

**2002**

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

where available

**Jurisdiction Report**

**06**

Appomattox County  
Town of Appomattox  
Town of Pamplin City

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  
 Appomattox Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Appomattox County</b>																
24 460	3.28	15000	F	93%	0%	From: Campbell County Line To: 06-689				F	0.083	F	0.614	16000	F	2002
24 460	3.80	15000	F	93%	0%	From: 06-689 To: CL Appomattox				F	0.076	F	0.577	16000	F	2002
<b>Town of Appomattox</b>																
24 460	0.71	15000	N	93%	0%	From: CL Appomattox To: BUS US 460				N	0.076	N	0.577	16000	N	2002
24 460	0.72	11000	F	93%	0%	From: BUS US 460 To: E RT 460				F	0.072	F	0.557	11000	F	2002
<b>Appomattox County</b>																
24	5.23	3300	F	86%	1%	5%	1%	7%	0%	F	0.080	F	0.617	3300	F	2002
24	4.92	1900	F	86%	1%	5%	1%	7%	0%	C	0.086	F	0.581	1900	F	2002
<b>Town of Pamplin City</b>																
26	5.00	2800	F	87%	0%	4%	2%	6%	0%	C	0.083	F	0.638	2800	F	2002
26	7.80	2700	F	87%	0%	4%	2%	6%	0%	F	0.095	F	0.526	2700	F	2002
47	0.57	1800	F	82%	1%	4%	1%	12%	0%	F	0.079	F	0.607	1800	F	2002
<b>Town of Pamplin City</b>																
47	0.50	1800	N	82%	1%	4%	1%	12%	0%	N	0.079	N	0.607	1800	N	2002
<b>Appomattox County</b>																
60	4.14	1000	F	84%	1%	3%	1%	11%	0%	F	0.095	F	0.516	1000	F	2002
<b>Town of Appomattox</b>																
131	1.06	3400	F	97%	0%	1%	1%	0%	0%	C	0.107	F	0.554	3400	F	2002
131 Bus 460	0.07	12000	N	96%	0%	2%	0%	1%	0%	N	0.089	N	0.537	12000	N	2002
<b>Appomattox County</b>																
131	0.52	4800	F	97%	0%	1%	1%	0%	0%	F	0.098	F	0.606	4900	F	2002
460	3.28	15000	F	93%	0%	2%	1%	4%	0%	F	0.083	F	0.614	16000	F	2002
460	3.80	15000	F	93%	0%	2%	1%	4%	0%	F	0.076	F	0.577	16000	F	2002
<b>Town of Appomattox</b>																
460	0.71	15000	N	93%	0%	2%	1%	4%	0%	N	0.076	N	0.577	16000	N	2002
460	0.72	11000	F	93%	0%	2%	1%	4%	0%	F	0.072	F	0.557	11000	F	2002
460	1.87	9000	F	93%	0%	2%	1%	4%	0%	F	0.064	F	0.521	9300	F	2002

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						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Appomattox</b>																
460	0.26	11000	F	85%	1%	From: Bus US 460				F	0.071	F	0.533	11000	F	2002
						To: ECL Appomattox										
<b>Appomattox County</b>																
460	0.27	11000	N	85%	1%	From: ECL Appomattox				N	0.071	N	0.533	11000	N	2002
						To: 06-707										
460	2.88	11000	F	85%	1%	From: 06-630				F	0.072	F	0.501	11000	F	2002
						To: 06-601										
460	5.28	8300	F	85%	1%	From: 06-601				F	0.068	F	0.516	8200	F	2002
						To: Prince Edward County Line										
460	0.99	7200	F	85%	1%	From: US 460 West of Pamplin				C	0.082	F	0.686	2000	F	2002
						To: WCL Pamplin City										
<b>Town of Pamplin City</b>																
460	0.46	2000	N	90%	0%	From: WCL Pamplin City				N	0.082	N	0.686	2000	N	2002
						To: SR 47										
460	0.25	1600	F	90%	0%	From: Prince Edward County Line				F	0.083	F	0.561	1600	F	2002
						To: Appomattox County Line										
460	0.21	1400	F	94%	0%	From: ECL Pamplin City				C	0.083	F	0.526	1400	F	2002
						To: ECL Pamplin City										
<b>Appomattox County</b>																
460	0.25	12000	F	96%	0%	From: SR 26, US 460				C	0.089	F	0.537	12000	F	2002
						To: WCL Appomattox										
<b>Town of Appomattox</b>																
460	0.03	12000	N	96%	0%	From: WCL Appomattox				N	0.089	N	0.537	12000	N	2002
						To: NCL Appomattox, SR 131										
460	0.07	12000	N	96%	0%	From: SR 131; 06-1012,				N	0.089	N	0.537	12000	N	2002
						To: SR 131										
460	0.71	9300	F	94%	0%	From: SR 131				F	0.098	F	0.536	9900	F	2002
						To: ECL Appomattox										
<b>Appomattox County</b>																
460	0.58	4300	N	94%	0%	From: ECL Appomattox				N	0.087	N	0.575	4600	N	2002
						To: US 460										
<b>Town of Pamplin City</b>																
600	0.17	130	R	From: US 460 BUS				NA			NA		NA		04/01/2002	
				To: NCL Pamplin City												
<b>Appomattox County</b>																
600	0.23	100	R	From: NCL Pamplin City				NA			NA		NA		04/01/2002	
				To: US 460												
600	4.68	80	R	From: US 460				NA			NA		NA		04/03/2002	
				To: 06-627												



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						2Axle	3+Axle	1Trail	2Trail							
<b>Appomattox County</b>																
601	5.40	180	R			From: US 460; US 460 BUS					NA			NA		04/03/2002
						To: 06-627 West										
601	3.50	200	R			From: 06-627 East					NA			NA		03/25/2002
						To: 06-626										
601	0.60	100	R			From: 06-612					NA			NA		03/25/2002
						To: Dead End										
602	2.90	48	R			From: 06-601					NA			NA		03/25/2002
						To: 06-626										
603	0.90	280	R			From: Campbell County Line; 15-649					NA			NA		04/08/2002
						To: 06-604										
604	3.71	200	F	91%	0%	3%	1%	5%	0%	F	0.124	F	0.561	200	F	2002
						From: 06-650										
604	4.05	900	F	91%	0%	3%	1%	5%	0%	F	0.084	F	0.611	900	F	2002
						From: 06-679										
604	1.36	1100	F	91%	0%	3%	1%	5%	0%	C	0.086	F	0.525	1100	F	2002
						To: 06-727										
						From: 06-721										
605	2.20	50	R								NA			NA		04/01/2002
						To: 06-624										
605	1.40	70	R								NA			NA		04/01/2002
						From: 06-667										
605	2.90	240	F								0.115	F	0.519	240	F	2002
						To: 06-683										
605	2.31	80	R								NA			NA		04/01/2002
						From: 06-664										
605	4.00	80	R								NA			NA		03/27/2002
						To: SR 26 Gap Terminus										
						From: US 60 Gap Terminus										
605	1.08	170	R								NA			NA		03/27/2002
						To: Buckingham County Line										
						From: Campbell County Line; 15-646										
606	3.50	70	R								NA			NA		04/08/2002
						To: Campbell County Line; 15-652										
						From: Campbell County Line; 15-609										
607	0.45	40	R								NA			NA		04/01/2002
						To: 06-698										
607	1.65	80	R								NA			NA		04/01/2002
						To: 06-670										
<b>Campbell County</b>																
608	0.19	2200	F	92%	1%	3%	3%	2%	0%	F	0.088	F	0.597	2200	F	2002
						From: US 460; SR 24										
						To: Appomattox County Line										
<b>Appomattox County</b>																
608	0.65	2200	N	92%	1%	3%	3%	2%	0%	N	0.088	N	0.597	2200	N	2002
						From: Campbell County Line										
						To: 06-609										
608	1.83	1500	F	92%	1%	3%	3%	2%	0%	F	0.089	F	0.58	1500	F	2002
						From: 06-669 SOUTH										

