

**2007**

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

where available

**Special Locality Report**

**165**

Town of Appomattox

Information in this report is included in Report

**06**

(Appomattox County)

Prepared By

**Virginia Department of Transportation  
Traffic Engineering Division**

In Cooperation With

**U.S. Department of Transportation  
Federal Highway Administration**

Virginia Department of Transportation  
Traffic Engineering Division  
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, 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 of the VDOT Traffic Engineering Division 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.

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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 Traffic Engineering Division 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

**K Factor:** The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

**QK:** Quality of the K Factor estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days 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 design hour
- N Design Hour Factor (K 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



Frontage Road (F precedes frontage route number)



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  
 Traffic Engineering Division  
 2007  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 Town of Appomattox

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
From: CL Appomattox																
24 460 Richmond Hwy	Town of Appomattox (Maint: 06)	0.71	19000	N	93%	0%	1%	1%	5%	0%	N	0.082	N	0.549	20000	N
To: BUS US 460																
24 460 Richmond Hwy	Town of Appomattox (Maint: 06)	0.72	12000	G	93%	0%	1%	1%	5%	0%	F	0.082	F	0.539	13000	G
To: E RT 460																
From: US 460 East Intersection																
131 Old Courthouse Rd	Town of Appomattox (Maint: 06)	1.06	7700	G	99%	0%	1%	0%	0%	0%	C	0.093	F	0.581	7800	G
To: Bus US 460																
Bus 131 460 Pamplin Rd	Town of Appomattox (Maint: 06)	0.07	13000	N	96%	0%	1%	1%	2%	0%	N	0.084	N	0.504	13000	N
To: CFUS 460/JB-165/STREET/NCL APPOMATTOX																
From: WCL Appomattox																
460 24 Richmond Hwy	Town of Appomattox (Maint: 06)	0.71	19000	N	93%	0%	1%	1%	5%	0%	N	0.082	N	0.549	20000	N
To: Bus US 460																
460 24 Richmond Hwy	Town of Appomattox (Maint: 06)	0.72	12000	G	93%	0%	1%	1%	5%	0%	F	0.082	F	0.539	13000	G
To: SR 24, SR 131																
460 Richmond Hwy	Town of Appomattox (Maint: 06)	1.87	10000	G	93%	0%	1%	1%	5%	0%	F	0.079	F	0.534	11000	G
To: Bus US 460																
460 Richmond Hwy	Town of Appomattox (Maint: 06)	0.26	14000	G	93%	0%	1%	1%	5%	0%	F	0.079	N	0.534	13000	G
To: ECL Appomattox																
From: WCL Appomattox																
Bus 460 Pamplin Rd	Town of Appomattox (Maint: 06)	0.03	13000	N	96%	0%	1%	1%	2%	0%	N	0.084	N	0.504	13000	N
To: NCL Appomattox, SR 131																
From: SR 131; 06-1012,																
Bus 460 131 Pamplin Rd	Town of Appomattox (Maint: 06)	0.07	13000	N	96%	0%	1%	1%	2%	0%	N	0.084	N	0.504	13000	N
To: SR 131; 06-1012,																
From: SR 131 Old Courthouse Rd																
Bus 460 Pamplin Rd	Town of Appomattox (Maint: 06)	0.71	8600	G	95%	0%	3%	1%	1%	0%	F	0.094	F	0.550	9500	G
To: SR 131 Old Courthouse Rd																
From: SR 131 Old Courthouse Rd																
Bus 460 Pamplin Rd	Town of Appomattox (Maint: 06)	0.47	4100	G	95%	0%	3%	1%	1%	0%	C	0.109	F	0.604	4500	G
To: ECL Appomattox																

