

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 30th 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
 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
 Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route
- ALT
 ALT - Alternate Route
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 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
2001
Annual Average Daily Traffic Volume Estimates By Section of Route
Prince Edward Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
Prince Edward County																
15	4.49	3200	G	From: Charlotte County Line						0%	F	290	G	3200	G	2001
				89%	1%	3%	1%	6%	0%							
15	7.65	3700	G	From: 73-633						0%	F	320	G	3700	G	2001
				89%	1%	3%	1%	6%	0%							
15	2.83	8000	G	From: SR 133 Kingsville						0%	F	640	G	8000	G	2001
				90%	1%	2%	4%	3%	0%							
15	0.20	12000	G	From: US 15 Bus South of Farmville						1%	F	1000	G	12000	G	2001
				83%	1%	2%	1%	12%	1%							
15	4.36	8200	A	From: US 460 West of Farmville						1%	A	880	A	7700	A	2001
				83%	1%	2%	1%	12%	1%							
15	0.24	5200	G	From: US 460 S						1%	F	460	G	5300	G	2001
				83%	1%	2%	1%	12%	1%							
15	1.77	4300	G	From: US 460 Bus West of Farmville						0%	F	400	G	4300	G	2001
				91%	1%	3%	1%	5%	0%							
Bus 15	0.11	15000	N	From: Buckingham County Line						0%	N	1400	N	16000	N	2001
				98%	0%	1%	0%	1%	0%							
Town of Farmville																
Bus 15	0.72	15000	G	From: SCL Farmville						0%	F	1400	G	16000	G	2001
				98%	0%	1%	0%	1%	0%							
Bus 15	Main Street	0.42	18000	G	From: Old SCL Farmville						0%	C	NA	19000	G	2001
					98%	0%	1%	0%	1%	0%						
Bus 15	Main Street	0.13	17000	G	From: Milwood Rd						0%	F	NA	18000	G	2001
					97%	0%	1%	0%	1%	0%						
Bus 15	Main Street	0.30	17000	G	From: Gilliam St						0%	F	NA	17000	G	2001
					97%	0%	1%	0%	1%	0%						
Bus 15	Main Street	0.16	12000	G	From: Griffin Blvd						0%	F	NA	13000	G	2001
					97%	0%	1%	0%	1%	0%						
Bus 15	Main Street	0.41	12000	G	From: Gross St						0%	C	NA	13000	G	2001
					97%	0%	1%	0%	1%	0%						
Bus 15	Main Street	0.21	10000	G	From: Putney St						0%	F	NA	10000	G	2001
					97%	0%	1%	0%	1%	0%						
Bus 15	High Street	0.07	3500	G	From: High Street						0%	F	NA	3700	G	2001
					97%	0%	1%	0%	1%	0%						
Bus 15	High Street	0.29	4800	G	From: Main Street						0%	F	NA	5000	G	2001
					96%	0%	2%	0%	1%	0%						
Bus 15	Oak Street	0.28	6100	G	From: Venable Street						0%	F	NA	6400	G	2001
					96%	0%	2%	0%	1%	0%						
Bus 15	Third Street	1.29	11000	G	From: Oak Street						0%	C	NA	12000	G	2001
					96%	0%	2%	0%	1%	0%						
Bus 15	Third Street	0.94	7700	G	From: Industrial Park Rd						0%	F	NA	8000	G	2001
					96%	0%	2%	1%	1%	0%						
Prince Edward County																
Bus 15	1.22	6900	A	From: 73-695, WCL Farmville						0%	A	700	A	7000	A	2001
				96%	0%	2%	1%	1%	0%							
To: US 15																

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
Town of Farmville																
(45)	0.10	8700	G	From: High Street	96%	0%	2%	1%	1%	0%	F	NA	9000	G	2001	
(45)	Main Street	0.40	10000	G	To: Third St	96%	0%	2%	1%	1%	0%	C	NA	11000	G	2001
(45)	Main Street	0.18	7600	G	From: River Rd	96%	0%	2%	1%	1%	0%	F	NA	7900	G	2001
(45)	Main Street	0.73	6000	G	From: Osborne Rd	96%	0%	2%	1%	1%	0%	C	NA	6300	G	2001
				To: NCL Farmville												
Prince Edward County																
(133)	1.04	1900	G	From: W 73-692	85%	1%	2%	12%	1%	0%	F	160	G	1900	G	2001
(133)	0.15	3200	G	From: 73-692 West of Kingsville	85%	1%	2%	12%	1%	0%	F	270	G	3300	G	2001
				To: US 15 Kingsville												
(307)	2.83	4600	A	From: US 460	87%	1%	2%	1%	8%	1%	A	520	A	4400	A	2001
				To: Nottoway County Line												
(360)	2.23	5900	G	From: Charlotte County Line	79%	1%	2%	2%	15%	1%	F	480	G	5900	G	2001
(360)	3.13	5500	G	From: 55-701	79%	1%	2%	2%	15%	1%	F	400	G	5500	G	2001
(360)	0.26	6800	G	From: 73-728	79%	1%	2%	2%	15%	1%	F	480	G	6800	G	2001
(360)	3.09	5400	G	From: 73-630	79%	1%	2%	2%	15%	1%	F	380	G	5400	G	2001
(360)	5.56	4800	B	From: 73-696	79%	1%	2%	2%	15%	1%	A	500	B	4600	B	2001
				To: Nottoway County Line												
(460)	1.07	7400	G	From: Appomattox County Line	85%	1%	2%	1%	11%	0%	F	560	G	7400	G	2001
(460)	5.83	7000	G	From: US 460 Bus	85%	1%	2%	1%	11%	0%	F	550	G	7000	G	2001
(460)	5.58	9100	G	From: 73-626	85%	1%	2%	1%	11%	0%	F	710	G	9100	G	2001
(460) (15)	4.36	8200	A	From: W US 15	83%	1%	2%	1%	12%	1%	A	880	A	7700	A	2001
(460) (15)	0.20	12000	G	From: US 460 WEST OF FARMVILLE	83%	1%	2%	1%	12%	1%	F	1000	G	12000	G	2001
(460)	2.75	8600	G	From: US 15	85%	1%	2%	1%	11%	0%	F	610	G	8600	G	2001
(460)	4.28	14000	G	From: Bus US 460	85%	1%	2%	1%	11%	0%	F	1100	G	14000	G	2001
(460)	4.44	7000	G	From: SR 307	85%	1%	2%	1%	11%	0%	F	630	G	7000	G	2001
				To: Nottoway County Line												
Town of Pamplin City																
Bus (460)	0.21	1300	G	From: Appomattox County Line	95%	0%	1%	1%	3%	0%	F	120	G	1300	G	2001
				To: ECL Pamplin City												
Prince Edward County																
Bus (460)	1.43	1300	N	From: ECL Pamplin City	95%	0%	1%	1%	3%	0%	N	120	N	1300	N	2001
				To: US 460 East of Pamplin												

