2002
Virginia Department of Transportation
Daily Traffic Volume Estimates
Including Vehicle Classification Estimates

where available

Special Locality Report
317

Town of Victoria

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

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Town of Victoria

Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle	Truck 3+Axle	Truck 1Trail	Truck 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Victoria																
40				From: WCL Victoria												
	1.08	**2900**	**N**	92%	0%	3%	1%	4%	0%	N	0.075	N	0.594	2900	N	2002
				To: SR 49 Lunenburg Court House												
40				From:												
	0.81	**5900**	**G**	93%	0%	3%	1%	3%	0%	F	0.085	F	0.516	5900	G	2002
				To: 55-1009												
40				From:												
	0.02	**5100**	**G**	93%	0%	3%	1%	3%	0%	F	0.084	F	0.54	5100	G	2002
				To: ECL Victoria												
				From: CL Victoria												
49 40	1.08	**2900**	**N**	92%	0%	3%	1%	4%	0%	N	0.075	N	0.594	2900	N	2002
				To: N SR 40												
49				From:												
	0.51	**4000**	**G**	92%	0%	4%	1%	3%	0%	F	0.082	F	0.577	4000	G	2002
				To: 55-1017												
49				From:												
	0.65	**3000**	**G**	92%	0%	4%	1%	3%	0%	F	0.082	F	0.524	3000	G	2002
				To: NCL Victoria												
				From: SR 49												
653 (55)	1.02	**390**	**G**	97%	0%	2%	0%	1%	0%	F	0.106	F	0.544	390	G	2002
				To: ECL Victoria												
				From: SCL Victoria												
661 (55)	0.57	**260**	**R**								NA			NA		05/10/2001
				To: 55-734												
661 (55)				From:												
	0.05	**1100**	**R**								NA			NA		05/10/2001
				To: 55-1024												
661 (55)				From:												
	0.18	**2600**	**R**								NA			NA		05/10/2001
				To: SR 40												
				From: Dead End												
662 (55)	0.07	**20**	**R**								NA			NA		04/17/2001
				To: 55-1011												
662 (55)				From:												
	0.13	**100**	**G**	96%	0%	2%	0%	1%	0%	F	0.157	F	0.75	100	G	2002
				To: 55-1038												
662 (55)				From:												
	0.26	**210**	**G**	96%	0%	2%	0%	1%	0%	F	0.125	F	0.623	210	G	2002
				To: 55-1015												
662 (55)				From:												
	0.06	**480**	**G**	96%	0%	2%	0%	1%	0%	F	0.095	F	0.660	480	G	2002
				To: 55-1002												
662 (55)				From:												
	0.10	**540**	**G**	96%	0%	2%	0%	1%	0%	F	0.129	F	0.527	540	G	2002
				To: SR 49												
662 (55)				From:												
	0.46	**1600**	**G**	96%	0%	2%	0%	1%	0%	C	0.097	F	0.628	1600	G	2002
				To: 55-1034												
662 (55)				From:												
	0.22	**1400**	**G**	96%	0%	2%	0%	1%	0%	F	0.096	F	0.636	1400	G	2002
				To: WCL Victoria												
				From: WCL VICTORIA												
667 (55)	0.26	**180**	**R**								NA			NA		1998
				To: 55-1008												
				From: SR 49												
726 (55)	0.25	**150**	**R**								NA			NA		1998
				To: NCL Victoria												
				From: ECL VICTORIA												
734 (55)	0.95	**440**	**G**	98%	0%	1%	0%	1%	0%	F	0.082	F	0.614	440	G	2002
				To: 55-1008												
				From: WCL VICTORIA												
738 (55)	0.20	**90**	**R**								NA			NA		04/02/2001
				To: SR 40												
				From: 55-1055												
1001 (55)	0.05	**650**	**R**								NA			NA		05/07/2001
				To: SR 40												

