

2001

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

Jurisdiction Report

14

Buckingham County
Town of Dillwyn

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
Buckingham Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Buckingham County															
15	9.30	3900	G	90%	1%	3%	1%	6%	0%	F	360	G	3800	G	2001
				From:	Prince Edward County Line										
				To:	14-600										
15	5.46	3700	G	90%	1%	3%	1%	6%	0%	F	350	G	3700	G	2001
				From:	US 60 Sprouses Corner										
				To:	SR 20 Near Dillwyn										
15	1.45	9400	G	85%	2%	5%	1%	7%	0%	F	1000	G	9300	G	2001
				From:	WCL Dillwyn										
				To:											
Town of Dillwyn															
15	1.10	4500	N	85%	2%	5%	1%	7%	0%	N	430	N	4400	N	2001
				From:	ECL Dillwyn										
				To:											
Buckingham County															
15	6.39	4500	N	85%	2%	5%	1%	7%	0%	N	430	N	4400	N	2001
				From:	ECL Dillwyn										
				To:	14-622										
15	5.44	3800	G	85%	2%	5%	1%	7%	0%	F	360	G	3800	G	2001
				From:	14-715										
				To:	Fluvanna County Line										
20	2.56	3400	G	91%	1%	3%	1%	5%	0%	F	350	G	3400	G	2001
				From:	US 15 Near Dillwyn										
				To:	14-631										
20	7.99	2400	G	91%	1%	3%	1%	5%	0%	F	230	G	2400	G	2001
				From:	14-655										
				To:	Albemarle County Line										
24	8.71	1600	G	88%	1%	4%	1%	7%	0%	F	140	G	1600	G	2001
				From:	Appomattox County Line										
				To:	US 60 Mt Rush										
56	2.65	320	G	84%	0%	3%	1%	11%	0%	F	40	G	320	G	2001
				From:	Nelson County Line										
				To:	14-604										
56	7.82	1400	G	84%	0%	4%	1%	11%	0%	F	140	G	1400	G	2001
				From:	US 60 Dentons Corner										
				To:											
60	9.37	830	G	78%	1%	5%	1%	14%	0%	F	80	G	820	G	2001
				From:	Appomattox County Line										
				To:	SR 24 Mount Rush										
60	2.02	2600	G	78%	1%	5%	1%	14%	0%	F	220	G	2600	G	2001
				From:	SR 56 Dentons Corner										
				To:	14-633 Buckingham CH										
60	1.75	3800	G	78%	1%	5%	1%	14%	0%	F	320	G	3800	G	2001
				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	220	G	86%	1%	5%	4%	4%	0%	F	20	G	220	G	2001
				From:	14-712										
				To:	US 15 NORTH										

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Buckingham Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	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	40	G	450	G	2001
601	0.95	370	G	94%	0%	4%	0%	2%	0%	F	30	G	360	G	2001
601	2.15	240	G	94%	0%	5%	0%	2%	0%	C	30	G	240	G	2001
601	1.29	230	R			From: 2.15 MN 14-737 To: 14-604					NA		NA		1997
602	2.77	580	G	88%	1%	4%	1%	5%	0%	C	50	G	580	G	2001
602	5.62	500	G	88%	1%	4%	1%	5%	0%	F	50	G	490	G	2001
602	2.35	470	G	88%	1%	4%	1%	5%	0%	F	50	G	470	G	2001
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	40	G	340	G	2001
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: 14-606 To: Nelson County Line					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: 14-605 To: Dead End					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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Annual Average Daily Traffic Volume Estimates By Section of Route
Buckingham Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						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: 14-676 To: US 15					NA		NA		1997
610	3.70	550	G	85%	1%	5%	2%	7%	0%	C	60	G	550	G	2001
610	2.65	560	G	85%	1%	5%	2%	7%	0%	F	70	G	560	G	2001
610	2.60	540	G	85%	1%	5%	2%	7%	0%	F	60	G	540	G	2001
						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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 Annual Average Daily Traffic Volume Estimates By Section of Route
 Buckingham Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Buckingham County															
617	0.85	180	R								NA		NA		05/16/2000
617	0.72	180	R								NA		NA		05/16/2000
617	2.54	110	R								NA		NA		05/16/2000
617	0.06	140	R								NA		NA		05/16/2000
617	2.00	430	R								NA		NA		05/16/2000
617	1.90	460	R								NA		NA		05/16/2000
617	2.05	320	R								NA		NA		05/16/2000
617	2.40	300	R								NA		NA		05/16/2000
618	0.60	40	R								NA		NA		04/11/2000
619	1.30	80	R								NA		NA		08/29/2000
620	0.99	60	R								NA		NA		10/23/2000
621	2.02	360	R								NA		NA		10/23/2000
621	1.01	250	R								NA		NA		10/23/2000
622	2.32	320	R								NA		NA		05/09/2000
622	3.90	610	G	93%	2%	2%	1%	1%	0%	C	60	G	600	G	2001
622	1.81	300	G	93%	2%	2%	1%	1%	0%	F	30	G	290	G	2001
622	1.35	70	R								NA		NA		05/09/2000
622	4.13	80	R								NA		NA		05/09/2000
622	0.50	140	R								NA		NA		05/09/2000
622	2.10	360	R								NA		NA		05/09/2000
623	1.15	270	R								NA		NA		1997
623	1.60	490	R								NA		NA		1997

