

**2004**

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

where available

**Jurisdiction Report**

**67**

Nottoway County  
Town of Blackstone  
Town of Burkeville  
Town of Crewe

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

**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



Secondary Route

## Special Routes



Bus - Business Route

Bypas - Bypass Route

Truck - Truck Route



ALT - Alternate Route

Wve - Wye Route connector



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



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

Virginia Department of Transportation  
 Mobility Management Division  
 2004  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 Nottoway Maintenance Area

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW		
							2Axle	3+Axle	1Trail	2Trail								
		From:	Lunenburg County Line															
40	Nottoway County		4.80	3600	G	95%	1%	1%	0%	3%	0%	C	0.099	F	0.664	3600	G	
		To:	SCL Blackstone															
40	South Main Street	Town of Blackstone	0.18	4100	G	95%	1%	1%	0%	3%	0%	F	0.098	F	0.64	4100	G	
		To:	SR 46															
40	South Main Street	Town of Blackstone	0.57	11000	G	97%	0%	1%	0%	2%	0%	C	0.094	F	0.551	11000	G	
		To:	Tenth St															
40	South Main Street	Town of Blackstone	0.21	11000	G	97%	0%	1%	0%	2%	0%	F	0.095	F	0.582	11000	G	
		To:	West Entrance Rd															
40	South Main Street	Town of Blackstone	0.47	10000	G	96%	1%	1%	0%	3%	0%	C	0.092	F	0.545	10000	G	
		To:	Elm St															
40	Bus 460 North Main St	Town of Blackstone	0.59	7800	G	96%	1%	1%	0%	3%	0%	C	0.087	F	0.542	7800	G	
		To:	North Main St															
40	Dinwiddie Street	Town of Blackstone	0.53	2000	G	94%	0%	1%	1%	3%	0%	C	0.111	F	0.535	2000	G	
		To:	ECL Blackstone															
40		Nottoway County	5.76	1600	G	94%	0%	1%	1%	3%	0%	F	0.087	F	0.540	1600	G	
		To:	Dinwiddie County Line															
		From:	Brunswick County Line															
46		Nottoway County	5.46	1800	G	89%	1%	2%	1%	7%	0%	F	0.095	F	0.623	1800	G	
		To:	New SCL Blackstone															
46		Town of Blackstone	0.15	2100	G	89%	1%	2%	1%	7%	0%	C	0.107	F	0.614	2100	G	
		To:	SR 40															
		From:	Lunenburg County Line															
49	The Falls Rd	Nottoway County	8.54	1600	G	96%	0%	1%	1%	2%	0%	F	0.1	F	0.529	1600	G	
		To:	67-633 Lone Pine Rd															
49	The Falls Rd	Nottoway County	0.46	3000	G	96%	0%	1%	1%	2%	0%	F	0.095	F	0.563	3100	G	
		To:	SCL Crewe															
49		Town of Crewe (Maint: 67)	0.15	3000	N	96%	0%	1%	1%	2%	0%	N	0.095	N	0.563	3100	N	
		To:	S US 460															
49	460	Town of Crewe (Maint: 67)	1.80	12000	G	86%	1%	1%	1%	11%	0%	F	0.092	F	0.514	12000	G	
		To:	N US 460															
49		Town of Crewe (Maint: 67)	0.34	2200	G	95%	1%	1%	1%	3%	0%	C	0.097	F	0.527	2200	G	
		To:	NCL Crewe															
49	Watsons Wood Rd	Nottoway County	1.55	2200	N	95%	1%	1%	1%	3%	0%	N	0.097	N	0.527	2200	N	
		To:	US 360 East of Burkeville															
		From:	US 460 Wellville															
153		Nottoway County	6.52	2300	G	92%	1%	1%	2%	4%	0%	C	0.097	F	0.514	2300	G	
		To:	Amelia County Line															

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 Annual Average Daily Traffic Volume Estimates By Section of Route  
 Nottoway Maintenance Area

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	
							2Axle	3+Axle	1Trail	2Trail							
307	Nottoway County	From: Prince Edward County Line	5.42	5200	G	89%	1%	1%	1%	7%	1%	F	0.078	F	0.522	4900	G
		To: Amelia County Line															
360	Nottoway County	From: Prince Edward County Line	1.12	5300	G	82%	1%	1%	2%	14%	1%	F	0.082	F	0.605	5100	G
		To: 67-621															
360	Nottoway County	From: US 460	0.39	5500	G	82%	1%	1%	2%	14%	1%	F	0.077	F	0.582	5400	G
		To: WCL Burkeville															
360 460	Nottoway County	From: WCL Burkeville	1.06	11000	N	79%	1%	1%	2%	17%	1%	N	0.083	N	0.547	11000	N
		To: Bus US 460															
360 460	Town of Burkeville (Maint: 67)	From: Bus US 460	0.08	16000	G	82%	1%	1%	2%	14%	1%	F	NA		15000	G	
		To: ECL Burkeville															
360 460	Nottoway County	From: ECL Burkeville	0.35	16000	N	82%	1%	1%	2%	14%	1%	N	NA		15000	N	
		To: US 460															
360	Nottoway County	From: US 460	0.23	4400	G	91%	1%	1%	1%	6%	1%	F	0.071	F	0.514	4300	G
		To: 67-723															
360	Nottoway County	From: 67-723	2.46	5300	G	91%	1%	1%	1%	6%	1%	F	0.074	F	0.57	5200	G
		To: SR 49															
360	Nottoway County	From: SR 49	4.17	7100	G	91%	1%	1%	1%	6%	1%	F	0.076	F	0.573	7000	G
		To: Amelia County Line															
Bus 360 Bus 460	Nottoway County	From: US 460	0.18	1400	G	95%	0%	2%	1%	2%	0%	C	0.097	F	0.562	1400	G
		To: WCL Burkeville															
Bus 360 Bus 460	Town of Burkeville (Maint: 67)	From: WCL Burkeville	0.30	1400	N	95%	0%	2%	1%	2%	0%	N	0.097	N	0.562	1400	N
		To: 67-724 Harris Spring Rd															
Bus 360 Bus 460	Town of Burkeville (Maint: 67)	From: 67-724 Harris Spring Rd	0.21	2800	G	95%	0%	2%	1%	2%	0%	F	0.099	F	0.575	2800	G
		To: 67-628 Agnew St															
Bus 360 Bus 460	Town of Burkeville (Maint: 67)	From: 67-628 Agnew St	0.44	2400	G	95%	0%	2%	1%	2%	0%	F	0.102	F	0.545	2400	G
		To: US 460 East of Burkeville															
460	Nottoway County	From: Prince Edward County Line	3.05	7300	G	86%	1%	1%	1%	11%	0%	F	0.082	F	0.524	7200	G
		To: US 360															
460 360	Nottoway County	From: US 360	0.19	11000	G	79%	1%	1%	2%	17%	1%	C	0.083	F	0.547	11000	G
		To: CL Burkeville															
460 360	Town of Burkeville (Maint: 67)	From: CL Burkeville	1.06	11000	N	79%	1%	1%	2%	17%	1%	N	0.083	N	0.547	11000	N
		To: Bus US 460															