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Prince Edward County															
Bus 460 15	0.24	5200	G	83%	1%	2%	1%	12%	1%	F	460	G	5300	G	2001
						From: US 460 S									
						To: RT 15 BUS & RT 15									
Bus 460 15	1.22	6900	A	96%	0%	2%	1%	1%	0%	A	700	A	7000	A	2001
						From: 73-695									
						To: 73-695									
Town of Farmville															
Bus 460 15	0.94	7700	G	96%	0%	2%	1%	1%	0%	F	NA		8000	G	2001
						From: 73-695, WCL FARMVILLE									
						To: INDUSTRIAL PARK RD									
Bus 460 15	1.29	11000	G	96%	0%	2%	0%	1%	0%	C	NA		12000	G	2001
						From: RT 15 BUS									
						To: Oak St									
Bus 460	0.67	6800	G	95%	1%	2%	1%	1%	0%	F	NA		7100	G	2001
						From: Main St									
						To: Virginia St									
Bus 460	0.17	7600	G	95%	1%	2%	1%	1%	0%	C	NA		8000	G	2001
						From: Virginia St									
						To: Milwood Rd									
Bus 460	1.22	7400	G	95%	1%	2%	1%	1%	0%	F	NA		7700	G	2001
						From: Milwood Rd									
						To: ECL Farmville									
Prince Edward County															
Bus 460	0.49	7200	G	95%	0%	2%	1%	2%	0%	C	660	G	7300	G	2001
						From: ECL Farmville									
						To: US 460									
691 19	0.10	130	N								NA		NA		1997
						From: Charlotte County Line									
						To: SR 47									
600	1.05	610	G	94%	0%	2%	3%	0%	0%	C	NA		610	G	2001
						From: US 460 WEST									
						To: US 460 EAST									
600	0.14	1100	G	96%	1%	2%	1%	0%	0%	C	NA		1100	G	2001
						From: 73-619									
						To: 73-617									
600	4.03	390	R								NA		NA		06/03/2002
						From: US 460									
						To: 73-619									
601	2.10	46	R								NA		NA		05/22/2002
						From: US 460									
						To: 73-617									
602	2.72	170	R								NA		NA		06/03/2002
						From: US 460									
						To: Dead End									
603	0.10	20	R								NA		NA		05/22/2002
						From: 73-671									
						To: 73-666 WEST									
604	2.73	710	G	99%	0%	1%	0%	0%	0%	F	NA		720	G	2001
						From: 73-666 WEST									
						To: 73-686									
604	1.87	860	G	99%	0%	1%	0%	0%	0%	C	NA		860	G	2001
						From: 73-686									
						To: 73-665									
604	2.96	1300	G	99%	0%	1%	0%	0%	0%	F	NA		1300	G	2001
						From: 73-665									
						To: 73-696									
605	1.00	70	R								NA		NA		06/03/2002
						From: 73-696									
						To: Dead End at Sandy River Reservoir									

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						2Axle	3+Axle	1Trail	2Trail						
Prince Edward County															
605	0.99	30	R			From: Dead End at Sandy River Reservoir					NA		NA		06/03/2002
605	1.57	340	R			From: 73-613					NA		NA		06/03/2002
						To: 73-600									
606	1.10	40	R			From: 73-612					NA		NA		06/03/2002
606	1.10	30	R			From: Dead End at Sandy River Reservoir					NA		NA		06/03/2002
606	2.84	300	G	96%	1%	From: 73-613					NA		310	G	2001
						To: US 460									
607	0.90	260	G	87%	0%	From: US 360					C		260	G	2001
						To: 73-621 WEST									
607	1.10	540	G	87%	0%	From: 73-621 EAST					F		550	G	2001
607	1.40	310	R			From: 73-612					NA		NA		06/03/2002
						To: US 460									
608	1.18	810	G	98%	1%	From: 73-626					C		820	G	2001
						To: US 460 WEST									
608	2.68	330	R			From: US 460 EAST					NA		NA		05/22/2002
						To: Buckingham County Line									
609	1.00	90	R			From: 73-627					NA		NA		1999
609	2.70	80	R			From: 73-653					NA		NA		1999
						To: 73-626 SOUTH									
609	1.90	260	R			From: 73-626 NORTH					NA		NA		1999
609	0.60	120	R			From: 73-625					NA		NA		1999
						To: Buckingham County Line									
610	1.25	40	R			From: 73-612					NA		NA		06/03/2002
610	0.35	70	R			From: 1.25 MN 73-612					NA		NA		1999
						To: 73-606									
611	2.10	48	R			From: 73-613					NA		NA		06/03/2002
						To: 73-612									
612	1.36	200	R			From: 73-628					NA		NA		1999
						To: 73-696 SOUTH									
612	1.65	430	G	71%	4%	From: 73-696 NORTH					C		430	G	2001
						To: 73-613 EAST									
612	2.26	240	G	71%	4%	From: 73-613 EAST					F		240	G	2001
						To: 73-641									
612	1.54	370	G	71%	4%	From: 73-641					F		370	G	2001
						To: 73-607									

