

2002

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

where available

Jurisdiction Report

24

Cumberland 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
 Cumberland Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Cumberland County																
13	7.19	780	F	87%	1%	4%	2%	7%	0%	C	0.094	F	0.620	790	F	2002
				From: US 60												
				To: Powhatan County Line												
45	3.54	5200	F	95%	1%	2%	1%	2%	0%	F	0.096	F	0.544	5200	F	2002
				From: NCL Farmville												
				To: 24-636 Raines Tavern												
45	4.66	3900	F	95%	1%	2%	1%	2%	0%	F	0.09	F	0.517	3900	F	2002
				From: 24-634												
				To: US 60 West of Cumberland C.H.												
45 60	2.42	6200	F	88%	2%	4%	1%	6%	0%	F	0.078	F	0.576	6200	F	2002
				From: 24-600 Cumberland C.H.												
				To: 24-600 Cumberland CH												
45 60	1.09	2400	F	90%	1%	3%	1%	6%	0%	C	NA			2500	F	2002
				From: SR 13 Old Buckingham Rd												
				To: US 60 East of Cumberland C.H.												
45 60	1.34	2400	N	90%	1%	3%	1%	6%	0%	N	NA			2500	N	2002
				From: US 60 East of Cumberland												
				To: 24-616												
45	6.60	1100	F	89%	2%	4%	1%	6%	0%	C	0.088	F	0.577	1100	F	2002
				From: 24-690 North of Whiteville												
				To: 24-690 North of Whiteville												
45	2.20	1600	F	89%	2%	4%	1%	6%	0%	F	0.103	F	0.743	1600	F	2002
				From: 24-649												
				To: Goochland County Line												
60	4.06	2400	F	90%	1%	3%	1%	6%	0%	C	0.084	F	0.505	2500	F	2002
				From: Buckingham County Line												
				To: SR 45 West of Cumberland CH												
60	2.42	6200	F	88%	2%	4%	1%	6%	0%	F	0.078	F	0.576	6200	F	2002
				From: 24-600 Cumberland CH												
				To: SR 13 Old Buckingham Rd												
60	1.09	2400	F	90%	1%	3%	1%	6%	0%	C	NA			2500	F	2002
				From: SR 13 Old Buckingham Rd												
				To: SR 45 East of Cumberland CH												
60	1.34	2400	N	90%	1%	3%	1%	6%	0%	N	NA			2500	N	2002
				From: SR 45 East of Cumberland CH												
				To: Powhatan County Line												
60	6.05	4100	F	92%	1%	3%	1%	5%	0%	C	0.088	F	0.639	4100	F	2002
				From: 24-610												
				To: Cumberland County Line												
734 14	0.50	80	R								NA			NA		07/11/2000
				From: US 60 NORTH												
				To: US 60 SOUTH												
600	0.14	380	R								NA			NA		1999
				From: US 60 SOUTH												
				To: 24-710												
600	0.04	1300	F	96%	0%	2%	0%	1%	0%	F	0.096	F	0.514	1300	F	2002
				From: 24-710												
				To: 24-642												
600	1.33	1000	F	96%	0%	2%	0%	1%	0%	F	0.099	F	0.672	1000	F	2002
				From: 24-642												
				To: 24-643												
600	0.86	680	F	96%	0%	2%	0%	1%	0%	F	0.104	F	0.662	690	F	2002
				From: 24-643												
				To: 24-654												
600	1.58	570	F	96%	0%	2%	0%	1%	0%	F	0.111	F	0.522	580	F	2002
				From: 24-654												
				To: 24-620												
600	1.90	330	R								NA			NA		1999
				From: 24-620												
				To: 24-620												