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Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle	Truck 3+Axle	Truck 1Trail	Truck 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Victoria																
1001 55	0.08	**860**	**G**	From: SR 40												
				99%	0%	1%	0%	0%	0%	F	0.094	F	0.577	860	G	2002
1001 55	0.27	**550**	**G**	To: 55-662												
				99%	0%	1%	0%	0%	0%	C	0.11	F	0.689	550	G	2002
1001 55	0.79	**280**	**G**	To: 55-1010												
				99%	0%	1%	0%	0%	0%	F	0.122	F	0.575	280	G	2002
				To: 55-653												
1002 55	0.07	**1500**	**G**	From: SR 40; SR 49												
				94%	1%	3%	1%	1%	0%	C	0.082	F	0.587	1500	G	2002
1002 55	0.07	**690**	**G**	To: 55-662												
				94%	1%	3%	1%	1%	0%	F	0.1	F	0.734	680	G	2002
1002 55	0.08	**590**	**G**	To: 55-1020												
				94%	1%	3%	1%	1%	0%	F	0.153	F	0.708	590	G	2002
1002 55	0.61	**250**	**G**	To: 55-1019												
				94%	1%	3%	1%	1%	0%	F	0.092	F	0.519	250	G	2002
				To: 55-653												
1003 55	0.21	**160**	**R**	From: 55-1021							NA			NA		05/07/2001
1003 55	0.17	**390**	**R**	To: 55-1019							NA			NA		05/07/2001
				To: 55-653												
1004 55	0.07	**60**	**R**	From: 55-1021							NA			NA		05/07/2001
1004 55	0.15	**270**	**R**	To: 55-662							NA			NA		05/07/2001
1004 55	0.22	**160**	**R**	To: 55-1019							NA			NA		03/24/2001
				To: Dead End												
1005 55	0.12	**20**	**R**	From: 55-1035							NA			NA		04/02/2001
				To: 55-1041 Gap Terminus												
1005 55	0.20	**440**	**R**	From: SR 49 Gap Terminus							NA			NA		05/07/2001
1005 55	0.18	**140**	**R**	To: 55-1019							NA			NA		03/24/2001
1005 55	0.06	**47**	**R**	To: 55-1006							NA			NA		03/24/2001
				To: Dead End												
1006 55	0.20	**140**	**R**	From: 55-1001							NA			NA		03/24/2001
1006 55	0.15	**100**	**R**	To: 55-1005							NA			NA		03/24/2001
				To: 55-1003												
1007 55	0.30	**100**	**R**	From: 55-1001							NA			NA		03/24/2001
				To: 55-653												
1008 55	0.03	**390**	**R**	From: SR 40 WEST							NA			NA		05/14/2001
1008 55	0.40	**110**	**R**	To: 55-667							NA			NA		05/14/2001
1008 55	0.03	**290**	**R**	To: 55-1023							NA			NA		05/14/2001
				To: 55-1022												

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Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle	Truck 3+Axle	Truck 1Trail	Truck 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Victoria																
1008 55	0.07	**320**	**R**	From: 55-1022 To: SR 40 EAST							NA			NA		05/14/2001
1009 55	0.16	**350**	**R**	From: Dead End; Gap Terminus To: SR 40							NA			NA		05/07/2001
1010 55	0.06	**60**	**R**	From: 55-1011 To: 55-1012; Gap Terminus							NA			NA		04/17/2001
1010 55	0.07	**50**	**R**	From: 55-1014; Gap Terminus To: 55-1001							NA			NA		04/17/2001
1010 55	0.20	**90**	**R**	From: To: 55-1005							NA			NA		03/24/2001
1010 55	0.07	**80**	**R**	From: To: 55-1004							NA			NA		03/24/2001
1010 55	0.08	**80**	**R**	From: To: 55-1003							NA			NA		03/24/2001
1010 55	0.10	**40**	**R**	From: To: Dead End							NA			NA		03/24/2001
1011 55	0.08	**450**	**R**	From: SR 40 To: 55-662							NA			NA		05/07/2001
1011 55	0.16	**180**	**R**	From: To: 55-1019							NA			NA		05/07/2001
1011 55	0.08	**150**	**R**	From: To: 55-1010							NA			NA		05/07/2001
1011 55	0.50	**30**	**R**	From: To: Dead End							NA			NA		04/17/2001
1012 55	0.32	**210**	**R**	From: SR 40 To: 55-1010							NA			NA		04/24/2001
1013 55	0.18	**220**	**R**	From: SR 40 To: 55-1020							NA			NA		04/24/2001
1013 55	0.08	**40**	**R**	From: To: 55-1019							NA			NA		04/24/2001
1014 55	0.26	**310**	**R**	From: Dead End To: 55-1019							NA			NA		03/24/2001
1014 55	0.07	**70**	**R**	From: To: 55-1010							NA			NA		03/24/2001
1015 55	0.02	**400**	**R**	From: Dead End To: SR 40							NA			NA		05/14/2001
1015 55	0.07	**440**	**R**	From: To: 55-662							NA			NA		05/14/2001
1015 55	0.08	**140**	**R**	From: To: 55-1020							NA			NA		05/14/2001
1016 55	0.14	**120**	**R**	From: 55-1021 To: 55-1020							NA			NA		05/07/2001
1016 55	0.08	**140**	**R**	From: To: 55-1019							NA			NA		05/07/2001

