(740)	0.75	80	R													08/26/2004
(741)	0.30	10	R													08/26/2004
(742)	1.25	30	R													09/01/2004
(743)	1.50	1100	G	92%	0%	1%	1%	5%	0%	C	0.11	F	0.578	1100	G	2005
(744)	0.85	45	R													04/27/2004
(745)	0.45	130	R													08/16/2004
(746)	0.80	46	R													08/31/2004
(747)	0.60	60	R													08/25/2004
(748)	0.60	30	R													08/16/2004
(749)	1.00	60	R													08/23/2004
(750)	1.36	1900	R													08/17/2004
(751)	0.21	30	R													08/31/2004
(752)	0.12	8	R													08/26/2004
(752)	0.18	10	R													08/26/2004

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						2Axle	3+Axle	1Trail	2Trail							
Brunswick County																
(753)	0.25	40	R													08/26/2004
(754)	0.01	20	R													08/19/2004
(754)	0.55	10	R													08/19/2004
(755)	0.60	220	R													04/27/2004
(756)	1.00	550	G	79%	0%	3%	16%	2%	0%	C	0.105	F	0.509	570	G	2005
(757)	0.80	120	R													08/31/2004
(758)	0.40	10	R													08/19/2004
(759)	0.45	30	R													08/19/2004
(760)	0.33	40	R													08/23/2004
(761)	0.36	30	R													08/23/2004
(762)	0.73	70	R													08/23/2004
(763)	2.10	20	R													08/23/2004
(764)	0.40	30	R													08/11/2004
(765)	0.43	20	R													08/11/2004
(766)	0.53	20	R													08/16/2004
(767)	0.38	40	R													08/16/2004
(768)	0.11	20	R													08/25/2004
(775)	0.55	40	R													08/11/2004
(780)	0.20	80	R													08/26/2004

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						2Axle	3+Axle	1Trail	2Trail							
Brunswick County																
903	2.88	1400	G	94%	1%	2%	2%	2%	0%	C	0.093	F	0.512	1500	G	2005
From: Mecklenburg County Line																
To: 12-626																
903	2.22	1300	G	94%	1%	2%	2%	2%	0%	F	0.103	F	0.599	1400	G	2005
From: North Carolina State Line																
To: 12-677																
940	0.18	NA									NA			NA		
From: Dead End																
To: Dead End																
941	0.15	NA									NA			NA		
From: Dead End																
To: 12-677																
Town of Lawrenceville																
1000	0.02	960	R								NA			NA		07/02/2001
From: 12-1010																
To: SR 46; Bus US 58																
1001	0.07	250	R								NA			NA		06/27/2001
From: 12-1016																
To: 12-1015																
1001	0.07	260	R								NA			NA		06/27/2001
From: 12-1017																
To: SR 46																
1001	0.13	240	R								NA			NA		06/27/2001
From: SR 46																
To: SR 46																
Brunswick County																
1002	0.20	70	R								NA			NA		06/18/2001
From: SR 46																
To: Dead End																
1003	0.60	520	R								NA			NA		06/27/2001
From: 12-695																
To: WCL Lawrenceville																
Town of Lawrenceville																
1003	0.06	980	R								NA			NA		06/27/2001
From: WCL Lawrenceville																
To: 12-1004																
1004	0.12	1300	G	97%	1%	1%	0%	0%	0%	F	0.092	F	0.556	1300	G	2005
From: 12-1005																
To: 12-1003																
1004	0.17	670	G	97%	1%	1%	0%	0%	0%	F	0.16	F	0.71	690	G	2005
From: 12-1017; 12-1030																
To: 12-695																
1004	0.09	470	G	97%	1%	1%	0%	0%	0%	F	0.095	F		490	G	2005
From: 12-695																
To: SR 46																
1004	0.16	430	G	97%	1%	1%	0%	0%	0%	C	0.101	F	0.619	450	G	2005
From: SR 46																
To: SR 46																
1005	0.51	1700	G	95%	1%	2%	2%	1%	0%	C	0.105	F	0.642	1800	G	2005
From: 12-1004																
To: Bus US 58																
1005	0.25	920	G	95%	1%	2%	2%	1%	0%	F	0.099	F	0.575	960	G	2005
From: Bus US 58																
To: 12-713																
1005	0.10	480	R								NA			NA		06/27/2001
From: 12-713																
To: 12-1022																
1005	0.07	130	R								NA			NA		06/27/2001
From: 12-1022																
To: 12-1020																
1006	0.19	1500	G	95%	1%	1%	1%	1%	0%	C	0.095	F	0.532	1600	G	2005
From: 12-1016																
To: SR 46																