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 Buckingham Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
Buckingham County																
623	0.60	400	G	94%	1%	1.60 M FRM 14-792	2%	2%	1%	0%	C	40	G	390	G	2001
				From:		14-632										
				To:												
624	0.70	80	R			14-626						NA		NA		09/18/2000
				From:												
				To:		Dead End										
625	0.70	30	R			14-695						NA		NA		04/11/2000
				From:												
				To:		Albemarle County Line										
626	0.40	40	R			Dead End						NA		NA		09/18/2000
				From:												
				To:		US 60										
626	0.57	220	R									NA		NA		09/18/2000
				From:												
				To:		14-624										
626	1.00	190	R									NA		NA		09/18/2000
				From:												
				To:		1.00 MN 14-624										
626	1.70	90	R									NA		NA		10/23/2000
				From:												
				To:		14-650										
627	4.10	390	R			14-602						NA		NA		04/11/2000
				From:												
				To:		14-678										
627	0.10	100	R									NA		NA		04/11/2000
				From:												
				To:		0.10 MN 14-678										
627	1.30	40	R									NA		NA		04/11/2000
				From:												
				To:		Albemarle County Line										
628	1.60	70	R			14-632						NA		NA		09/18/2000
				From:												
				To:		US 60										
628	3.91	230	R									NA		NA		09/18/2000
				From:												
				To:		14-650										
629	3.09	390	G	94%	1%	US 60	4%	1%	1%	0%	F	50	G	380	G	2001
				From:												
				To:		SCL DILLWYN										
Town of Dillwyn																
629	0.41	700	G	94%	1%	SCL DILLWYN	4%	1%	0%	0%	C	80	G	690	G	2001
				From:												
				To:		US 15										
Buckingham County																
630	2.20	70	R			US 15						NA		NA		09/18/2000
				From:												
				To:		US 60										
631	6.09	280	R			US 15						NA		NA		1997
				From:												
				To:		SR 20										
631	1.30	720	R									NA		NA		1997
				From:												
				To:		14-665										
631	2.85	350	R									NA		NA		1997
				From:												
				To:		US 60										
631	0.80	250	R									NA		NA		1997
				From:												
				To:		14-633										
632	0.75	180	R			Cumberland County Line						NA		NA		1997
				From:												
				To:		14-654										
632	2.75	540	R									NA		NA		1997
				From:												
				To:		14-623										

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Buckingham County															
632	0.10	830	G	94%	0%	2%	1%	3%	0%	C	80	G	830	G	2001
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	20	G	230	G	2001
636	2.00	210	G	95%	1%	3%	0%	1%	0%	F	30	G	210	G	2001
636	2.55	240	G	95%	1%	3%	0%	1%	0%	F	30	G	240	G	2001
636	1.00	470	G	95%	1%	3%	0%	1%	0%	F	60	G	460	G	2001

