### 2001

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

Jurisdiction Report

73

Prince Edward County Town of Farmville

### Virginia Department of Transportation Traffic Engineering Division Traffic Monitoring Section

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

One of these booklets includes a list of all Interstate and Primary highway segments with the estimated Annual Average Daily Traffic (AADT). AADT is the total annual traffic estimate divided by the number of days in the year. This book is titled "Average Daily Traffic Volumes on Interstate, Arterial and Primary Routes".

The second booklet includes the same information as the first, along with some additional information such as an estimate of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks. This booklet also includes the estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; and a "Design Hour" estimate which is a value used by planners to formulate design criteria. This book is titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes".

Both of the Interstate and Primary booklets mentioned above include a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the booklet has been redesigned based on user requests and feedback. The people at VDOT Traffic Engineering's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

In addition to the two annual publications, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for all roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Available this year is a compact disc (CD) that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. One disc will include both Primary and Interstate publications as well as each of the 100 Jurisdiction Reports. The CD will also include a number of summary reports not available in the printed version.

### **Publication Notes**

### Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a "Combined Traffic Estimates for Parallel Roadways on this Route" or "Combined Traffic" identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate "NA" for not available.

VDOT's traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating "NA" for not available. It is the intention of the VDOT's Traffic Engineering Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate "NA" for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

### Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

### QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

**2Axle Truck**: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

**3+Axle Truck**: Percentage of the traffic volume made up of single unit trucks with three or more axles.

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

Design Hour: The estimate of the traffic volume for the  $30^{th}$  highest traffic volume occurring in a one-year period.

QK: Quality of the Design Hour estimate:

- A 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B 30th Highest Hour Observed During Less than 12 Months of Continuous Traffic Data
- F Factored Highest Hour Collected at in a 48 Hour Weekday Period
- G Factored Highest Hour Collected at in a 48 Hour Weekday Period with Growth Element
- M Manual Estimate of 30th Highest Hour
- N Design Hour of Similar Neighboring Traffic Link
- O Provided by External Source

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available, the actual date that the count was obtained is provided. All other AADT data are factored to be accurate for the year of the report.

### Route Shield Legend

### Route Systems

North 81	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
29	US Route	
7	Virginia State Rout	te
600	Secondary Route	

### **Special Routes**

Bus	Bus - Business Route
29	Bypas - Bypass Route
	Truck - Truck Route
ALT	ALT - Alternate Route
(220)	Wye - Wye Route connector
\ /	

- P Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.
- The VDOT 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.

								ıck			Design				
Route	Length	AADT	QA	4Tire	Bus			1Trail		QC	Hour	QK	AAWDT	QW	Year
Prince Edward County				From:	С	harlotte Cou	ınty Line		1						
15	4.49	3200	G	89%	1%	3%	1%	6%	0%	F	290	G	3200	G	2001
15	7.65	3700	G	From: 89%	1%	73-63. <b>3</b> %	1%	6%	0%	F	320	G	3700	G	2001
				From:		SR 133 Kin	gsville								
15	2.83	8000	G	90%	1%	2%	4%	3%	0%	F	640	G	8000	G	2001
				To: From:		5 Bus South 5 Bus South			1						
15	0.20	12000	G	83%	1%	2%	1%	12%	1%	F	1000	G	12000	G	2001
15	4.36	8200	Α	From: 83%	US 1%	460 West o	f Farmville 1%	12%	1%	Α	880	Α	7700	Α	2001
(10)				To:		US 460	) C								
15	0.24	5200	G	83%	1%	2%	1%	12%	1%	F	460	G	5300	G	2001
				From:		60 Bus West			]						
15	1.77	4300	G	91% To:	1%	3%	1%	5%	0%	F	400	G	4300	G	2001
					Buc	ckingham Co			1						
Bus 15	0.11	15000	NI.	98%	0%	US 1:	5 0%	1%	J 00/	NI	1400	NI	16000	N	2001
(15)	0.11	15000	N	98% To:	0%	SCL Farn		1%	0% ]	N	1400	N	16000	IN	2001
Town of Farmville				From:											
Bus	0.72	15000	G	98%	0%	SCL Farm 1%	oville 0%	1%	<b>」</b> 0%	F	1400	G	16000	G	2001
[15]				To:		Old SCL Fa									
Bus (15) Main Street	0.42	18000	G	98%	0%	1%	0%	1%	0%	С	NA		19000	G	2001
				To:		Milnwood	d Rd		7						
Bus (15) Main Street	0.13	17000	G	97%	0%	1%	0%	1%	0%	F	NA		18000	G	2001
- Bura				To: From:		Gilliam	St								
Bus (15) Main Street	0.30	17000	G	97%	0%	1%	0%	1%	0%	F	NA		17000	G	2001
				To: From:		Griffin E	Blvd		T						
Bus (15) Main Street	0.16	12000	G	97%	0%	1%	0%	1%	0%	F	NA		13000	G	2001
<u> </u>				To:		Gross	St		1						
Bus (15) Main Street	0.41	12000	G	97%	0%	1%	0%	1%	0%	С	NA		13000	G	2001
Bus				To: From:		Putney	St		]						
15 Main Street	0.21	10000	G	97%	0%	1%	0%	1%	0%	F	NA		10000	G	2001
$\bigcirc$				To:		High Str			1						
Bus (15) High Street	0.07	3500	G	97%	0%	Main Str 1%	reet 0%	1%	 0%	F	NA		3700	G	2001
13)	0.01			To:		Venable S		. 70	7	•	14/1		0.00		
Bus High Street	0.20	4800	G	96%	0%	2%	0%	1%		F	NA	· <u> </u>	5000	G	2001
(15) High Street	0.29	4000	G	90% To:	0 70	Oak Str		1 70	0% T	ı-	INA		5000	G	200 I
Bus				From:		High S	St								
Bus Oak Street	0.28	6100	G	96% To:	0%	2% Third	0% St	1%	0% 7	F	NA		6400	G	2001
Bus				From:		Oak Str									
15 Third Street	1.29	11000	G	96%	0%	2%	0%	1%	0%	С	NA		12000	G	2001
Bus				From:		Industrial P	ark Rd								
15 Third Street	0.94	7700	G	96% To:	0% 73	2% -695, WCL	1% Farmville	1%	0%	F	NA		8000	G	2001
Drings Edward Court					/3	-093, WCL	1 armvine								
Prince Edward County Bus				From:	73	-695, WCL	Farmville								
15	1.22	6900	Α	96%	0%	2%	1%	1%	0%	Α	700	Α	7000	Α	2001
~				To:		US 1:	5								