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						2Axle	3+Axle	1Trail	2Trail								
Town of Lawrenceville																	
1007	0.22	660	R											NA		08/17/2004	
Brunswick County																	
1008	0.15	190	R											NA		08/17/2004	
Town of Lawrenceville																	
1009	0.04	120	R											NA		08/17/2004	
1009	0.07	1400	G	99%	0%	1%	0%	0%	0%	F	0.121	F	0.648	1500	G	2005	
1009	0.03	2400	G	99%	0%	1%	0%	0%	0%	F	0.113	F	0.504	2500	G	2005	
1010	Court St	0.20	920	G	99%	0%	1%	0%	0%	C	0.115	F	0.54	960	G	2005	
1011		0.02	720	R										NA		07/02/2001	
1012		0.10	40	R										NA		06/18/2001	
1013		0.07	48	R										NA		06/18/2001	
1014		0.23	570	R										NA		07/10/2001	
1015		0.31	410	R										NA		06/18/2001	
1016		0.06	340	R										NA		07/02/2001	
1016		0.18	2000	G	95%	1%	1%	1%	2%	0%	C	0.096	F	0.529	2100	G	2005
1017		0.16	160	R										NA		07/02/2001	
1017		0.09	420	R										NA		07/02/2001	
1017		0.16	520	R										NA		07/02/2001	
1018		0.15	150	R										NA		08/17/2004	
1018		0.45	290	R										NA		08/17/2004	
1019		0.15	90	R										NA		08/17/2004	
1020		0.22	30	R										NA		08/17/2004	

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						2Axle	3+Axle	1Trail	2Trail							
Town of Lawrenceville																
(1021)	0.10	150	R											NA		08/17/2004
(1022)	0.15	150	R											NA		06/27/2001
(1022)	0.13	140	R											NA		06/27/2001
(1023)	0.07	160	R											NA		06/18/2001
(1024)	0.08	160	R											NA		06/27/2001
(1025)	0.04	1200	G	98%	1%	1%	0%	0%	0%	C	0.108	F	0.609	1300	G	2005
(1025)	0.04	2100	G	98%	1%	1%	0%	0%	0%	F	0.091	F	0.537	2200	G	2005
(1026)	0.10	110	R											NA		06/18/2001
(1026)	0.07	120	R											NA		06/18/2001
(1026)	0.08	150	R											NA		06/18/2001
(1027)	0.06	800	G	98%	1%	1%	0%	0%	0%	C	0.099	F	0.768	830	G	2005
(1028)	0.15	120	R											NA		06/18/2001
(1029)	0.08	40	R											NA		06/18/2001
(1029)	0.06	47	R											NA		06/18/2001
(1030)	0.13	110	R											NA		06/18/2001
(1031)	0.06	540	R											NA		06/18/2001
(1031)	0.03	430	R											NA		06/18/2001
(1032)	0.01	5	R											NA		06/27/2001
(1032)	0.15	47	R											NA		06/27/2001
(1033)	0.09	70	R											NA		06/27/2001

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Town of Lawrenceville																
(1034)	0.08	160	R											NA		06/27/2001
(1035)	0.09	430	R											NA		07/02/2001
(1036)	0.04	80	R											NA		06/27/2001
(1037)	0.07	60	R											NA		06/27/2001
(1040)	0.10	150	R											NA		07/02/2001
Brunswick County																
(1101)	0.20	60	R											NA		07/02/2001
(1110)	0.04	30	R											NA		07/02/2001
(1110)	0.15	120	R											NA		07/02/2001
(1111)	0.07	40	R											NA		07/02/2001
(1201)	0.07	10	R											NA		09/01/2004
(1205)	0.09	150	R											NA		05/21/2001
(1206)	0.10	70	R											NA		05/21/2001
(1206)	0.08	60	R											NA		05/21/2001
(1301)	0.17	130	R											NA		06/27/2001
(1301)	0.18	540	R											NA		06/27/2001
Town of Alberta																
(1401)	0.06	10	R											NA		03/01/2001
(1401)	0.53	1100	G	96%	1%	1%	1%	2%	0%	C	0.106	F	0.594	1100	G	2005
(1401)	0.16	730	G	96%	1%	1%	1%	2%	0%	F	0.101	F	0.517	760	G	2005
(1402)	0.03	7	R											NA		08/23/2004
(1402)	0.29	100	R											NA		08/23/2004