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						2Axle	3+Axle	1Trail	2Trail							
<b>Appomattox County</b>																
(608)	2.34	780	F	92%	1%	From: 06-669 SOUTH To: 06-721				F	0.085	F	0.549	780	F	2002
(608)	3.18	440	F	92%	1%	From: 06-721 To: 06-667 NORTH				F	0.114	F	0.591	440	F	2002
(608)	4.60	420	F	94%	0%	From: 06-667 NORTH To: SR 26				C	0.102	F	0.591	420	F	2002
(608)	5.12	290	F	94%	0%	From: SR 26 To: 06-616				C	0.128	F	0.568	290	F	2002
<b>Campbell County</b>																
(609)	0.11	250	R			From: SR 24 To: 06-718					NA			NA		1999
(609)	0.05	230	R			From: 06-718 To: Campbell County Line					NA			NA		1999
<b>Appomattox County</b>																
(609)	0.50	150	R			From: Campbell County Line To: 0.50 ME OF CL					NA			NA		1999
(609)	0.37	80	R			From: 0.50 ME OF CL To: 0.87 ME OF CL					NA			NA		1999
(609)	0.33	120	R			From: 0.87 ME OF CL To: US 460					NA			NA		1999
<b>Campbell County</b>																
(609)	1.70	380	R			From: US 460 To: 06-608					NA			NA		1999
<b>Appomattox County</b>																
(609)	1.30	720	F	89%	2%	From: 06-608 To: Campbell County Line				C	0.098	F	0.553	720	F	2002
<b>Campbell County</b>																
(609)	1.10	720	N	89%	2%	From: Appomattox County Line To: Campbell County Line; 06-607				N	0.098	N	0.553	720	N	2002
<b>Appomattox County</b>																
(610)	1.80	140	R			From: Campbell County Line To: 06-670					NA			NA		04/01/2002
(611)	4.00	390	R			From: Campbell County Line To: 06-721					NA			NA		04/15/2002
(611)	2.20	340	F	88%	1%	From: 06-721 To: 06-667 NORTHEAST				F	0.108	F	0.658	340	F	2002
(611)	1.50	70	R			From: 06-667 NORTHEAST To: 06-666					NA			NA		03/27/2002
(611)	1.90	80	R			From: 06-666 To: 06-665					NA			NA		03/27/2002
(611)	1.50	50	R			From: 06-665 To: 06-683					NA			NA		03/27/2002
(611)	1.00	550	F			From: 06-683 To: SR 26					0.08	F	0.583	550	F	2002
(611)	1.60	40	F	98%	0%	From: SR 26 To: 06-663				C	0.186	F	0.625	40	F	2002

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						2Axle	3+Axle	1Trail	2Trail							
<b>Appomattox County</b>																
612	0.95	70	R			From: 06-601 To: Buckingham County Line					NA			NA		03/25/2002
613	3.75	240	R			From: 06-608 To: 06-660					NA			NA		04/01/2002
613	3.10	660	F	97%	0%	2%	1%	1%	0%	C	0.098	F	0.681	670	F	2002
614	2.00	70	R			From: 06-616 To: 06-618 SOUTH					NA			NA		03/25/2002
614	1.42	90	R			From: 06-618 NORTH To: 06-651					NA			NA		03/25/2002
614	1.60	40	R			From: 06-651 To: 06-626					NA			NA		03/25/2002
614	1.30	49	R			From: 06-626 To: 06-692					NA			NA		03/25/2002
614	1.00	50	R			From: 06-692 To: Buckingham County Line					NA			NA		03/25/2002
615	4.68	440	R			From: SR 26 To: 06-616 NORTH					NA			NA		1999
615	2.10	110	F	93%	0%	3%	0%	3%	0%	C	0.164	F	0.684	110	F	2002
615	1.02	110	R			From: 06-654 NORTH To: 06-654 SOUTH					NA			NA		1999
616	4.20	170	R			From: 06-627 To: SR 24					NA			NA		03/25/2002
616	0.76	590	F	95%	0%	3%	1%	1%	0%	C	0.092	F	0.552	590	F	2002
616	5.40	220	F	95%	0%	3%	1%	1%	0%	F	0.121	F	0.639	220	F	2002
616	1.10	160	F	95%	0%	3%	1%	1%	0%	F	0.098	F	0.556	160	F	2002
616	1.90	110	R			From: 06-663 To: US 60					NA			NA		03/27/2002
617	1.45	80	R			From: 06-618 To: 1.45 ME 06-618					NA			NA		1999
617	1.10	80	R			From: 1.45 ME 06-618 To: 06-626					NA			NA		03/25/2002
618	2.10	120	R			From: 06-627 To: 06-617					NA			NA		03/25/2002
618	7.05	140	R			From: 06-617 To: SR 24					NA			NA		03/25/2002
619	1.20	45	R			From: 06-620 To: 06-633					NA			NA		04/03/2002
620	7.00	110	R			From: 06-601 To: 06-630					NA			NA		04/08/2002

