

2002

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

where available

Jurisdiction Report

66

Northumberland County

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
 Northumberland Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Northumberland County																
200	5.09	4200	F	93%	1%	4%	1%	2%	0%	F	0.085	F	0.563	4200	F	2002
						From: Lancaster County Line										
						To: 66-609										
200	5.09	4100	F	93%	1%	4%	1%	2%	0%	C	0.083	F	0.562	4100	F	2002
						From: US 360 Burgess P O										
201	6.92	1600	F	91%	1%	3%	3%	2%	0%	F	0.084	F	0.606	1600	F	2002
						From: Lancaster County Line										
						To: US 360										
202	3.52	2700	F	89%	1%	4%	2%	4%	0%	C	0.086	F	0.507	2700	F	2002
						From: Westmoreland County Line										
						To: US 360 Callao										
360	3.19	5700	F	93%	0%	3%	1%	3%	0%	F	0.085	F	0.559	5700	F	2002
						From: Richmond County Line										
						To: SR 202										
360	2.85	7200	F	94%	1%	3%	1%	2%	0%	F	0.077	F	0.539	7200	F	2002
						From: SR 202										
						To: E 66-614										
360	4.28	5800	F	94%	1%	3%	1%	2%	0%	F	0.086	F	0.514	5800	F	2002
						From: E 66-614										
						To: SR 201										
360	7.91	4200	F	94%	1%	3%	1%	2%	0%	C	0.091	F	0.509	4300	F	2002
						From: SR 201										
						To: SR 200										
360	3.05	4700	F	94%	1%	3%	1%	2%	0%	F	0.084	F	0.507	4700	F	2002
						From: SR 200										
						To: E 66-646										
360	2.14	2600	F	94%	1%	3%	1%	2%	0%	F	0.09	F	0.563	2700	F	2002
						From: E 66-646										
						To: 66-657										
360	0.45	850	F	94%	1%	3%	1%	2%	0%	F	0.101	F	0.563	850	F	2002
						From: 66-657										
						To: 66-644										
603 91	0.01	NA									NA			NA		
						From: Northumberland Co Line										
						To: 51-615 West										
615 51	0.20	550	N	92%	2%	3%	1%	2%	0%	N	0.081	N	0.511	560	N	2002
						From: SR 201										
						To: Lancaster Co Line										
615 51	0.07	550	N	92%	2%	3%	1%	2%	0%	N	0.081	N	0.511	560	N	2002
						From: Lancaster Co Line										
						To: Lancaster Co Line										
615 51	0.26	550	N	92%	2%	3%	1%	2%	0%	N	0.081	N	0.511	560	N	2002
						From: Lancaster Co Line										
						To: Lancaster Co Line										
615 51	0.13	550	N	92%	2%	3%	1%	2%	0%	N	0.081	N	0.511	560	N	2002
						From: Lancaster Co Line										
						To: Lancaster Co Line										
615 51	0.02	550	N	92%	2%	3%	1%	2%	0%	N	0.081	N	0.511	560	N	2002
						From: Lancaster Co Line										
						To: 66-609										
615 51	0.05	420	N	92%	2%	3%	1%	2%	0%	N	0.084	N	0.577	420	N	2002
						From: 66-609										
						To: Lancaster County Line										
600	1.10	690	F	93%	1%	3%	1%	3%	0%	F	0.111	F	0.571	690	F	2002
						From: 66-604										
						To: 66-612 NORTH										
600	0.90	1100	F	93%	1%	3%	1%	3%	0%	F	0.101	F	0.614	1200	F	2002
						From: 66-612 NORTH										
						To: 66-614										
600	2.69	1200	F	93%	1%	3%	1%	3%	0%	C	0.104	F	0.629	1200	F	2002
						From: 66-614										
						To: US 360 EAST										
600	0.10	1400	F	96%	1%	1%	0%	2%	0%	F	0.105	F	0.631	1400	F	2002
						From: US 360 WEST										
						To: 66-617										
600	1.60	660	F	96%	1%	1%	0%	2%	0%	C	0.116	F	0.563	660	F	2002
						From: 66-617										
						To: 66-618 NORTH										

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 Northumberland Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Northumberland County																
600	0.70	430	R			From: 66-618 NORTH					NA			NA		03/06/2002
600	0.20	310	R			From: 66-790					NA			NA		03/06/2002
601	1.40	9	R			To: Westmoreland Count Line					NA			NA		04/01/2002
601	0.70	10	R			From: Lancaster County Line					NA			NA		04/01/2002
601	4.70	340	R			From: 66-611 EAST					NA			NA		03/25/2002
601	1.10	40	R			To: 66-611 WEST					NA			NA		06/03/2002
601						From: US 360 WEST										
601						To: US 360 EAST										
601						From: Dead End										
602	1.00	140	R			From: 66-610					NA			NA		1999
602						To: Dead End										
Lancaster County																
603	0.04	NA				From: 51-615 East					NA			NA		
603						To: Northumberland Co Line										
Northumberland County																
603	3.10	90	R			From: 51-615 Lancaster County Line					NA			NA		04/03/2002
603	0.82	160	R			From: 66-642					NA			NA		04/03/2002
604	2.60	360	R			To: Road										
604	2.60	360	R			From: 66-600; 79-600					NA			NA		03/25/2002
604	1.80	130	R			To: 66-601 NORTH					NA			NA		03/25/2002
604	2.78	300	F	94%	5%	From: 66-601 SOUTH				C	0.123	F	0.541	300	F	2002
604	4.00	540	R			To: SR 201 NORTH										
604						From: SR 201 SOUTH										
604						To: US 360 SOUTH										
604						From: US 360 NORTH										
604	4.00	540	R			To: 66-640 SOUTH					NA			NA		06/10/2002
604	2.55	290	R			From: 66-640 NORTH					NA			NA		05/13/2002
604	0.94	120	R			To: 66-740					NA			NA		05/13/2002
604	0.11	20	R			From: 66-1220					NA			NA		05/13/2002
604	0.06	8	R			To: 66-1222					NA			NA		05/13/2002
604						From: 66-1221										
605	1.60	340	F	96%	0%	From: 51-615 Lancaster County Line				C	0.102	F	0.667	340	F	2002
605	1.25	180	R			To: SR 200					NA			NA		04/15/2002
605	5.08	110	R			From: 66-669 WEST					NA			NA		06/12/2002
605						To: Dead End										

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Northumberland County																
(606)	0.60	360	R			From: SR 200 Lancaster County Line					NA			NA		04/15/2002
(606)	1.50	310	R			From: 66-669					NA			NA		04/15/2002
(606)	0.65	40	R			From: 66-605 SOUTH 66-605 NORTH					NA			NA		04/29/2002
						To: Dead End										
Lancaster County																
(607)	0.04	770	F	98%	0%	2%	0%	0%	0%	F	0.086	F	0.507	770	F	2002
						From: SR 200										
						To: Northumberland County Line										
Northumberland County																
(607)	1.16	510	F	98%	0%	2%	0%	0%	0%	C	0.105	F	0.544	510	F	2002
						From: Lancaster County Line										
						To: 66-669 EAST										
(607)	1.10	230	R			From: 66-669 E; 66-725					NA			NA		04/15/2002
						To: Dead End										
(608)	2.19	1500	F	96%	0%	3%	0%	1%	0%	C	0.091	F	0.589	1500	F	2002
						From: SR 200										
(608)	1.50	100	R			From: 66-669 SOUTH					NA			NA		1999
						To: Dead End										
(609)	2.48	1200	F	96%	0%	3%	1%	1%	0%	C	0.091	F	0.521	1200	F	2002
						From: 66-615										
(609)	1.45	1900	F	95%	0%	3%	1%	1%	0%	C	0.086	F	0.594	1900	F	2002
						From: SR 200										
(609)	0.82	630	F	95%	0%	3%	1%	1%	0%	F	0.112	F	0.574	630	F	2002
						From: 66-665 WEST										
(609)	1.55	390	R			From: 66-665 EAST					NA			NA		04/29/2002
						To: 66-1010										
(609)	0.50	170	R			From: 66-1031					NA			NA		04/29/2002
						To: 66-1031										
(610)	1.30	950	F	97%	0%	2%	1%	1%	0%	C	0.089	F	0.578	950	F	2002
						From: 66-615										
(610)	1.10	340	R			From: 66-642					NA			NA		04/15/2002
						To: 66-748										
(610)	0.50	170	R			From: 66-748					NA			NA		04/15/2002
						To: 66-602										
(610)	0.70	48	R			From: 66-602					NA			NA		04/15/2002
						To: Dead End										
(611)	1.20	100	R			From: 79-600					NA			NA		04/01/2002
						To: 66-601 WEST										
(611)	1.80	6	R			From: 66-601 EAST					NA			NA		04/01/2002
						To: SR 201										
(612)	3.10	330	R			From: 66-600 Richmond County Line					NA			NA		03/25/2002
						To: US 360										
(612)	0.16	90	R			From: Future 66- 824					NA			NA		03/25/2002
						To: Future 66- 824										