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2001
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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
Buckingham County																
636	2.20	580	G	95%	1%	3%	0%	1%	0%	F	60	G	580	G	2001	
				From:	14-609 WEST											
				To:	14-619											
636	2.60	680	G	95%	1%	3%	0%	1%	0%	C	80	G	670	G	2001	
				From:	US 15											
636	3.10	340	R								NA		NA		1997	
				To:	Cumberland County Line											
637	3.70	70	R								NA		NA		03/28/2000	
				From:	14-638											
637	0.20	30	R								NA		NA		03/28/2000	
				From:	14-609											
				To:	Dead End											
638	1.50	40	R								NA		NA		08/29/2000	
				From:	Dead End											
638	4.20	320	R								NA		NA		08/29/2000	
				To:	14-636 WEST											
				From:	14-636 EAST											
638	3.80	230	R								NA		NA		08/29/2000	
				To:	14-640 SOUTH											
				From:	14-640 NORTH											
638	1.30	260	G	96%	1%	2%	1%	0%	0%	F	30	G	260	G	2001	
				From:	14-644											
638	1.46	400	G	96%	1%	2%	0%	0%	0%	C	40	G	400	G	2001	
				From:	14-790											
				To:	US 60											
639	1.04	60	R								NA		NA		05/22/2000	
				From:	14-633 SOUTH											
639	1.96	30	R								NA		NA		05/22/2000	
				To:	1.04 MN 14-633											
				From:	14-633 NORTH											
640	0.95	47	R								NA		NA		08/29/2000	
				From:	Appomattox County Line											
640	4.33	150	G	95%	1%	3%	1%	1%	0%	F	20	G	150	G	2001	
				To:	14-636 WEST											
				From:	14-636 EAST											
640	1.05	390	G	95%	1%	3%	1%	1%	0%	F	48	G	380	G	2001	
				To:	14-642											
640	3.20	690	G	95%	1%	2%	1%	1%	0%	F	70	G	690	G	2001	
				From:	14-638 NORTH											
640	0.10	930	G	95%	1%	2%	1%	1%	0%	C	90	G	920	G	2001	
				From:	14-633 SOUTH											
640	2.30	860	G	95%	1%	3%	1%	1%	0%	F	80	G	850	G	2001	
				To:	14-633 NORTH											
				From:	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								NA	NA			03/21/2000
645	0.45	40	R								NA	NA			04/17/2000
646	2.52	250	R								NA	NA			1997
646	1.70	320	R								NA	NA			1997
646	0.80	170	R								NA	NA			1997
647	0.65	70	R								NA	NA			05/22/2000
648	2.65	310	R								NA	NA			1997
649	0.80	70	R								NA	NA			05/22/2000
649	1.15	80	R								NA	NA			05/22/2000
649	0.35	150	R								NA	NA			05/22/2000
649	1.50	210	R								NA	NA			05/22/2000
649	1.80	220	R								NA	NA			05/22/2000
649	1.52	420	G	95%	0%	3%	0%	1%	0%	F	40	G	410	G	2001
649	0.80	420	G	95%	0%	3%	0%	1%	0%	F	40	G	420	G	2001
649	0.60	540	G	95%	0%	3%	0%	1%	0%	C	50	G	530	G	2001
650	1.90	1900	G	93%	0%	3%	1%	2%	0%	C	170	G	1900	G	2001
650	1.50	940	G	94%	1%	2%	1%	2%	0%	C	90	G	930	G	2001
650	2.20	600	G	94%	1%	2%	1%	2%	0%	F	60	G	600	G	2001
650	1.50	320	G	94%	1%	2%	1%	2%	0%	F	30	G	310	G	2001
650	1.10	260	G	94%	1%	2%	1%	2%	0%	F	30	G	260	G	2001
651	1.44	150	R								NA	NA			05/09/2000
651	0.75	160	R								NA	NA			05/09/2000

