

2001

Virginia Department of Transportation
Daily Traffic Volumes
Including Vehicle Classification Estimates
where available

Jurisdiction Report

04

Amelia County

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 includes a list of all Interstate and Primary highway segments with the estimated Annual Average Daily Traffic (AADT). AADT is the total annual traffic estimate divided by the number of days in the year. This book is titled “Average Daily Traffic Volumes on Interstate, Arterial and Primary Routes”.

The second booklet includes the same information as the first, along with some additional information such as an estimate of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks. This booklet also includes the 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; and a “Design Hour” estimate which is a value used by planners to formulate design criteria. This book is titled “Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes”.

Both of the Interstate and Primary booklets mentioned above include 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 booklet has been redesigned based on user requests and feedback. The people at VDOT Traffic Engineering’s Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

In addition to the two annual publications, 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 all 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”.

Available this year is a compact disc (CD) that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. One disc will include both Primary and Interstate publications as well as each of the 100 Jurisdiction Reports. The CD will also include a number of summary reports not available in the printed version.

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 Traffic Engineering 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

Design Hour: The estimate of the traffic volume for the 30th highest traffic volume occurring in a one-year period.

QK: Quality of the Design Hour estimate:

- A 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B 30th Highest Hour Observed During Less than 12 Months of Continuous Traffic Data
- F Factored Highest Hour Collected at in a 48 Hour Weekday Period
- G Factored Highest Hour Collected at in a 48 Hour Weekday Period with Growth Element
- M Manual Estimate of 30th Highest Hour
- N Design Hour of Similar Neighboring Traffic Link
- O Provided by External Source

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

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, the actual date that the count was obtained is provided. All other AADT data are factored to be accurate for the year of the report.

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
Wye - Wye Route connector



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



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

Virginia Department of Transportation
Traffic Engineering Division
2001
Annual Average Daily Traffic Volume Estimates By Section of Route
Amelia Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Amelia County															
(38)	1.10	3600	G	91%	2%	3%	2%	3%	0%	F	390	G	3500	G	2001
						From: US 360 Bus									
						To: 04-1013									
(38) (1013)	0.05	2300	R								NA		NA		1991
						From: RT 614									
(38) (1014)	0.08	1200	R								NA		NA		1991
						To: 04-1014									
(38)	5.80	1200	G	91%	2%	3%	2%	3%	0%	F	110	G	1200	G	2001
						From: SR 153 Scotts Fork									
						To: Nottoway County Line									
(153)	4.70	2200	G	93%	1%	4%	0%	2%	0%	F	250	G	2200	G	2001
						From: 04-708 Near Wilson Corner									
(153)	3.01	3600	G	93%	1%	4%	0%	2%	0%	F	360	G	3600	G	2001
						From: SR 38 Scotts Fork									
(153)	1.25	3800	G	93%	1%	4%	0%	2%	0%	F	380	G	3800	G	2001
						From: 04-628									
(153)	1.67	3500	G	93%	1%	4%	0%	2%	0%	F	360	G	3500	G	2001
						To: US 360 Whites Mill									
						From: Nottoway County Line									
(307)	1.07	4900	G	87%	1%	2%	1%	8%	1%	F	430	G	4700	G	2001
						To: US 360									
						From: Nottoway County Line									
(360)	0.49	6500	G	89%	1%	2%	1%	7%	1%	F	510	G	6400	G	2001
						From: SR 307									
(360)	8.55	12000	G	89%	1%	2%	1%	7%	1%	F	910	G	12000	G	2001
						From: 04-681									
(360)	2.64	14000	B	89%	1%	2%	1%	7%	1%	A	1400	B	14000	B	2001
						From: US 360 Bus									
(360)	2.77	15000	G	89%	1%	2%	1%	7%	1%	F	1200	G	14000	G	2001
						From: 04-604									
(360)	3.37	16000	G	89%	1%	2%	1%	7%	1%	F	1200	G	15000	G	2001
						To: Chesterfield County Line									
						From: US 360 West of Amelia									
Bus (360)	2.94	5800	G	94%	1%	3%	1%	1%	0%	F	540	G	5800	G	2001
						To: US 360 East of Amelia									
						From: 04-622 SOUTH									
(600)	1.10	120	R								NA		NA		04/19/2000
						To: 04-610 EAST									
						From: 04-610 WEST									
(600)	2.80	200	R								NA		NA		04/19/2000
						To: 04-708 EAST									
						From: 04-708 WEST									
(600)	1.70	110	R								NA		NA		04/19/2000
						To: 04-622 NORTH									
						From: 04-606									
(601)	0.70	3	R								NA		NA		04/19/2000
						To: Dead End									
						From: SR 38 SR 153									
(602)	3.90	570	R								NA		NA		04/19/2000
						To: 04-612									
(602)	1.34	990	R								NA		NA		04/19/2000
						To: Chesterfield County Line									
						From: 04-640									
(603)	3.55	410	R								NA		NA		04/05/2000
						To: 04-614									

