

**2002**

**Virginia Department of Transportation  
Daily Traffic Volume Estimates**

**Jurisdiction Report**

**66**

Northumberland County

Prepared By

**Virginia Department of Transportation  
Mobility Management Division**

In Cooperation With

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

Virginia Department of Transportation  
Mobility Management Division  
Traffic Monitoring Section

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

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

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

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

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

## **Publication Notes**

### **Parallel Roads**

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

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

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

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

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

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

## Glossary of Terms:

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

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

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

### QA: Quality of AADT:

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

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

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

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

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

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

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

### QC: Quality of Classification Data:

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

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

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

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

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

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

**QW:** Quality of AAWDT:

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

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

## Route Shield Legend

### Route Systems



Interstate Route

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



US Route



Virginia State Route



Secondary Route

### Special Routes



Bus - Business Route

Bypas - Bypass Route

Truck - Truck Route



ALT - Alternate Route

Wve - Wve Route connector



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



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

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

Route	Length	AADT	QA	Year
<b>Northumberland County</b>				
From: Lancaster County Line				
(200)	5.09	4200	F	2002
To: 66-609				
From: 66-609				
(200)	5.09	4100	F	2002
To: US 360 Burgess P O				
From: Lancaster County Line				
(201)	6.92	1600	F	2002
To: US 360				
From: Westmoreland County Line				
(202)	3.52	2700	F	2002
To: US 360 Callao				
From: Richmond County Line				
(360)	3.19	5700	F	2002
To: SR 202				
From: SR 202				
(360)	2.85	7200	F	2002
To: E 66-614				
From: E 66-614				
(360)	4.28	5800	F	2002
To: SR 201				
From: SR 201				
(360)	7.91	4200	F	2002
To: SR 200				
From: SR 200				
(360)	3.05	4700	F	2002
To: E 66-646				
From: E 66-646				
(360)	2.14	2600	F	2002
To: 66-657				
From: 66-657				
(360)	0.45	850	F	2002
To: 66-644				
From: Northumberland Co Line				
(603)	0.01	NA		
To: 51-615 West				
From: SR 201				
(615)	0.20	550	N	2002
To: Lancaster Co Line				
From: Lancaster Co Line				
(615)	0.07	550	N	2002
To: Lancaster Co Line				
From: Lancaster Co Line				
(615)	0.26	550	N	2002
To: Lancaster Co Line				
From: Lancaster Co Line				
(615)	0.13	550	N	2002
To: Lancaster Co Line				
From: Lancaster Co Line				
(615)	0.02	550	N	2002
To: 66-609				
From: 66-609				
(615)	0.05	420	N	2002
To: Lancaster County Line				
From: 66-604				
(600)	1.10	690	F	2002
To: 66-612 NORTH				
From: 66-612 NORTH				
(600)	0.90	1100	F	2002
To: 66-614				
From: 66-614				
(600)	2.69	1200	F	2002
To: US 360 EAST				
From: US 360 WEST				
(600)	0.10	1400	F	2002
To: 66-617				
From: 66-617				
(600)	1.60	660	F	2002
To: 66-618 NORTH				

Route	Length	AADT	QA	Year
<b>Northumberland County</b>				
From: 66-618 NORTH				
(600)	0.70	430	R	03/06/2002
To: 66-790				
From: 66-790				
(600)	0.20	310	R	03/06/2002
To: Westmoreland Count Line				
From: Lancaster County Line				
(601)	1.40	9	R	04/01/2002
To: 66-611 EAST				
From: 66-611 EAST				
(601)	0.70	10	R	04/01/2002
To: 66-611 WEST				
From: 66-611 WEST				
(601)	4.70	340	R	03/25/2002
To: US 360 WEST				
From: US 360 EAST				
(601)	1.10	40	R	06/03/2002
To: Dead End				
From: 66-610				
(602)	1.00	140	R	1999
To: Dead End				
<b>Lancaster County</b>				
From: 51-615 East				
(603)	0.04	NA		
To: Northumberland Co Line				
<b>Northumberland County</b>				
From: 51-615 Lancaster County Line				
(603)	3.10	90	R	04/03/2002
To: 66-642				
From: 66-642				
(603)	0.82	160	R	04/03/2002
To: Road				
From: 66-600; 79-600				
(604)	2.60	360	R	03/25/2002
To: 66-601 NORTH				
From: 66-601 SOUTH				
(604)	1.80	130	R	03/25/2002
To: SR 201 NORTH				
From: SR 201 SOUTH				
(604)	2.78	300	F	2002
To: US 360 SOUTH				
From: US 360 NORTH				
(604)	4.00	540	R	06/10/2002
To: 66-640 SOUTH				
From: 66-640 NORTH				
(604)	2.55	290	R	05/13/2002
To: 66-740				
From: 66-740				
(604)	0.94	120	R	05/13/2002
To: 66-1220				
From: 66-1220				
(604)	0.11	20	R	05/13/2002
To: 66-1222				
From: 66-1222				
(604)	0.06	8	R	05/13/2002
To: 66-1221				
From: 51-615 Lancaster County Line				
(605)	1.60	340	F	2002
To: SR 200				
From: SR 200				
(605)	1.25	180	R	04/15/2002
To: 66-669 WEST				
From: 66-669 WEST				
(605)	5.08	110	R	06/12/2002
To: Dead End				

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Route	Length	AADT	QA	Year
<b>Northumberland County</b>				
From: SR 200 Lancaster County Line				
(606)	0.60	360	R	04/15/2002
To: 66-669				
(606)	1.50	310	R	04/15/2002
To: 66-605 SOUTH				
From: 66-605 NORTH				
(606)	0.65	40	R	04/29/2002
To: Dead End				
<b>Lancaster County</b>				
From: SR 200				
(607)	0.04	770	F	2002
To: Northumberland County Line				
<b>Northumberland County</b>				
From: Lancaster County Line				
(607)	1.16	510	F	2002
To: 66-669 EAST				
From: 66-669 E; 66-725				
(607)	1.10	230	R	04/15/2002
To: Dead End				
From: SR 200				
(608)	2.19	1500	F	2002
To: 66-669 SOUTH				
(608)	1.50	100	R	1999
To: Dead End				
From: 66-615				
(609)	2.48	1200	F	2002
To: SR 200				
(609)	1.45	1900	F	2002
To: 66-665 WEST				
(609)	0.82	630	F	2002
To: 66-665 EAST				
(609)	1.55	390	R	04/29/2002
To: 66-1010				
(609)	0.50	170	R	04/29/2002
To: 66-1031				
From: 66-615				
(610)	1.30	950	F	2002
To: 66-642				
(610)	1.10	340	R	04/15/2002
To: 66-748				
(610)	0.50	170	R	04/15/2002
To: 66-602				
(610)	0.70	48	R	04/15/2002
To: Dead End				
From: 79-600				
(611)	1.20	100	R	04/01/2002
To: 66-601 WEST				
From: 66-601 EAST				
(611)	1.80	6	R	04/01/2002
To: SR 201				
From: 66-600 Richmond County Line				
(612)	3.10	330	R	03/25/2002
To: US 360				
(612)	0.16	90	R	03/25/2002
To: Future 66- 824				
(612)	0.31	180	R	06/03/2002
To: 66-613				