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						2Axle	3+Axle	1Trail	2Trail							
Buckingham County																
651	0.80	110	R								NA		NA		05/09/2000	
				From:	14-701											
				To:	14-622											
652	4.20	600	G	95%	1%	2%	1%	2%	0%	C	70	G	600	G	2001	
				From:	US 15											
652	2.30	480	G	95%	1%	2%	1%	2%	0%	F	70	G	470	G	2001	
				From:	14-676											
652	1.00	480	G	95%	1%	2%	1%	2%	0%	F	70	G	470	G	2001	
				From:	14-684											
652	4.80	600	G	95%	1%	2%	1%	2%	0%	F	80	G	600	G	2001	
				From:	14-611											
				To:	SR 20											
653	0.05	90	R								NA		NA		04/11/2000	
				From:	14-602											
653	2.05	80	R								NA		NA		04/11/2000	
				From:	0.05 ME 14-602											
653	0.94	70	R								NA		NA		04/11/2000	
				From:	14-698											
653	0.06	80	R								NA		NA		04/11/2000	
				From:	0.94 ME 14-698											
				To:	14-627											
654	2.40	350	R								NA		NA		1997	
				From:	14-600											
654	0.34	580	R								NA		NA		1997	
				From:	14-634											
				To:	14-632											
655	3.10	410	G	94%	0%	3%	1%	2%	0%	F	40	G	410	G	2001	
				From:	14-601											
655	3.50	1000	G	94%	0%	3%	1%	2%	0%	F	90	G	1000	G	2001	
				From:	14-602											
655	1.40	1000	G	94%	0%	3%	1%	2%	0%	C	90	G	1000	G	2001	
				From:	14-656											
				To:	SR 20; 14-622											
656	2.80	240	R								NA		NA		1997	
				From:	SR 20											
				To:	14-655											
657	0.07	90	R								NA		NA		04/18/2000	
				From:	14-658											
657	2.73	80	R								NA		NA		04/18/2000	
				From:	0.07 MN 14-658											
				To:	14-659											
658	3.21	340	R								NA		NA		04/04/2000	
				From:	14-649											
658	1.70	230	R								NA		NA		04/04/2000	
				From:	14-659 NORTH											
				To:	14-602 SOUTH											
658	1.30	50	R								NA		NA		04/04/2000	
				From:	14-602 NORTH											
				To:	14-655											
659	0.50	50	R								NA		NA		04/18/2000	
				From:	14-602											
659	0.70	60	R								NA		NA		04/18/2000	
				From:	0.50 ME 14-602											
				To:	1.20 ME 14-602											

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Buckingham County															
659	0.76	100	R			From: 1.20 ME 14-602 To: 14-658 SOUTH					NA		NA		04/18/2000
659	1.11	190	R			From: 14-658 NORTH To: 14-616					NA		NA		04/18/2000
659	0.30	140	R			From: 14-616 To: 0.30 ME 14-616					NA		NA		04/18/2000
659	0.36	170	R			From: 0.30 ME 14-616 To: 14-735					NA		NA		04/18/2000
659	0.60	250	R			From: 14-735 To: 14-657					NA		NA		04/18/2000
659	2.00	340	R			From: 14-657 To: SR 20					NA		NA		04/18/2000
660	3.98	200	R			From: SR 56 To: 14-601					NA		NA		1997
661	1.54	90	R			From: 14-601 To: 14-607					NA		NA		04/18/2000
661	0.36	120	R			From: 14-607 To: 1.54 MN 14-607					NA		NA		04/18/2000
661	2.30	130	R			From: 1.54 MN 14-607 To: 14-663					NA		NA		04/18/2000
661	0.81	90	R			From: 14-663 To: 14-662					NA		NA		04/18/2000
662	0.81	90	R			From: 14-662 To: 14-607					NA		NA		03/21/2000
662	3.40	60	R			From: 14-607 To: 0.81 MN 14-607					NA		NA		03/21/2000
662	0.60	170	R			From: 0.81 MN 14-607 To: 14-661					NA		NA		03/21/2000
662	0.60	170	R			From: 14-661 To: SR 56					NA		NA		03/21/2000
663	1.30	170	R			From: SR 56 To: 14-661					NA		NA		03/21/2000
663	1.54	330	R			From: 14-661 To: SR 56					NA		NA		03/21/2000
663	0.91	140	R			From: SR 56 To: 1.54 MN SR 56					NA		NA		03/21/2000
663	0.91	140	R			From: 1.54 MN SR 56 To: 14-660					NA		NA		03/21/2000
664	2.90	40	R			From: 14-660 To: 14-660					NA		NA		04/04/2000
664	1.30	80	R			From: 14-660 To: 14-737					NA		NA		04/04/2000
664	1.30	80	R			From: 14-737 To: 14-604					NA		NA		04/04/2000
665	1.38	300	R			From: 14-604 To: 14-633					NA		NA		1999
665	0.12	720	R			From: 14-633 To: US 60					NA		NA		05/22/2000
665	0.20	380	R			From: US 60 To: 14-690					NA		NA		1999
665	0.25	270	R			From: 14-690 To: 14-799					NA		NA		05/22/2000
665	0.25	270	R			From: 14-799 To: 0.25 MN 14-799					NA		NA		05/22/2000
665	1.90	210	R			From: 0.25 MN 14-799 To: 14-631					NA		NA		05/22/2000