				FI	IIICE LC	JWaiu ivia					<b>.</b>				
Route	Length	AADT	QA	4Tire	Bus			uck 1Trail	 2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Town of Farmville				From:		High St	root								
45	0.10	8700	G	96%	0%	2%	1%	1%	0%	F	NA		9000	G	2001
45 Main Street	0.40	10000	G	96%	0%	Third 2%	1%	1%	0%	С	NA		11000	G	2001
				To:		River	Rd								
45 Main Street	0.18	7600	G	96%	0%	2%	1%	1%	0%	F	NA		7900	G	2001
45 Main Street	0.73	6000	G	96% To:	0%	Osborne 2%	1%	1%	0%	С	NA		6300	G	2001
Prince Edward County						NCL Farı									
133	1.04	1900	G	85%	1%	W 73-0 2%	12%	1%	0%	F	160	G	1900	G	2001
	0.15	3200	G	From: 85%	73- 1%	692 West o	f Kingsville	1%	0%	F	270	G	3300	G	2001
(133)	0.10	3200	·	To:	170	US 15 Kin		170	7 ~~	•	210	Ü	0000	Ü	2001
				From:		US 40									
307	2.83	4600	Α	87%	1%	2%	1%	8%	1%	Α	520	Α	4400	Α	2001
				From:		lottoway Co									
(360)	2.23	5900	G	79%	1%	2%	2%	15%	1%	F	480	G	5900	G	2001
360	3.13	5500	G	From: 79%	1%	55-70 <b>2</b> %	2%	15%	1%	F	400	G	5500	G	2001
				To: From:		73-72	28								
360	0.26	6800	G	79%	1%	2%	2%	15%	1%	F	480	G	6800	G	2001
(~~~)	3.09	5400	G	From:	1%	73-63 2%	2%	15%	1%	F	380	G	5400	G	2001
360	3.09	5400	G	79%	170	73-69		15%	176	Г	300	G	5400	G	2001
360	5.56	4800	В	79%	1%	2%	2%	15%	1%	Α	500	В	4600	В	2001
$\overline{}$				To:	N	ottoway Co	unty Line								
~~~				From:		pomattox C									
460	1.07	7400	G	85%	1%	2%	1%	11%	0%	F	560	G	7400	G	2001
(460)	5.83	7000	G	From: 85%	1%	US 460 2%	1%	11%	0%	F	550	G	7000	G	2001
(460)	0.00	7000		To:	170	73-62		1170	J——	'			7000		2001
460	5.58	9100	G	85%	1%	2%	1%	11%	0%	F	710	G	9100	G	2001
(460) (15)	4.36	8200	Α	From: 83%	1%	W US 2%	1%	12%	1%	Α	880	Α	7700	Α	2001
$\bigcirc$				To: From:	US 460	) WEST OF	FARMVI	LLE	<b>—</b>						
460 (15)	0.20	12000	G	83%	1%	2%	1%	12%	1%	F	1000	G	12000	G	2001
<u>460</u> }	2.75	8600	G	From: 85%	1%	US 1 2%	5 1%	11%	0%	F	610	G	8600	G	2001
400)	2.70			To:	1 /0	Bus US		1170	J——	'	510		3000		
460	4.28	14000	G	85%	1%	2%	1%	11%	0%	F	1100	G	14000	G	2001
460	4.44	7000	G	From: 85%	1%	SR 30 2%	1%	11%	0%	F	630	G	7000	G	2001
Town of Pamplin City				10.	N	ottoway Co	unty Line								
Bus				From:		pomattox C									
(460)	0.21	1300	G	95% To:	0%	1% ECL Pamp	1% lin City	3%	0%	F	120	G	1300	G	2001
Prince Edward County															
Bus				From:		ECL Pamp			J			_			
(460)	1.43	1300	N	95%	0%	1%	1%	3%	0%	N	120	N	1300	N	2001
				To:	U	S 460 East o	ot Pamplin								

					IIIICE LC	IWalu Iviai					Danima				
Route	Length	AADT	QA	4Tire	Bus			uck 1Trail		QC	Design Hour	QK	AAWDT	QW	Year
Prince Edward County				From:		LIC 460	C								
Bus (460) (15)	0.24	5200	G	83%	1%	US 460 2%	1%	12%	 1%	F	460	G	5300	G	2001
$\hookrightarrow$	-			To:		T 15 BUS &									
Bus Bus	1.22	6900	Α	96%	0%	2%	1%	1%	0%	Α	700	Α	7000	Α	2001
[460] [15]	1.22	0900	<b>A</b>	70:	0 /6	73-69:		1 /0		^	700	^	7000	^	2001
Town of Farmville				<u>u</u>											
Bus Bus				From:	73-6		RMVILL								
460 15 Third Street	0.94	7700	G	96%	0%	2%	1%	1%	0%	F	NA		8000	G	2001
Bus Bus				From:	INI	DUSTRIAL	PARK RD	)							
(460) (15) Third Street	1.29	11000	G	96%	0%	2%	0%	1%	0%	С	NA		12000	G	2001
<u> </u>				To: From:		RT 15 B Oak S									
Bus (460) Third St	0.67	6800	G	95%	1%	2%	1%	1%	0%	F	NA		7100	G	2001
<u></u>				To:		Main S									
Bus 2rd St	0.17	7600	G	95%	1%	2%	1%	1%	0%	С	NA		8000	G	2001
460 3rd St	0.17	7600	G	95%	1 70			1 70	U% -	C	INA		8000	G	2001
Bus				From:		Virginia									
(460)3rd St	1.22	7400	G	95%	1%	2%	1%	1%	0%	F	NA		7700	G	2001
Bus				From:		Milnwood	l Rd								
(460) 3rd St	0.89	7100	G	95%	1%	2%	1%	1%	0%	F	NA		7400	G	2001
$\overline{\underline{\hspace{1cm}}}$				To:		ECL Farm	ville								
Prince Edward County						nor n									
Bus	0.49	7200	G	95%	0%	ECL Farm 2%	1%	2%	0%	С	660	G	7300	G	2001
[460]	0.40	1200	·	To	070	US 46		270	7 ~~	Ü	000	Ü	7000	Ü	2001
				From:	C	harlotte Cou									
691)	0.10	130	N								NA		NA		1997
				To:		SR 47	1								
	4.05	640	•	From:	00/	US 460 W		00/		•	NIA		040	0	2004
600	1.05	610	G	94%	0%	2%	3%	0%	0%	С	NA		610	G	2001
	0.14	1100	G	From: 96%	1%	US 460 E 2%	AST 1%	0%	0%	С	NA		1100	G	2001
600	0.14	1100	G	30 70 T	1 70			0 /0	7	C	INA		1100	G	2001
(600)	4.03	390	R	From:		73-619	9				NA		NA		06/03/2002
(600)	4.00	330		To:		73-61	7				14/ (		14/ (		00/00/2002
				From:		US 46									
601)	2.10	46	R								NA		NA		05/22/2002
				To:		73-619	9								
	0.70	470	_	From:		US 46	0				NIA		NIA		00/02/2002
602	2.72	170	R	To:		73-61	7		_		NA		NA		06/03/2002
				From:		US 46									
603	0.10	20	R	<u> </u>		05 40	0				NA		NA		05/22/2002
				To:		Dead E	nd								
				From:		73-67									
604)	2.73	710	G	99%	0%	1%	0%	0%	0%	F	NA		720	G	2001
				From:	001	73-666 W		001	<u> </u>				000		0001
604)	1.87	860	G	99%	0%	1%	0%	0%	0%	С	NA		860	G	2001
	2.55	400-		From:	001	73-680		201			<b>.</b>		4000		000:
604)	2.96	1300	G	99% To:	0%	1% 73-66	0%	0%	0% ¬	F	NA		1300	G	2001
				From:		73-696			+						
605)	1.00	70	R	<u> </u>		/3-090	J		_		NA		NA		06/03/2002
000				To:	Dead Er	nd at Sandy I	River Rese	ervoir			<u> </u>		<u> </u>		

Route	Length	AADT	QA	4Tire	Bus	2Axle		uck 1Trail		QC	Design Hour	QK	AAWDT	QW	Year
Prince Edward County				From:	Dead En	d at Sandy R	River Rese	ervoir							
605)	0.99	30	R						_		NA		NA		06/03/2002
	1.57	340	R	To: From:		73-613	}				NA		NA		06/03/2002
605)	1.57	340	K	To:		73-600	)				INA		INA		00/03/200/
				From:		73-612	2								
606	1.10	40	R						_		NA		NA		06/03/2002
	1.10	30	R	From:	Dead En	d at Sandy R	River Rese	ervoir	_		NA		NA		06/03/2002
606				To:		73-613									
606)	2.84	300	G	96%	1%	2%	0%	0%	0%	С	NA		310	G	2001
				To:		US 460	)								
$\bigcirc$	0.00			From:	00/	US 360		00/		_			000		0004
607	0.90	260	G	87% To:	0%	5% 73-621 W	2% FST	6%	0%	С	NA		260	G	2001
				From:		73-621 EA									
607)	1.10	540	G	87%	0%	5%	2%	6%	0%	F	NA		550	G	2001
	1.40	240	R	From:		73-612	2				NA		NA		06/03/2002