Route	Length	AADT	QA	Year
<b>Northumberland County</b>				
From: 66-613				
(612)	0.60	100	R	06/03/2002
To: 0.60 ME 66-613				
(612)	0.20	20	R	06/03/2002
To: Dead End				
From: 66-612				
(613)	0.60	20	R	06/03/2002
To: Dead End				
From: 66-600				
(614)	2.99	580	F	2002
To: US 360 SOUTH				
From: US 360 NORTH				
(614)	1.30	1100	F	2002
To: 66-629 EAST				
(614)	1.01	830	F	2002
To: 66-627 SOUTH				
(614)	0.20	460	R	05/20/2002
To: 66-627 NORTH				
(614)	0.80	260	R	05/20/2002
To: Dead End				
From: 66-600 Richmond County Line				
(616)	0.39	700	R	03/06/2002
To: US 360				
From: 66-600				
(617)	1.70	650	F	2002
To: 66-619 SOUTH				
(617)	1.30	700	F	2002
To: SR 202 SOUTH				
From: SR 202 MID				
(617)	0.20	20	R	03/06/2002
To: SR 202 NORTH				
(617)	1.10	230	R	03/06/2002
To: Westmoreland County Line				
From: Richmond County Line				
(618)	0.50	300	R	03/06/2002
To: 66-600 SOUTH				
From: 66-600 NORTH				
(618)	2.50	220	R	03/06/2002
To: 66-617				
From: 66-618				
(619)	1.20	210	R	03/06/2002
To: 66-617 NORTH				
From: 66-617 SOUTH				
(619)	0.90	320	R	03/06/2002
To: SR 202				
From: 66-622				
(620)	1.50	160	R	03/25/2002
To: 66-621 SOUTH				
From: 66-621 NORTH				
(620)	0.95	150	R	03/25/2002
To: 66-724				
(620)	0.05	30	R	03/25/2002
To: Dead End				
From: SR 202				
(621)	3.07	240	F	2002
To: Dead End				



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Route	Length	AADT	QA	Year
<b>Northumberland County</b>				
From 66-712				
(622)	0.85	480	F	2002
To 66-620				
(622)	1.80	280	F	2002
To Dead End				
From 66-624				
(623)	1.50	230	R	05/20/2002
To Dead End				
From US 360				
(624)	1.30	1300	F	2002
To 66-623				
(624)	2.70	880	F	2002
To 66-625				
(624)	1.98	260	F	2002
To Begin Loop				
(624)	0.90	40	F	2002
To End Loop				
From 66-624				
(625)	0.65	270	R	05/20/2002
To 66-742				
(625)	1.05	80	R	05/20/2002
To Dead End				
From US 360				
(626)	1.20	160	R	05/20/2002
To Dead End				
From Dead End				
(627)	0.50	100	R	05/20/2002
To 66-728				
(627)	0.80	130	R	05/20/2002
To 66-614 NORTH				
From 66-614 SOUTH				
(627)	0.90	660	R	05/20/2002
To 66-685				
(627)	0.10	290	R	05/20/2002
To Dead End				
From 66-629				
(628)	0.70	120	R	05/20/2002
To Dead End				
From Dead End				
(629)	0.15	80	R	05/20/2002
To 66-840				
(629)	1.14	280	R	05/20/2002
To 66-614 WEST				
From 66-614 EAST				
(629)	0.43	230	R	05/20/2002
To 66-628				
(629)	0.40	70	R	06/03/2002
To Bundick Ferry				
(629)	1.70	110	R	06/03/2002
To 66-634				
(629)	0.90	330	R	06/03/2002
To 66-630 SOUTH				
From 66-630 NORTH				
(629)	2.30	260	R	06/10/2002
To 66-636 NORTH				

Route	Length	AADT	QA	Year
<b>Northumberland County</b>				
From 66-636 SOUTH				
(629)	0.80	210	R	06/10/2002
To 66-713				
(629)	0.10	60	R	06/10/2002
To Dead End				
From US 360				
(630)	2.00	780	F	2002
To 66-629 NORTH				
(630)	2.55	220	R	06/03/2002
To 66-791				
(630)	0.75	30	R	06/03/2002
To Dead End				
From 66-630				
(631)	1.30	120	R	06/03/2002
To 66-691				
(631)	0.30	20	R	06/03/2002
To Dead End				
From US 360				
(632)	1.00	360	R	03/25/2002
To Dead End				
From Dead End				
(633)	0.40	49	R	03/25/2002
To 66-614				
From US 360				
(634)	1.87	360	F	2002
To 66-629				
(634)	0.48	60	R	1999
To 66-789				
From 66-636				
(635)	1.08	160	R	06/12/2002
To Dead End				
From US 360				
(636)	0.20	850	R	06/10/2002
To 66-694				
(636)	2.40	580	R	06/12/2002
To 66-629 NORTH				
(636)	0.70	380	R	06/12/2002
To 66-635				
(636)	1.23	90	R	06/12/2002
To 66-836				
From 66-604				
(637)	1.10	110	R	06/10/2002
To 66-636				
From 66-604				
(638)	2.40	30	R	03/25/2002
To 66-612				
From Dead End				
(639)	0.46	49	R	04/01/2002
To 66-1210				
(639)	1.04	190	R	04/01/2002
To US 360				
From Dead End				
(640)	1.40	110	R	05/08/2002
To US 360 WEST				

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Route	Length	AADT	QA	Year
<b>Northumberland County</b>				
From: (640) US 360 EAST	1.50	1100	R	05/08/2002
To: (640) 66-604 NORTH	2.55	430	R	05/08/2002
From: (640) 66-706	1.35	200	R	06/12/2002
To: (640) 66-777	0.73	110	R	06/12/2002
From: (640) Dead End				
To: (641) Dead End	0.70	410	R	1999
From: (641) SR 200				
To: (642) 66-610	1.20	750	F	2002
From: (642) 66-603	1.59	870	F	2002
To: (642) SR 201				
From: (643) 66-644	0.70	80	R	1999
To: (643) Dead End				
From: (644) Dead End	0.43	660	F	2002
To: (644) US 360 EAST	0.50	130	F	2002
From: (644) 66-657	1.80	300	F	2002
To: (644) 66-652 WEST	0.60	700	F	2002
From: (644) 66-651	0.94	430	F	2002
To: (644) Sunnybank Ferry	1.57	300	F	2002
From: (644) 66-649 EAST	0.30	630	F	2002
To: (644) 66-649 WEST	1.39	810	F	2002
From: (644) 66-643	3.62	1200	F	2002
To: (644) US 360 WEST				
From: (645) 66-644 SOUTH	1.05	70	R	05/13/2002
To: (645) 66-644 NORTH				
From: (646) 66-640	1.40	250	R	05/13/2002
To: (646) 66-645	1.88	140	R	05/08/2002
From: (646) US 360 WEST				
To: (646) US 360 EAST	1.00	260	F	2002
From: (646) 66-715	2.00	70	F	2002
To: (646) US 360 NORTH				
From: (646) US 360 SOUTH	0.10	860	F	2002
To: (646) 66-702				