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						2Axle	3+Axle	1Trail	2Trail							
Northumberland County																
612	0.31	180	R			From: Future 66- 824					NA			NA		06/03/2002
612	0.60	100	R			From: 66-613					NA			NA		06/03/2002
612	0.20	20	R			From: 0.60 ME 66-613					NA			NA		06/03/2002
						To: Dead End										
613	0.60	20	R			From: 66-612					NA			NA		06/03/2002
						To: Dead End										
614	2.99	580	F	94%	3%	From: 66-600				C	0.105	F	0.533	580	F	2002
						To: US 360 SOUTH										
614	1.30	1100	F	94%	1%	From: US 360 NORTH				C	0.088	F	0.578	1100	F	2002
614	1.01	830	F	94%	1%	From: 66-629 EAST				F	0.096	F	0.689	840	F	2002
614	0.20	460	R			From: 66-627 SOUTH					NA			NA		05/20/2002
614	0.80	260	R			From: 66-627 NORTH					NA			NA		05/20/2002
						To: Dead End										
616	0.39	700	R			From: 66-600 Richmond County Line					NA			NA		03/06/2002
						To: US 360										
617	1.70	650	F	96%	1%	From: 66-600				C	0.098	F	0.585	650	F	2002
617	1.30	700	F	96%	1%	From: 66-619 SOUTH				F	0.103	F	0.71	700	F	2002
						To: SR 202 SOUTH										
617	0.20	20	R			From: SR 202 MID					NA			NA		03/06/2002
						To: SR 202 NORTH										
617	1.10	230	R			From: SR 202 NORTH					NA			NA		03/06/2002
						To: Westmoreland County Line										
618	0.50	300	R			From: Richmond County Line					NA			NA		03/06/2002
						To: 66-600 SOUTH										
618	2.50	220	R			From: 66-600 NORTH					NA			NA		03/06/2002
						To: 66-617										
619	1.20	210	R			From: 66-618					NA			NA		03/06/2002
						To: 66-617 NORTH										
619	0.90	320	R			From: 66-617 SOUTH					NA			NA		03/06/2002
						To: SR 202										
620	1.50	160	R			From: 66-622					NA			NA		03/25/2002
						To: 66-621 SOUTH										
620	0.95	150	R			From: 66-621 NORTH					NA			NA		03/25/2002
						To: 66-724										
620	0.05	30	R			From: 66-724					NA			NA		03/25/2002
						To: Dead End										

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						2Axle	3+Axle	1Trail	2Trail									
Northumberland County																		
621	3.07	240	F	89%	0%	6%	1%	4%	0%	C	0.123	F	0.643	240	F	2002		
				From:	SR 202													
				To:	Dead End													
622	0.85	480	F	96%	1%	2%	1%	0%	0%	C	0.11	F	0.566	480	F	2002		
				From:	66-712													
622	1.80	280	F	96%	1%	2%	1%	0%	0%	F	0.108	F	0.661	280	F	2002		
				From:	66-620													
				To:	Dead End													
623	1.50	230	R								NA		NA			05/20/2002		
				From:	66-624													
				To:	Dead End													
624	1.30	1300	F	94%	1%	4%	1%	1%	0%	C	0.09	F	0.504	1300	F	2002		
				From:	US 360													
624	2.70	880	F	94%	1%	4%	1%	1%	0%	F	0.089	F	0.509	880	F	2002		
				From:	66-623													
624	1.98	260	F	94%	1%	4%	1%	1%	0%	F	0.110	F	0.581	260	F	2002		
				From:	66-625													
624	0.90	40	F	94%	1%	4%	1%	1%	0%	F	0.170	F	0.75	40	F	2002		
				From:	Begin Loop													
				To:	End Loop													
625	0.65	270	R								NA		NA			05/20/2002		
				From:	66-624													
625	1.05	80	R								NA		NA			05/20/2002		
				From:	66-742													
				To:	Dead End													
626	1.20	160	R								NA		NA			05/20/2002		
				From:	US 360													
				To:	Dead End													
627	0.50	100	R								NA		NA			05/20/2002		
				From:	Dead End													
627	0.80	130	R								NA		NA			05/20/2002		
				From:	66-728													
				To:	66-614 NORTH													
				From:	66-614 SOUTH													
627	0.90	660	R								NA		NA			05/20/2002		
				From:	66-685													
627	0.10	290	R								NA		NA			05/20/2002		
				From:	66-629													
				To:	Dead End													
628	0.70	120	R								NA		NA			05/20/2002		
				From:	Dead End													
629	0.15	80	R								NA		NA			05/20/2002		
				From:	Dead End													
629	1.14	280	R								NA		NA			05/20/2002		
				From:	66-840													
				To:	66-614 WEST													
				From:	66-614 EAST													
629	0.43	230	R								NA		NA			05/20/2002		
				From:	66-628													
629	0.40	70	R								NA		NA			06/03/2002		
				From:	66-628													
				To:	Bundick Ferry													
629	1.70	110	R								NA		NA			06/03/2002		
				From:	66-634													
629	0.90	330	R								NA		NA			06/03/2002		
				From:	66-634													
				To:	66-630 SOUTH													

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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								
Northumberland County																	
629	2.30	260	R			From: 66-630 NORTH					NA			NA		06/10/2002	
						To: 66-636 NORTH											
629	0.80	210	R			From: 66-636 SOUTH					NA			NA		06/10/2002	
						To: 66-713											
629	0.10	60	R			From: Dead End					NA			NA		06/10/2002	
						To: US 360											
630	2.00	780	F	95%	1%	2%	0%	2%	0%	C	0.099	F	0.571	780	F	2002	
						From: 66-629 NORTH					NA			NA		06/03/2002	
630	0.75	30	R			From: 66-791					NA			NA		06/03/2002	
						To: Dead End											
						From: 66-630					NA			NA		06/03/2002	
631	0.30	20	R			From: 66-691					NA			NA		06/03/2002	
						To: Dead End											
						From: US 360					NA			NA		03/25/2002	
632	1.00	360	R			To: Dead End											
						From: Dead End					NA			NA		03/25/2002	
633	0.40	49	R			To: 66-614											
						From: US 360					C	0.107	F	0.548	360	F	2002
634	1.87	360	F	95%	1%	2%	2%	1%	0%	C	0.107	F	0.548	360	F	2002	
						From: 66-629					NA			NA		1999	
634	0.48	60	R			To: 66-789											
						From: 66-636					NA			NA		06/12/2002	
635	1.08	160	R			To: Dead End											
						From: US 360					NA			NA		06/10/2002	
636	0.20	850	R			To: 66-694											
636	2.40	580	R			From: 66-629 NORTH					NA			NA		06/12/2002	
636	0.70	380	R			To: 66-635					NA			NA		06/12/2002	
636	1.23	90	R			From: 66-836											
						To: 66-604					NA			NA		06/10/2002	
637	1.10	110	R			From: 66-636											
						To: 66-604					NA			NA		03/25/2002	
638	2.40	30	R			From: 66-612											
						To: Dead End					NA			NA		04/01/2002	
639	0.46	49	R			From: 66-1210					NA			NA		04/01/2002	
639	1.04	190	R			To: US 360											