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Appomattox County</b>																
(621)	1.09	120	R			From: 06-633 To: 06-620					NA			NA		04/03/2002
(622)	0.83	4	R			From: Dead End To: 06-620 SOUTH 06-620 NORTH					NA			NA		04/01/2002
(622)	1.35	220	R			From: 1.35 MN 06-620 To: 06-633					NA			NA		1999
(622)	0.22	140	R			From: Dead End To: 06-633					NA			NA		1999
(623)	2.03	140	R			From: Dead End To: 06-605					NA			NA		1999
(624)	0.50	7	R			From: Dead End To: 06-605					NA			NA		04/01/2002
(625)	0.20	50	R			From: 06-626 To: Prince Edward County Line					NA			NA		03/25/2002
(626)	3.35	130	F	93%	1%	4%	0%	2%	0%	C	0.107	F	0.563	130	F	2002
(626)	2.49	70	R			From: 06-640 To: 06-651					NA			NA		03/25/2002
(626)	1.12	60	R			From: 1.12 MS 06-651 To: 06-617					NA			NA		03/25/2002
(626)	0.06	70	R			From: 06-617 To: Prince Edward County Line					NA			NA		03/25/2002
(627)	0.63	440	F	97%	0%	3%	0%	0%	0%	C	0.094	F	0.556	440	F	2002
(627)	6.88	170	R			From: 06-631 To: 06-633					NA			NA		03/25/2002
(627)	2.83	310	F	97%	0%	3%	0%	0%	0%	F	0.113	F	0.68	310	F	2002
(627)	1.30	160	R			From: 06-601 EAST To: Prince Edward County Line					NA			NA		03/25/2002
(628)	2.10	50	R			From: Charlotte County Line; 19-638 To: 06-629 NORTH					NA			NA		04/03/2002
(628)	1.80	320	F	97%	0%	2%	1%	0%	0%	C	0.104	F	0.727	320	F	2002
(628)	0.52	320	R			From: US 460 To: 06-601					NA			NA		04/03/2002
(629)	2.20	70	R			From: WCL Pamplin City To: 06-628 SOUTH 06-628 NORTH					NA			NA		04/03/2002
(629)	2.60	100	F	90%	0%	6%	2%	2%	0%	C	0.132	F	0.533	100	F	2002
						From: 06-630 To: 06-630										

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Appomattox County</b>																
(630)	1.90	130	R			From: Charlotte County Line: 19-638 To: 06-629					NA			NA		04/03/2002
(630)	3.10	200	F	97%	0%	3%	0%	0%	0%	F	0.073	F	0.514	200	F	2002
(630)	2.29	380	F	97%	0%	3%	0%	0%	0%	F	0.089	F	0.541	380	F	2002
(630)	0.56	840	F	97%	0%	3%	0%	0%	0%	C	0.098	F	0.728	840	F	2002
(631)	2.32	49	R			From: 06-616 To: 2.32 MS 06-616					NA			NA		03/25/2002
(631)	0.38	80	R			From: 06-627 To: NCL Appomattox					NA			NA		03/25/2002
(631)	2.35	580	F	97%	0%	2%	0%	0%	0%	F	0.099	F	0.62	590	F	2002
<b>Town of Appomattox</b>																
(631)	0.47	1200	F	97%	0%	2%	0%	0%	0%	C	0.103	F	0.658	1200	F	2002
<b>Appomattox County</b>																
(632)	3.17	370	R			From: 06-634 To: 06-627					NA			NA		04/03/2002
(633)	1.20	260	R			From: 06-630 To: US 460					NA			NA		04/01/2002
(633)	4.22	340	F	96%	0%	3%	0%	1%	0%	C	0.12	F	0.81	340	F	2002
(634)	2.81	160	R			From: 06-631 To: US 460					NA			NA		04/03/2002
(635)	0.83	140	R			From: 06-700 To: 06-681					NA			NA		04/01/2002
(635)	1.76	320	F	97%	0%	2%	0%	0%	0%	F	0.114	F	0.653	320	F	2002
(635)	1.18	620	F	97%	0%	2%	0%	0%	0%	C	0.087	F	0.704	620	F	2002
(635)	0.20	880	F	97%	0%	2%	0%	0%	0%	F	0.084	F	0.651	890	F	2002
(635)	0.34	1900	F	97%	0%	2%	0%	0%	0%	F	0.111	F	0.61	1900	F	2002
(635)	0.20	3000	F	97%	0%	2%	0%	0%	0%	F	0.109	F	0.563	3000	F	2002
<b>Town of Appomattox</b>																
(635)	0.07	3000	F	97%	0%	2%	0%	0%	0%	F	0.105	F	0.636	3000	F	2002
<b>Appomattox County</b>																
(636)	1.00	130	R			From: 06-630 To: 1.00 ME 06-630					NA			NA		04/03/2002
(636)	2.00	60	R			From: 06-637					NA			NA		04/03/2002

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						2Axle	3+Axle	1Trail	2Trail							
<b>Appomattox County</b>																
(636)	2.00	150	R			From: 06-637 To: 06-644					NA			NA		04/03/2002
(637)	0.82	30	R			From: Dead End To: 06-636					NA			NA		04/03/2002
(638)	5.20	90	R			From: 06-727 To: Charlotte County Line; 06-630					NA			NA		04/08/2002
(639)	2.90	40	R			From: 06-627 To: 06-632					NA			NA		04/03/2002
(640)	0.30	50	F	90%	0%	9%	0%	1%	0%	C	0.177	F	0.667	50	F	2002
(640)	1.05	40	R			From: 06-626 To: 06-692 Buckingham County Line					NA			NA		03/25/2002
(641)	0.50	80	R			From: Dead End To: 06-719					NA			NA		1999
(641)	1.20	300	R			From: 06-719 To: SCL Appomattox					NA			NA		03/18/2002
<b>Town of Appomattox</b>																
(641)	0.29	680	R			From: SCL Appomattox To: 06-727					NA			NA		03/18/2002
<b>Appomattox County</b>																
(642)	0.70	130	R			From: Dead End To: 06-727					NA			NA		1999
(643)	0.86	990	R			From: 06-691 To: 06-738					NA			NA		04/10/2002
(643)	1.92	170	R			From: 06-738 To: 06-719					NA			NA		04/08/2002
(644)	0.75	200	R			From: Campbell County Line To: 06-649					NA			NA		1999
(644)	2.90	46	R			From: 06-649 To: 06-694 WEST 06-694 EAST					NA			NA		04/08/2002
(644)	0.40	180	R			From: 06-694 EAST To: 06-636					NA			NA		1999
(644)	1.90	50	R			From: 06-636 To: 06-675					NA			NA		04/03/2002
(644)	1.23	100	R			From: 06-675 To: 06-727 MID 06-727 NORTH					NA			NA		1999
(644)	0.48	70	R			From: 06-727 NORTH To: Dead End					NA			NA		1999
(645)	1.00	220	R			From: 06-604 To: 06-679					NA			NA		1999
(645)	2.50	70	R			From: 06-679 To: 2.50 MN 06-679					NA			NA		1999