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Prince Edward County															
613	1.60	90	R								NA	NA		1999	
613	3.08	90	R								NA	NA		1999	
613	1.50	60	R								NA	NA		06/03/2002	
613	1.30	160	R								NA	NA		06/03/2002	
613	1.70	230	R								NA	NA		1999	
614	0.60	20	R								NA	NA		06/03/2002	
615	0.65	80	R								NA	NA		05/20/2002	
616	0.50	520	R								NA	NA		1999	
617	2.79	230	R								NA	NA		1999	
617	1.49	330	G	88%	2%	3%	2%	4%	0%	C	NA	330	G	2001	
617	0.18	250	R								NA	NA		1999	
618	0.40	90	R								NA	NA		1999	
619	3.80	770	G	97%	0%	1%	1%	1%	0%	C	NA	770	G	2001	
619	3.20	190	R								NA	NA		1999	
620	0.80	60	R								NA	NA		06/03/2002	
620	3.14	70	R								NA	NA		1999	
621	1.12	140	R								NA	NA		1999	
621	1.20	45	R								NA	NA		06/03/2002	
621	1.00	60	R								NA	NA		1999	
621	0.20	390	G	97%	0%	0%	2%	0%	1%	C	NA	390	G	2001	
622	0.80	190	R								NA	NA		1999	

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Prince Edward County															
623	3.40	110	R			From: 73-696					NA		NA		1999
623	0.45	30	R			From: 73-713					NA		NA		06/03/2002
						To: Dead End									
624	0.60	70	R			From: Lunenburg County Line					NA		NA		06/03/2002
624	1.40	90	R			From: 73-628					NA		NA		1999
						To: 73-623									
625	0.50	80	R			From: Appomattox County Line					NA		NA		05/22/2002
625	2.40	70	R			From: 73-672					NA		NA		05/22/2002
						To: 2.40 ME 73-672									
625	0.10	90	R			From: 73-609					NA		NA		05/22/2002
626	3.34	810	G	98%	0%	1%	0%	0%	0%	F	NA		820	G	2001
626	1.98	1100	G	98%	0%	1%	0%	0%	0%	C	NA		1100	G	2001
626	0.10	790	G	98%	0%	1%	0%	1%	0%	F	NA		790	G	2001
626	2.56	940	G	98%	0%	1%	0%	1%	0%	F	NA		950	G	2001
626	1.84	220	G	98%	0%	1%	0%	0%	0%	F	NA		220	G	2001
						From: US 460									
627	0.70	230	R			From: 73-609					NA		NA		1999
627	1.60	160	R			From: Appomattox County Line					NA		NA		1999
628	2.70	60	R			From: 73-624					NA		NA		1999
628	0.85	200	R			From: 73-662 SOUTH					NA		NA		05/22/2002
						From: 73-662 NORTH									
628	0.15	100	R			From: 0.85 MN 73-662					NA		NA		1999
628	0.10	190	R			From: US 360					NA		NA		1999
628	2.30	90	R			From: 73-724					NA		NA		05/22/2002
628	2.16	80	R			From: 73-632 EAST					NA		NA		1999
						From: 73-632 WEST									
628	2.79	60	R			From: 2.16 MN 73-632					NA		NA		06/03/2002
628	0.65	120	R			From: 73-716					NA		NA		06/03/2002
628	2.10	170	R			From: 73-612					NA		NA		06/03/2002
						To: 73-630 SOUTH									

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						2Axle	3+Axle	1Trail	2Trail						
Prince Edward County															
628	1.95	730	R								NA	NA			1999
628	1.60	650	R								NA	NA			1999
628	0.80	440	G	98%	0%	1%	0%	0%	0%	C	NA	440	G		2001
629	1.75	50	R								NA	NA			06/03/2002
629	2.27	60	R								NA	NA			1999
629	1.58	70	R								NA	NA			1999
630	1.94	520	G	96%	0%	2%	1%	1%	0%	C	NA	520	G		2001
630	0.25	520	R								NA	NA			1999
630	0.18	490	R								NA	NA			1999
630	1.33	620	G	96%	0%	1%	1%	1%	0%	C	NA	620	G		2001
630	4.05	440	G	95%	0%	3%	1%	2%	0%	C	NA	440	G		2001
630	0.07	490	G	96%	0%	1%	1%	1%	0%	F	NA	490	G		2001
630	2.02	510	G	96%	0%	1%	1%	1%	0%	F	NA	510	G		2001
630	0.99	240	R								NA	NA			1999
630	0.97	330	R								NA	NA			1999
630	0.18	320	R								NA	NA			1999
630	1.38	570	R								NA	NA			1999
630	0.73	790	G	98%	0%	0%	1%	0%	0%	C	NA	800	G		2001
630	4.13	340	R								NA	NA			1999
630	0.22	160	R								NA	NA			1999
631	0.25	49	R								NA	NA			05/20/2002
632	3.80	110	R								NA	NA			05/22/2002
632	1.80	140	R								NA	NA			1999