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						2Axle	3+Axle	1Trail	2Trail							
Northumberland County																
640	1.40	110	R			From: Dead End					NA			NA		05/08/2002
						To: US 360 WEST										
640	1.50	1100	R			From: US 360 EAST					NA			NA		05/08/2002
						To: 66-604 NORTH										
640	2.55	430	R			From: 66-706					NA			NA		05/08/2002
						To: 66-777										
640	1.35	200	R			From: 66-777					NA			NA		06/12/2002
						To: Dead End										
641	0.70	410	R			From: Dead End					NA			NA		1999
						To: SR 200										
642	1.20	750	F	97%	0%	1%	1%	1%	0%	F	0.091	F	0.525	750	F	2002
						To: 66-603										
642	1.59	870	F	97%	0%	1%	1%	1%	0%	C	0.089	F	0.556	870	F	2002
						To: SR 201										
643	0.70	80	R			From: 66-644					NA			NA		1999
						To: Dead End										
644	0.43	660	F	94%	1%	3%	0%	2%	0%	F	0.114	F	0.542	660	F	2002
						To: US 360 EAST										
644	0.50	130	F	94%	3%	2%	1%	1%	0%	F	0.103	F	0.563	130	F	2002
						To: 66-657										
644	1.80	300	F	94%	3%	2%	1%	1%	0%	F	0.104	F	0.557	300	F	2002
						To: 66-652 WEST										
644	0.60	700	F	94%	3%	2%	1%	1%	0%	C	0.093	F	0.591	700	F	2002
						To: 66-651										
644	0.94	430	F	94%	3%	2%	1%	1%	0%	F	0.095	F	0.565	430	F	2002
						To: Sunnybank Ferry										
644	1.57	300	F	94%	3%	2%	1%	1%	0%	F	0.104	F	0.507	300	F	2002
						To: 66-649 EAST										
644	0.30	630	F	94%	3%	2%	1%	1%	0%	F	0.091	F	0.519	630	F	2002
						To: 66-649 WEST										
644	1.39	810	F	94%	3%	2%	1%	1%	0%	F	0.089	F	0.635	810	F	2002
						To: 66-643										
644	3.62	1200	F	94%	3%	2%	1%	1%	0%	F	0.086	F	0.658	1200	F	2002
						To: US 360 WEST										
645	1.05	70	R			From: 66-644 SOUTH					NA			NA		05/13/2002
						To: 66-644 NORTH										
646	1.40	250	R			From: 66-640					NA			NA		05/13/2002
						To: 66-645										
646	1.88	140	R			From: 66-645					NA			NA		05/08/2002
						To: US 360 WEST										
646	1.00	260	F	96%	1%	2%	0%	1%	0%	F	0.120	F	0.643	260	F	2002
						To: US 360 EAST										
646	2.00	70	F	96%	1%	2%	0%	1%	0%	F	0.126	F	0.5	70	F	2002
						To: 66-715										
646						To: US 360 NORTH										

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						2Axle	3+Axle	1Trail	2Trail								
Northumberland County																	
646	0.10	860	F	96%	1%	2%	0%	1%	0%	F	0.093	F	0.545	860	F	2002	
				From:	US 360 SOUTH												
				To:	66-702												
646	2.00	870	F	96%	1%	2%	0%	1%	0%	C	0.089	F	0.506	880	F	2002	
				From:	66-662												
				To:	66-660												
646	0.70	200	F	96%	1%	2%	0%	1%	0%	F	0.149	F	0.689	200	F	2002	
				From:	66-660												
				To:	Dead End												
646	0.30	40	R								NA		NA			05/08/2002	
				From:	US 360												
				To:	Dead End												
647	1.05	670	R								NA		NA			05/08/2002	
				From:	66-769												
				To:	Dead End												
647	0.95	220	R								NA		NA			05/08/2002	
				From:	Dead End												
				To:	Dead End												
648	0.80	150	R								NA		NA			1999	
				From:	66-644												
				To:	Dead End												
649	1.10	210	R								NA		NA			05/13/2002	
				From:	66-644 WEST												
				To:	66-644 EAST												
649	2.40	170	R								NA		NA			05/13/2002	
				From:	Dead End												
				To:	Dead End												
650	0.27	80	R								NA		NA			05/08/2002	
				From:	66-774												
				To:	66-644												
650	0.50	180	R								NA		NA			05/08/2002	
				From:	66-644												
				To:	Dead End												
650	0.47	110	R								NA		NA			05/08/2002	
				From:	66-644												
				To:	Dead End												
651	1.00	270	R								NA		NA			05/08/2002	
				From:	66-644												
				To:	Dead End												
652	0.22	920	F	93%	2%	3%	1%	1%	0%	C	0.094	F	0.607	920	F	2002	
				From:	US 360												
				To:	66-703												
652	1.00	970	F	93%	2%	3%	1%	1%	0%	F	0.081	F	0.543	970	F	2002	
				From:	66-644 WEST												
				To:	66-644 EAST												
652	0.50	140	R								NA		NA			1999	
				From:	66-802												
				To:	Dead End												
653	1.85	220	R								NA		NA			05/08/2002	
				From:	66-646												
				To:	US 360												
653	0.40	330	R								NA		NA			05/08/2002	
				From:	Dead End												
				To:	66-646												
654	1.33	160	R								NA		NA			1999	
				From:	Dead End												
				To:	66-646												
655	0.40	130	R								NA		NA			05/06/2002	
				From:	Dead End												
				To:	66-726												
656	1.40	210	R								NA		NA			05/08/2002	
				From:	66-646												
				To:	Dead End												

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						2Axle	3+Axle	1Trail	2Trail							
Northumberland County																
(657)	0.20	20	R			From: Dead End					NA			NA		05/06/2002
(657)	1.27	460	F	94%	1%	To: 66-677				F	0.097	F	0.543	460	F	2002
(657)	1.57	1700	F	94%	1%	From: 66-659				C	0.102	F	0.611	1700	F	2002
(657)	0.10	2300	F	94%	1%	To: 66-644				F	0.091	F	0.589	2300	F	2002
(658)	0.60	270	R			From: US 360										
(658)	0.60	270	R			To: Dead End					NA			NA		1999
(658)	0.80	480	R			From: 66-657 SOUTH										
(658)	0.80	480	R			To: 66-657 NORTH					NA			NA		1999
(659)	0.64	630	R			From: Dead End					NA			NA		05/06/2002
(660)	0.30	220	R			To: 66-646										
(660)	0.30	220	R			From: 66-646					NA			NA		1999
(661)	0.18	220	R			To: Dead End					NA			NA		1999
(662)	0.50	20	F	87%	0%	From: 66-646				C	0.25	F	0.6	20	F	2002
(663)	0.55	130	R			To: Dead End										
(663)	0.55	130	R			From: 66-810					NA			NA		05/08/2002
(663)	0.65	310	R			To: 66-699					NA			NA		05/08/2002
(664)	0.30	120	R			From: 66-665					NA			NA		1999
(664)	0.15	60	R			To: 0.30 ME 66-665					NA			NA		1999
(665)	0.86	170	R			From: Dead End					NA			NA		04/29/2002
(665)	1.90	460	F	97%	0%	To: 66-609 EAST				C	0.113	F	0.577	460	F	2002
(665)	0.60	120	R			From: 66-609 WEST										
(665)	0.60	120	R			To: 66-664					NA			NA		05/06/2002
(666)	1.61	360	R			From: Dead End										
(666)	1.61	360	R			To: 66-665					NA			NA		05/06/2002
(666)	0.45	110	R			From: 66-731					NA			NA		05/16/2002
(667)	1.21	530	R			To: Dead End										
(667)	1.21	530	R			From: 66-609					NA			NA		1999
(667)	0.65	110	R			To: 66-798					NA			NA		1999
(667)	0.65	110	R			From: Dead End										

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						2Axle	3+Axle	1Trail	2Trail							
Northumberland County																
668	1.64	100	R			From: Dead End					NA			NA		1999
						To: 66-609										
669	0.51	120	R			From: Dead End					NA			NA		04/15/2002
						To: 66-676										
669	0.65	220	R			From: 66-672					NA			NA		04/15/2002
						To: 66-672										
669	0.25	380	F	96%	0%	3%	0%	1%	0%	F	0.100	F	0.531	380	F	2002
						To: 66-1115										
669	0.81	1100	F	96%	0%	3%	0%	1%	0%	C	0.107	F	0.598	1100	F	2002
						From: 66-608 SOUTH										
						To: 66-608 NORTH										
669	0.40	400	R			From: 66-671					NA			NA		04/15/2002
						To: 66-607 EAST; 66-725										
669	0.70	240	R			From: 66-607 WEST					NA			NA		04/15/2002
						To: 66-606 EAST										
669	2.50	190	R			From: 66-606 WEST					NA			NA		04/15/2002
						To: 66-605										
669	1.30	80	R			From: Dead End					NA			NA		04/15/2002
						To: 66-735										
670	0.20	40	R			From: 66-605					NA			NA		04/15/2002
						To: 66-669										
670	0.60	160	R			From: 66-705					NA			NA		04/15/2002
						To: Dead End										
671	0.65	240	R			From: 66-1122					NA			NA		04/15/2002
						To: 66-669										
672	0.80	230	R			From: 66-644					NA			NA		1999
						To: Dead End										
673	0.87	180	R			From: Dead End					NA			NA		1999
						To: US 360										
674	1.00	220	R			From: 66-621					NA			NA		03/25/2002
						To: SR 202										
675	0.20	260	R			From: Dead End					NA			NA		03/25/2002
						To: 66-1121										
676	0.10	20	R			From: 66-669					NA			NA		1999
						To: Begin Loop										
676	0.40	90	R			From: End Loop					NA			NA		1999
						To: 66-657										

