

**2010**  
**Virginia Department of Transportation**  
**Daily Traffic Volume Estimates**  
**Including Vehicle Classification Estimates**

where available

**Special Locality Report**

**317**

Town of Victoria

Information in this report is included in Report

**55**

(Lunenburg County)

Prepared By  
**Virginia Department of Transportation**  
**Traffic Engineering Division**

In Cooperation With  
**U.S. Department of Transportation**  
**Federal Highway Administration**

Virginia Department of Transportation  
Traffic Engineering Division  
Traffic Monitoring Section

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

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

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

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

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

## Publication Notes

### Parallel Roads

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

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

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

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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 Traffic Engineering Division Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

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

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

Glossary of Terms:

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

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

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

**QA: Quality of AADT:**

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

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

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

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

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

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

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

**QC: Quality of Classification Data:**

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

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

**QK:** Quality of the K Factor 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 Design Hour Factor (K Factor) of Similar Neighboring Traffic Link
- O Provided by External Source

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

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






**QW:** Quality of AAWDT:

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





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

# Route Shield Legend

## Route Systems

- North  
 Interstate Route Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
-  US Route
-  Virginia State Route
-  Frontage Road (F precedes frontage route number)
-  Secondary Route

## Special Routes

- Bus  
 Bus - Business Route  
Bypas - Bypass Route  
Truck - Truck Route
- ALT  
 ALT - Alternate Route  
Wve - Wve Route connector
-  P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.
-  The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Virginia Department of Transportation  
 Traffic Engineering Division  
 2010  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 Town of Victoria

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
	From: WCL Victoria															
40 49	Town of Victoria (Maint: 55)	1.08	3200	N	94%	1%	1%	1%	3%	0%	N	0.099	N	0.548	3300	N
	To: SR 49 Lunenburg Court House															
	From: SR 49 Lunenburg Court House															
40 Main St	Town of Victoria (Maint: 55)	0.81	5800	F	93%	2%	1%	1%	3%	0%	F	0.103	F	0.588	5900	F
	To: 55-1009 Twin Cemetery Rd															
	From: 55-1009 Twin Cemetery Rd															
40	Town of Victoria (Maint: 55)	0.02	4900	F	93%	2%	1%	1%	3%	0%	C	0.109	F	0.546	5000	F
	To: ECL Victoria															
	From: CL Victoria															
49 40	Town of Victoria (Maint: 55)	1.08	3200	N	94%	1%	1%	1%	3%	0%	N	0.099	N	0.548	3300	N
	To: SR 40 N															
	From: SR 40; Eighth St															
49 Earl Davis Gregory Hwy	Town of Victoria (Maint: 55)	0.51	3900	F	95%	1%	1%	1%	2%	0%	F	0.099	F	0.534	4000	F
	To: 55-1017 13th St															
	From: 55-1017 13th St															
49 Nottoway Blvd	Town of Victoria (Maint: 55)	0.65	3300	F	95%	1%	1%	1%	2%	0%	C	0.096	F	0.523	3400	F
	To: NCL Victoria															