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							2Axle	3+Axle	1Trail	2Trail							
	Town of Burkeville (Maint: 67)	0.08	16000	G	82%	1%	1%	2%	14%	1%	F	NA		15000	G		
		From: Bus US 460															
		To: CL Burkeville															
	Nottoway County	0.35	16000	N	82%	1%	1%	2%	14%	1%	N	NA		15000	N		
		From: Bus US 360															
		To: US 360 Bus															
	Nottoway County	0.19	9500	G	86%	1%	1%	1%	11%	0%	F	0.081	F	0.555	9400	G	
		From: 67-723															
	Nottoway County	1.29	10000	G	86%	1%	1%	1%	11%	0%	F	0.086	F	0.529	9800	G	
		From: WCL Crewe															
	Town of Crewe (Maint: 67)	0.76	10000	N	86%	1%	1%	1%	11%	0%	N	0.086	N	0.529	9800	N	
		From: W SR 49															
	Town of Crewe (Maint: 67)	1.80	12000	G	86%	1%	1%	1%	11%	0%	F	0.092	F	0.514	12000	G	
		From: E SR 49															
	Town of Crewe (Maint: 67)	0.70	10000	G	86%	1%	1%	1%	11%	0%	F	0.085	F	0.572	10000	G	
		From: ECL Crewe															
	Nottoway County	1.35	10000	N	86%	1%	1%	1%	11%	0%	N	0.085	N	0.572	10000	N	
		From: 67-1006															
	Nottoway County	0.66	9700	G	86%	1%	1%	1%	11%	0%	F	0.083	F	0.575	9600	G	
		From: 67-607															
	Nottoway County	5.99	6000	G	86%	1%	1%	1%	11%	0%	F	0.081	F	0.571	5900	G	
		From: 67-606															
	Nottoway County	2.23	4800	G	86%	1%	1%	1%	11%	0%	F	0.085	F	0.545	4800	G	
		From: 67-609															
	Nottoway County	3.71	8100	G	86%	1%	1%	1%	11%	0%	F	0.084	F	0.501	8000	G	
		From: Dinwiddie County Line															
	Nottoway County	1.20	4800	G	95%	1%	0%	0%	3%	0%	F	0.110	F	0.519	4800	G	
		From: US 460 West of Nottoway CH															
		To: 67-9457															
	Nottoway County	4.10	4000	G	95%	1%	0%	0%	3%	0%	C	0.101	F	0.55	4000	G	
		From: 67-658															
	Church St	Town of Blackstone	0.25	4100	G	96%	1%	1%	0%	2%	0%	F	0.108	F	0.501	4100	G
		From: Hardy St															
	Church St	Town of Blackstone	0.93	5400	G	96%	1%	1%	0%	2%	0%	C	0.097	F	0.529	5500	G
		From: South Main St															
	North Main St	Town of Blackstone	0.59	7800	G	96%	1%	1%	0%	3%	0%	C	0.087	F	0.542	7800	G
		From: Elm St															
		To: Dinwiddie St															

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							2Axle	3+Axle	1Trail	2Trail							
Bus 460 North Main St	Town of Blackstone	From: Dinwiddie St To: Division St	0.14	6600	G	96%	1%	1%	0%	3%	0%	F	0.094	F	0.516	6600	G
Bus 460 North Main St	Town of Blackstone	From: Division St To: Access Rd	0.37	6600	G	96%	1%	1%	0%	3%	0%	F	0.088	F	0.520	6700	G
Bus 460 North Main St	Town of Blackstone	From: Access Rd To: ECL Blackstone	0.56	4300	G	92%	1%	2%	1%	3%	0%	C	0.09	F	0.501	4300	G
Bus 460	Nottoway County	From: ECL Blackstone To: US 460 East of Blackstone	2.10	4200	G	96%	1%	1%	0%	3%	0%	F	0.082	F	0.537	4200	G
Bus 460 Bus 360	Nottoway County	From: US 460 To: CL Burkeville	0.18	1400	G	95%	0%	2%	1%	2%	0%	C	0.097	F	0.562	1400	G
Bus 460 Bus 360	Town of Burkeville (Maint: 67)	From: CL Burkeville To: 67-T724	0.30	1400	N	95%	0%	2%	1%	2%	0%	N	0.097	N	0.562	1400	N
Bus 460 Bus 360	Town of Burkeville (Maint: 67)	From: 67-T724 To: 67-628	0.21	2800	G	95%	0%	2%	1%	2%	0%	F	0.099	F	0.575	2800	G
Bus 460 Bus 360	Town of Burkeville (Maint: 67)	From: 67-628 To: US 460 East of Burkeville	0.44	2400	G	95%	0%	2%	1%	2%	0%	F	0.102	F	0.545	2400	G

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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							
<b>Nottoway County</b>																
600	2.62	200	R			From: SR 49					NA			NA		02/20/2002
600	2.60	140	R			From: 67-626					NA			NA		02/20/2002
						To: 67-625										
601	4.10	110	R			From: 67-626 EAST					NA			NA		02/13/2002
601	2.80	140	R			From: 67-626 WEST					NA			NA		02/13/2002
						To: 67-625										
602	2.60	70	R			From: 67-601					NA			NA		02/13/2002
						To: 67-603										
603	1.80	100	R			From: 67-626					NA			NA		02/20/2002
603	0.40	50	R			From: 1.80 MN 67-626					NA			NA		02/20/2002
						To: 67-602										
603	1.80	190	R			From: Bus US 460					NA			NA		1999
604	2.72	200	R			From: SR 40					NA			NA		02/20/2002
604	3.00	150	R			From: 67-679					NA			NA		02/20/2002
						To: 67-600										
605	1.50	120	R			From: 67-609					NA			NA		02/13/2002
605	0.75	230	R			From: 67-669					NA			NA		02/13/2002
						To: 67-660										
606	0.08	900	R			From: US 460					NA			NA		1999
606	4.34	770	R			From: 67-673					NA			NA		1999
						To: 67-607										
606	1.04	210	G	98%	1%	0%	0%	0%	0%	C	0.101	F	0.571	210	G	2004
						To: 67-609										
607	0.80	570	G	96%	1%	1%	2%	1%	0%	F	0.117	F	0.592	570	G	2004
						To: 67-614										
607	1.50	370	G	96%	1%	1%	2%	1%	0%	F	0.15	F	0.624	370	G	2004
						To: 67-611 EAST										
607	0.30	410	R			From: 67-611 WEST					NA			NA		1999
607	2.90	410	R			From: 67-646					NA			NA		1999
						To: 67-617										
607	0.70	650	R			From: US 460 EAST					NA			NA		1999
						To: 67-684										
607	0.80	240	R			From: 67-653					NA			NA		1999