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						2Axle	3+Axle	1Trail	2Trail							
Northumberland County																
(678)	1.97	200	R			From: 66-609					NA		NA			04/03/2002
						To: SR 200										
(679)	1.15	70	R			From: SR 200 SOUTH					NA		NA			04/03/2002
						To: SR 200 SOUTH MID										
(679)	1.60	20	R			From: SR 200 NORTH MID					NA		NA			04/03/2002
						To: 66-605										
(679)	1.45	180	R			From: 66-605					NA		NA			04/03/2002
						To: SR 200 NORTH										
(680)	1.00	20	R			From: 66-624					NA		NA			1999
						To: Dead End										
(681)	0.75	47	R			From: Dead End					NA		NA			1999
						To: SR 201										
(682)	0.80	20	R			From: Dead End					NA		NA			1999
						To: 66-601										
(683)	0.90	30	R			From: 66-646					NA		NA			05/08/2002
						To: 66-646										
(684)	0.52	110	R			From: Dead End					NA		NA			1999
						To: 66-659										
(685)	0.40	60	R			From: 66-627					NA		NA			05/20/2002
						To: Dead End										
(686)	0.47	100	R			From: Dead End					NA		NA			1999
						To: 66-665										
(687)	0.35	30	R			From: 66-649					NA		NA			1999
						To: 66-772										
(688)	0.60	20	R			From: 51-615 Lancaster County Line					NA		NA			04/03/2002
						To: Dead End										
(689)	0.43	50	R			From: Dead End					NA		NA			03/25/2002
						To: US 360										
(690)	0.60	140	R			From: 66-669					NA		NA			1999
						To: Dead End										
(691)	0.40	70	R			From: 66-631					NA		NA			1999
						To: Dead End										
(692)	0.22	70	R			From: Begin Loop					NA		NA			05/06/2002
						To: End Loop										
(692)	0.08	90	R			From: End Loop					NA		NA			05/06/2002
						To: 66-657										
(693)	0.30	20	R			From: 66-606					NA		NA			04/29/2002
						To: 0.30 ME 66-606										
(693)	0.40	20	R			From: 0.30 ME 66-606					NA		NA			04/29/2002
						To: Dead End										

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						2Axle	3+Axle	1Trail	2Trail								
Northumberland County																	
694	0.20	680	R								NA		NA			1999	
				From:	66-604												
				To:	66-636												
695	0.50	780	R								NA		NA			1999	
				From:	US 360												
				To:	66-640												
696	0.35	30	R								NA		NA			04/29/2002	
				From:	66-605												
				To:	66-767												
697	0.25	160	R								NA		NA			1999	
				From:	66-626												
				To:	Dead End												
698	0.75	160	R								NA		NA			04/01/2002	
				From:	Dead End												
				To:	US 360												
699	0.28	50	R								NA		NA			05/08/2002	
				From:	SR 200 SOUTH												
				To:	SR 200 MID												
699	0.74	190	R								NA		NA			05/08/2002	
				From:	SR 200 NORTH												
				To:	SR 200 NORTH												
700	0.06	40	R								NA		NA			05/06/2002	
				From:	Dead End												
				To:	66-760												
700	0.13	150	R								NA		NA			05/06/2002	
				From:	66-714												
				To:	66-657												
700	0.29	200	R								NA		NA			05/06/2002	
				From:	66-714												
				To:	66-657												
701	0.20	60	R								NA		NA			1999	
				From:	Dead End												
				To:	66-711												
702	0.10	380	F	95%	1%	2%	0%	2%	0%	C	0.119	F	0.5	380	F	2002	
				From:	66-646												
				To:	US 360												
703	0.42	140	F	96%	0%	3%	0%	2%	0%	C	0.130	F	0.611	140	F	2002	
				From:	US 360												
				To:	66-652												
704	0.35	20	R								NA		NA			06/10/2002	
				From:	66-636												
				To:	Dead End												
705	0.41	40	R								NA		NA			1999	
				From:	66-671												
				To:	Dead End												
706	0.80	60	R								NA		NA			06/12/2002	
				From:	66-640												
706	0.10	50	R								NA		NA			06/12/2002	
				From:	0.80 MN 66-640												
				To:	Dead End												
707	1.50	170	R								NA		NA			04/01/2002	
				From:	Dead End												
				To:	US 360; 66-752												
708	0.65	180	R								NA		NA			03/06/2002	
				From:	66-617												
				To:	Dead End												
709	0.91	120	R								NA		NA			05/20/2002	
				From:	66-624												
				To:	Dead End												

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						2Axle	3+Axle	1Trail	2Trail							
Northumberland County																
(710)	0.30	10	R			From: Dead End To: 66-665					NA			NA		05/06/2002
(711)	2.49	90	R			From: US 360 SOUTH To: US 360 NORTH					NA			NA		03/06/2002
(712)	0.76	1300	F	93%	1%	3%	1%	2%	0%	C	0.108	F	0.567	1300	F	2002
(712)	1.50	250	R			From: 66-622 To: Dead End					NA			NA		03/25/2002
(713)	0.40	70	R			From: 66-629 To: Dead End					NA			NA		1999
(714)	0.08	140	R			From: 66-644 To: 66-700					NA			NA		05/06/2002
(715)	0.80	80	R			From: Dead End To: 66-646					NA			NA		1999
(716)	0.55	90	R			From: Dead End To: 66-671					NA			NA		1999
(717)	0.26	70	R			From: 66-640 To: 66-756					NA			NA		06/12/2002
(717)	0.34	50	R			From: 66-756 To: Dead End					NA			NA		06/12/2002
(718)	0.58	20	R			From: Dead End To: 66-665					NA			NA		04/29/2002
(719)	0.30	20	R			From: 66-620 To: Dead End					NA			NA		03/25/2002
(720)	0.65	40	R			From: 66-630 To: Dead End					NA			NA		06/03/2002
(721)	0.75	260	R			From: Dead End To: 66-604					NA			NA		04/01/2002
(722)	0.35	450	R			From: 66-799 To: US 360					NA			NA		05/06/2002
(723)	0.06	150	R			From: Dead End To: SR 200					NA			NA		1986
(724)	0.49	120	R			From: 66-620 To: Dead End					NA			NA		03/25/2002
(725)	0.30	50	R			From: 66-607; 66-669 To: Dead End					NA			NA		04/15/2002
(726)	0.53	140	R			From: US 360 SOUTH To: US 360 NORTH					NA			NA		05/06/2002

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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							
Northumberland County																
(727)	0.04	50	R			From: 66-609					NA		NA			04/29/2002
						To: 66-665										
(728)	0.09	30	R			From: Dead End					NA		NA			05/20/2002
						To: 66-627										
(729)	0.23	280	R			From: Dead End					NA		NA			1999
						To: US 360										
(730)	0.30	100	R			From: 66-609					NA		NA			1999
						To: Dead End										
(731)	0.13	46	R			From: Dead End					NA		NA			05/06/2002
						To: 66-666										
(732)	0.65	60	R			From: 66-712					NA		NA			1999
						To: Dead End										
(733)	0.07	20	R			From: Lancaster County Line					NA		NA			1999
						To: Dead End										
(734)	0.55	200	R			From: 66-647					NA		NA			1999
						To: Dead End										
(735)	0.20	8	R			From: 66-670					NA		NA			1999
						To: Dead End										
(736)	0.50	150	R			From: Dead End					NA		NA			1999
						To: 66-644										
(737)	0.30	60	R			From: Dead End					NA		NA			1999
						To: 66-646										
(738)	0.45	10	R			From: Dead End					NA		NA			1999
						To: 66-612										
(739)	0.38	2	R			From: 66-649					NA		NA			05/13/2002
						To: Dead End										
(740)	1.00	80	R			From: 66-604					NA		NA			1999
						To: Dead End										
(741)	0.40	20	R			From: Dead End					NA		NA			05/08/2002
						To: 66-646										
(742)	0.19	60	R			From: Dead End					NA		NA			05/20/2002
						To: 66-625										
(743)	0.21	40	R			From: 66-600					NA		NA			1999
						To: Dead End										
(744)	0.90	180	R			From: Dead End					NA		NA			03/25/2002
						To: 66-614										
(744)	0.27	80	R			From: 66-614					NA		NA			03/25/2002
						To: 0.27 MN 66-614										