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						2Axle	3+Axle	1Trail	2Trail							
<b>Appomattox County</b>																
(645)	0.60	220	R			From: 2.50 MN 06-679 To: 06-643					NA			NA		1999
(646)	0.35	490	R			From: US 460 To: 06-708					NA			NA		04/10/2002
(646)	0.08	8	R			From: 06-708 To: Dead End					NA			NA		04/10/2002
(647)	4.92	1100	R			From: 06-679 To: 06-691					NA			NA		1999
(647)	0.24	2200	F	97%	0%	2%	0%	1%	0%	C	0.101	F	0.62	2200	F	2002
(647)	0.40	620	F	97%	0%	2%	0%	1%	0%	F	0.115	F	0.507	620	F	2002
(647)	3.51	460	R			From: US 460 WEST To: US 460 EAST To: 06-613					NA			NA		1999
(648)	3.90	370	R			From: US 460 To: 06-652					NA			NA		04/08/2002
(648)	1.60	180	R			From: 06-679 WEST To: 06-679 EAST					NA			NA		04/08/2002
(648)	2.30	70	R			From: 06-650 To: 06-604					NA			NA		04/08/2002
(649)	0.69	80	R			From: 06 & 03-603 To: 06-644					NA			NA		04/08/2002
(650)	3.55	150	R			From: 06-606 To: 06-604					NA			NA		04/08/2002
(651)	1.39	80	R			From: 06-614 To: 0.70 ME 06-693					NA			NA		1999
(651)	2.01	20	R			From: 06-626 To: Campbell County Line					NA			NA		03/25/2002
(652)	1.00	230	R			From: 1.00 ME OF CL To: 06-648					NA			NA		04/08/2002
(653)	2.24	120	R			From: 06-721 To: 06-608					NA			NA		1999
(654)	2.40	460	F	94%	0%	3%	0%	2%	0%	C	0.090	F	0.636	470	F	2002
(654)	5.04	370	F	94%	0%	3%	0%	2%	0%	F	0.089	F	0.671	370	F	2002
(654)	0.20	540	F	94%	0%	3%	0%	2%	0%	F	0.081	F	0.542	540	F	2002
						From: SR 24 To: 06-736 To: 06-615 NORTH To: US 60										

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						2Axle	3+Axle	1Trail	2Trail							
<b>Appomattox County</b>																
(655)	0.15	190	R			From: SR 24 To: 06-616					NA			NA		03/27/2002
(656)	3.60	410	F	97%	0%	2%	0%	1%	0%	C	0.1	F	0.705	420	F	2002
(656)	1.80	680	R			From: 06-657 To: SR 24 EAST					NA			NA		03/27/2002
(657)	1.70	230	R			From: 06-656 To: 06-608					NA			NA		03/27/2002
(658)	0.60	760	R			From: 06-677 To: Dead End					NA			NA		04/08/2002
(659)	0.20	90	R			From: 06-613 To: 0.20 ME 06-613					NA			NA		1999
(659)	0.90	120	R			From: 06-613 To: SR 26					NA			NA		04/01/2002
(660)	2.80	340	R			From: 06-613 To: SR 26					NA			NA		04/01/2002
(661)	1.00	30	R			From: 06-613 To: 06-660					NA			NA		04/01/2002
<b>Town of Appomattox</b>																
(662)	0.17	120	R			From: 06-631 To: Dead End					NA			NA		04/10/2002
<b>Appomattox County</b>																
(663)	0.80	70	R			From: 06-665 To: 06-843					NA			NA		1999
(663)	0.70	90	R			From: 06-843 To: SR 26					NA			NA		1999
(663)	1.63	150	R			From: SR 26 To: 06-686					NA			NA		03/27/2002
(663)	0.45	60	R			From: 06-686 To: 06-611					NA			NA		03/27/2002
(663)	2.21	40	F	96%	0%	4%	0%	0%	0%	C	0.158	F	0.833	40	F	2002
(664)	3.20	60	R			From: SR 26 To: 06-605					NA			NA		03/27/2002
(665)	0.70	70	R			From: 06-611 To: 06-663					NA			NA		1999
(665)	2.10	120	R			From: 06-663 To: 06-608					NA			NA		03/27/2002
(666)	1.40	50	R			From: 06-608 To: 06-611					NA			NA		03/27/2002
(667)	2.20	150	R			From: US 460 To: 06-668					NA			NA		04/01/2002



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						2Axle	3+Axle	1Trail	2Trail							
<b>Appomattox County</b>																
667	1.00	140	R			From: 06-668					NA			NA		04/01/2002
667	0.89	110	R			From: 1.00 MN 06-668					NA			NA		04/01/2002
667	1.01	110	R			From: 1.89 MN 06-668					NA			NA		04/01/2002
667	2.20	90	R			From: 06-608 SOUTH To: 06-608 NORTH					NA			NA		03/27/2002
667	0.90	360	F	90%	0%	3%	4%	2%	0%	C	0.107	F	0.667	360	F	2002
667						From: 06-605										
668	1.60	160	R			From: 06-667					NA			NA		04/01/2002
668						To: 06-647										
669	2.17	510	R			From: 06-608 SOUTH					NA			NA		04/01/2002
669						To: 06-608 NORTH										
670	1.60	60	R			From: 06-611					NA			NA		04/01/2002
670						To: 06-608										
671	0.65	40	R			From: 06-721					NA			NA		04/01/2002
671						To: Dead End										
672	0.80	60	R			From: 06-626					NA			NA		03/25/2002
672						To: Prince Edward County Line										
673	0.20	8	R			From: 06-611					NA			NA		03/27/2002
673						To: 06-667										
674	0.50	80	R			From: US 460 WEST					NA			NA		1999
674						To: 0.50 ME US 460										
674	0.40	45	R			From: US 460 EAST					NA			NA		04/10/2002
674						To: US 460 EAST										
675	3.00	40	R			From: 06-644					NA			NA		04/08/2002
675						To: 06-700										
675	0.50	140	R			From: 06-630					NA			NA		1999
675						To: 0.10 MS 06-630										
676	0.60	60	R			From: Dead End					NA			NA		04/01/2002
676						To: SR 26 SOUTH										
677	0.44	610	R			From: 06-658					NA			NA		1999
677						To: 0.50 MN 06-658										
677	0.50	150	R			From: SR 26 NORTH					NA			NA		04/10/2002
677	0.20	80	R			To: SR 26 NORTH										
<b>Town of Pamplin City</b>																
678	0.13	470	R			From: 06-1102					NA			NA		1999
678						To: WCL Pamplin; 06-1110										

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						2Axle	3+Axle	1Trail	2Trail							
<b>Appomattox County</b>																
(678)	0.33	100	R			From: WCL Pamplin: 06-1110					NA			NA		1999
						To: Dead End										
(679)	1.40	140	R			From: 06-606					NA			NA		04/08/2002
						To: 06-648 WEST										
(679)	4.40	310	F	97%	0%	1%	1%	1%	0%	C	0.111	F	0.526	310	F	2002
						To: 06-604										
(680)	0.28	30	R			From: Cul-de-Sac					NA			NA		04/10/2002
						To: 06-738										
(680)	0.29	120	R			From: 06-643					NA			NA		04/10/2002
						To: 06-635										
(681)	2.80	110	F	95%	0%	3%	0%	2%	0%	C	0.168	F	0.556	110	F	2002
						To: 06-630										
(682)	0.80	320	R			From: US 60					NA			NA		03/27/2002
						To: 06-722										
(683)	1.60	360	F	73%	1%	6%	12%	8%	0%	C	0.088	F	0.543	360	F	2002
						To: 06-690										
(683)	1.20	240	F	73%	1%	6%	12%	8%	0%	F	0.153	F	0.741	240	F	2002
						To: 06-605										
(684)	0.80	46	R			From: Dead End					NA			NA		03/27/2002
						To: 06-616										
(684)	1.35	90	R			From: Dead End					NA			NA		1999
						To: Dead End										
(685)	0.90	30	R			From: 06-647					NA			NA		04/01/2002
						To: 06-703										
(686)	0.70	60	R			From: 06-663					NA			NA		03/27/2002
						To: 06-615										
(687)	0.69	120	R			From: 06-656					NA			NA		1999
						To: 0.69 ME 06-656										
(687)	0.20	40	R			From: Dead End					NA			NA		1999
						To: Dead End										
(688)	0.10	8	R			From: 06-608					NA			NA		04/01/2002
						To: Dead End										
(689)	0.40	1800	R			From: US 460					NA			NA		04/08/2002
						To: 06-647										
(690)	0.20	230	R			From: 06-683					NA			NA		03/27/2002
						To: Dead End										
(691)	1.82	1300	F	98%	0%	2%	0%	0%	0%	F	0.11	F	0.607	1300	F	2002
						To: 06-643										
(691)	2.72	1500	F	98%	0%	2%	0%	0%	0%	C	0.112	F	0.618	1500	F	2002
						To: WCL Appomattox										