Virginia Department of Transportation
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 Cumberland Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Cumberland County																
600	3.64	230	R			From: 24-620					NA			NA		1999
600	5.27	220	R			From: 24-638					NA			NA		1999
600	1.58	420	R			From: 24-653					NA			NA		1999
600	1.52	440	F	96%	0%	2%	0%	1%	0%	F	0.119	F	0.72	440	F	2002
600	1.97	600	F	97%	0%	2%	0%	0%	0%	C	0.120	F	0.699	610	F	2002
600	0.80	740	F	96%	0%	2%	0%	1%	0%	F	0.131	F	0.707	740	F	2002
600	1.83	1400	F	96%	0%	2%	0%	1%	0%	C	0.102	F	0.612	1400	F	2002
600	2.34	1100	R			From: 24-637					NA			NA		1999
600	2.95	1000	R			From: 24-636					NA			NA		1999
						To: Buckingham County Line; 14-600										
601	1.50	100	R			From: 24-626					NA			NA		03/06/2002
601	1.40	320	R			From: SR 45 North SR 45 South					NA			NA		1999
601	1.75	320	R			From: 24-647					NA			NA		1999
						To: US 60										
602	5.39	170	R			From: SR 45					NA			NA		1999
602	1.20	240	R			From: 24-603					NA			NA		1999
602	0.80	230	R			From: 24-605					NA			NA		1999
602	0.20	320	R			From: 24-711					NA			NA		1999
						To: 24-690										
603	0.80	2	R			From: 24-602					NA			NA		03/06/2002
						To: Goochland County Line										
604	0.80	20	R			From: 24-686					NA			NA		03/06/2002
						To: Dead End										
605	3.40	60	R			From: 24-690					NA			NA		03/06/2002
605	1.00	60	R			From: 3.40 MS 24-690					NA			NA		1999
						To: 24-602										
606	0.90	150	R			From: Powhatan County Line					NA			NA		03/11/2002
						To: US 60										
607	1.40	200	R			From: SR 45					NA			NA		03/11/2002
						To: 24-616										

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						2Axle	3+Axle	1Trail	2Trail							
Cumberland County																
608	1.45	80	R			From: 24-624					NA			NA		03/04/2002
608	1.47	60	R			From: 24-615					NA			NA		03/04/2002
608	1.22	100	R			From: 24-613					NA			NA		03/06/2002
608	0.80	70	R			From: 24-612					NA			NA		03/06/2002
608	0.10	30	R			From: 24-609					NA			NA		03/06/2002
						To: Dead End										
609	1.25	90	R			From: 24-610					NA			NA		1999
609	0.35	60	R			From: 1.25 MS 24-610					NA			NA		1999
						To: 24-608										
610	2.90	450	F	88%	1%	4%	2%	4%	0%	C	0.104	F	0.630	450	F	2002
						From: Buckingham County Line										
						To: 24-690										
611	2.50	310	R			From: SR 45					NA			NA		03/06/2002
						To: 24-690										
612	2.50	80	R			From: 24-608					NA			NA		03/06/2002
612	0.82	180	R			From: 2.50 MN 24-608					NA			NA		1999
612	0.18	20	R			From: 24-714					NA			NA		03/06/2002
						To: 24-690										
613	1.50	20	R			From: Buckingham County Line					NA			NA		03/04/2002
613	1.55	40	R			From: 24-672					NA			NA		03/04/2002
						To: 24-608										
614	0.90	80	R			From: Dead End .90 MW 45					NA			NA		1999
614	1.20	30	R			From: SR 45					NA			NA		03/06/2002
						To: Dead End										
615	1.80	40	R			From: 24-608					NA			NA		03/04/2002
615	0.10	60	R			From: 24-663 WEST					NA			NA		03/06/2002
615	1.77	30	R			From: 24-663 EAST					NA			NA		03/06/2002
615	0.03	50	R			From: 1.78 ME 24-663 EAST					NA			NA		03/06/2002
						To: SR 45										
616	2.40	220	R			From: SR 45 SOUTH					NA			NA		1999
616	4.08	150	R			From: 24-654					NA			NA		1999
						To: 24-607										

