2002

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

where available

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.

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

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

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

Glossary of Terms:

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

Length: Length of the traffic segment in miles.

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

QA: Quality of AADT:

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

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

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

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

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

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

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

QC: Quality of Classification Data:

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

Peak Hour: The estimate of the traffic volume for the 30th highest traffic volume occurring in a one-year period divided by the AADT for the same one-year period.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B Factor based on 30th Highest Hour Observed During Less than 12 Months of Continuous Traffic Data
- Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of 30th Highest Hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

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

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

QW: Quality of AAWDT:

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

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

Route Shield Legend

Route Systems

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 Route

(600) Secondary Route

Special Routes

Bus Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route
ALT ALT - Alternate Route
Wve - Wve Route connector

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

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

					Buck	ingham Mainten	ance Ar	ea							
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Buckingham County				From				1							
15	9.30	3900	G	90%	1%	Prince Edward Coun 3% 1%	6%	0%	F	0.090	F	0.506	3900	G	2002
15	5.46	3800	G	90%	1%	3% 1%	6%	0%	F	0.089	F	0.542	3700	G	2002
15	1.45	9600	G	From: 85%	2%	US 60 Sprouses C 5% 1%	7%	0%	F	0.097	F	0.685	9500	G	2002
15	0.39	4500	G	From: 85%	2%	SR 20 Near Dilly 5% 1% WCL Dillwyr	7%	0%	F	NA			4500	G	2002
Town of Dillwyn				<u> </u>		WCL Dillwyl									
(15)	1.10	4500	N	85% To:	2%	WCL Dillwyr 5% 1% ECL Dillwyn	7%	0%	N	NA			4500	N	2002
Buckingham County						ECE Diliwyii	<u> </u>								
(15)	6.39	4500	N	85%	2%	ECL Dillwyn 5% 1%	7%	0%	N	NA			4500	N	2002
15	5.44	3900	G	From: 85%	2%	14-622 5% 1%	7%	0%	F	0.088	F	0.616	3900	G	2002
15				To: From:		14-715		-	•						
15)	3.03	4600	G	85% To:	2%	5% 1% Fluvanna County	7% Line	0%	F	0.078	F	0.548	4500	G	2002
			_	From:		US 15 Near Dilly	wyn								
20	2.56	3500	G	91%	1%	3% 1%	5%	0%	F	0.095	F	0.531	3400	G	2002
20	7.99	2500	G	From: 91%	1%	3% 1%	5%	0%	F	0.089	F	0.54	2400	G	2002
20	8.50	3300	G	93% To:	0%	14-655 2% 3% Albemarle County	2% Line	0%	F	0.1	F	0.676	3300	G	2002
				From:		Appomattox Count									
24	8.71	1700	G	86%	1%	5% 1%	7%	0%	F	0.089	F	0.591	1600	G	2002
				From:		US 60 Mt Rus		<u> </u>							
56	2.65	330	G	84%	0%	Nelson County I 3% 1%	11%	0%	F	0.12	F	0.541	320	G	2002
56	7.82	1400	G	From: 84%	0%	14-604 3% 1%	11%	0%	F	0.099	F	0.562	1400	G	2002
				To:		US 60 Dentons Co									
60	9.37	840	G	78%	1%	Appomattox Count	y Line 14%	0%	F	0.096	F	0.59	830	G	2002
				To: From:		SR 24 Mount R									
60	2.02	2700	G	78%	1%	5% 1%	14%	0%	F	0.088	F	0.63	2600	G	2002
60	1.75	3900	G	78%	1%	SR 56 Dentons Co 5% 1%	orner 14%	0%	F	0.084	F	0.622	3800	G	2002
60	4.03	4800	G	To: From: 78%	1%	14-633 Buckinghai 5% 1%	m CH 14%	0%	F	0.088	F	0.615	4800	G	2002
	8.38	2000	G	From: 88%	2%	US 15 Sprouses C	orner 6%	0%	F	0.092	F	0.511	2000	G	2002
60	0.50	2000		00 70 To:	∠ /0	Cumberland Count		0 /6	ı	0.082		0.511	2000	<u> </u>	2002
600	1.95	670	R	From:	Cu	mberland County Li	ne; 14-633			NA			NA		1997
	2.55	230	G	From: 86%	1%	14-654 5% 4%	4%	0%	F	0.105	F	0.527	220	G	2002
600	2.17	360	G	From: 86% To:	1%	14-712 5% 4%	4%	0%	С	0.089	F	0.568	360	G	2002
				10.		US 15 NORTI	H								