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						2Axle	3+Axle	1Trail	2Trail						
Prince Edward County															
632	0.50	90	R								NA		NA		1999
632	0.60	60	R								NA		NA		05/22/2002
632	1.20	48	R								NA		NA		05/22/2002
632	0.30	60	R								NA		NA		1999
633	0.70	690	R								NA		NA		05/22/2002
633	4.88	240	R								NA		NA		05/22/2002
634	2.00	310	R								NA		NA		05/22/2002
634	1.95	190	R								NA		NA		05/22/2002
635	0.40	60	R								NA		NA		1999
635	0.40	10	R								NA		NA		05/22/2002
636	1.28	210	G	96%	1%	1%	0%	1%	0%	F	NA		210	G	2001
636	0.85	120	R								NA		NA		05/22/2002
636	2.55	140	G	96%	1%	1%	1%	1%	0%	C	NA		140	G	2001
636	0.31	50	R								NA		NA		05/22/2002
637	1.89	190	G	93%	4%	2%	1%	0%	0%	C	NA		200	G	2001
638	1.23	430	G	96%	0%	3%	0%	0%	0%	C	NA		440	G	2001
638	0.50	50	R								NA		NA		1999
639	1.60	70	R								NA		NA		1999
639	2.50	210	R								NA		NA		1999
640	1.79	110	R								NA		NA		05/22/2002
641	1.40	60	R								NA		NA		1999

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						2Axle	3+Axle	1Trail	2Trail						
Prince Edward County															
642	0.69	800	R								NA	NA			06/03/2002
643	2.40	960	G	98%	0%	2%	0%	0%	0%	F	NA	960	G		2001
643	0.67	970	G	98%	0%	2%	0%	0%	0%	F	NA	980	G		2001
643	1.23	1100	G	98%	0%	2%	0%	0%	0%	C	NA	1100	G		2001
644	0.90	340	R								NA	NA			06/03/2002
645	0.30	48	R								NA	NA			05/22/2002
645	1.00	200	R								NA	NA			1999
646	0.90	160	R								NA	NA			1999
647	0.52	60	R								NA	NA			1999
647	1.18	80	R								NA	NA			05/22/2002
647	0.25	70	R								NA	NA			05/22/2002
647	3.45	46	R								NA	NA			05/22/2002
648	2.00	450	R								NA	NA			1999
648	1.39	280	R								NA	NA			1999
648	1.50	200	R								NA	NA			1999
649	0.40	330	R								NA	NA			1999
649	1.00	190	R								NA	NA			1999
649	0.60	180	R								NA	NA			1999
649	0.70	110	R								NA	NA			1999
650	4.10	80	R								NA	NA			05/20/2002
651	0.60	70	R								NA	NA			1999
651	3.00	30	R								NA	NA			05/22/2002

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						2Axle	3+Axle	1Trail	2Trail						
Prince Edward County															
(651)	0.02	30	R			From: 3.00 ME 73-690					NA	NA			05/22/2002
						To: 73-608									
(652)	5.46	150	R			From: US 460					NA	NA			05/22/2002
						To: 73-626									
(653)	0.90	20	R			From: 73-609					NA	NA			05/22/2002
						To: Dead End									
(654)	2.00	330	R			From: 73-750					NA	NA			05/22/2002
						To: 73-652									
(654)	0.30	250	R			From:					NA	NA			1999
						To: US 15									
(654)	1.80	590	G	93%	0%	2%	2%	3%	0%	C	NA	600	G	2001	
						From: US 460									
						To: 73-626									
(655)	0.23	330	R			From: US 460					NA	NA			05/20/2002
						To: 73-626									
(656)	1.30	60	R			From: US 460					NA	NA			05/22/2002
						To: Dead End									
(657)	3.98	240	R			From: US 460					NA	NA			1999
						To: 73-733									
(657)	0.25	160	R			From:					NA	NA			1999
						To: 73-775									
(657)	0.05	60	R			From:					NA	NA			1999
						To: 0.05 ME 73-775									
(657)	0.32	90	R			From:					NA	NA			05/20/2002
						To: Dead End									
(658)	1.16	70	R			From: Dead End					NA	NA			05/22/2002
						To: FR-646									
(658)	0.11	70	R			From:					NA	NA			05/22/2002
						To: US 460									
(658)	2.60	280	G	100%	0%	0%	0%	0%	0%	C	NA	280	G	2001	
						From: 73-639 NORTH									
(658)	2.00	310	G	98%	0%	2%	0%	0%	0%	F	NA	320	G	2001	
						From: 73-626									
(658)	3.30	420	G	98%	0%	1%	0%	0%	0%	F	NA	420	G	2001	
						From: 73-700									
(658)	4.56	430	G	98%	0%	1%	0%	0%	0%	C	NA	430	G	2001	
						From: 73-692									
						To: Dead End									
(659)	0.19	70	R			From:					NA	NA			05/20/2002
						To: 73-664									
(659)	2.90	50	R			From:					NA	NA			05/20/2002
						To: 73-658									
(660)	3.70	110	R			From: 73-665					NA	NA			05/20/2002
						To: 73-698									
(660)	2.90	260	R			From:					NA	NA			05/20/2002
						To: US 460									

