

2005

**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
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



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 - 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
Traffic Engineering Division
2005
Annual Average Daily Traffic Volume Estimates By Section of Route
Lunenburg Operational Area

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
	From: Charlotte County Line															
40	Lunenburg County	12.70	880	G	87%	1%	3%	2%	7%	0%	C	0.087	F	920	G	
	To: SR 49															
40 49	Lunenburg County	0.14	2600	G	94%	0%	1%	1%	3%	0%	F	0.076	F	2600	G	
	To: 55-675															
40 49	Lunenburg County	2.17	2900	G	94%	0%	1%	1%	3%	0%	C	0.092	F	3000	G	
	To: WCL Victoria															
40 49	Town of Victoria (Maint: 55)	1.08	2900	N	94%	0%	1%	1%	3%	0%	N	0.092	N	3000	N	
	To: SR 49 Lunenburg Court House															
40	Town of Victoria (Maint: 55)	0.81	5500	G	97%	0%	1%	1%	2%	0%	F	0.088	F	5700	G	
	To: 55-1009															
40	Town of Victoria (Maint: 55)	0.02	6200	G	97%	0%	1%	1%	2%	0%	C	0.088	F	6400	G	
	To: ECL Victoria															
40	Lunenburg County	3.74	6200	N	97%	0%	1%	1%	2%	0%	N	0.088	N	6400	N	
	To: WCL Kenbridge															
40	Town of Kenbridge (Maint: 55)	1.33	6200	N	97%	0%	1%	1%	2%	0%	N	0.088	N	6400	N	
	To: 55-697															
40	Town of Kenbridge (Maint: 55)	0.89	5700	G	97%	0%	1%	1%	2%	0%	F	0.093	F	5900	G	
	To: SR 137, SR 138															
40	Town of Kenbridge (Maint: 55)	0.66	3600	G	97%	0%	1%	1%	2%	0%	F	0.089	F	3800	G	
	To: ECL Kenbridge															
40	Lunenburg County	4.00	3600	N	97%	0%	1%	1%	2%	0%	N	0.089	N	3800	N	
	To: Nottoway County Line															
	From: Mecklenburg County Line															
49	Lunenburg County	11.28	1000	G	92%	1%	2%	1%	4%	0%	C	0.09	F	1100	G	
	To: S SR 40															
49 40	Lunenburg County	0.14	2600	G	94%	0%	1%	1%	3%	0%	F	0.076	F	2600	G	
	To: 55-675															
49 40	Lunenburg County	2.17	2900	G	94%	0%	1%	1%	3%	0%	C	0.092	F	3000	G	
	To: CL Victoria															
49 40	Town of Victoria (Maint: 55)	1.08	2900	N	94%	0%	1%	1%	3%	0%	N	0.092	N	3000	N	
	To: N SR 40															
49	Town of Victoria (Maint: 55)	0.51	3800	G	96%	0%	1%	1%	2%	0%	F	0.079	F	4000	G	
	To: 55-1017															
49	Town of Victoria (Maint: 55)	0.65	3000	G	96%	0%	1%	1%	2%	0%	C	0.086	F	3100	G	
	To: NCL Victoria															
49	Lunenburg County	4.88	3000	N	96%	0%	1%	1%	2%	0%	N	0.086	N	3100	N	
	To: Nottoway County Line															

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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						
	From: SR 40															
137 138	Town of Kenbridge (Maint: 55)	1.13	4300	G	91%	1%	1%	2%	6%	0%	F	0.104	F	0.591	4500	G
	To: ECL Kenbridge															
137 138	Lunenburg County	0.74	4300	N	91%	1%	1%	2%	6%	0%	N	0.104	N	0.591	4500	N
	To: 55-601															
137 138	Lunenburg County	1.93	3200	G	91%	1%	1%	2%	6%	0%	F	0.092	F	0.507	3300	G
	To: SR 138 Lafoons Corner															
137	Lunenburg County	4.67	880	G	91%	1%	1%	2%	6%	0%	C	0.1	F	0.516	920	G
	To: Brunswick County Line															
	From: Mecklenburg County Line															
138	Lunenburg County	9.83	2000	G	91%	1%	1%	2%	5%	0%	C	0.091	F	0.524	2100	G
	To: SR 137 Lafoons Corner															
138 137	Lunenburg County	1.93	3200	G	91%	1%	1%	2%	6%	0%	F	0.092	F	0.507	3300	G
	To: 55-601															
138 137	Lunenburg County	0.74	4300	N	91%	1%	1%	2%	6%	0%	N	0.104	N	0.591	4500	N
	To: CL Kenbridge															
138 137	Town of Kenbridge (Maint: 55)	1.13	4300	G	91%	1%	1%	2%	6%	0%	F	0.104	F	0.591	4500	G
	To: SR 40															

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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							
Lunenburg County																
(F908)	0.11	NA														
(F909)	0.05	NA														
(600)	0.90	230	R													04/20/2004
(600)	1.00	80	R													04/20/2004
(600)	1.30	30	R													04/20/2004
(601)	2.00	760	G	95%	0%	1%	1%	3%	0%	C	0.109	F	0.534	790	G	2005
(601)	0.90	720	G	95%	0%	1%	1%	3%	0%	F	0.112	F	0.578	750	G	2005
(601)	1.60	620	G	95%	0%	1%	1%	3%	0%	F	0.111	F	0.582	640	G	2005
(602)	2.10	70	R													04/22/2004
(602)	1.70	20	R													04/22/2004
(602)	0.20	60	R													04/22/2004
(602)	0.50	60	R													04/22/2004
(602)	0.20	60	R													04/22/2004
(602)	1.30	40	R													04/22/2004
(602)	2.50	110	R													04/22/2004
(602)	0.30	110	R													04/22/2004
(602)	2.00	180	R													04/22/2004
(603)	2.30	20	R													04/20/2004
(603)	1.80	160	R													04/20/2004
(603)	0.90	900	R													04/20/2004
(603)	1.50	250	R													04/20/2004
(603)	1.20	60	R													04/20/2004

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						2Axle	3+Axle	1Trail	2Trail							
Lunenburg County																
604	0.35	250	R													03/19/2001
604	2.15	200	R													03/19/2001
604	2.50	400	R													03/19/2001
605	2.20	30	R													03/19/2001
606	0.50	60	R													05/05/2004
607	1.50	80	R													05/25/2004
607	2.10	220	R													05/25/2004
608	0.35	30	R													05/25/2004
608	0.20	46	R													05/25/2004
609	3.80	140	R													04/30/2001
610	3.70	240	R													05/10/2001
611	3.00	60	R													04/22/2004
612	2.10	80	R													04/22/2004
612	2.90	60	R													04/20/2004
613	2.90	110	R													04/18/2001
613	2.90	150	G	95%	1%	0%	0%	4%	0%	F	0.116	F	0.588	150	G	2005
613	1.90	140	G	95%	1%	0%	0%	4%	0%	C	0.089	F	0.563	140	G	2005
614	2.90	30	R													04/20/2004
615	3.60	120	R													03/19/2001
616	2.40	210	G	97%	0%	1%	1%	1%	0%	C	0.089	F	0.55	220	G	2005
616	1.50	210	G	97%	0%	1%	1%	1%	0%	F	0.121	F	0.569	210	G	2005