Route	Length	AADT	QA	Year
<b>Northumberland County</b>				
From: (646) 66-702	2.00	870	F	2002
To: (646) 66-662	0.70	200	F	2002
From: (646) 66-660	0.30	40	R	05/08/2002
To: (646) Dead End				
From: (647) US 360	1.05	670	R	05/08/2002
To: (647) 66-769	0.95	220	R	05/08/2002
From: (647) Dead End				
To: (648) Dead End	0.80	150	R	1999
From: (648) 66-644				
To: (649) Dead End	1.10	210	R	05/13/2002
From: (649) 66-644 WEST				
To: (649) 66-644 EAST	2.40	170	R	05/13/2002
From: (649) Dead End				
To: (650) Dead End	0.27	80	R	05/08/2002
From: (650) 66-774	0.50	180	R	05/08/2002
To: (650) 66-644	0.47	110	R	05/08/2002
From: (650) Dead End				
To: (651) 66-644	1.00	270	R	05/08/2002
From: (651) Dead End				
To: (652) US 360	0.22	920	F	2002
From: (652) 66-703	1.00	970	F	2002
To: (652) 66-644 WEST				
From: (652) 66-644 EAST	0.50	140	R	1999
To: (652) 66-802				
From: (653) Dead End	1.85	220	R	05/08/2002
To: (653) 66-646	0.40	330	R	05/08/2002
From: (653) US 360				
To: (654) Dead End	1.33	160	R	1999
From: (654) 66-646				
To: (655) Dead End	0.40	130	R	05/06/2002
From: (655) 66-726				
To: (656) 66-646	1.40	210	R	05/08/2002
From: (656) Dead End				
To: (657) Dead End	0.20	20	R	05/06/2002
From: (657) 66-677				

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Route	Length	AADT	QA	Year
<b>Northumberland County</b>				
From: 66-677				
(657)	1.27	460	F	2002
To: 66-659				
(657)	1.57	1700	F	2002
To: 66-644				
(657)	0.10	2300	F	2002
To: US 360				
From: Dead End				
(658)	0.60	270	R	1999
To: 66-657 SOUTH				
From: 66-657 NORTH				
(658)	0.80	480	R	1999
To: Dead End				
From: Dead End				
(659)	0.64	630	R	05/06/2002
To: 66-657				
From: 66-646				
(660)	0.30	220	R	1999
To: Dead End				
From: 66-646				
(661)	0.18	220	R	1999
To: Dead End				
From: 66-646				
(662)	0.50	20	F	2002
To: Dead End				
From: Dead End				
(663)	0.55	130	R	05/08/2002
To: 66-810				
(663)	0.65	310	R	05/08/2002
To: 66-699				
From: 66-665				
(664)	0.30	120	R	1999
To: 0.30 ME 66-665				
(664)	0.15	60	R	1999
To: Dead End				
From: Dead End				
(665)	0.86	170	R	04/29/2002
To: 66-609 EAST				
From: 66-609 WEST				
(665)	1.90	460	F	2002
To: 66-664				
(665)	0.60	120	R	05/06/2002
To: Dead End				
From: 66-665				
(666)	1.61	360	R	05/06/2002
To: 66-731				
(666)	0.45	110	R	05/16/2002
To: Dead End				
From: 66-609				
(667)	1.21	530	R	1999
To: 66-798				
(667)	0.65	110	R	1999
To: Dead End				
From: Dead End				
(668)	1.64	100	R	1999
To: 66-609				

Route	Length	AADT	QA	Year
<b>Northumberland County</b>				
From: Dead End				
(669)	0.51	120	R	04/15/2002
To: 66-676				
(669)	0.65	220	R	04/15/2002
To: 66-672				
(669)	0.25	380	F	2002
To: 66-1115				
(669)	0.81	1100	F	2002
To: 66-608 SOUTH				
From: 66-608 NORTH				
(669)	0.40	400	R	04/15/2002
To: 66-671				
(669)	0.70	240	R	04/15/2002
To: 66-607 EAST; 66-725				
From: 66-607 WEST				
(669)	2.50	190	R	04/15/2002
To: 66-606 EAST				
From: 66-606 WEST				
(669)	1.30	80	R	04/15/2002
To: 66-605				
From: Dead End				
(670)	0.20	40	R	04/15/2002
To: 66-735				
(670)	0.60	160	R	04/15/2002
To: 66-605				
From: 66-669				
(671)	0.65	240	R	04/15/2002
To: 66-705				
(671)	0.35	120	R	04/15/2002
To: Dead End				
From: 66-1122				
(672)	0.80	230	R	04/15/2002
To: 66-669				
From: 66-644				
(673)	0.87	180	R	1999
To: Dead End				
From: Dead End				
(674)	1.00	220	R	1999
To: US 360				
From: 66-621				
(675)	0.20	260	R	03/25/2002
To: SR 202				
From: Dead End				
(676)	0.10	20	R	1999
To: 66-1121				
(676)	0.40	90	R	1999
To: 66-669				
From: Begin Loop				
(677)	0.50	80	R	1999
To: End Loop				
(677)	0.10	290	R	1999
To: 66-657				
From: 66-609				
(678)	1.97	200	R	04/03/2002
To: SR 200				

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Route	Length	AADT	QA	Year
<b>Northumberland County</b>				
From: SR 200 SOUTH				
(679) To: SR 200 SOUTH MID	1.15	70	R	04/03/2002
From: SR 200 NORTH MID				
(679) To: 66-605	1.60	20	R	04/03/2002
From: 66-605				
(679) To: SR 200 NORTH	1.45	180	R	04/03/2002
From: 66-624				
(680) To: Dead End	1.00	20	R	1999
From: Dead End				
(681) To: SR 201	0.75	47	R	1999
From: Dead End				
(682) To: 66-601	0.80	20	R	1999
From: 66-646				
(683) To: 66-646	0.90	30	R	05/08/2002
From: Dead End				
(684) To: 66-659	0.52	110	R	1999
From: 66-627				
(685) To: Dead End	0.40	60	R	05/20/2002
From: Dead End				
(686) To: 66-665	0.47	100	R	1999
From: 66-649				
(687) To: 66-772	0.35	30	R	1999
From: 51-615 Lancaster County Line				
(688) To: Dead End	0.60	20	R	04/03/2002
From: Dead End				
(689) To: US 360	0.43	50	R	03/25/2002
From: 66-669				
(690) To: Dead End	0.60	140	R	1999
From: 66-631				
(691) To: Dead End	0.40	70	R	1999
From: Begin Loop				
(692) To: End Loop	0.22	70	R	05/06/2002
From: 66-657				
(692) To: 66-606	0.08	90	R	05/06/2002
From: 66-606				
(693) To: 0.30 ME 66-606	0.30	20	R	04/29/2002
From: 0.40 ME 66-606				
(693) To: Dead End	0.40	20	R	04/29/2002
From: 66-604				
(694) To: 66-636	0.20	680	R	1999