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Appomattox</b>																
631 Oakleigh Ave	0.47	1200	G	97%	0%	From: NCL Appomattox				C	0.106	F	0.618	1200	G	2007
						To: Bus US 460; SR 131										
635 Redfields Rd	0.07	2300	G	98%	0%	From: SCL Appomattox				F	0.132	F	0.592	2300	G	2007
						To: Bus US 460										
641 Church St	0.29	680	R			From: SCL Appomattox				NA			NA		03/18/2002	
						To: 06-727 Church St; Red House Rd										
662 Rose Lane	0.17	120	R			From: 06-631 Oakleigh Ave				NA			NA		04/10/2002	
						To: Dead End										
691 Pumping Station Rd	0.01	1800	N	98%	0%	From: WCL Appomattox				N	0.112	N	0.607	1800	N	2007
						To: 06-1008 Ferguson St										
691 Pumping Station Rd	0.55	1400	G	98%	0%	From: 06-1008 Ferguson St				F	0.196	F	0.547	1400	G	2007
						To: SR 131 Old Courthouse Rd										
727 Red House Rd	0.22	4900	G	96%	0%	From: SCL Appomattox				F	0.116	F	0.527	5000	G	2007
						To: 06-641 Church St										
727 Church St	0.21	5300	G	96%	0%	From: 06-641 Church St				F	0.120	F	0.538	5400	G	2007
						To: 06-1001 Lee Grant Ave										
727 Church St	0.11	5500	G	96%	0%	From: 06-1001 Lee Grant Ave				F	0.113	F	0.559	5600	G	2007
						To: SR 131 S, Old Courthouse Rd										
727 Church St	0.19	4900	G	95%	1%	From: SR 131 N, Old Courthouse Rd				C	0.095	F	0.511	5000	G	2007
						To: Bus US 460										
727 Church St	0.06	5400	R			From: Bus US 460				NA			NA		04/15/2002	
						To: 06-1004 Patricia Anne Lane										
748 Union Blvd	0.22	210	R			From: Dead End				NA			NA		05/11/2005	
						To: SR 131 Old Courthouse Rd										
1001 Lee Grant Ave	0.03	1100	R			From: Dead End				NA			NA		05/02/2005	
						To: 06-727 Church St										
1001 Lee Grant Ave	0.46	1100	G	99%	0%	From: 06-727 Church St				C	0.094	F	0.515	1100	G	2007
						To: ECL Appomattox										
1002 Booth Dr	0.07	230	R			From: Dead End				NA			NA		05/02/2005	
						To: 06-727 N, Red House Rd										
1002 Evergreen Ave	0.17	1300	G	96%	0%	From: 06-727 S, Red House Rd				C	0.191	F	0.712	1300	G	2007
						To: SCL Appomattox; 06-1043										
1003 Virginia Ave	0.09	710	R			From: SR 131 Old Courthouse Rd				NA			NA		05/04/2005	
						To: 06-1018 First St										
1003 Virginia Ave	0.06	630	R			From: 06-1018 First St				NA			NA		05/04/2005	
						To: 06-1016 Second St										
1003 Virginia Ave	0.15	580	R			From: 06-1016 Second St				NA			NA		05/04/2005	
						To: 06-1008 N, Ferguson St										
1003 Armstrong Lane	0.11	360	R			From: 06-1008 S, Ferguson St				NA			NA		05/04/2005	
						To: Dead End										
1004 Patricia Anne Lane	0.20	850	R			From: Bus US 460				NA			NA		05/04/2005	
						To: 06-1009 Patterson St										



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						2Axle	3+Axle	1Trail	2Trail								
<b>Town of Appomattox</b>																	
1004 06 Patricia Anne Lane	0.07	670	R			From: 06-1009 Patterson St					NA			NA		05/04/2005	
1004 06 Patricia Anne Lane	0.02	500	R			To: 06-727 Church St					NA			NA		05/04/2005	
1004 06 Patricia Anne Lane	0.20	530	R			From: 06-1021 North Ave					NA			NA		05/04/2005	
1004 06 Patricia Anne Lane						To: 06-631 Oakleigh Ave											
1005 06 Bandana St	0.05	500	R			From: US 460					NA			NA		05/04/2005	
1005 06 Bandana St	0.07	450	R			To: 06-1019 High St					NA			NA		05/04/2005	
1005 06 Bandana St						To: SR 131 Old Courthouse Rd											
1006 06 Lucy St	0.06	130	R			From: Bus US 460					NA			NA		04/10/2002	
1006 06 Lucy St	0.05	80	R			To: 06-1026 Fleshman St					NA			NA		04/10/2002	
1006 06 Lucy St						To: 06-1007 Martha St											
1007 06 Martha St	0.08	70	R			From: 06-631 Oakleigh Ave					NA			NA		04/10/2002	
1007 06 Martha St	0.12	80	R			To: 06-1006 Lucy St					NA			NA		04/10/2002	
1007 06 Martha St						To: 06-1025 Annie St											
1008 06 Ferguson St	0.52	3300	G	97%	0%	From: 06-691 Pumping Station Rd	2%	0%	1%	0%	C	0.136	F	0.521	3300	G	2007
1008 06 Ferguson St						To: SR 131 Old Courthouse Rd											
1009 06 Patterson St	0.55	420	R			From: 06-1004 Patricia Anne Lane					NA			NA		05/02/2005	
1009 06 Patterson St	0.06	240	R			To: 06-1040 Stevens St					NA			NA		05/02/2005	
1009 06 Patterson St	0.02	30	R			To: 06-1041 Brown St					NA			NA		05/02/2005	
1009 06 Patterson St						To: Dead End											
1010 06 Plant Dr	0.18	110	R			From: Dead End					NA			NA		04/10/2002	
1010 06 Plant Dr						To: Dead End											
1011 06 Loop Rd	0.06	70	R			From: SR 131 Old Courthouse Rd					NA			NA		05/04/2005	
1011 06 Loop Rd						To: Dead End											
1012 06 Jones St	0.14	670	R			From: Bus US 460; SR 131 Old Courthouse Rd					NA			NA		05/04/2005	
1012 06 Jones St	0.25	360	R			To: 0.14 MN Bus US 460					NA			NA		05/04/2005	
1012 06 Jones St	0.07	180	R			To: 06-1014 Jamerson Lane					NA			NA		05/04/2005	
1012 06 Jones St						To: Dead End											
1013 06 Moses Ave	0.07	2100	R			From: SR 131 Old Courthouse Rd					NA			NA		04/10/2002	
1013 06 Moses Ave	0.02	2200	R			To: 06-1019 High St					NA			NA		04/10/2002	
1013 06 Moses Ave						To: US 460 Bus											
1014 06 Jamerson Lane	0.10	400	R			From: SR 131 Old Courthouse Rd					NA			NA		05/04/2005	
1014 06 Jamerson Lane						To: 06-1012 Jones St											