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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								
<b>Nottoway County</b>																	
(607)	2.30	190	G	96%	1%	1%	2%	1%	0%	C	0.112	F	0.609	200	G	2004	
				From:	67-653												
				To:	SR 49												
(607)	1.10	380	G	97%	2%	0%	1%	1%	0%	C	0.118	F	0.511	380	G	2004	
				From:	67-633												
				To:	SCL Crewe												
(607)	2.09	470	G	97%	2%	0%	1%	1%	0%	F	0.101	F	0.617	470	G	2004	
				From:	SCL Crewe												
				To:	SCL Crewe												
<b>Town of Crewe</b>																	
(607)	0.21	470	N	97%	2%	0%	1%	1%	0%	N	0.101	N	0.617	470	N	2004	
				From:	SCL Crewe												
				To:	US 460 West												
(607)	0.29	440	R							NA			NA			1999	
				From:	US 460 West												
				To:	67-630												
<b>Nottoway County</b>																	
(608)	5.30	280	R							NA			NA			02/13/2002	
				From:	67-609												
				To:	SR 153												
(609)	2.75	510	G	96%	1%	2%	0%	1%	0%	C	0.109	F	0.635	510	G	2004	
				From:	US 460; Bus US 460												
				To:	67-715												
(609)	1.55	290	G	96%	1%	2%	0%	1%	0%	F	0.122	F	0.627	290	G	2004	
				From:	67-606												
				To:	67-610												
(609)	2.20	240	R							NA			NA			1999	
				From:	67-614												
				To:	67-609												
(610)	1.56	170	R							NA			NA			02/13/2002	
				From:	67-609												
				To:	SR 153 NORTH												
(610)	2.70	150	R							NA			NA			02/13/2002	
				From:	SR 153 SOUTH												
(610)	2.39	280	R							NA			NA			02/13/2002	
				From:	67-612 SOUTH												
				To:	67-612 NORTH												
(610)	1.90	240	R							NA			NA			02/13/2002	
				From:	67-730												
				To:	67-681												
(610)	0.65	260	R							NA			NA			02/13/2002	
				From:	67-681												
				To:	Amelia County Line												
(610)	0.80	210	R							NA			NA			02/13/2002	
				From:	Bus US 460												
				To:	67-625												
(611)	0.40	210	R							NA			NA			1999	
				From:	67-625												
				To:	67-607 WEST												
(611)	4.30	130	R							NA			NA			03/11/2002	
				From:	67-607 EAST												
(611)	3.16	180	R							NA			NA			1999	
				From:	67-613												
				To:	67-615												
(611)	2.40	110	R							NA			NA			1999	
				From:	67-615												
				To:	SR 153												
(612)	1.97	480	G	98%	1%	1%	0%	0%	0%	F	0.107	F	0.533	480	G	2004	
				From:	67-640												
				To:	67-610 NORTH												
(612)	1.84	620	G	98%	1%	1%	0%	0%	0%	C	0.105	F	0.516	620	G	2004	
				From:	67-610 NORTH												
				To:	Amelia County Line												
(612)	1.68	480	G	98%	1%	1%	0%	0%	0%	F	0.119	F	0.59	480	G	2004	
				From:	Amelia County Line												
				To:	Amelia County Line												

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						2Axle	3+Axle	1Trail	2Trail							
<b>Nottoway County</b>																
(613)	0.26	160	G	97%	2%	1%	0%	0%	0%	C	0.136	F	0.636	160	G	2004
(613)	4.62	160	R								NA		NA			03/11/2002
(614)	0.73	480	G	95%	1%	1%	2%	0%	0%	C	0.084	F	0.571	480	G	2004
(614)	0.15	1000	G	92%	0%	3%	2%	2%	0%	C	0.095	F	0.558	1000	G	2004
(614)	4.35	240	G	95%	1%	2%	1%	1%	0%	F	0.114	F	0.633	240	G	2004
(614)	3.84	500	G	95%	1%	2%	1%	1%	0%	C	0.113	F	0.655	500	G	2004
(614)	1.40	500	G	95%	1%	2%	1%	1%	0%	F	0.106	F	0.633	510	G	2004
(615)	1.40	1400	G	96%	1%	1%	1%	1%	0%	C	0.091	F	0.677	1400	G	2004
(615)	2.20	270	R								NA		NA			02/25/2002
(615)	1.00	310	G	96%	1%	1%	1%	1%	0%	F	0.110	F	0.58	310	G	2004
(615)	3.70	230	R								NA		NA			02/25/2002
(616)	3.40	280	R								NA		NA			02/25/2002
(616)	0.70	660	R								NA		NA			02/25/2002
(617)	0.20	350	R								NA		NA			03/11/2002
(617)	4.60	260	R								NA		NA			03/11/2002
(617)	0.40	100	R								NA		NA			02/25/2002
<b>Town of Crewe</b>																
(618) Carter St	0.14	2600	G	94%	1%	2%	2%	1%	0%	C	0.104	F	0.642	2600	G	2004
(618)	0.14	1400	G	97%	1%	1%	1%	1%	0%	F	0.093	F	0.508	1400	G	2004
(618)	0.13	1300	G	97%	1%	1%	1%	1%	0%	C	0.098	F	0.537	1300	G	2004
(618)	0.29	1100	G								NA		1100	G		2004
(618)	0.18	850	G								0.094	F	0.524	850	G	2004
<b>Nottoway County</b>																
(618)	2.58	470	G	97%	1%	1%	1%	1%	0%	F	0.117	F	0.574	470	G	2004

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						2Axle	3+Axle	1Trail	2Trail							
<b>Nottoway County</b>																
(618)	3.10	230	R			From: 67-617 To: 67-613					NA			NA		03/11/2002
<b>Town of Crewe</b>																
(619)	0.25	2000	G	98%	1%	1%	0%	1%	0%	F	0.096	F	0.58	2000	G	2004
						From: 67-618; 67-1025 To: NCL Crewe										
<b>Nottoway County</b>																
(619)	0.93	1700	G	98%	1%	1%	0%	1%	0%	C	0.093	F	0.568	1700	G	2004
						From: NCL Crewe To: 67-630										
(619)	1.70	1300	G	98%	1%	1%	0%	1%	0%	F	0.095	F	0.660	1300	G	2004
						From: 67-615 MID To: 67-615 WEST										
(619)	1.00	420	R											NA		02/25/2002
						From: 67-631 To: 67-615 EAST								NA		02/25/2002
(620)	1.90	110	R											NA		02/25/2002
						From: SR 307 To: 04-617; 73-600								NA		02/25/2002
(621)	1.29	240	R											NA		02/25/2002
						From: Prince Edward County Line To: US 360								NA		02/25/2002
(621)	0.50	480	G	98%	0%	1%	1%	0%	0%	C	0.119	F	0.764	480	G	2004
						From: WCL Burkeville To: WCL Burkeville										
<b>Town of Burkeville</b>																
(621)	0.03	480	N	98%	0%	1%	1%	0%	0%	N	0.119	N	0.764	480	N	2004
						From: WCL Burkeville To: 67-716										
<b>Nottoway County</b>																
(622)	1.60	80	R											NA		05/13/2002
						From: 67-625 To: 67-624 SOUTH								NA		
(622)	1.50	120	R											NA		1999
						From: 67-624 NORTH To: Prince Edward County Line								NA		
<b>Town of Burkeville</b>																
(623)	0.06	40	R											NA		03/20/2002
						From: 67-716 To: Dead End								NA		
<b>Nottoway County</b>																
(624)	2.50	80	R											NA		02/25/2002
						From: 67-723 To: 67-625								NA		
(624)	1.90	140	R											NA		02/25/2002
						From: 67-622 NORTH To: WCL Burkeville								NA		03/07/2002
<b>Town of Burkeville</b>																
(624)	0.40	240	R											NA		03/07/2002
						From: WCL Burkeville To: 67-678								NA		03/07/2002
(624)	0.06	300	R											NA		03/07/2002
						From: 67-688 To: 67-724 Old Plank Road								NA		03/07/2002

