

2002

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

where available

Jurisdiction Report

14

Buckingham County
Town of Dillwyn

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.

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 30th 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
 Buckingham Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail								
Buckingham County																	
15	9.30	3900	G	90%	1%	3%	1%	6%	0%	F	0.090	F	0.506	3900	G	2002	
				From:	Prince Edward County Line												
				To:	14-600												
15	5.46	3800	G	90%	1%	3%	1%	6%	0%	F	0.089	F	0.542	3700	G	2002	
				From:	US 60 Sprouses Corner												
				To:	SR 20 Near Dillwyn												
15	1.45	9600	G	85%	2%	5%	1%	7%	0%	F	0.097	F	0.685	9500	G	2002	
				From:	SR 20 Near Dillwyn												
				To:	WCL Dillwyn												
15	0.39	4500	G	85%	2%	5%	1%	7%	0%	F	NA			4500	G	2002	
				From:	WCL Dillwyn												
				To:	ECL Dillwyn												
Town of Dillwyn																	
15	1.10	4500	N	85%	2%	5%	1%	7%	0%	N	NA			4500	N	2002	
				From:	WCL Dillwyn												
				To:	ECL Dillwyn												
Buckingham County																	
15	6.39	4500	N	85%	2%	5%	1%	7%	0%	N	NA			4500	N	2002	
				From:	ECL Dillwyn												
				To:	14-622												
15	5.44	3900	G	85%	2%	5%	1%	7%	0%	F	0.088	F	0.616	3900	G	2002	
				From:	14-715												
				To:	Fluvanna County Line												
20	2.56	3500	G	91%	1%	3%	1%	5%	0%	F	0.095	F	0.531	3400	G	2002	
				From:	US 15 Near Dillwyn												
				To:	14-631												
20	7.99	2500	G	91%	1%	3%	1%	5%	0%	F	0.089	F	0.54	2400	G	2002	
				From:	14-655												
				To:	Albemarle County Line												
24	8.71	1700	G	86%	1%	5%	1%	7%	0%	F	0.089	F	0.591	1600	G	2002	
				From:	Appomattox County Line												
				To:	US 60 Mt Rush												
56	2.65	330	G	84%	0%	3%	1%	11%	0%	F	0.12	F	0.541	320	G	2002	
				From:	Nelson County Line												
				To:	14-604												
56	7.82	1400	G	84%	0%	3%	1%	11%	0%	F	0.099	F	0.562	1400	G	2002	
				From:	US 60 Dentons Corner												
				To:	Appomattox County Line												
60	9.37	840	G	78%	1%	5%	1%	14%	0%	F	0.096	F	0.59	830	G	2002	
				From:	SR 24 Mount Rush												
				To:	SR 56 Dentons Corner												
60	2.02	2700	G	78%	1%	5%	1%	14%	0%	F	0.088	F	0.63	2600	G	2002	
				From:	SR 56 Dentons Corner												
				To:	14-633 Buckingham CH												
60	1.75	3900	G	78%	1%	5%	1%	14%	0%	F	0.084	F	0.622	3800	G	2002	
				From:	14-633 Buckingham CH												
				To:	US 15 Sprouses Corner												
60	4.03	4800	G	78%	1%	5%	1%	14%	0%	F	0.088	F	0.615	4800	G	2002	
				From:	US 15 Sprouses Corner												
				To:	Cumberland County Line												
600	1.95	670	R								NA			NA		1997	
				From:	Cumberland County Line: 14-633												
				To:	14-654												
600	2.55	230	G	86%	1%	5%	4%	4%	0%	F	0.105	F	0.527	220	G	2002	
				From:	14-712												
				To:	US 15 NORTH												

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 Buckingham Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Buckingham County																
600	0.50	40	R			From: US 15 NORTH To: US 15 SOUTH					NA			NA		1997
601	4.42	460	G	94%	0%	4%	0%	2%	0%	F	0.1	F	0.667	460	G	2002
601	0.95	370	G	94%	0%	4%	0%	2%	0%	F	0.095	F	0.514	370	G	2002
601	2.15	250	G	94%	0%	4%	0%	2%	0%	C	0.113	F	0.5	240	G	2002
601	1.29	230	R			From: 2.15 MN 14-737 To: 14-604					NA			NA		1997
602	2.77	590	G	88%	1%	4%	1%	5%	0%	C	0.092	F	0.519	590	G	2002
602	5.62	510	G	88%	1%	4%	1%	5%	0%	F	0.094	F	0.542	500	G	2002
602	2.35	480	G	88%	1%	4%	1%	5%	0%	F	0.111	F	0.523	480	G	2002
602	3.87	270	R			From: 14-627 To: Nelson County Line					NA			NA		1997
603	0.65	40	R			From: Dead End To: 14-636					NA			NA		03/14/2000
604	3.55	540	R			From: US 60 To: 14-606					NA			NA		1997
604	2.51	350	G	74%	2%	5%	2%	16%	0%	C	0.116	F	0.5	350	G	2002
604	4.77	190	R			From: SR 56 SOUTH To: SR 56 NORTH					NA			NA		1996
604	0.74	130	R			From: 14-601 To: 14-693					NA			NA		1997
605	6.35	120	R			From: Appomattox County Line To: 14-606					NA			NA		03/07/2000
605	2.10	30	R			From: Nelson County Line To: 14-604					NA			NA		03/07/2000
606	6.60	100	R			From: 14-604 To: 14-605					NA			NA		03/07/2000
606	1.60	40	R			From: Dead End To: US 60 WEST					NA			NA		03/07/2000
607	3.90	60	R			From: US 60 WEST To: 14-604					NA			NA		03/21/2000
607	2.70	110	R			From: 14-604 To: 14-662					NA			NA		03/21/2000
607	2.65	240	R			From: 14-662 To: US 60 EAST					NA			NA		03/21/2000
608	4.18	260	R			From: Prince Edward County Line To: 14-636 WEST					NA			NA		03/14/2000