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						2Axle	3+Axle	1Trail	2Trail						
Buckingham County															
666	0.05	340	R								NA		NA		05/16/2000
				From:	14-617										
				To:	14-755										
666	1.65	100	R								NA		NA		05/16/2000
				From:	14-622										
				To:	14-650										
667	3.50	220	R								NA		NA		1997
				From:	14-617										
				To:	Dead End										
668	0.60	45	R								NA		NA		07/24/2000
				From:	14-650										
				To:	14-617										
669	0.60	46	R								NA		NA		07/17/2000
				From:	Dead End										
				To:	US 15										
669	1.00	170	R								NA		NA		07/17/2000
				From:	14-732										
				To:	0.12 ME 14-732										
669	0.12	80	R								NA		NA		07/17/2000
				From:	14-668										
				To:	14-610										
670	4.68	600	G	89%	2%	6%	2%	1%	0%	C	70	G	590	G	2001
				From:	US 15										
				To:	14-622										
671	1.10	90	R								NA		NA		05/02/2000
				From:	14-721										
				To:	14-611										
671	2.05	90	R								NA		NA		05/02/2000
				From:	14-677										
				To:	US 15										
671	1.67	240	R								NA		NA		05/02/2000
				From:	14-670										
				To:	US 15										
671	3.35	520	R								NA		NA		05/02/2000
				From:	14-670										
				To:	US 15										
672	2.06	660	R								NA		NA		1997
				From:	14-670										
				To:	US 15										
672	0.04	320	R								NA		NA		1997
				From:	14-796 NORTH										
				To:	14-796 SOUTH										
672	1.40	80	R								NA		NA		1997
				From:	14-675										
				To:	Dead End										
673	0.30	110	R								NA		NA		07/06/2000
				From:	14-676										
				To:	14-676										
673	0.30	330	R								NA		NA		07/06/2000
				From:	14-685										
				To:	14-685										
673	0.40	60	R								NA		NA		07/06/2000
				From:	14-675										
				To:	14-675										
673	0.20	50	R								NA		NA		07/06/2000
				From:	Dead End										
				To:	14-683										
674	0.37	20	R								NA		NA		07/06/2000
				From:	14-683										
				To:	Dead End										

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						2Axle	3+Axle	1Trail	2Trail						
Buckingham County															
(675)	0.45	1000	G	From: 14-715 87%	0%	5%	6%	1%	0%	C	100	G	1000	G	2001
(675)	0.70	630	G	To: 14-672 87%	0%	5%	6%	1%	0%	F	60	G	630	G	2001
(675)	0.47	80	R	From: 14-685							NA		NA		07/06/2000
(675)	0.51	60	R	To: 0.47 MN 14-685 From: 14-673							NA		NA		07/06/2000
(676)	2.00	90	R	From: 14-617							NA		NA		06/27/2000
(676)	1.20	120	R	To: 14-622 SOUTH From: 14-610							NA		NA		06/27/2000
(676)	0.70	130	R	From: 14-610							NA		NA		06/27/2000
(676)	0.40	120	R	To: 14-726 From: 14-677							NA		NA		06/27/2000
(676)	1.40	100	R	From: 14-677							NA		NA		06/27/2000
(676)	1.20	170	R	To: 14-671 From: 14-733							NA		NA		06/27/2000
(676)	1.00	220	R	From: 14-733							NA		NA		06/27/2000
(676)	2.30	120	R	To: 14-673 From: 14-652							NA		NA		06/27/2000
(677)	1.80	120	R	From: 14-676							NA		NA		06/27/2000
(677)	1.35	110	R	To: 14-671 From: Dead End							NA		NA		06/27/2000
(678)	1.35	450	G	From: SR 20 95%	1%	3%	1%	0%	0%	C	40	G	450	G	2001
(678)	2.49	520	R	To: 14-695							NA		NA		1997
(678)	0.30	390	R	From: 14-723							NA		NA		1997
(679)	1.10	80	R	To: 14-627 From: 14-652							NA		NA		05/02/2000
(679)	2.84	70	R	To: 14-784							NA		NA		05/02/2000
(679)	0.16	130	R	To: 2.84 MN 14-784 From: SR 20							NA		NA		05/02/2000
(680)	0.30	90	R	From: US 15							NA		NA		1997
(681)	0.50	40	R	To: Dead End From: 14-636							NA		NA		08/29/2000
(682)	0.65	180	R	To: Dead End From: 14-631							NA		NA		07/17/2000
				To: 14-764											