Route	Length	AADT	QA	4Tire	Bus	Truck: 2Axle	Truck: 3+Axle	Truck: 1Trail	Truck: 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Victoria																
1017 55	0.20	**230**	**R**	From: 55-662							NA			NA		03/24/2001
				To: SR 49												
1018 55	0.23	**210**	**R**	From: 55-1021							NA			NA		04/02/2001
				To: 55-1019												
1019 55	0.07	**30**	**R**	From: 55-1011							NA			NA		04/17/2001
				To: 55-1012; Gap Terminus												
1019 55	0.07	**30**	**R**	From: 55-1013; Gap Terminus							NA			NA		04/17/2001
				To: 55-1014												
1019 55	0.06	**60**	**R**	From:							NA			NA		05/07/2001
				To: 55-1001; Gap Terminus												
1019 55	0.08	**50**	**R**	From: 55-1002; Gap Terminus							NA			NA		05/07/2001
				To: 55-1005												
1019 55	0.16	**190**	**R**	From:							NA			NA		05/07/2001
				To: 55-1003; Gap Terminus												
1019 55	0.22	**210**	**R**	From: SR 49; Gap Terminus							NA			NA		04/24/2001
				To: 55-1046												
1019 55	0.16	**60**	**R**	From:							NA			NA		04/24/2001
				To: 55-1045												
1020 55	0.03	**20**	**R**	From: Dead End							NA			NA		04/17/2001
				To: 55-1011												
1020 55	0.18	**80**	**R**	From:							NA			NA		03/24/2001
				To: 55-1013												
1020 55	0.20	**130**	**R**	From:							NA			NA		05/07/2001
				To: 55-1015; Gap Terminus												
1020 55	0.40	**140**	**R**	From: 55-1002; Gap Terminus							NA			NA		04/02/2001
				To: 55-1018												
1020 55	0.07	**50**	**R**	From:							NA			NA		04/02/2001
				To: Dead End												
1021 55	0.21	**270**	**G**	From: SR 49	95%	1%	4%	0%	0%	0%	C	0.143	F	0.694	270	G	2002
				To: 55-1016												
1021 55	0.07	**160**	**R**	From:							NA			NA		04/02/2001
				To: THIRTEENTH ST												
1021 55	0.13	**100**	**R**	From:							NA			NA		04/02/2001
				To: Dead End												
1022 55	0.04	**110**	**R**	From: SR 40							NA			NA		05/14/2001
				To: 55-1008												
1023 55	0.15	**49**	**R**	From: Dead End							NA			NA		04/02/2001
				To: 55-1008												
1024 55	0.20	**290**	**R**	From: 55-1047							NA			NA		04/17/2001
				To: 55-1036												
1024 55	0.20	**520**	**G**	From:	88%	1%	4%	1%	7%	0%	F	0.093	F	0.52	520	G	2002
				To: 55-661												
1024 55	0.38	**1000**	**G**	From:	88%	1%	4%	1%	7%	0%	C	0.095	F	0.505	1000	G	2002
				To: SR 40; SR 49												

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Town of Victoria																
1025 55	0.04	**45**	**R**	From: Dead End To: 55-1047							NA			NA		04/17/2001
1025 55	0.19	**40**	**R**	From: 55-1047 To: 55-1036							NA			NA		04/17/2001
1025 55	0.07	**60**	**R**	From: 55-1036 To: 55-1040; Gap Terminus							NA			NA		04/17/2001
1025 55	0.07	**60**	**R**	From: 55-661; Gap Terminus To: 55-1029							NA			NA		04/17/2001
1025 55	0.32	**100**	**R**	From: 55-1029 To: SR 40; SR 49							NA			NA		04/17/2001
1026 55	0.06	**49**	**R**	From: 55-1047 To: 55-1042							NA			NA		04/17/2001
1026 55	0.06	**90**	**R**	From: 55-1042 To: 55-1037; Gap Terminus							NA			NA		04/17/2001
1026 55	0.13	**90**	**R**	From: 55-1028; Gap Terminus To: 55-1031							NA			NA		04/17/2001
1026 55	0.20	**80**	**R**	From: 55-1031 To: SR 40; SR 49							NA			NA		04/17/2001
1027 55	0.33	**120**	**R**	From: 55-1042 To: 9TH ST; Gap Terminus							NA			NA		04/17/2001
1027 55	0.27	**130**	**R**	From: 55-661; Gap Terminus To: 55-1032							NA			NA		04/17/2001
1027 55	0.12	**200**	**R**	From: 55-1032 To: SR 40; SR 49							NA			NA		04/17/2001
1028 55	0.32	**230**	**R**	From: 55-661 To: 55-1033							NA			NA		04/17/2001
1028 55	0.05	**420**	**R**	From: 55-1033 To: SR 40; SR 49							NA			NA		04/17/2001
1029 55	0.19	**110**	**R**	From: 55-1027 To: 55-734							NA			NA		04/17/2001
1029 55	0.05	**240**	**R**	From: 55-734 To: 55-1024							NA			NA		04/17/2001
1030 55	0.13	**40**	**R**	From: 55-1027 To: 55-1025							NA			NA		04/02/2001
1030 55	0.07	**70**	**R**	From: 55-1025 To: 55-734							NA			NA		04/02/2001
1031 55	0.19	**50**	**R**	From: 55-1028 To: 55-1025							NA			NA		04/02/2001
1031 55	0.12	**80**	**R**	From: 55-1025 To: 55-1024							NA			NA		04/02/2001
1032 55	0.07	**20**	**R**	From: 55-1028 To: 55-1027							NA			NA		04/02/2001
1032 55	0.12	**20**	**R**	From: 55-1027 To: 55-1025							NA			NA		04/02/2001