Route	Length	AADT	QA	Year
<b>Northumberland County</b>				
From: US 360				
(695) To: 66-640	0.50	780	R	1999
From: 66-605				
(696) To: 66-767	0.35	30	R	04/29/2002
From: 66-626				
(697) To: Dead End	0.25	160	R	1999
From: Dead End				
(698) To: US 360	0.75	160	R	04/01/2002
From: SR 200 SOUTH				
(699) To: SR 200 MID	0.28	50	R	05/08/2002
From: SR 200 NORTH				
(699) To: SR 200 NORTH	0.74	190	R	05/08/2002
From: Dead End				
(700) To: 66-760	0.06	40	R	05/06/2002
From: 66-760				
(700) To: 66-714	0.13	150	R	05/06/2002
From: 66-714				
(700) To: 66-657	0.29	200	R	05/06/2002
From: Dead End				
(701) To: 66-711	0.20	60	R	1999
From: 66-646				
(702) To: US 360	0.10	380	F	2002
From: US 360				
(703) To: 66-652	0.42	140	F	2002
From: 66-636				
(704) To: Dead End	0.35	20	R	06/10/2002
From: 66-671				
(705) To: Dead End	0.41	40	R	1999
From: 66-640				
(706) To: 0.80 MN 66-640	0.80	60	R	06/12/2002
From: 0.10 MN 66-640				
(706) To: Dead End	0.10	50	R	06/12/2002
From: Dead End				
(707) To: US 360; 66-752	1.50	170	R	04/01/2002
From: 66-617				
(708) To: Dead End	0.65	180	R	03/06/2002
From: 66-624				
(709) To: Dead End	0.91	120	R	05/20/2002
From: Dead End				
(710) To: 66-665	0.30	10	R	05/06/2002

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<b>Northumberland County</b>				
From: (711) US 360 SOUTH	2.49	90	R	03/06/2002
To: US 360 NORTH				
From: (712) US 360	0.76	1300	F	2002
To: 66-622				
From: (712) 66-622	1.50	250	R	03/25/2002
To: Dead End				
From: (713) 66-629	0.40	70	R	1999
To: Dead End				
From: (714) 66-644	0.08	140	R	05/06/2002
To: 66-700				
From: (715) Dead End	0.80	80	R	1999
To: 66-646				
From: (716) Dead End	0.55	90	R	1999
To: 66-671				
From: (717) 66-640	0.26	70	R	06/12/2002
To: 66-756				
From: (717) 66-756	0.34	50	R	06/12/2002
To: Dead End				
From: (718) Dead End	0.58	20	R	04/29/2002
To: 66-665				
From: (719) 66-620	0.30	20	R	03/25/2002
To: Dead End				
From: (720) 66-630	0.65	40	R	06/03/2002
To: Dead End				
From: (721) Dead End	0.75	260	R	04/01/2002
To: 66-604				
From: (722) 66-799	0.35	450	R	05/06/2002
To: US 360				
From: (723) Dead End	0.06	150	R	1986
To: SR 200				
From: (724) 66-620	0.49	120	R	03/25/2002
To: Dead End				
From: (725) 66-607; 66-669	0.30	50	R	04/15/2002
To: Dead End				
From: (726) US 360 SOUTH	0.53	140	R	05/06/2002
To: US 360 NORTH				
From: (727) 66-609	0.04	50	R	04/29/2002
To: 66-665				

Route	Length	AADT	QA	Year
<b>Northumberland County</b>				
From: (728) Dead End	0.09	30	R	05/20/2002
To: 66-627				
From: (729) Dead End	0.23	280	R	1999
To: US 360				
From: (730) 66-609	0.30	100	R	1999
To: Dead End				
From: (731) Dead End	0.13	46	R	05/06/2002
To: 66-666				
From: (732) 66-712	0.65	60	R	1999
To: Dead End				
From: (733) Lancaster County Line	0.07	20	R	1999
To: Dead End				
From: (734) 66-647	0.55	200	R	1999
To: Dead End				
From: (735) 66-670	0.20	8	R	1999
To: Dead End				
From: (736) Dead End	0.50	150	R	1999
To: 66-644				
From: (737) Dead End	0.30	60	R	1999
To: 66-646				
From: (738) Dead End	0.45	10	R	1999
To: 66-612				
From: (739) 66-649	0.38	2	R	05/13/2002
To: Dead End				
From: (740) 66-604	1.00	80	R	1999
To: Dead End				
From: (741) Dead End	0.40	20	R	05/08/2002
To: 66-646				
From: (742) Dead End	0.19	60	R	05/20/2002
To: 66-625				
From: (743) 66-600	0.21	40	R	1999
To: Dead End				
From: (744) Dead End	0.90	180	R	03/25/2002
To: 66-614				
From: (744) 66-614	0.27	80	R	03/25/2002
To: 0.27 MN 66-614				
From: (744) 0.27 MN 66-614	0.11	60	R	03/25/2002
To: Dead End				

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Route	Length	AADT	QA	Year
<b>Northumberland County</b>				
From: Dead End				
(745) To: 66-624	1.00	80	R	1999
From: Dead End				
(746) To: 66-657	0.25	100	R	1999
From: 66-665				
(747) To: Dead End	0.25	20	R	05/06/2002
From: 66-610				
(748) To: Dead End	0.90	60	R	1999
From: 66-618				
(749) To: 0.50 MN 66-618	0.50	80	R	03/06/2002
From: 0.30				
(749) To: Dead End	0.30	40	R	03/06/2002
From: US 360				
(750) To: Dead End	0.08	110	R	1999
From: 66-629				
(751) To: 66-1403	0.85	530	R	06/10/2002
From: 66-1411 SOUTH				
(751) To: 66-1411 NORTH	1.26	210	R	06/10/2002
From: 66-1402 SOUTH				
(751) To: 66-1402 NORTH	0.09	120	R	06/10/2002
From: 66-1401				
(751) To: 66-1401	0.07	120	R	06/10/2002
From: 66-1402 SOUTH				
(751) To: 66-1402 NORTH	0.06	130	R	06/10/2002
From: 66-1401				
(751) To: 66-1401	0.21	120	R	06/10/2002
From: US 360; 66-707				
(752) To: US 360	0.40	30	R	1999
From: Dead End				
(753) To: SR 200	0.30	220	R	1999
From: Dead End				
(754) To: 66-722	0.10	47	R	1999
From: 66-624				
(755) To: Dead End	0.52	50	R	1999
From: Dead End				
(756) To: 66-717	0.40	10	R	06/12/2002
From: 66-600 Richmond County Line				
(757) To: Dead End	0.30	100	R	1999
From: US 360				
(758) To: 66-793	0.05	270	R	03/25/2002
From: 66-793				
(758) To: Dead End	0.15	200	R	03/25/2002