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 Amelia Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Amelia County															
603	1.45	250	R			From: 04-614					NA		NA		04/05/2000
603	2.30	80	R			From: 04-701					NA		NA		04/05/2000
						To: Dead End									
604	1.44	2700	G	88%	1%	3%	3%	5%	0%	F	270	G	2700	G	2001
604	1.61	2000	G	88%	1%	3%	3%	5%	0%	F	200	G	2000	G	2001
604	1.50	1900	G	88%	1%	3%	3%	5%	0%	C	200	G	1900	G	2001
604	2.51	2300	G	88%	1%	3%	3%	5%	0%	F	240	G	2300	G	2001
						To: Powhatan County Line									
605	0.44	290	R			From: US 360 BUS SOUTH					NA		NA		04/26/2000
						To: US 360 BUS NORTH									
606	3.48	160	R			From: 04-610					NA		NA		1997
						To: 04-612									
607	4.10	390	R			From: 04-615					NA		NA		04/19/2000
						To: 04-614									
608	5.20	640	R			From: 04-614					NA		NA		04/17/2000
608	0.07	130	R			From: SR 153					NA		NA		04/17/2000
608	1.71	130	R			From: 0.08 ME SR 153					NA		NA		04/17/2000
						To: Dead End									
609	2.74	1300	G	92%	0%	3%	1%	3%	0%	F	130	G	1300	G	2001
609	2.16	1800	B	92%	0%	3%	1%	3%	0%	C	190	B	1900	B	2001
609	2.22	1200	G	92%	0%	3%	1%	3%	0%	F	120	G	1100	G	2001
609	0.86	1600	G	92%	0%	3%	1%	3%	0%	F	170	G	1500	G	2001
609	1.38	1500	G	92%	0%	3%	1%	3%	0%	F	170	G	1500	G	2001
						To: Powhatan County Line									
610	2.25	200	R			From: Nottoway County Line					NA		NA		1997
610	2.20	130	R			From: 04-600 EAST					NA		NA		1997
						To: 04-708									
612	1.70	450	G			From: Nottoway County Line					40	G	440	G	2001
612	2.10	680	G			From: 04-670					NA		680	G	2001
612	0.20	870	G			From: 04-674					90	G	860	G	2001
						To: 04-708 SOUTH									

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2001
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Amelia Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year		
						2Axle	3+Axle	1Trail	2Trail								
Amelia County																	
612	0.65	780	R			From: 04-708 NORTH					NA		NA		04/19/2000		
612	1.20	710	R			From: 04-719					NA		NA		04/19/2000		
612	1.45	880	R			From: 04-659 NORTH					NA		NA		04/19/2000		
612	2.30	1200	R			From: 04-622					NA		NA		04/19/2000		
						To: 04-602											
613	0.04	180	R			From: 04-615					NA		NA		1996		
						To: 04-614											
614	0.89	540	G	94%	1%	Nottoway County Line		3%	1%	1%	0%	F	60	G	530	G	2001
						From: 04-615 EAST											
614	2.17	660	G	94%	0%	04-615 WEST		3%	1%	2%	0%	C	80	G	660	G	2001
						From: 04-720 SOUTH											
614	0.38	690	G	94%	1%	04-608		3%	1%	2%	0%	F	80	G	680	G	2001
						From: 04-608											
614	1.15	970	G	94%	1%	04-666		3%	1%	2%	0%	F	120	G	960	G	2001
						From: 04-666											
614	1.07	1200	G	94%	1%	04-607		3%	1%	2%	0%	F	140	G	1100	G	2001
						From: 04-607											
614	0.82	1800	G	94%	1%	04-603		3%	0%	2%	0%	F	220	G	1800	G	2001
						From: 04-603											
614	1.18	2200	G	94%	1%	04-624		3%	0%	2%	0%	C	260	G	2100	G	2001
						From: 04-624											
614	0.48	2500	G	94%	1%	04-1013; 04-1014		3%	0%	2%	0%	F	250	G	2400	G	2001
						From: US 360 BUS											
615	1.90	300	R			From: Nottoway County Line					NA		NA		04/20/2000		
						To: 04-613											
615	0.04	90	R			From: 04-614 WEST					NA		NA		04/20/2000		
						To: 04-614 EAST											
615	1.45	300	R			From: 1.45 ME 04-614 E					NA		NA		04/20/2000		
						To: 04-641											
615	0.15	90	R			From: 0.15 ME 04-641					NA		NA		04/20/2000		
						To: 0.20 ME 04-641											
615	1.06	130	R			From: SR 153					NA		NA		04/20/2000		
						To: 04-708											
616	0.32	850	R			From: Nottoway County Line					NA		NA		04/24/2000		
						To: 04-657 NORTH											