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						2Axle	3+Axle	1Trail	2Trail							
Lunenburg County																
(617)	2.50	340	R													03/19/2001
(617)	1.84	190	R													03/19/2001
(618)	0.90	160	R													03/19/2001
(619)	1.80	70	R													04/22/2004
(619)	1.10	45	R													04/22/2004
(619)	0.90	30	R													04/22/2004
(619)	0.70	70	R													04/22/2004
(620)	2.20	50	R													04/22/2004
(620)	0.30	60	R													04/22/2004
(621)	0.50	70	R													04/22/2004
(621)	0.10	70	R													04/22/2004
(621)	0.50	20	R													04/22/2004
(622)	4.35	47	R													05/17/2004
(622)	0.60	130	R													05/17/2004
(622)	3.19	190	R													05/17/2004
(622)	0.40	300	R													05/17/2004
(622)	2.80	390	G	97%	0%	0%	1%	2%	0%	C	0.112	F	0.638	410	G	2005
(622)	2.60	510	G	97%	0%	0%	1%	2%	0%	F	0.121	F	0.826	530	G	2005
(622)	3.57	320	G	97%	0%	0%	1%	2%	0%	F	0.093	F	0.71	330	G	2005
(623)	4.41	230	R													03/12/2001
(624)	0.40	60	R													05/04/2004
(625)	4.70	160	R													04/24/2001

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						2Axle	3+Axle	1Trail	2Trail							
Lunenburg County																
(626)	3.10	140	R								NA		NA			03/15/2001
(626)	3.72	300	G	98%	0%	1%	0%	1%	0%	C	0.091	F	0.536	310	G	2005
(626)	1.20	120	G	98%	0%	1%	0%	1%	0%	F	0.114	F	0.563	130	G	2005
(626)	5.40	250	R								NA		NA			04/24/2001
(626)	1.84	150	R								NA		NA			04/24/2001
(627)	1.90	60	R								NA		NA			04/20/2004
(627)	0.90	60	R								NA		NA			04/20/2004
(627)	0.77	220	R								NA		NA			04/20/2004
(628) County Line Rd	1.60	200	R								NA		NA			03/15/2001
(628)	0.50	210	R								NA		NA			03/15/2001
(628)	2.21	230	R								NA		NA			03/15/2001
(629)	2.80	150	R								NA		NA			04/09/2001
(630)	0.95	370	R								NA		NA			03/12/2001
(630)	2.18	90	G	97%	0%	1%	1%	1%	0%	F	0.142	F	0.769	90	G	2005
(630)	2.52	250	G	97%	0%	1%	1%	1%	0%	C	0.114	F	0.69	250	G	2005
(631)	1.10	40	R								NA		NA			05/17/2004
(631)	1.60	40	R								NA		NA			05/17/2004
(631)	0.10	40	R								NA		NA			05/17/2004
(631)	2.00	60	R								NA		NA			05/17/2004
(631)	2.50	90	R								NA		NA			05/17/2004
(631)	0.20	120	R								NA		NA			05/17/2004
(632)	1.50	180	R								NA		NA			03/12/2001

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						2Axle	3+Axle	1Trail	2Trail							
Lunenburg County																
632	1.60	350	R			From: 55-631; 55-717					NA			NA		03/12/2001
						To: 55-630; 55-760										
633	1.46	40	R			From: Mecklenburg County Line					NA			NA		05/20/2004
						To: 1.46 MN of CL										
633	0.84	90	R			From: SR 49					NA			NA		05/20/2004
						To: Mecklenburg County Line										
634	2.66	140	R			From: 55-622					NA			NA		05/17/2004
						To: Mecklenburg County Line										
635	1.08	340	R			From: 55-641					NA			NA		04/18/2001
						To: 55-640										
635	0.41	460	G	94%	1%	1%	3%	0%	0%	F	0.107	F	0.522	480	G	2005
						From: 55-639										
635	4.44	450	G	94%	1%	1%	3%	0%	0%	F	0.12	F	0.528	470	G	2005
						To: 55-655										
635	2.00	320	G	94%	1%	1%	3%	0%	0%	F	0.108	F	0.542	330	G	2005
						From: 55-643										
635	3.28	820	G	94%	1%	1%	3%	0%	0%	C	0.098	F	0.646	840	G	2005
						To: SR 40										
						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: 55-718										
637	1.79	430	R			From: 55-636					NA			NA		05/03/2001
						To: 55-613										
637	2.29	370	G	97%	0%	1%	1%	1%	0%	F	0.096	F	0.581	380	G	2005
						From: 55-647										
637	3.13	470	G	97%	0%	1%	1%	1%	0%	F	0.108	F	0.696	490	G	2005
						To: 55-655										
637	2.15	540	G	97%	0%	1%	1%	1%	0%	F	0.104	F	0.591	560	G	2005
						From: 55-1129										
637	1.41	1200	G	97%	0%	1%	1%	1%	0%	F	0.097	F	0.646	1200	G	2005
						To: SCL Kenbridge										
						From: SCL Kenbridge										
637	0.57	1600	N	97%	0%	1%	1%	1%	0%	N	0.094	N	0.619	1700	N	2005
						To: SR 40										
Lunenburg County																
638	1.80	130	R			From: SR 138					NA			NA		04/22/2004
						To: 55-696										
638	0.10	70	R			From: 0.10 ME 55-696					NA			NA		04/22/2004
						To:										