							Tr	uck		_	Peak		Dir			
Route	Length	AADT	QA	4Tire	Bus		3+Axle			\cap	Hour	QK	Factor	AAWDT	QW	Year
Buckingham County				From:		US	15 NORTI	1	1							
600	0.50	40	R								NA			NA		1997
				To: From:			15 SOUTH	I								
601)	4.42	460	G	94%	0%	4%	14-602 0%	2%	0%	F	0.1	F	0.667	460	G	2002
				To: From:			14-655									
601)	0.95	370	G	94%	0%	4%	0%	2%	0%	F	0.095	F	0.514	370	G	2002
	2.45	250		From:	00/		14-737	20/	00/		0.442		0.5	240		2002
601)	2.15	250	G	94%	0%	4%	0%	2%	0%	С	0.113	F	0.5	240	G	2002
601)	1.29	230	R	From:		2.15	MN 14-73	17			NA			NA		1997
				To:			14-604									
	0.77	500	•	From:	40/		SR 56	F 0/	00/		0.000	_	0.540	500	_	2002
602	2.77	590	G	88%	1%	4%		5%	0%	С	0.092	F	0.519	590	G	2002
602	5.62	510	G	From: 88%	1%	4%	14-601 1%	5%	0%	F	0.094	F	0.542	500	G	2002
				To: From:			14-655									
602	2.35	480	G	88%	1%	4%	1%	5%	0%	F	0.111	F	0.523	480	G	2002
	0.07	070		From:			14-627				NIA			NIA		4007
602	3.87	270	R	To:		Nelson	n County L	ine	1		NA			NA		1997
				From:			ead End									
603)	0.65	40	R	т							NA			NA		03/14/200
				To: From:			14-636 US 60									
604)	3.55	540	R				03 00				NA			NA		1997
				To: From:			14-606									
604)	2.51	350	G	74% To:	2%	5%	2%	16%	0%	С	0.116	F	0.5	350	G	2002
				From:			56 SOUTE 56 NORTE									
604)	4.77	190	R								NA			NA		1996
	0.74	400		From:			14-601				NIA			NIA		4007
604)	0.74	130	R	To:			14-693				NA			NA		1997
				From:		Appomat	tox County	y Line								
605)	6.35	120	R								NA			NA		03/07/200
	2.10	20		From:			14-606		-		NIA			NIA		02/07/200
605)	2.10	30	R	To:		Nelson	n County L	ine			NA			NA		03/07/20
$\widehat{}$				From:			14-604									
606)	6.60	100	R								NA			NA		03/07/200
<u></u>	1.60	40	R	From:			14-605				NA			NA		03/07/200
606)	1.00	-10	11	To:		Ε	Pead End				11/7			IN/A		33/01/200
$\widehat{}$				From:		US	60 WEST									
607)	3.90	60	R								NA			NA		03/21/200
_	2.70	110	R	To: From:			14-604				NA			NA		03/21/200
607)	2.10	110		To:			14-662		 1		INA			IN/A		JJ12 1/200
(607)	2.65	240	R	From:			14-002				NA			NA		03/21/200
				To-		US	60 EAST									
<u> </u>	4.18	260	ь	From:]	Prince Edv	ward Coun	ty Line			NA			NA		03/14/200
608	4.10	200	R	To:		14-0	636 WEST				INA			INA		03/14/200