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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 Victoria</b>																
(653) 55	Poorhouse Rd	1.02	410	F	98%	2%	0%	0%	0%	F	0.112	F	0.568	420	F	2010
(661) 55	W Sixth St	0.57	260	R							NA			NA		05/10/2001
(661) 55	W Sixth St	0.05	910	R							NA			NA		05/02/2007
(661) 55	W Sixth St	0.18	2600	R							NA			NA		05/02/2007
(662) 55		0.07	20	R							NA			NA		04/26/2007
(662) 55	Washington Ave	0.13	70	F	96%	2%	1%	1%	0%	F	0.157	F	0.636	80	F	2010
(662) 55	Washington Ave	0.26	130	F	96%	2%	1%	1%	0%	F	0.138	F	0.765	130	F	2010
(662) 55	Washington Ave	0.06	540	F	96%	2%	1%	1%	0%	F	0.159	F	0.621	550	F	2010
(662) 55	Washington Ave	0.10	530	F	96%	2%	1%	1%	0%	F	0.131	F	0.606	540	F	2010
(662) 55	Washington Ave	0.46	1500	F	96%	2%	1%	1%	0%	C	0.109	F	0.608	1600	F	2010
(662) 55	Washington Ave	0.22	1400	F	96%	2%	1%	1%	0%	F	0.107	F	0.662	1400	F	2010
(667) 55	Bregg St	0.26	250	R							NA			NA		05/11/2010
(726) 55	Our Rd	0.25	160	R							NA			NA		04/20/2010
(734) 55	Mecklenburg Ave	0.95	920	F	98%	1%	0%	1%	0%	F	0.101	F	0.505	940	F	2010
(738) 55	Bragg Dr	0.20	80	R							NA			NA		05/22/2007
(1001) 55	6th St	0.05	820	R							NA			NA		04/16/2007
(1001) 55	6th St	0.08	820	F	97%	1%	1%	0%	0%	F	0.111	F	0.505	840	F	2010
(1001) 55	6th St	0.27	440	F	97%	1%	1%	0%	0%	C	0.113	F	0.571	450	F	2010
(1001) 55	6th St	0.79	270	F	97%	1%	1%	0%	0%	F	0.112	F	0.552	280	F	2010
(1002) 55	8th St	0.07	1200	F	96%	1%	1%	1%	0%	C	0.124	F	0.507	1200	F	2010
(1002) 55	8th St	0.07	720	F	96%	1%	1%	1%	0%	F	0.153	F	0.559	740	F	2010
(1002) 55	8th St	0.08	470	F	96%	1%	1%	1%	0%	F	0.123	F	0.513	480	F	2010



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Town of Victoria

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Victoria</b>																
1002 55 8th St	0.61	200	F	96%	1%	From: 55-1019 Jefferson Ave	1%	1%	0%	F	0.132	F	0.547	200	F	2010
						To: 55-653 Poorhouse Rd										
1003 55 11th St	0.21	140	R			From: 55-1021 Main St					NA			NA		05/22/2007
						To: 55-1019 Jefferson Ave										
1003 55 11th St	0.17	330	R			From: 55-1019 Jefferson Ave					NA			NA		05/22/2007
						To: 55-653 Poorhouse Rd										
1004 55 10th St	0.07	60	R			From: 55-1021 Main St					NA			NA		05/22/2007
						To: 55-662 Washington Ave										
1004 55 10th St	0.15	200	R			From: 55-1019 Jefferson Ave					NA			NA		05/22/2007
						To: Dead End										
1004 55 10th St	0.22	130	R			From: 55-1035 Garrison Ave					NA			NA		05/22/2007
						To: 55-1041 Gap										
1005 55 9th St	0.12	20	R			From: SR 49 Gap					NA			NA		05/16/2007
						To: 55-1019 Jefferson Ave										
1005 55 9th St	0.20	150	R			From: 55-1019 Jefferson Ave					NA			NA		05/16/2007
						To: 55-1006 Stuart Ave										
1005 55 9th St	0.18	70	R			From: 55-1019 Jefferson Ave					NA			NA		05/16/2007
						To: Dead End										
1005 55 9th St	0.06	40	R			From: 55-1001 6th St					NA			NA		05/16/2007
						To: 55-1005 9th St										
1006 55 Stuart Ave	0.20	80	R			From: 55-1005 9th St					NA			NA		05/16/2007
						To: 55-1003 11th St										
1006 55 Stuart Ave	0.15	90	R			From: 55-1001 6th St					NA			NA		05/16/2007
						To: 55-653 Poorhouse Rd										
1007 55 Wilson Ave	0.30	70	R			From: SR 40 WEST					NA			NA		05/16/2007
						To: 55-667 Bregg St										
1008 55 Old Court St	0.03	150	R			From: 55-1023 Grove Ave					NA			NA		05/16/2007
						To: 55-1022 Elmore St										
1008 55 Old Court St	0.40	46	R			From: 55-1022 Elmore St					NA			NA		05/16/2007
						To: SR 40 EAST										
1008 55 Old Court St	0.03	230	R			From: Dead End: Gap					NA			NA		05/16/2007
						To: SR 40 Main St										
1008 55 Old Court St	0.07	70	R			From: 55-1011, 1st St					NA			NA		05/16/2007
						To: 55-1012; Gap										
1009 55 Twin Cemetery Rd	0.16	350	R			From: 55-1014; Gap					NA			NA		05/16/2007
						To: 55-1001, 6th St										
1010 55 Marshall St	0.06	60	R			From: 55-1005, 9th St					NA			NA		04/16/2007
						To: 55-1004, 10th St										
1010 55 Marshall St	0.07	60	R			From: 55-1001, 6th St					NA			NA		04/16/2007
						To: 55-1005, 9th St										
1010 55 Marshall St	0.20	80	R			From: 55-1005, 9th St					NA			NA		04/16/2007
						To: 55-1004, 10th St										
1010 55 Marshall St	0.07	70	R			From: 55-1004, 10th St					NA			NA		04/16/2007