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

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Amelia County															
(616)	1.36	980	R			From: 04-657 NORTH					NA		NA		04/24/2000
(616)	1.84	980	R			To: 04-694					NA		NA		04/24/2000
(616)	1.45	1100	R			From: 04-617 SOUTH					NA		NA		04/24/2000
(616)	3.52	510	R			To: 04-621					NA		NA		04/24/2000
(616)	0.80	900	R			From: 04-642					NA		NA		04/24/2000
(616)	0.48	660	R			To: 04-644 NORTH					NA		NA		06/21/2000
(616)	2.96	670	R			From: 04-688					NA		NA		04/27/2000
(616)	3.48	710	R			To: 04-681					NA		NA		04/27/2000
(616)	0.75	880	G			From: 04-636 WEST									
(616)				91%	1%	4%	0%	4%	0%	F	100	G	870	G	2001
(616)	2.49	850	G			To: 04-636 EAST									
(616)				91%	1%	4%	0%	4%	0%	C	90	G	840	G	2001
(616)	0.41	1700	G			From: 04-609 WEST									
(616)				91%	1%	4%	0%	4%	0%	F	190	G	1700	G	2001
(616)	2.70	770	G			To: 04-609 EAST									
(616)				93%	1%	3%	1%	2%	0%	F	90	G	760	G	2001
(616)	1.42	980	G			From: 04-652									
(616)				93%	1%	3%	1%	2%	0%	C	100	G	970	G	2001
(617)	5.60	470	R			To: 04-604									
(617)						From: 67-620; 73-617					NA		NA		1997
(617)	3.20	460	R			To: 04-616 SOUTH									
(617)						From: 04-616 NORTH					NA		NA		1997
(618)	3.45	180	R			To: 04-642									
(618)						From: Prince Edward County Line					NA		NA		04/27/2000
(619)	3.85	50	R			To: 04-616									
(619)						From: Prince Edward County Line					NA		NA		04/27/2000
(619)	3.30	160	R			To: 04-650									
(619)						From: 04-650					NA		NA		04/27/2000
(619)	0.20	330	R			To: 04-675									
(619)						From: 04-675					NA		NA		04/27/2000
(620)	2.71	130	R			To: 04-617									
(620)						From: 04-617					NA		NA		04/27/2000
(620)	1.05	150	R			To: 04-616									
(620)						From: 04-616					NA		NA		04/27/2000
(620)	1.80	70	R			To: 04-621 SOUTH									
(620)						From: 04-621 SOUTH					NA		NA		04/27/2000
(620)	1.80	70	R			To: 04-621 NORTH									
(620)						From: 04-621 NORTH					NA		NA		04/27/2000
(621)	4.15	220	R			To: Cumberland County Line									
(621)						From: Cumberland County Line					NA		NA		04/21/2000
(621)						To: 04-616									
(621)						From: 04-616					NA		NA		04/21/2000
(621)						To: 04-620 SOUTH									

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Amelia County															
621	0.10	90	R			From: 04-620 NORTH					NA		NA		04/21/2000
621	1.70	120	R			From: 0.10 MN 04-620					NA		NA		04/21/2000
621	2.00	190	R			From: 04-644					NA		NA		04/21/2000
622	1.20	100	R			From: Cumberland County Line					NA		NA		04/21/2000
622	4.61	180	R			From: Dinwiddie County Line					NA		NA		04/21/2000
622	4.00	270	R			From: 04-600					NA		NA		04/21/2000
622	2.60	250	R			From: 04-708					NA		NA		04/21/2000
622	2.60	250	R			From: 04-600					NA		NA		04/21/2000
623	0.67	520	R			From: 04-708					NA		NA		04/17/2000
623	4.10	390	R			From: 04-646					NA		NA		04/17/2000
624	0.60	420	R			From: Dinwiddie County Line					NA		NA		1996
624	1.70	310	R			From: 04-656; 04-687					NA		NA		1996
625	0.80	200	R			From: US 360					NA		NA		1996
625	0.80	200	R			From: 04-614					NA		NA		1997
626	0.01	890	R			From: Dinwiddie County Line					NA		NA		1997
626	0.01	890	R			From: 04-610					NA		NA		04/26/2000
627	3.81	340	R			From: US 360 BUS					NA		NA		04/26/2000
627	3.81	340	R			From: 04-629					NA		NA		1997
628	3.00	670	R			From: SR 38					NA		NA		1997
628	3.00	670	R			From: SR 153					NA		NA		04/19/2000
628	0.50	1300	R			From: 04-703					NA		NA		04/19/2000
629	0.82	190	R			From: US 360					NA		NA		1997
629	0.77	650	R			From: 04-609					NA		NA		1997
629	0.77	650	R			From: 04-626					NA		NA		1997
630	0.27	1100	R			From: 04-630					NA		NA		1997
630	0.27	1100	R			From: US 360					NA		NA		04/24/2000
630	0.70	1300	R			From: 04-629					NA		NA		04/24/2000
630	2.00	790	R			From: 04-661					NA		NA		04/24/2000
630	2.60	680	R			From: 04-609					NA		NA		04/24/2000
630	2.60	680	R			From: 04-681					NA		NA		04/24/2000