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						2Axle	3+Axle	1Trail	2Trail							
Buckingham County																
682	0.45	120	R								NA	NA			07/17/2000	
				From:	14-764											
				To:	14-617											
683	2.40	280	R								NA	NA			07/24/2000	
				From:	14-608											
				To:	US 15 NORTH											
683	1.50	60	R								NA	NA			07/24/2000	
				From:	US 15 SOUTH											
				To:	14-674											
683	1.10	20	R								NA	NA			07/24/2000	
				From:	14-674											
				To:	Dead End											
684	1.00	30	R								NA	NA			06/27/2000	
				From:	Dead End											
				To:	14-652											
685	0.65	350	G	51%	4%	44%	0%	0%	0%	C	30	G	350	G	2001	
				From:	14-675											
				To:	14-673											
686	1.00	80	R								NA	NA			10/23/2000	
				From:	Dead End											
				To:	US 15											
687	0.30	120	R								NA	NA			1997	
				From:	14-670											
				To:	Dead End											
688	0.10	350	G	96%	1%	3%	0%	1%	0%	C	40	G	350	G	2001	
				From:	US 15											
				To:	14-670											
689	0.45	90	R								NA	NA			07/24/2000	
				From:	US 15 SOUTH											
				To:	US 15 NORTH											
689	0.60	90	R								NA	NA			07/24/2000	
				From:	US 15 NORTH											
				To:	Dead End											
690	0.47	110	R								NA	NA			1997	
				From:	US 60 WEST											
				To:	US 60 MIDDLE											
690	0.40	410	R								NA	NA			1997	
				From:	US 60 MIDDLE											
				To:	14-665											
690	1.05	1200	R								NA	NA			1997	
				From:	14-665											
				To:	US 60 EAST											
691	0.55	200	R								NA	NA			1997	
				From:	14-646											
				To:	14-753											
691	1.75	170	R								NA	NA			1997	
				From:	14-753											
				To:	SR 24											
692	0.05	50	R								NA	NA			05/09/2000	
				From:	US 15											
				To:	0.05 MN US 15											
692	0.20	40	R								NA	NA			05/09/2000	
				From:	0.05 MN US 15											
				To:	Dead End											
693	0.80	60	R								NA	NA			05/16/2000	
				From:	Dead End											
				To:	14-604											
694	0.90	80	R								NA	NA			05/16/2000	
				From:	Cumberland County Line											
				To:	14-613											

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						2Axle	3+Axle	1Trail	2Trail						
Buckingham County															
695	3.52	540	R								NA	NA			04/11/2000
						From: 14-678									
						To: SR 20									
695	0.45	60	R								NA	NA			04/11/2000
						From: Dead End									
696	1.63	40	R								NA	NA			05/16/2000
						From: 14-613									
						To: Cumberland County Line									
697	1.80	20	R								NA	NA			08/29/2000
						From: 14-636									
697	1.20	100	R								NA	NA			08/29/2000
						From: 14-815									
						To: 14-646									
698	0.05	60	R								NA	NA			04/11/2000
						From: 14-627									
698	1.45	70	R								NA	NA			04/11/2000
						From: 0.05 MN 14-627									
698	0.85	40	R								NA	NA			04/11/2000
						From: 14-777									
698	0.80	60	R								NA	NA			04/11/2000
						From: 14-645									
						To: 14-653									
699	0.65	140	R								NA	NA			05/02/2000
						From: SR 20 SOUTH									
699	0.45	80	R								NA	NA			05/02/2000
						From: SR 20 NORTH									
						To: 14-631									
700	0.45	140	R								NA	NA			05/02/2000
						From: SR 20									
						To: 14-631									
701	2.30	60	R								NA	NA			05/02/2000
						From: 14-651									
						To: 14-622									
702	2.00	60	R								NA	NA			04/11/2000
						From: Dead End									
						To: 14-655									
703	0.75	110	G	100%	0%	0%	0%	0%	0%	C	10	G	110	G	2001
						From: 14-796									
						To: Dead End									
704	0.20	360	R								NA	NA			05/09/2000
						From: 14-655									
704	1.20	240	R								NA	NA			05/09/2000
						From: 0.20 MN 14-655									
						To: SR 20									
705	0.50	240	R								NA	NA			04/18/2000
						From: 14-659									
705	0.65	80	R								NA	NA			04/18/2000
						From: SR 20									
						To: Dead End									
706	0.30	340	R								NA	NA			1997
						From: US 15									
						To: 14-610									
707	0.50	20	R								NA	NA			05/23/2000
						From: Dead End									
						To: 14-633									