607	1.40	310	K	To:		US 460	)		7		INA		INA		00/03/2002
				From:		73-626									
608)	1.18	810	G	98%	1%	1%	0%	0%	0%	С	NA		820	G	2001
				To: From:		US 460 W									
600	2.68	330	R	rioni.		US 460 EA	ASI		_		NA		NA		05/22/2002
608				To:	Buc	kingham Co	unty Line	:							00/11/1001
				From:		73-627	1								
609	1.00	90	R								NA		NA		1999
				To: From:		73-653	;		]						
609	2.70	80	R						_		NA		NA		1999
				To: From:		73-626 SO 73-626 NO									
609	1.90	260	R						_		NA		NA		1999
				To: From:		73-625	j		<b>—</b>						
(609)	0.60	120	R						_		NA		NA		1999
				To:	Buc	kingham Co	unty Line								
	1.25	40	В	From:		73-612	2				NA		NA		06/03/2002
(610)	1.23	40	R	_					_		INA		INA		00/03/2002
(40)	0.35	70	R	From:		1.25 MN 73	3-612				NA		NA		1999
610	0.00	70	IX.	To:		73-606	,		7		INA		INA		1000
				From:		73-613									
611)	2.10	48	R						_		NA		NA		06/03/2002
				To:		73-612	2								
$\bigcirc$	4.00		_	From:		73-628	3								4000
612)	1.36	200	R	To:		73-696 SO	UTH		1		NA		NA		1999
				From:		73-696 NO	RTH								
612)	1.65	430	G	71%	4%	24%	0%	1%	0%	С	NA		430	G	2001
				From:		73-613 EA			<u> </u>						
612)	2.26	240	G	71%	4%	24%	0%	1%	0%	F	NA		240	G	2001
				From:		73-641			]						
612	1.54	370	G	71% To:	4%	24%	0%	1%	¬ 0%	F	NA		370	G	2001
				1.0.		73-607									

Route	Length	AADT	QA	4Tire	Rue	Truck			QC	Design	QK A	AWDT	QW	Year
Prince Edward County	-				2Axle	3+Axle 1	Trail	21 rail		Hour				
	1.60	90	R	From:	US 360					NA		NA		1999
613)	1.00	90	K	To:	72 620 501	ITH		7		INA		INA		1999
613)	3.08	90	R	From:	73-629 SOL	П				NA		NA		1999
				To: From:	73-612 EA									
613)	1.50	60	R		73-612 WE	231		_		NA		NA		06/03/2002
				To: From:	73-611			]						
613	1.30	160	R							NA		NA		06/03/2002
	1.70	220		To: From:	73-606			]		NA		NA		1999
613)	1.70	230	R	To:	73-605			1		INA		INA		1999
				From:	Dead En									
614)	0.60	20	R	_				- -		NA		NA		06/03/2002
				To: From:	73-696									
615)	0.65	80	R	Floin.	Dead En	d		J		NA		NA		05/20/2002
0.0				To:	73-657									
				From:	US 460									1000
616	0.50	520	R	To:	Nottoway Cour	nty Line		1		NA		NA		1999
				From:	US 460									
617)	2.79	230	R					-		NA		NA		1999
				To: From:	SR 307			]						
617)	1.49	330	G	88%	2% 3%	2%	4%	0%	С	NA		330	G	2001
	0.18	250	R	To: From:	73-600					NA		NA		1999
617)	0.10	200		To:	73-620					1471		1471		1000
				From:	73-619			]						
618)	0.40	90	R	To:	Amelia Count	v I ino		1		NA		NA		1999
				From:	73-600			1						
(619)	3.80	770	G	97%	0% 1%		1%	0%	С	NA		770	G	2001
				To: From:	73-620 SOU	JTH		]						
619	3.20	190	R	To:	1 F. C	т.		7		NA		NA		1999
				From:	Amelia Count  Dead En			1						
(620)	0.80	60	R		Dead En	u				NA		NA		06/03/2002
				To: From:	73-619 NOF									
620	3.14	70	R		73-619 SOL	ЛН				NA		NA		1999
				To:	Nottoway County L	ine; 73-617								
$\bigcirc$	4.40	4.40		From:	US 360					NIA		NI A		4000
621)	1.12	140	R					7		NA		NA		1999
	1.20	45	R	From:	73-629			J		NA		NA		06/03/2002
621)				To	73-641			1						
621)	1.00	60	R	From:				_		NA		NA		1999
				To: From:	73-607 WE			]						
621)	0.20	390	G	97% To:	0% 0%		0%	1% <b>1</b>	С	NA		390	G	2001
				From:	Nottoway Cour Nottoway Cour			T						
622)	0.80	190	R	1	nonoway Cour	пу лие		L		NA		NA		1999
				To:	US 360			1						

Route	Length	AADT	QA	4Tire	Bus	2Axle		ıcк 1Trail		QC	Design Hour	QK	AAWDT	QW	Year
Prince Edward County				From:		73-690	6								
623)	3.40	110	R						_		NA		NA		1999
623	0.45	30	R	To: From:		73-713	3				NA		NA		06/03/2002
623				To:		Dead E	nd								
	0.00	70	-	From:	Lu	nenburg Co	unty Line				NIA		NIA		00/02/2000
624)	0.60	70	R	To:		73-628			_		NA		NA		06/03/2002
624)	1.40	90	R	From:		/3-020	<u> </u>				NA		NA		1999
				To:		73-623									
625	0.50	80	R	From:	App	oomattox Co	ounty Line				NA		NA		05/22/2002
625)				To: From:		73-672	2		<b>—</b>						
625	2.40	70	R	From:							NA		NA		05/22/2002
	0.10			To: From:		2.40 ME 7.	3-672								05/00/000
625)	0.10	90	R	To:		73-609	)		1		NA		NA		05/22/2002
				From:		73-658									
626	3.34	810	G	98%	0%	1%	0%	0%	0%	F	NA		820	G	2001
	1.98	1100	G	From: 98%	0%	73-650 1%	0%	0%	0%	С	NA		1100	G	2001
626	1.90	1100	G	90 /0	0 70			0 /6	7	C	INA		1100	G	2001
626	0.10	790	G	98%	0%	73-655 1%	0%	1%	0%	F	NA		790	G	2001
				From:		US 46	0		]						
626)	2.56	940	G	98%	0%	1%	0%	1%	0%	F	NA		950	G	2001
	1.84	220	G	From: 98%	0%	73-609 NO	ORTH 0%	0%	0%	F	NA		220	G	2001
626	1.01			To:		oomattox Co		070							2001
$\sim$				From:		US 46	0								
627)	0.70	230	R						_		NA		NA		1999
627)	1.60	160	R	From:		73-609	)				NA		NA		1999
027)				To:	Apr	oomattox Co	ounty Line								
	2.70	60	R	From:		73-624	1				NA		NA		1999
628)	2.70	60	ĸ	To:		73-662 SO	UTH				INA		INA		1999
	0.85	200	R	From:		73-662 NO					NA		NA		05/22/2002
628)	0.00	200	IX.	To:		0.85 MN 7	3 662				14/4		IVA		03/22/2002
628)	0.15	100	R	From:		0.03 1411 7.	5-002				NA		NA		1999
				From:		US 36	0		]						
628	0.10	190	R								NA		NA		1999
(628)	2.30	90	R	From:		73-724	1				NA		NA		05/22/2002
028)	2.00		.`	To		73-632 E									00/22/2002
628	2.16	80	R	From:		73-632 W	EST				NA		NA		1999
028)				To:		2.16 MN 7	3-632								
628)	2.79	60	R	From:					_		NA		NA		06/03/2002
	2.5=			To: From:		73-710	6		]						00/00/5555
628	0.65	120	R						_		NA		NA		06/03/2002
(628)	2.10	170	R	From:		73-612	2				NA		NA		06/03/2002
020	•			To:		73-630 SO	UTH		1		•		•		

Route	Length	AADT	QA	4Tire	Bus			uck 1Trail		QC	Design	QK	AAWDT	QW	Year
Prince Edward County								TITAII	ZITAII		Hour				
628	1.95	730	R	From:		73-630 NO	ORTH				NA		NA		1999
				To: From:		US 1	5		_						
628	1.60	650	R	To:		72.64	2		_		NA		NA		1999
628	0.80	440	G	From: 98%	0%	73-64 1%	0%	0%	0%	С	NA		440	G	2001
				To:		SCL FARM									
629	1.75	50	R	From:		73-63	2				NA		NA		06/03/2002
				To: From:		73-696 NO									