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						2Axle	3+Axle	1Trail	2Trail						
Prince Edward County															
661	2.20	60	R			From: 73-663 To: 73-660					NA		NA		05/20/2002
662	1.50	310	G	96%	0%	2%	0%	2%	0%	F	NA		320	G	2001
662	0.58	270	G	96%	0%	2%	0%	2%	0%	C	NA		280	G	2001
						From: 73-766 To: US 360									
663	4.30	90	R			From: 73-671 To: SR 47					NA		NA		05/20/2002
664	3.62	160	R			From: 19-671 To: 73-665					NA		NA		05/20/2002
664	3.00	180	R			From: 73-665 To: 73-658					NA		NA		05/20/2002
665	2.72	280	G	95%	0%	2%	1%	2%	0%	C	NA		280	G	2001
						From: 73-671 To: 73-664									
665	5.00	410	G	97%	0%	1%	1%	1%	0%	F	NA		420	G	2001
						From: 73-700 To: 73-604									
665	3.25	530	G	97%	0%	2%	1%	1%	0%	F	NA		540	G	2001
						From: 73-604 To: 73-1003									
665	0.68	2000	G	97%	0%	1%	1%	1%	0%	C	NA		2000	G	2001
						From: 73-1003 To: US 15									
665	0.86	940	G	97%	0%	1%	1%	1%	0%	F	NA		950	G	2001
						From: US 15 To: 73-630									
665	2.32	430	G	98%	0%	1%	0%	1%	0%	C	NA		440	G	2001
						From: 73-630 To: 73-671									
666	4.60	70	R			From: 73-671 To: 73-604 EAST					NA		NA		05/20/2002
						From: 73-604 EAST To: 73-604 WEST									
666	3.90	100	R			From: 73-604 WEST To: 73-665					NA		NA		05/20/2002
						From: 73-665 To: 19-671									
667	5.50	100	R			From: 19-671 To: 73-665					NA		NA		05/20/2002
						From: 73-665 To: 73-664									
668	2.60	40	R			From: 73-664 To: 73-682					NA		NA		05/20/2002
						From: 73-682 To: 73-667									
668	0.30	60	R			From: 73-667 To: 73-670					NA		NA		05/20/2002
						From: 73-670 To: 73-644									
669	1.10	100	R			From: 73-644 To: Charlotte County Line					NA		NA		05/20/2002
						From: Charlotte County Line To: 73-655									
670	3.07	80	R			From: 73-655 To: SR 47					NA		NA		05/20/2002
						From: SR 47 To: 73-665									
671	2.78	270	G	93%	0%	1%	2%	3%	0%	C	NA		280	G	2001
						From: 73-665 To: 73-666									
671	3.40	210	G	88%	0%	3%	1%	7%	0%	F	NA		220	G	2001

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						2Axle	3+Axle	1Trail	2Trail						
Prince Edward County															
(671)	3.03	450	G	88%	0%	3%	2%	7%	0%	C	NA	450	G	2001	
				From:	73-666										
				To:	US 15										
(672)	0.40	40	R								NA	NA		05/22/2002	
				From:	73-625										
				To:	Appomattox County Line										
(673)	0.10	40	R								NA	NA		06/03/2002	
				From:	US 360										
				To:	Dead End										
(675)	0.75	20	R								NA	NA		1999	
				From:	Dead End										
(675)	0.82	220	R								NA	NA		1999	
				From:	FR-795										
				To:	73-695										
(677)	0.70	50	R								NA	NA		05/20/2002	
				From:	Dead End										
				To:	73-608										
(678)	0.45	120	R								NA	NA		05/22/2002	
				From:	Dead End										
				To:	73-695										
(679)	0.34	130	R								NA	NA		06/03/2002	
				From:	US 360										
(679)	0.06	30	R								NA	NA		06/03/2002	
				From:	0.35 MN US 360										
				To:	Dead End										
(680)	0.33	20	R								NA	NA		05/20/2002	
				From:	73-626										
				To:	Dead End										
(681)	0.47	40	R								NA	NA		05/20/2002	
				From:	73-671										
				To:	Dead End										
(682)	2.10	50	R								NA	NA		05/20/2002	
				From:	73-671										
				To:	73-668										
(683)	0.70	130	R								NA	NA		1999	
				From:	US 15 WEST										
				To:	US 15 EAST										
(685)	0.98	140	R								NA	NA		05/20/2002	
				From:	73-751										
				To:	73-655										
(686)	3.25	160	R								NA	NA		05/20/2002	
				From:	73-666										
				To:	73-604										
(687)	0.12	60	R								NA	NA		1999	
				From:	Dead End										
				To:	73-626										
(688)	1.45	100	R								NA	NA		05/03/2002	
				From:	73-619										
				To:	Dead End										
(689)	1.00	6	R								NA	NA		06/03/2002	
				From:	73-613										
				To:	Dead End										
(690)	1.30	40	R								NA	NA		05/22/2002	
				From:	73-652										
				To:	73-651										

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						2Axle	3+Axle	1Trail	2Trail						
Prince Edward County															
691	1.18	60	R								NA		NA		05/22/2002
692	0.36	2100	G	96%	0%	3%	1%	1%	0%	F	NA		2100	G	2001
692	1.52	1700	G	96%	0%	3%	1%	1%	0%	C	NA		1700	G	2001
693	1.00	20	R								NA		NA		05/20/2002
693	0.60	60	R								NA		NA		05/20/2002
694	1.00	120	R								NA		NA		06/03/2002
695	2.39	770	G	94%	0%	3%	2%	0%	0%	C	NA		780	G	2001
695	1.38	1100	R								NA		NA		1999
696	2.29	640	G	97%	0%	2%	1%	1%	0%	F	NA		640	G	2001
696	3.12	640	G	97%	0%	2%	1%	1%	0%	F	NA		650	G	2001
696	1.82	840	G	97%	0%	2%	1%	1%	0%	C	NA		840	G	2001
696	1.02	870	G	97%	0%	2%	1%	1%	0%	F	NA		870	G	2001
696	2.87	1200	G	73%	1%	24%	1%	1%	0%	C	NA		1200	G	2001
697	0.13	40	R								NA		NA		06/03/2002
697	0.50	70	R								NA		NA		06/03/2002
698	1.45	70	R								NA		NA		05/20/2002
699	1.80	40	R								NA		NA		05/20/2002
700	1.50	90	R								NA		NA		05/20/2002
701	2.10	20	R								NA		NA		05/20/2002
701	1.35	100	R								NA		NA		05/20/2002
702	1.30	40	R								NA		NA		05/22/2002