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						2Axle	3+Axle	1Trail	2Trail							
Buckingham County																
608	1.77	70	R			From: 14-636 EAST To: 14-635					NA			NA		03/14/2000
609	0.70	110	R			From: Prince Edward County Line To: 14-725					NA			NA		1997
609	3.80	170	R			From: 14-725 To: 14-636 WEST					NA			NA		1997
609	6.72	150	R			From: 14-636 EAST To: US 15					NA			NA		1997
610	1.30	80	R			From: 14-729 To: 14-676					NA			NA		1997
610	2.09	300	R			From: US 15 To: 14-718					NA			NA		1997
610	3.70	560	G	85%	1%	5%	2%	7%	0%	C	0.101	F	0.524	560	G	2002
610	2.65	570	G	85%	1%	5%	2%	7%	0%	F	0.105	F	0.592	560	G	2002
610	2.60	550	G	85%	1%	5%	2%	7%	0%	F	0.096	F	0.555	540	G	2002
						From: 14-670 To: 24-609; Cumberland County Line										
611	3.45	190	R			From: 14-671 To: 14-652					NA			NA		1997
612	2.39	160	R			From: Appomattox County Line To: 14-636 WEST					NA			NA		03/14/2000
612	2.40	40	R			From: 14-636 EAST To: 14-640					NA			NA		03/14/2000
613	1.90	90	R			From: 14-622 To: 14-696					NA			NA		07/11/2000
613	1.20	70	R			From: 14-696 To: 14-717					NA			NA		07/11/2000
613	0.30	120	R			From: 14-717 To: 14-694					NA			NA		07/11/2000
613	1.90	70	R			From: 14-694 To: Cumberland County Line					NA			NA		07/11/2000
614	1.60	60	R			From: Appomattox County Line To: 14-636					NA			NA		03/24/2000
615	0.94	170	R			From: Appomattox County Line To: 0.94 ME OF CL					NA			NA		03/21/2000
615	2.06	70	R			From: 0.94 ME OF CL To: US 60					NA			NA		03/21/2000
616	0.50	40	R			From: Dead End To: 14-659					NA			NA		04/18/2000
617	3.20	80	R			From: 14-649 To: SR 20					NA			NA		05/16/2000

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						2Axle	3+Axle	1Trail	2Trail							
Buckingham County																
617	0.85	180	R			From: SR 20					NA			NA		05/16/2000
617	0.72	180	R			From: 0.85 ME SR 20					NA			NA		05/16/2000
617	2.54	110	R			From: 14-682					NA			NA		05/16/2000
617	0.06	140	R			From: 2.54 ME 14-682					NA			NA		05/16/2000
617	2.00	430	R			From: 14-676					NA			NA		05/16/2000
617	1.90	460	R			From: US 15 SOUTH US 15 NORTH					NA			NA		05/16/2000
617	2.05	320	R			From: 14-668					NA			NA		05/16/2000
617	2.40	300	R			From: 14-666					NA			NA		05/16/2000
618	0.60	40	R			From: Cumberland County Line 14-602					NA			NA		04/11/2000
619	1.30	80	R			From: Dead End 14-636					NA			NA		08/29/2000
620	0.99	60	R			From: Dead End US 15					NA			NA		10/23/2000
621	2.02	360	R			From: US 15; 14-775					NA			NA		10/23/2000
621	1.01	250	R			From: 2.02 ME US 15 14-600					NA			NA		10/23/2000
622	2.32	320	R			From: Cumberland County Line 14-613					NA			NA		05/09/2000
622	3.90	620	G	93%	3%	2%	1%	1%	0%	C	0.099	F	0.769	610	G	2002
622	1.81	300	G	93%	3%	2%	1%	1%	0%	F	0.102	F	0.612	300	G	2002
622	1.35	70	R			From: 14-676 NORTH 14-676 SOUTH					NA			NA		05/09/2000
622	4.13	80	R			From: 14-729					NA			NA		05/09/2000
622	0.50	140	R			From: 14-651					NA			NA		05/09/2000
622	2.10	360	R			From: 14-671					NA			NA		05/09/2000
623	1.15	270	R			From: SR 20; 14-655 14-600					NA			NA		1997
623	1.60	490	R			From: 14-792					NA			NA		1997
						From: 1.60 M FRM 14-792										

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						2Axle	3+Axle	1Trail	2Trail							
Buckingham County																
623	0.60	400	G	94%	1%	2%	2%	1%	0%	C	0.104	F	0.659	400	G	2002
				From:	1.60 M FRM 14-792											
				To:	14-632											
624	0.70	80	R								NA		NA		09/18/2000	
				From:	14-626											
				To:	Dead End											
625	0.70	30	R								NA		NA		04/11/2000	
				From:	14-695											
				To:	Albemarle County Line											
626	0.40	40	R								NA		NA		09/18/2000	
				From:	Dead End											
626	0.57	220	R								NA		NA		09/18/2000	
				From:	US 60											
626	1.00	190	R								NA		NA		09/18/2000	
				From:	14-624											
626	1.70	90	R								NA		NA		10/23/2000	
				From:	1.00 MN 14-624											
				To:	14-650											
627	4.10	390	R								NA		NA		04/11/2000	
				From:	14-602											
627	0.10	100	R								NA		NA		04/11/2000	
				From:	14-678											
627	1.30	40	R								NA		NA		04/11/2000	
				From:	0.10 MN 14-678											
				To:	Albemarle County Line											
628	1.60	70	R								NA		NA		09/18/2000	
				From:	14-632											
628	3.91	230	R								NA		NA		09/18/2000	
				From:	US 60											
629	3.09	390	G	94%	1%	4%	1%	0%	0%	F	0.124	F	0.706	390	G	2002
				From:	US 60											
				To:	SCL DILLWYN											
Town of Dillwyn																
629	0.41	710	G	94%	1%	4%	1%	0%	0%	C	0.120	F	0.651	700	G	2002
				From:	SCL DILLWYN											
				To:	US 15											
Buckingham County																
630	2.20	70	R								NA		NA		09/18/2000	
				From:	US 15											
				To:	US 60											
631	6.09	280	R								NA		NA		1997	
				From:	US 15											
				To:	SR 20											
631	1.30	720	R								NA		NA		1997	
				From:	14-665											
631	2.85	350	R								NA		NA		1997	
				From:	US 60											
631	0.80	250	R								NA		NA		1997	
				From:	14-633											
632	0.75	180	R								NA		NA		1997	
				From:	Cumberland County Line											
				To:	14-654											
632	2.75	540	R								NA		NA		1997	
				From:	14-623											

