

**2003**

**Virginia Department of Transportation  
Daily Traffic Volume Estimates**

**Jurisdiction Report**

**14**

Buckingham County  
Town of Dillwyn

Prepared By

**Virginia Department of Transportation  
Mobility Management Division**

In Cooperation With

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

Virginia Department of Transportation  
Mobility Management Division  
Traffic Monitoring Section

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

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

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

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

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

## **Publication Notes**

### **Parallel Roads**

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

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

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

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

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

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

Glossary of Terms:

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

**Length:** Length of the traffic segment in miles.

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

**QA:** Quality of AADT:

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

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

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

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

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

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

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

**QC:** Quality of Classification Data:

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

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

**QK:** Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

**Dir Factor:** The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

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

**QW:** Quality of AAWDT:

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

**Year:** Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

# Route Shield Legend

## Route Systems



Interstate Route

Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.



US Route



Virginia State Route



Secondary Route

## Special Routes



Bus - Business Route

Bypas - Bypass Route

Truck - Truck Route



ALT - Alternate Route

Wve - Wve Route connector



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



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

Virginia Department of Transportation  
 Mobility Management Division  
 2003  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 Buckingham Maintenance Area

Route	Length	AADT	QA	Year
<b>Buckingham County</b>				
From Prince Edward County Line				
15	9.30	3800	F	2003
To 14-600				
15	5.46	4300	F	2003
To US 60 Sprouses Corner				
15	1.45	9400	F	2003
To SR 20 Near Dillwyn				
15	0.39	8800	F	2003
To WCL Dillwyn				
<b>Town of Dillwyn</b>				
From WCL Dillwyn				
15	1.10	8800	N	2003
To ECL Dillwyn				
<b>Buckingham County</b>				
From ECL Dillwyn				
15	6.39	4700	G	2003
To 14-622				
15	5.44	4000	F	2003
To 14-715				
15	3.03	4300	F	2003
To Fluvanna County Line				
From US 15 Near Dillwyn				
20	2.56	3700	F	2003
To 14-631				
20	7.99	2700	F	2003
To 14-655				
20	8.50	3400	F	2003
To Albemarle County Line				
From Appomattox County Line				
24	8.71	1400	F	2003
To US 60 Mt Rush				
From Nelson County Line				
56	2.65	280	F	2003
To 14-604				
56	7.82	1400	F	2003
To US 60 Dentons Corner				
From Appomattox County Line				
60	9.37	860	F	2003
To SR 24 Mount Rush				
60	2.02	2700	F	2003
To SR 56 Dentons Corner				
60	1.75	3800	F	2003
To 14-633 Buckingham CH				
60	4.03	4800	F	2003
To US 15 Sprouses Corner				
60	8.38	2200	F	2003
To Cumberland County Line				
From Cumberland County Line; 14-633				
600	1.95	620	R	03/10/2003
To 14-654				
600	2.55	240	F	2003
To 14-712				
600	2.17	390	F	2003
To US 15 NORTH				

Route	Length	AADT	QA	Year
<b>Buckingham County</b>				
From US 15 NORTH				
600	0.50	40	R	03/25/2003
To US 15 SOUTH				
From 14-602				
601	4.42	200	F	2003
To 14-655				
601	0.95	340	F	2003
To 14-737				
601	2.15	250	F	2003
To 2.15 MN 14-737				
601	1.29	210	F	2003
To 14-604				
From SR 56				
602	2.77	590	F	2003
To 14-601				
602	5.62	400	F	2003
To 14-655				
602	2.35	480	F	2003
To 14-627				
602	3.87	320	R	04/01/2003
To Nelson County Line				
From Dead End				
603	0.65	30	R	03/03/2003
To 14-636				
From US 60				
604	3.55	400	R	04/01/2003
To 14-606				
604	2.51	330	F	2003
To SR 56 SOUTH				
From SR 56 NORTH				
604	4.77	200	R	04/01/2003
To 14-601				
604	0.74	150	R	04/01/2003
To 14-693				
From Appomattox County Line				
605	6.35	120	R	03/07/2000
To 14-606				
605	2.10	30	R	04/01/2003
To Dead End				
From 14-604				
606	6.60	30	R	04/01/2003
To 14-605				
606	1.60	40	R	03/07/2000
To Dead End				
From US 60 WEST				
607	3.90	20	R	04/01/2003
To 14-604				
607	2.70	110	R	03/21/2000
To 14-662				
607	2.65	240	R	03/21/2000
To US 60 EAST				
From Prince Edward County Line				
608	4.18	260	R	03/14/2000
To 14-636 WEST				