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Appomattox</b>																
1014 06 Jamerson Lane	0.04	190	R			From: 06-1012 Jones St					NA			NA		05/04/2005
						To: Dead End										
1015 06 Sunnysdale Ave	0.36	210	R			From: 06-641 Church St					NA			NA		05/02/2005
						To: Dead End										
1016 06 Second St	0.13	150	R			From: 06-1003 Virginia Ave					NA			NA		05/02/2005
						To: 06-1008 Ferguson St										
1018 06 First St	0.18	80	R			From: 06-1003 Virginia Ave					NA			NA		05/02/2005
						To: 06-1008 Ferguson St										
1019 06 High St	0.10	110	R			From: 06-1030 Isabelle St					NA			NA		04/10/2002
						To: 06-1005 Bandana St										
1019 06 High St	0.07	250	R			From: 06-1013 Moses Ave					NA			NA		04/10/2002
						To: 06-1013 Moses Ave										
1020 06 Linden St	0.13	130	R			From: 06-1037 Maple St					NA			NA		04/08/2002
						To: 06-691 Pumping Station Rd										
1020 06 Linden St	0.07	220	R			From: 06-691 Pumping Station Rd					NA			NA		04/08/2002
						To: Dead End										
1021 06 North Ave	0.16	170	R			From: 06-1004 Patricia Anne Lane					NA			NA		05/02/2005
						To: Dead End										
1022 06 Park Lane	0.10	200	R			From: Bus US 460					NA			NA		05/02/2005
						To: Dead End										
1023 06 Morton Lane	0.07	300	R			From: 06-1008 Ferguson St					NA			NA		04/08/2002
						To: 06-1038 Winston Place										
1023 06 Morton Lane	0.31	320	R			From: SR 131 Old Courthouse Rd					NA			NA		04/08/2002
						To: SR 131 Old Courthouse Rd										
1025 06 Annie St	0.06	280	R			From: Bus US 460					NA			NA		04/10/2002
						To: 06-1026 Fleshman St										
1025 06 Annie St	0.06	200	R			From: 06-1026 Fleshman St					NA			NA		04/10/2002
						To: 06-1007 Martha St										
1025 06 Annie St	0.07	180	R			From: 06-1007 Martha St					NA			NA		04/10/2002
						To: 06-1027 Ethel St										
1026 06 Fleshman St	0.12	30	R			From: 06-1006 Lucy St					NA			NA		04/10/2002
						To: 06-1025 Annie St										
1027 06 Ethel St	0.04	40	R			From: 06-1031 Edgewood St					NA			NA		04/10/2002
						To: 06-1042 Pine St										
1027 06 Ethel St	0.13	40	R			From: 06-1042 Pine St					NA			NA		04/10/2002
						To: 06-1025 Annie St										
1027 06 Ethel St	0.10	180	R			From: 06-1025 Annie St					NA			NA		04/10/2002
						To: Dead End										
1028 06 Crawley Lane	0.11	310	R			From: SR 131 Old Courthouse Rd					NA			NA		05/04/2005
						To: Dead End										