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						2Axle	3+Axle	1Trail	2Trail							
Buckingham County																
632	0.10	850	G	94%	0%	2%	1%	3%	0%	C	0.090	F	0.61	840	G	2002
632	3.10	850	R											NA	NA	1997
633	3.85	310	R											NA	NA	05/22/2000
633	2.65	170	R											NA	NA	05/22/2000
633	1.39	120	R											NA	NA	05/22/2000
633	0.61	140	R											NA	NA	05/22/2000
633	1.05	150	R											NA	NA	05/22/2000
633	1.60	130	R											NA	NA	05/22/2000
633	0.03	220	R											NA	NA	05/22/2000
633	1.50	160	R											NA	NA	05/22/2000
633	0.80	220	R											NA	NA	05/22/2000
633	2.20	310	R											NA	NA	05/22/2000
633	0.10	160	R											NA	NA	05/22/2000
634	0.62	340	R											NA	NA	1997
635	1.15	40	R											NA	NA	03/28/2000
635	1.25	60	R											NA	NA	03/28/2000
635	1.90	210	R											NA	NA	03/28/2000
636	4.10	90	R											NA	NA	08/29/2000
636	2.80	40	R											NA	NA	08/29/2000
636	3.40	230	G	95%	1%	3%	0%	1%	0%	F	0.102	F	0.511	230	G	2002
636	2.00	210	G	95%	1%	3%	0%	1%	0%	F	0.139	F	0.586	210	G	2002
636	2.55	250	G	95%	1%	3%	0%	1%	0%	F	0.124	F	0.6	240	G	2002
636	1.00	480	G	95%	1%	3%	0%	1%	0%	F	0.113	F	0.514	470	G	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							
Buckingham County																
(636)	2.20	590	G	95%	1%	3%	0%	1%	0%	F	0.106	F	0.667	580	G	2002
				From:	14-609 WEST											
				To:	14-619											
(636)	2.60	690	G	95%	1%	3%	0%	1%	0%	C	0.123	F	0.607	680	G	2002
				From:	US 15											
				To:	Cumberland County Line											
(636)	3.10	340	R								NA		NA			1997
(637)	3.70	70	R								NA		NA			03/28/2000
				From:	14-638											
				To:	14-609											
(637)	0.20	30	R								NA		NA			03/28/2000
				From:	Dead End											
(638)	1.50	40	R								NA		NA			08/29/2000
				From:	Dead End											
				To:	14-636 WEST											
(638)	4.20	320	R								NA		NA			08/29/2000
				From:	14-636 EAST											
				To:	14-640 SOUTH											
(638)	3.80	230	R								NA		NA			08/29/2000
				From:	14-640 NORTH											
				To:	14-644											
(638)	1.30	270	G	96%	1%	2%	1%	0%	0%	F	0.134	F	0.647	260	G	2002
				From:	14-790											
				To:	US 60											
(638)	1.46	410	G	96%	1%	2%	1%	0%	0%	C	0.114	F	0.643	400	G	2002
				From:	14-633 SOUTH											
				To:	1.04 MN 14-633											
(639)	1.04	60	R								NA		NA			05/22/2000
				From:	14-633 NORTH											
(639)	1.96	30	R								NA		NA			05/22/2000
				From:	Appomattox County Line											
(640)	0.95	47	R								NA		NA			08/29/2000
				To:	14-636 WEST											
(640)	4.33	150	G	95%	1%	3%	1%	1%	0%	F	0.168	F	0.652	150	G	2002
				From:	14-636 EAST											
				To:	14-642											
(640)	1.05	400	G	95%	1%	3%	1%	1%	0%	F	0.125	F	0.629	390	G	2002
				From:	14-638 NORTH											
				To:	14-633 SOUTH											
(640)	3.20	700	G	95%	1%	3%	1%	1%	0%	F	0.102	F	0.528	700	G	2002
				From:	14-633 NORTH											
				To:	US 15											
(640)	0.10	940	G	95%	1%	3%	1%	1%	0%	C	0.097	F	0.667	930	G	2002
				From:	14-642											
				To:	14-638											
(640)	2.30	870	G	95%	1%	3%	1%	1%	0%	F	0.096	F	0.665	860	G	2002
				From:	14-640											
				To:	US 15											
(641)	1.40	90	R								NA		NA			08/29/2000
				From:	14-642											
				To:	14-638											
(642)	2.50	80	R								NA		NA			08/29/2000
				From:	14-640											
(642)	1.47	80	R								NA		NA			08/29/2000
				From:	14-641											
				To:	SR 24											
(643)	0.50	30	R								NA		NA			08/29/2000
				From:	Dead End											
				To:	14-640											

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						2Axle	3+Axle	1Trail	2Trail							
Buckingham County																
644	3.00	90	R			From: SR 24					NA			NA		03/21/2000
						To: 14-638										
645	0.45	40	R			From: Dead End					NA			NA		04/17/2000
						To: 14-698										
646	2.52	250	R			From: SR 24					NA			NA		1997
						To: 14-691										
646	1.70	320	R			From: US 60					NA			NA		1997
						To: 14-607										
646	0.80	170	R			From: Dead End					NA			NA		1997
						To: SR 56										
647	0.65	70	R			From: US 60					NA			NA		05/22/2000
						To: 14-649										
649	0.80	70	R			From: SR 56					NA			NA		05/22/2000
						To: 0.80 ME SR 56										
649	1.15	80	R			From: 14-757					NA			NA		05/22/2000
						To: 14-602 NORTH										
649	0.35	150	R			From: 14-602 SOUTH					NA			NA		05/22/2000
						To: 14-648										
649	1.80	220	R			From: 14-658					NA			NA		05/22/2000
						To: 14-795										
649	0.80	430	G	95%	0%	3%	0%	2%	0%	F	0.095	F	0.652	420	G	2002
						To: 14-617										
649	0.60	540	G	95%	0%	3%	0%	2%	0%	C	0.094	F	0.78	540	G	2002
						To: SR 20										
650	1.90	2000	G	93%	0%	3%	2%	2%	0%	C	0.083	F	0.587	1900	G	2002
						To: 14-632										
650	1.50	950	G	94%	1%	2%	1%	2%	0%	C	0.093	F	0.720	940	G	2002
						To: 14-668										
650	2.20	610	G	94%	1%	2%	1%	2%	0%	F	0.099	F	0.584	610	G	2002
						To: 14-667										
650	1.50	320	G	94%	1%	2%	1%	2%	0%	F	0.091	F	0.530	320	G	2002
						To: 14-626										
650	1.10	270	G	94%	1%	2%	1%	2%	0%	F	0.096	F	0.556	260	G	2002
						To: Cumberland County Line										
651	1.44	150	R			From: SR 20					NA			NA		05/09/2000
						To: 14-763										
651	0.75	160	R			From: 14-701					NA			NA		05/09/2000
						To: 14-701										