Route	Length	AADT	QA	Year
<b>Northumberland County</b>				
From: Dead End				
(759) To: 66-624	0.40	30	R	1999
From: Dead End				
(760) To: 66-700	0.10	150	R	1999
From: Dead End				
(761) To: 0.61 ME Dead End	0.61	60	R	1999
From: 0.15				
(761) To: 66-665	0.15	110	R	1999
From: Dead End				
(762) To: 66-621	0.12	10	R	1999
From: 66-669				
(763) To: Dead End	0.48	47	R	04/15/2002
From: 66-685				
(764) To: Dead End	0.27	50	R	1999
From: 66-622				
(765) To: Dead End	0.16	20	R	1999
From: 66-669				
(766) To: Dead End	0.50	60	R	04/15/2002
From: Dead End				
(767) To: 66-696	0.15	8	R	04/29/2002
From: 66-696				
(767) To: 66-773	0.10	20	R	04/29/2002
From: 66-773				
(767) To: Dead End	0.10	20	R	04/29/2002
From: 66-711				
(768) To: Dead End	0.10	6	R	03/06/2002
From: 66-647				
(769) To: Dead End	0.62	150	R	1999
From: 66-646				
(770) To: Dead End	0.18	170	R	1999
From: Dead End				
(771) To: 66-605	0.75	10	R	04/29/2002
From: 66-687				
(772) To: Dead End	0.50	30	R	1999
From: 66-767				
(773) To: Dead End	0.20	2	R	04/29/2002
From: 66-650				
(774) To: Dead End	0.28	140	R	1999
From: US 360				
(775) To: Dead End	0.08	100	R	1999

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Route	Length	AADT	QA	Year
<b>Northumberland County</b>				
From: 66-636				
(776) To: Dead End	0.25	30	R	06/10/2002
From: Dead End				
(777) To: 66-640	0.16	47	R	1999
From: 66-601				
(779) To: Dead End	0.25	20	R	1999
From: Dead End				
(780) To: 66-679	0.14	90	R	1999
From: 66-624				
(781) To: Cul-de-Sac	0.82	90	R	1999
From: SR 202				
(782) To: Dead End	0.20	120	R	1986
From: Dead End				
(783) To: 66-646	0.10	10	R	1999
From: 66-614				
(784) To: Dead End	0.36	90	R	1999
From: 66-624				
(785) To: 66-786	1.16	90	R	1999
From: 66-785				
(786) To: 66-787	0.39	70	R	1999
From: 66-786				
(787) To: Dead End	0.06	10	R	1999
From: 66-712				
(788) To: Dead End	0.30	50	R	1999
From: 66-634				
(789) To: Dead End	0.15	40	R	06/03/2002
From: Westmoreland County Line				
(790) To: 66-600	0.30	210	R	03/06/2002
From: 66-630				
(791) To: Dead End	0.50	30	R	1999
From: 66-605				
(792) To: Dead End	0.17	50	R	1999
From: 66-712				
(793) To: 66-758	0.18	230	R	1999
From: 66-635				
(794) To: Dead End	0.72	50	R	1999
From: 79-600 Richmond County Line				
(795) To: Dead End	0.43	80	R	1986

Route	Length	AADT	QA	Year
<b>Northumberland County</b>				
From: 66-609				
(796) To: Dead End	0.13	30	R	1999
From: 66-644				
(797) To: Dead End	0.22	20	R	1999
From: 66-667				
(798) To: Dead End	0.85	90	R	1999
From: 66-801				
(799) To: 66-722	0.12	260	R	05/06/2002
From: 66-722				
(799) To: US 360	0.07	210	R	05/06/2002
From: 66-644				
(800) To: 66-806	0.89	100	R	1999
From: 66-806				
(800) To: Cul-de-Sac	0.25	20	R	1999
From: Dead End				
(801) To: 66-799	0.29	170	R	1999
From: 66-652				
(802) To: 66-803	1.72	90	R	1999
From: Dead End				
(803) To: 0.06 ME 66-802	0.11	20	R	1999
From: Dead End				
(804) To: 66-669	0.07	10	R	1999
From: 66-652				
(805) To: Cul-de-Sac	0.62	70	R	1999
From: Cul-de-Sac				
(806) To: 66-800	0.21	50	R	05/13/2002
From: 66-666				
(807) To: 66-666	0.45	30	R	05/06/2002
From: Cul-de-Sac				
(808) To: 66-807	0.08	20	R	05/06/2002
From: 66-00652(B)/				
(809) To: Dead End/	0.74	NA		
From: Dead End				
(810) To: 66-663	0.70	110	R	05/08/2002
From: 66-810				
(811) To: Cul-de-Sac	0.11	40	R	05/08/2002
From: 66-604				
(812) To: Dead End	1.38	50	R	06/03/2002

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Route	Length	AADT	QA	Year
<b>Northumberland County</b>				
From: US 360				
(815) To: 66-644	0.06	120	R	05/06/2002
From: 66-618				
(818) To: Dead End	0.32	30	R	03/06/2002
From: Dead End				
(820) To: 66-624	1.34	140	R	05/20/2002
From: US 360				
(824) To: 66-613	0.05	40	R	06/03/2002
From: Dead End				
(830) To: 66-609	0.41	80	R	04/29/2002
From: Dead End				
(835) To: 66-649	0.60	80	R	05/13/2002
From: Cul-de-Sac				
(836) To: 0.13 ME 66-636	0.55	20	R	06/12/2002
From: Cul-de-Sac				
(837) To: 66-836	0.12	20	R	1999
From: 66-629				
(840) To: Dead End	0.25	80	R	05/20/2002
From: Cul-de-Sac				
(841) To: 66-840	0.14	60	R	05/20/2002
From: 66-625				
(842) Kingscote Drive To: Cul-de-Sac	0.66	NA		
From: 66-629				
(845) To: Cul-de-Sac	0.24	40	R	06/03/2002
From: 66-1002				
(1001) To: 66-1004	0.02	400	R	1999
From: 66-1004				
(1001) To: US 360	0.12	110	R	1999
From: US 360 SOUTH				
(1002) To: Dead End; Gap Terminus	0.04	810	R	1999
From: Dead End; Gap Terminus				
(1002) To: 66-1001	0.03	80	R	1999
From: 66-1001				
(1002) To: 66-1003	0.03	450	R	1999
From: 66-1003				
(1002) To: US 360 NORTH	0.02	530	R	1999
From: 66-1002				
(1003) To: US 360	0.03	140	R	1999
From: Dead End				
(1004) To: 66-1001	0.06	270	R	1999