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						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Burkeville</b>																
(624)	0.52	760	G	92%	7%	From: 67-724 Old Plank Road To: ECL Burkeville				F	0.111	F	0.56	760	G	2004
<b>Nottoway County</b>																
(624)	0.50	1000	G	92%	7%	From: ECL Burkeville To: 67-650; 67-723				C	0.127	F	0.555	1000	G	2004
(625)	1.73	220	R			From: Lunenburg County Line To: 67-622					NA			NA		02/25/2002
(625)	1.30	250	R			From: 67-723 To: 67-651					NA			NA		02/25/2002
(625)	1.90	150	R			From: 67-651 To: SR 49					NA			NA		02/25/2002
(625)	1.43	230	R			From: SR 49 To: 67-601					NA			NA		02/20/2002
(625)	2.70	450	G	97%	2%	From: 67-601 To: US 460 BUS SOUTH US 460 BUS NORTH				F	0.130	F	0.632	450	G	2004
(625)	1.88	680	G	97%	2%	From: US 460 BUS SOUTH US 460 BUS NORTH To: 67-646				C	0.114	F	0.703	680	G	2004
(625)	1.30	200	R			From: 67-646 To: 67-614; 67-731 67-614; 67-726					NA			NA		03/11/2002
(625)	2.70	270	R			From: 67-614; 67-726 To: WCL Blackstone Lunenburg County Line					NA			NA		03/11/2002
(625)	1.14	450	G	97%	1%	From: WCL Blackstone To: SR 49				C	0.126	F	0.526	450	G	2004
(626)	2.00	220	R			From: Lunenburg County Line To: SR 49					NA			NA		02/20/2002
(626)	0.70	470	R			From: SR 49 To: 67-600					NA			NA		1999
(626)	3.30	460	R			From: 67-600 To: 67-603					NA			NA		1999
(626)	1.40	560	R			From: 67-603 To: 67-601 EAST					NA			NA		1999
(626)	1.50	810	G	97%	1%	From: 67-601 EAST To: 67-658				F	0.096	F	0.528	820	G	2004
(626)	1.09	910	G	97%	1%	From: 67-658 To: WCL Blackstone Lunenburg County Line				C	0.097	F	0.648	910	G	2004
(627)	0.73	140	R			From: Lunenburg County Line To: 67-686					NA			NA		02/20/2002
(627)	0.48	260	R			From: 67-686 To: SR 40					NA			NA		02/20/2002
<b>Town of Burkeville</b>																
(628)	0.06	1300	R			From: Dead End To: Bus US 360					NA			NA		03/20/2002
(628)	0.36	410	R			From: Bus US 360 To: US 360; US 460					NA			NA		03/20/2002
(628)	0.04	400	G	96%	2%	From: US 360; US 460 To: NCL Burkeville				C	0.104	F	0.525	400	G	2004

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						2Axle	3+Axle	1Trail	2Trail							
<b>Nottoway County</b>																
(628)	4.77	400	N	96%	2%	1%	1%	1%	0%	N	0.104	N	0.525	400	N	2004
				From:	NCL Burkeville											
				To:	67-629											
(628)	1.87	340	G	96%	2%	1%	1%	1%	0%	F	0.117	F	0.525	340	G	2004
				From:	SR 307											
				To:	67-647											
(629)	1.90	100	R								NA		NA			02/25/2002
				From:	US 360											
				To:	WCL Crewe											
(630)	0.92	160	G	96%	3%	0%	0%	0%	0%	C	0.11	F	0.625	160	G	2004
<b>Town of Crewe</b>																
(630)	0.50	160	N	96%	3%	0%	0%	0%	0%	N	0.11	N	0.625	160	N	2004
				From:	WCL Crewe											
				To:	67-607											
(630)	0.35	460	G	96%	3%	0%	0%	0%	0%	F	0.12	F	0.539	460	G	2004
				From:	SR 49 West											
				To:	SR 49 East											
(630)	0.13	650	G	96%	3%	1%	0%	0%	0%	F	0.117	F	0.612	660	G	2004
				From:	67-1044											
				To:	NCL Crewe											
(630)	0.28	240	G	96%	3%	1%	0%	0%	0%	C	0.137	F	0.594	240	G	2004
<b>Nottoway County</b>																
(630)	1.16	240	N	96%	3%	1%	0%	0%	0%	N	0.137	N	0.594	240	N	2004
				From:	NCL Crewe											
				To:	67-619											
(630)	2.38	300	G	96%	3%	1%	0%	0%	0%	F	0.111	F	0.625	300	G	2004
				From:	67-615											
				To:	67-619											
(631)	1.50	60	R								NA		NA			02/25/2002
				From:	1.50 ME 67-619											
				To:	US 360											
(631)	0.70	220	R								NA		NA			1999
				From:	US 460; 67-1006											
				To:	67-1052											
(632)	0.34	1000	G	90%	8%	1%	0%	0%	0%	C	0.187	F	0.505	1000	G	2004
				From:	67-1052											
				To:	67-617											
(632)	1.80	380	R								NA		NA			03/01/2002
				From:	Dead End											
				To:	67-723											
(633)	1.00	40	R								NA		NA			02/20/2002
				From:	67-723											
				To:	67-650											
(633)	1.80	160	R								NA		NA			02/20/2002
				From:	67-650											
				To:	SR 49											
(633)	1.53	630	R								NA		NA			02/20/2002
				From:	US 460											
				To:	67-636											
(634)	0.44	60	R								NA		NA			02/13/2002
				From:	67-636											
				To:	Dead End											
(634)	0.70	10	R								NA		NA			02/13/2002
				From:	Dead End											
				To:	Dead End											
<b>Town of Burkeville</b>																
(635)	0.08	350	R								NA		NA			03/07/2002
				From:	67-724 Old Plank Road											
				To:	67-663											
(635)	0.08	120	R								NA		NA			03/07/2002
				From:	67-663											
				To:	67-707											



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						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Burkeville</b>																
(635)	0.14	110	R			From: 67-707					NA			NA		03/07/2002
(635)	0.09	110	R			From: 67-697					NA			NA		03/07/2002
						To: 67-712										
<b>Nottoway County</b>																
(636)	3.10	30	R			From: Bus US 460					NA			NA		02/13/2002
						To: 67-634										
<b>Town of Burkeville</b>																
(637)	0.07	90	R			From: 67-638					NA			NA		03/20/2002
						To: 67-700										
(638)	0.17	70	R			From: 67-676					NA			NA		03/20/2002
						To: 67-637										
<b>Nottoway County</b>																
(639)	1.00	160	R			From: Dinwiddie County Line					NA			NA		1999
						To: 67-640										
(640)	2.29	260	R			From: 67-612					NA			NA		1999
(640)	0.01	150	R			From: 67-713					NA			NA		1999
						To: Dinwiddie County Line										
(641)	0.30	9	R			From: Dead End					NA			NA		02/13/2002
(641)	0.85	200	R			From: 67-648					NA			NA		02/13/2002
						To: US 460 BUS; SR 49										
(642)	0.70	80	R			From: 67-633					NA			NA		02/20/2002
						To: Dead End										
(643)	1.38	1400	G	98%	1%	0%	0%	0%	0%	C	0.146	F	0.594	1400	G	2004
						From: ECL Blackstone										
						To: Dead End										
(644)	4.90	210	R			From: SR 46					NA			NA		02/20/2002
						To: SCL Blackstone										
(645)	0.70	170	R			From: Brunswick County Line					NA			NA		02/20/2002
						To: SR 46										
(646)	2.20	110	R			From: 67-625					NA			NA		03/11/2002
						To: 67-607										
(647)	3.80	420	R			From: US 360					NA			NA		1999
(647)	0.40	46	R			From: SR 307					NA			NA		02/25/2002
						To: Amelia County Line										
(648)	0.40	20	R			From: 67-641					NA			NA		02/13/2002
						To: Dead End										
(649)	0.70	50	R			From: Dead End					NA			NA		02/20/2002
						To: 67-650										