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						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Appomattox</b>																
(1030/06) Isabelle St	0.07	600	R			From: SR 131 Old Courthouse Rd					NA			NA		04/10/2002
(1030/06) Isabelle St	0.08	570	R			From: 06-1019 High St					NA			NA		04/10/2002
						To: Bus US 460										
(1031/06) Edgewood St	0.19	80	R			From: 06-1027 Ethel St; Countryside Dr					NA			NA		04/10/2002
						To: Bus US 460										
(1033/06) Lombardy St	0.20	240	R			From: 06-1056 Morris Ave					NA			NA		04/10/2002
						To: 06-1001 Lee Grant Ave										
(1036/06) Hunter St	0.16	120	R			From: 06-727 Red House Rd					NA			NA		04/10/2002
						To: Dead End										
(1037/06) Maple St	0.11	70	R			From: Dead End					NA			NA		04/08/2002
						To: 06-691 Pumping Station Rd										
(1037/06) Maple St	0.06	50	R			From: 06-1020 Linden St					NA			NA		04/08/2002
						To: Dead End										
(1038/06) Winston Place	0.06	60	R			From: Dead End					NA			NA		04/08/2002
						To: 06-1023 Morton Lane										
(1039/06) Highland Ave	0.06	1400	R			From: SR 131 Old Courthouse Rd					NA			NA		04/10/2002
						To: 06-1058 Atwood St										
(1039/06) Highland Ave	0.11	1000	R			From: 06-727 Church St					NA			NA		04/10/2002
						To: Dead End										
(1040/06) Stevens St	0.06	50	R			From: Dead End					NA			NA		04/10/2002
						To: 06-1009 Patterson St										
(1040/06) Stevens St	0.15	130	R			From: Dead End					NA			NA		04/10/2002
						To: Dead End										
(1041/06) Brown St	0.06	60	R			From: Dead End					NA			NA		04/10/2002
						To: 06-1009 Patterson St										
(1042/06) Pine St	0.19	40	R			From: 06-1027 Ethel St					NA			NA		05/02/2005
						To: Bus US 460										
(1043/06) Dogwood St	0.11	390	R			From: SCL Appomattox					NA			NA		04/10/2002
						To: 06-1056 Morris Ave										
(1043/06) Dogwood St	0.14	470	R			From: 06-1044 Bradford Lane					NA			NA		04/10/2002
						To: 06-1043 Dogwood St										
(1043/06) Dogwood St	0.07	800	R			From: 06-1001 Lee Grant Ave					NA			NA		04/10/2002
						To: 06-1043 Dogwood St										
(1044/06) Bradford Lane	0.06	680	R			From: 06-727 Red House Rd					NA			NA		04/10/2002
						To: Dead End										
(1056/06) Morris Ave	0.17	90	R			From: 06-1033 Lombardy St					NA			NA		04/10/2002
						To: 06-1043 Dogwood St										
(1056/06) Morris Ave	0.06	100	R			From: 06-1043 Dogwood St					NA			NA		04/10/2002

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Appomattox</b>																
(1058/06) Atwood St	0.09	450	R			From: 06-727 Church St					NA		NA			04/10/2002
(1058/06) Atwood St	0.08	400	R			From: 06-1059 Lee St					NA		NA			04/10/2002
						To: 06-1039 Highland Ave										
(1059/06) Lee St	0.03	510	R			From: SR 131 Old Courthouse Rd					NA		NA			04/15/2002
(1059/06) Lee St	0.01	290	R			From: 06-1060 Harrell St					NA		NA			04/15/2002
(1059/06) Lee St	0.07	330	R			From: 0.01 MN 06-1060					NA		NA			04/15/2002
						To: 06-1058 Atwood St										
(1060/06) Harrell St	0.08	820	R			From: 06-1059 Lee St					NA		NA			04/10/2002
(1060/06) Harrell St	0.15	430	R			From: SR 131 Old Courthouse Rd					NA		NA			04/10/2002
						To: Dead End										
(1061/06) Ethel St	0.08	60	R			From: Dead End					NA		NA			04/10/2002
						To: 06-631 Oakleigh Ave										
(1062/06) Price Lane	0.02	80	R			From: 06-9021 Price Lane					NA		NA			04/10/2002
						To: Dead End										
(1063/06) Clover Lane	0.25	NA				From: FR-1010 Clover Lane					NA		NA			
						To: Dead End										
(1070/06) Wembly Lane	0.06	20	R			From: Lee Grant Ave					NA		NA			04/08/2002
						To: Dead End										
(9020/06) Raider Circle	0.14	390	R			From: US 460					NA		NA			05/04/2005
						To: SR 131; E Harrell										
(9021/06) Price Lane	0.04	40	R			From: 06-1004 Patricia Anne Lane					NA		NA			05/04/2005
(9021/06) Price Lane	0.07	48	R			From: 06-1062 Price Lane					NA		NA			05/04/2005
(9021/06) Price Lane	0.06	4	R			From: US 460					NA		NA			05/04/2005
						To: Cul-de-Sac										
(9068/06) Kids Place Lane	0.04	NA				From: SCL Appomattox					NA		NA			
						To: 06-691 Pumping Station Rd										
(9583/06) Learning Lane	0.23	810	R			From: 06-1008 Ferguson St					NA		NA			05/04/2005
						To: 06-1008 Ferguson St										