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 Traffic Engineering Division
 2001
 Annual Average Daily Traffic Volume Estimates By Section of Route
 Amelia Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Amelia County															
(631)	0.30	230	R			From: 04-604					NA		NA		1997
(631)	0.80	230	R			To: 0.30 ME 04-604					NA		NA		1997
(631)	0.02	30	R			From: 04-722					NA		NA		1997
						To: Dead End									
(632)	4.84	410	R			From: 04-604					NA		NA		04/05/2000
						To: 04-616									
(633)	1.37	300	R			From: 04-609					NA		NA		1997
						To: 04-632									
(634)	0.22	70	R			From: Dead End					NA		NA		04/17/2000
(634)	0.14	860	R			To: 04-1016					NA		NA		04/17/2000
						From: 04-614									
(635)	1.12	240	R			From: 04-604					NA		NA		04/05/2000
(635)	1.28	190	R			To: 1.12 ME 04-604					NA		NA		04/05/2000
						From: Dead End									
(636)	4.86	200	R			From: 04-604					NA		NA		04/05/2000
(636)	4.33	360	R			To: 04-609					NA		NA		04/05/2000
						From: 04-616 WEST									
(636)	1.70	230	R			To: 04-616 EAST					NA		NA		04/05/2000
						From: 04-637									
(636)	1.39	90	R			To: 04-637					NA		NA		04/05/2000
						From: 1.40 MN 04-637									
(636)	0.51	8	R			To: Dead End					NA		NA		04/05/2000
						From: 04-636									
(637)	2.99	140	R			To: 04-609					NA		NA		1997
						From: 04-681									
(638)	1.15	100	R			To: Dead End					NA		NA		04/05/2000
						From: US 360									
(639)	3.30	320	R			To: 04-687					NA		NA		1997
(639)	1.60	630	R			From: 04-681					NA		NA		1997
						To: 04-671									
(640)	0.08	560	R			From: 04-1101					NA		NA		04/20/2000
(640)	1.20	310	R			To: 04-691					NA		NA		04/20/2000
						From: 3.42 ME 04-691									
(640)	0.58	180	R			To: 04-649					NA		NA		04/20/2000

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						2Axle	3+Axle	1Trail	2Trail						
Amelia County															
640	1.25	100	R			From: 04-649					NA		NA		04/20/2000
640	1.90	140	R			From: 1.25 MN 04-649					NA		NA		04/20/2000
640	1.20	500	R			From: 04-603					NA		NA		04/20/2000
640	1.45	150	R			From: US 360					NA		NA		04/05/2000
						To: 04-639									
641	2.10	110	R			From: SR 153					NA		NA		1997
						To: 04-615									
642	0.18	130	R			From: 04-671					NA		NA		1996
642	3.52	1100	G	95%	1%	From: US 360				C	100	G	1100	G	2001
642	3.72	240	G	92%	2%	From: 04-617				C	30	G	230	G	2001
						To: 04-616									
643	3.35	320	R			From: 04-616					NA		NA		04/05/2000
						To: 04-681									
644	4.05	620	R			From: 04-681					NA		NA		04/24/2000
644	2.54	230	R			From: 04-616 SOUTH					NA		NA		04/24/2000
						From: 04-616 NORTH									
644	1.21	240	R			From: 2.55 MN 04-616 N					NA		NA		04/24/2000
						To: 04-621									
645	3.51	380	R			From: SR 307					NA		NA		04/27/2000
645	1.40	330	R			From: 04-657					NA		NA		04/27/2000
						To: 04-616									
646	2.40	90	R			From: 04-623					NA		NA		04/19/2000
						To: Dead End									
648	2.50	100	R			From: 04-608					NA		NA		04/19/2000
648	0.50	140	R			From: 04-663					NA		NA		04/19/2000
						To: SR 38									
649	1.55	100	R			From: 04-640					NA		NA		1997
						To: 04-607									
650	1.60	150	R			From: 04-619					NA		NA		04/27/2000
						To: 04-621									
651	0.50	270	R			From: 04-616					NA		NA		04/05/2000
651	1.00	130	R			From: 04-692					NA		NA		04/05/2000
						To: Dead End									