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						2Axle	3+Axle	1Trail	2Trail							
Buckingham County																
(651)	0.80	110	R			From: 14-701 To: 14-622					NA			NA		05/09/2000
(652)	4.20	610	G	95%	1%	2%	1%	2%	0%	C	0.112	F	0.565	610	G	2002
(652)	2.30	480	G	95%	1%	2%	1%	2%	0%	F	0.143	F	0.504	480	G	2002
(652)	1.00	480	G	95%	1%	2%	1%	2%	0%	F	0.140	F	0.521	480	G	2002
(652)	4.80	610	G	95%	1%	2%	1%	2%	0%	F	0.12	F	0.564	610	G	2002
(653)	0.05	90	R			From: 14-602 To: 0.05 ME 14-602					NA			NA		04/11/2000
(653)	2.05	80	R			From: 14-698 To: 0.94 ME 14-698					NA			NA		04/11/2000
(653)	0.94	70	R			From: 14-627 To: 14-600					NA			NA		04/11/2000
(654)	2.40	350	R			From: 14-634 To: 14-632					NA			NA		1997
(654)	0.34	580	R			From: 14-601 To: 14-602					NA			NA		1997
(655)	3.10	420	G	94%	1%	3%	1%	2%	0%	F	0.097	F	0.513	410	G	2002
(655)	3.50	1000	G	94%	1%	3%	1%	2%	0%	F	0.093	F	0.663	1000	G	2002
(655)	1.40	1000	G	94%	1%	3%	1%	2%	0%	C	0.093	F	0.720	1000	G	2002
(656)	2.80	240	R			From: SR 20 To: 14-655					NA			NA		1997
(657)	0.07	90	R			From: 14-658 To: 0.07 MN 14-658					NA			NA		04/18/2000
(657)	2.73	80	R			From: 14-659 To: 14-649					NA			NA		04/18/2000
(658)	3.21	340	R			From: 14-659 NORTH To: 14-602 SOUTH					NA			NA		04/04/2000
(658)	1.70	230	R			From: 14-602 NORTH To: 14-655					NA			NA		04/04/2000
(658)	1.30	50	R			From: 14-602 To: 0.50 ME 14-602					NA			NA		04/18/2000
(659)	0.50	50	R			From: 14-602 To: 1.20 ME 14-602					NA			NA		04/18/2000

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						2Axle	3+Axle	1Trail	2Trail									
Buckingham County																		
(659)	0.76	100	R			From: 1.20 ME 14-602										NA	04/18/2000	
						To: 14-658 SOUTH												
(659)	1.11	190	R			From: 14-658 NORTH											NA	04/18/2000
						To: 14-616												
(659)	0.30	140	R			From: 14-616											NA	04/18/2000
						To: 0.30 ME 14-616												
(659)	0.36	170	R			From: 14-616											NA	04/18/2000
						To: 14-735												
(659)	0.60	250	R			From: 14-735											NA	04/18/2000
						To: 14-657												
(659)	2.00	340	R			From: 14-657											NA	04/18/2000
						To: SR 20												
(660)	3.98	200	R			From: SR 56											NA	1997
						To: 14-601												
(661)	1.54	90	R			From: 14-607											NA	04/18/2000
						To: 1.54 MN 14-607												
(661)	0.36	120	R			From: 14-607											NA	04/18/2000
						To: 14-663												
(661)	2.30	130	R			From: 14-663											NA	04/18/2000
						To: 14-662												
(662)	0.81	90	R			From: 14-607											NA	03/21/2000
						To: 0.81 MN 14-607												
(662)	3.40	60	R			From: 14-607											NA	03/21/2000
						To: 14-661												
(662)	0.60	170	R			From: 14-661											NA	03/21/2000
						To: SR 56												
(663)	1.30	170	R			From: 14-661											NA	03/21/2000
						To: SR 56												
(663)	1.54	330	R			From: 14-661											NA	03/21/2000
						To: 1.54 MN SR 56												
(663)	0.91	140	R			From: 14-661											NA	03/21/2000
						To: 14-660												
(664)	2.90	40	R			From: 14-660											NA	04/04/2000
						To: 14-737												
(664)	1.30	80	R			From: 14-737											NA	04/04/2000
						To: 14-604												
(665)	1.38	300	R			From: 14-633											NA	1999
						To: US 60												
(665)	0.12	720	R			From: US 60											NA	05/22/2000
						To: 14-690												
(665)	0.20	380	R			From: 14-690											NA	1999
						To: 14-799												
(665)	0.25	270	R			From: 14-799											NA	05/22/2000
						To: 0.25 MN 14-799												
(665)	1.90	210	R			From: 0.25 MN 14-799											NA	05/22/2000
						To: 14-631												

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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							
Buckingham County																
(666)	0.05	340	R			From: 14-617					NA			NA		05/16/2000
(666)	1.65	100	R			From: 14-755					NA			NA		05/16/2000
						To: 14-622										
(667)	3.50	220	R			From: 14-650					NA			NA		1997
						To: 14-617										
(668)	0.60	45	R			From: Dead End					NA			NA		07/24/2000
(668)	3.51	220	R			From: 14-650					NA			NA		07/24/2000
						To: 14-617										
(669)	0.60	46	R			From: Dead End					NA			NA		07/17/2000
(669)	1.00	170	R			From: US 15					NA			NA		07/17/2000
(669)	0.12	80	R			From: 14-732					NA			NA		07/17/2000
(669)	1.08	80	R			From: 0.12 ME 14-732					NA			NA		07/17/2000
						To: 14-668										
(670)	4.68	610	G	89%	2%	6%	2%	1%	0%	C	0.108	F	0.515	600	G	2002
						From: 14-610										
						To: US 15										
(671)	1.10	90	R			From: 14-622					NA			NA		05/02/2000
(671)	2.05	90	R			From: 14-721					NA			NA		05/02/2000
(671)	1.67	240	R			From: 14-611					NA			NA		05/02/2000
(671)	3.35	520	R			From: 14-677					NA			NA		05/02/2000
						To: US 15										
(672)	2.06	660	R			From: 14-670					NA			NA		1997
(672)	0.04	320	R			From: US 15					NA			NA		1997
(672)	1.40	80	R			From: 14-796 NORTH 14-796 SOUTH					NA			NA		1997
						To: 14-675										
(673)	0.30	110	R			From: Dead End					NA			NA		07/06/2000
(673)	0.30	330	R			From: 14-676					NA			NA		07/06/2000
(673)	0.40	60	R			From: 14-685					NA			NA		07/06/2000
(673)	0.20	50	R			From: 14-675					NA			NA		07/06/2000
						To: Dead End										
(674)	0.37	20	R			From: 14-683					NA			NA		07/06/2000
						To: Dead End										