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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								
Lunenburg County																	
638	0.50	60	R				0.10 ME 55-696					NA		NA		04/22/2004	
							55-602 SOUTH										
638	1.00	30	R				55-602 NORTH					NA		NA		04/22/2004	
							55-620										
639	1.20	80	R				55-635					NA		NA		04/20/2004	
							1.20 ME 55-635; GT										
639	0.50	30	R				Dead End; Gap Terminus					NA		NA		04/20/2004	
							55-637										
640	3.10	270	R				55-636					NA		NA		04/18/2001	
							55-635										
641	2.50	100	R				55-635					NA		NA		04/19/2001	
							55-640										
642	1.90	60	R				Dead End					NA		NA		05/25/2004	
							55-655										
643	2.70	48	R				55-640					NA		NA		05/25/2004	
							55-635 NORTH										
643	2.70	40	R				55-635 SOUTH					NA		NA		05/25/2004	
							55-644										
643	1.28	50	R				55-644					NA		NA		05/25/2004	
							1.28 M FRM 55-644										
643	2.22	70	R				55-655					NA		NA		05/25/2004	
							55-635										
643	2.20	210	R				55-635					NA		NA		05/03/2001	
							55-643										
644	1.90	30	R				55-643					NA		NA		05/25/2004	
							55-635										
645	3.40	130	G	98%	1%	1%	0%	0%	0%	C	0.126	F	0.722	130	G	2005	
							SR 137										
645	1.60	180	R				55-627					NA		NA		03/19/2001	
							Brunswick County Line										
646	0.70	120	R				55-655					NA		NA		05/03/2001	
							55-647										
646	2.60	80	R				55-647					NA		NA		04/20/2004	
							55-637										
646	0.35	90	R				55-637					NA		NA		04/20/2004	
							55-756										
646	0.75	60	R				55-756					NA		NA		04/20/2004	
							Dead End										
647	0.90	10	R				55-635					NA		NA		04/20/2004	
							55-646										
647	1.80	90	R				55-646					NA		NA		04/20/2004	
							55-637										

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						2Axle	3+Axle	1Trail	2Trail							
Lunenburg County																
647	1.00	20	R				From: 55-637					NA		NA		04/20/2004
647	1.50	49	R				From: 55-648					NA		NA		04/20/2004
							To: 55-609									
648	1.75	80	R				From: 55-647					NA		NA		04/20/2004
							To: 1.75 MN 55-647									
648	0.06	180	R				From: 1.76 MN 55-647					NA		NA		04/20/2004
							To: 55-637									
649	2.00	120	R				From: SR 40					NA		NA		05/25/2004
							To: Dead End									
650	1.05	50	R				From: 55-651					NA		NA		05/25/2004
							To: Dead End									
651	3.20	160	R				From: 55-653					NA		NA		05/10/2001
							To: 55-652									
652	2.30	330	G	99%	0%	0%	0%	1%	0%	F	0.087	F	0.556	350	G	2005
							To: SR 40 EAST									
652	1.33	210	G	99%	0%	0%	0%	1%	0%	C	0.139	F	0.516	220	G	2005
							From: SR 40 WEST									
652	1.40	190	R				To: 55-663					NA		NA		04/30/2001
							From: 55-653 WEST									
652	1.40	200	R				From: 55-653 EAST					NA		NA		04/30/2001
							To: 55-651									
652	1.90	290	G	99%	0%	0%	0%	1%	0%	F	0.12	F	0.667	300	G	2005
							To: SR 49									
Town of Victoria																
653	1.02	420	G	98%	0%	0%	1%	0%	0%	F	0.108	F	0.521	430	G	2005
							From: SR 49									
							To: ECL Victoria									
Lunenburg County																
653	2.37	420	N	98%	0%	0%	1%	0%	0%	N	0.108	N	0.521	430	N	2005
							From: ECL Victoria									
653	4.23	740	G	98%	0%	0%	1%	0%	0%	F	0.094	F	0.931	770	G	2005
							To: 55-652 WEST									
							To: NCL Kenbridge									
Town of Kenbridge																
653	0.28	890	G	98%	0%	0%	1%	0%	0%	F	0.099	F	0.581	920	G	2005
							From: NCL Kenbridge									
653	0.22	800	G	98%	0%	0%	1%	0%	0%	C	0.096	F	0.803	830	G	2005
							To: 55-1136									
653	0.12	1000	G	98%	0%	0%	1%	0%	0%	F	0.101	F	0.553	1100	G	2005
							From: 55-1135									
							To: SR 40									
Lunenburg County																
654	2.90	130	R				From: 55-635					NA		NA		05/03/2001
							To: 55-655									
655	1.59	160	R				From: 55-635					NA		NA		04/18/2001
							To: 55-642									

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						2Axle	3+Axle	1Trail	2Trail							
Lunenburg County																
(655)	8.80	180	R								NA			NA		04/18/2001
(655)	3.37	540	G	98%	1%	1%	0%	0%	0%	C	0.088	F	0.612	560	G	2005
(656)	1.90	40	R								NA			NA		05/04/2004
(657)	1.50	30	R								NA			NA		05/25/2004
(658)	1.60	20	R								NA			NA		05/05/2004
(659)	1.29	280	R								NA			NA		05/05/2004
(659)	1.71	290	R								NA			NA		05/05/2004
(659)	0.29	220	R								NA			NA		05/05/2004
(659)	0.73	270	R								NA			NA		05/05/2004
(659)	1.40	320	R								NA			NA		05/05/2004
(660)	0.80	10	R								NA			NA		05/05/2004
(661)	2.13	260	R								NA			NA		05/10/2001
Town of Victoria																
(661)	0.57	260	R								NA			NA		05/10/2001
(661)	0.05	1100	R								NA			NA		05/10/2001
(661)	0.18	2600	R								NA			NA		05/10/2001
(662)	0.07	20	R								NA			NA		04/17/2001
(662)	0.13	80	G	97%	1%	1%	1%	0%	0%	F	0.173	F	0.529	80	G	2005
(662)	0.26	190	G	97%	1%	1%	1%	0%	0%	F	0.151	F	0.679	200	G	2005
(662)	0.06	540	G	97%	1%	1%	1%	0%	0%	F	0.11	F	0.512	560	G	2005
(662)	0.10	510	G	97%	1%	1%	1%	0%	0%	F	0.107	F	0.624	530	G	2005
(662)	0.46	1400	G	97%	1%	1%	1%	0%	0%	C	0.113	F	0.630	1400	G	2005
(662)	0.22	1300	G	97%	1%	1%	1%	0%	0%	F	0.104	F	0.629	1300	G	2005