629	2.27	60	R						<u> </u>		NA		NA		1999
				To: From:		73-613 SO 73-613 NO									
629	1.58	70	R								NA		NA		1999
				To: From:		73-62 73-66									
630)	1.94	520	G	96%	0%	2%	1%	1%	0%	С	NA		520	G	2001
				From:		US 360 E	EAST								
630	0.25	520	R						_		NA		NA		1999
630)	0.18	490	R	From:		73-72	.8				NA		NA		1999
				To:		US 360 V	VEST		<u> </u>						
630	1.33	620	G	96%	0%	1%	1%	1%	0%	С	NA		620	G	2001
	4.05	440	G	From: 95%	0%	73-632 NO 3%	ORTH 1%	2%	0%	С	NA		440	G	2001
630	4.03	440	<u> </u>	93 /6	0 76	73-73		2 /0	7	C	INA		440	G	2001
630	0.07	490	G	96%	0%	1%	1%	1%	0%	F	NA		490	G	2001
				To: From:		73-647 SC			]——						
630	2.02	510	G	96% To:	0%	1% US 15 SC	1% OUTH	1%	0%	F	NA		510	G	2001
	0.00	0.40	_	From:		US 15 NO					NIA		NIA		4000
630	0.99	240	R	To:		72.70	12		_		NA		NA		1999
(630)	0.97	330	R	From:		73-70	2				NA		NA		1999
				From:		73-75	4								
630	0.18	320	R						_		NA		NA		1999
630)	1.38	570	R	From:		73-71	1				NA		NA		1999
				To: From:		73-66	5								
630	0.73	790	G	98%	0%	0%	1%	0%	0%	С	NA		800	G	2001
	4.13	340	R	From:		73-628 SC	OUTH				NA		NA		1999
630	4.13	340	K	To		US 46	50				INA		INA		1999
630	0.22	160	R	From:		05 40	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		<b>_</b>		NA		NA		1999
				To:		Dead I									
(631)	0.25	49	R	From:		73-60	14				NA		NA		05/20/2002
				To:		Dead I									
(632)	3.80	110	R	From:		73-63	3				NA		NA		05/22/2002
032)	0.00	110	11	To:		73-630 SC			]		INA		11/7		30,22,2002
(632)	1.80	140	R	From:		73-630 NO	ORTH				NA		NA		1999
		-		To:		73-628 V	/EST								-

Route	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	uck 1Trail	2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Prince Edward County				From:		73-628 W	EST		1						
632	0.50	90	R								NA		NA		1999
632)	0.60	60	R	To: From:		73-628 E	AST				NA		NA		05/22/2002
				To: From:		73-629	)								
632	1.20	48	R	To:		72 74	`		<del>-1</del>		NA		NA		05/22/2002
632	0.30	60	R	From:		73-749	)				NA		NA		1999
				To: From:		73-690			1						
633)	0.70	690	R	From:		US 36	0		_		NA		NA		05/22/2002
	4.00	240		From:		73-63	1		]		NIA		NIA		05/22/2001
633	4.88	240	R	To:		US 15	;		1		NA		NA		05/22/2002
				From:		US 15									
634)	2.00	310	R						<del>-</del>		NA		NA		05/22/2002
634)	1.95	190	R	From:		73-72	[		_		NA		NA		05/22/2002
				To:		73-633	3								
625	0.40	60	R	From:		73-654	1				NA		NA		1999
635	0.40			To:		0.40 MN 7	3 654				1471		14/1		1000
635)	0.40	10	R	From:		0.40 WIN 7.	3-034		_		NA		NA		05/22/2002
				To:		Dead E									
636	1.28	210	G	96%	1%	73-690 1%	0%	1%	<b>」</b> ○%	F	NA		210	G	2001
000	_			To:		73-63			<b>—</b>						
636)	0.85	120	R	From:		75 05					NA		NA		05/22/2002
				To: From:		73-740	)		]						
636)	2.55	140	G	96%	1%	1%	1%	1%	0%	С	NA		140	G	2001
	0.31	50	R	From:		US 46	0				NA		NA		05/22/2002
636)	0.51	30	K	To:		Dead E	nd				INA		INA		03/22/2002
				From:		73-628	3								
637	1.89	190	G	93% To:	4%	2%	1%	0%	0%	С	NA		200	G	2001
				From:		73-630 ECL Farm									
638)	1.23	430	G	96%	0%	3%	0%	0%	0%	С	NA		440	G	2001
				To: From:		73-748	3								
638)	0.50	50	R	To:		Dead E	nd		7		NA		NA		1999
				From:		73-660									
639	1.60	70	R								NA		NA		1999
				To: From:		73-658 SO 73-658 NC									
639	2.50	210	R						_		NA		NA		1999
				To:		73-65									
(640)	1.79	110	R	From:		73-690	5				NA		NA		05/22/2002
640	1.13			To:		US 46	00				13/-3		1973		
	<u> </u>			From:		73-62									
641)	1.40	60	R	_					_		NA		NA		1999
				To:		73-612	2								

Route	Length	AADT	QA	4Tire	Bus			uck 1Trail		QC	Design Hour	QK	AAWDT	QW	Year
Prince Edward County				From:		73-64	3								
642)	0.69	800	R			/3-04					NA		NA		06/03/200
				To:		73-62	8								
				From:		73-65									
643	2.40	960	G	98%	0%	2%	0%	0%	0%	F	NA		960	G	2001
643	0.67	970	G	From: 98%	0%	73-64 2%	2 0%	0%	0%	F	NA		980	G	2001
643)				To:	• 70	73-64		0,0	¬ <u> </u>	•					
643)	1.23	1100	G	98%	0%	2%	0%	0%	0%	С	NA		1100	G	2001
				To:		SCL Farn									
	0.00		_	From:		73-64	3				NI A		NIA		00/00/00
644)	0.90	340	R	To:		Dead E	ind		_		NA		NA		06/03/200
				From:					_						
645	0.30	48	R	riom.		73-69	5		_		NA		NA		05/22/200
645)	0.00	40							_		1471		147 (		00/22/200
	1.00	200	R	From:		US 46	50		_		NA		NA		1999
645)	1.00	200	ĸ	To:		Dead E	ind		7		INA		INA		1999
				From:		US 1:			1						
(646)	0.90	160	R			051.	3		_		NA		NA		1999
040				To:		Dead F	End		7						
				From:		US 1:	5								
647)	0.52	60	R	<u> </u>							NA		NA		1999
				To		0.52 ME U	IS 15		٦						
647	1.18	80	R	From:		0.32 MIL (	33 13				NA		NA		05/22/200
(647)				To:		73-630 SC	OUTH								
$\bigcirc$				From:		73-630 N									
647)	0.25	70	R								NA		NA		05/22/200
				To: From:		73-71	5		]						
647)	3.45	46	R						_		NA		NA		05/22/20
				To:		73-630 NO									
	2.00	450	_	From:		73-64	3				NIA		NIA		4000
648)	2.00	450	R								NA		NA		1999
$\overline{}$				From:		2.00 MN 7	3-643		_						1000
648)	1.39	280	R								NA		NA		1999
				To: From:		73-64	9		]						
648)	1.50	200	R	т		==	_		_		NA		NA		1999
				To:		73-69									
	0.40	220	_	From:		US 46	50		_		NA		NΙΔ		1000
649	0.40	330	R						_		NA		NA		1999
	4.00	400		From:		73-72	7		_		NIA		NIA		4000
649	1.00	190	R								NA		NA		1999
				To: From:		1.00 ME 7	3-727		_						
649	0.60	180	R								NA		NA		1999
				From:		1.60 ME 7	3-727								
649	0.70	110	R						_		NA		NA		1999
				To:		73-64									
			_	From:		73-62	6		_						0=1001001
650	4.10	80	R	To:		72.65	0		_		NA		NA		05/20/200
						73-65									
654)	0.60	70	R	From:		73-60	9		_		NA		NA		1999
651)	0.00	70	ĸ						_		INA		INA		1999
	0.00			From:		73-69	0				NIA		B 1 A		05/00/00
651	3.00	30	R	To:		2.00 155 =	2 (00		_		NA		NA		05/22/200
				10.		3.00 ME 7	3-690								

Route	Length	AADT	QA	4Tire	Bus	2Axle	Trı 3+Axle	uck 1Trail	 2Trail	QC	Design Hour	QK A	AWDT	QW	Year
Prince Edward County				From:				····an			. 1001				