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Route	Length	AADT	QA	Year
<b>Buckingham County</b>				
From: 14-636 EAST				
608	1.77	30	R	03/05/2003
To: 14-635				
From: Prince Edward County Line				
609	0.70	140	R	03/05/2003
To: 14-725				
609	3.80	150	R	03/05/2003
To: 14-636 WEST				
From: 14-636 EAST				
609	6.72	210	R	03/25/2003
To: US 15				
From: 14-729				
610	1.30	70	R	04/15/2003
To: 14-676				
610	2.09	310	R	04/15/2003
To: US 15				
610	3.70	510	F	2003
To: 14-718				
610	2.65	570	F	2003
To: 14-670				
610	2.60	550	F	2003
To: 24-609; Cumberland County Line				
From: 14-671				
611	3.45	150	R	04/15/2003
To: 14-652				
From: Appomattox County Line				
612	2.39	160	R	03/14/2000
To: 14-636 WEST				
From: 14-636 EAST				
612	2.40	40	R	03/03/2003
To: 14-640				
From: 14-622				
613	1.90	70	R	03/25/2003
To: 14-696				
613	1.20	60	R	03/25/2003
To: 14-717				
613	0.30	70	R	03/25/2003
To: 14-694				
613	1.90	50	R	03/25/2003
To: Cumberland County Line				
From: Appomattox County Line				
614	1.60	40	R	03/03/2003
To: 14-636				
From: Appomattox County Line				
615	0.94	170	R	03/21/2000
To: 0.94 ME OF CL				
615	2.06	70	R	03/21/2000
To: US 60				
From: Dead End				
616	0.50	20	R	04/01/2003
To: 14-659				
From: 14-649				
617	3.20	80	R	04/23/2003
To: SR 20				
From: 0.85				
617	0.85	200	R	04/23/2003
To: 0.85 ME SR 20				

Route	Length	AADT	QA	Year
<b>Buckingham County</b>				
From: 0.85 ME SR 20				
617	0.72	190	R	04/23/2003
To: 14-682				
617	2.54	100	R	04/23/2003
To: 2.54 ME 14-682				
617	0.06	160	R	04/23/2003
To: 14-676				
617	2.00	430	R	05/16/2000
To: US 15 SOUTH				
From: US 15 NORTH				
617	1.90	460	R	05/16/2000
To: 14-668				
617	2.05	320	R	05/16/2000
To: 14-666				
617	2.40	300	R	05/16/2000
To: Cumberland County Line				
From: 14-602				
618	0.60	20	R	04/01/2003
To: Dead End				
From: Dead End				
619	1.30	50	R	03/05/2003
To: 14-636				
From: Dead End				
620	0.99	50	R	03/05/2003
To: US 15				
From: US 15; 14-775				
621	2.02	360	R	10/23/2000
To: 2.02 ME US 15				
621	1.01	250	R	10/23/2000
To: 14-600				
From: Cumberland County Line				
622	2.32	320	R	05/09/2000
To: 14-613				
622	3.90	570	F	2003
To: US 15 NORTH				
From: US 15 SOUTH				
622	1.81	270	F	2003
To: 14-676 NORTH				
From: 14-676 SOUTH				
622	1.35	70	R	04/29/2003
To: 14-729				
622	4.13	50	R	04/15/2003
To: 14-651				
622	0.50	130	R	04/15/2003
To: 14-671				
622	2.10	360	R	05/09/2000
To: SR 20; 14-655				
From: 14-600				
623	1.15	260	R	03/10/2003
To: 14-792				
623	1.60	420	R	03/10/2003
To: 1.60 M FRM 14-792				
623	0.60	460	F	2003
To: 14-632				



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 Buckingham Maintenance Area

Route	Length	AADT	QA	Year
<b>Buckingham County</b>				
From: 14-626				
(624) To: Dead End	0.70	80	R	03/10/2003
From: 14-695				
(625) To: Albemarle County Line, James River, Hatton Ferry	0.70	10	R	04/01/2003
From: Dead End				
(626) To: US 60	0.40	20	R	03/10/2003
From: US 60				
(626) To: 14-624	0.57	220	R	09/18/2000
From: 14-624				
(626) To: 1.00 MN 14-624	1.00	190	R	09/18/2000
From: 1.00 MN 14-624				
(626) To: 14-650	1.70	90	R	03/10/2003
From: 14-602				
(627) To: 14-678	4.10	390	R	04/11/2000
From: 14-678				
(627) To: 0.10 MN 14-678	0.10	100	R	04/11/2000
From: 0.10 MN 14-678				
(627) To: Albemarle County Line	1.30	30	R	04/01/2003
From: 14-632				
(628) To: US 60	1.60	70	R	09/18/2000
From: US 60				
(628) To: 14-650	3.91	230	R	09/18/2000
From: US 60				
(629) To: SCL DILLWYN	3.09	410	F	2003
From: SCL DILLWYN				
<b>Town of Dillwyn</b>				
(629) To: US 15	0.41	470	F	2003
From: US 15				
<b>Buckingham County</b>				
(630) To: US 60	2.20	40	R	03/10/2003
From: US 15				
(631) To: SR 20	6.09	380	R	04/29/2003
From: SR 20				
(631) To: 14-665	1.30	780	R	03/04/2003
From: 14-665				
(631) To: US 60	2.85	380	R	03/04/2003
From: US 60				
(631) To: 14-633	0.80	140	R	03/04/2003
From: Cumberland County Line				
(632) To: 14-654	0.75	160	R	03/10/2003
From: 14-654				
(632) To: 14-623	2.75	490	R	03/10/2003
From: 14-623				
(632) To: US 60	0.10	840	F	2003
From: US 60				
(632) To: 14-650	3.10	1000	R	03/10/2003
From: 14-650				