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						2Axle	3+Axle	1Trail	2Trail							
Lunenburg County																
662	0.42	1300	N	97%	1%	From: WCL Victoria				N	0.104	N	0.629	1300	N	2005
662	2.75	1100	R			From: 55-716; 55-737								NA		05/10/2001
662	1.15	450	R			From: 55-666								NA		04/09/2001
662	4.29	310	R			From: 55-626								NA		04/09/2001
662	1.20	370	R			From: 55-625								NA		04/09/2001
663	2.12	440	R			From: SR 40								NA		05/10/2001
663	1.25	120	R			From: 2.12 MN SR 40								NA		05/10/2001
664	3.50	40	R			From: SR 49								NA		05/04/2004
665	2.60	120	R			From: 55-626								NA		05/04/2004
666	1.50	290	G	99%	0%	1%	0%	0%	0%	C	0.096	F	0.586	300	G	2005
667	1.39	40	R			From: 55-662								NA		05/12/2004
667	0.91	140	R			From: 1.39 ME 55-662								NA		05/12/2004
667	0.54	200	R			From: 55-669								NA		05/12/2004
Town of Victoria																
667	0.26	250	R			From: WCL Victoria								NA		05/12/2004
Lunenburg County																
668	1.70	220	R			From: 55-602								NA		05/03/2001
669	0.20	47	R			From: SR 138								NA		05/12/2004
669	2.10	60	R			From: 55-670								NA		05/12/2004
670	0.70	49	R			From: 55-722								NA		05/12/2004
670	2.80	270	R			From: Dead End								NA		05/05/2004
671	3.00	80	R			From: SR 40 WEST								NA		05/05/2004
671	1.90	160	R			From: SR 40 EAST								NA		05/05/2004
671						From: 55-680										
671						From: 55-655										
671						From: 55-672										
671						From: 55-675										

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						2Axle	3+Axle	1Trail	2Trail							
Lunenburg County																
(672)	1.60	47	R											NA		05/05/2004
(673)	1.30	30	R											NA		05/05/2004
(674)	0.85	48	R											NA		05/05/2004
(674)	0.05	50	R											NA		05/05/2004
(675)	1.60	70	R											NA		05/05/2004
(675)	0.10	80	R											NA		05/05/2004
(675)	0.90	160	R											NA		05/05/2004
(675)	1.40	280	G	93%	1%	1%	3%	2%	0%	F	0.1	F	0.717	290	G	2005
(675)	0.50	680	G	93%	1%	1%	3%	2%	0%	C	0.096	F	0.706	700	G	2005
(676)	0.90	30	R											NA		05/17/2004
(677)	0.77	60	R											NA		05/17/2004
(677)	0.03	49	R											NA		05/17/2004
(678)	2.50	30	R											NA		05/12/2004
(678)	0.60	180	R											NA		05/12/2004
(678)	0.40	140	R											NA		05/12/2004
(678)	0.15	60	R											NA		05/12/2004
(678)	4.45	60	R											NA		05/12/2004
(679)	0.85	70	R											NA		05/12/2004
(679)	0.07	50	R											NA		05/12/2004
(680)	0.90	20	R											NA		05/12/2004
(680)	2.10	20	R											NA		05/12/2004
(680)	0.50	90	R											NA		05/12/2004

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						2Axle	3+Axle	1Trail	2Trail							
Lunenburg County																
(680)	0.40	90	R				From: 0.50 MN 55-681					NA		NA		05/12/2004
(680)	0.10	100	R				To: SR 40					NA		NA		05/12/2004
(680)	0.20	100	R				From: 0.10 MN SR 40					NA		NA		05/12/2004
(680)	1.50	110	R				From: 0.10 N SR 40					NA		NA		05/12/2004
(680)	0.20	90	R				To: 55-678					NA		NA		05/12/2004
(680)	0.90	90	R				From: 1.50 MN 55-678					NA		NA		05/12/2004
(680)	0.05	30	R				To: 55-670					NA		NA		05/12/2004
(680)	0.05	30	R				From: 55-666					NA		NA		05/12/2004
(681)	0.10	150	R				To: 55-662					NA		NA		05/12/2004
(682)	1.50	40	R				From: 55-680					NA		NA		05/12/2004
(683)	3.47	140	G	95%	0%	3%	0%	2%	0%	C	0.152	F	0.579	140	G	2005
(683)	2.23	300	G	95%	0%	3%	0%	2%	0%	F	0.101	F	0.631	320	G	2005
(684)	1.90	70	R				To: SR 40					NA		NA		05/12/2004
(685)	4.20	80	R				From: SR 40					NA		NA		05/12/2004
(685)	1.44	500	R				To: 55-626					NA		NA		05/12/2004
(686)	1.40	50	R				From: 55-626					NA		NA		05/12/2004
(687)	1.60	340	R				To: 55-758					NA		NA		05/12/2004
(687)	2.60	40	R				From: 55-758					NA		NA		05/12/2004
(688)	1.30	100	R				To: Prince Edward County Line					NA		NA		05/12/2004
(688)	3.80	140	R				From: 55-685					NA		NA		05/12/2004
(688)	2.42	420	R				To: 55-701					NA		NA		05/12/2004
(688)	2.50	80	R				From: 55-683					NA		NA		05/12/2004
(688)	2.50	80	R				To: 55-683					NA		NA		05/12/2004
(688)	2.50	80	R				From: 55-684					NA		NA		05/12/2004
(688)	2.50	80	R				To: 55-684					NA		NA		05/12/2004
(688)	2.50	80	R				From: US 360					NA		NA		05/12/2004
(688)	2.50	80	R				To: Dead End					NA		NA		05/12/2004
(688)	2.50	80	R				From: 55-637					NA		NA		05/12/2004
(688)	2.50	80	R				To: SR 40					NA		NA		05/12/2004
(688)	2.50	80	R				From: 55-628 W; 55-688					NA		NA		05/12/2004
(688)	2.50	80	R				To: 55-628 EAST					NA		NA		05/12/2004
(688)	2.50	80	R				From: 55-685					NA		NA		05/12/2004
(688)	2.50	80	R				To: 55-685					NA		NA		05/12/2004
(688)	2.50	80	R				From: 55-630					NA		NA		05/12/2004
(688)	2.50	80	R				To: 55-623 WEST					NA		NA		05/12/2004
(688)	2.50	80	R				From: 55-623 EAST					NA		NA		05/12/2004
(688)	2.50	80	R				To: 55-622 WEST					NA		NA		05/12/2004
(688)	2.50	80	R				From: 55-622 EAST					NA		NA		05/12/2004
(688)	2.50	80	R				To: SR 40 EAST					NA		NA		05/12/2004
(688)	2.50	80	R				From: SR 40 WEST					NA		NA		05/12/2004
(688)	2.50	80	R				To: 55-687					NA		NA		05/12/2004