Route	Length	AADT	QA	Year
<b>Town of Kilmarnock</b>				
From: SR 200 Lancaster Cy				
(1005) To: 66-1016	0.05	440	R	1999
From: 66-1016				
(1005) To: Dead End	0.14	40	R	1999
<b>Northumberland County</b>				
From: SR 200				
(1006) To: 66-1007	0.32	60	R	05/06/2002
From: 66-1007				
(1006) To: Cul-de-Sac	0.26	30	R	05/06/2002
From: Cul-de-Sac				
(1007) To: 66-1006	0.22	49	R	1999
From: SR 200				
(1008) To: Cul-de-Sac	0.34	30	R	1999
From: 66-609				
(1010) To: 66-1011	0.31	170	R	04/29/2002
From: 66-1011				
(1010) To: 66-1012	0.15	120	R	04/29/2002
From: 66-1012				
(1010) To: Cul-de-Sac	0.28	60	R	04/29/2002
From: Cul-de-Sac				
(1011) To: 66-1010	0.08	30	R	04/29/2002
From: 66-1010				
(1012) To: Cul-de-Sac	0.08	30	R	04/29/2002
<b>Town of Kilmarnock</b>				
From: SR 200 Lancaster Cy				
(1014) To: 66-1015	0.06	80	R	1999
From: 66-1015				
(1015) To: 66-1014	0.07	40	R	1999
From: Lancaster County Line				
(1016) To: 66-1005	0.14	580	R	1999
From: SR 200 Lancaster Cy				
(1017) To: 66-1015	0.06	60	R	04/03/2002
<b>Northumberland County</b>				
From: SR 200				
(1020) To: Dead End	0.17	180	R	04/29/2002
From: 66-1024				
(1023) To: 66-605	0.20	30	R	1999
From: Cul-de-Sac				
(1024) To: 66-1023	0.34	30	R	1999
From: 66-608				
(1025) To: Dead End	1.67	140	R	1999



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<b>Northumberland County</b>				
From: 66-1025; 66-1027				
(1026) To: Cul-de-Sac	0.17	4500	R	04/03/2002
From: Dead End				
(1027) To: 66-1025; 66-1026	0.32	20	R	04/03/2002
From: 66-1025				
(1028) To: Dead End	0.10	40	R	04/03/2002
From: 66-1025				
(1029) To: Cul-de-Sac	0.14	20	R	04/03/2002
From: Cul-de-Sac				
(1030) To: 66-1032	0.03	10	R	04/29/2002
(1030) From: 66-1032	0.09	20	R	04/29/2002
To: 66-609				
From: Cul-de-Sac				
(1031) To: 66-1032	0.07	48	R	04/29/2002
(1031) From: 66-1032	0.08	40	R	04/29/2002
To: 66-609				
(1031) From: 66-609	0.07	20	R	04/29/2002
To: Cul-de-Sac				
From: 66-1030				
(1032) To: 66-1031	0.20	20	R	04/29/2002
From: 66-669				
(1035) To: Cul-de-Sac	0.40	1800	R	04/13/2002
From: Dead End				
(1038) To: 66-668	0.16	80	R	04/29/2002
From: Cul-de-Sac				
(1039) To: 66-1038	0.13	50	R	04/29/2002
From: Cul-de-Sac				
(1040) To: 66-1010	0.04	30	R	04/29/2002
From: Cul-de-Sac				
(1041) To: 66-1010	0.03	20	R	04/29/2002
From: Cul-de-Sac				
(1042) To: 66-1010	0.10	20	R	04/29/2002
From: 66-1051				
(1050) To: 66-644	0.27	90	R	05/13/2002
From: Cul-de-Sac				
(1051) To: Cul-de-Sac	0.29	60	R	05/13/2002
From: 66-00644(B)/				
(1052) To: 66-01053(B)/	0.16	NA		
From: Cul-de-Sac/				
(1053) To: Cul-de-Sac/	0.17	NA		

Route	Length	AADT	QA	Year
<b>Northumberland County</b>				
From: 66-604				
(1060) To: Cul-de-Sac	0.80	90	R	1999
From: 66-1060				
(1061) To: Cul-de-Sac	0.30	30	R	1999
From: 66-1060				
(1062) To: Cul-de-Sac	0.44	40	R	1999
From: 66-604				
(1070) To: 66-1071	0.09	60	R	1999
From: Cul-de-Sac				
(1071) To: 66-1070	0.72	40	R	1999
(1071) From: 66-1070	0.30	10	R	1999
To: Cul-de-Sac				
From: 66-665				
(1080) To: 66-1081	0.70	6	R	1999
From: 66-1080				
(1081) To: Cul-de-Sac	0.17	6	R	1999
From: 66-635				
(1094) To: Cul-de-Sac	0.32	40	R	06/12/2002
From: Cul-de-Sac				
(1095) To: 66-794	0.20	20	R	1999
From: 66-794				
(1096) To: Cul-de-Sac	0.18	6	R	1999
From: 66-1115				
(1101) To: 66-1103	0.06	40	R	04/15/2002
(1101) From: 66-1103	0.05	40	R	04/15/2002
To: 66-1102				
From: Dead End				
(1102) To: 66-1101	0.08	6	R	04/15/2002
(1102) From: 66-1101	0.11	7	R	04/15/2002
To: Dead End				
From: 66-1101				
(1103) To: 66-1106 Gap Terminus	0.13	20	R	04/15/2002
From: 66-1104 Gap Terminus				
(1103) To: 56-669	0.06	50	R	04/15/2002
From: 66-1103				
(1104) To: 66-1105	0.30	20	R	04/15/2002
From: Dead End				
(1105) To: 66-1106	0.10	30	R	1999
(1105) From: 66-1106	0.11	130	R	1999
To: 66-1104				