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						2Axle	3+Axle	1Trail	2Trail							
<b>Nottoway County</b>																
650	1.30	120	R			From: Dead End					NA			NA		1999
650	1.50	400	R			From: 67-633					NA			NA		1999
650	1.40	410	G	96%	1%	From: 67-691 To: 67-624; 67-723				C	0.088	F	0.703	410	G	2004
651	3.22	50	R			From: 67-723 To: 67-625					NA			NA		02/25/2002
652	0.40	49	R			From: Dead End To: 67-609					NA			NA		02/13/2002
653	0.40	100	R			From: Dead End To: 67-607					NA			NA		02/20/2002
654	0.75	80	R			From: Dead End To: 0.75 ME Dead End					NA			NA		02/20/2002
654	0.01	80	R			From: 0.75 ME Dead End To: SR 49					NA			NA		1999
655	0.80	60	R			From: 67-625 To: Dead End					NA			NA		02/13/2002
656	0.40	60	R			From: Dead End To: 67-612					NA			NA		02/13/2002
657	0.70	20	R			From: Prince Edward County Line To: 67-624					NA			NA		02/25/2002
658	1.20	150	R			From: Bus US 460 To: 67-626					NA			NA		1999
659	0.55	50	R			From: 67-726 To: 0.55 ME 67-726					NA			NA		02/13/2002
659	0.65	60	R			From: 0.55 ME 67-726 To: 67-614					NA			NA		1999
660	2.40	290	R			From: SR 153 To: Dead End					NA			NA		02/13/2002
661	0.75	260	R			From: US 360 To: 67-703					NA			NA		1999
661	0.25	210	R			From: 67-703 To: 0.25 MN 67-703					NA			NA		02/25/2002
661	0.30	170	R			From: 0.25 MN 67-703 To: Dead End					NA			NA		02/25/2002
662	0.80	110	R			From: Dead End To: SR 46					NA			NA		02/20/2002
663	0.20	120	R			From: Dead End To: SCL Burkeville					NA			NA		03/07/2002

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						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Burkeville</b>																
663	0.07	120	R			From: SCL Burkeville					NA			NA		03/07/2002
663	0.42	370	R			From: 67-706					NA			NA		03/07/2002
						To: 67-624										
<b>Nottoway County</b>																
664	1.65	120	R			From: SR 49					NA			NA		02/20/2002
						To: SR 49										
665	0.81	450	G	96%	2%	1%	0%	1%	0%	C	0.111	F	0.642	450	G	2004
						From: Dead End										
						To: WCL Blackstone										
666	0.90	210	R			From: 67-604					NA			NA		02/20/2002
						To: 67-601										
668	1.05	190	R			From: ECL Blackstone					NA			NA		1999
						To: SR 40										
669	1.30	470	R			From: US 460					NA			NA		1999
						To: 67-605										
670	0.50	70	R			From: US 360					NA			NA		02/25/2002
						To: Dead End										
671	0.75	20	R			From: Dead End					NA			NA		02/13/2002
						To: 67-601										
672	0.90	40	R			From: 67-633					NA			NA		02/20/2002
						To: Dead End										
673	0.75	30	R			From: Dead End					NA			NA		02/13/2002
						To: 67-606										
<b>Town of Burkeville</b>																
674	0.20	160	R			From: Bus US 360					NA			NA		03/20/2002
						To: 67-676										
674	0.11	70	R			From: Dead End					NA			NA		03/20/2002
						To: Dead End										
<b>Nottoway County</b>																
675	1.20	90	R			From: SR 49					NA			NA		02/20/2002
						To: Dead End										
<b>Town of Burkeville</b>																
676	0.11	60	R			From: 67-638					NA			NA		03/20/2002
						To: 67-674										
<b>Nottoway County</b>																
677	0.55	50	R			From: Dead End					NA			NA		02/25/2002
						To: 67-624										
<b>Town of Burkeville</b>																
678	0.05	300	R			From: Dead End					NA			NA		03/07/2002
						To: 67-698										
678	0.20	190	G	96%	0%	2%	2%	0%	0%	C	0.133	F	0.625	190	G	2004
						To: 67-624										

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						2Axle	3+Axle	1Trail	2Trail								
<b>Town of Burkeville</b>																	
(678)	0.08	400	G	96%	0%	2%	2%	0%	0%	F	0.099	F	0.654	400	G	2004	
				From:	67-624												
				To:	67-724 Old Plank Road												
<b>Nottoway County</b>																	
(679)	0.40	20	R								NA		NA			02/13/2002	
				From:	Dead End												
				To:	67-604												
(680)	0.53	40	R								NA		NA			02/25/2002	
				From:	67-619												
				To:	Dead End												
(681)	1.69	40	R								NA		NA			02/13/2002	
				From:	Dead End												
				To:	67-610												
(682)	0.40	170	R								NA		NA			02/13/2002	
				From:	67-612												
				To:	Amelia County Line												
(683)	0.10	48	R								NA		NA			02/11/2002	
				From:	Bus US 460												
				To:	Dead End												
(684)	0.55	40	R								NA		NA			02/20/2002	
				From:	Dead End												
				To:	67-607												
(685)	0.45	40	R								NA		NA			02/13/2002	
				From:	Dead End												
				To:	67-601												
(686)	0.55	47	R								NA		NA			02/20/2002	
				From:	67-627												
				To:	Dead End												
<b>Town of Burkeville</b>																	
(688)	0.08	90	R								NA		NA			03/07/2002	
				From:	67-724 Old Plank Road												
				To:	67-624												
(688)	0.09	46	R								NA		NA			03/07/2002	
				From:	Dead End												
				To:	67-624; 67-724												
(689)	0.08	370	R								NA		NA			03/20/2002	
				From:	67-697 Gap Terminus												
				To:	67-709												
<b>Nottoway County</b>																	
(690)	0.20	5	R								NA		NA			02/13/2002	
				From:	Bus US 460												
				To:	Dead End												
(691)	1.20	140	R								NA		NA			02/20/2002	
				From:	Dead End												
				To:	67-650												
(692)	0.55	100	R								NA		NA			02/13/2002	
				From:	Dead End												
				To:	67-606												
(694)	0.15	70	R								NA		NA			03/11/2002	
				From:	Bus US 460												
				To:	Dead End												
<b>Town of Burkeville</b>																	
(695)	0.10	80	R								NA		NA			03/20/2002	
				From:	Bus US 360												
				To:	Dead End												