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						2Axle	3+Axle	1Trail	2Trail							
Lunenburg County																
(689)	2.29	90	R				From: 55-680					NA		NA		05/20/2004
(689)	1.01	150	R				From: 2.30 MN 55-680					NA		NA		05/20/2004
(689)	1.00	70	R				From: SR 40 WEST					NA		NA		05/20/2004
(689)							To: SR 40 EAST									
(689)							To: 55-626									
(690)	1.60	30	R				From: SR 49					NA		NA		05/12/2004
(690)	1.70	30	R				From: 55-692					NA		NA		05/12/2004
(690)	2.50	40	R				From: 55-680					NA		NA		05/12/2004
(690)	1.30	210	R				From: 55-691					NA		NA		04/09/2001
(690)							To: SR 40									
(691)	2.70	150	R				From: 55-622					NA		NA		04/09/2001
(691)							To: 55-690									
(692)	1.50	40	R				From: 55-622					NA		NA		05/17/2004
(692)	1.70	10	R				From: 1.50 ME 55-622					NA		NA		05/17/2004
(692)							To: 55-690									
(693)	0.35	49	R				From: SR 49					NA		NA		04/24/2001
(693)							To: 55-562									
(694)	2.40	30	R				From: 55-623					NA		NA		05/17/2004
(694)	2.10	30	R				From: 55-631					NA		NA		05/17/2004
(694)	1.35	100	R				From: SR 49					NA		NA		05/17/2004
(694)							To: Dead End									
(695)	2.60	120	R				From: 55-623					NA		NA		04/09/2001
(695)							To: 55-622									
(696)	1.20	60	R				From: 55-638					NA		NA		05/25/2004
(696)	1.40	40	R				From: 55-619					NA		NA		05/25/2004
(696)							To: 55-602									
Town of Kenbridge																
(697)	0.13	430	R				From: SR 40					NA		NA		05/25/2004
(697)							To: NCL Kenbridge									
Lunenburg County																
(697)	0.87	40	R				From: NCL Kenbridge					NA		NA		05/25/2004
(697)	0.60	20	R				From: 1.00 MN SR 40					NA		NA		05/25/2004
(697)							To: Dead End									
(698)	0.50	110	R				From: Dead End					NA		NA		05/20/2004
(698)							To: 55-628									

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						2Axle	3+Axle	1Trail	2Trail							
Lunenburg County																
700	1.60	80	R				55-685				NA		NA		05/12/2004	
							55-683									
701	0.70	90	G	90%	1%	0%	2%	8%	0%	C	0.12	F	0.583	90	G	2005
							US 360 WEST									
701	2.00	300	G	90%	1%	0%	2%	8%	0%	F	0.096	F	0.514	310	G	2005
							55-684									
							Prince Edward County Line									
702	0.90	80	R				55-622				NA		NA		05/17/2004	
							55-742									
702	0.30	30	R				Dead End				NA		NA		05/17/2004	
							Dead End									
703	0.20	90	R				55-726				NA		NA		03/15/2001	
							Dead End									
704	1.20	60	R				55-678				NA		NA		05/12/2004	
							Dead End									
705	2.10	60	R				55-613				NA		NA		04/22/2004	
							SR 40									
706	0.70	40	R				Dead End				NA		NA		05/05/2004	
							55-9924									
707	0.05	110	R				SR 40				NA		NA		05/14/2001	
							55-610									
708	0.80	70	R				Dead End				NA		NA		05/05/2004	
							SR 49									
709	0.89	200	R				0.89 ME SR 49				NA		NA		05/04/2004	
							55-651; 55-652									
709	2.26	110	R				SR 40				NA		NA		05/04/2004	
							WCL Kenbridge									
710	0.01	130	R				NCL Kenbridge				NA		NA		05/25/2004	
							WCL Kenbridge									
Town of Kenbridge																
710	0.04	70	R				NCL Kenbridge				NA		NA		05/25/2004	
							55-772									
710	0.74	60	R				Dead End				NA		NA		05/25/2004	
							55-603									
711	0.80	30	R				Brunswick County Line				NA		NA		04/20/2004	
							55-622									
712	0.60	100	R				0.60 ME 55-622				NA		NA		05/17/2004	

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						2Axle	3+Axle	1Trail	2Trail							
Lunenburg County																
712	1.90	90	R			0.60 ME 55-622					NA			NA		05/17/2004
712	0.30	80	R			2.50 ME 55-622					NA			NA		05/17/2004
712	1.09	100	R			55-658					NA			NA		05/17/2004
						55-655										
713	0.60	40	R			Dead End					NA			NA		05/05/2004
						55-637										
714	1.30	30	R			55-601					NA			NA		04/20/2004
714	0.80	40	R			Dead End					NA			NA		04/20/2004
						55-645										
715	0.70	60	R			55-626					NA			NA		05/04/2004
						Dead End										
716	0.69	310	R			55-662; 55-737					NA			NA		05/04/2004
716	0.41	220	R			0.69 MN 55-662					NA			NA		05/04/2004
						Dead End										
717	1.00	49	R			Dead End					NA			NA		05/17/2004
						55-631; 55-632										
718	2.10	50	R			55-637					NA			NA		04/22/2004
						55-612										
719	1.50	40	R			55-630					NA			NA		05/20/2004
719	0.20	40	R			1.50 MN 55-630					NA			NA		05/20/2004
719	0.30	30	R			1.70 MN 55-630					NA			NA		05/20/2004
						55-623										
720	0.80	90	R			Dead End					NA			NA		05/12/2004
						55-701										
721	2.80	130	R			55-662					NA			NA		05/04/2004
						55-626										
722	0.90	70	R			SR 40					NA			NA		04/09/2001
						55-669										
723	1.55	1300	G	94%	0%	1%	2%	2%	0%	C	0.084	F	0.620	1300	G	2005
723	3.00	1200	G	94%	0%	1%	2%	2%	0%	F	0.084	F	0.589	1300	G	2005
						55-739										
						Nottoway County Line										
724	1.00	100	R			Dead End					NA			NA		05/25/2004
						55-635										

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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							
Lunenburg County																
(725)	0.40	70	R											NA		05/04/2004
Town of Victoria																
(726)	0.25	140	R											NA		05/04/2004
Lunenburg County																
(726)	0.29	100	R											NA		05/04/2004
(727)	0.50	8	R											NA		05/17/2004
(728)	0.50	50	R											NA		04/20/2004
(729)	0.60	50	R											NA		05/25/2004
Town of Kenbridge																
(729)	0.20	70	R											NA		05/25/2004
Lunenburg County																
(730)	0.31	40	R											NA		05/04/2004
(731)	0.30	70	R											NA		05/17/2004
(732)	0.60	30	R											NA		05/20/2004
(732)	1.00	90	R											NA		05/20/2004
(733)	0.50	30	R											NA		05/25/2004
(734)	1.25	680	G	93%	0%	1%	5%	0%	0%	C	0.091	F	0.508	710	G	2005
Town of Victoria																
(734)	0.95	770	G	93%	0%	1%	5%	0%	0%	F	0.099	F	0.547	800	G	2005
Lunenburg County																
(735)	0.60	30	R											NA		05/20/2004
(736)	0.52	100	R											NA		05/04/2004
(737)	0.65	130	R											NA		05/10/2001