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						2Axle	3+Axle	1Trail	2Trail								
Buckingham County																	
(675)	0.45	1000	G	87%	0%	5%	6%	1%	0%	C	0.090	F	0.505	1000	G	2002	
				From:	14-715												
				To:	14-672												
(675)	0.70	640	G	87%	0%	5%	6%	1%	0%	F	0.097	F	0.511	640	G	2002	
				From:	14-685												
(675)	0.47	80	R								NA		NA			07/06/2000	
				From:	0.47 MN 14-685												
(675)	0.51	60	R								NA		NA			07/06/2000	
				To:	14-673												
(676)	2.00	90	R								NA		NA			06/27/2000	
				From:	14-617												
(676)	1.20	120	R								NA		NA			06/27/2000	
				From:	14-622 SOUTH												
(676)	0.70	130	R								NA		NA			06/27/2000	
				From:	14-610												
(676)	0.40	120	R								NA		NA			06/27/2000	
				From:	14-726												
(676)	1.40	100	R								NA		NA			06/27/2000	
				From:	14-677												
(676)	1.20	170	R								NA		NA			06/27/2000	
				From:	14-671												
(676)	1.00	220	R								NA		NA			06/27/2000	
				From:	14-733												
(676)	2.30	120	R								NA		NA			06/27/2000	
				From:	14-673												
				To:	14-652												
(677)	1.80	120	R								NA		NA			06/27/2000	
				From:	14-676												
(677)	1.35	110	R								NA		NA			06/27/2000	
				From:	14-671												
				To:	Dead End												
(678)	1.35	460	G	95%	1%	3%	1%	0%	0%	C	0.095	F	0.614	460	G	2002	
				From:	SR 20												
(678)	2.49	520	R								NA		NA			1997	
				From:	14-695												
(678)	0.30	390	R								NA		NA			1997	
				From:	14-723												
				To:	14-627												
(679)	1.10	80	R								NA		NA			05/02/2000	
				From:	14-652												
(679)	2.84	70	R								NA		NA			05/02/2000	
				From:	14-784												
(679)	0.16	130	R								NA		NA			05/02/2000	
				From:	2.84 MN 14-784												
				To:	SR 20												
(680)	0.30	90	R								NA		NA			1997	
				From:	US 15												
				To:	Dead End												
(681)	0.50	40	R								NA		NA			08/29/2000	
				From:	14-636												
				To:	Dead End												
(682)	0.65	180	R								NA		NA			07/17/2000	
				From:	14-631												
				To:	14-764												

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						2Axle	3+Axle	1Trail	2Trail							
Buckingham County																
(682)	0.45	120	R			From: 14-764 To: 14-617					NA			NA		07/17/2000
(683)	2.40	280	R			From: 14-608 To: US 15 NORTH					NA			NA		07/24/2000
(683)	1.50	60	R			From: US 15 SOUTH To: 14-674					NA			NA		07/24/2000
(683)	1.10	20	R			From: 14-674 To: Dead End					NA			NA		07/24/2000
(684)	1.00	30	R			From: Dead End To: 14-652					NA			NA		06/27/2000
(685)	0.65	350	G	51%	4%	44%	0%	0%	0%	C	0.1	F	0.588	350	G	2002
(685)						From: 14-675 To: 14-673										
(686)	1.00	80	R			From: Dead End To: US 15					NA			NA		10/23/2000
(687)	0.30	120	R			From: 14-670 To: Dead End					NA			NA		1997
(688)	0.10	350	G	96%	1%	3%	0%	1%	0%	C	0.119	F	0.721	350	G	2002
(688)						From: US 15 To: 14-670										
(689)	0.45	90	R			From: US 15 SOUTH To: US 15 NORTH					NA			NA		07/24/2000
(689)	0.60	90	R			From: US 15 NORTH To: Dead End					NA			NA		07/24/2000
(690)	0.47	110	R			From: US 60 WEST To: US 60 MIDDLE					NA			NA		1997
(690)	0.40	410	R			From: US 60 MIDDLE To: 14-665					NA			NA		1997
(690)	1.05	1200	R			From: 14-665 To: US 60 EAST					NA			NA		1997
(691)	0.55	200	R			From: 14-646 To: 14-753					NA			NA		1997
(691)	1.75	170	R			From: 14-753 To: SR 24					NA			NA		1997
(692)	0.05	50	R			From: US 15 To: 0.05 MN US 15					NA			NA		05/09/2000
(692)	0.20	40	R			From: 0.05 MN US 15 To: Dead End					NA			NA		05/09/2000
(693)	0.80	60	R			From: Dead End To: 14-604					NA			NA		05/16/2000
(694)	0.90	80	R			From: Cumberland County Line To: 14-613					NA			NA		05/16/2000

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						2Axle	3+Axle	1Trail	2Trail							
Buckingham County																
695	3.52	540	R			From: 14-678					NA			NA		04/11/2000
695	0.45	60	R			From: SR 20					NA			NA		04/11/2000
						To: Dead End										
696	1.63	40	R			From: 14-613					NA			NA		05/16/2000
						To: Cumberland County Line										
697	1.80	20	R			From: 14-636					NA			NA		08/29/2000
697	1.20	100	R			From: 14-815					NA			NA		08/29/2000
						To: 14-646										
698	0.05	60	R			From: 14-627					NA			NA		04/11/2000
698	1.45	70	R			From: 0.05 MN 14-627					NA			NA		04/11/2000
698	0.85	40	R			From: 14-777					NA			NA		04/11/2000
698	0.80	60	R			From: 14-645					NA			NA		04/11/2000
698						To: 14-653										
699	0.65	140	R			From: SR 20 SOUTH					NA			NA		05/02/2000
699	0.45	80	R			From: SR 20 NORTH					NA			NA		05/02/2000
						To: 14-631										
700	0.45	140	R			From: SR 20					NA			NA		05/02/2000
						To: 14-631										
701	2.30	60	R			From: 14-651					NA			NA		05/02/2000
						To: 14-622										
702	2.00	60	R			From: Dead End					NA			NA		04/11/2000
						To: 14-655										
703	0.75	110	G	100%	0%	0%	0%	0%	0%	C	0.14	F	0.5	110	G	2002
						From: 14-796										
						To: Dead End										
704	0.20	360	R			From: 14-655					NA			NA		05/09/2000
704	1.20	240	R			From: 0.20 MN 14-655					NA			NA		05/09/2000
						To: SR 20										
705	0.50	240	R			From: 14-659					NA			NA		04/18/2000
705	0.65	80	R			From: SR 20					NA			NA		04/18/2000
						To: Dead End										
706	0.30	340	R			From: US 15					NA			NA		1997
						To: 14-610										
707	0.50	20	R			From: Dead End					NA			NA		05/23/2000
						To: 14-633										