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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 Victoria</b>																
1010 55 Marshall St	0.08	60	R				From: 55-1004, 10th St					NA		NA		04/16/2007
1010 55 Marshall St	0.10	40	R				From: 55-1003, 11th St					NA		NA		04/16/2007
							To: Dead End									
1011 55 1st St	0.08	250	R				From: SR 40 Main St					NA		NA		04/16/2007
1011 55 1st St	0.16	160	R				From: 55-662 Washington Ave					NA		NA		04/16/2007
1011 55 1st St	0.08	80	R				From: 55-1019 Jefferson Ave					NA		NA		04/16/2007
1011 55 1st St	0.50	20	R				From: 55-1010 Marshall St					NA		NA		04/16/2007
							To: Dead End									
1012 55 2nd St	0.32	190	R				From: SR 40 Main St					NA		NA		04/16/2007
							To: 55-1010 Marshall St									
1013 55 4th St	0.18	200	R				From: SR 40 Main St					NA		NA		04/16/2007
1013 55 4th St	0.08	46	R				From: 55-1020 Lee Ave					NA		NA		04/16/2007
							To: 55-1019 Jefferson Ave									
1014 55 5th St	0.26	100	R				From: Dead End					NA		NA		04/16/2007
1014 55	0.07	260	R				From: 55-1019 Jefferson Ave					NA		NA		04/16/2007
							To: 55-1010 Marshall St									
1015 55 7th St	0.02	200	R				From: Dead End					NA		NA		05/16/2007
1015 55 7th St	0.07	360	R				From: SR 40 Main St					NA		NA		05/16/2007
1015 55 7th St	0.08	330	R				From: 55-662 Washington Ave					NA		NA		05/16/2007
							To: 55-1020 Lee Ave									
1016 55 12th St	0.14	110	R				From: 55-1021 Main St					NA		NA		05/22/2007
1016 55 12th St	0.08	130	R				From: 55-1020 Lee Ave					NA		NA		05/22/2007
							To: 55-1019 Jefferson Ave									
1017 55 13th St	0.20	250	R				From: 55-662 Washington Ave					NA		NA		05/22/2007
							To: SR 49 Nottoway Blvd; Earl Davis Gregory Hwy									
1018 55 14th St	0.23	180	R				From: 55-1021 Main St					NA		NA		05/22/2007
							To: 55-1019 Jefferson Ave									
1019 55 Jefferson Ave	0.07	20	R				From: 55-1011, 1st St					NA		NA		05/22/2007
							To: 55-1012; Gap									
1019 55 Jefferson Ave	0.07	30	R				From: 55-1013; Gap					NA		NA		05/22/2007
							To: 55-1014, 5th St									
1019 55 Jefferson Ave	0.06	70	R				From: 55-1014, 5th St					NA		NA		05/22/2007
							To: 55-1001; Gap									