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						2Axle	3+Axle	1Trail	2Trail							
Lunenburg County																
(738)	0.11	46	R								NA			NA		05/25/2004
Town of Victoria																
(738)	0.20	90	R								NA			NA		04/02/2001
Lunenburg County																
(739)	0.35	50	R								NA			NA		05/04/2004
(739)	0.50	60	R								NA			NA		05/04/2004
(740)	0.50	40	R								NA			NA		05/20/2004
(741)	0.35	40	R								NA			NA		05/04/2004
(742)	0.90	20	R								NA			NA		05/12/2004
(743)	0.40	10	R								NA			NA		05/04/2004
(744)	0.60	40	R								NA			NA		05/17/2004
(745)	0.25	20	R								NA			NA		05/20/2004
(746)	0.10	170	R								NA			NA		05/04/2004
(746)	0.10	20	R								NA			NA		05/04/2004
(747)	0.25	30	R								NA			NA		04/20/2004
Town of Kenbridge																
(748)	0.15	90	R								NA			NA		05/24/2004
Lunenburg County																
(749)	0.15	20	R								NA			NA		05/17/2004
(750)	0.80	50	R								NA			NA		05/20/2004
(751)	0.25	40	R								NA			NA		05/20/2004
(752)	0.30	30	R								NA			NA		05/20/2004

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						2Axle	3+Axle	1Trail	2Trail							
Lunenburg County																
753	0.40	20	R				From: Dead End				NA			NA		05/05/2004
							To: SR 138									
754	0.35	30	R				From: SR 40				NA			NA		05/05/2004
							To: Dead End									
755	0.80	340	R				From: SR 40 SOUTH				NA			NA		05/05/2004
							To: SR 40 NORTH									
756	0.25	30	R				From: Dead End				NA			NA		04/20/2004
							To: 55-646									
Town of Kenbridge																
757	0.11	60	R				From: Dead End				NA			NA		05/25/2004
							To: SR 40									
Lunenburg County																
758	1.50	60	R				From: 55-683				NA			NA		05/12/2004
							To: Dead End									
759	0.80	70	R				From: Dead End				NA			NA		05/20/2004
							To: SR 40									
760	0.50	60	R				From: Dead End				NA			NA		05/20/2004
							To: 55-630; 55-632									
Town of Kenbridge																
761	0.25	40	R				From: SR 40				NA			NA		05/04/2004
							To: NCL Kenbridge									
Lunenburg County																
761	0.45	40	R				From: NCL Kenbridge				NA			NA		03/27/2001
							To: Dead End									
762	0.15	40	R				From: SR 40				NA			NA		04/20/2004
							To: Dead End									
763	0.10	40	R				From: SR 40				NA			NA		04/20/2004
							To: Dead End									
764	1.65	90	R				From: Dead End				NA			NA		05/12/2004
							To: 55-683									
765	0.20	30	R				From: Dead End				NA			NA		05/12/2004
							To: 55-602									
766	0.60	60	R				From: Dead End				NA			NA		05/04/2004
							To: 55-626									
767	0.80	46	R				From: Dead End				NA			NA		05/20/2004
							To: 55-622									
768	0.50	80	R				From: Dead End				NA			NA		05/12/2004
							To: 55-683									
769	0.35	50	R				From: 55-629				NA			NA		05/20/2004
							To: Dead End									

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						2Axle	3+Axle	1Trail	2Trail							
Lunenburg County																
(770)	0.19	180	R											NA		05/05/2004
(771)	0.81	40	R											NA		05/17/2004
(772)	0.30	49	R											NA		05/25/2004
(775)	0.31	40	R											NA		05/25/2004
Town of Victoria																
(1001)	0.05	650	R											NA		05/07/2001
(1001)	0.08	780	G	98%	0%	1%	0%	0%	0%	F	0.091	F	0.576	810	G	2005
(1001)	0.27	430	G	98%	0%	1%	0%	0%	0%	C	0.097	F	0.565	440	G	2005
(1001)	0.79	260	G	98%	0%	1%	0%	0%	0%	F	0.108	F	0.563	270	G	2005
(1002)	0.07	970	G	97%	1%	2%	0%	0%	0%	C	0.104	F	0.51	1000	G	2005
(1002)	0.07	580	G	97%	1%	2%	0%	0%	0%	F	0.098	F	0.595	600	G	2005
(1002)	0.08	490	G	97%	1%	2%	0%	0%	0%	F	0.095	F	0.553	510	G	2005
(1002)	0.61	200	G	97%	1%	2%	0%	0%	0%	F	0.102	F	0.609	210	G	2005
(1003)	0.21	160	R											NA		05/07/2001
(1003)	0.17	390	R											NA		05/07/2001
(1004)	0.07	60	R											NA		05/07/2001
(1004)	0.15	270	R											NA		05/07/2001
(1004)	0.22	160	R											NA		03/24/2001
(1005)	0.12	20	R											NA		04/02/2001
(1005)	0.20	440	R											NA		05/07/2001
(1005)	0.18	140	R											NA		03/24/2001
(1005)	0.06	47	R											NA		03/24/2001

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						2Axle	3+Axle	1Trail	2Trail							
Town of Victoria																
(1006)	0.20	140	R			From: 55-1001					NA			NA		03/24/2001
(1006)	0.15	100	R			From: 55-1005					NA			NA		03/24/2001
						To: 55-1003										
(1007)	0.30	100	R			From: 55-1001					NA			NA		03/24/2001
						To: 55-653										
(1008)	0.03	390	R			From: 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			From: 55-1023					NA			NA		05/14/2001
(1008)	0.07	320	R			From: 55-1022					NA			NA		05/14/2001
						To: SR 40 EAST										
Lunenburg County																
(1009)	0.61	70	R			From: 55-734					NA			NA		05/25/2004
						To: Dead End; Gap Terminus										
Town of Victoria																
(1009)	0.16	290	R			From: Dead End; Gap Terminus					NA			NA		05/25/2004
						To: SR 40										
(1010)	0.06	60	R			From: 55-1011					NA			NA		04/17/2001
						To: 55-1012; Gap Terminus										
(1010)	0.07	50	R			From: 55-1014; Gap Terminus					NA			NA		04/17/2001
						To: 55-1001										
(1010)	0.20	90	R			From: 55-1005					NA			NA		03/24/2001
						To: 55-1004										
(1010)	0.08	80	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
						To: 55-662										
(1011)	0.16	180	R			From: 55-1019					NA			NA		05/07/2001
						To: 55-1010										
(1011)	0.50	30	R			From: Dead End					NA			NA		04/17/2001
						To: SR 40										
(1012)	0.32	210	R			From: 55-1010					NA			NA		04/24/2001
						To: SR 40										
(1013)	0.18	220	R			From: 55-1020					NA			NA		04/24/2001
						To: 55-1020										