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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							
Buckingham County																
708	0.28	60	R			From: 14-602 To: Dead End					NA			NA		05/23/2000
709	0.45	180	R			From: US 15 To: 14-758					NA			NA		03/28/2000
709	0.49	50	R			From: 14-758 To: Dead End					NA			NA		03/28/2000
710	0.25	80	R			From: Dead End To: 14-675					NA			NA		1997
711	2.21	520	R			From: 14-632 To: 14-628					NA			NA		1997
712	0.55	280	R			From: 14-600 To: 14-792					NA			NA		1997
713	0.05	60	R			From: 14-695 To: 0.05 MN 14-695					NA			NA		04/11/2000
713	1.37	60	R			From: 0.05 MN 14-695 To: Dead End					NA			NA		04/11/2000
714	0.60	70	R			From: Dead End To: US 15					NA			NA		04/11/2000
715	0.68	920	G	91%	1%	4%	3%	1%	0%	C	0.074	F	0.565	920	G	2002
715						From: US 15; 14-727 To: US 15 NORTH										
716	0.40	60	R			From: Dead End To: 14-660					NA			NA		04/18/2000
717	1.50	110	R			From: 14-613 To: 1.50 MN 14-613					NA			NA		07/11/2000
717	1.10	220	R			From: 1.50 MN 14-613 To: 14-610 SOUTH					NA			NA		07/11/2000
717	1.00	70	R			From: 14-610 SOUTH To: 14-610 NORTH					NA			NA		07/11/2000
717						From: 14-610 NORTH To: Dead End										
718	3.20	470	G	86%	0%	8%	1%	5%	0%	C	0.103	F	0.66	460	G	2002
718						From: 14-610 To: US 15										
719	0.60	80	R			From: 14-652 To: Dead End					NA			NA		07/06/2000
720	1.00	80	R			From: Dead End To: 1.00 MN Dead End					NA			NA		05/02/2000
720	0.10	190	R			From: 1.00 MN Dead End To: SR 20					NA			NA		05/02/2000
721	3.10	30	R			From: 14-671 To: 14-652					NA			NA		05/02/2000
722	0.05	140	R			From: SR 20 To: 0.05 MN SR 20					NA			NA		05/02/2000

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						2Axle	3+Axle	1Trail	2Trail							
Buckingham County																
(722)	1.65	100	R			From: 0.05 MN SR 20 To: 14-622					NA			NA		05/02/2000
(723)	4.90	190	R			From: 14-655 To: 14-678					NA			NA		1997
(725)	1.58	180	R			From: 14-609 To: 1.58 ME 14-609					NA			NA		09/08/2000
(725)	0.60	280	R			From: 14-608 NORTH To: 14-608 SOUTH					NA			NA		09/18/2000
(725)	0.40	30	R			From: Dead End To: Dead End					NA			NA		09/18/2000
(726)	0.70	30	R			From: 14-676 To: Dead End					NA			NA		07/06/2000
(727)	1.00	510	R			From: US 15; 14-715 To: Dead End					NA			NA		1997
(728)	0.75	60	R			From: 14-610 To: Dead End					NA			NA		07/06/2000
(729)	0.60	45	R			From: 14-622 To: 14-610					NA			NA		05/09/2000
(729)	0.50	40	R			From: 14-610 To: Dead End					NA			NA		05/09/2000
(730)	0.30	20	R			From: Dead End To: 14-635					NA			NA		03/28/2000
(731)	0.01	160	R			From: US 15 To: 0.01 ME US 15					NA			NA		07/17/2000
(731)	0.21	130	R			From: 14-786 To: Dead End					NA			NA		07/17/2000
(731)	0.31	40	R			From: 14-669 To: Dead End					NA			NA		07/17/2000
(732)	1.00	90	R			From: 14-669 To: Dead End					NA			NA		1997
(733)	0.65	30	R			From: Dead End To: 14-676					NA			NA		07/27/2000
Cumberland County																
(734)	0.50	80	R			From: 24-610 To: Cumberland County Line					NA			NA		07/11/2000
Buckingham County																
(734)	1.30	70	R			From: Cumberland County Line To: Dead End					NA			NA		07/11/2000
(735)	1.00	30	R			From: Dead End To: 14-659					NA			NA		05/09/2000

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						2Axle	3+Axle	1Trail	2Trail							
Buckingham County																
(736)	1.30	100	R			From: Dead End					NA		NA			09/19/2000
						To: US 60										
(737)	2.18	80	R			From: SR 56					NA		NA			04/04/2000
						To: 14-664										
(737)	2.70	100	R			From: 14-664					NA		NA			04/04/2000
						To: 14-601										
(738)	2.00	70	R			From: Dead End					NA		NA			04/04/2000
						To: 14-601										
(739)	0.60	30	R			From: Dead End					NA		NA			04/04/2000
						To: 14-678										
(740)	1.04	310	R			From: 14-655					NA		NA			04/04/2000
						To: 1.04 MW 14-655										
(740)	2.94	60	R			From: 1.04 MW 14-655					NA		NA			04/04/2000
						To: Dead End										
(741)	1.00	45	R			From: SR 56					NA		NA			1997
						To: 14-604										
(742)	1.50	70	R			From: US 60 WEST					NA		NA			1997
						To: US 60 EAST; SR 56										
(743)	3.10	250	R			From: 14-622					NA		NA			1997
						To: 14-610										
(744)	0.30	90	R			From: 14-699					NA		NA			1997
						To: Dead End										
(745)	0.60	50	R			From: 14-610					NA		NA			07/06/2000
						To: Dead End										
(746)	0.90	90	R			From: Dead End					NA		NA			1997
						To: SR 24										
(747)	0.76	70	R			From: SR 20					NA		NA			1997
						To: SR 20										
(748)	0.60	90	R			From: US 15					NA		NA			07/25/2000
						To: 14-761										
(748)	0.15	30	R			From: 14-761					NA		NA			07/25/2000
						To: Dead End										
(749)	0.83	130	R			From: 14-648					NA		NA			1997
						To: Dead End										
(750)	0.45	220	R			From: US 15 SW					NA		NA			1997
						To: US 15 NE										
(751)	0.40	20	R			From: Dead End					NA		NA			04/18/2000
						To: 14-602										