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Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle	Truck 3+Axle	Truck 1Trail	Truck 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Victoria																
1032 55	0.12	**50**	**R**	From: 55-1025 To: 55-1024							NA			NA		04/02/2001
1033 55	0.35	**47**	**R**	From: 55-1044 To: 55-734							NA			NA		04/02/2001
1033 55	0.07	**60**	**R**	From: 55-734 To: 55-1024							NA			NA		04/02/2001
1034 55	0.10	**30**	**R**	From: Dead End To: 0.10 ME Dead End							NA			NA		04/02/2001
1034 55	0.10	**40**	**R**	From: 0.10 ME Dead End To: 55-662							NA			NA		1998
1035 55	0.09	**90**	**R**	From: Dead End To: 55-1008							NA			NA		04/02/2001
1036 55	0.04	**9**	**R**	From: Dead End To: 55-1025							NA			NA		04/17/2001
1036 55	0.12	**110**	**R**	From: 55-1025 To: 55-1024							NA			NA		04/17/2001
1037 55	0.06	**110**	**R**	From: 55-1026 To: 55-1025							NA			NA		04/17/2001
1037 55	0.11	**220**	**R**	From: 55=1025 To: 55-1024							NA			NA		04/17/2001
1037 55	0.05	**40**	**R**	From: 55-1024 To: Dead End							NA			NA		04/17/2001
1038 55	0.08	**110**	**R**	From: SR 40 To: 55-662							NA			NA		03/24/2001
1038 55	0.09	**47**	**R**	From: 55-662 To: 55-1020							NA			NA		03/24/2001
1039 55	0.05	**60**	**R**	From: 55-734 To: 55-1024							NA			NA		04/17/2001
1039 55	0.07	**40**	**R**	From: 55-1024 To: Dead End							NA			NA		04/17/2001
1040 55	0.19	**60**	**R**	From: 55-1025 To: Dead End							NA			NA		04/17/2001
1041 55	0.07	**70**	**R**	From: 55-1008 To: 55-1005							NA			NA		04/02/2001
1041 55	0.16	**70**	**R**	From: 55-1005 To: Dead End							NA			NA		04/02/2001
1042 55	0.20	**280**	**R**	From: 55-1027 To: 55-734							NA			NA		04/17/2001
1042 55	0.05	**160**	**R**	From: 55-734 To: 55-1024							NA			NA		04/17/2001
1043 55	0.14	**20**	**R**	From: SR 49 To: Dead End							NA			NA		03/24/2001

Virginia Department of Transportation
Mobility Management Division
2002
Annual Average Daily Traffic Volume Estimates By Section of Route
Town of Victoria

Route	Length	AADT	QA	4Tire	Bus	Truck: 2Axle	Truck: 3+Axle	Truck: 1Trail	Truck: 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Victoria																
1044 55	0.11	**49**	**R**	From: Dead End To: SR 40; SR 49							NA			NA		04/02/2001
1044 55	0.05	**80**	**R**	From: SR 40; SR 49 To: 55-1033							NA			NA		04/02/2001
1045 55	0.06	**30**	**R**	From: 55-1019 To: 55-1046							NA			NA		03/24/2001
1046 55	0.25	**110**	**R**	From: 55-1019 To: 55-1045							NA			NA		03/24/2001
1047 55	0.17	**90**	**R**	From: 55-1026 To: 55-1024							NA			NA		04/17/2001
1048 55	0.05	**60**	**R**	From: Dead End To: SR 40							NA			NA		04/02/2001
1049 55	0.04	**20**	**R**	From: 55-1007 To: Dead End							NA			NA		05/07/2001
1055 55	0.33	**250**	**R**	From: 55-661 To: 55-1001							NA			NA		05/10/2001