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						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Appomattox</b>																
(691)	0.01	1500	N	98%	0%	From: WCL Appomattox To: 06-1008				N	0.112	N	0.618	1500	N	2002
(691)	0.55	1100	F	98%	0%	From: 06-1008 To: SR 131				F	0.201	F	0.679	1100	F	2002
<b>Appomattox County</b>																
(692)	1.70	45	F	93%	0%	From: Dead End To: 06-614				C	0.182	F	0.667	45	F	2002
(692)	1.20	46	F	93%	0%	From: 06-614 To: 06-640				F	0.154	F	0.682	46	F	2002
(693)	0.35	20	R			From: Dead End To: 06-651				NA			NA			03/25/2002
(694)	1.28	180	R			From: 06-727 NORTH To: 06-727 MID				NA			NA			04/08/2002
(694)	2.50	520	R			From: 06-727 SOUTH To: 06-604				NA			NA			04/08/2002
(695)	1.24	200	R			From: 06-635 To: 1.24 ME 06-635				NA			NA			04/01/2002
(695)	0.45	240	R			From: 1.24 ME 06-635 To: US 460				NA			NA			04/01/2002
(696)	0.55	30	R			From: 06-601 To: Dead End				NA			NA			04/03/2002
(697)	0.53	60	R			From: SR 24 To: SR 24				NA			NA			03/25/2002
(698)	1.30	60	R			From: Campbell County Line To: 06-607				NA			NA			04/01/2002
(699)	0.15	80	R			From: 06-665 To: Dead End				NA			NA			03/27/2002
(700)	1.40	160	R			From: 06-675 To: 06-635				NA			NA			1999
(700)	0.40	4	R			From: 06-635 To: Dead End				NA			NA			04/01/2002
(701)	0.43	80	R			From: Dead End To: SR 24				NA			NA			1999
(702)	0.50	46	R			From: Dead End To: SCL Pamplin City				NA			NA			04/03/2002
<b>Town of Pamplin City</b>																
(702)	0.13	46	R			From: SCL Pamplin City To: SR 47 NORTH				NA			NA			04/03/2002
<b>Appomattox County</b>																
(703)	2.10	470	R			From: US 460 To: 06-685				NA			NA			1999

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						2Axle	3+Axle	1Trail	2Trail							
<b>Appomattox County</b>																
(703)	0.20	80	R			From: 06-685					NA		NA			1999
(703)	1.20	60	R			From: 0.20 MN 06-685					NA		NA			04/01/2002
						To: 06-613										
(704)	0.40	60	R			From: 06-605					NA		NA			1999
						To: Dead End										
(705)	1.90	70	R			From: 06-633					NA		NA			04/03/2002
						To: 06-632										
(706)	0.40	70	R			From: 06-656					NA		NA			03/27/2002
						To: Dead End										
(707)	0.08	70	R			From: Dead End					NA		NA			1999
						To: US 460										
(708)	0.70	130	R			From: 06-646					NA		NA			04/10/2002
						To: Dead End										
(709)	0.35	40	R			From: 06-620					NA		NA			04/03/2002
						To: Dead End										
(710)	0.30	20	R			From: SR 24					NA		NA			03/27/2002
						To: Dead End										
(711)	0.45	100	R			From: SR 26					NA		NA			04/01/2002
						To: Dead End										
(712)	0.10	70	R			From: 06-608					NA		NA			1999
						To: 06-715										
(712)	0.10	46	R			From: Dead End					NA		NA			1999
						To: Dead End										
(713)	0.55	60	R			From: Dead End					NA		NA			1999
						To: 06-608										
(714)	0.40	10	R			From: Dead End					NA		NA			03/27/2002
						To: 06-605										
(715)	0.35	30	R			From: 06-712					NA		NA			04/01/2002
						To: Dead End										
(716)	0.05	60	R			From: 06-644					NA		NA			1999
						To: 0.05 MN 06-644										
(716)	0.53	49	R			From: Dead End					NA		NA			04/08/2002
						To: Dead End										
(717)	0.28	20	R			From: Dead End					NA		NA			03/27/2002
						To: SR 26										
<b>Campbell County</b>																
(718)	0.20	390	R			From: SR 24					NA		NA			04/08/2002
						To: 06-609										

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Appomattox County</b>																
(719)	3.05	770	R			From: 06-604 To: 06-691					NA			NA		04/15/2002
(720)	1.20	150	R			From: 06-644 To: 06-635					NA			NA		04/01/2002
(721)	1.60	360	F	90%	0%	4%	6%	1%	0%	F	0.112	F	0.5	360	F	2002
(721)	1.10	120	R			From: 06-611 To: 06-605					NA			NA		04/01/2002
(721)	0.75	60	R			From: 06-671 To: Dead End					NA			NA		04/01/2002
(721)	0.03	20	R			From: 06-671 To: Dead End					NA			NA		04/01/2002
(722)	1.27	140	R			From: Dead End To: Buckingham County Line					NA			NA		03/27/2002
(723)	1.24	70	R			From: 06-626 To: Dead End					NA			NA		03/25/2002
(724)	2.00	70	R			From: SR 24 To: Buckingham County Line					NA			NA		1999
(725)	0.16	50	R			From: SR 47; Prince Edward County Line To: 19-638					NA			NA		04/03/2002
(726)	0.47	130	R			From: 06-681 WEST To: 06-681 EAST					NA			NA		04/01/2002
(727)	3.75	1500	F	96%	0%	2%	1%	1%	0%	F	0.083	F	0.733	1500	F	2002
(727)	2.51	1500	F	96%	0%	2%	1%	1%	0%	F	0.093	F	0.741	1500	F	2002
(727)	2.09	1900	F	96%	0%	2%	1%	1%	0%	F	0.090	F	0.754	1900	F	2002
(727)	1.90	3700	F	96%	0%	2%	1%	1%	0%	C	0.086	F	0.55	3700	F	2002
(727)	0.01	3600	G	96%	0%	2%	1%	1%	0%	F	0.107	N	0.558	3600	G	2002
<b>Town of Appomattox</b>																
(727)	0.22	4600	F	96%	0%	2%	1%	1%	0%	F	0.107	F	0.558	4700	F	2002
(727)	0.21	5400	F	96%	0%	2%	1%	1%	0%	F	0.111	F	0.544	5400	F	2002
(727)	0.11	5900	F	96%	0%	2%	1%	1%	0%	F	0.099	F	0.530	5900	F	2002
(727)	0.19	5100	F			From: SR 131 SOUTH To: SR 131 NORTH					0.085	F	0.5	5100	F	2002
(727)	0.06	5400	R			From: US 460 BUS To: 06-1004					NA			NA		04/15/2002