Route	Length	AADT	QA	Year
<b>Buckingham County</b>				
From: Cumberland County Line: 14-600				
(633) To: 14-635	3.85	310	R	05/22/2000
From: 14-635				
(633) To: 14-609	2.65	170	R	05/22/2000
From: 14-609				
(633) To: 1.39 MW 14-609	1.39	120	R	05/22/2000
From: 1.39 MW 14-609				
(633) To: 14-707	0.61	140	R	05/22/2000
From: 14-707				
(633) To: 14-774	1.05	150	R	05/22/2000
From: 14-774				
(633) To: 14-640	1.60	130	R	05/22/2000
From: 14-640				
(633) To: 14-639	0.03	230	R	05/22/2000
From: 14-639				
(633) To: 1.50 MN 14-639	1.50	160	R	05/22/2000
From: 1.50 MN 14-639				
(633) To: US 60 EAST	0.80	220	R	05/22/2000
From: US 60 MID				
(633) To: US 60 WEST	0.10	160	R	05/22/2000
From: Cumberland County Line				
(634) To: 14-654	0.62	370	R	03/10/2003
From: 14-654				
(635) To: 14-730	1.15	40	R	03/28/2000
From: 14-730				
(635) To: 14-608	1.25	60	R	03/28/2000
From: 14-608				
(635) To: 14-633	1.90	210	R	03/28/2000
From: US 60				
(636) To: 14-697	4.10	60	R	03/03/2003
From: 14-697				
(636) To: SR 24 WEST	2.80	30	R	03/03/2003
From: SR 24 EAST				
(636) To: 14-640 EAST	3.40	250	F	2003
From: 14-640 EAST				
(636) To: 14-612 WEST	2.00	220	F	2003
From: 14-612 WEST				
(636) To: 14-638 EAST	2.55	270	F	2003
From: 14-638 EAST				
(636) To: 14-609 WEST	1.00	500	F	2003
From: 14-609 WEST				
(636) To: 14-619	2.20	610	F	2003
From: 14-619				
(636) To: US 15	2.60	930	F	2003
From: US 15				
(636) To: Cumberland County Line	3.10	270	R	03/05/2003
From: Cumberland County Line				

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Route	Length	AADT	QA	Year
<b>Buckingham County</b>				
From 14-638				
(637)	3.70	60	R	03/03/2003
To 14-609				
(637)	0.20	20	R	03/05/2003
To Dead End				
From Dead End				
(638)	1.50	20	R	03/03/2003
To 14-636 WEST				
From 14-636 EAST				
(638)	4.20	320	R	08/29/2000
To 14-640 SOUTH				
From 14-640 NORTH				
(638)	3.80	230	R	08/29/2000
To 14-644				
(638)	1.30	270	F	2003
To 14-790				
(638)	1.46	380	F	2003
To US 60				
From 14-633 SOUTH				
(639)	1.04	60	R	05/22/2000
To 1.04 MN 14-633				
(639)	1.96	30	R	05/22/2000
To 14-633 NORTH				
From Appomattox County Line				
(640)	0.95	49	R	03/05/2003
To 14-636 WEST				
From 14-636 EAST				
(640)	4.33	130	F	2003
To 14-642				
(640)	1.05	570	F	2003
To 14-638 NORTH				
(640)	3.20	550	F	2003
To 14-633 SOUTH				
(640)	0.10	930	F	2003
To 14-633 NORTH				
(640)	2.30	850	F	2003
To US 15				
From 14-642				
(641)	1.40	20	R	03/03/2003
To 14-638				
From 14-640				
(642)	2.50	80	R	08/29/2000
To 14-641				
(642)	1.47	80	R	08/29/2000
To SR 24				
From Dead End				
(643)	0.50	30	R	03/03/2003
To 14-640				
From SR 24				
(644)	3.00	60	R	03/03/2003
To 14-638				
From Dead End				
(645)	0.45	20	R	04/01/2003
To 14-698				
From SR 24				
(646)	2.52	170	R	03/03/2003
To 14-691				

Route	Length	AADT	QA	Year
<b>Buckingham County</b>				
From 14-691				
(646)	1.70	250	R	03/03/2003
To US 60				
(646)	0.80	90	R	03/03/2003
To 14-607				
From Dead End				
(647)	0.65	70	R	05/22/2000
To SR 56				
From US 60				
(648)	2.65	150	R	03/04/2003
To 14-649				
From SR 56				
(649)	0.80	40	R	03/25/2003
To 0.80 ME SR 56				
(649)	1.15	80	R	05/22/2000
To 14-757				
(649)	0.35	150	R	05/22/2000
To 14-602 NORTH				
From 14-602 SOUTH				
(649)	1.50	210	R	05/22/2000
To 14-648				
(649)	1.80	220	R	05/22/2000
To 14-658				
(649)	1.52	470	F	2003
To 14-795				
(649)	0.80	510	F	2003
To 14-617				
(649)	0.60	560	F	2003
To SR 20				
From US 15				
(650)	1.90	2100	F	2003
To 14-632				
(650)	1.50	1000	F	2003
To 14-668				
(650)	2.20	650	F	2003
To 14-667				
(650)	1.50	290	F	2003
To 14-626				
(650)	1.10	240	F	2003
To Cumberland County Line				
From SR 20				
(651)	1.44	150	R	05/09/2000
To 14-763				
(651)	0.75	110	R	04/15/2003
To 14-701				
(651)	0.80	100	R	04/15/2003
To 14-622				
From US 15				
(652)	4.20	620	F	2003
To 14-676				
(652)	2.30	480	F	2003
To 14-684				
(652)	1.00	490	F	2003
To 14-611				