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						2Axle	3+Axle	1Trail	2Trail							
Buckingham County																
(752)	0.35	60	R			From: Dead End					NA		NA			09/18/2000
						To: 14-608										
(753)	0.55	40	R			From: Dead End					NA		NA			08/29/2000
						To: 14-691										
(754)	1.30	80	R			From: Dead End					NA		NA			09/18/2000
						To: 14-600										
(755)	0.95	140	R			From: 14-666					NA		NA			1997
						To: Dead End										
(756)	0.65	90	R			From: Dead End					NA		NA			10/24/2000
						To: US 15										
(757)	0.35	30	R			From: 14-649					NA		NA			10/24/2000
						To: Dead End										
(758)	0.25	40	R			From: Dead End					NA		NA			03/28/2000
						To: 14-709										
(759)	0.40	140	R			From: Dead End					NA		NA			1997
						To: 14-670										
(760)	1.00	70	R			From: Dead End					NA		NA			07/25/2000
						To: 14-668										
(761)	0.20	40	R			From: Dead End					NA		NA			07/25/2000
						To: 14-748										
(762)	0.10	80	R			From: SR 20					NA		NA			05/02/2000
						To: 0.10 ME SR 20										
(762)	0.65	60	R			From: Dead End					NA		NA			05/02/2000
						To: Dead End										
(763)	1.20	40	R			From: 14-651					NA		NA			05/09/2000
						To: Dead End										
(764)	0.30	80	R			From: Dead End					NA		NA			07/18/2000
						To: 14-682										
(765)	0.50	60	R			From: Dead End					NA		NA			08/29/2000
						To: SR 24										
(766)	0.27	50	R			From: Dead End					NA		NA			05/23/2000
						To: 0.27 MN Dead End										
(766)	0.14	70	R			From: Dead End					NA		NA			05/23/2000
						To: US 60										
(767)	0.45	40	R			From: Dead End					NA		NA			08/29/2000
						To: US 60										
(768)	1.30	60	R			From: 14-640					NA		NA			08/29/2000
						To: Dead End										

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						2Axle	3+Axle	1Trail	2Trail							
Buckingham County																
(769)	0.80	40	R			From: US 15					NA		NA			03/28/2000
						To: Dead End										
(770)	0.27	60	R			From: Dead End					NA		NA			07/06/2000
						To: 14-670										
(771)	0.35	110	R			From: 14-610					NA		NA			07/06/2000
						To: Dead End										
(772)	0.40	40	R			From: Dead End					NA		NA			08/29/2000
						To: SR 24										
(773)	0.25	70	R			From: Dead End					NA		NA			05/23/2000
						To: US 60										
(774)	0.70	20	R			From: 14-633					NA		NA			05/23/2000
						To: Dead End										
(775)	1.00	60	R			From: Dead End					NA		NA			10/24/2000
						To: US 15; 14-621										
(776)	0.35	20	R			From: 14-718					NA		NA			07/06/2000
						To: Dead End										
(777)	0.20	40	R			From: 14-698					NA		NA			04/11/2000
						To: Dead End										
(778)	1.20	90	R			From: 14-650					NA		NA			07/18/2000
						To: Dead End										
(779)	0.23	20	R			From: 14-633					NA		NA			04/11/2000
						To: Dead End										
(780)	0.20	49	R			From: Dead End					NA		NA			07/25/2000
						To: 14-638										
(781)	0.35	60	R			From: US 15					NA		NA			07/25/2000
						To: Dead End										
(782)	0.55	40	R			From: Dead End					NA		NA			07/11/2000
						To: 14-610										
(783)	0.20	40	R			From: SR 20					NA		NA			1998
						To: Dead End										
(784)	0.70	60	R			From: 14-679					NA		NA			05/02/2000
						To: Dead End										
(785)	0.30	70	R			From: 14-723					NA		NA			04/18/2000
						To: Dead End										
(786)	0.15	80	R			From: 14-731					NA		NA			07/18/2000
						To: 0.15 MN 14-731										
(786)	0.06	40	R			From: Dead End					NA		NA			07/18/2000
						To: Dead End										

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						2Axle	3+Axle	1Trail	2Trail							
Buckingham County																
(787)	0.90	140	R			From: 14-617					NA		NA			07/18/2000
						To: Dead End										
(788)	0.30	220	R			From: US 15					NA		NA			09/12/2000
						To: Dead End										
(789)	0.25	40	R			From: Dead End					NA		NA			08/29/2000
						To: 14-636										
(790)	0.40	50	R			From: Dead End					NA		NA			08/29/2000
						To: 14-638										
(791)	0.77	60	R			From: Dead End					NA		NA			03/14/2000
						To: 14-612										
(792)	0.82	200	R			From: 14-712					NA		NA			1998
						To: 14-623										
(793)	0.30	60	R			From: 14-602					NA		NA			05/23/2000
						To: Dead End										
(794)	0.15	70	R			From: Dead End					NA		NA			05/09/2000
						To: 14-622										
(795)	0.36	30	R			From: Dead End					NA		NA			1998
						To: 14-649										
(796)	0.22	150	R			From: US 15 SOUTH					NA		NA			1998
						To: 14-703										
(796)	0.10	140	G	96%	1%	3%	0%	0%	0%	C	0.106	F	0.563	140	G	2002
						To: US 15 NORTH										
(797)	0.20	190	R			From: Dead End					NA		NA			1998
						To: 14-631										
(798)	0.08	200	R			From: US 60 WEST					NA		NA			1998
						To: US 60 EAST; US15										
(799)	0.25	60	R			From: 14-665					NA		NA			05/23/2000
						To: Dead End										
(800)	0.35	40	R			From: 14-638					NA		NA			08/29/2000
						To: Dead End										
(801)	0.09	30	R			From: US 15					NA		NA			07/25/2000
						To: Dead End										
(804)	0.33	NA				From: Cul-de-Sac					NA		NA			
						To: 14-669										
(805)	0.20	60	R			From: Dead End					NA		NA			03/28/2000
						To: US 15										
(810)	0.27	70	R			From: US 15					NA		NA			07/06/2000
						To: Dead End										