(651)	0.02	30	R	. TOHI.		3.00 ME 7	5-690		_		NA		NA		05/22/2002
				To:		73-608	3								
				From:		US 46	0								
652	5.46	150	R	To:		72.62	r		7		NA		NA		05/22/2002
				From:		73-620			1						
653	0.90	20	R	T KAII.		73-609	<del>)</del>				NA		NA		05/22/2002
				To:		Dead E	nd								
				From:		73-750	)								
654)	2.00	330	R						_		NA		NA		05/22/2002
	0.20	050		From:		73-652	2				NIA		NIA.		1000
654)	0.30	250	R						_		NA		NA		1999
<u></u>	1.80	590	G	From: 93%	0%	US 15 2%	2%	3%	0%	С	NA		600	G	2001
654)	1.00	330	G	To:	0 70	US 36		370	7	O	IVA		000	O	2001
				From:		US 46	0								
655	0.23	330	R								NA		NA		05/20/2002
				To:		73-620									
650	1.30	60	R	From:		US 46	0				NA		NA		05/22/2002
656	1.30	60	K	To:		Dead E	nd		1		INA		INA		03/22/2002
				From:		US 46									
(657)	3.98	240	R				-				NA		NA		1999
				To: From:		73-733	3								
657	0.25	160	R								NA		NA		1999
				To: From:		73-77:	5								
657	0.05	60	R						_		NA		NA		1999
	0.22		_	To: From:		0.05 ME 7	3-775				NIA		NIA.		05/00/0000
657	0.32	90	R	To:		Dead E	nd		7		NA		NA		05/20/2002
				From:		Dead E									
(658)	1.16	70	R								NA		NA		05/22/2002
				To: From:		FR-64	6								
658	0.11	70	R						_		NA		NA		05/22/2002
				To: From:		US 46									
658)	2.60	280	G	100%	0%	0%	0%	0%	0%	С	NA		280	G	2001
				From:	200	73-639 NC		661	<u> </u>				000		
658	2.00	310	G	98%	0%	2%	0%	0%	0%	F	NA		320	G	2001
	3.30	420	•	From: 98%	0%	73-620 1%	0%	0%	0%	F	NA		420	G	2001
658)	3.30	420	G	90%	U%			U70	U%	Г	INA		420	G	2001
650	4.56	430	G	From: 98%	0%	73-700 1%	0%	0%	0%	С	NA		430	G	2001
658)	→.50 			To:	J /0	73-692		J /0							
				From:		Dead E									
659	0.19	70	R	-					_		NA		NA		05/20/2002
				To: From:		73-664	1								
659	2.90	50	R	To:		70.65	)		_		NA		NA		05/20/2002
				From:		73-658			1						
660	3.70	110	R			73-66	)		_		NA		NA		05/20/2002
				To		73-698	₹				•				
660	2.90	260	R	From:		13-090	,		_		NA		NA		05/20/2002
				To:		US 46	0								

Route	Length	AADT	QA	4Tire	Bus			uck 1Trail		QC	Design Hour	QK	AAWDT	QW	Year
Prince Edward County								TTrail	ZTraii		Hour				
	2.20	60	R	From:		73-66	3				NA		NA		05/20/200
(661)	2.20			To:		73-66	0		1						00/20/200/
				From:		73-63									
662	1.50	310	G	96%	0%	2%	0%	2%	0%	F	NA		320	G	2001
	0.58	270	G	From: 96%	0%	73-76 2%	6 0%	2%	0%	С	NA		280	G	2001
662	0.30	270	0	To:	0 70	US 36		2 /0	7 70	O	INA		200	J	2001
				From:		73-67	1								
663	4.30	90	R	To:		SR 47	7		1		NA		NA		05/20/200
				From:		19-67									
664)	3.62	160	R			17 07	•				NA		NA		05/20/200
				To: From:		73-66	5		]——						
664)	3.00	180	R	To:		73-65	0		_		NA		NA		05/20/2002
				From:		73-67									
665)	2.72	280	G	95%	0%	2%	1%	2%	0%	С	NA		280	G	2001
				To: From:		73-66	4		]						
665)	5.00	410	G	97%	0%	1%	1%	1%	0%	F	NA		420	G	2001
	2.25	520		From:	00/	73-70		10/		F	NIA		F40	G	2001
665)	3.25	530	G	97%	0%	2%	1%	1%	0%	Г	NA		540	G	2001
665	0.68	2000	G	From: 97%	0%	73-60- 1%	4 1%	1%	0%	С	NA		2000	G	2001
				To:		73-100	)3		1						
665)	0.86	940	G	97%	0%	1%	1%	1%	0%	F	NA		950	G	2001
				From:		US 15		10/	<u> </u>						
665)	2.32	430	G	98% To:	0%	1% 73-63	0%	1%	0%	С	NA		440	G	2001
				From:		73-67									
666	4.60	70	R						_		NA		NA		05/20/2002
				To: From:		73-604 E. 73-604 W									
(666)	3.90	100	R						_		NA		NA		05/20/2002
				To: From:		73-66									
(667)	5.50	100	R			19-67	1		_		NA		NA		05/20/2002
				To:		73-66	5		1						
	2.60	40	R	From:		73-66	4				NA		NA		05/20/2002
668	2.00	40	ĸ	To:		72 (0)	2		_		INA		INA		03/20/2002
668	0.30	60	R	From:		73-682	2				NA		NA		05/20/2002
				To:		73-66	7								
	1.10	400	Ъ	From:		73-67	0				NA		NA		05/20/2002
669	1.10	100	R	To:		73-64	4		1		INA		INA		03/20/2002
				From:	C	Charlotte Cou	ınty Line								
670	3.07	80	R	To:		72.65	-		_		NA		NA		05/20/2002
				From:		73-65: SR 47			1						
<b>671</b> )	2.78	270	G	93%	0%	1%	2%	3%	0%	С	NA		280	G	2001
				To: From:		73-66	5		]——						
<b>671</b> )	3.40	210	G	88%	0%	3%	1%	7%	0%	F	NA		220	G	2001
				To:		73-66	6								

Route	Length	AADT	QA	4Tire	Bus	2Axle 3+				QC	Design Hour	QK	AAWDT	QW	Year
Prince Edward County				From:		73-666			1						
(671)	3.03	450	G	88%	0%		2%	7%	<b>-</b> 0%	С	NA		450	G	2001
011)				To:		US 15									
$\bigcirc$				From:		73-625									
672)	0.40	40	R	To:			T .		7		NA		NA		05/22/200
				From:	App	oomattox Count	y Line								
(673)	0.10	40	R	110m.		US 360			_		NA		NA		06/03/200
073	0.10			To:		Dead End			]				101		00/00/200
				From:		Dead End									
675)	0.75	20	R						<u> </u>		NA		NA		1999
				To: From:		FR-795			]						
675)	0.82	220	R						_		NA		NA		1999
				To:		73-695									
$\bigcirc$	0.70			From:		Dead End					NIA		NIA		05/00/000
677	0.70	50	R	To:		73-608			7		NA		NA		05/20/200
				From:		Dead End			1						
678)	0.45	120	R			Dead End			_		NA		NA		05/22/200
010				To:		73-695									
				From:		US 360									
679	0.34	130	R						<del></del> '		NA		NA		06/03/200
				To: From:		0.35 MN US 30	60		]						
679	0.06	30	R						_		NA		NA		06/03/200
				To:		Dead End									
	0.33	20	В	From:		73-626					NA		NA		05/20/200
680	0.33	20	R	To:		Dead End			7		INA		INA		03/20/200
				From:		73-671									
681)	0.47	40	R	<u> </u>		73-071			_		NA		NA		05/20/200
<u> </u>				To:		Dead End			]						
				From:		73-671									
682	2.10	50	R	_					_		NA		NA		05/20/200
				To:		73-668									
	0.70	120	В	From:		US 15 WEST	-		_		NΑ		NΑ		1999
683)	0.70	130	R	To:		US 15 EAST	,		7		NA		NA		1999
				From:		73-751									
685)	0.98	140	R						_		NA		NA		05/20/200
				To:		73-655									
$\widehat{}$				From:		73-666									
(686)	3.25	160	R	т		=2 <0.4			_		NA		NA		05/20/200
				To: From:		73-604									
007	0.12	60	R	From:		Dead End			_		NA		NA		1999
687)	0.12	00		To:		73-626			7		11/3		IVA		1000
				From:		73-619			Ī						
688)	1.45	100	R						_		NA		NA		05/03/200