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						2Axle	3+Axle	1Trail	2Trail							
<b>Appomattox County</b>																
728	0.15	9	R			From: 06-647					NA		NA			04/08/2002
						To: Dead End										
729	0.20	10	R			From: Dead End					NA		NA			03/25/2002
						To: 06-618										
730	0.33	20	R			From: Dead End					NA		NA			03/27/2002
						To: 06-611										
731	0.30	50	R			From: Dead End					NA		NA			04/03/2002
						To: 06-630										
732	0.30	60	R			From: US 460					NA		NA			04/10/2002
						To: Dead End										
733	0.59	70	R			From: 06-727					NA		NA			1999
						To: Dead End										
734	0.13	120	R			From: 06-632					NA		NA			04/03/2002
						To: Dead End										
735	0.55	140	R			From: Dead End					NA		NA			04/08/2002
						To: 06-644; 06-694										
736	0.27	30	R			From: 06-654					NA		NA			03/27/2002
						To: Dead End										
737	0.10	20	R			From: Dead End					NA		NA			03/27/2002
						To: 06-664										
738	0.36	40	R			From: 06-643					NA		NA			04/10/2002
						To: 06-680										
739	0.09	40	R			From: 06-657					NA		NA			1999
						To: Cul-de-Sac										
740	0.08	2	R			From: Dead End					NA		NA			04/01/2002
						To: 06-605										
<b>Cambell County</b>																
741	0.13	80	R			From: SR 24					NA		NA			04/08/2002
						To: Campbell County Line										
<b>Appomattox County</b>																
741	0.20	80	R			From: Campbell County Line					NA		NA			04/08/2002
						To: Dead End										
742	0.25	45	R			From: Dead End					NA		NA			04/01/2002
						To: 06-681										
744	0.17	40	R			From: 06-678					NA		NA			04/03/2002
						To: Dead End										
745	0.37	80	R			From: 06-631					NA		NA			1999
						To: 06-746										

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						2Axle	3+Axle	1Trail	2Trail							
<b>Appomattox County</b>																
(746)	0.07	47	R			From: Dead End @ NCL Appomattox					NA			NA		1999
(746)	0.10	40	R			From: 06-745					NA			NA		1999
						To: Dead End										
(747)	0.22	100	R			From: Dead End					NA			NA		1999
						To: 06-677										
<b>Town of Appomattox</b>																
(748)	0.22	140	R			From: Dead End					NA			NA		1999
						To: SR 131										
<b>Appomattox County</b>																
(749)	0.10	60	R			From: Dead End @ NCL Appomattox					NA			NA		1999
						To: 06-631										
(750)	2.42	160	R			From: 06-611					NA			NA		04/01/2002
						To: Campbell County Line										
(755)	0.82	NA				From: 06-669					NA			NA		
						To: Dead End										
(800)	0.55	450	R			From: Campbell County Line					NA			NA		04/08/2002
						To: US 460										
(843)	0.60	30	R			From: 06-663					NA			NA		03/27/2002
						To: Dead End										
<b>Town of Appomattox</b>																
(1001)	0.03	840	R			From: Dead End					NA			NA		1999
						To: 06-727										
(1001)	0.46	1300	F	98%	0%	1%	0%	0%	0%	C	0.117	F	0.526	1300	F	2002
						To: ECL Appomattox										
<b>Appomattox County</b>																
(1001)	0.25	1300	N	98%	0%	1%	0%	0%	0%	N	0.117	N	0.526	1300	N	2002
						To: 06-635										
<b>Town of Appomattox</b>																
(1002)	0.07	230	R			From: Dead End					NA			NA		1999
						To: 06-727 NORTH										
(1002)	0.17	1500	F	89%	0%	8%	1%	1%	0%	C	0.157	F	0.576	1500	F	2002
						To: SCL Appomattox; 06-1043										
<b>Appomattox County</b>																
(1002)	0.50	1200	F	89%	0%	8%	1%	1%	0%	F	0.145	F	0.691	1200	F	2002
						To: 06-635										
<b>Town of Appomattox</b>																
(1003)	0.09	1000	R			From: SR 131					NA			NA		1999
						To: 06-1018										
(1003)	0.06	880	R			From: 06-1016					NA			NA		1999
						To: 06-1016										
(1003)	0.15	580	R			From: 06-1008					NA			NA		1999
						To: 06-1008										

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						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Appomattox</b>																
1003	0.11	320	R			From: 06-1008 To: Dead End					NA			NA		1999
1004	0.20	840	R			From: US 460 To: 06-1009					NA			NA		1999
1004	0.07	700	R			From: 06-1009 To: 06-727					NA			NA		1999
1004	0.02	490	R			From: 06-727 To: 06-1021					NA			NA		1999
1004	0.20	500	R			From: 06-1021 To: 06-631					NA			NA		1999
1005	0.05	480	R			From: US 460 To: 06-1019					NA			NA		1999
1005	0.07	450	R			From: 06-1019 To: SR 131					NA			NA		1999
1006	0.06	130	R			From: US 460 To: 06-1026					NA			NA		04/10/2002
1006	0.05	80	R			From: 06-1026 To: 06-1007					NA			NA		04/10/2002
1007	0.08	70	R			From: 06-1007 To: 06-631					NA			NA		04/10/2002
1007	0.12	80	R			From: 06-631 To: 06-1006					NA			NA		04/10/2002
1007						From: 06-1006 To: 06-1025										
1008	0.52	2600	F	94%	0%	5%	0%	1%	0%	C	0.109	F	0.730	2600	F	2002
1008						From: 06-691 To: SR 131										
1009	0.55	300	R			From: 06-1004 To: 06-1040					NA			NA		1999
1009	0.06	190	R			From: 06-1040 To: 06-1041					NA			NA		1999
1009	0.02	9	R			From: 06-1041 To: Dead End					NA			NA		1999
1010	0.18	110	R			From: Dead End To: Dead End					NA			NA		04/10/2002
1011	0.06	80	R			From: SR 24 To: Dead End					NA			NA		1999
<b>Appomattox County</b>																
1011	0.66	390	R			From: NCL Appomattox To: 06-656					NA			NA		1999
<b>Town of Appomattox</b>																
1012	0.14	560	R			From: US 460; SR 131 To: 0.14 MN US 460					NA			NA		1999
1012	0.25	280	R			From: 0.14 MN US 460 To: 06-1014					NA			NA		1999
1012	0.07	130	R			From: 06-1014 To: Dead End					NA			NA		1999