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						2Axle	3+Axle	1Trail	2Trail						
Prince Edward County															
703	0.60	50	R			From: ECL PAMPLIN					NA		NA		05/20/2002
						To: US 460 BUS									
704	0.05	240	R			From: 73-701					NA		NA		05/22/2002
						To: US 360									
705	0.20	80	R			From: 73-604					NA		NA		05/20/2002
705	1.30	50	R			From: 73-710					NA		NA		05/20/2002
						To: Dead End									
706	1.10	60	R			From: 73-604					NA		NA		05/20/2002
						To: Dead End									
707	0.28	40	R			From: Dead End					NA		NA		06/03/2002
						To: 73-697									
708	0.50	120	R			From: 73-626					NA		NA		05/22/2002
						To: 73-652									
709	0.35	10	R			From: Dead End					NA		NA		05/20/2002
						To: 73-665									
710	0.40	10	R			From: Dead End					NA		NA		05/20/2002
						To: 73-705									
711	0.15	90	R			From: 73-630					NA		NA		05/22/2002
						To: Dead End									
712	0.40	30	R			From: Dead End					NA		NA		05/20/2002
						To: 73-604									
713	1.55	40	R			From: 73-623					NA		NA		06/03/2002
						To: 73-714									
714	1.40	50	R			From: 73-713					NA		NA		06/03/2002
						To: Nottoway County Line									
715	0.45	10	R			From: Dead End					NA		NA		05/22/2002
						To: 73-647									
716	0.60	30	R			From: Dead End					NA		NA		06/03/2002
						To: 73-628									
717	0.45	5	R			From: 73-609					NA		NA		05/22/2002
						To: Dead End									
718	0.03	220	R			From: Lunenburg County Line					NA		NA		05/22/2002
						To: US 360									
719	0.61	40	R			From: SR 47					NA		NA		05/20/2002
						To: Dead End									
720	0.65	120	R			From: 73-626					NA		NA		05/20/2002
						To: Dead End									

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						2Axle	3+Axle	1Trail	2Trail							
Prince Edward County																
721	0.75	40	R								NA		NA		05/22/2002	
				From:	Dead End											
				To:	73-634											
722	0.50	80	R								NA		NA		06/05/2002	
				From:	Dead End											
				To:	WCL Farmville											
723	0.90	20	R								NA		NA		05/22/2002	
				From:	73-665											
				To:	Dead End											
724	0.25	30	R								NA		NA		05/22/2002	
				From:	73-628											
				To:	Dead End											
725	0.40	50	R								NA		NA		05/20/2002	
				From:	Dead End											
				To:	US 15											
726	1.10	30	R								NA		NA		06/03/2002	
				From:	73-619											
				To:	Dead End											
727	0.60	60	R								NA		NA		05/22/2002	
				From:	Dead End											
				To:	73-649											
728	0.43	620	R								NA		NA		1999	
				From:	US 360 WEST											
				To:	73-630											
728	0.30	600	R								NA		NA		1999	
				From:	73-630											
				To:	US 360 EAST											
729	0.10	30	R								NA		NA		05/22/2002	
				From:	US 360											
				To:	Dead End											
730	0.35	40	R								NA		NA		05/20/2002	
				From:	73-604											
				To:	Dead End											
731	0.55	47	R								NA		NA		06/03/2002	
				From:	SR 307											
				To:	Dead End											
732	0.60	80	R								NA		NA		05/22/2002	
				From:	73-630											
				To:	Dead End											
733	0.80	50	R								NA		NA		05/20/2002	
				From:	Dead End											
				To:	73-657											
734	0.70	20	R								NA		NA		05/20/2002	
				From:	Dead End											
				To:	73-660											
735	0.16	170	G	92%	0%	4%	2%	1%	1%	F	NA		170	G	2001	
				From:	US 460											
				To:	73-600											
735	0.34	160	G	92%	0%	4%	2%	1%	1%	C	NA		160	G	2001	
				From:	73-600											
				To:	US 460											
736	0.80	90	R								NA		NA		06/05/2002	
				From:	US 460 SOUTH											
				To:	US 460 NORTH											
737	0.80	50	R								NA		NA		05/22/2002	
				From:	Dead End											
				To:	73-633											

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						2Axle	3+Axle	1Trail	2Trail						
Prince Edward County															
(738)	0.40	30	R			From: 73-626					NA	NA			05/20/2002
						To: Dead End									
(739)	0.60	80	R			From: 73-608					NA	NA			1999
						To: Dead End									
(740)	0.80	30	R			From: 73-636					NA	NA			05/22/2002
						To: Dead End									
(742)	0.30	40	R			From: Dead End					NA	NA			05/22/2002
						To: 73-630									
(743)	0.26	710	R			From: Dead End					NA	NA			1999
						To: SCL Farmville									
(744)	1.55	30	R			From: US 15					NA	NA			05/20/2002
						To: Dead End									
(745)	0.67	70	R			From: SR 307					NA	NA			05/22/2002
						To: Dead End									
(746)	0.86	70	R			From: 73-652					NA	NA			1999
						To: Cul-de-Sac									
(747)	0.21	20	R			From: 73-654					NA	NA			05/22/2002
						To: Dead End									
(748)	0.23	50	R			From: 73-638					NA	NA			06/03/2002
						To: Dead End									
(749)	0.40	30	R			From: Dead End					NA	NA			05/22/2002
						To: 73-632									
(750)	0.52	40	R			From: 73-654					NA	NA			1999
						To: Dead End									
(751)	2.20	80	R			From: 73-657					NA	NA			05/20/2002
						To: 73-685									
(751)	0.02	150	R			From: US 460					NA	NA			1999
						To: US 460									
(752)	0.28	40	R			From: 73-633					NA	NA			05/22/2002
						To: Dead End									
(753)	0.13	320	R			From: CL Farmville					NA	NA			06/05/2002
						To: Dead End									
(754)	0.25	70	R			From: Dead End					NA	NA			05/22/2002
						To: 73-630									
(755)	0.55	50	R			From: 73-720					NA	NA			05/20/2002
						To: Dead End									
(756)	1.20	140	R			From: US 460					NA	NA			06/03/2002
						To: Dead End									