				To:		Dead End									
$\widehat{}$				From:		73-613									
689	1.00	6	R	To:		D 15 :			7		NA		NA		06/03/200
				To:		Dead End			<u> </u>						
690	1.30	40	R	From:		73-652			_		NA		NA		05/22/200
(Uea	1.50	70	11	To:		73-651			_		14/4		14/-1		30,22,200

Route	Length	AADT	QA	4Tire	Bus			uck 1Trail	 2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Prince Edward County				From:		73-66	5								
691)	1.18	60	R						<del>_</del>		NA		NA		05/22/2002
				To: From:		Dead E									
692	0.36	2100	G	96%	0%	73-66 <b>3</b> %	1%	1%	0%	F	NA		2100	G	2001
				To: From:		SR 133 SC	OUTH		]——						
692	1.52	1700	G	96% To:	0%	3% SR 133 NO	1%	1%	0%	С	NA		1700	G	2001
				From:		Dead E			1						
(693)	1.00	20	R			Deua L	and .				NA		NA		05/20/2002
				To: From:		1.00 ME De	ad End		]—						
693	0.60	60	R	To:		73-62	6		7		NA		NA		05/20/2002
				From:		73-69			1						
694)	1.00	120	R						<u></u> ! 		NA		NA		06/03/2002
				To:		US 36									
	2.39	770	G	94%	0%	US 460 E 3%	2%	0%	0%	С	NA		780	G	2001
695)	2.39	770	G	70:	0 /0	73-76		0 70	7 0 /%	C	INA		700	G	2001
$\bigcirc$	4.00	4400	_	From:	US	15 BUS; Ga	p Terminu	IS			NIA		NIA		4000
695)	1.38	1100	R	To:	US 1	5 BUS; WO	CL Farmvil	le	7		NA		NA		1999
				From:	001	US 36									
696)	2.29	640	G	97%	0%	2%	1%	1%	0%	F	NA		640	G	2001
			_	From:		73-629 NO			<del></del>						
696	3.12	640	G	97%	0%	2%	1%	1%	0%	F	NA		650	G	2001
	1.82	840	G	From: 97%	0%	73-612 SC 2%	0UTH 1%	1%	0%	С	NA		840	G	2001
696	1.02	040	G	31 /0	0 70			1 70	7	C	INA		040	0	2001
696)	1.02	870	G	From: 97%	0%	73-63 <b>2</b> %	1%	1%	0%	F	NA		870	G	2001
				To: From:		73-60	5								
(696)	2.87	1200	G	73%	1%	24%	1%	1%	0%	С	NA		1200	G	2001
				To:		US 46									
607	0.13	40	R	From:		Dead E	nd				NA		NA		06/03/2002
697)				To		73-70	7								00/00/2002
697)	0.50	70	R	From:		75-70	,				NA		NA		06/03/2002
				To:		73-62	1								
	1 15	70	_	From:		73-66	3				NIA		NIA		05/20/2002
698)	1.45	70	R	To:		73-66	0				NA		NA		05/20/2002
				From:		73-66									
699)	1.80	40	R						_		NA		NA		05/20/2002
				To: From:		73-66			<u> </u>						
(700)	1.50	90	R	From:		73-66	5		_		NA		NA		05/20/2002
				To:		73-65	8								
				From:		73-66	6								
701)	2.10	20	R	To:		2.10 ME 7	3-666		_		NA		NA		05/20/2002
				From:	De	2.10 ME / ead End; 1.3									
701)	1.35	100	R	To:		US 1:	5		_		NA		NA		05/20/2002
				From:		73-63			1						
702	1.30	40	R	<u> </u>		13-03	U.		_		NA		NA		05/22/2002
				To:		Dead E	nd								

NA  NA  NA  NA	QW Year 05/20/2002 05/22/2002 05/20/2002 05/20/2002
NA NA	05/22/2002
NA NA	05/22/2002
NA NA	05/22/2002
NA NA	05/20/2002
NA NA	05/20/2002
NA	
NA	
NA	
	05/20/2002
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A I A	
NA	05/20/2002
	00/00/000
NA	06/03/2002
NA	05/22/2002
NA	05/20/2002
NIA	05/00/0000
NA	05/20/2002
NA	05/22/2002
NA	05/20/2002
NIA	06/03/2002
INA	00/03/2002
NA	06/03/2002
NA	05/22/2002
ΝΔ	06/03/2002
1471	00/00/2002
NA	05/22/2002
	0=10=1===
NA	05/22/2002
NA	05/20/2002
NA	05/20/2002
	NA NA NA NA NA NA NA

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW	Year
Prince Edward County				From:	Dead End						
(721)	0.75	40	R		Dead End			NA	NA		05/22/2002
				To:	73-634						
700	0.50	80	R	From:	Dead End			NA	NA		06/05/2002
722	0.50	00	IX.	To:	WCL Farmville			IVA	TVA		00/03/2002
				From:	73-665						
(723)	0.90	20	R	. —		_		NA	NA		05/22/2002
				To: From:	Dead End						
(724)	0.25	30	R		73-628			NA	NA		05/22/2002
(24)				To:	Dead End						
				From:	Dead End						
725	0.40	50	R	To:	US 15	_		NA	NA		05/20/2002
				From:	73-619						
726)	1.10	30	R	<u> </u>	/5-01/			NA	NA		06/03/2002
				To:	Dead End						
$\bigcirc$	0.00		_	From:	Dead End						05/00/000
727)	0.60	60	R	To:	73-649			NA	NA		05/22/2002
				From:	US 360 WEST						
728)	0.43	620	R	<u> </u>	00 300 WEST			NA	NA		1999
				To: From:	73-630						
728)	0.30	600	R			_		NA	NA		1999
				To:	US 360 EAST						
720)	0.10	30	R	From:	US 360			NA	NA		05/22/2002
729	0.10		.,	To:	Dead End						00/22/2002
				From:	73-604						
730	0.35	40	R	. —		_		NA	NA		05/20/2002
				To: From:	Dead End						
(731)	0.55	47	R	rioni.	SR 307			NA	NA		06/03/2002
(131)				To:	Dead End						
				From:	73-630						
732	0.60	80	R	To:	D. I.F. I	_		NA	NA		05/22/2002
				From:	Dead End						
733)	0.80	50	R		Dead End			NA	NA		05/20/2002
(100)				To:	73-657						
$\widehat{}$				From:	Dead End						
(734)	0.70	20	R	To:	73-660	_		NA	NA		05/20/2002
				From:	US 460						
(735)	0.16	170	G	92%	0% 4% 2% 1%	1%	F	NA	170	G	2001
				To:	73-600						
(735)	0.34	160	G	92%	0% 4% 2% 1%	1%	С	NA	160	G	2001
(735)       (735)				To:	US 460						
(736)	0.80	90	R	From:	US 460 SOUTH			NA	NA		06/05/2002
(136)	0.00	90	ĸ	To:	US 460 NORTH			INA	INA		00/00/2002
				From:	Dead End					_	
737)	0.80	50	R					NA	NA		05/22/2002
				To:	73-633						

				F	Prince Edward Maintenance Area					
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW Yea
Prince Edward County				From:	73-626	$\overline{}$				
(738)	0.40	30	R		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	_		NA	NA	05/20/2
				To:	Dead End					
$\widehat{}$				From:	73-608					
739	0.60	80	R			_		NA	NA	199
				To: From:	Dead End					
740	0.80	30	R	From:	73-636	_		NA	NA	05/22/
740	0.00	30	•	To:	Dead End	7		INA	IVA	03/22/
				From:	Dead End	ī -				
(742)	0.30	40	R	<u>.                                    </u>		_		NA	NA	05/22/2
				To:	73-630	<u> </u>				
				From:	Dead End					
743)	0.26	710	R			_		NA	NA	199
				To:	SCL Farmville					
	1 55	20	ъ.	From:	US 15	_		NA	NA	05/20/
744)	1.55	30	R	To:	Dead End	7		NA	NA	05/20/
				From:	SR 307	+-				
745)	0.67	70	R		SK 307	_		NA	NA	05/22/
(143)				To:	Dead End					
				From:	73-652					
746	0.86	70	R	<u></u>		_		NA	NA	199
				To:	Cul-de-Sac					
_				From:	73-654					
747)	0.21	20	R			_		NA	NA	05/22/
$\overline{}$				To:	Dead End					
$\bigcirc$				From:	73-638	J				