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						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Appomattox</b>																
(1013)	0.07	2100	R			From: SR 131					NA			NA		04/10/2002
(1013)	0.02	2200	R			From: 06-1019					NA			NA		04/10/2002
						To: US 460										
(1014)	0.10	340	R			From: SR 24					NA			NA		1999
(1014)	0.04	210	R			From: 06-1012					NA			NA		1999
						To: Dead End										
(1015)	0.36	140	R			From: 06-641					NA			NA		1999
						To: Dead End										
(1016)	0.13	130	R			From: 06-1003					NA			NA		1999
						To: 06-1008										
<b>Appomattox County</b>																
(1017)	0.17	80	R			From: 06-635					NA			NA		1999
						To: Dead End										
<b>Town of Appomattox</b>																
(1018)	0.18	100	R			From: 06-1003					NA			NA		1999
						To: 06-1008										
(1019)	0.10	110	R			From: 06-1030					NA			NA		04/10/2002
(1019)	0.07	250	R			From: 06-1005					NA			NA		04/10/2002
						To: 06-1013										
(1020)	0.13	130	R			From: 06-1037					NA			NA		04/08/2002
(1020)	0.07	220	R			From: 06-691					NA			NA		04/08/2002
						To: Dead End										
(1021)	0.16	150	R			From: 06-1004					NA			NA		1999
						To: Dead End										
(1022)	0.10	190	R			From: US 460					NA			NA		1999
						To: Dead End										
(1023)	0.07	300	R			From: 06-1008					NA			NA		04/08/2002
(1023)	0.31	320	R			From: 06-1038					NA			NA		04/08/2002
						To: SR 131										
(1025)	0.06	280	R			From: US 460					NA			NA		04/10/2002
(1025)	0.06	200	R			From: 06-1026					NA			NA		04/10/2002
(1025)	0.07	180	R			From: 06-1007					NA			NA		04/10/2002
						To: 06-1027										
(1026)	0.12	30	R			From: 06-1006					NA			NA		04/10/2002
						To: 06-1025										

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						2Axle	3+Axle	1Trail	2Trail							
<b>Appomattox County</b>																
(1027)	0.20	140	R			From: US 460					NA		NA			04/10/2002
						To: 06-1031										
<b>Town of Appomattox</b>																
(1027)	0.04	40	R			From: 06-1031					NA		NA			04/10/2002
						To: 06-1042										
(1027)	0.13	40	R			From: 06-1042					NA		NA			04/10/2002
						To: 06-1025										
(1027)	0.10	180	R			From: 06-1025					NA		NA			04/10/2002
						To: Dead End										
(1028)	0.11	80	R			From: SR 24					NA		NA			1999
						To: Dead End										
<b>Appomattox County</b>																
(1029)	0.10	70	R			From: Dead End					NA		NA			04/08/2002
						To: SR 26										
<b>Town of Appomattox</b>																
(1030)	0.07	600	R			From: SR 131					NA		NA			04/10/2002
						To: 06-1019										
(1030)	0.08	570	R			From: 06-1019					NA		NA			04/10/2002
						To: US 460										
(1031)	0.19	80	R			From: 06-1027					NA		NA			04/10/2002
						To: US 460										
<b>Appomattox County</b>																
(1032)	0.25	240	R			From: 06-658					NA		NA			04/08/2002
						To: Dead End										
<b>Town of Appomattox</b>																
(1033)	0.20	240	R			From: 06-1056					NA		NA			04/10/2002
						To: 06-1001										
<b>Appomattox County</b>																
(1034)	0.12	130	R			From: 06-719					NA		NA			04/08/2002
						To: 06-1035 EAST										
(1034)	0.26	100	R			From: 06-1035 EAST					NA		NA			04/08/2002
						To: 06-1035 WEST										
(1034)	0.12	170	R			From: 06-1035 WEST					NA		NA			04/08/2002
						To: 06-691										
(1035)	0.24	49	R			From: 06-1034					NA		NA			04/08/2002
						To: 06-1034										
<b>Town of Appomattox</b>																
(1036)	0.16	120	R			From: 06-727					NA		NA			04/10/2002
						To: Dead End										
(1037)	0.11	70	R			From: Dead End					NA		NA			04/08/2002
						To: 06-691										
(1037)	0.06	50	R			From: 06-691					NA		NA			04/08/2002
						To: 06-1020										

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						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Appomattox</b>																
(1038)	0.06	60	R			From: Dead End					NA		NA			04/08/2002
						To: 06-1023										
(1039)	0.06	1400	R			From: SR 131					NA		NA			04/10/2002
						To: 06-1058										
(1039)	0.11	1000	R			From: 06-1058					NA		NA			04/10/2002
						To: 06-727										
(1040)	0.06	50	R			From: Dead End					NA		NA			04/10/2002
						To: 06-1009										
(1040)	0.15	130	R			From: 06-1009					NA		NA			04/10/2002
						To: Dead End										
(1041)	0.06	60	R			From: Dead End					NA		NA			04/10/2002
						To: 06-1009										
(1042)	0.19	60	R			From: 06-1027					NA		NA			04/10/2002
						To: US 460										
(1043)	0.11	380	R			From: SCL Appomattox					NA		NA			04/10/2002
						To: 06-1056										
(1043)	0.14	470	R			From: 06-1056					NA		NA			04/10/2002
						To: 06-1044										
(1043)	0.07	800	R			From: 06-1044					NA		NA			04/10/2002
						To: 06-1001										
(1044)	0.06	680	R			From: 06-1043					NA		NA			04/10/2002
						To: Dead End										
<b>Appomattox County</b>																
(1045)	0.15	210	R			From: US 460					NA		NA			04/08/2002
						To: 06-1046										
(1045)	0.08	80	R			From: 06-1046					NA		NA			04/08/2002
						To: Dead End										
(1046)	0.19	120	R			From: 06-1045					NA		NA			04/08/2002
						To: Dead End										
(1047)	0.11	540	R			From: 06-1048					NA		NA			04/08/2002
						To: 06-691										
(1048)	0.13	160	R			From: Cul-de-Sac					NA		NA			04/08/2002
						To: 06-1050										
(1048)	0.08	250	R			From: 06-1050					NA		NA			04/08/2002
						To: 06-1049										
(1048)	0.26	420	R			From: 06-1049					NA		NA			04/08/2002
						To: 06-1047										
(1048)	0.04	130	R			From: 06-1047					NA		NA			04/08/2002
						To: Dead End										
(1049)	0.21	200	R			From: Dead End					NA		NA			04/08/2002
						To: 06-1048										