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						2Axle	3+Axle	1Trail	2Trail							
Cumberland County																
616	2.30	250	R			From: 24-607 To: SR 45 NORTH					NA			NA		1999
617	0.25	300	R			From: Buckingham County Line To: 24-622					NA			NA		03/04/2002
618	0.34	20	R			From: SR 45 To: Dead End					NA			NA		03/06/2002
619	0.36	70	R			From: US 60 WEST To: US 60 EAST					NA			NA		03/06/2002
620	0.80	50	R			From: Amelia County Line To: 24-600					NA			NA		03/11/2002
621	2.00	60	R			From: Amelia County Line To: SR 13					NA			NA		03/11/2002
622	3.33	1700	F	94%	1%	2%	1%	2%	0%	C	0.082	F	0.671	1700	F	2002
622	1.61	1100	F	94%	1%	2%	1%	2%	0%	F	0.091	F	0.582	1100	F	2002
622	0.57	830	F	94%	1%	2%	1%	2%	0%	F	0.097	F	0.645	830	F	2002
622	1.14	370	R			From: 24-672 EAST To: 24-672 WEST Buckingham County Line					NA			NA		1999
623	1.95	90	R			From: 24-622 North To: 24-624					NA			NA		03/04/2002
623	2.60	470	R			From: 24-626 To: 24-622 South					NA			NA		1999
623	0.22	690	R			From: SR 45 To: 24-626					NA			NA		1999
624	2.20	70	R			From: 24-626 SOUTH To: 24-626 NORTH					NA			NA		03/04/2002
624	0.80	80	R			From: 24-626 NORTH To: 2.35 MS 24-626					NA			NA		03/04/2002
624	2.35	40	R			From: 2.35 MS 24-626 To: 24-608					NA			NA		03/04/2002
624	0.35	60	R			From: 24-608 To: 24-696					NA			NA		03/04/2002
624	0.80	140	R			From: 24-696 To: 24-623					NA			NA		1999
624	1.50	240	R			From: 24-623 To: Dead End					NA			NA		1999
625	1.10	30	R			From: Dead End To: SR 45					NA			NA		03/06/2002
626	2.30	110	R			From: 24-623 To: 24-624 SOUTH					NA			NA		03/04/2002

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						2Axle	3+Axle	1Trail	2Trail							
Cumberland County																
626	1.19	50	R			From: 24-624 NORTH					NA			NA		03/04/2002
626	1.20	50	R			From: 24-601					NA			NA		03/04/2002
						To: SR 45										
627	0.25	60	R			From: 24-622 EAST					NA			NA		1999
627	1.05	60	R			From: 24-730					NA			NA		1999
						To: 24-622 WEST										
628	3.86	120	R			From: US 60					NA			NA		03/04/2002
						To: 24-629										
629	0.92	210	R			From: US 60					NA			NA		1999
629	3.28	60	R			From: 24-633					NA			NA		03/04/2002
629	0.80	150	R			From: 24-628					NA			NA		1999
629	0.75	200	F	86%	1%	8%	1%	3%	0%	C	0.087	F	0.55	200	F	2002
						To: 24-622; 24-627										
630	0.10	210	R			From: 24-9111					NA			NA		1999
						To: US 60										
631	0.50	600	F	96%	1%	2%	0%	1%	0%	C	0.096	F	0.639	600	F	2002
						From: SR 45										
631	3.60	260	R			From: 24-639					NA			NA		1999
						To: 24-644										
631	0.80	80	R			From: 24-600					NA			NA		03/11/2002
						To: 24-600										
632	2.80	150	R			From: Buckingham County Line					NA			NA		1999
						To: 24-652										
632	0.40	20	R			From: US 60					NA			NA		03/04/2002
						To: US 60										
633	1.87	110	R			From: Dead End					NA			NA		1999
						To: SR 45 NORTH										
633	2.09	260	R			From: SR 45 SOUTH					NA			NA		1999
						To: US 60										
633	1.04	30	R			From: 24-629					NA			NA		03/04/2002
						To: 24-629										
634	3.45	590	R			From: Buckingham County Line					NA			NA		03/06/2002
						To: SR 45										
635	2.80	240	R			From: 24-637					NA			NA		1999
						To: 24-636										
635	1.40	60	R			From: Dead End					NA			NA		03/06/2002
						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							
Cumberland County																
(636)	1.20	420	R			From: Buckingham County Line					NA			NA		1999
(636)	1.00	350	F	93%	1%	To: 24-635				F	0.088	F	0.524	350	F	2002
(636)	1.80	460	F	93%	1%	From: 24-600				C	0.091	F	0.525	460	F	2002
(636)	0.30	40	R			From: SR 45					NA			NA		03/05/2002
(636)						To: Dead End										
(637)	1.42	270	R			From: 24-668					NA			NA		1999
(637)	0.15	460	R			To: 24-635					NA			NA		1999
(637)	0.90	190	F	93%	1%	From: 24-600				C	0.117	F	0.591	190	F	2002
(637)						To: SR 45										
(638)	2.50	740	F	95%	1%	From: SR 45				C	0.095	F	0.776	740	F	2002
(638)	3.20	350	F	95%	1%	To: 24-640				F	0.101	F	0.781	360	F	2002
(638)	2.49	170	F	95%	1%	From: 24-639				F	0.11	F	0.528	170	F	2002
(638)						To: 24-600										
(639)	4.64	210	F			From: 24-638					0.104	F	0.689	210	F	2002
(639)						To: 24-631										
(640)	4.20	320	R			From: 24-638					NA			NA		1999
(640)						To: SR 45										
(641)	1.80	120	R			From: 24-631					NA			NA		1999
(641)						To: 24-642										
(642)	0.40	20	R			From: Dead End					NA			NA		03/06/2002
(642)	0.40	150	R			To: 24-641					NA			NA		1999
(642)						To: 24-600										
(643)	2.50	180	R			From: 24-600					NA			NA		03/11/2002
(643)						To: SR 13										
(644)	1.20	30	R			From: 24-600					NA			NA		03/11/2002
(644)						To: 24-631										
(645)	0.80	260	R			From: SR 13					NA			NA		1999
(645)	1.95	210	R			To: 24-646					NA			NA		1999
(645)						To: 24-654										
(646)	1.69	50	R			From: 24-645					NA			NA		03/11/2002
(646)						To: US 60 WEST										
(646)	1.10	50	R			From: US 60 EAST					NA			NA		03/11/2002
(646)						To: SR 45										