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						2Axle	3+Axle	1Trail	2Trail							
Northumberland County																
(744)	0.11	60	R			From: 0.27 MN 66-614					NA		NA			03/25/2002
						To: Dead End										
(745)	1.00	80	R			From: Dead End					NA		NA			1999
						To: 66-624										
(746)	0.25	100	R			From: Dead End					NA		NA			1999
						To: 66-657										
(747)	0.25	20	R			From: 66-665					NA		NA			05/06/2002
						To: Dead End										
(748)	0.90	60	R			From: 66-610					NA		NA			1999
						To: Dead End										
(749)	0.50	80	R			From: 66-618					NA		NA			03/06/2002
						To: 0.50 MN 66-618										
(749)	0.30	40	R			From: 66-618					NA		NA			03/06/2002
						To: Dead End										
(750)	0.08	110	R			From: US 360					NA		NA			1999
						To: Dead End										
(751)	0.85	530	R			From: 66-629					NA		NA			06/10/2002
						To: 66-1403										
(751)	1.26	210	R			From: 66-1411 SOUTH					NA		NA			06/10/2002
						To: 66-1411 NORTH										
(751)	0.09	120	R			From: 66-1411 NORTH					NA		NA			06/10/2002
						To: 66-1402 SOUTH										
(751)	0.07	120	R			From: 66-1402 SOUTH					NA		NA			06/10/2002
						To: 66-1402 NORTH										
(751)	0.21	120	R			From: 66-1402 NORTH					NA		NA			06/10/2002
						To: 66-1401										
(752)	0.40	30	R			From: US 360; 66-707					NA		NA			1999
						To: US 360										
(753)	0.30	220	R			From: Dead End					NA		NA			1999
						To: SR 200										
(754)	0.10	47	R			From: Dead End					NA		NA			1999
						To: 66-722										
(755)	0.52	50	R			From: 66-624					NA		NA			1999
						To: Dead End										
(756)	0.40	10	R			From: Dead End					NA		NA			06/12/2002
						To: 66-717										
(757)	0.30	100	R			From: 66-600 Richmond County Line					NA		NA			1999
						To: Dead End										

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						2Axle	3+Axle	1Trail	2Trail							
Northumberland County																
(758)	0.05	270	R			From: US 360					NA		NA			03/25/2002
(758)	0.15	200	R			From: 66-793					NA		NA			03/25/2002
						To: Dead End										
(759)	0.40	30	R			From: Dead End					NA		NA			1999
						To: 66-624										
(760)	0.10	150	R			From: Dead End					NA		NA			1999
						To: 66-700										
(761)	0.61	60	R			From: Dead End					NA		NA			1999
(761)	0.15	110	R			From: 0.61 ME Dead End					NA		NA			1999
						To: 66-665										
(762)	0.12	10	R			From: Dead End					NA		NA			1999
						To: 66-621										
(763)	0.48	47	R			From: 66-669					NA		NA			04/15/2002
						To: Dead End										
(764)	0.27	50	R			From: 66-685					NA		NA			1999
						To: Dead End										
(765)	0.16	20	R			From: 66-622					NA		NA			1999
						To: Dead End										
(766)	0.50	60	R			From: 66-669					NA		NA			04/15/2002
						To: Dead End										
(767)	0.15	8	R			From: Dead End					NA		NA			04/29/2002
(767)	0.10	20	R			To: 66-696					NA		NA			04/29/2002
(767)	0.10	20	R			From: 66-773					NA		NA			04/29/2002
						To: Dead End										
(768)	0.10	6	R			From: 66-711					NA		NA			03/06/2002
						To: Dead End										
(769)	0.62	150	R			From: 66-647					NA		NA			1999
						To: Dead End										
(770)	0.18	170	R			From: 66-646					NA		NA			1999
						To: Dead End										
(771)	0.75	10	R			From: Dead End					NA		NA			04/29/2002
						To: 66-605										
(772)	0.50	30	R			From: 66-687					NA		NA			1999
						To: Dead End										
(773)	0.20	2	R			From: 66-767					NA		NA			04/29/2002
						To: Dead End										

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						2Axle	3+Axle	1Trail	2Trail							
Northumberland County																
(774)	0.28	140	R			From: 66-650					NA		NA			1999
						To: Dead End										
(775)	0.08	100	R			From: US 360					NA		NA			1999
						To: Dead End										
(776)	0.25	30	R			From: 66-636					NA		NA			06/10/2002
						To: Dead End										
(777)	0.16	47	R			From: Dead End					NA		NA			1999
						To: 66-640										
(779)	0.25	20	R			From: 66-601					NA		NA			1999
						To: Dead End										
(780)	0.14	90	R			From: Dead End					NA		NA			1999
						To: 66-679										
(781)	0.82	90	R			From: 66-624					NA		NA			1999
						To: Cul-de-Sac										
(782)	0.20	120	R			From: SR 202					NA		NA			1986
						To: Dead End										
(783)	0.10	10	R			From: Dead End					NA		NA			1999
						To: 66-646										
(784)	0.36	90	R			From: 66-614					NA		NA			1999
						To: Dead End										
(785)	1.16	90	R			From: 66-624					NA		NA			1999
						To: 66-786										
(786)	0.39	70	R			From: 66-785					NA		NA			1999
						To: 66-787										
(787)	0.06	10	R			From: 66-786					NA		NA			1999
						To: Dead End										
(788)	0.30	50	R			From: 66-712					NA		NA			1999
						To: Dead End										
(789)	0.15	40	R			From: 66-634					NA		NA			06/03/2002
						To: Dead End										
(790)	0.30	210	R			From: Westmoreland County Line					NA		NA			03/06/2002
						To: 66-600										
(791)	0.50	30	R			From: 66-630					NA		NA			1999
						To: Dead End										
(792)	0.17	50	R			From: 66-605					NA		NA			1999
						To: Dead End										
(793)	0.18	230	R			From: 66-712					NA		NA			1999
						To: 66-758										

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						2Axle	3+Axle	1Trail	2Trail							
Northumberland County																
(794)	0.72	50	R			From: 66-635					NA		NA			1999
						To: Dead End										
(795)	0.43	80	R			From: 79-600 Richmond County Line					NA		NA			1986
						To: Dead End										
(796)	0.13	30	R			From: 66-609					NA		NA			1999
						To: Dead End										
(797)	0.22	20	R			From: 66-644					NA		NA			1999
						To: Dead End										
(798)	0.85	90	R			From: 66-667					NA		NA			1999
						To: Dead End										
(799)	0.12	260	R			From: 66-801					NA		NA			05/06/2002
						To: 66-722										
(799)	0.07	210	R			From: 66-722					NA		NA			05/06/2002
						To: US 360										
(800)	0.89	100	R			From: 66-644					NA		NA			1999
						To: 66-806										
(800)	0.25	20	R			From: 66-806					NA		NA			1999
						To: Cul-de-Sac										
(801)	0.29	170	R			From: Dead End					NA		NA			1999
						To: 66-799										
(802)	1.72	90	R			From: 66-652					NA		NA			1999
						To: 66-803										
(803)	0.11	20	R			From: Dead End					NA		NA			1999
						To: 0.06 ME 66-802										
(804)	0.07	10	R			From: Dead End					NA		NA			1999
						To: 66-669										
(805)	0.62	70	R			From: 66-652					NA		NA			1999
						To: Cul-de-Sac										
(806)	0.21	50	R			From: Cul-de-Sac					NA		NA			05/13/2002
						To: 66-800										
(807)	0.45	30	R			From: 66-666					NA		NA			05/06/2002
						To: 66-666										
(808)	0.08	20	R			From: Cul-de-Sac					NA		NA			05/06/2002
						To: 66-807										
(809)	0.74	NA				From: 66-00652(B)/					NA		NA			
						To: Dead End/										
(810)	0.70	110	R			From: Dead End					NA		NA			05/08/2002
						To: 66-663										