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Route	Length	AADT	QA	Year
<b>Buckingham County</b>				
From 14-611				
(652)	4.80	570	F	2003
To SR 20				
From 14-602				
(653)	0.05	50	R	04/01/2003
To 0.05 ME 14-602				
From 14-698				
(653)	2.05	20	R	04/01/2003
To 14-698				
From 0.94 ME 14-698				
(653)	0.94	40	R	04/03/2003
To 14-698				
From 14-627				
(653)	0.06	60	R	04/01/2003
To 14-627				
From 14-600				
(654)	2.40	350	R	03/10/2003
To 14-634				
From 14-634				
(654)	0.34	680	R	03/10/2003
To 14-632				
From 14-601				
(655)	3.10	390	F	2003
To 14-602				
From 14-602				
(655)	3.50	1100	F	2003
To 14-656				
From 14-656				
(655)	1.40	1100	F	2003
To SR 20; 14-622				
From SR 20				
(656)	2.80	250	R	04/15/2003
To 14-655				
From 14-658				
(657)	0.07	90	R	04/18/2000
To 0.07 MN 14-658				
From 14-659				
(657)	2.73	70	R	04/15/2003
To 14-659				
From 14-649				
(658)	3.21	340	R	04/04/2000
To 14-659 NORTH				
From 14-659 NORTH				
(658)	1.70	230	R	04/04/2000
To 14-602 SOUTH				
From 14-602 SOUTH				
(658)	1.30	50	R	04/01/2003
To 14-655				
From 14-602				
(659)	0.50	50	R	04/18/2000
To 0.50 ME 14-602				
From 14-602				
(659)	0.70	70	R	04/18/2000
To 1.20 ME 14-602				
From 14-658 SOUTH				
(659)	0.76	100	R	04/18/2000
To 14-658 NORTH				
From 14-616				
(659)	1.11	190	R	04/18/2000
To 14-616				
From 14-616				
(659)	0.30	140	R	04/18/2000
To 0.30 ME 14-616				
From 14-735				
(659)	0.36	170	R	04/18/2000
To 14-735				
From 14-657				
(659)	0.60	250	R	04/18/2000
To 14-657				

Route	Length	AADT	QA	Year
<b>Buckingham County</b>				
From 14-657				
(659)	2.00	340	R	04/18/2000
To SR 20				
From SR 56				
(660)	3.98	200	R	04/01/2003
To 14-601				
From 14-607				
(661)	1.54	30	R	04/01/2003
To 1.54 MN 14-607				
From 14-607				
(661)	0.36	120	R	04/18/2000
To 14-663				
From 14-663				
(661)	2.30	130	R	04/18/2000
To 14-662				
From 14-607				
(662)	0.81	70	R	04/15/2003
To 0.81 MN 14-607				
From 14-661				
(662)	3.40	49	R	04/15/2003
To 14-661				
From SR 56				
(662)	0.60	170	R	03/21/2000
To SR 56				
From 14-661				
(663)	1.30	60	R	03/25/2003
To SR 56				
From SR 56				
(663)	1.54	330	R	03/21/2000
To 1.54 MN SR 56				
From 14-660				
(663)	0.91	150	R	03/21/2000
To 14-660				
From 14-660				
(664)	2.90	10	R	04/01/2003
To 14-737				
From 14-737				
(664)	1.30	40	R	04/01/2003
To 14-604				
From 14-633				
(665)	1.38	350	R	03/04/2003
To US 60				
From US 60				
(665)	0.12	720	R	05/22/2000
To 14-690				
From 14-690				
(665)	0.20	500	R	03/04/2003
To 14-799				
From 14-799				
(665)	0.25	270	R	05/22/2000
To 0.25 MN 14-799				
From 14-631				
(665)	1.90	210	R	05/22/2000
To 14-631				
From 14-617				
(666)	0.05	340	R	05/16/2000
To 14-755				
From 14-755				
(666)	1.65	110	R	03/11/2003
To 14-622				
From 14-650				
(667)	3.50	160	R	03/10/2003
To 14-617				
From Dead End				
(668)	0.60	40	R	03/10/2003
To 14-650				

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Route	Length	AADT	QA	Year
<b>Buckingham County</b>				
From 14-650				
(668) To 14-617	3.51	220	R	07/24/2000
From Dead End				
(669) To US 15	0.60	46	R	04/29/2003
From US 15	1.00	170	R	07/17/2000
From 14-732				
(669) To 14-732	0.12	80	R	07/17/2000
From 0.12 ME 14-732				
(669) To 14-668	1.08	80	R	07/17/2000
From 14-610				
(670) To US 15	4.68	670	F	2003
From 14-622				
(671) To 14-721	1.10	150	R	04/15/2003
From 14-721				
(671) To 14-611	2.05	160	R	04/15/2003
From 14-611				
(671) To 14-677	1.67	240	R	05/02/2000
From 14-677				
(671) To US 15	3.35	520	R	05/02/2000
From 14-670				
(672) To US 15	2.06	900	R	03/04/2003
From US 15				
(672) To 14-796 NORTH	0.04	350	R	03/04/2003
From 14-796 SOUTH				
(672) To 14-675	1.40	90	R	03/04/2003
From Dead End				
(673) To 14-676	0.30	150	R	04/15/2003
From 14-676				
(673) To 14-685	0.30	330	R	07/06/2000
From 14-685				
(673) To 14-675	0.40	50	R	04/15/2003
From 14-675				
(673) To Dead End	0.20	40	R	04/15/2003
From 14-683				
(674) To Dead End	0.37	10	R	03/25/2003
From 14-715				
(675) To 14-672	0.45	980	F	2003
From 14-672				
(675) To 14-685	0.70	640	F	2003
From 14-685				
(675) To 0.47 MN 14-685	0.47	90	R	04/15/2003
From 0.47 MN 14-685				
(675) To 14-673	0.51	50	R	04/15/2003