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						2Axle	3+Axle	1Trail	2Trail							
<b>Appomattox County</b>																
(1050)	0.07	150	R			From: Dead End					NA		NA			04/08/2002
						To: 06-1048										
(1051)	0.12	120	R			From: 06-1048					NA		NA			04/08/2002
						To: 06-1052										
(1052)	0.05	40	R			From: Cul-de-Sac					NA		NA			04/08/2002
						To: 06-1051										
(1052)	0.13	100	R			From: 06-1051					NA		NA			04/08/2002
						To: Cul-de-Sac										
(1054)	0.22	90	R			From: Dead End					NA		NA			1999
						To: 06-641										
<b>Town of Appomattox</b>																
(1056)	0.17	80	R			From: 06-727					NA		NA			04/10/2002
						To: 06-1033										
(1056)	0.06	100	R			From: 06-1033					NA		NA			04/10/2002
						To: 06-1043										
<b>Appomattox County</b>																
(1057)	0.15	80	R			From: Dead End					NA		NA			04/08/2002
						To: 06-635										
<b>Town of Appomattox</b>																
(1058)	0.09	450	R			From: 06-727					NA		NA			04/10/2002
						To: 06-1059										
(1058)	0.08	400	R			From: 06-1059					NA		NA			04/10/2002
						To: 06-1039										
(1059)	0.03	510	R			From: SR 131					NA		NA			04/15/2002
						To: 06-1060										
(1059)	0.01	280	R			From: 06-1060					NA		NA			04/15/2002
						To: 0.01 MN 06-1060										
(1059)	0.07	330	R			From: 0.01 MN 06-1060					NA		NA			04/15/2002
						To: 06-1058										
(1060)	0.08	820	R			From: 06-1058					NA		NA			04/10/2002
						To: SR 131										
(1060)	0.15	430	R			From: SR 131					NA		NA			04/10/2002
						To: Dead End										
(1061)	0.08	60	R			From: Dead End					NA		NA			04/10/2002
						To: 06-631										
(1062)	0.02	80	R			From: 06-9021					NA		NA			04/10/2002
						To: Dead End										
<b>Appomattox County</b>																
(1064)	0.46	240	R			From: 06-658					NA		NA			04/08/2002
						To: Dead End										
(1065)	1.09	80	R			From: 06-727					NA		NA			04/01/2002
						To: Dead End										

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Appomattox</b>																
(1070)	0.06	20	R			From: Lee Grant Ave					NA			NA		04/08/2002
						To: Dead End										
<b>Appomattox County</b>																
(1080)	0.15	330	R			From: Dead End					NA			NA		1999
						To: 06-604										
(1085)	0.21	80	R			From: 06-645					NA			NA		1999
						To: 06-1086										
(1085)	0.02	8	R			From: Cul-de-Sac					NA			NA		1999
						To: Cul-de-Sac										
(1086)	0.08	30	R			From: Cul-de-Sac					NA			NA		1999
						To: 06-1087										
(1086)	0.48	60	R			From: 06-1085					NA			NA		1999
						To: 06-1086										
(1087)	0.13	20	R			From: 06-1086					NA			NA		1999
						To: Cul-de-Sac										
(1090)	0.48	100	R			From: 06-656					NA			NA		1999
						To: 06-1091										
(1090)	0.23	50	R			From: Dead End					NA			NA		1999
						To: Dead End										
(1091)	0.17	47	R			From: 06-1090					NA			NA		1999
						To: Dead End										
(1092)	0.12	NA				From: 06-01090(B)/					NA			NA		
						To: Cul-de-Sac/										
<b>Town of Pamplin City</b>																
(1101)	0.30	120	R			From: WCL Pamplin City					NA			NA		04/01/2002
						To: SR 47										
(1102)	0.13	260	R			From: SR 47 SOUTH					NA			NA		04/01/2002
						To: SR 47 NORTH										
(1102)	0.02	530	R			From: 06-1104					NA			NA		04/01/2002
						To: 06-1107										
(1102)	0.07	340	R			From: 06-1107					NA			NA		04/01/2002
						To: 06-678										
(1102)	0.16	48	R			From: Dead End					NA			NA		04/01/2002
						To: Dead End										
(1103)	0.16	140	R			From: US 460 BUS EAST					NA			NA		04/01/2002
						To: Prince Edward County Line										
(1103)	0.04	40	R			From: 06-1111					NA			NA		04/01/2002
						To: 06-1111										
(1103)	0.12	60	R			From: US 460 BUS WEST					NA			NA		04/03/2002
						To: US 460 BUS WEST										

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Pamplin City</b>																
(1104)	0.15	80	R			From: WCL Pamplin City					NA			NA		04/01/2002
						To: 06-1102										
(1105)	0.06	40	R			From: 06-600					NA			NA		04/01/2002
						To: Dead End										
(1106)	0.09	2	R			From: US 460 BUS					NA			NA		04/01/2002
						To: NCL Pamplin City										
<b>Appomattox County</b>																
(1106)	0.10	2	R			From: NCL Pamplin City					NA			NA		04/01/2002
						To: Dead End										
<b>Town of Pamplin City</b>																
(1107)	0.16	30	R			From: 06-1102					NA			NA		04/01/2002
						To: Dead End										
<b>Appomattox County</b>																
(1108)	0.14	20	R			From: US 460 BUS					NA			NA		04/01/2002
						To: Dead End										
<b>Town of Pamplin City</b>																
(1109)	0.03	100	R			From: 06-600					NA			NA		1986
						To: NCL Pamplin City										
<b>Appomattox County</b>																
(1109)	0.32	80	R			From: NCL Pamplin City					NA			NA		04/01/2002
						To: US 460 BUS										
(1110)	0.30	60	R			From: WCL Pamplin City					NA			NA		04/03/2002
						To: Dead End										
<b>Town of Pamplin City</b>																
(1111)	0.06	70	R			From: 06-1103					NA			NA		1999
						To: 06-1112										
(1111)	0.05	20	R			From: Dead End					NA			NA		1999
						To: Dead End										
(1112)	0.10	90	R			From: 06-1103					NA			NA		1999
						To: Prince Edward County Line										
(1112)	0.05	80	R			From: 06-1111					NA			NA		1999
						To: 06-1111										
<b>Appomattox County</b>																
(1120)	0.03	47	R			From: Cul-de-Sac					NA			NA		1999
						To: 06-1121										
(1120)	0.13	80	R			From: 06-691					NA			NA		1999
						To: Dead End										
(1121)	0.20	50	R			From: 06-1120					NA			NA		1999
						To: 06-1120										
<b>Town of Appomattox</b>																
(9020)	0.14	250	R			From: US 460					NA			NA		1999
						To: SR 131 E Harrell										

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b><u>Town of Appomattox</u></b>																
(9021)	0.04	340	R			From: 06-1004					NA		NA			1999
(9021)	0.07	830	R			To: 06-1062					NA		NA			1999
(9021)	0.06	600	R			From: US 460					NA		NA			1999
(9021)						To: Cul-de-Sac										
(9583)	0.23	720	R			From: 06-1008					NA		NA			1999
						To: 06-1008										