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						2Axle	3+Axle	1Trail	2Trail							
Prince Edward County																
757	0.60	30	R								NA	NA			05/20/2002	
				From:	Dead End											
				To:	73-663											
758	0.32	270	R								NA	NA			05/22/2002	
				From:	US 15											
				To:	Dead End											
759	1.00	20	R								NA	NA			05/20/2002	
				From:	Dead End											
				To:	US 15											
760	0.45	60	R								NA	NA			05/20/2002	
				From:	73-626											
				To:	Dead End											
761	0.45	10	R								NA	NA			05/22/2002	
				From:	73-627											
				To:	Dead End											
762	0.40	70	R								NA	NA			05/20/2002	
				From:	Dead End											
				To:	US 15											
763	0.15	60	R								NA	NA			1999	
				From:	US 460											
				To:	Dead End											
764	0.40	40	R								NA	NA			05/20/2002	
				From:	Dead End											
				To:	73-650											
765	0.33	20	R								NA	NA			06/03/2002	
				From:	Dead End											
				To:	US 360											
766	0.38	30	R								NA	NA			06/03/2002	
				From:	73-662											
				To:	Dead End											
767	0.18	80	R								NA	NA			1999	
				From:	Dead End											
				To:	73-695											
768	0.22	90	R								NA	NA			1999	
				From:	Dead End											
				To:	73-695											
768	0.22	1500	G	95%	0%	2%	2%	0%	0%	C	NA	1500	G		2001	
				From:	73-619											
				To:	Dead End											
770	0.30	7	R								NA	NA			05/20/2002	
				From:	73-671											
				To:	Dead End											
771	0.36	30	R								NA	NA			05/20/2002	
				From:	Dead End											
				To:	US 15											
772	0.20	20	R								NA	NA			1999	
				From:	73-654											
				To:	Dead End											
773	0.23	100	R								NA	NA			05/22/2002	
				From:	73-648											
				To:	Dead End											
775	0.50	70	R								NA	NA			05/20/2002	
				From:	Dead End											
				To:	73-657											

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						2Axle	3+Axle	1Trail	2Trail						
Prince Edward County															
(776)	0.65	NA				From: US 460					NA		NA		
						To: Dead End									
(780)	0.60	50	R			From: Dead End					NA		NA		05/22/2002
						To: 73-648									
(785)	0.50	10	R			From: Dead End					NA		NA		05/20/2002
						To: 73-669									
(790)	0.69	180	R			From: Dead End					NA		NA		05/20/2002
						To: US 15									
(1001)	0.85	830	R			From: Dead End					NA		NA		1999
						To: 73-692									
(1002)	0.07	900	R			From: 73-692					NA		NA		1999
						To: 73-1005 WEST									
(1002)	0.43	650	R			From: 73-1005 WEST					NA		NA		1999
						To: Dead End									
(1003)	0.15	40	R			From: Dead End					NA		NA		1999
						To: 73-692									
(1004)	0.20	50	R			From: 73-692					NA		NA		1999
						To: Dead End									
(1005)	0.23	220	R			From: 73-1002 WEST					NA		NA		1999
						To: 73-1002 EAST									
(1006)	0.40	40	R			From: Dead End					NA		NA		06/03/2002
						To: 73-692									
(1007)	0.10	150	R			From: SR 133					NA		NA		1999
						To: 0.10 ME SR 133									
(1007)	0.25	80	R			From: 0.10 ME SR 133					NA		NA		1999
						To: Dead End									
(1008)	0.07	45	R			From: 73-692					NA		NA		1999
						To: Dead End									
(1009)	0.27	290	R			From: SCL Farmville					NA		NA		1999
						To: 73-1010									
(1009)	0.23	250	R			From: 73-1010					NA		NA		1999
						To: 73-1012									
(1009)	0.12	230	R			From: 73-1012					NA		NA		1999
						To: 73-1011									
(1009)	0.17	220	R			From: 73-1011					NA		NA		1999
						To: 73-1013									
(1009)	0.10	30	R			From: 73-1013					NA		NA		1999
						To: Dead End									
(1010)	0.16	20	R			From: 73-1025					NA		NA		1999
						To: 73-1009									

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						2Axle	3+Axle	1Trail	2Trail						
Prince Edward County															
(1011)	0.17	70	R			From: 73-1009					NA	NA			1999
						To: Dead End									
(1012)	0.18	80	R			From: Dead End					NA	NA			1999
						To: 73-1009									
(1013)	0.19	80	R			From: Dead End					NA	NA			1999
						To: 73-1009									
(1014)	0.43	230	R			From: Cul-de-Sac					NA	NA			1999
						To: 73-1015									
(1014)	0.19	300	R			From: 73-1015					NA	NA			1999
						To: 73-743									
(1015)	0.11	60	R			From: 73-1014					NA	NA			1999
						To: Cul-de-Sac									
(1016)	0.11	40	R			From: 73-1014					NA	NA			1999
						To: Cul-de-Sac									
(1017)	0.12	50	R			From: Dead End					NA	NA			1999
						To: 73-1018									
(1018)	0.09	50	R			From: Dead End					NA	NA			1999
						To: 73-1017									
(1020)	0.11	100	R			From: 73-1021					NA	NA			06/10/2002
						To: 73-1001									
(1021)	0.09	40	R			From: Dead End					NA	NA			06/10/2002
						To: 73-1020									
(1021)	0.05	30	R			From: 73-1020					NA	NA			06/10/2002
						To: Dead End									
(1025)	0.49	70	R			From: 73-1026					NA	NA			06/10/2002
						To: 73-1010									
(1025)	0.17	45	R			From: 73-1010					NA	NA			06/10/2002
						To: Cul-de-Sac									
(1026)	0.05	4	R			From: Cul-de-Sac					NA	NA			06/10/2002
						To: 73-1025									
(1030)	0.70	80	R			From: US 15					NA	NA			1999
						To: Dead End									
(9877)	0.18	1800	R			From: Pr Edward High School					NA	NA			06/05/2002
						To: 73-628									
(9957)	0.12	430	R			From: Pr Edward Elem School					NA	NA			06/05/2002
						To: 73-628									
Town of Farmville															
(144)	Industrial Park Dr	0.36	2300	G	96%	1%	1%	0%	1%	0%	C	NA	2400	G	2001
						From: US 15 Third St									
						To: 73-753									