Route	Length	AADT	QA	Year
<b>Buckingham County</b>				
From 14-617				
(676) To 14-622 SOUTH	2.00	80	R	04/29/2003
From 14-610				
(676) To 14-726	1.20	120	R	06/27/2000
From 14-726				
(676) To 14-677	0.70	130	R	04/15/2003
From 14-677				
(676) To 14-671	0.40	110	R	04/29/2003
From 14-671				
(676) To 14-733	1.40	70	R	04/29/2003
From 14-733				
(676) To 14-673	1.20	200	R	04/15/2003
From 14-673				
(676) To 14-652	1.00	210	R	04/15/2003
From 14-652				
(676) To 14-676	2.30	100	R	04/15/2003
From 14-676				
(677) To 14-671	1.80	120	R	06/27/2000
From 14-671				
(677) To Dead End	1.35	90	R	04/15/2003
From SR 20				
(678) To 14-695	1.35	420	F	2003
From 14-695				
(678) To 14-723	2.49	480	R	04/01/2003
From 14-723				
(678) To 14-627	0.30	290	R	04/01/2003
From 14-627				
(679) To 14-784	1.10	110	R	04/15/2003
From 14-784				
(679) To 2.84 MN 14-784	2.84	80	R	04/15/2003
From 2.84 MN 14-784				
(679) To SR 20	0.16	140	R	04/15/2003
From US 15				
(680) To Dead End	0.30	170	R	03/25/2003
From 14-636				
(681) To Dead End	0.50	10	R	03/05/2003
From 14-631				
(682) To 14-764	0.65	180	R	07/17/2000
From 14-764				
(682) To 14-617	0.45	170	R	04/23/2003
From 14-608				
(683) To US 15 NORTH	2.40	280	R	07/24/2000
From US 15 SOUTH				
(683) To 14-674	1.50	70	R	03/25/2003
From 14-674				
(683) To Dead End	1.10	10	R	03/25/2003

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<b>Buckingham County</b>				
From: Dead End				
(684) To: 14-652	1.00	30	R	04/15/2003
From: 14-675				
(685) To: 14-673	0.65	390	F	2003
From: Dead End				
(686) To: US 15	1.00	80	R	10/23/2000
From: 14-670				
(687) To: Dead End	0.30	90	R	03/04/2003
From: US 15				
(688) To: 14-670	0.10	360	F	2003
From: US 15 SOUTH				
(689) To: US 15 NORTH	0.45	70	R	03/05/2003
From: US 15 NORTH				
(689) To: Dead End	0.60	130	R	03/05/2003
From: US 60 WEST				
(690) To: US 60 MIDDLE	0.47	40	R	03/04/2003
From: US 60 MIDDLE				
(690) To: 14-665	0.40	460	R	03/04/2003
From: 14-665				
(690) To: US 60 EAST	1.05	980	R	03/04/2003
From: 14-646				
(691) To: 14-753	0.55	140	R	03/03/2003
From: 14-753				
(691) To: SR 24	1.75	160	R	03/03/2003
From: US 15				
(692) To: 0.05 MN US 15	0.05	90	R	04/29/2003
From: 0.05 MN US 15				
(692) To: Dead End	0.20	40	R	05/09/2000
From: Dead End				
(693) To: 14-604	0.80	70	R	04/01/2003
From: Cumberland County Line				
(694) To: 14-613	0.90	50	R	03/25/2003
From: 14-678				
(695) To: SR 20	3.52	540	R	04/11/2000
From: SR 20				
(695) To: Dead End	0.45	100	R	04/30/2003
From: 14-613				
(696) To: Cumberland County Line	1.63	40	R	03/25/2003
From: 14-636				
(697) To: 14-815	1.80	20	R	03/03/2003
From: 14-815				
(697) To: 14-646	1.20	80	R	03/03/2003

Route	Length	AADT	QA	Year
<b>Buckingham County</b>				
From: 14-627				
(698) To: 0.05 MN 14-627	0.05	60	R	04/11/2000
From: 0.05 MN 14-627				
(698) To: 14-777	1.45	40	R	04/01/2003
From: 14-777				
(698) To: 14-645	0.85	40	R	04/01/2003
From: 14-645				
(698) To: 14-653	0.80	40	R	04/01/2003
From: SR 20 SOUTH				
(699) To: SR 20 NORTH	0.65	140	R	05/02/2000
From: SR 20 NORTH				
(699) To: 14-631	0.45	50	R	03/04/2003
From: SR 20				
(700) To: 14-631	0.45	110	R	03/04/2003
From: 14-631				
(701) To: 14-622	2.30	20	R	04/15/2003
From: Dead End				
(702) To: 14-655	2.00	80	R	04/15/2003
From: 14-796				
(703) To: Dead End	0.75	140	F	2003
From: 14-655				
(704) To: 0.20 MN 14-655	0.20	710	R	04/29/2003
From: 0.20 MN 14-655				
(704) To: SR 20	1.20	240	R	05/09/2000
From: 14-659				
(705) To: SR 20	0.50	240	R	04/18/2000
From: SR 20				
(705) To: Dead End	0.65	40	R	04/03/2003
From: US 15				
(706) To: 14-610	0.30	410	R	03/11/2003
From: Dead End				
(707) To: 14-633	0.50	10	R	03/25/2003
From: 14-602				
(708) To: Dead End	0.28	40	R	03/25/2003
From: US 15				
(709) To: 14-758	0.45	190	R	03/28/2000
From: 14-758				
(709) To: Dead End	0.49	50	R	03/05/2003
From: Dead End				
(710) To: 14-675	0.25	70	R	03/25/2003
From: 14-632				
(711) To: 14-628	2.21	440	R	03/10/2003