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						2Axle	3+Axle	1Trail	2Trail							
Northumberland County																
(811)	0.11	40	R			From: 66-810					NA		NA			05/08/2002
						To: Cul-de-Sac										
(812)	1.38	50	R			From: 66-604					NA		NA			06/03/2002
						To: Dead End										
(815)	0.06	120	R			From: US 360					NA		NA			05/06/2002
						To: 66-644										
(818)	0.32	30	R			From: 66-618					NA		NA			03/06/2002
						To: Dead End										
(820)	1.34	140	R			From: Dead End					NA		NA			05/20/2002
						To: 66-624										
(824)	0.05	40	R			From: US 360					NA		NA			06/03/2002
						To: 66-613										
(830)	0.41	80	R			From: Dead End					NA		NA			04/29/2002
						To: 66-609										
(835)	0.60	80	R			From: Dead End					NA		NA			05/13/2002
						To: 66-649										
(836)	0.55	20	R			From: Cul-de-Sac					NA		NA			06/12/2002
						To: 0.13 ME 66-636										
(837)	0.12	20	R			From: Cul-de-Sac					NA		NA			1999
						To: 66-836										
(840)	0.25	80	R			From: 66-629					NA		NA			05/20/2002
						To: Dead End										
(841)	0.14	60	R			From: Cul-de-Sac					NA		NA			05/20/2002
						To: 66-840										
(842) Kingscote Drive	0.66	NA				From: 66-625					NA		NA			
						To: Cul-de-Sac										
(845)	0.24	40	R			From: 66-629					NA		NA			06/03/2002
						To: Cul-de-Sac										
(1001)	0.02	400	R			From: 66-1002					NA		NA			1999
						To: 66-1004										
(1001)	0.12	110	R			From: US 360					NA		NA			1999
						To: US 360										
(1002)	0.04	810	R			From: US 360 SOUTH					NA		NA			1999
						To: Dead End; Gap Terminus										
(1002)	0.03	80	R			From: 66-1001					NA		NA			1999
						To: 66-1003										
(1002)	0.02	530	R			From: US 360 NORTH					NA		NA			1999
						To: US 360 NORTH										

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						2Axle	3+Axle	1Trail	2Trail							
Northumberland County																
1003	0.03	140	R			From: 66-1002					NA		NA			1999
						To: US 360										
1004	0.06	270	R			From: Dead End					NA		NA			1999
						To: 66-1001										
Town of Kilmarnock																
1005	0.05	440	R			From: SR 200 Lancaster Cy					NA		NA			1999
						To: 66-1016										
1005	0.14	40	R			From: Dead End					NA		NA			1999
						To: Dead End										
Northumberland County																
1006	0.32	60	R			From: SR 200					NA		NA			05/06/2002
						To: 66-1007										
1006	0.26	30	R			From: Cul-de-Sac					NA		NA			05/06/2002
						To: Cul-de-Sac										
1007	0.22	49	R			From: Cul-de-Sac					NA		NA			1999
						To: 66-1006										
1008	0.34	30	R			From: SR 200					NA		NA			1999
						To: Cul-de-Sac										
1010	0.31	170	R			From: 66-609					NA		NA			04/29/2002
						To: 66-1011										
1010	0.15	120	R			From: 66-1012					NA		NA			04/29/2002
						To: Cul-de-Sac										
1010	0.28	60	R			From: Cul-de-Sac					NA		NA			04/29/2002
						To: 66-1010										
1011	0.08	30	R			From: 66-1010					NA		NA			04/29/2002
						To: Cul-de-Sac										
1012	0.08	30	R			From: Cul-de-Sac					NA		NA			04/29/2002
						To: 66-1010										
Town of Kilmarnock																
1014	0.06	80	R			From: SR 200 Lancaster Cy					NA		NA			1999
						To: 66-1015										
1015	0.07	40	R			From: 66-1017					NA		NA			1999
						To: 66-1014										
1016	0.14	580	R			From: Lancaster County Line					NA		NA			1999
						To: 66-1005										
1017	0.06	60	R			From: SR 200 Lancaster Cy					NA		NA			04/03/2002
						To: 66-1015										
Northumberland County																
1020	0.17	180	R			From: SR 200					NA		NA			04/29/2002
						To: Dead End										
1023	0.20	30	R			From: 66-1024					NA		NA			1999
						To: 66-605										

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						2Axle	3+Axle	1Trail	2Trail							
Northumberland County																
(1024)	0.34	30	R			From: Cul-de-Sac					NA		NA			1999
						To: 66-1023										
(1025)	1.67	140	R			From: 66-608					NA		NA			1999
						To: Dead End										
(1026)	0.17	4500	R			From: 66-1025; 66-1027					NA		NA			04/03/2002
						To: Cul-de-Sac										
(1027)	0.32	20	R			From: Dead End					NA		NA			04/03/2002
						To: 66-1025; 66-1026										
(1028)	0.10	40	R			From: 66-1025					NA		NA			04/03/2002
						To: Dead End										
(1029)	0.14	20	R			From: 66-1025					NA		NA			04/03/2002
						To: Cul-de-Sac										
(1030)	0.03	10	R			From: Cul-de-Sac					NA		NA			04/29/2002
						To: 66-1032										
(1030)	0.09	20	R			From: 66-1032					NA		NA			04/29/2002
						To: 66-609										
(1031)	0.07	48	R			From: Cul-de-Sac					NA		NA			04/29/2002
						To: 66-1032										
(1031)	0.08	40	R			From: 66-1032					NA		NA			04/29/2002
						To: 66-609										
(1031)	0.07	20	R			From: 66-609					NA		NA			04/29/2002
						To: Cul-de-Sac										
(1032)	0.20	20	R			From: 66-1030					NA		NA			04/29/2002
						To: 66-1031										
(1035)	0.40	1800	R			From: 66-669					NA		NA			04/13/2002
						To: Cul-de-Sac										
(1038)	0.16	80	R			From: Dead End					NA		NA			04/29/2002
						To: 66-668										
(1039)	0.13	50	R			From: Cul-de-Sac					NA		NA			04/29/2002
						To: 66-1038										
(1040)	0.04	30	R			From: Cul-de-Sac					NA		NA			04/29/2002
						To: 66-1010										
(1041)	0.03	20	R			From: Cul-de-Sac					NA		NA			04/29/2002
						To: 66-1010										
(1042)	0.10	20	R			From: Cul-de-Sac					NA		NA			04/29/2002
						To: 66-1010										
(1050)	0.27	90	R			From: 66-1051					NA		NA			05/13/2002
						To: 66-644										

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						2Axle	3+Axle	1Trail	2Trail							
Northumberland County																
(1051)	0.29	60	R			From: Cul-de-Sac					NA			NA		05/13/2002
						To: Cul-de-Sac										
(1052)	0.16	NA				From: 66-00644(B)/					NA			NA		
						To: 66-01053(B)/										
(1053)	0.17	NA				From: Cul-de-Sac/					NA			NA		
						To: Cul-de-Sac/										
(1060)	0.80	90	R			From: 66-604					NA			NA		1999
						To: Cul-de-Sac										
(1061)	0.30	30	R			From: 66-1060					NA			NA		1999
						To: Cul-de-Sac										
(1062)	0.44	40	R			From: 66-1060					NA			NA		1999
						To: Cul-de-Sac										
(1070)	0.09	60	R			From: 66-604					NA			NA		1999
						To: 66-1071										
(1071)	0.72	40	R			From: Cul-de-Sac					NA			NA		1999
						To: 66-1070										
(1071)	0.30	10	R			From: Cul-de-Sac					NA			NA		1999
						To: Cul-de-Sac										
(1080)	0.70	6	R			From: 66-665					NA			NA		1999
						To: 66-1081										
(1081)	0.17	6	R			From: 66-1080					NA			NA		1999
						To: Cul-de-Sac										
(1094)	0.32	40	R			From: 66-635					NA			NA		06/12/2002
						To: Cul-de-Sac										
(1095)	0.20	20	R			From: Cul-de-Sac					NA			NA		1999
						To: 66-794										
(1096)	0.18	6	R			From: 66-794					NA			NA		1999
						To: Cul-de-Sac										
(1101)	0.06	40	R			From: 66-1115					NA			NA		04/15/2002
						To: 66-1103										
(1101)	0.05	40	R			From: 66-1102					NA			NA		04/15/2002
						To: 66-1102										
(1102)	0.08	6	R			From: Dead End					NA			NA		04/15/2002
						To: 66-1101										
(1102)	0.11	7	R			From: 66-1101					NA			NA		04/15/2002
						To: Dead End										
(1103)	0.13	20	R			From: 66-1101					NA			NA		04/15/2002
						To: 66-1106 Gap Terminus										
(1103)	0.06	50	R			From: 66-1104 Gap Terminus					NA			NA		04/15/2002
						To: 56-669										