748	0.23	50	R	To:	D. I.F. I	_		NA	NA	06/03/
					Dead End					
	0.40	30	R	From:	Dead End	_		NA	NA	05/22/2
749	0.40	30	ĸ	To:	73-632	7		INA	INA	03/22/
				From:	73-654					
750	0.52	40	R	<u> </u>	73-034	_		NA	NA	199
(730)				To:	Dead End					
				From:	73-657					
(751)	2.20	80	R			_		NA	NA	05/20/2
				To: From:	73-685					
(751)	0.02	150	R	From:	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	_		NA	NA	199
				To:	US 460	<u> </u>				
				From:	73-633					
752	0.28	40	R			<u> </u>		NA	NA	05/22/
				To:	Dead End	<u> </u>				
$\sim$				From:	CL Farmville					
753)	0.13	320	R			_		NA	NA	06/05/
				To	Dead End					
	0.05	70	-	From:	Dead End	_		NI A	NIA	05/00#
754)	0.25	70	R	To:	73-630	7		NA	NA	05/22/
				From:		+				
755	0.55	50	R		73-720	_		NA	NA	05/20/
755)	0.00	55	1,	To:	Dead End	7		101	IVA	00/20/
				From:	US 460					
756)	1.20	140	R		US 700	_		NA	NA	06/03/2
				To:	Dead End					
<del></del>		_	_					_		

					Prince Edward Maintenance Area			D!		
Route	Length	AADT	QA	4Tir	e Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW Year
Prince Edward County				From:	Dead End					
(757)	0.60	30	R	<u> </u>	Bette Ente	_		NA	NA	05/20/2002
				To:	73-663					
$\bigcirc$				From:	US 15					
758	0.32	270	R	To:	Dead End	_		NA	NA	05/22/2002
				From:		1				
759	1.00	20	R		Dead End	_		NA	NA	05/20/2002
(733)				To:	US 15					
				From:	73-626					
760	0.45	60	R	. —				NA	NA	05/20/2002
				To:	Dead End					
	0.45	10	В	From:	73-627			NA	NA	05/22/2002
761)	0.43	10	R	To:	Dead End	$\neg$		INA	NA	03/22/2002
				From:	Dead End					
762)	0.40	70	R	<u> </u>	Dead End			NA	NA	05/20/2002
				To:	US 15					
				From:	US 460					
763	0.15	60	R			_		NA	NA	1999
				To:	Dead End					
	0.40	40	_	From:	Dead End			NIA	NIA	05/00/0000
764)	0.40	40	R	To:	73-650	1		NA	NA	05/20/2002
				From:	Dead End	-				
(765)	0.33	20	R		Dead End			NA	NA	06/03/2002
765				To:	US 360					
				From:	73-662					
766	0.38	30	R					NA	NA	06/03/2002
				To:	Dead End					
	0.40	00	_	From:	Dead End			NIA	NIA	4000
767	0.18	80	R	To:	73-695	1		NA	NA	1999
				From:	Dead End					
768)	0.22	90	R	<u> </u>	Dead End			NA	NA	1999
				To:	73-695	٦				
768)	0.22	1500	G	95%		0%	С	NA	1500	G 2001
				To:	US 15					
				From:	73-619					
769	1.10	46	R	т	2 12 1	_		NA	NA	06/03/2002
				To:	Dead End					
(770)	0.30	7	R	From:	73-671			NA	NA	05/20/2002
770	0.00	,		To:	Dead End	1		147 (	10.0	00/20/2002
				From:	Dead End					
771)	0.36	30	R	L				NA	NA	05/20/2002
				To	US 15					
$\bigcirc$			_	From:	73-654					
772	0.20	20	R	To:	D1E1	_		NA	NA	1999
				From:	Dead End					
(772)	0.23	100	R	1 IOIII.	73-648	_		NA	NA	05/22/2002
773	0.20	.00	1	To:	Dead End			. 47 \	100	00,22,2002
				From:	Dead End	Ī				
775	0.50	70	R			_		NA	NA	05/20/2002
				To:	73-657					

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK AAWDT	QW Year
Prince Edward County				From:	US 460					
776)	0.65	NA						NA	NA	
				To:	Dead End					
	0.60	50	ь	From:	Dead End			NΙΔ	NΑ	05/22/20
780	0.60	50	R	To:	73-648	7		NA	NA	05/22/200
				From:	Dead End					
785)	0.50	10	R		Dead End			NA	NA	05/20/20
				To:	73-669					
				From:	Dead End					
790	0.69	180	R			_		NA	NA	05/20/20
				To:	US 15					
$\frown$	0.05	000	_	From:	Dead End			NA	NIA	1000
1001)	0.85	830	R	To:	73-692	1		NA	NA	1999
				From:	73-692					
1002	0.07	900	R		/3-092			NA	NA	1999
1002)				To	72 1005 WEST					
1002	0.43	650	R	From:	73-1005 WEST			NA	NA	1999
(1002)	0.10		•••	To:	Dead End					
				From:	Dead End					
1003)	0.15	40	R					NA	NA	1999
				To:	73-692					
				From:	73-692					
1004	0.20	50	R			_		NA	NA	1999
				To:	Dead End					
	0.23	220	В	From:	73-1002 WEST			NA	NIA	1000
1005	0.23	220	R	To:	73-1002 EAST	7		INA	NA	1999
				From:	Dead End					
1006	0.40	40	R		Dead End			NA	NA	06/03/20
				To:	73-692					
				From:	SR 133					
1007)	0.10	150	R			<u></u>		NA	NA	1999
				To: From:	0.10 ME SR 133	<u> </u>				
1007)	0.25	80	R					NA	NA	1999
				To:	Dead End					
$\overline{}$				From:	73-692					
1008)	0.07	45	R	To:	D 1E 1	_		NA	NA	1999
				From:	Dead End					
(100)	0.27	290	R	From:	SCL Farmville			NA	NA	1999
1009	0.27	230	IX.			_		INA	14/3	1000
	0.23	250	R	From:	73-1010			NA	NA	1999
1009	0.20	200	11			_		INA	14/3	1000
	0.12	230	R	From:	73-1012			NA	NA	1999
1009	0.12	230	ĸ		<b></b>	_		INA	INA	פפנו
	0.17	220	R	From:	73-1011	_		NA	NA	1999
1009	0.17	220	Λ.			_		INA	INC	1999
	0.10	20	R	From:	73-1013			NA	NΙΛ	1000
1009	0.10	30	ĸ	To:	Dead End	7		INA	NA	1999
				From:	73-1025	†				
1010	0.16	20	R	<u> </u>	/3-1025	_		NA	NA	1999
1010)	3.10	_0		To:	73-1009	7		, .		.000
1010	0.16	20	R	To:	73-1009			NA	NA	

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK AAWDT	QW	Year
Prince Edward County				From:	73-1009	1					
(1011)	0.17	70	R	<u> </u>	/3-1009	_		NA	NA		1999
				To:	Dead End						
				From:	Dead End						
(1012)	0.18	80	R	т	<b>TO</b> 1000	_		NA	NA		1999
				To: From:	73-1009						
(1013)	0.19	80	R	r tom.	Dead End			NA	NA		1999
(1013)	00			To:	73-1009						
				From:	Cul-de-Sac						
1014)	0.43	230	R					NA	NA		1999
				To: From:	73-1015						
1014	0.19	300	R			_		NA	NA		1999
				To:	73-743						
	0.11	60	R	From:	73-1014			NA	NA		1999
(1015)	0.11	00		To:	Cul-de-Sac			1471	101		1000
				From:	73-1014	Ī					
1016)	0.11	40	R					NA	NA		1999
$\bigcup$				To:	Cul-de-Sac						
$\bigcirc$	0.40		_	From:	Dead End						1000
1017	0.12	50	R	To:	73-1018			NA	NA		1999
				From:	Dead End						
1018	0.09	50	R		Dead End			NA	NA		1999
				To:	73-1017						
				From:	73-1021						
1020	0.11	100	R	To:		_		NA	NA		06/10/2002
				From:	73-1001						
(1024)	0.09	40	R	r tom.	Dead End			NA	NA		06/10/2002
(1021)	0.00		.,	To:	73-1020	_		1.7.1			00/10/200
(1021)	0.05	30	R	From:	/3-1020			NA	NA		06/10/2002
1021)				To:	Dead End						
				From:	73-1026						
1025	0.49	70	R					NA	NA		06/10/2002
^				To: From:	73-1010	]					