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<b>Buckingham County</b>				
From: 14-600				
(712) To: 14-792	0.55	240	R	03/10/2003
From: 14-695				
(713) To: 0.05 MN 14-695	0.05	60	R	04/11/2000
From: 14-695				
(713) To: Dead End	1.37	40	R	04/01/2003
From: Dead End				
(714) To: US 15	0.60	80	R	03/10/2003
From: US 15; 14-727				
(715) To: US 15 NORTH	0.68	1300	F	2003
From: Dead End				
(716) To: 14-660	0.40	60	R	04/01/2003
From: 14-613				
(717) To: 1.50 MN 14-613	1.50	100	R	03/04/2003
From: 14-613				
(717) To: 14-610 SOUTH	1.10	220	R	07/11/2000
From: 14-610 NORTH				
(717) To: Dead End	1.00	70	R	03/04/2003
From: 14-610				
(718) To: US 15	3.20	370	F	2003
From: 14-652				
(719) To: Dead End	0.60	110	R	04/15/2003
From: Dead End				
(720) To: 1.00 MN Dead End	1.00	120	R	04/30/2003
From: 1.00 MN Dead End				
(720) To: SR 20	0.10	190	R	05/02/2000
From: 14-671				
(721) To: 14-652	3.10	30	R	04/15/2003
From: SR 20				
(722) To: 0.05 MN SR 20	0.05	140	R	05/02/2000
From: 14-622				
(722) To: 14-622	1.65	90	R	04/15/2003
From: 14-655				
(723) To: 14-678	4.90	150	R	04/29/2003
From: 14-609				
(725) To: 1.58 ME 14-609	1.58	180	R	09/08/2000
From: 14-608 NORTH				
(725) To: 14-608 SOUTH	0.60	280	R	09/18/2000
From: 14-608 SOUTH				
(725) To: Dead End	0.40	20	R	03/05/2003
From: 14-676				
(726) To: Dead End	0.70	20	R	04/29/2003

Route	Length	AADT	QA	Year
<b>Buckingham County</b>				
From: US 15; 14-715				
(727) To: Dead End	1.00	400	R	03/25/2003
From: 14-610				
(728) To: Dead End	0.75	60	R	03/04/2003
From: 14-622				
(729) To: 14-610	0.60	30	R	04/15/2003
From: 14-610				
(729) To: Dead End	0.50	30	R	04/15/2003
From: Dead End				
(730) To: 14-635	0.30	8	R	03/05/2003
From: US 15				
(731) To: 0.01 ME US 15	0.01	160	R	07/17/2000
From: 14-786				
(731) To: Dead End	0.21	120	R	04/23/2003
From: 14-786				
(731) To: Dead End	0.31	40	R	04/23/2003
From: 14-669				
(732) To: Dead End	1.00	100	R	04/29/2003
From: Dead End				
(733) To: 14-676	0.65	30	R	04/15/2003
<b>Cumberland County</b>				
From: 24-610				
(734) To: Cumberland County Line	0.50	80	R	03/04/2003
<b>Buckingham County</b>				
From: Cumberland County Line				
(734) To: Dead End	1.30	60	R	03/04/2003
From: Dead End				
(735) To: 14-659	1.00	40	R	04/01/2003
From: Dead End				
(736) To: US 60	1.30	100	R	09/19/2000
From: SR 56				
(737) To: 14-664	2.18	80	R	04/04/2000
From: 14-664				
(737) To: 14-601	2.70	70	R	04/01/2003
From: Dead End				
(738) To: 14-601	2.00	60	R	04/01/2003
From: Dead End				
(739) To: 14-678	0.60	100	R	04/01/2003
From: 14-655				
(740) To: 1.04 MW 14-655	1.04	310	R	04/04/2000
From: 1.04 MW 14-655				
(740) To: Dead End	2.94	60	R	04/04/2000