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						2Axle	3+Axle	1Trail	2Trail							
Cumberland County																
(647)	2.50	20	R			From: 24-601 To: 24-654					NA			NA		03/11/2002
(648)	0.15	8	R			From: Dead End To: 24-616					NA			NA		03/11/2002
(649)	0.10	60	F	93%	2%	2%	2%	1%	0%	C	0.133	F	0.75	60	F	2002
(649)	0.25	49	F	93%	2%	2%	2%	1%	0%	F	0.098	F	0.8	49	F	2002
						From: SR 45 NORTH To: 24-665										
(650)	2.13	260	F	98%	0%	1%	1%	1%	0%	C	0.106	F	0.517	260	F	2002
						From: Buckingham County Line To: 24-622										
(651)	0.50	30	R			From: Dead End To: 24-636					NA			NA		03/06/2002
(652)	0.10	200	R			From: 24-632 To: US 60					NA			NA		03/04/2002
(653)	1.70	60	R			From: Dead End To: 24-600					NA			NA		03/05/2002
(653)	4.70	170	R			From: 24-600 To: 24-638					NA			NA		03/05/2002
(654)	0.50	170	R			From: 24-600 To: 24-674					NA			NA		1999
(654)	2.60	230	R			From: SR 13 WEST To: SR 13 EAST					NA			NA		1999
(654)	6.00	240	R			From: US 60 To: 24-685					NA			NA		1999
(654)	0.90	220	R			From: 24-685 To: 24-647					NA			NA		1999
(654)	0.60	90	R			From: 24-647 To: 24-661					NA			NA		1999
(654)	1.50	100	R			From: 24-661 To: 24-616					NA			NA		03/11/2002
(655)	0.40	30	R			From: 24-616 To: Dead End					NA			NA		03/11/2002
(656)	0.15	80	R			From: 24-649 WEST To: 24-649 EAST					NA			NA		1999
(657)	3.57	170	R			From: 24-600 To: SR 45					NA			NA		03/05/2002
(658)	0.10	20	R			From: 24-657 To: Dead End					NA			NA		03/04/2002
(659)	0.43	40	R			From: 24-684 To: Dead End					NA			NA		03/11/2002