(1025)	0.17	45	R			_		NA	NA		06/10/2002
				To:	Cul-de-Sac						
(1000)	0.05	4	R	From:	Cul-de-Sac			NA	NA		06/10/2002
1026	0.00	7		To:	73-1025			14/1	101		00/10/2002
				From:	US 15						
1030	0.70	80	R					NA	NA		1999
				To:	Dead End						
$\bigcirc$	0.40	4000	_	From:	Pr Edward High School						00/05/000
9877)	0.18	1800	R	To:	73-628	7		NA	NA		06/05/2002
				From:	Pr Edward Elem School	+					
(9957)	0.12	430	R	<u> </u>	FI Edward Eitill School	_		NA	NA		06/05/2002
				To:	73-628						
Town of Farmville											
	0.36	2200		From:	US 15 Third St 1% 1% 0% 1%		С	NIA	2400		2004
1 Industrial Park Dr	0.36	2300	G	96% To:	1% 1% 0% 1% 73-753	0%	C	NA	2400	G	2001

				P	rince Ed	dward Mair	ntenanc	e Area							
Route	Length	AADT	QA	4Tire	Bus	2Avla	Trι 3+∆vle	ıck 1Trail	 2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Town of Farmville								TITAL	ZIIali		rioui				
1 Industrial Park Dr	0.74	520	G	96%	1%	73-753 <b>2</b> %	0%	0%	<b>」</b> 0%	С	NA		550	G	2001
1 Industrial Park Dr	0.74	320	G	To:		.74 MI N OF		0 70	7 ~~	C	INA		330	O	2001
				From:		North S			ì						
2 2nd St	0.13	2400	G	96%	1%	3%	1%	0%	0%	С	NA		2500	G	2001
144				To:		South S	St								
				From:		High S									
A North St	0.11	2100	G	98%	1%	1%	0%	0%	0%	С	NA		2100	G	2001
				To: From:		Third S									
4 North St	80.0	2800	G	97%	0%	2%	1%	0%	0%	С	NA		3000	G	2001
				To:		Second									
5 South St	0.12	1700	G	97%	0%	4Th St	1%	1%	0%	С	NA		1800	G	2001
South St	0.12	1700	G	9/70	070			1 70	U% -	C	INA		1000	G	2001
5 South St	0.09	4200	G	From: 98%	0%	3Rd St	t 0%	0%	0%	С	NA		1400	G	2001
South St	0.09	1300	G	90 70 To:	0 %	1% 2Nd St		0%	7 0%	C	INA		1400	G	2001
				From:		Main S									
3851) Griffin Blvd	0.79	4800	G	97%	1%	2%	0%	0%	0%	С	NA		5000	G	2001
3851 Griffin Blvd				To:		High S	t								
				From:		WCL Farm	nville								
3852 High St	0.62	2100	G	98%	0%	1%	0%	0%	0%	F	NA		2200	G	2001
				To: From:		4Th Av	re								
3852 High St	0.38	2800	G	98%	0%	1%	0%	0%	0%	С	NA		2900	G	2001
144)				To:		Oak St	t								
$\sim$				From:		Church									
3853 Virginia St	0.27	840	G	99%	0%	0%	0%	0%	0%	С	NA		880	G	2001
				From:		Longwood									
3853 Virginia St	0.10	3400	G	99%	0%	0%	0%	0%	0%	F	NA		3600	G	2001
<u> </u>				To:		Third S	St								
Dorrow Ct	0.12	700	_	From:	0%	First Ave		0%		С	NIA		760	G	2004
3854 Barrow St	0.13	730	G	98% To:	0%	1% Griffin B	0%	0%	0%	C	NA		760	G	2001
				From:		4Th Av									
3856 Gilliam Dr	0.23	970	G	98%	1%	1%	0%	0%	0%	С	NA		1000	G	2001
3856 Gilliam Dr				To:		Main S			1						
				From:		High S	t								
3857 Venable St	0.18	860	G	98%	0%	1%	0%	0%	0%	С	NA		900	G	2001
144				To:		Main S	t								
$\widehat{}$				From:		Bus US 15 M									
Milnwood Rd	1.52	4800	G	97%	1%	1%	0%	0%	0%	С	NA		5000	G	2001
				To: From:		Bus US 460 T			]						
Persimmon Tree For	0.47	590	G	98%	0%	1%	0%	1%	0%	F	NA		610	G	2001
				To:	7.	3-638 ECL F									
Olani: Dd	0.50	4000	_	From:	40/	WCL Farm		40/		_	NIA		1700	_	0004
3862 Plank Rd	0.58	1600	G	94%	1%	2%	2%	1%	0%	С	NA		1700	G	2001
O 5: 5:		F.5.5		From:	001	Main S		00/			<b></b>		700		000:
3862 River Rd	0.55	760	G	97% To:	0%	3%	0%	0%	0%	С	NA		790	G	2001
				From:		ECL Farm			1						
3864) 4th St	0.16	2500	G	97%	0%	Main S 2%	0%	0%	<b>」</b> ○%	С	NA		2600	G	2001
3864) 4th St	0.10	2000	G	J1 70	0 70			U /0	J /0	C	INA		2000	G	200 I
(3864) Longwood Ave	0.55	2100	c	From: 97%	1%	Virginia 2%	St 0%	0%	0%	F	NA		2200	G	2001
Sa64 Longwood Ave	0.55	2100	G	3170	1 70	2%		U 70	U 70	Г	INA		22UU	G	∠UU I
<u> </u>	0.49	2200		From:	1%	Cedar S		0%	00/	C	NA		2300	G	2001
Longwood Ave	0.49	2200	G	97% To:	1 70	2% Third S	0%	U 70	0%	С	INA		<b>2300</b>	G	200 I
						rillu S	,,								

Route	Length	AADT	QA	4Tire	Bus	20vlc	Tru 3+Axle		 2Trail	QC	Design Hour	QK	AAWDT	QW	Yea
Town of Foundation						ZAXIE	3+Axie	TITAL	ZIIali		Hour				
Town of Farmville				From:		School	St								
1st Ave	1.62	770	G								NA		800	G	200
				To:		Franklir	n St								
				From:		School									
4th Ave	1.62	70	G								NA		80	G	200
				To:		Fayette	St								
				From:		Cobb									
Agee St	1.62	890	G								NA		930	G	200
<b>3</b>				To:		West Thi	ird St								
				From:		Georgia									
Bizarre St	1.62	140	G	•							NA		140	G	200
				To:		Jefferso	n St		7						
				From:		Agee									
Cobb St	1.62	70	G	-					_		NA		70	G	200
		-	-	To:		Holmar	n St								
				From:		Hill S									
Edmund St	1.62	80	G								NA		80	G	200
			_	To:		Griffin I	Rlvd								
				From:		Stepney									
Georgia St	1.62	110	G			200   200	,				NA		120	G	200
200. g.u. 01			•	To:		Monroe	o St		7					•	_00
				From:		Cobb									
Holman St	1.62	170	G			C000	St .		_		NA		170	G	200
rioiman ot	1.02	170	•	To:		West Thi	ind Ct				14/1		170	O	200
				From:		Gum									
Hylawn Ave	1.62	430	G			Guiii	51				NA		450	G	200
i iyiawii Avc	1.02	430	G	To		ECL Farm	wyillo		_		14/7		430	O	200
				From:		Georgia									
Monroe St	1.62	120	G			Georgia	1 51				NA		130	G	200
WOITIOG OL	1.02	120	G	To		Mamalan	J C4		_		INA		130	O	200
				From:		Marylan Main									
Osborne Rd	1.62	620	G	<u> </u>		iviaiil	Di.		_		NA		640	G	200
Capolile IV	1.02	020	G	To:		Ioff	Ct				INA		040	G	200
				From:		Jefferso: Watson									
Park Ave	1.62	140	G			vv atson	1 31				NA		140	G	200
Fair AVE	1.02	140	G	To		C 11	1.04				INA		140	G	200
				From:		Serpell Watson									
Richardson St	1.62	30	G	<u> </u>		vv atson	1 31				NA		30	G	200
Nonaiuson St	1.02	30	G	To:		CI	C.				INA		30	G	200
				From:		Glenn									
School St	1 60	70	_			4Th A	ve		_		NIA		90	C	200
School St	1.62	70	G	т					_		NA		80	G	200
				To: From:		3Rd A									
Jawahan Ct	4.00	4.00	_	. AMIL		Longwood	a Ave				NIA		4400	0	000
√aughan St	1.62	1400	G	. —					_		NA		1400	G	200
				To:		Third									
			_	From:		Chamber	rs St						450	_	
Watkins St	1.62	150	G								NA		150	G	200
				To:		Redford	d St								