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<b>Buckingham County</b>				
From: SR 56				
(741) To: 14-604	1.00	50	R	04/01/2003
From: US 60 WEST				
(742) To: US 60 EAST; SR 56	1.50	60	R	03/04/2003
From: 14-622				
(743) To: 14-610	3.10	260	R	03/11/2003
From: 14-699				
(744) To: Dead End	0.30	90	R	03/04/2003
From: 14-610				
(745) To: Dead End	0.60	50	R	03/25/2003
From: Dead End				
(746) To: SR 24	0.90	60	R	03/03/2003
From: SR 20				
(747) To: SR 20	0.76	30	R	04/30/2003
From: US 15				
(748) To: 14-761	0.60	110	R	03/05/2003
(748) To: Dead End	0.15	7	R	03/05/2003
From: 14-648				
(749) To: Dead End	0.83	120	R	03/04/2003
From: US 15 SW				
(750) To: US 15 NE	0.45	190	R	04/30/2003
From: Dead End				
(751) To: 14-602	0.40	9	R	04/01/2003
From: Dead End				
(752) To: 14-608	0.35	30	R	03/05/2003
From: Dead End				
(753) To: 14-691	0.55	9	R	03/03/2003
From: Dead End				
(754) To: 14-600	1.30	80	R	03/25/2003
From: 14-666				
(755) To: Dead End	0.95	120	R	03/11/2003
From: Dead End				
(756) To: US 15	0.65	70	R	03/25/2003
From: 14-649				
(757) To: Dead End	0.35	20	R	03/25/2003
From: Dead End				
(758) To: 14-709	0.25	40	R	03/05/2003

Route	Length	AADT	QA	Year
<b>Buckingham County</b>				
From: Dead End				
(759) To: 14-670	0.40	150	R	03/04/2003
From: Dead End				
(760) To: 14-668	1.00	70	R	04/29/2003
From: Dead End				
(761) To: 14-748	0.20	40	R	03/05/2003
From: SR 20				
(762) To: 0.10 ME SR 20	0.10	80	R	05/02/2000
From: 0.65				
(762) To: Dead End	0.65	130	R	04/30/2003
From: 14-651				
(763) To: Dead End	1.20	60	R	04/15/2003
From: Dead End				
(764) To: 14-682	0.30	80	R	04/23/2003
From: Dead End				
(765) To: SR 24	0.50	30	R	03/03/2003
From: Dead End				
(766) To: 0.27 MN Dead End	0.27	50	R	03/04/2003
From: 0.14				
(766) To: US 60	0.14	70	R	05/23/2000
From: Dead End				
(767) To: US 60	0.45	20	R	03/03/2003
From: 14-640				
(768) To: Dead End	1.30	50	R	03/25/2003
From: US 15				
(769) To: Dead End	0.80	46	R	03/05/2003
From: Dead End				
(770) To: 14-670	0.27	60	R	03/04/2003
From: 14-610				
(771) To: Dead End	0.35	110	R	03/04/2003
From: Dead End				
(772) To: SR 24	0.40	45	R	05/17/2004
From: Dead End				
(773) To: US 60	0.25	80	R	03/04/2003
From: 14-633				
(774) To: Dead End	0.70	20	R	03/25/2003
From: Dead End				
(775) To: US 15; 14-621	1.00	40	R	03/25/2003

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<b>Buckingham County</b>				
From: 14-718				
(776) To: Dead End	0.35	20	R	03/25/2003
From: 14-698				
(777) To: Dead End	0.20	10	R	04/01/2003
From: 14-650				
(778) To: Dead End	1.20	70	R	03/10/2003
From: 14-633				
(779) To: Dead End	0.23	20	R	03/25/2003
From: Dead End				
(780) To: 14-638	0.20	40	R	03/03/2003
From: US 15				
(781) To: Dead End	0.35	50	R	03/25/2003
From: Dead End				
(782) To: 14-610	0.55	30	R	03/04/2003
From: SR 20				
(783) To: Dead End	0.20	70	R	04/30/2003
From: 14-679				
(784) To: Dead End	0.70	80	R	04/15/2003
From: 14-723				
(785) To: Dead End	0.30	110	R	04/15/2003
From: 14-731				
(786) To: 0.15 MN 14-731	0.15	80	R	04/23/2003
From: 0.06 MN 14-731				
(786) To: Dead End	0.06	70	R	04/23/2003
From: 14-617				
(787) To: Dead End	0.90	140	R	04/23/2003
From: US 15				
(788) To: Dead End	0.30	200	R	03/10/2003
From: Dead End				
(789) To: 14-636	0.25	20	R	03/03/2003
From: Dead End				
(790) To: 14-638	0.40	40	R	03/03/2003
From: Dead End				
(791) To: 14-612	0.77	40	R	03/03/2003
From: 14-712				
(792) To: 14-623	0.82	200	R	03/10/2003
From: 14-602				
(793) To: Dead End	0.30	60	R	04/01/2003

Route	Length	AADT	QA	Year
<b>Buckingham County</b>				
From: Dead End				
(794) To: 14-622	0.15	90	R	04/29/2003
From: Dead End				
(795) To: 14-649	0.36	30	R	03/04/2003
From: US 15 SOUTH				
(796) To: 14-703	0.22	140	R	03/04/2003
From: 14-703				
(796) To: US 15 NORTH	0.10	130	F	2003
From: Dead End				
(797) To: 14-631	0.20	230	R	04/29/2003
From: US 60 WEST				
(798) To: US 60 EAST; US15	0.08	120	R	04/30/2003
From: 14-665				
(799) To: Dead End	0.25	110	R	03/04/2003
From: 14-638				
(800) To: Dead End	0.35	30	R	03/03/2003
From: US 15				
(801) To: Dead End	0.09	20	R	03/25/2003
From: Cul-de-Sac				
(804) To: 14-669	0.33	NA		
From: Dead End				
(805) To: US 15	0.20	47	R	03/25/2003
From: US 15				
(810) To: Dead End	0.27	70	R	03/25/2003
From: Cul-de-Sac				
(811) To: US 15	1.35	130	R	03/25/2003
From: Dead End				
(813) To: US 15	0.26	60	R	09/05/2000
From: 14-697				
(815) To: SR 24	1.60	160	R	03/03/2003
From: Cul-de-Sac				
(819) To: 14-602	2.10	70	R	04/01/2003
From: Dead End				
(820) To: 14-640	0.33	50	R	03/25/2003
From: Dead End				
(840) To: US 15	0.37	120	R	03/25/2003
From: Dead End				
(841) To: 14-840	0.23	30	R	03/25/2003