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						2Axle	3+Axle	1Trail	2Trail							
Cumberland County																
660	1.00	120	R			From: 24-640					NA		NA			1999
660	2.00	90	R			From: 1.00 ME 24-640					NA		NA			1999
						To: 24-639										
661	1.40	30	R			From: 24-654					NA		NA			03/11/2002
						To: 24-616										
662	0.20	100	R			From: Dead End					NA		NA			1999
662	1.00	170	R			From: 0.20 MN Dead End					NA		NA			1999
						To: SR 13										
663	1.90	130	R			From: SR 45					NA		NA			1999
						To: 24-615 WEST										
663	1.00	30	R			From: 24-615 EAST					NA		NA			03/06/2002
						To: Dead End										
664	1.10	30	R			From: 24-600					NA		NA			03/12/2002
						To: 24-679										
664	2.20	70	R			From: 24-638					NA		NA			1999
						To: SR 45										
665	0.07	120	R			From: 24-649					NA		NA			1999
665	0.06	30	R			From: Dead End					NA		NA			1999
						To: Dead End										
666	0.77	230	R			From: Dead End					NA		NA			1999
						To: 24-629										
667	1.12	70	R			From: Dead End					NA		NA			03/11/2002
						To: 24-654										
668	1.05	190	R			From: 24-637					NA		NA			1999
						To: 24-716										
668	0.25	40	R			From: 0.25 ME 24-716					NA		NA			1999
668	1.01	50	R			From: 24-635					NA		NA			1999
						To: SR 45										
669	1.90	470	R			From: US 60 EAST					NA		NA			1999
						To: US 60 WEST										
669	0.60	50	R			From: Dead End					NA		NA			03/06/2002
						To: SR 45										
670	0.40	280	R			From: US 60					NA		NA			03/11/2002
						To: 24-696										
671	0.60	40	R			From: 24-672					NA		NA			03/04/2002
						To: 24-672										

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						2Axle	3+Axle	1Trail	2Trail							
Cumberland County																
(672)	3.38	240	R			From: 24-622					NA			NA		1999
(672)	0.80	140	R			From: 24-694					NA			NA		1999
(672)	0.75	80	R			From: 24-708					NA			NA		1999
(672)	0.40	30	R			From: 0.75 MN 24-708					NA			NA		03/04/2002
						To: 24-613										
(673)	2.60	40	R			From: 24-600					NA			NA		03/06/2002
						To: 24-638										
(674)	0.40	70	R			From: Dead End					NA			NA		1999
(674)	0.80	140	R			From: 24-719					NA			NA		1999
						To: 24-654										
(675)	1.70	20	R			From: Dead End					NA			NA		03/06/2002
						To: 24-638										
(676)	0.75	300	R			From: SR 45					NA			NA		1999
(676)	2.00	130	R			From: 24-692					NA			NA		1999
						To: Dead End										
(677)	1.00	20	R			From: Dead End					NA			NA		03/05/2002
						To: 24-600										
(678)	0.50	50	R			From: 24-638; 24-679					NA			NA		03/06/2002
						To: Dead End										
(679)	2.00	50	R			From: 24-664					NA			NA		03/06/2002
						To: 24-638; 24-678										
(680)	0.80	30	R			From: Dead End					NA			NA		03/06/2002
						To: SR 45										
(681)	1.00	60	R			From: Dead End					NA			NA		03/11/2002
						To: 24-654										
(682)	0.50	260	R			From: SR 13					NA			NA		03/11/2002
						To: US 60; SR 45										
(683)	0.40	10	R			From: Dead End					NA			NA		03/06/2002
						To: SR 45										
(684)	1.00	1100	F	94%	0%	From: SR 45; 24-616				C	0.105	F	0.838	1100	F	2002
						To: 24-659										
(684)	0.03	1100	F	94%	0%	From: Powhatan County Line				F	0.104	F	0.636	1100	F	2002
						To: 24-654										
(685)	1.00	60	R			From: 24-654					NA			NA		03/11/2002
						To: Dead End										