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						2Axle	3+Axle	1Trail	2Trail						
Amelia County															
(652)	0.88	170	R			From: 04-616 To: Dead End					NA		NA		1997
(653)	2.70	240	R			From: 04-608 WEST To: 04-608 EAST					NA		NA		04/17/2000
(654)	0.85	90	R			From: Dead End To: 79-307					NA		NA		1997
(655)	3.13	160	R			From: 04-616 To: 04-642					NA		NA		04/24/2000
(656)	0.75	110	R			From: US 360 WEST To: 04-721					NA		NA		1997
(656)	2.07	170	R			From: 04-1030 To: 04-681					NA		NA		1997
(656)	0.86	400	R			From: 04-1030 To: 04-681					NA		NA		1997
(656)	0.46	1700	G	94%	1%	2%	1%	2%	0%	C	170	G	1600	G	2001
(656)	0.20	1100	G	93%	1%	4%	2%	1%	0%	F	120	G	1100	G	2001
(656)	0.20	440	G	93%	1%	4%	2%	1%	0%	C	48	G	440	G	2001
(657)	0.65	30	R			From: Dead End To: 04-616 SOUTH					NA		NA		04/27/2000
(657)	3.07	60	R			From: 04-616 NORTH To: 04-645					NA		NA		04/27/2000
(658)	2.30	190	R			From: 04-645 To: US 360					NA		NA		1997
(658)	0.10	400	R			From: US 360 To: 04-671					NA		NA		1997
(659)	2.80	70	R			From: 04-612 To: 04-612					NA		NA		04/19/2000
(660)	0.95	140	R			From: Dead End To: 04-704					NA		NA		04/17/2000
(660)	0.60	250	R			From: 04-704 To: 04-608					NA		NA		04/17/2000
(661)	1.10	350	R			From: 04-636 To: 04-630					NA		NA		1997
(662)	0.60	200	R			From: 04-38 To: 04-699					NA		NA		04/27/2000
(662)	0.40	10	R			From: 04-699 To: Dead End					NA		NA		04/27/2000
(663)	0.50	40	R			From: 04-648 To: Dead End					NA		NA		04/19/2000

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						2Axle	3+Axle	1Trail	2Trail						
Amelia County															
664	0.70	10	R			From: Dead End To: 04-708					NA		NA		04/19/2000
665	0.57	390	R			From: Dead End To: US 360					NA		NA		04/19/2000
666	0.90	110	R			From: Dead End To: 04-614					NA		NA		04/17/2000
667	1.00	100	R			From: 04-681 To: 1.00 ME 04-681					NA		NA		04/05/2000
667	1.00	50	R			From: Dead End To: Dead End					NA		NA		04/05/2000
668	0.08	20	R			From: 04-608 To: Dead End					NA		NA		1997
669	0.70	130	R			From: 04-681 To: Dead End					NA		NA		06/21/2000
670	0.80	220	R			From: Dead End To: 04-612					NA		NA		04/19/2000
671	0.24	30	R			From: Dead End To: 04-712					NA		NA		04/19/2000
671	0.50	110	R			From: US 360 WEST To: US 360 EAST					NA		NA		04/19/2000
671	1.64	280	G	91%	1%	2%	0%	5%	0%	C	30	G	280	G	2001
672	1.10	60	R			From: 04-616 To: Dead End					NA		NA		04/05/2000
673	0.50	310	R			From: 04-616 To: 04-686					NA		NA		04/24/2000
673	1.00	90	R			From: Dead End To: Dead End					NA		NA		04/24/2000
674	1.40	100	R			From: Dead End To: 04-612					NA		NA		1997
675	0.80	90	R			From: 04-619 To: Dead End					NA		NA		04/27/2000
676	0.35	80	R			From: 04-643 To: Dead End					NA		NA		04/05/2000
677	0.75	130	R			From: Dead End To: 04-608					NA		NA		04/17/2000
678	0.20	230	R			From: 04-642 To: 04-711					NA		NA		04/27/2000
678	0.10	80	R			From: Dead End To: Dead End					NA		NA		04/27/2000