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<b>Northumberland County</b>				
From: 66-1104				
(1105) To: 66-669	0.06	130	R	1999
From: 66-1103				
(1106) To: 66-1107	0.24	40	R	1999
From: 66-1107				
(1106) To: 66-1105	0.06	110	R	1999
From: End Loop				
(1107) To: 66-1109	0.27	30	R	1999
From: 66-1109				
(1107) To: 66-1108	0.03	20	R	1999
From: 66-1108				
(1107) To: Begin Loop	0.19	60	R	1999
From: Begin Loop				
(1107) To: 66-1106	0.05	90	R	1999
From: 66-1106				
(1108) To: 66-1107	0.02	20	R	1999
From: Cul-de-Sac				
(1108) To: Cul-de-Sac				
From: Cul-de-Sac				
(1109) To: 66-1107	0.02	20	R	1999
From: 66-1112				
(1110) To: 66-1111	0.06	40	R	1999
From: 66-1111				
(1110) To: 66-1115	0.09	60	R	1999
From: 66-1116				
(1111) To: 66-1110	0.20	6	R	1999
From: 66-1116				
(1112) To: 66-1110	0.21	30	R	1999
From: Dead End				
(1113) To: 66-672	0.36	20	R	04/15/2002
From: 66-1118				
(1114) To: 66-1115	0.36	750	R	1999
From: Dead End				
(1115) To: 66-1117	0.07	30	R	04/15/2002
From: 66-1116				
(1115) To: 66-1116	0.12	60	R	04/15/2002
From: 66-1101				
(1115) To: 66-1110	0.04	140	R	04/15/2002
From: 66-1110				
(1115) To: 66-1114	0.14	160	R	04/15/2002
From: 66-1110				
(1115) To: 66-1114	0.09	260	R	04/15/2002
From: 66-1114				
(1115) To: 66-669	0.07	710	R	04/15/2002
From: Dead End				
(1116) To: 66-1112	0.29	40	R	1999

Route	Length	AADT	QA	Year
<b>Northumberland County</b>				
From: 66-1112				
(1116) To: 66-669	0.06	100	R	1999
From: 66-1111				
(1116) To: 66-1115	0.06	130	R	1999
From: 66-1115				
(1117) To: 66-1115	0.03	40	R	1999
From: 0.03 MN 66-1115				
(1117) To: Dead End	0.09	40	R	1999
From: Begin Loop				
(1118) To: End Loop	0.15	40	R	1999
From: End Loop				
(1118) To: 0.15 MN End Loop	0.15	50	R	1999
From: 66-1114				
(1118) To: 66-1114	0.35	110	R	1999
From: 66-1114				
(1118) To: 66-1119 NORTH	0.08	460	R	1999
From: 66-1119 NORTH				
(1118) To: 66-1119 SOUTH	0.29	90	R	1999
From: Dead End				
(1119) To: 66-1118 SOUTH	0.09	60	R	1999
From: 66-1118 SOUTH				
(1119) To: 66-1120	0.08	49	R	1999
From: 66-1120				
(1119) To: 66-1118 NORTH	0.20	100	R	1999
From: Dead End				
(1120) To: 66-1119	0.14	60	R	1999
From: Dead End				
(1121) To: 66-676	0.05	20	R	1999
From: Dead End				
(1122) To: 66-672	0.16	160	R	1999
From: 66-669				
(1129) To: Cul-de-Sac	0.29	30	R	1999
From: 66-607				
(1130) To: 66-607	0.35	30	R	1999
From: Cul-de-Sac				
(1150) To: 66-1151	0.05	70	R	1999
From: 66-1151				
(1150) To: 66-653	0.45	120	R	1999
From: 66-1150				
(1151) To: Cul-de-Sac	0.10	30	R	1999
From: Dead End				
(1201) To: 66-1202	0.28	20	R	05/13/2002
From: 66-1202				
(1201) To: 66-644	0.07	40	R	05/13/2002

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<b>Northumberland County</b>				
From: (1202) Dead End	0.19	20	R	1999
To: (1202) 66-1203	0.06	30	R	1999
From: (1202) 66-1204	0.04	40	R	1999
To: (1202) 66-1201				
From: (1203) Cul-de-Sac	0.04	2	R	1999
To: (1203) 66-1202				
From: (1204) Cul-de-Sac	0.03	6	R	1999
To: (1204) 66-1202				
From: (1209) 66-644	0.46	20	R	1999
To: (1209) Cul-de-Sac				
From: (1210) 66-639	0.04	110	R	04/01/2002
To: (1210) 66-1212	0.40	90	R	04/01/2002
From: (1210) 66-1211 SOUTH	0.54	30	R	04/01/2002
To: (1210) 66-1211 NORTH				
From: (1211) 66-1210	0.08	40	R	1999
To: (1211) 66-1210				
From: (1212) 66-1210	0.05	10	R	1999
To: (1212) Cul-de-Sac				
From: (1213) Cul-de-Sac	0.08	20	R	04/01/2002
To: (1213) 66-1210				
From: (1214) Dead End/	0.08	NA		
To: (1214) 66-01210(B)/				
From: (1216) 66-707	0.47	40	R	1999
To: (1216) Cul-de-Sac				
From: (1217) Cul-de-Sac	0.06	9	R	1999
To: (1217) 66-707				
From: (1220) Cul-de-Sac	0.64	40	R	05/13/2002
To: (1220) 66-1221	0.07	40	R	05/13/2002
From: (1220) 66-1223	0.10	40	R	05/13/2002
To: (1220) 66-604				
From: (1221) 66-1220	0.23	10	R	1999
To: (1221) 66-604	0.21	30	R	1999
From: (1221) 66-1222				
To: (1221) Cul-de-Sac				
From: (1222) Cul-de-Sac	0.15	30	R	1999
To: (1222) 66-1221				

Route	Length	AADT	QA	Year
<b>Northumberland County</b>				
From: (1222) 66-1221	0.28	20	R	1999
To: (1222) 66-604				
From: (1223) Cul-de-Sac	0.06	4	R	1999
To: (1223) 66-1220				
From: (1224) 66-1220	0.09	20	R	05/13/2002
To: (1224) 66-1225	0.01	10	R	05/13/2002
From: (1224) 0.01 MS 66-1225	0.41	8	R	05/13/2002
To: (1224) Cul-de-Sac				
From: (1225) 66-1227	0.26	20	R	05/13/2002
To: (1225) 66-1224				
From: (1226) Cul-de-Sac	0.08	20	R	1999
To: (1226) 66-1229	0.14	20	R	1999
From: (1226) Cul-de-Sac				
To: (1226) Cul-de-Sac				
From: (1227) Cul-de-Sac	0.11	10	R	05/13/2002
To: (1227) Cul-de-Sac				
From: (1228) 66-740	0.02	80	R	1999
To: (1228) 66-1229				
From: (1229) Cul-de-Sac	0.42	40	R	1999
To: (1229) 66-1228	0.15	60	R	1999
From: (1229) Riverside Court				
To: (1229) 66-603	0.48	130	R	1999
From: (1230) 66-1231	0.32	60	R	1999
To: (1230) Begin Loop	0.18	9	R	1999
From: (1230) End Loop				
To: (1230) 66-1230	0.13	20	R	04/03/2002
From: (1231) Pintail Court	0.20	20	R	04/03/2002
To: (1231) Dead End				
From: (1232) 66-1230	0.08	7	R	1999
To: (1232) Cul-de-Sac				
From: (1233) Dead End	0.10	20	R	05/13/2002
To: (1233) 66-1229				
From: (1234) 66-1233	0.09	10	R	05/13/2002
To: (1234) Cul-de-Sac				
From: (1235) 66-740	0.17	30	R	05/13/2002
To: (1235) Cul-de-Sac				