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<b>Buckingham County</b>				
From: Dead End				
(1001) To: SCL Dillwyn	0.80	350	R	04/29/2003
<b>Town of Dillwyn</b>				
From: SCL Dillwyn				
(1001) To: 0.07 MN OF SCL	0.07	540	R	04/29/2003
(1001) From: 14-1002	0.14	570	R	04/29/2003
(1001) From: 14-1008	0.10	170	F	2003
(1001) From: 14-1005	0.26	240	F	2003
(1001) To: US 15				
(1001) From: 14-1001	0.08	410	F	2003
(1002) To: 14-1003	0.17	330	R	04/29/2003
<b>Buckingham County</b>				
From: SR 20; US 15				
(1003) To: WCL Dillwyn	0.40	770	F	2003
<b>Town of Dillwyn</b>				
From: WCL DILLWYN				
(1003) To: 14-1002	0.24	780	F	2003
(1003) From: 14-1008	0.09	550	F	2003
(1003) To: US 15 EAST	0.30	440	F	2003
(1004) From: 14-1001	0.07	260	R	04/29/2003
(1005) From: Dead End	0.07	40	R	04/29/2003
(1005) From: 14-1007	0.07	80	R	04/29/2003
(1005) To: 14-1001				
(1006) From: Dead End	0.07	60	R	04/29/2003
(1006) From: 14-1007	0.07	80	R	04/29/2003
(1006) From: 14-1001	0.10	110	R	04/29/2003
(1006) To: 14-1003				
(1007) From: 14-1006	0.06	90	R	04/29/2003
(1007) From: 14-1005	0.07	170	R	04/29/2003
(1007) From: 14-1004	0.05	470	R	04/29/2003
(1007) To: US 15				
(1008) From: 14-1001	0.13	200	R	04/29/2003
(1008) To: 14-1003				

Route	Length	AADT	QA	Year
<b>Town of Dillwyn</b>				
From: SCL Dillwyn				
(1009) To: 14-1003	0.38	160	R	04/29/2003
<b>Buckingham County</b>				
From: US 15 W; NCL Dillwyn				
(1010) To: 14-1017	0.05	810	R	04/30/2003
(1010) From: 14-1014; NCL Dillwyn	0.05	490	R	04/30/2003
<b>Town of Dillwyn</b>				
From: 14-1014; NCL Dillwyn				
(1010) To: US 15 EAST	0.19	380	R	04/30/2003
(1011) From: Dead End				
(1011) To: 14-1012	0.07	47	R	04/29/2003
(1011) From: 14-1012	0.05	120	R	04/29/2003
(1011) To: US 15				
(1012) From: Dead End				
(1012) To: 14-1011	0.04	130	R	04/29/2003
(1012) To: 14-629	0.06	130	R	04/29/2003
(1013) From: Dead End				
(1013) To: 14-629	0.10	20	R	04/29/2003
<b>Buckingham County</b>				
From: 14-1010; NCL Dillwyn				
(1014) To: Dead End	0.10	30	R	04/30/2003
<b>Town of Dillwyn</b>				
From: Dead End				
(1015) To: 0.07 MN Dead End	0.07	3	R	09/12/2000
(1015) From: 14-1018	0.05	10	R	09/12/2000
(1015) From: 14-1018	0.10	2300	R	09/12/2000
(1015) To: US 15				
(1016) From: Dead End				
(1016) To: 14-1002	0.06	6	R	04/29/2003
<b>Buckingham County</b>				
From: 14-1010				
(1017) To: Dead End	1.20	930	R	04/30/2003
<b>Town of Dillwyn</b>				
From: Dead End				
(1018) To: 14-1015	0.08	610	R	04/30/2003
<b>Buckingham County</b>				
From: Buckingham Primary Sch				
(9062) To: 14-690	0.12	300	R	03/04/2003
(9063) From: Buckingham County HS				
(9063) To: 14-690	0.18	190	R	03/04/2003

Virginia Department of Transportation  
 Mobility Management Division  
 2003  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 Buckingham Maintenance Area

Route	Length	AADT	QA	Year
<b>Buckingham County</b>				
From: Buckingham Art Center				
(9064) To: US 60	0.05	100	R	05/07/2003
From: Gold Hill Elem Sch				
(9066) To: US 15	0.12	270	R	04/30/2003
From: Dillwyn Primary Sch				
(9575) To: US 15	0.10	310	R	04/30/2003
From: Buckingham Jr HS				
(9576) To: SR 20	0.15	290	R	04/30/2003
From: Dillwyn Elem School				
(9576) To: SR 20	0.09	270	R	04/30/2003