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						2Axle	3+Axle	1Trail	2Trail						
Town of Farmville															
① 144 Industrial Park Dr	0.74	520	G	From: 73-753 96%	1%	2%	0%	0%	0%	C	NA	550	G	2001	
				To: 0.74 MI N OF 73-753											
② 144 2nd St	0.13	2400	G	From: North St 96%	1%	3%	1%	0%	0%	C	NA	2500	G	2001	
				To: South St											
④ 144 North St	0.11	2100	G	From: High St 98%	1%	1%	0%	0%	0%	C	NA	2100	G	2001	
				To: Third St											
④ 144 North St	0.08	2800	G	From: Third St 97%	0%	2%	1%	0%	0%	C	NA	3000	G	2001	
				To: Second St											
⑤ 144 South St	0.12	1700	G	From: 4Th St 97%	0%	1%	1%	1%	0%	C	NA	1800	G	2001	
				To: 3Rd St											
⑤ 144 South St	0.09	1300	G	From: 3Rd St 98%	0%	1%	0%	0%	0%	C	NA	1400	G	2001	
				To: 2Nd St											
③851 144 Griffin Blvd	0.79	4800	G	From: Main St 97%	1%	2%	0%	0%	0%	C	NA	5000	G	2001	
				To: High St											
③852 144 High St	0.62	2100	G	From: WCL Farmville 98%	0%	1%	0%	0%	0%	F	NA	2200	G	2001	
				To: 4Th Ave											
③852 144 High St	0.38	2800	G	From: 4Th Ave 98%	0%	1%	0%	0%	0%	C	NA	2900	G	2001	
				To: Oak St											
③853 144 Virginia St	0.27	840	G	From: Church St 99%	0%	0%	0%	0%	0%	C	NA	880	G	2001	
				To: Longwood Ave											
③853 144 Virginia St	0.10	3400	G	From: Longwood Ave 99%	0%	0%	0%	0%	0%	F	NA	3600	G	2001	
				To: Third St											
③854 144 Barrow St	0.13	730	G	From: First Avenue 98%	0%	1%	0%	0%	0%	C	NA	760	G	2001	
				To: Griffin Blvd											
③856 144 Gilliam Dr	0.23	970	G	From: 4Th Ave 98%	1%	1%	0%	0%	0%	C	NA	1000	G	2001	
				To: Main St											
③857 144 Venable St	0.18	860	G	From: High St 98%	0%	1%	0%	0%	0%	C	NA	900	G	2001	
				To: Main St											
③860 144 Milnwood Rd	1.52	4800	G	From: Bus US 15 Main St 97%	1%	1%	0%	0%	0%	C	NA	5000	G	2001	
				To: Bus US 460 Third St											
③860 144 Persimmon Tree For	0.47	590	G	From: Bus US 460 Third St 98%	0%	1%	0%	1%	0%	F	NA	610	G	2001	
				To: 73-638 ECL Farmville											
③862 144 Plank Rd	0.58	1600	G	From: WCL Farmville 94%	1%	2%	2%	1%	0%	C	NA	1700	G	2001	
				To: Main St											
③862 144 River Rd	0.55	760	G	From: Main St 97%	0%	3%	0%	0%	0%	C	NA	790	G	2001	
				To: ECL Farmville											
③864 144 4th St	0.16	2500	G	From: Main St 97%	0%	2%	0%	0%	0%	C	NA	2600	G	2001	
				To: Virginia St											
③864 144 Longwood Ave	0.55	2100	G	From: Virginia St 97%	1%	2%	0%	0%	0%	F	NA	2200	G	2001	
				To: Cedar St											
③864 144 Longwood Ave	0.49	2200	G	From: Cedar St 97%	1%	2%	0%	0%	0%	C	NA	2300	G	2001	
				To: Third St											

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						2Axle	3+Axle	1Trail	2Trail						
Town of Farmville															
1st Ave	1.62	770	G	From	School St					NA		800	G	2001	
				To	Franklin St										
4th Ave	1.62	70	G	From	School St					NA		80	G	2001	
				To	Fayette St										
Agee St	1.62	890	G	From	Cobb St					NA		930	G	2001	
				To	West Third St										
Bizarre St	1.62	140	G	From	Georgia St					NA		140	G	2001	
				To	Jefferson St										
Cobb St	1.62	70	G	From	Agee St					NA		70	G	2001	
				To	Holman St										
Edmund St	1.62	80	G	From	Hill St					NA		80	G	2001	
				To	Griffin Blvd										
Georgia St	1.62	110	G	From	Stepney St					NA		120	G	2001	
				To	Monroe St										
Holman St	1.62	170	G	From	Cobb St					NA		170	G	2001	
				To	West Third St										
Hylawn Ave	1.62	430	G	From	Gum St					NA		450	G	2001	
				To	ECL Farmville										
Monroe St	1.62	120	G	From	Georgia St					NA		130	G	2001	
				To	Maryland St										
Osborne Rd	1.62	620	G	From	Main St					NA		640	G	2001	
				To	Jefferson St										
Park Ave	1.62	140	G	From	Watson St					NA		140	G	2001	
				To	Serpell St										
Richardson St	1.62	30	G	From	Watson St					NA		30	G	2001	
				To	Glenn St										
School St	1.62	70	G	From	4Th Ave					NA		80	G	2001	
				To	3Rd Ave										
Vaughan St	1.62	1400	G	From	Longwood Ave					NA		1400	G	2001	
				To	Third St										
Watkins St	1.62	150	G	From	Chambers St					NA		150	G	2001	
				To	Redford St										