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<b>Northumberland County</b>				
From: 66-01230(B)/				
(1236) To: Cul-de-Sac/	0.05	NA		
From: Dead End/				
(1237) To: 66-01230(B)/66-01231(L)/	0.10	NA		
From: US 360				
(1301) To: 66-1305	0.68	830	R	05/08/2002
From: 66-1305				
(1301) To: 66-1302; 66-1303	1.03	200	R	05/08/2002
From: 66-1301; 66-1303				
(1302) To: Dead End	0.79	60	R	1999
From: Dead End				
(1303) To: 66-1304	0.28	45	R	1999
From: 66-1304				
(1303) To: 66-1301; 66-1302	0.06	50	R	1999
From: 66-1303				
(1304) To: Cul-de-Sac	0.05	10	R	1999
From: 66-1301				
(1305) To: 66-1306	0.28	640	R	05/08/2002
From: 66-1306				
(1305) To: Cul-de-Sac	0.22	40	R	05/08/2002
From: 66-1305				
(1306) To: 66-1307	0.15	620	R	1999
From: 66-1307				
(1306) To: 66-1310	0.03	600	R	1999
From: 66-1310				
(1306) To: 66-1311	0.14	540	R	1999
From: 66-1311				
(1306) To: 66-1315	0.05	500	R	1999
From: 66-1315				
(1306) To: 66-1317	0.11	250	R	1999
From: 66-1317				
(1306) To: 66-1316	0.12	190	R	1999
From: 66-1316				
(1306) To: 66-1308	0.10	170	R	1999
From: 66-1308				
(1306) To: 66-1312	0.26	100	R	1999
From: 66-1312				
(1306) To: 66-1318	0.08	110	R	1999
From: 66-1318				
(1306) To: Cul-de-Sac	0.16	130	R	1999
From: 66-1306				
(1307) To: Cul-de-Sac	0.15	70	R	1999
From: 66-1309				
(1308) To: 66-1317	0.07	10	R	1999

Route	Length	AADT	QA	Year
<b>Northumberland County</b>				
From: 66-1317				
(1308) To: 66-1306	0.10	20	R	1999
From: 66-1315				
(1309) To: W Little John St	0.06	130	R	1999
From: W Little John St				
(1309) To: E Little John St	0.33	60	R	1999
From: E Little John St				
(1309) To: 66-1315	0.06	40	R	1999
From: 66-1315				
(1309) To: 66-1308	0.16	130	R	1999
From: 66-1308				
(1309) To: 66-1318	0.22	100	R	1999
From: 66-1318				
(1309) To: Cul-de-Sac	0.21	80	R	1999
From: Cul-de-Sac				
(1310) To: 66-1306	0.19	50	R	1999
From: 66-1306				
(1311) To: Cul-de-Sac	0.12	60	R	1999
From: 66-1306				
(1312) To: Cul-de-Sac	0.04	10	R	1999
From: Cul-de-Sac				
(1313) To: 66-1306	0.03	20	R	05/13/2002
From: 66-1309 WEST				
(1314) To: 66-1309 EAST	0.17	30	R	1999
From: 36-1306				
(1315) To: 66-1309	0.20	120	R	1999
From: 66-1306				
(1316) To: Cul-de-Sac	0.10	30	R	1999
From: 66-1306				
(1317) To: 66-1308	0.20	50	R	1999
From: 66-1308				
(1317) To: 66-1318	0.23	30	R	1999
From: 66-1306				
(1318) To: 66-1317	0.04	60	R	1999
From: 66-1317				
(1318) To: 66-1309	0.07	50	R	1999
From: 66-1321				
(1320) To: 66-650	0.12	40	R	05/08/2002
From: Dead End				
(1321) To: 66-1320	0.01	20	R	05/08/2002
From: 66-1320				
(1321) To: Dead End	0.01	20	R	05/08/2002

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<b>Northumberland County</b>				
From: Cul-de-Sac				
(1329) To: 66-651	0.17	50	R	1999
From: 66-805				
(1330) To: 66-805	0.50	20	R	05/08/2002
From: 66-00644(B)/				
(1335) To: Dead End/	0.76	NA		
From: 66-01335(B)/				
(1336) To: Dead End/	0.23	NA		
From: 66-01335(B)/				
(1337) To: Cul-de-Sac/	0.20	NA		
From: 66-1403				
(1400) To: Cul-de-Sac	0.16	40	R	06/10/2002
From: Cul-de-Sac				
(1401) To: 66-1403	0.14	40	R	1999
From: 66-1403				
(1401) To: 66-751	0.59	100	R	1999
From: 66-751				
(1401) To: Dead End	0.30	60	R	1999
From: 66-751				
(1402) To: 66-751	0.29	20	R	1999
From: 66-751				
(1403) To: 66-1409	0.29	290	R	1999
From: 66-1409				
(1403) To: 66-1408	0.20	240	R	1999
From: 66-1408				
(1403) To: 66-1407	0.19	240	R	1999
From: 66-1407				
(1403) To: 66-1406	0.07	240	R	1999
From: 66-1406				
(1403) To: 66-1405	0.09	230	R	1999
From: 66-1405				
(1403) To: 66-1404	0.10	210	R	1999
From: 66-1404				
(1403) To: 66-1401	0.35	190	R	1999
From: 66-1403				
(1404) To: Cul-de-Sac	0.27	50	R	1999
From: 66-1403				
(1405) To: 66-1404	0.20	40	R	1999
From: 66-1403				
(1406) To: 66-1407	0.25	70	R	1999
From: 66-1403				
(1407) To: 66-1406	0.18	30	R	1999

Route	Length	AADT	QA	Year
<b>Northumberland County</b>				
From: 66-1403				
(1408) To: 66-1410	0.06	40	R	1999
From: 66-1410				
(1408) To: Cul-de-Sac	0.20	30	R	1999
From: 66-1403				
(1409) To: 66-1410	0.09	48	R	1999
From: 66-1410				
(1409) To: Cul-de-Sac	0.20	40	R	1999
From: 66-1409				
(1410) To: 66-1408	0.25	40	R	1999
From: 66-751				
(1411) To: 66-751	0.32	46	R	1999
From: 66-751				
(1412) To: 66-1413	0.11	10	R	06/10/2002
From: 66-751				
(1413) To: Cul-de-Sac	0.24	40	R	06/10/2002
From: Cul-de-Sac				
(1414) To: 66-751	0.10	10	R	1999
From: 66-698				
(9294) To: End Of Loop	0.18	20	R	06/12/2002
From: 66-698 SOUTH				
(9296) To: 66-698 NORTH	0.15	40	R	06/12/2002
From: 66-601				
(9297) To: Northumberland HS	0.16	270	R	06/03/2002