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						2Axle	3+Axle	1Trail	2Trail							
Buckingham County																
(811)	1.35	NA				From: Cul-de-Sac/ To: US-0015(B)/					NA			NA		
(813)	0.26	60	R			From: Dead End To: US 15					NA			NA		09/05/2000
(815)	1.60	60	R			From: 14-697 To: SR 24					NA			NA		08/29/2000
(819)	2.10	NA				From: Cul-de-Sac To: 14-602					NA			NA		
(820)	0.33	60	R			From: Dead End To: 14-640					NA			NA		08/29/2000
(840)	0.37	130	R			From: Dead End To: US 15					NA			NA		1997
(841)	0.23	NA				From: Dead End To: 14-840					NA			NA		
(1001)	0.80	140	R			From: Dead End To: SCL DILLWYN					NA			NA		09/12/2000
Town of Dillwyn																
(1001)	0.07	190	R			From: SCL DILLWYN To: 0.07 MN OF SCL					NA			NA		09/12/2000
(1001)	0.14	180	R			From: 14-1002 To: 14-1008					NA			NA		09/12/2000
(1001)	0.10	120	G	97%	0%	2%	1%	0%	0%	F	0.108	F	0.769	120	G	2002
(1001)	0.26	220	G	97%	0%	2%	1%	0%	0%	C	0.092	F	0.524	220	G	2002
(1001)	0.08	410	G	97%	0%	2%	1%	0%	0%	F	0.092	F	0.632	410	G	2002
(1002)	0.17	220	R			From: 14-1001 To: 14-1003					NA			NA		1997
Buckingham County																
(1003)	0.40	580	G	89%	0%	4%	2%	5%	0%	C	0.089	F	0.51	570	G	2002
Town of Dillwyn																
(1003)	0.24	540	G	89%	0%	4%	2%	5%	0%	F	0.095	F	0.552	530	G	2002
(1003)	0.09	400	G	89%	0%	4%	2%	5%	0%	F	0.094	F	0.535	400	G	2002
(1003)	0.30	390	G	89%	0%	4%	2%	5%	0%	F	0.099	F	0.506	390	G	2002
(1004)	0.07	230	R			From: 14-1001 To: 14-1007					NA			NA		1997

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						2Axle	3+Axle	1Trail	2Trail							
Town of Dillwyn																
(1005)	0.07	48	R			From: Dead End					NA			NA		1997
(1005)	0.07	130	R			From: 14-1007					NA			NA		1997
						To: 14-1001										
(1006)	0.07	40	R			From: Dead End					NA			NA		1997
(1006)	0.07	80	R			From: 14-1007					NA			NA		1997
(1006)	0.10	100	R			From: 14-1001					NA			NA		1997
						To: 14-1003										
(1007)	0.06	120	R			From: 14-1006					NA			NA		1997
(1007)	0.07	170	R			From: 14-1005					NA			NA		1997
(1007)	0.05	320	R			From: 14-1004					NA			NA		1997
						To: Dead End										
(1008)	0.13	150	R			From: 14-1001					NA			NA		1997
						To: 14-1003										
(1009)	0.38	140	R			From: SCL DILLWYN					NA			NA		1997
						To: 14-1003										
Buckingham County																
(1010)	0.05	1000	R			From: US 15 W NCL DILLWYN					NA			NA		1997
(1010)	0.05	520	R			From: 14-1017					NA			NA		1997
						To: 14-1014 NCL DILLWYN										
Town of Dillwyn																
(1010)	0.19	500	R			From: 14-1014 NCL DILLWYN					NA			NA		1997
						To: US 15 EAST										
(1011)	0.07	40	R			From: Dead End					NA			NA		1997
(1011)	0.05	180	R			From: 14-1012					NA			NA		1997
						To: US 15										
(1012)	0.04	50	R			From: Dead End					NA			NA		09/12/2000
(1012)	0.06	90	R			From: 14-1011					NA			NA		09/12/2000
						To: 14-629										
(1013)	0.10	40	R			From: Dead End					NA			NA		09/12/2000
						To: 14-629										
Buckingham County																
(1014)	0.10	40	R			From: 14-1010 NCL DILLWYN					NA			NA		09/12/2000
						To: Dead End										
Town of Dillwyn																
(1015)	0.07	3	R			From: Dead End					NA			NA		09/12/2000
						To: 0.08 MN Dead End										

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						2Axle	3+Axle	1Trail	2Trail							
Town of Dillwyn																
(1015)	0.05	10	R			From: 0.08 MN Dead End					NA		NA			09/12/2000
(1015)	0.10	2300	R			From: 14-1018					NA		NA			09/12/2000
						To: US 15										
(1016)	0.06	20	R			From: Dead End					NA		NA			09/12/2000
						To: 14-1002										
Buckingham County																
(1017)	1.20	1100	R			From: 14-1010					NA		NA			1997
						To: Dead End										
Town of Dillwyn																
(1018)	0.08	1200	R			From: Dead End					NA		NA			1997
						To: 14-1015										
Buckingham County																
(9062)	0.12	390	R			From: BUCKINGHAM PRI SCH					NA		NA			1997
						To: 14-690										
(9063)	0.18	420	R			From: BUCKINGHAM CY HS					NA		NA			1997
						To: 14-690										
(9064)	0.05	120	R			From: BUCKINGHAM SCHOOL					NA		NA			1997
						To: US 60										
(9066)	0.12	390	R			From: GOLD HILL ELEM SCH					NA		NA			1997
						To: US 15										
(9575)	0.10	180	R			From: DILLWYN PRI SCH					NA		NA			1997
						To: US 15										
(9576)	0.15	260	R			From: BUCKINGHAM JR HS					NA		NA			1997
						To: SR 20										
(9576)	0.09	240	R			From: DILLWYN ELEM SCH					NA		NA			1997
						To: SR 20										