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						2Axle	3+Axle	1Trail	2Trail							
Town of Victoria																
1013	0.08	40	R				From: 55-1020							NA		04/24/2001
							To: 55-1019									
1014	0.26	310	R				From: Dead End							NA		03/24/2001
							To: 55-1019									
1014	0.07	70	R				From: 55-1019							NA		03/24/2001
							To: 55-1010									
1015	0.02	400	R				From: Dead End							NA		05/14/2001
							To: SR 40									
1015	0.07	440	R				From: 55-662							NA		05/14/2001
							To: 55-1020									
1015	0.08	140	R				From: 55-1021							NA		05/14/2001
							To: 55-1020									
1016	0.14	120	R				From: 55-1021							NA		05/07/2001
							To: 55-1020									
1016	0.08	140	R				From: 55-1019							NA		05/07/2001
							To: 55-1019									
1017	0.20	230	R				From: 55-662							NA		03/24/2001
							To: SR 49									
1018	0.23	210	R				From: 55-1021							NA		04/02/2001
							To: 55-1019									
1019	0.07	30	R				From: 55-1011							NA		04/17/2001
							To: 55-1012; Gap Terminus									
1019	0.07	30	R				From: 55-1013; Gap Terminus							NA		04/17/2001
							To: 55-1014									
1019	0.06	60	R				From: 55-1001; Gap Terminus							NA		05/07/2001
							To: 55-1002; Gap Terminus									
1019	0.08	50	R				From: 55-1005							NA		05/07/2001
							To: 55-1003; Gap Terminus									
1019	0.22	210	R				From: SR 49; Gap Terminus							NA		04/24/2001
							To: 55-1046									
1019	0.16	60	R				From: 55-1045							NA		04/24/2001
							To: Dead End									
1020	0.03	20	R				From: 55-1011							NA		04/17/2001
							To: 55-1013									
1020	0.18	80	R				From: 55-1015; Gap Terminus							NA		03/24/2001
							To: 55-1002; Gap Terminus									
1020	0.20	130	R				From: 55-1018							NA		05/07/2001
							To: Dead End									
1020	0.40	140	R				From: 55-1018							NA		04/02/2001
							To: Dead End									
1020	0.07	50	R				From: Dead End							NA		04/02/2001

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						2Axle	3+Axle	1Trail	2Trail							
Town of Victoria																
(1021)	0.21	270	G	100%	0%	0%	0%	0%	0%	C	0.102	F	0.536	280	G	2005
(1021)	0.07	160	R								NA		NA			04/02/2001
(1021)	0.13	100	R								NA		NA			04/02/2001
(1022)	0.04	110	R								NA		NA			05/14/2001
(1023)	0.15	49	R								NA		NA			04/02/2001
(1024)	0.20	290	R								NA		NA			04/17/2001
(1024)	0.20	490	G	93%	1%	1%	1%	4%	0%	F	0.129	F	0.569	500	G	2005
(1024)	0.38	1300	G	93%	1%	1%	1%	4%	0%	C	0.105	F	0.570	1400	G	2005
(1025)	0.04	45	R								NA		NA			04/17/2001
(1025)	0.19	40	R								NA		NA			04/17/2001
(1025)	0.07	60	R								NA		NA			04/17/2001
(1025)	0.07	60	R								NA		NA			04/17/2001
(1025)	0.32	100	R								NA		NA			04/17/2001
(1026)	0.06	49	R								NA		NA			04/17/2001
(1026)	0.06	90	R								NA		NA			04/17/2001
(1026)	0.13	90	R								NA		NA			04/17/2001
(1026)	0.20	80	R								NA		NA			04/17/2001
(1027)	0.33	120	R								NA		NA			04/17/2001
(1027)	0.27	130	R								NA		NA			04/17/2001
(1027)	0.12	200	R								NA		NA			04/17/2001
(1028)	0.32	230	R								NA		NA			04/17/2001
(1028)	0.05	420	R								NA		NA			04/17/2001

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						2Axle	3+Axle	1Trail	2Trail							
Town of Victoria																
1029	0.19	110	R				55-1027				NA			NA		04/17/2001
1029	0.05	240	R				55-734				NA			NA		04/17/2001
							55-1024									
1030	0.13	40	R				55-1027				NA			NA		04/02/2001
1030	0.07	70	R				55-1025				NA			NA		04/02/2001
							55-734									
1031	0.19	50	R				55-1028				NA			NA		04/02/2001
1031	0.12	80	R				55-1025				NA			NA		04/02/2001
							55-1024									
1032	0.07	20	R				55-1028				NA			NA		04/02/2001
1032	0.12	20	R				55-1027				NA			NA		04/02/2001
							55-1025									
1032	0.12	50	R				55-1024				NA			NA		04/02/2001
							55-1044									
1033	0.35	47	R				55-1044				NA			NA		04/02/2001
1033	0.07	60	R				55-734				NA			NA		04/02/2001
							55-1024									
1034	0.10	20	R				Dead End				NA			NA		05/25/2004
1034	0.10	48	R				0.10 ME Dead End				NA			NA		05/25/2004
							55-662									
1035	0.09	90	R				Dead End				NA			NA		04/02/2001
							55-1008									
1036	0.04	9	R				Dead End				NA			NA		04/17/2001
1036	0.12	110	R				55-1025				NA			NA		04/17/2001
							55-1024									
1037	0.06	110	R				55-1026				NA			NA		04/17/2001
1037	0.11	220	R				55-1025				NA			NA		04/17/2001
							55-1025									
1037	0.05	40	R				55-1024				NA			NA		04/17/2001
							Dead End									
1038	0.08	110	R				SR 40				NA			NA		03/24/2001
1038	0.09	47	R				55-662				NA			NA		03/24/2001
							55-1020									

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						2Axle	3+Axle	1Trail	2Trail							
Town of Victoria																
(1039)	0.05	60	R			From: 55-734					NA			NA		04/17/2001
(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
(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
(1042)	0.05	160	R			From: 55-734					NA			NA		04/17/2001
						To: 55-1024										
(1043)	0.14	30	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										
(1047)	0.17	90	R			From: 55-1026					NA			NA		04/17/2001
						To: 55-1024										
(1048)	0.05	60	R			From: Dead End					NA			NA		04/02/2001
						To: SR 40										
(1049)	0.04	20	R			From: 55-1007					NA			NA		05/07/2001
						To: Dead End										
Lunenburg County																
(1050)	0.14	46	R			From: Dead End					NA			NA		03/24/2001
						To: 55-726										
Town of Victoria																
(1055)	0.33	250	R			From: 55-661					NA			NA		05/10/2001
						To: 55-1001										
Town of Kenbridge																
(1101)	0.41	280	R			From: 55-1123					NA			NA		04/30/2001
(1101)	0.37	450	G			From: 55-1111					0.111	F	0.612	470	G	2005
						To: 55-1110										