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						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Burkeville</b>																
(696)	0.10	90	R			From: 67-628 To: Dead End					NA			NA		03/20/2002
(697)	0.02	30	R			From: Dead End To: 67-711					NA			NA		03/07/2002
(697)	0.08	140	R			From: 67-711 To: 67-698					NA			NA		03/07/2002
(697)	0.25	190	G	95%	2%	1%	0%	2%	0%	C	0.123	F	0.539	190	G	2004
(698)	0.32	160	G	99%	0%	1%	0%	0%	0%	C	0.106	F	0.563	160	G	2004
<b>Nottoway County</b>																
(699)	0.08	170	G	93%	5%	1%	0%	2%	0%	C	0.116	F	0.79	170	G	2004
<b>Town of Burkeville</b>																
(700)	0.15	80	R			From: 67-676 To: 67-637					NA			NA		03/20/2002
<b>Nottoway County</b>																
(702)	0.20	120	R			From: US 360 To: 0.20 ME US 360					NA			NA		02/25/2002
(702)	0.30	20	R			From: 0.20 ME US 360 To: Dead End					NA			NA		02/25/2002
(703)	0.40	70	R			From: Dead End To: 67-661					NA			NA		02/25/2002
(704)	0.40	90	R			From: SR 49 To: Dead End					NA			NA		02/20/2002
(705)	0.20	20	R			From: Dead End To: US 360					NA			NA		02/25/2002
<b>Town of Burkeville</b>																
(706)	0.09	90	R			From: 67-663 To: 67-707					NA			NA		03/07/2002
(707)	0.26	100	R			From: 67-706 To: 67-635					NA			NA		03/07/2002
(707)	0.04	40	R			From: 67-635 To: Dead End					NA			NA		03/07/2002
<b>Nottoway County</b>																
(708)	0.25	49	R			From: Dead End To: 67-607					NA			NA		02/20/2002
<b>Town of Burkeville</b>																
(709)	0.11	100	R			From: 67-635 To: 67-624					NA			NA		03/07/2002
<b>Nottoway County</b>																
(710)	0.15	60	R			From: 67-615 To: Dead End					NA			NA		02/25/2002

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						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Burkeville</b>																
(711)	0.07	60	R			From: 67-707 To: 67-697					NA			NA		03/07/2002
(712)	0.25	340	R			From: Dead End To: 67-624					NA			NA		03/07/2002
<b>Nottoway County</b>																
(713)	0.40	40	R			From: 67-640 To: Dead End					NA			NA		02/13/2002
(714)	0.30	40	R			From: Prince Edward County Line To: 67-624					NA			NA		02/25/2002
(715)	0.11	20	R			From: Dead End To: 67-609					NA			NA		02/13/2002
(716)	0.17	100	G	92%	2%	6%	1%	1%	0%	C	0.182	F	0.667	110	G	2004
<b>Town of Burkeville</b>																
(716)	0.03	120	G	92%	2%	6%	1%	1%	0%	F	0.182	N	0.667	120	G	2004
(716)	0.29	810	R			From: 67-621 To: Bus US 360					NA			NA		03/20/2002
(717)	0.03	280	R			From: 67-716 To: Bus US 360					NA			NA		03/20/2002
(717)	0.16	130	R			From: 67-676 To: 67-676					NA			NA		03/20/2002
(718)	0.10	750	R			From: US 360 To: Dead End					NA			NA		03/20/2002
<b>Nottoway County</b>																
(719)	0.10	370	R			From: SR 153 To: 0.10 ME SR 153					NA			NA		02/13/2002
(719)	0.20	370	R			From: Dead End To: Dead End					NA			NA		02/13/2002
(720)	0.80	45	R			From: 67-612 To: Dead End					NA			NA		02/13/2002
(721)	0.20	40	R			From: Dead End To: 0.20 ME Dead End					NA			NA		02/13/2002
(721)	0.20	130	R			From: SR 40 To: SR 40					NA			NA		1995
(723)	2.96	1200	G	92%	0%	1%	3%	3%	0%	F	0.096	F	0.595	1200	G	2004
(723)	3.97	1500	G	92%	0%	1%	3%	3%	0%	F	0.100	F	0.601	1500	G	2004
(723)	1.54	1500	G	92%	0%	1%	3%	3%	0%	C	0.096	F	0.591	1500	G	2004
(723)	0.16	750	G	92%	1%	1%	0%	6%	0%	C	0.09	F	0.662	760	G	2004

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						2Axle	3+Axle	1Trail	2Trail							
<b>Nottoway County</b>																
(724) Old Plank Road	1.41	310	R			From: 67-723 Lewiston Plank Rd					NA			NA		1999
						To: SCL Burkeville										
<b>Town of Burkeville</b>																
(724) Old Plank Road	0.33	260	R			From: SCL Burkeville					NA			NA		1999
(724)	0.08	860	R			From: 67-635 3rd St					NA			NA		1999
(724)	0.08	980	R			From: 67-624 S; 67-689 2nd St					NA			NA		1999
(724)	0.14	170	G	93%	0%	1%	3%	2%	0%	F	0.124	F	0.682	170	G	2004
(724)	0.08	1400	G	93%	0%	1%	3%	2%	0%	C	NA			1300	G	2004
(724)	0.41	280	R			From: 67-678 Oak St					NA			NA		1999
						To: Bus US 360										
						From: Dead End										
<b>Nottoway County</b>																
(726)	0.60	70	R			From: Dead End					NA			NA		1999
(726)	0.60	100	R			From: 67-659					NA			NA		1999
(726)	0.70	170	R			From: 67-699					NA			NA		1999
(727)	0.30	50	R			From: 67-614; 67-625					NA			NA		03/11/2002
						To: Bus US 460										
						From: Dead End										
(728)	0.20	40	R			From: Bus US 460					NA			NA		03/11/2002
						To: Dead End										
(730)	1.00	170	R			From: 67-610					NA			NA		02/13/2002
						To: Amelia County Line										
(731)	0.22	280	R			From: 67-614; 67-625					NA			NA		02/13/2002
						To: Dead End										
(732)	0.37	40	R			From: Dead End					NA			NA		02/13/2002
						To: Bus US 460										
(740)	0.28	30	R			From: US 460					NA			NA		03/20/2002
						To: Dead End										
(750)	1.54	NA				From: Dead End					NA			NA		
						To: C2US-00460(B)/										
(751)	0.23	NA				From: Dead End					NA			NA		
						To: SR-00040(B)/ROAD(U)/										
(752)	0.95	NA				From: 67-00753(L)/					NA			NA		
						To: SR-00040(B)/										
(753)	1.38	NA				From: Dead End					NA			NA		
						To: 67-00752(L)/										

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						2Axle	3+Axle	1Trail	2Trail							
<b>Nottoway County</b>																
(754)	1.02	NA				From: Dead End					NA			NA		
						To: 67-00753(B)/										
(755)	1.13	NA				From: Dead End					NA			NA		
						To: 67-00753(B)/										
(756)	1.17	NA				From: Dead End					NA			NA		
						To: 67-00753(B)/										
<b>Town of Crewe</b>																
(1001)	E. Carolina Avenue	0.24	320	G	97%	1%	1%	0%	0%	F	0.11	F	0.567	320	G	2004
(1001)		0.24	630	G	97%	1%	1%	0%	0%	F	0.111	F	0.6	630	G	2004
(1001)		0.17	990	G	97%	1%	1%	0%	0%	F	0.123	F	0.617	990	G	2004
(1001)	Carolina Ave	0.08	1500	G	97%	1%	1%	0%	0%	C	0.126	F	0.519	1500	G	2004
(1001)		0.16	1100	G	97%	1%	1%	0%	0%	F	0.117	F	0.681	1200	G	2004
(1001)		0.28	1000	G	97%	1%	1%	0%	0%	F	0.118	F	0.672	1000	G	2004
(1001)		0.59	900	G	97%	1%	1%	0%	0%	F	0.113	F	0.612	910	G	2004
(1001)		0.25	640	G	97%	1%	1%	0%	0%	F	0.122	F	0.607	640	G	2004
(1002)		0.07	470	R										NA		1999
(1002)		0.27	330	R										NA		1999
(1003)		0.09	30	R										NA		1999
<b>Nottoway County</b>																
(1004)		0.85	260	R										NA		03/20/2002
(1005)		1.66	100	R										NA		1999
<b>Town of Crewe</b>																
(1005)		0.30	100	N										NA		1999
(1005)		0.07	340	R										NA		1999
(1005)		0.07	340	R										NA		1999
(1005)		0.20	260	R										NA		1999
(1005)		0.07	100	R										NA		1999