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						2Axle	3+Axle	1Trail	2Trail							
Town of Alberta																
1403	0.30	410	R				From: SR 136				NA			NA		05/31/2001
							To: US 1									
1404	0.15	400	R				From: 12-606				NA			NA		03/01/2001
							To: 12-1414									
1405	0.08	120	R				From: US 1				NA			NA		05/31/2001
							To: 12-1406									
1406	0.01	9	R				From: Dead End				NA			NA		03/01/2001
							To: 12-1408									
1406	0.12	210	R				From: 12-1410				NA			NA		03/01/2001
							To: 12-1410									
1406	0.06	46	R				From: Dead End; Gap Terminus				NA			NA		03/01/2001
							To: Dead End; O.08 NE US 1									
1407	0.10	70	R				From: US 1				NA			NA		03/01/2001
							To: 12-1417									
1408	0.05	130	R				From: SR 136				NA			NA		05/31/2001
							To: 12-1406									
1409	0.13	10	R				From: Dead End				NA			NA		03/01/2001
							To: US 1									
1410	0.05	180	R				From: SR 136				NA			NA		03/01/2001
							To: 12-1406									
1411	0.17	40	R				From: SR 136				NA			NA		03/01/2001
							To: 12-1415									
1412	0.07	70	R				From: 12-606				NA			NA		05/31/2001
							To: 12-1413									
1413	0.03	20	R				From: 12-628				NA			NA		08/23/2004
							To: 0.03 ME 12-628									
1413	0.38	30	R				From: 12-1412				NA			NA		08/23/2004
							To: 12-1412									
1414	0.30	250	R				From: 12-1404				NA			NA		03/01/2001
							To: 12-628									
1415	0.10	30	R				From: Dead End				NA			NA		03/01/2001
							To: 12-1411									
1415	0.08	80	R				From: SR 136				NA			NA		03/01/2001
							To: SR 136									
1416	0.15	90	R				From: US 1				NA			NA		03/01/2001
							To: 12-1417									
1416	0.10	110	R				From: SR 136				NA			NA		03/01/2001
							To: SR 136									

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						2Axle	3+Axle	1Trail	2Trail							
Town of Alberta																
1417	0.21	50	R			From: 12-1416					NA			NA		05/31/2001
						To: SR 136										
1418	0.11	70	R			From: 12-606					NA			NA		07/02/2001
						To: 12-628										
1419	0.21	110	R			From: 12-606					NA			NA		03/01/2001
						To: 12-1402										
1420	0.10	8	R			From: Dead End					NA			NA		08/23/2004
						To: 12-1401										
1420	0.09	6	R			From: 12-1401					NA			NA		08/23/2004
						To: Dead End										
1421	0.10	9	R			From: 12-606					NA			NA		08/23/2004
						To: Dead End										
1422	0.10	20	R			From: 12-1423					NA			NA		05/31/2001
						To: 12-1401										
1423	0.15	20	R			From: 12-1422					NA			NA		05/31/2001
						To: Dead End										
Town of Brodnax																
1501	0.07	230	R			From: Mecklenburg County Line					NA			NA		07/10/2001
						To: 12-659										
1501	0.07	80	R			From: 12-659					NA			NA		07/10/2001
						To: 12-657										
1501	0.14	80	R			From: 12-657					NA			NA		05/16/2001
						To: Dead End										
1502	0.38	30	R			From: 12-1504					NA			NA		05/16/2001
						To: 12-1501										
1503	0.08	490	R			From: US 58; 12-657					NA			NA		05/16/2001
						To: 12-1506										
1503	0.06	350	R			From: 12-1506					NA			NA		05/16/2001
						To: NCL Brodnax										
Brunswick County																
1503	0.60	340	R			From: NCL Brodnax					NA			NA		05/16/2001
						To: Mecklenburg County Line										
Town of Brodnax																
1504	0.09	120	R			From: Mecklenburg County Line					NA			NA		05/16/2001
						To: 12-657										
1504	0.03	40	R			From: 12-657					NA			NA		05/16/2001
						To: 12-1502										
1505	0.10	100	R			From: 12-659					NA			NA		05/16/2001
						To: 12-1502										
1505	0.30	50	R			From: 12-1502					NA			NA		05/16/2001
						To: ECL Brodnax										

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						2Axle	3+Axle	1Trail	2Trail							
Town of Brodnax																
(1506)	0.11	40	R				From: 12-1507					NA		NA		05/21/2001
							To: 12-1503									
(1507)	0.06	70	R				From: 12-657					NA		NA		05/21/2001
							To: 12-1506									
(1510)	0.07	140	R				From: 58-1515; Mecklenburg County Line					NA		NA		08/25/2004
(1510)	0.57	150	R				From: 12-659					NA		NA		05/16/2001
							To: Dead End									
(1516)	0.01	90	R				From: Mecklenburg County Line					NA		NA		05/16/2001
							To: 12-659									
Brunswick County																
(9449)	0.25	920	R				From: SR 46					NA		NA		09/08/2004
							To: Russell School									
(9631)	0.24	360	R				From: Brunswick High School					NA		NA		09/08/2004
							To: US 58									
Town of Brodnax																
(1501 ₅₈)	0.06	220	R				From: Dead End					NA		NA		07/23/2001
							To: Brunswick County Line									
(1504 ₅₈)	0.22	120	R				From: 58-1524					NA		NA		07/23/2001
							To: Brunswick County Line									
(1515 ₅₈)	0.43	NA					From: Dead End					NA		NA		
							To: Brunswick County Line; 12-1510									
(1516 ₅₈)	0.24	70	R				From: 58-1524					NA		NA		07/23/2001
							To: Brunswick County Line									
(1524 ₅₈)	0.09	30	R				From: 58-1516					NA		NA		07/23/2001
							To: 58-1504									
(1525 ₅₈)	0.09	30	R				From: 58-1516					NA		NA		07/23/2001
							To: 58-1504									