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						2Axle	3+Axle	1Trail	2Trail								
Town of Kenbridge																	
(1101)	0.32	640	G	99%	0%	1%	0%	0%	0%	C	0.105	F	0.529	670	G	2005	
						From: 55-1110											
						To: 55-1130											
(1101)	0.06	1300	G	99%	0%	1%	0%	0%	0%	F	0.113	F	0.587	1300	G	2005	
						From: SR 40 EAST											
(1101)	0.31	800	G								0.110	F	0.621	820	G	2005	
						To: SR 40 WEST											
(1102)	0.14	110	R								NA			NA		03/29/2001	
						From: 55-653											
						To: 55-1117											
(1103)	0.15	110	R								NA			NA		04/30/2001	
						From: 55-1101											
						To: 55-1108											
(1104)	0.11	120	R								NA			NA		03/27/2001	
						From: SR 40											
						To: 55-1114 NORTH											
(1104)	0.06	40	R								NA			NA		03/27/2001	
						From: 55-1114 SOUTH											
						To: Dead End											
(1105)	0.13	90	R								NA			NA		03/29/2001	
						From: 55-1107											
						To: 55-1106											
(1105)	0.10	80	R								NA			NA		03/29/2001	
						From: 55-1125											
(1106)	0.15	430	R								NA			NA		03/29/2001	
						From: 55-1128											
						To: 55-637											
(1107)	0.14	300	R								NA			NA		03/29/2001	
						From: SCL Kenbridge											
						To: 55-637											
(1108)	0.03	30	R								NA			NA		04/30/2001	
						From: Dead End											
(1108)	0.32	180	R								NA			NA		04/30/2001	
						From: 55-1110											
						To: 55-1121											
(1108)	0.24	340	R								NA			NA		04/30/2001	
						From: 55-1117											
						To: 55-1126											
(1109)	0.16	260	R								NA			NA		04/30/2001	
						From: SR 137; SR 138											
(1109)	0.07	170	R								NA			NA		04/30/2001	
						From: 55-1108											
						To: 55-1101											
(1110)	0.18	280	R								NA			NA		04/30/2001	
						From: 55-1108											
(1110)	0.05	90	R								NA			NA		04/30/2001	
						From: 55-1112											
						To: SCL Kenbridge											
(1111)	0.14	390	R								NA			NA		04/30/2001	
						From: SR 137; SR 138											
						To: Dead End											
(1112)	0.07	60	R								NA			NA		04/30/2001	
						From: 55-1110; Gap Terminus											
						To: Dead End; Gap Terminus											
(1112)	0.15	40	R								NA			NA		04/30/2001	
						From: 55-1121											

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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 Kenbridge																
1112	0.06	200	R								NA			NA		04/30/2001
1113	0.10	500	R								NA			NA		05/17/2001
1113	0.09	140	R								NA			NA		05/17/2001
1114	0.39	470	G	96%	1%	1%	1%	0%	0%	C	0.093	F	0.6	490	G	2005
1115	0.06	880	R								NA			NA		04/30/2001
1115	0.13	180	R								NA			NA		05/07/2001
1116	0.06	140	R								NA			NA		05/07/2001
1116	0.08	550	G	98%	1%	1%	1%	1%	0%	C	0.119	F	0.515	570	G	2005
1116	0.15	270	G	98%	1%	1%	1%	1%	0%	F	0.116	F	0.645	280	G	2005
1117	0.18	280	R								NA			NA		05/07/2001
1117	0.05	290	R								NA			NA		05/07/2001
1117	0.22	120	R								NA			NA		05/07/2001
1118	0.08	330	R								NA			NA		05/07/2001
1118	0.08	230	R								NA			NA		05/07/2001
1119	0.15	200	R								NA			NA		05/07/2001
1120	0.28	160	R								NA			NA		03/27/2001
1121	0.07	200	R								NA			NA		04/30/2001
1121	0.05	100	R								NA			NA		04/30/2001
Lunenburg County																
1122	0.27	70	R								NA			NA		03/27/2001
Town of Kenbridge																
1123	0.09	210	R								NA			NA		04/30/2001

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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 Kenbridge																
(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										
Lunenburg County																
(1129)	0.20	120	R			From: 55-637					NA			NA		03/27/2001
						To: 55-1122										
Town of Kenbridge																
(1130)	0.06	220	R			From: 55-1126					NA			NA		04/30/2001
						To: 55-1101										
(1131)	0.09	30	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										
(1133)	0.07	40	R			From: 55-1133					NA			NA		03/27/2001
						To: 55-1134										
(1133)	0.11	140	R			From: 55-1134					NA			NA		03/27/2001
						To: 55-637										
(1134)	0.14	110	R			From: Dead End					NA			NA		03/27/2001
						To: 55-1133										
(1135)	0.31	190	R			From: 55-653					NA			NA		03/29/2001
						To: Dead End										
(1136)	0.09	140	R			From: 55-1117					NA			NA		03/29/2001
						To: 55-653										
(1137)	0.08	30	R			From: Dead End					NA			NA		05/25/2004
						To: 55-1133										
(1138)	0.06	80	R			From: Dead End					NA			NA		03/29/2001
						To: 55-1131										
(1139)	0.06	310	R			From: SR 40					NA			NA		03/29/2001
						To: 55-1135										

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						2Axle	3+Axle	1Trail	2Trail							
Town of Kenbridge																
(1139)	0.19	300	R			From: 55-1135					NA		NA			03/29/2001
						To: 55-653										
(1140)	0.04	80	R			From: Dead End					NA		NA			03/29/2001
						To: 55-1131										
(1141)	0.14	50	R			From: 55-1142					NA		NA			03/29/2001
						To: SR 40										
(1142)	0.22	40	R			From: 55-1131					NA		NA			05/14/2001
						To: 55-1141										
Lunenburg County																
(1201)	0.30	90	R			From: SR 137					NA		NA			03/19/2001
						To: Dead End										
(9446)	0.11	0	R			From: 55-622					NA		NA			1994
						To: West End Elem Sch										
(9924)	0.15	50	R			From: 55-707					NA		NA			05/25/2004
						To: Lunenburg Jr High Sch										
(9925)	0.05	230	R			From: SR 40					NA		NA			05/25/2004
						To: Central High School										
(9925)	0.05	210	R			From: Central High School					NA		NA			05/25/2004
						To: 55-663										
Town of Kenbridge																
(9926)	0.10	100	R			From: 55-653					NA		NA			05/25/2004
						To: Kenbridge Primary Sch										