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						2Axle	3+Axle	1Trail	2Trail							
<b>Nottoway County</b>																
1006	1.41	350	R			From: US 460 EAST To: US 460 W; 67-632					NA			NA		03/18/2002
<b>Town of Crewe</b>																
1007	0.28	160	R			From: 67-619 To: 67-1008					NA			NA		03/11/2002
1008	0.06	30	R			From: 67-618 Carter St To: 67-1007					NA			NA		03/11/2002
1009	0.08	230	R			From: 67-1027; 67-1028 To: 67-1026					NA			NA		1999
1009	0.34	410	R			From: 67-1023 To: 67-1005					NA			NA		1999
1009	0.37	290	R			From: 67-1023 To: 67-1005					NA			NA		1999
1009	0.13	190	R			From: 67-1038 To: 67-1027					NA			NA		1999
1010	0.08	160	R			From: 67-1026 To: 67-1024					NA			NA		1999
1010	0.25	190	R			From: 67-1024 To: 67-1022					NA			NA		1999
1010	0.22	190	R			From: 67-1022 To: Dead End; Gap Terminus 67-1021 Gap Terminus					NA			NA		1999
1010	0.13	80	R			From: 67-1005 To: 67-1026					NA			NA		1999
1011	0.40	580	R			From: 67-1026 To: Dead End; Gap Terminus					NA			NA		03/18/2002
1011	0.10	60	R			From: 67-1005 To: 67-1030					NA			NA		03/18/2002
1012	0.07	230	R			From: 67-1028 Gap Terminus 67-1027 Gap Terminus To: 67-1026					NA			NA		03/18/2002
1012	0.09	70	R			From: 67-1026 To: 67-1028					NA			NA		03/18/2002
1013	0.22	160	R			From: 67-1026 To: 67-618 Carter St					NA			NA		03/18/2002
1013	0.09	170	R			From: 67-618 Carter St To: Dead End					NA			NA		03/18/2002
1014	0.27	180	R			From: 67-1026 To: 67-619					NA			NA		03/18/2002
1015	0.17	180	R			From: 67-619 To: 67-1039					NA			NA		03/11/2002
1015	0.06	20	R			From: 67-1039 To: Dead End					NA			NA		03/11/2002

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						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Crewe</b>																
(1016)	0.08	60	R			From: Dead End					NA			NA		03/11/2002
(1016)	0.10	140	R			From: 67-1019					NA			NA		03/11/2002
						To: 67-1025										
(1017)	0.10	80	R			From: 67-1019					NA			NA		03/11/2002
						To: 67-1025										
(1018)	0.09	230	R			From: 67-1011					NA			NA		03/18/2002
						To: 67-1019										
(1019)	0.07	110	R			From: 67-1018					NA			NA		03/11/2002
						To: 67-1017										
(1019)	0.05	60	R			From: 67-1016					NA			NA		03/11/2002
						To: 67-1016										
(1020)	0.06	190	R			From: US 460					NA			NA		03/18/2002
						To: 67-1023										
(1020)	0.34	190	R			From: 67-1005					NA			NA		03/18/2002
						To: 67-1005										
(1021)	0.21	210	R			From: 67-1020					NA			NA		03/18/2002
						To: 67-1009										
(1021)	0.07	100	R			From: 67-1010					NA			NA		03/18/2002
						To: 67-1010										
(1022)	0.06	600	R			From: 67-1020					NA			NA		1999
						To: US 460										
(1022)	0.14	790	R			From: 67-1009					NA			NA		1999
						To: 67-1009										
(1022)	0.26	740	R			From: 67-1047					NA			NA		1999
						To: 67-1047										
(1022)	0.03	390	R			From: 67-1050					NA			NA		1999
						To: 67-1050										
(1022)	0.03	230	R			From: Dead End					NA			NA		1999
						To: Dead End										
(1023)	0.05	190	R			From: 67-1020					NA			NA		03/18/2002
						To: US 460										
(1023)	0.34	320	R			From: 67-1046					NA			NA		03/18/2002
						To: 67-1046										
(1023)	0.06	70	R			From: 67-1047					NA			NA		03/18/2002
						To: 67-1047										
(1024)	0.07	120	R			From: 67-1048					NA			NA		02/20/2002
						To: US 460										
(1024)	0.14	70	R			From: 67-1009					NA			NA		03/18/2002
						To: 67-1009										
(1024)	0.06	180	R			From: 67-1010					NA			NA		03/18/2002
						To: 67-1010										
(1025)	0.14	1400	R			From: US 460					NA			NA		1999
						To: 67-1009										

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						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Crewe</b>																
(1025)	0.24	1700	R			From: 67-1009						NA		NA		1999
(1025)	0.05	2000	R			To: 67-1016						NA		NA		1999
(1026)	0.07	950	R			From: 67-618; 67-619						NA		NA		1999
(1026)	0.43	480	R			From: US 460						NA		NA		1999
(1026)	0.43	480	R			To: 67-1001						NA		NA		1999
(1026)	0.43	480	R			To: 67-619						NA		NA		1999
(1027)	0.14	500	R			From: US 460						NA		NA		03/18/2002
(1027)	0.10	300	R			To: 67-1009; 67-1028						NA		NA		03/18/2002
(1027)	0.14	190	R			From: 67-1012						NA		NA		03/18/2002
(1027)	0.14	190	R			To: 67-1014						NA		NA		03/18/2002
(1028)	0.16	320	R			From: 67-1009; 67-1027						NA		NA		03/20/2002
(1028)	0.16	320	R			To: 67-1013						NA		NA		03/20/2002
(1029)	0.18	150	R			From: 67-1001; 67-1032						NA		NA		03/18/2002
(1029)	0.18	150	R			To: 67-1028						NA		NA		03/18/2002
(1030)	0.06	120	R			From: 67-1001						NA		NA		03/18/2002
(1030)	0.07	60	R			To: 67-1029						NA		NA		03/18/2002
(1030)	0.07	60	R			From: 67-1012						NA		NA		03/18/2002
(1030)	0.07	60	R			To: 67-1012						NA		NA		03/18/2002
(1031)	0.07	60	R			From: US 460						NA		NA		03/18/2002
(1031)	0.07	60	R			To: 67-1001						NA		NA		03/18/2002
(1032)	0.07	80	R			From: US 460						NA		NA		03/18/2002
(1032)	0.07	80	R			To: 67-1001; 67-1029						NA		NA		03/18/2002
(1033)	0.07	200	R			From: US 460						NA		NA		03/18/2002
(1033)	0.29	390	R			To: 67-1001						NA		NA		03/18/2002
(1033)	0.29	390	R			To: Dead End						NA		NA		03/18/2002
(1034)	0.07	120	R			From: US 460						NA		NA		03/18/2002
(1034)	0.07	47	R			To: 67-1001						NA		NA		03/18/2002
(1034)	0.07	47	R			To: Dead End						NA		NA		03/18/2002
(1035)	0.20	80	R			From: US 460						NA		NA		03/20/2002
(1035)	0.20	80	R			To: OLD NCL Crewe						NA		NA		03/20/2002
(1036)	0.07	80	R			From: US 460						NA		NA		03/20/2002
(1036)	0.07	80	R			To: 67-1001						NA		NA		03/20/2002
(1037)	0.07	180	R			From: US 460						NA		NA		03/20/2002
(1037)	0.07	180	R			To: 67-1001						NA		NA		03/20/2002