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						2Axle	3+Axle	1Trail	2Trail							
Northumberland County																
(1104)	0.30	20	R			From: 66-1103					NA		NA			04/15/2002
						To: 66-1105										
(1105)	0.10	30	R			From: Dead End					NA		NA			1999
(1105)	0.11	130	R			From: 66-1106					NA		NA			1999
(1105)	0.06	130	R			From: 66-1104					NA		NA			1999
						To: 66-669										
(1106)	0.24	40	R			From: 66-1103					NA		NA			1999
(1106)	0.06	110	R			From: 66-1107					NA		NA			1999
						To: 66-1105										
(1107)	0.27	30	R			From: End Loop					NA		NA			1999
(1107)	0.03	20	R			From: 66-1109					NA		NA			1999
(1107)	0.19	60	R			From: 66-1108					NA		NA			1999
(1107)	0.05	90	R			From: Begin Loop					NA		NA			1999
						To: 66-1106										
(1108)	0.02	20	R			From: 66-1107					NA		NA			1999
						To: Cul-de-Sac										
(1109)	0.02	20	R			From: Cul-de-Sac					NA		NA			1999
						To: 66-1107										
(1110)	0.06	40	R			From: 66-1112					NA		NA			1999
(1110)	0.09	60	R			From: 66-1111					NA		NA			1999
						To: 66-1115										
(1111)	0.20	6	R			From: 66-1116					NA		NA			1999
						To: 66-1110										
(1112)	0.21	30	R			From: 66-1116					NA		NA			1999
						To: 66-1110										
(1113)	0.36	20	R			From: Dead End					NA		NA			04/15/2002
						To: 66-672										
(1114)	0.36	750	R			From: 66-1118					NA		NA			1999
						To: 66-1115										
(1115)	0.07	30	R			From: Dead End					NA		NA			04/15/2002
(1115)	0.12	60	R			From: 66-1117					NA		NA			04/15/2002
						To: 66-1116										
(1115)	0.04	140	R			From: 66-1116					NA		NA			04/15/2002
						To: 66-1101										

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						2Axle	3+Axle	1Trail	2Trail							
Northumberland County																
(1115)	0.14	160	R			From: 66-1101								NA	NA	04/15/2002
(1115)	0.09	260	R			To: 66-1110								NA	NA	04/15/2002
(1115)	0.07	710	R			From: 66-1114								NA	NA	04/15/2002
(1115)						To: 66-669										
(1116)	0.29	40	R			From: Dead End								NA	NA	1999
(1116)	0.06	100	R			To: 66-1112								NA	NA	1999
(1116)	0.06	130	R			From: 66-1111								NA	NA	1999
(1116)						To: 66-1115										
(1117)	0.03	40	R			From: 66-1115								NA	NA	1999
(1117)	0.09	40	R			To: 0.03 MN 66-1115								NA	NA	1999
(1117)						To: Dead End										
(1118)	0.15	40	R			From: Begin Loop								NA	NA	1999
(1118)	0.15	50	R			To: End Loop								NA	NA	1999
(1118)	0.35	110	R			From: 0.15 MN End Loop								NA	NA	1999
(1118)	0.08	460	R			To: 66-1114								NA	NA	1999
(1118)	0.29	90	R			From: 66-1119 NORTH								NA	NA	1999
(1118)						To: 66-1119 SOUTH										
(1119)	0.09	60	R			From: Dead End								NA	NA	1999
(1119)	0.08	49	R			To: 66-1118 SOUTH								NA	NA	1999
(1119)	0.20	100	R			From: 66-1120								NA	NA	1999
(1119)						To: 66-1118 NORTH										
(1120)	0.14	60	R			From: Dead End								NA	NA	1999
(1120)						To: 66-1119										
(1121)	0.05	20	R			From: Dead End								NA	NA	1999
(1121)						To: 66-676										
(1122)	0.16	160	R			From: Dead End								NA	NA	1999
(1122)						To: 66-672										
(1129)	0.29	30	R			From: 66-669								NA	NA	1999
(1129)						To: Cul-de-Sac										
(1130)	0.35	30	R			From: 66-607								NA	NA	1999
(1130)						To: 66-607										

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						2Axle	3+Axle	1Trail	2Trail							
Northumberland County																
(1150)	0.05	70	R			From: Cul-de-Sac					NA			NA		1999
(1150)	0.45	120	R			From: 66-1151					NA			NA		1999
						To: 66-653										
(1151)	0.10	30	R			From: 66-1150					NA			NA		1999
						To: Cul-de-Sac										
(1201)	0.28	20	R			From: Dead End					NA			NA		05/13/2002
(1201)	0.07	40	R			From: 66-1202					NA			NA		05/13/2002
						To: 66-644										
(1202)	0.19	20	R			From: Dead End					NA			NA		1999
(1202)	0.06	30	R			From: 66-1203					NA			NA		1999
(1202)	0.04	40	R			From: 66-1204					NA			NA		1999
						To: 66-1201										
(1203)	0.04	2	R			From: Cul-de-Sac					NA			NA		1999
						To: 66-1202										
(1204)	0.03	6	R			From: Cul-de-Sac					NA			NA		1999
						To: 66-1202										
(1209)	0.46	20	R			From: 66-644					NA			NA		1999
						To: Cul-de-Sac										
(1210)	0.04	110	R			From: 66-639					NA			NA		04/01/2002
(1210)	0.40	90	R			From: 66-1212					NA			NA		04/01/2002
(1210)	0.54	30	R			From: 66-1211 SOUTH					NA			NA		04/01/2002
						To: 66-1211 NORTH										
(1211)	0.08	40	R			From: 66-1210					NA			NA		1999
						To: 66-1210										
(1212)	0.05	10	R			From: 66-1210					NA			NA		1999
						To: Cul-de-Sac										
(1213)	0.08	20	R			From: Cul-de-Sac					NA			NA		04/01/2002
						To: 66-1210										
(1214)	0.08	NA				From: Dead End/					NA			NA		
						To: 66-01210(B)/										
(1216)	0.47	40	R			From: 66-707					NA			NA		1999
						To: Cul-de-Sac										
(1217)	0.06	9	R			From: Cul-de-Sac					NA			NA		1999
						To: 66-707										

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						2Axle	3+Axle	1Trail	2Trail							
Northumberland County																
(1220)	0.64	40	R			From: Cul-de-Sac					NA			NA		05/13/2002
(1220)	0.07	40	R			To: 66-1221					NA			NA		05/13/2002
(1220)	0.10	40	R			From: 66-1223					NA			NA		05/13/2002
(1220)						To: 66-604										
(1221)	0.23	10	R			From: 66-1220					NA			NA		1999
(1221)	0.21	30	R			To: 66-604					NA			NA		1999
(1221)						From: 66-1222										
(1222)	0.15	30	R			To: Cul-de-Sac					NA			NA		1999
(1222)	0.28	20	R			From: 66-1221					NA			NA		1999
(1222)						To: 66-604										
(1223)	0.06	4	R			From: Cul-de-Sac					NA			NA		1999
(1223)						To: 66-1220										
(1224)	0.09	20	R			From: 66-1220					NA			NA		05/13/2002
(1224)	0.01	10	R			To: 66-1225					NA			NA		05/13/2002
(1224)	0.41	8	R			From: 0.01 MS 66-1225					NA			NA		05/13/2002
(1224)						To: Cul-de-Sac										
(1225)	0.26	20	R			From: 66-1227					NA			NA		05/13/2002
(1225)						To: 66-1224										
(1226)	0.08	20	R			From: Cul-de-Sac					NA			NA		1999
(1226)	0.14	20	R			To: 66-1229					NA			NA		1999
(1226)						From: Cul-de-Sac										
(1227)	0.11	10	R			To: Cul-de-Sac					NA			NA		05/13/2002
(1228)	0.02	80	R			From: 66-740					NA			NA		1999
(1228)						To: 66-1229										
(1229)	0.42	40	R			From: Cul-de-Sac					NA			NA		1999
(1229)	0.15	60	R			To: 66-1228					NA			NA		1999
(1229)						To: Riverside Court										
(1230)	0.48	130	R			From: 66-603					NA			NA		1999
(1230)	0.32	60	R			To: 66-1231					NA			NA		1999
(1230)	0.18	9	R			From: Begin Loop					NA			NA		1999
(1230)						To: End Loop										