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						2Axle	3+Axle	1Trail	2Trail						
Amelia County															
(679)	1.00	100	R			From: US 360					NA		NA		04/19/2000
						To: Dead End									
(680)	0.45	60	R			From: Dead End					NA		NA		04/05/2000
						To: 04-614									
(681)	0.46	720	G	89%	1%	4%	2%	4%	0%	F	90	G	720	G	2001
						From: US 360									
(681)	1.08	1700	G	89%	1%	4%	2%	4%	0%	F	180	G	1700	G	2001
						To: 04-656									
(681)	1.48	1800	G	89%	1%	4%	2%	4%	0%	F	200	G	1700	G	2001
						From: 1.08MN 04-656									
(681)	2.20	1400	G	89%	1%	4%	2%	4%	0%	C	150	G	1400	G	2001
						To: 04-630									
(681)	1.34	1300	G	84%	1%	4%	1%	10%	0%	F	120	G	1300	G	2001
						From: 04-639									
(681)	1.56	740	G	84%	1%	4%	1%	10%	0%	F	70	G	730	G	2001
						To: 04-644									
(681)	1.51	710	G	84%	1%	4%	1%	10%	0%	C	70	G	700	G	2001
						From: 04-667									
(681)	1.80	520	G	84%	1%	4%	1%	10%	0%	F	60	G	520	G	2001
						To: 04-616									
(681)	0.39	590	R			From: 04-643					NA		NA		1997
						To: Powhatan County Line									
(682)	2.09	250	R			From: Nottoway County Line					NA		NA		04/17/2000
						To: SR 153									
(683)	0.15	100	R			From: 04-705					NA		NA		04/26/2000
						To: 04-710									
(683)	0.15	10	R			From: 04-710					NA		NA		04/26/2000
						To: 0.15 MN 04-710									
(683)	0.35	30	R			From: 0.15 MN 04-710					NA		NA		04/26/2000
						To: Dead End									
(684)	0.70	90	R			From: 04-658					NA		NA		04/27/2000
						To: Dead End									
(685)	0.50	30	R			From: Dead End					NA		NA		04/19/2000
						To: 0.50 MN Dead End									
(685)	0.25	70	R			From: 0.50 MN Dead End					NA		NA		04/19/2000
						To: 04-708									
(686)	0.95	200	R			From: 04-673					NA		NA		04/24/2000
						To: Dead End									
(687)	1.80	480	R			From: 04-624; 04-656					NA		NA		1997
						To: 04-639									
(688)	0.60	70	R			From: 04-616					NA		NA		04/24/2000
						To: Dead End									

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						2Axle	3+Axle	1Trail	2Trail						
Amelia County															
689	0.40	70	R			From: Dead End					NA	NA			04/17/2000
						To: 04-614									
690	0.70	10	R			From: Dead End					NA	NA			04/19/2000
						To: 04-600									
691	0.70	40	R			From: Dead End					NA	NA			04/17/2000
						To: 04-640									
692	0.65	110	R			From: 04-651					NA	NA			04/05/2000
						To: Dead End									
693	0.10	40	R			From: Dead End					NA	NA			04/27/2000
						To: 04-671									
694	0.80	30	R			From: 04-616					NA	NA			04/27/2000
						To: Dead End									
695	0.40	60	R			From: Dead End					NA	NA			04/27/2000
						To: 04-607									
696	1.00	100	R			From: SR 153					NA	NA			04/27/2000
						To: Dead End									
697	0.96	400	R			From: US 360					NA	NA			1997
						To: 04-640									
698	0.62	30	R			From: US 360 WEST					NA	NA			04/05/2000
						To: US 360 EAST									
699	0.20	10	R			From: 04-662					NA	NA			04/27/2000
						To: Dead End									
700	0.30	100	R			From: Dead End					NA	NA			04/24/2000
						To: 04-605									
701	0.50	40	R			From: 04-603					NA	NA			04/05/2000
						To: Dead End									
702	1.50	140	R			From: Dead End					NA	NA			04/19/2000
						To: 04-612									
703	0.67	40	R			From: 04-628					NA	NA			1997
						To: Dead End									
704	1.00	60	R			From: Dead End					NA	NA			04/17/2000
						To: 04-660									
705	0.25	150	R			From: Cul-de-Sac					NA	NA			1997
						To: 04-1121									
705	0.10	250	R			From: 04-1121					NA	NA			1997
						To: 04-1120									
705	0.05	450	R			From: 04-1120					NA	NA			1997
						To: US 360									