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						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	910	G	91%	1%	4%	3%	1%	0%	C	70	G	910	G	2001
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	460	G	86%	0%	8%	1%	5%	0%	C	50	G	460	G	2001
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: 0.15 MN 14-731					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 To: Dead End					NA		NA		07/18/2000
(788)	0.30	220	R			From: US 15 To: Dead End					NA		NA		09/12/2000
(789)	0.25	40	R			From: Dead End To: 14-636					NA		NA		08/29/2000
(790)	0.40	50	R			From: Dead End To: 14-638					NA		NA		08/29/2000
(791)	0.77	60	R			From: Dead End To: 14-612					NA		NA		03/14/2000
(792)	0.82	200	R			From: 14-712 To: 14-623					NA		NA		1998
(793)	0.30	60	R			From: 14-602 To: Dead End					NA		NA		05/23/2000
(794)	0.15	70	R			From: Dead End To: 14-622					NA		NA		05/09/2000
(795)	0.36	30	R			From: Dead End To: 14-649					NA		NA		1998
(796)	0.22	150	R			From: US 15 SOUTH To: 14-703					NA		NA		1998
(796)	0.10	140	G	96%	1%	3%	0%	0%	0%	C	20	G	130	G	2001
(797)	0.20	190	R			From: Dead End To: 14-631					NA		NA		1998
(798)	0.08	200	R			From: US 60 WEST To: US 60 EAST; US15					NA		NA		1998
(799)	0.25	60	R			From: 14-665 To: Dead End					NA		NA		05/23/2000
(800)	0.35	40	R			From: 14-638 To: Dead End					NA		NA		08/29/2000
(801)	0.09	30	R			From: US 15 To: Dead End					NA		NA		07/25/2000
(804)	0.33	NA				From: Cul-de-Sac To: 14-669					NA		NA		
(805)	0.20	60	R			From: Dead End To: US 15					NA		NA		03/28/2000
(810)	0.27	70	R			From: US 15 To: Dead End					NA		NA		07/06/2000

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						2Axle	3+Axle	1Trail	2Trail						
Buckingham County															
(811)	1.35	NA				From: Cul-de-Sac/ To: US-00015(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	98%	0%	2%	1%	0%	0%	F	10	G	120	G	2001
(1001)	0.26	220	G	97%	0%	2%	1%	0%	0%	C	20	G	220	G	2001
(1001)	0.08	410	G	98%	0%	1%	1%	0%	0%	F	40	G	400	G	2001
(1002)	0.17	220	R			From: 14-1001 To: 14-1003					NA		NA		1997
Buckingham County															
(1003)	0.40	570	G	89%	0%	4%	2%	5%	0%	C	50	G	560	G	2001
Town of Dillwyn															
(1003)	0.24	530	G	89%	0%	4%	2%	5%	0%	F	49	G	520	G	2001
(1003)	0.09	400	G	89%	0%	4%	2%	5%	0%	F	40	G	400	G	2001
(1003)	0.30	380	G	89%	0%	4%	2%	5%	0%	F	40	G	380	G	2001
(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	
						To: 14-1001									
1006	0.10	100	R			From: 14-1003					NA	NA		1997	
						To: 14-1006									
1007	0.06	120	R			From: 14-1005					NA	NA		1997	
1007	0.07	170	R			From: 14-1004					NA	NA		1997	
						To: Dead End									
1007	0.05	320	R			From: 14-1001					NA	NA		1997	
						To: 14-1003									
1008	0.13	150	R			From: SCL DILLWYN					NA	NA		1997	
						To: 14-1003									
1009	0.38	140	R			From: US 15 W NCL DILLWYN					NA	NA		1997	
						To: 14-1017									
1010	0.05	520	R			From: 14-1014 NCL DILLWYN					NA	NA		1997	
						To: 14-1014 NCL 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	
						To: 14-1012									
1011	0.05	180	R			From: US 15					NA	NA		1997	
						To: Dead End									
1012	0.04	50	R			From: 14-1011					NA	NA		09/12/2000	
						To: 14-629									
1012	0.06	90	R			From: Dead End					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									