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						2Axle	3+Axle	1Trail	2Trail							
Northumberland County																
(1231)	0.13	20	R			From: 66-1230					NA		NA			04/03/2002
(1231)	0.20	20	R			From: Pintail Court					NA		NA			04/03/2002
						To: Dead End										
(1232)	0.08	7	R			From: 66-1230					NA		NA			1999
						To: Cul-de-Sac										
(1233)	0.10	20	R			From: Dead End					NA		NA			05/13/2002
						To: 66-1229										
(1234)	0.09	10	R			From: 66-1233					NA		NA			05/13/2002
						To: Cul-de-Sac										
(1235)	0.17	30	R			From: 66-740					NA		NA			05/13/2002
						To: Cul-de-Sac										
(1236)	0.05	NA				From: 66-01230(B)/					NA		NA			
						To: Cul-de-Sac/										
(1237)	0.10	NA				From: Dead End/					NA		NA			
						To: 66-01230(B)/66-01231(L)/										
(1301)	0.68	830	R			From: US 360					NA		NA			05/08/2002
						To: 66-1305										
(1301)	1.03	200	R			From: 66-1302; 66-1303					NA		NA			05/08/2002
						To: 66-1301; 66-1303										
(1302)	0.79	60	R			From: Dead End					NA		NA			1999
						To: Dead End										
(1303)	0.28	45	R			From: 66-1304					NA		NA			1999
						To: 66-1301; 66-1302										
(1304)	0.05	10	R			From: 66-1303					NA		NA			1999
						To: Cul-de-Sac										
(1305)	0.28	640	R			From: 66-1301					NA		NA			05/08/2002
						To: 66-1306										
(1305)	0.22	40	R			From: Cul-de-Sac					NA		NA			05/08/2002
						To: 66-1305										
(1306)	0.15	620	R			From: 66-1307					NA		NA			1999
						To: 66-1310										
(1306)	0.03	600	R			From: 66-1311					NA		NA			1999
						To: 66-1315										
(1306)	0.14	540	R			From: 66-1317					NA		NA			1999
						To: 66-1317										

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						2Axle	3+Axle	1Trail	2Trail							
Northumberland County																
(1306)	0.12	190	R			From: 66-1317					NA			NA		1999
(1306)	0.10	170	R			To: 66-1316					NA			NA		1999
(1306)	0.26	100	R			From: 66-1308					NA			NA		1999
(1306)	0.08	110	R			To: 66-1312					NA			NA		1999
(1306)	0.16	130	R			From: 66-1318					NA			NA		1999
(1306)						To: Cul-de-Sac										
(1307)	0.15	70	R			From: 66-1306					NA			NA		1999
(1307)						To: Cul-de-Sac										
(1308)	0.07	10	R			From: 66-1309					NA			NA		1999
(1308)	0.10	20	R			To: 66-1317					NA			NA		1999
(1308)						To: 66-1306										
(1309)	0.06	130	R			From: 66-1315					NA			NA		1999
(1309)	0.33	60	R			To: W Little John St					NA			NA		1999
(1309)	0.06	40	R			From: E Little John St					NA			NA		1999
(1309)	0.16	130	R			To: 66-1315					NA			NA		1999
(1309)	0.22	100	R			From: 66-1308					NA			NA		1999
(1309)	0.21	80	R			To: 66-1318					NA			NA		1999
(1309)						To: Cul-de-Sac										
(1310)	0.19	50	R			From: Cul-de-Sac					NA			NA		1999
(1310)						To: 66-1306										
(1311)	0.12	60	R			From: 66-1306					NA			NA		1999
(1311)						To: Cul-de-Sac										
(1312)	0.04	10	R			From: 66-1306					NA			NA		1999
(1312)						To: Cul-de-Sac										
(1313)	0.03	20	R			From: Cul-de-Sac					NA			NA		05/13/2002
(1313)						To: 66-1306										
(1314)	0.17	30	R			From: 66-1309 WEST					NA			NA		1999
(1314)						To: 66-1309 EAST										
(1315)	0.20	120	R			From: 36-1306					NA			NA		1999
(1315)						To: 66-1309										
(1316)	0.10	30	R			From: 66-1306					NA			NA		1999
(1316)						To: Cul-de-Sac										

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						2Axle	3+Axle	1Trail	2Trail							
Northumberland County																
(1317)	0.20	50	R			From: 66-1306					NA			NA		1999
(1317)	0.23	30	R			From: 66-1308					NA			NA		1999
(1317)						To: 66-1318										
(1318)	0.04	60	R			From: 66-1306					NA			NA		1999
(1318)	0.07	50	R			From: 66-1317					NA			NA		1999
(1318)						To: 66-1309										
(1320)	0.12	40	R			From: 66-1321					NA			NA		05/08/2002
(1320)						To: 66-650										
(1321)	0.01	20	R			From: Dead End					NA			NA		05/08/2002
(1321)	0.01	20	R			From: 66-1320					NA			NA		05/08/2002
(1321)						To: Dead End										
(1329)	0.17	50	R			From: Cul-de-Sac					NA			NA		1999
(1329)						To: 66-651										
(1330)	0.50	20	R			From: 66-805					NA			NA		05/08/2002
(1330)						To: 66-805										
(1335)	0.76	NA				From: 66-00644(B)/					NA			NA		
(1335)						To: Dead End/										
(1336)	0.23	NA				From: 66-01335(B)/					NA			NA		
(1336)						To: Dead End/										
(1337)	0.20	NA				From: 66-01335(B)/					NA			NA		
(1337)						To: Cul-de-Sac/										
(1400)	0.16	40	R			From: 66-1403					NA			NA		06/10/2002
(1400)						To: Cul-de-Sac										
(1401)	0.14	40	R			From: Cul-de-Sac					NA			NA		1999
(1401)	0.59	100	R			To: 66-1403					NA			NA		1999
(1401)	0.30	60	R			From: 66-751					NA			NA		1999
(1401)						To: Dead End										
(1402)	0.29	20	R			From: 66-751					NA			NA		1999
(1402)						To: 66-751										
(1403)	0.29	290	R			From: 66-751					NA			NA		1999
(1403)	0.20	240	R			To: 66-1409					NA			NA		1999
(1403)	0.19	240	R			From: 66-1408					NA			NA		1999
(1403)	0.07	240	R			To: 66-1407					NA			NA		1999
(1403)						From: 66-1406										

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						2Axle	3+Axle	1Trail	2Trail							
Northumberland County																
(1403)	0.09	230	R			From: 66-1406					NA			NA		1999
(1403)	0.10	210	R			To: 66-1405					NA			NA		1999
(1403)	0.35	190	R			From: 66-1404					NA			NA		1999
(1403)						To: 66-1401										
(1404)	0.27	50	R			From: 66-1403					NA			NA		1999
(1404)						To: Cul-de-Sac										
(1405)	0.20	40	R			From: 66-1403					NA			NA		1999
(1405)						To: 66-1404										
(1406)	0.25	70	R			From: 66-1403					NA			NA		1999
(1406)						To: 66-1407										
(1407)	0.18	30	R			From: 66-1403					NA			NA		1999
(1407)						To: 66-1406										
(1408)	0.06	40	R			From: 66-1403					NA			NA		1999
(1408)						To: 66-1410										
(1408)	0.20	30	R			From: Cul-de-Sac					NA			NA		1999
(1408)						To: Cul-de-Sac										
(1409)	0.09	48	R			From: 66-1403					NA			NA		1999
(1409)						To: 66-1410										
(1409)	0.20	40	R			From: Cul-de-Sac					NA			NA		1999
(1409)						To: Cul-de-Sac										
(1410)	0.25	40	R			From: 66-1409					NA			NA		1999
(1410)						To: 66-1408										
(1411)	0.32	46	R			From: 66-751					NA			NA		1999
(1411)						To: 66-751										
(1412)	0.11	10	R			From: 66-751					NA			NA		06/10/2002
(1412)						To: 66-1413										
(1413)	0.24	40	R			From: 66-751					NA			NA		06/10/2002
(1413)						To: Cul-de-Sac										
(1414)	0.10	10	R			From: Cul-de-Sac					NA			NA		1999
(1414)						To: 66-751										
(9294)	0.18	20	R			From: 66-698					NA			NA		06/12/2002
(9294)						To: End Of Loop										
(9296)	0.15	40	R			From: 66-698 SOUTH					NA			NA		06/12/2002
(9296)						To: 66-698 NORTH										
(9297)	0.16	270	R			From: 66-601					NA			NA		06/03/2002
(9297)						To: Northumberland HS										