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						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Victoria</b>																
1019 55 Jefferson Ave	0.08	90	R											NA	NA	05/22/2007
1019 55 Jefferson Ave	0.16	130	R											NA	NA	05/22/2007
1019 55 Jefferson Ave	0.22	190	R											NA	NA	05/22/2007
1019 55 Jefferson Ave	0.16	70	R											NA	NA	05/22/2007
1020 55 Lee Ave	0.03	20	R											NA	NA	05/22/2007
1020 55 Lee Ave	0.18	70	R											NA	NA	05/22/2007
1020 55 Lee Ave	0.20	120	R											NA	NA	05/22/2007
1020 55 Lee Ave	0.40	140	R											NA	NA	05/22/2007
1020 55 Lee Ave	0.07	49	R											NA	NA	05/22/2007
1021 55 Main St	0.21	250	F	97%	1%	1%	0%	1%	0%	C	0.13	F	0.517	260	F	2010
1021 55 Main St	0.07	170	R											NA	NA	05/22/2007
1021 55 Main St	0.13	110	R											NA	NA	05/22/2007
1022 55 Elmore St	0.04	160	R											NA	NA	05/16/2007
1023 55 Grove Ave	0.15	47	R											NA	NA	05/16/2007
1024 55 Tidewater Ave	0.20	270	R											NA	NA	05/16/2007
1024 55 Tidewater Ave	0.20	370	F	90%	2%	1%	1%	6%	0%	F	0.144	F	0.63	370	F	2010
1024 55 Tidewater Ave	0.38	1400	F	90%	2%	1%	1%	6%	0%	C	0.101	F	0.707	1400	F	2010
1025 55 Lunenburg Ave	0.04	40	R											NA	NA	05/16/2007
1025 55 Lunenburg Ave	0.19	48	R											NA	NA	05/16/2007
1025 55 Lunenburg Ave	0.07	60	R											NA	NA	05/16/2007
1025 55 Lunenburg Ave	0.07	90	R											NA	NA	05/16/2007
1025 55 Lunenburg Ave	0.32	120	R											NA	NA	05/16/2007




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						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Victoria</b>																
1026 55 Virginia Ave	0.06	50	R				From: 55-1047, W Twelfth St					NA		NA		05/16/2007
1026 55 Virginia Ave	0.06	80	R				To: 55-1042, W Eleventh St					NA		NA		05/16/2007
1026 55 Virginia Ave	0.13	80	R				From: 55-1037; Gap					NA		NA		05/16/2007
1026 55 Virginia Ave	0.20	90	R				To: 55-1029; Gap					NA		NA		05/16/2007
1027 55 Park Ave	0.33	110	R				From: 55-1031, W Third St					NA		NA		05/16/2007
1027 55 Park Ave	0.27	130	R				To: SR 40; SR 49					NA		NA		05/16/2007
1027 55 Park Ave	0.12	180	R				From: 55-1042, W Eleventh St					NA		NA		05/02/2007
1027 55 Park Ave	0.12	180	R				To: 9th St; Gap					NA		NA		05/02/2007
1028 55 Norfolk Ave	0.32	270	R				From: 55-661; Gap					NA		NA		05/02/2007
1028 55 Norfolk Ave	0.05	330	R				To: 55-1032, W Second St					NA		NA		05/02/2007
1029 55 W Fifth St	0.19	30	R				From: 55-661, W Sixth St					NA		NA		05/02/2007
1029 55 W Fifth St	0.05	70	R				To: 55-1033, W First St					NA		NA		05/02/2007
1030 55 W Fourth St	0.13	30	R				From: 55-1027 Park Ave					NA		NA		05/16/2007
1030 55 W Fourth St	0.07	60	R				To: 55-734 Mecklenburg Ave					NA		NA		05/16/2007
1031 55 W Third St	0.19	40	R				From: 55-1024 Tidewater Ave					NA		NA		05/16/2007
1031 55 W Third St	0.12	70	R				To: 55-1027 Park Ave					NA		NA		05/16/2007
1032 55 W Second St	0.07	30	R				From: 55-1028 Norfolk Ave					NA		NA		05/16/2007
1032 55 W Second St	0.12	40	R				To: 55-1025 Lunenburg Ave					NA		NA		05/16/2007
1032 55 W Second St	0.12	60	R				From: 55-734 Mecklenburg Ave					NA		NA		05/16/2007
1033 55 W First St	0.35	160	R				To: 55-1028 Norfolk Ave					NA		NA		05/16/2007
1033 55 W First St	0.07	49	R				From: 55-1044 Roanoke Ave					NA		NA		05/16/2007
1034 55 Washington Ave Ext	0.10	20	R				To: 55-734 Mecklenburg Ave					NA		NA		05/16/2007
1034 55 Washington Ave Ext	0.10	49	R				From: 55-1024 Tidewater Ave					NA		NA		05/16/2007
1034 55 Washington Ave Ext	0.10	20	R				To: Dead End					NA		NA		05/22/2007
1034 55 Washington Ave Ext	0.10	49	R				From: 0.10 ME Dead End					NA		NA		05/22/2007
1034 55 Washington Ave Ext	0.10	49	R				To: 55-662 Washington Ave					NA		NA		05/22/2007