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						2Axle	3+Axle	1Trail	2Trail						
Amelia County															
(705)	0.54	160	R			From: US 360					NA		NA		1997
(705)	0.10	180	R			From: 04-683					NA		NA		1997
(706)	0.30	200	R			From: Dead End					NA		NA		04/05/2000
(707)	0.70	30	R			From: Dead End					NA		NA		04/27/2000
(708)	3.53	560	G	85%	1%	6%	2%	6%	0%	F	60	G	560	G	2001
(708)	0.26	650	G	85%	1%	6%	2%	6%	0%	C	70	G	640	G	2001
(708)	2.28	430	G	88%	2%	6%	0%	4%	0%	F	48	G	430	G	2001
(708)	2.17	440	G	88%	2%	5%	0%	4%	0%	F	50	G	440	G	2001
(708)	1.41	650	G	88%	2%	6%	0%	4%	0%	C	70	G	640	G	2001
(708)	0.11	1200	G	88%	2%	6%	0%	4%	0%	F	130	G	1200	G	2001
(708)	1.30	830	G	91%	2%	3%	1%	4%	0%	F	80	G	820	G	2001
(708)	2.42	840	G	91%	2%	3%	1%	4%	0%	C	90	G	830	G	2001
(709)	1.00	30	R			From: 04-600					NA		NA		04/19/2000
(710)	0.15	40	R			From: Dead End					NA		NA		04/26/2000
(711)	0.50	180	R			From: 04-678					NA		NA		04/27/2000
(712)	0.12	20	R			From: Dead End					NA		NA		04/17/2000
(713)	0.60	110	R			From: 04-609					NA		NA		04/05/2000
(714)	0.50	70	R			From: Dead End					NA		NA		04/05/2000
(715)	0.50	60	R			From: 04-612					NA		NA		04/19/2000
(716)	0.70	120	R			From: Dead End					NA		NA		1997
(717)	0.20	46	R			From: 04-614					NA		NA		04/05/2000

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						2Axle	3+Axle	1Trail	2Trail						
Amelia County															
(718)	0.20	100	R								NA	NA			04/24/2000
(719)	0.80	160	R								NA	NA			04/19/2000
(720)	0.40	47	R								NA	NA			04/17/2000
(721)	0.10	330	R								NA	NA			1997
(722)	0.34	130	R								NA	NA			04/05/2000
(723)	0.15	60	R								NA	NA			04/19/2000
(724)	0.20	20	R								NA	NA			04/19/2000
(725)	0.28	90	R								NA	NA			1997
(730)	0.40	80	R								NA	NA			04/19/2000
(733)	0.47	30	R								NA	NA			1997
(735)	0.47	49	R								NA	NA			04/05/2000
(737)	0.80	100	R								NA	NA			04/05/2000
(740)	0.36	190	R								NA	NA			1997
(1001)	0.22	150	R								NA	NA			04/05/2000
(1002)	0.23	610	G	93%	3%	2%	0%	0%	0%	F	120	G	610	G	2001
(1002)	0.15	350	G	94%	3%	2%	1%	1%	0%	C	40	G	350	G	2001
(1002)	0.58	240	R								NA	NA			1997
(1003)	0.16	110	R								NA	NA			04/19/2000
(1003)	0.12	170	R								NA	NA			04/19/2000
(1003)	0.08	1500	G	94%	1%	3%	2%	1%	0%	C	160	G	1500	G	2001