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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							
<b>Town of Crewe</b>																
(1038)	0.07	660	R			From: US 460						NA		NA		03/18/2002
(1038)	0.07	390	R			From: 67-1001						NA		NA		03/18/2002
(1038)	0.16	130	R			From: 67-1009						NA		NA		03/18/2002
						To: Dead End										
(1039)	0.07	60	R			From: 67-618 Carter St						NA		NA		03/11/2002
(1039)	0.08	49	R			From: 67-1007						NA		NA		03/11/2002
						To: 67-1015										
(1040)	0.35	90	R			From: 67-1002						NA		NA		1999
						To: 67-1043										
(1041)	0.13	90	R			From: US 460						NA		NA		03/20/2002
						To: 67-1040										
(1042)	0.13	110	R			From: US 460						NA		NA		03/20/2002
						To: 67-1040										
(1043)	0.13	290	R			From: 35-460						NA		NA		1999
						To: 67-1040										
(1044)	0.41	340	R			From: 67-630						NA		NA		03/20/2002
						To: US 460										
<b>Nottoway County</b>																
(1045)	0.17	45	R			From: SR 49						NA		NA		02/20/2002
						To: Dead End										
<b>Town of Crewe</b>																
(1046)	0.04	60	R			From: Dead End						NA		NA		03/18/2002
(1046)	0.37	130	R			From: 67-1005						NA		NA		03/18/2002
						To: 67-1023										
(1047)	0.12	60	R			From: 67-1023						NA		NA		03/18/2002
						To: 67-1022										
(1048)	0.06	30	R			From: Dead End						NA		NA		02/20/2002
(1048)	0.04	40	R			From: 67-1024						NA		NA		02/20/2002
						To: Dead End										
<b>Nottoway County</b>																
(1049)	0.30	60	R			From: US 460						NA		NA		03/18/2002
						To: Dead End										
<b>Town of Crewe</b>																
(1050)	0.07	90	R			From: Dead End						NA		NA		03/18/2002
						To: 67-1022										
<b>Nottoway County</b>																
(1051)	0.20	280	R			From: Dead End						NA		NA		02/20/2002
						To: 67-619										

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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							
<b>Nottoway County</b>																
(1052)	0.05	760	R			From: Dead End To: 67-632					NA			NA		03/18/2002
(1105)	0.15	60	R			From: Dead End To: Bus US 460					NA			NA		03/11/2002
(9457)	0.21	1600	R			From: Bus US 460 To: Nottoway High School					NA			NA		03/11/2002
<b>Town of Burkeville</b>																
(9694)	0.20	70	R			From: 67-712 To: 0.20 ME 67-712					NA			NA		03/20/2002
(9694)	0.06	110	R			From: Burkeville Int School To: Dead End					NA			NA		03/20/2002
(9694)	0.07	40	R			From: Dead End To: Dead End					NA			NA		03/20/2002
<b>Nottoway County</b>																
(9911)	0.19	30	R			From: 67-632 To: Crew Primary School					NA			NA		03/18/2002
<b>Town of Blackstone</b>																
(142) Amelia Ave	0.21	1200	G	98%	1%	1%	0%	0%	0%	C	0.093	F	0.513	1200	G	2004
From: Nottoway Ave To: Church St																
(142) Amelia Ave	0.21	550	G	98%	1%	0%	1%	0%	0%	C	0.110	F	0.518	560	G	2004
From: Fourth St To: Church St																
(142) Brown St	0.24	3900	G	98%	0%	1%	0%	1%	0%	C	0.096	F	0.526	3900	G	2004
From: Church St To: Nottoway Ave																
(142) Brown St	0.04	3000	G	98%	0%	1%	0%	1%	0%	F	0.106	F	0.553	3000	G	2004
From: Nottoway Ave To: Broad St																
(142) Brown St	0.33	1200	G	97%	1%	1%	0%	1%	0%	C	0.109	F	0.638	1200	G	2004
From: Broad St To: Division St																
(142) College Ave	0.55	280	G	97%	1%	1%	0%	0%	0%	C	0.157	F	0.527	280	G	2004
From: Beach Cliff Rd To: Tenth St																
(142) Division St	0.06	1000	G	97%	1%	1%	0%	0%	0%	F	0.129	F	0.635	1000	G	2004
From: Brown St To: North Main St																
(142) Fourth St	0.11	830	G	97%	1%	1%	0%	0%	0%	F	0.111	F	0.615	830	G	2004
From: South Freeman St To: Amelia Ave																
(142) S Freeman St	0.19	NA				From: JB-67-142 SCL Blackstone To: Fourth Street					NA			NA		
(142) Nottoway Ave	0.93	NA				From: 67-665 JB-142 WCL Blackstone To: 142-592 Court House Road					NA			NA		
(142) Ridge Rd	0.40	1100	G	97%	1%	1%	0%	1%	0%	C	0.193	F	0.636	1100	G	2004
From: SCL Blackstone To: West Entrance Rd																
(142) Tenth Street	0.34	110	G	98%	1%	1%	0%	0%	0%	F	0.197	F	0.531	110	G	2004
From: JB-67-142 New Corp Limits To: JB-67-142 Old Corp Limits																

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						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Blackstone</b>																
(9/127) Tenth St	0.80	1000	G	98%	1%	1%	0%	0%	0%	C	0.118	F	0.556	1000	G	2004
				From:	SCL Blackstone											
				To:	South Main St											
(10/142) Barco Road	0.20	2400	G	94%	1%	1%	1%	3%	0%	C	0.107	F	0.684	2400	G	2004
				From:	Cottage Rd Rt 606											
				To:	US 460 BUS N. Main St											
(591/142) West Entrance Rd	0.22	3100	G	98%	1%	1%	0%	1%	0%	C	0.098	F	0.593	3100	G	2004
				From:	South Main St											
				To:	Lester St											
(591/142) West Entrance Rd	0.15	1700	G	98%	1%	1%	0%	1%	0%	F	0.122	F	0.781	1700	G	2004
				From:	Lester St											
				To:	ECL Blackstone											
(592/142) Nottoway Ave	0.83	1200	G	97%	2%	1%	0%	1%	0%	C	0.098	F	0.508	1200	G	2004
				From:	WCL Blackstone											
				To:	Courthouse Rd											
(592/142) Nottoway Ave	0.07	1800	G	97%	2%	1%	0%	1%	0%	F	0.096	F	0.613	1800	G	2004
				From:	Courthouse Rd											
				To:	Fort Ave											
(592/142) Nottoway Ave	0.22	1900	G	98%	1%	0%	0%	1%	0%	C	0.098	F	0.644	2000	G	2004
				From:	Fort Ave											
				To:	142-2 Brown St											
(592/142) Court House Rd	0.09	NA									NA			NA		
				From:	142-2 Brown St											
				To:	C2US 460 Nottoway Ave											
(1584/142) North West Ave	1.82	3300	G	93%	1%	1%	1%	4%	0%	C	0.098	F	0.601	3400	G	2004
				From:	Nottoway Ave											
				To:	SCL Blackstone											
Bird Street		NA									NA			NA		
				From:	Courthouse Rd											
				To:	Thomas Lane											
Powell Street		NA									NA			NA		
				From:	West Entrance Rd											
				To:	Birch Street											