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						2Axle	3+Axle	1Trail	2Trail							
Cumberland County																
(686)	2.80	80	R			From: 24-610					NA			NA		03/06/2002
(686)	0.90	40	R			From: 24-604					NA			NA		03/06/2002
						To: 24-690										
(687)	2.20	70	R			From: Dead End					NA			NA		03/11/2002
						To: 24-616										
(688)	1.10	40	R			From: 24-639					NA			NA		03/06/2002
						To: Dead End										
(689)	0.50	70	R			From: Dead End					NA			NA		1999
						To: SR 45; 24-690										
(690)	2.94	600	F	93%	0%	From: SR 45; 24-689				C	0.106	F	0.698	610	F	2002
						To: 24-714										
(690)	3.89	620	F	93%	0%	From: 24-714				F	0.091	F	0.525	620	F	2002
						To: 24-686										
(690)	4.53	580	F	93%	0%	From: 24-686				F	0.099	F	0.678	580	F	2002
						To: Buckingham County Line										
(691)	0.50	40	R			From: Dead End					NA			NA		03/06/2002
						To: SR 45										
(692)	0.65	20	R			From: Dead End					NA			NA		03/06/2002
						To: 24-676										
(693)	1.30	50	R			From: Dead End					NA			NA		03/06/2002
						To: 24-639										
(694)	0.60	170	R			From: 24-672					NA			NA		03/04/2002
						To: Buckingham County Line										
(695)	0.25	20	R			From: Dead End					NA			NA		03/06/2002
						To: 24-699										
(696)	0.70	60	R			From: Buckingham County Line					NA			NA		1999
						To: 24-672										
(696)	0.70	40	R			From: 24-672					NA			NA		03/04/2002
						To: 24-671										
(696)	1.00	120	R			From: 24-671					NA			NA		1999
						To: 24-624										
(697)	1.20	30	R			From: SR 45					NA			NA		03/06/2002
						To: Dead End										
(698)	0.25	50	R			From: Dead End					NA			NA		03/04/2002
						To: 24-657										
(699)	0.60	140	R			From: Dead End					NA			NA		1999
						To: 24-695										
(699)	0.20	170	R			From: 24-695					NA			NA		1999
						To: SR 45										

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						2Axle	3+Axle	1Trail	2Trail							
Cumberland County																
700	0.70	40	R			From: Dead End					NA		NA			03/06/2002
						To: 24-690										
701	1.00	20	R			From: Dead End					NA		NA			03/06/2002
						To: SR 45										
702	0.50	20	R			From: 24-600					NA		NA			03/05/2002
						To: Dead End										
703	1.05	60	R			From: Dead End					NA		NA			03/06/2002
						To: 24-631										
704	0.25	30	R			From: 24-600					NA		NA			03/06/2002
						To: Dead End										
705	0.30	20	R			From: SR 45					NA		NA			03/06/2002
						To: Dead End										
706	0.40	2	R			From: SR 45					NA		NA			03/06/2002
						To: Dead End										
707	0.40	100	R			From: 24-657					NA		NA			03/04/2002
						To: Dead End										
708	0.40	50	R			From: Dead End					NA		NA			03/04/2002
						To: 24-672										
709	0.40	40	R			From: Dead End					NA		NA			03/05/2002
						To: SR 45										
710	0.17	200	R			From: US 60					NA		NA			03/11/2002
						To: 24-600										
711	0.95	30	R			From: 24-602					NA		NA			03/06/2002
						To: Dead End										
712	1.60	370	R			From: SR 45					NA		NA			03/04/2002
						To: 24-657										
713	0.93	70	R			From: Dead End					NA		NA			1999
						To: 24-690										
714	0.20	210	R			From: 24-612					NA		NA			1999
						To: 24-690										
715	0.45	50	R			From: Dead End					NA		NA			03/06/2002
						To: 24-690										
716	0.34	170	R			From: Dead End					NA		NA			1999
						To: 24-668										
717	0.63	60	R			From: Dead End					NA		NA			03/11/2002
						To: 24-600										
718	0.30	30	R			From: 24-640					NA		NA			03/11/2002
						To: Dead End										