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						2Axle	3+Axle	1Trail	2Trail							
Amelia County																
1003	0.03	5100	G	94%	1%	3%	2%	1%	0%	F	550	G	5000	G	2001	
				From:	SR 38 EAST											
1003	0.05	560	G	94%	1%	3%	2%	1%	0%	F	70	G	550	G	2001	
				From:	04-1005 WEST											
1003	0.06	330	G	94%	1%	3%	2%	1%	0%	F	40	G	330	G	2001	
				From:	04-1005 EAST											
1003	0.17	90	R								NA		NA		04/24/2000	
				From:	04-1004											
				To:	Dead End											
1004	0.28	310	R								NA		NA		1997	
				From:	04-1003											
				To:	US 360 BUS											
1005	0.05	220	R								NA		NA		04/24/2000	
				From:	Dead End											
1005	0.19	4300	G	97%	1%	2%	1%	1%	0%	C	440	G	4200	G	2001	
				From:	04-1003 EAST											
				To:	04-1003 WEST											
				To:	US 360 BUS											
1006	0.15	90	R								NA		NA		1997	
				From:	04-1002											
				To:	SR 38; 04-1003											
1007	0.07	330	R								NA		NA		04/05/2000	
				From:	04-656											
				To:	US 360 BUS											
1007	0.03	1100	R								NA		NA		1997	
				From:	04-656											
				To:	SR 38 W; 04-1009											
1007	0.07	950	R								NA		NA		1997	
				From:	SR 38 EAST											
1007	0.12	100	R								NA		NA		1997	
				From:	04-1005											
				To:	04-1004											
1008	0.04	150	R								NA		NA		04/24/2000	
				From:	04-1003											
				To:	US 360 BUS											
1009	0.50	710	G	95%	1%	2%	1%	1%	0%	C	90	G	700	G	2001	
				From:	SR 38 SOUTH											
1009	0.15	600	G	95%	1%	2%	1%	1%	0%	F	70	G	600	G	2001	
				From:	04-1002											
1009	0.10	1300	G	95%	1%	2%	1%	1%	0%	F	130	G	1300	G	2001	
				From:	04-1003											
				To:	SR 38 N; 04-1007											
1009	0.03	360	R								NA		NA		1997	
				From:	SR 38 N											
				To:	04-656											
1012	0.18	46	R								NA		NA		04/17/2000	
				From:	Dead End											
				To:	04-614											
1013	0.05	2300	R								NA		NA		1991	
				From:	04-614; 04-1014											
				To:	SR 38											
1014	0.08	1200	R								NA		NA		1991	
				From:	SR 38											
				To:	04-614; 04-1013											
1015	0.06	50	R								NA		NA		04/24/2000	
				From:	US 360 BUS											
				To:	Dead End											

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						2Axle	3+Axle	1Trail	2Trail						
Amelia County															
(1016)	0.43	130	R			From: Dead End					NA		NA		04/17/2000
						To: 04-634									
(1020)	0.10	100	R			From: Dead End					NA		NA		1997
						To: SR 38									
(1022)	0.23	140	R			From: SR 38					NA		NA		04/05/2000
						To: Cul-de-Sac									
(1030)	0.41	150	R			From: Dead End					NA		NA		04/05/2000
						To: 04-656									
(1031)	0.18	NA				From: Cul-de-Sac/					NA		NA		
						To: 04-00656(B)/									
(1035)	0.18	270	R			From: 04-628					NA		NA		04/19/2000
						To: 04-1036									
(1035)	0.11	140	R			From: 20-1037					NA		NA		04/19/2000
						To: Cul-de-Sac									
(1035)	0.04	45	R			From: Cul-de-Sac					NA		NA		04/19/2000
						To: Cul-de-Sac									
(1036)	0.14	70	R			From: Cul-de-Sac					NA		NA		04/19/2000
						To: 04-1035									
(1037)	0.11	45	R			From: Cul-de-Sac					NA		NA		04/19/2000
						To: 04-1035									
(1040)	0.68	NA				From: Cul-de-Sac/					NA		NA		
						To: 04-00628(B)/									
(1045)	0.54	NA				From: Cul-de-Sac/					NA		NA		
						To: SR-00153(B)/									
(1046)	0.22	NA				From: 04-01045(B)/					NA		NA		
						To: Cul-de-Sac/									
(1101)	0.51	190	R			From: Dead End					NA		NA		1997
						To: 04-1102									
(1101)	0.10	220	R			From: 04-640					NA		NA		1997
						To: 04-1101									
(1102)	0.10	30	R			From: Dead End					NA		NA		04/27/2000
						To: 04-604									
(1115)	0.58	70	R			From: Cul-de-Sac					NA		NA		1997
						To: 04-705									
(1120)	0.05	60	R			From: Cul-de-Sac					NA		NA		04/24/2000
						To: 04-705									
(1121)	0.05	60	R			From: Cul-de-Sac					NA		NA		1997
						To: 04-705									

Virginia Department of Transportation
 Traffic Engineering Division
 2001
 Annual Average Daily Traffic Volume Estimates By Section of Route
 Amelia Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Amelia County															
1201	0.28	430	R	From:	04-604					NA		NA			04/05/2000
				To:	04-1202										
1202	0.46	310	R	From:	Dead End					NA		NA		1997	
				To:	04-1201										
1202	0.10	60	R	From:	04-1201					NA		NA		1997	
				To:	Dead End										
9013	0.14	510	R	From:	04-614					NA		NA		04/26/2000	
				To:	AMELIA HIGH SCH										
9014	0.08	210	R	From:	04-614					NA		NA		04/26/2000	
				To:	AMELIA HIGH SCH										
9061	0.15	NA		From:	SR-00038(B)/04-01020(U)/ENT TO AMELIA					NA		NA			
				To:	Shadow of 0/										
9756	0.09	320	R	From:	04-614					NA		NA		04/26/2000	
				To:	AMELIA ELEM SCH										