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Town of Victoria

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Victoria</b>																
1035 55 Garrison Ave	0.09	80	R			From: Dead End					NA			NA		05/16/2007
						To: 55-1023 Grove Ave										
1036 55 W Ninth St	0.04	8	R			From: Dead End					NA			NA	05/16/2007	
						To: 55-1025 Lunenburg Ave										
1036 55 W Ninth St	0.12	90	R			From: 55-1024 Tidewater Ave					NA			NA	05/16/2007	
						To: 55-1024 Tidewater Ave										
1037 55 W Tenth St	0.06	90	R			From: 55-1026 Virginia Ave					NA			NA	05/16/2007	
						To: 55-1025 Lunenburg Ave										
1037 55 W Tenth St	0.11	120	R			From: 55-1024 Tidewater Ave					NA			NA	05/16/2007	
						To: 55-1024 Tidewater Ave										
1037 55 W Tenth St	0.05	40	R			From: Dead End					NA			NA	05/16/2007	
						To: SR 40 Main St										
1038 55 3rd St	0.08	90	R			From: 55-662 Washington Ave					NA			NA	04/16/2007	
						To: 55-1020 Lee Ave										
1038 55 3rd St	0.09	60	R			From: 55-734 Mecklenburg Ave					NA			NA	04/16/2007	
						To: 55-1024 Tidewater Ave										
1039 55 W Seventh St	0.05	80	R			From: 55-1024 Tidewater Ave					NA			NA	05/16/2007	
						To: Dead End										
1039 55 W Seventh St	0.07	40	R			From: 55-1025 Lunenburg Ave					NA			NA	05/16/2007	
						To: Dead End										
1040 55 W Eighth St	0.19	70	R			From: 55-1008 Old Court St					NA			NA	05/16/2007	
						To: Dead End										
1041 55 Lincoln Ave	0.07	80	R			From: 55-1005, 9th St					NA			NA	05/16/2007	
						To: Dead End										
1041 55 Lincoln St	0.16	40	R			From: 55-1027 Park Ave					NA			NA	05/16/2007	
						To: 55-734 Mecklenburg Ave										
1042 55 W Eleventh St	0.20	160	R			From: 55-734 Mecklenburg Ave					NA			NA	05/16/2007	
						To: 55-1024 Tidewater Ave										
1042 55 W Eleventh St	0.05	100	R			From: SR 49 Nottoway Blvd					NA			NA	05/22/2007	
						To: Dead End										
1043 55 Filter Plant Rd	0.14	30	R			From: Dead End					NA			NA	05/02/2007	
						To: SR 40; SR 49										
1044 55 West Ave	0.05	110	R			From: 55-1033, W First St					NA			NA	05/02/2007	
						To: 55-1019 Jefferson Ave										
1045 55 Kelly Dr	0.06	40	R			From: 55-1019 Jefferson Ave					NA			NA	05/22/2007	
						To: 55-1046 Sandy Lane										
1046 55 Sandy Lane	0.25	80	R			From: 55-1019 Jefferson Ave					NA			NA	05/22/2007	
						To: 55-1045 Kelly Dr										
1047 55 W Twelfth St	0.17	80	R			From: 55-1026 Virginia Ave					NA			NA	05/16/2007	
						To: 55-1024 Tidewater Ave										

Virginia Department of Transportation  
 Traffic Engineering Division  
 2010  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 Town of Victoria

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Victoria</b>																
 Rod Ave	0.05	50	R	From: Dead End				NA	NA	NA	NA	NA	NA	NA	NA	05/22/2007
				To: SR 40												
 7th St	0.04	20	R	From: 55-1007 Wilson Ave				NA	NA	NA	NA	NA	NA	NA	NA	05/16/2007
				To: Dead End												
 Firehouse Rd	0.33	310	R	From: 55-661, W Sixth St				NA	NA	NA	NA	NA	NA	NA	NA	04/16/2007
				To: 55-1001, 6th St												