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						2Axle	3+Axle	1Trail	2Trail							
Cumberland County																
(719)	0.32	40	R			From: 24-674					NA		NA			03/11/2002
						To: Dead End										
(720)	0.25	40	R			From: Dead End					NA		NA			03/05/2002
						To: 24-653										
(721)	0.18	20	R			From: SR 45					NA		NA			03/06/2002
						To: Dead End										
(722)	0.05	40	R			From: 24-650					NA		NA			03/04/2002
						To: Dead End										
(723)	0.40	70	R			From: Dead End					NA		NA			03/11/2002
						To: SR 13										
(724)	0.50	50	R			From: Dead End					NA		NA			03/04/2002
						To: US 60										
(725)	0.35	50	R			From: Dead End					NA		NA			03/12/2002
						To: 24-638										
(726)	0.31	60	R			From: 24-600					NA		NA			03/11/2002
						To: Dead End										
(727)	0.08	110	R			From: SR 45					NA		NA			1999
						To: Dead End										
(728)	0.65	50	R			From: US 60					NA		NA			1999
						To: Dead End										
(729)	0.33	NA				From: Dead End/					NA		NA			
						To: 24-00602(B)/										
(730)	0.25	40	R			From: Dead End					NA		NA			03/04/2002
						To: 24-627										
(731)	0.39	40	R			From: Cul-de-Sac					NA		NA			03/11/2002
						To: 24-600										
(733)	0.20	50	R			From: Dead End					NA		NA			03/04/2002
						To: 24-657										
(735)	1.00	20	R			From: 24-626					NA		NA			03/06/2002
						To: Cul-de-Sac										
(737)	0.33	NA				From: Cul-de-Sac/					NA		NA			
						To: 24-00600(B)/24-00643(U)/										
(1008)	0.46	100	R			From: SR 45					NA		NA			1999
						To: Dead End										
(1009)	0.10	130	R			From: 24-1013					NA		NA			1999
						To: 24-1010										
(1009)	0.10	80	R			From: 24-1010					NA		NA			03/04/2002
						To: SR 45										

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						2Axle	3+Axle	1Trail	2Trail							
Cumberland County																
(1010)	0.17	80	R			From: 24-1009					NA		NA			1999
(1010)	0.13	40	R			To: 24-1011					NA		NA			1999
(1011)	0.09	90	R			To: 24-1012					NA		NA			1999
(1011)	0.08	230	R			From: 24-1013					NA		NA			1999
(1011)	0.08	230	R			From: 24-1010					NA		NA			1999
(1012)	0.12	30	R			To: SR 45					NA		NA			1999
(1012)	0.12	30	R			From: Dead End					NA		NA			1999
(1012)	0.08	80	R			To: 24-1014					NA		NA			1999
(1012)	0.09	40	R			From: 24-1013					NA		NA			03/04/2002
(1012)	0.11	60	R			To: 24-1010					NA		NA			03/04/2002
(1013)	0.22	90	R			From: SR 45					NA		NA			1999
(1013)	0.22	90	R			From: 24-1009					NA		NA			1999
(1013)	0.12	60	R			To: 24-1011					NA		NA			1999
(1013)	0.12	60	R			To: 24-1012					NA		NA			1999
(1014)	0.07	70	R			From: 24-1012					NA		NA			1999
(1014)	0.07	70	R			To: 24-1015					NA		NA			1999
(1015)	0.11	20	R			From: Cul-de-Sac					NA		NA			1999
(1015)	0.11	20	R			To: 24-1014					NA		NA			1999
(1015)	0.17	20	R			To: Cul-de-Sac .17ME					NA		NA			1999
(1020)	0.30	90	R			From: Cul-de-Sac					NA		NA			03/06/2002
(1020)	0.30	90	R			To: SR 45					NA		NA			03/06/2002
(9111)	0.13	1400	R			From: 24-630					NA		NA			1999
(9111)	0.13	1400	R			To: US 60					NA		NA			1999
(9780)	0.09	60	R			From: US 60					NA		NA			1999
(9780)	0.09	60	R			To: 24-628					NA		NA			1999