Route	l enath	AADT	QA	4Tire	Bus		Tru	ıck		- QC	Peak	QK	Dir	AAWDT	OW	Year
Buckingham County	Longui	, I	ц л	71110	203	2Axle	3+Axle	1Trail	2Trail	Q.O	Hour	×ιν	Factor	, , , , , , , , , , , , , , , , , , , ,	∞ ∨ ∨	ioui
_	1 77	70		From:		14-	636 EAST				NIA			NIA		02/14/2000
608)	1.77	70	R	To:			14-635				NA			NA		03/14/2000
				From:			ward Count	v Line								
609	0.70	110	R								NA			NA		1997
				To: From:			14-725									
609	3.80	170	R	To:							NA			NA		1997
				From:			636 WEST 636 EAST									
609	6.72	150	R								NA			NA		1997
				To:			US 15									
	1.30	80	R	From:			14-729				NA			NA		1997
610	1.50	00	K	т							INA			INA		1991
610	2.09	300	R	From:			14-676				NA			NA		1997
010				To:			US 15									
610	3.70	560	G	85%	1%	5%	2%	7%	0%	С	0.101	F	0.524	560	G	2002
				To- From:			14-718									
610	2.65	570	G	85%	1%	5%	2%	7%	0%	F	0.105	F	0.592	560	G	2002
				To: From:			14-670									
610	2.60	550	G	85%	1%	5%	2%	7%	0%	F	0.096	F	0.555	540	G	2002
				To:	24-		berland Co	unty Line								
(24)	3.45	190	R	From:			14-671				NA			NA		1997
611)	0.40	100		To			14-652				14/1			147 (1007
				From:		Appomat	tox County	Line	l							
612	2.39	160	R	. —							NA			NA		03/14/2000
				From:			636 WEST 636 EAST									
612)	2.40	40	R								NA			NA		03/14/2000
				To:			14-640									
	1.00	00		From:			14-622				NIA			NIA		07/11/2000
613)	1.90	90	R	. —							NA			NA		07/11/2000
(613)	1.20	70	R	From:			14-696				NA			NA		07/11/2000
(013)	0			To:			14-717									0171172000
613)	0.30	120	R	From:			14-/1/				NA			NA		07/11/2000
				To: From:			14-694									
613)	1.90	70	R								NA			NA		07/11/2000
				To:			and County									
	1.60	60	R	From:		Appomat	tox County	Line			NA			NA		03/24/2000
614)	1.00	00	K	To:			14-636				INA			INA		03/24/2000
				From:		Appomat	tox County	Line	•							
615	0.94	170	R			•					NA			NA		03/21/2000
				To: From:		0.94	ME OF CI	,								
615)	2.06	70	R				110.60				NA			NA		03/21/2000
				To: From:			US 60		<u> </u>							
616)	0.50	40	R	1 10III.		Е	Dead End				NA			NA		04/18/2000
010				To:			14-659				, .					
				From:			14-649									
617)	3.20	80	R								NA			NA		05/16/2000
				To:			SR 20									

					Buon	ingnam	viairiteriai									
Route	Length	AADT	QA	4Tire	Bus	2Axle	Truc	ck 1Trail	 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Buckingham County				From:			SR 20		ı							
617)	0.85	180	R			,	SIC 20				NA			NA		05/16/2000
	0.70	400		To: From:		0.85	ME SR 20									05/40/0000
617)	0.72	180	R	To:		1	4.692		1		NA			NA		05/16/2000
617)	2.54	110	R	From:		1	4-682				NA			NA		05/16/2000
				To: From:		2.54 N	ИЕ 14-682									
617)	0.06	140	R	т							NA			NA		05/16/2000
617)	2.00	430	R	From:			4-676				NA			NA		05/16/2000
				To: From:			5 SOUTH 5 NORTH									
617)	1.90	460	R			031	NORTH				NA			NA		05/16/2000
				From:		1	4-668									
617)	2.05	320	R								NA			NA		05/16/2000
	2.40	300	R	From:		1	4-666		•		NA			NA		05/16/2000
617)	2.10			То:		Cumberla	nd County I	Line			10.					00/10/2000
	0.60	40	_	From:		1	4-602				NΙΔ			NA		04/11/2000
618)	0.60	40	R	To:		De	ad End				NA			NA		04/11/2000
				From:		De	ad End									
619	1.30	80	R	To:		1	4-636		1		NA			NA		08/29/2000
				From:			ad End									
620	0.99	60	R	_							NA			NA		10/23/2000
				To: From:			JS 15									
621)	2.02	360	R			USI	5; 14-775				NA			NA		10/23/2000
				To: From:		2.02	ME US 15									
621)	1.01	250	R	To:		1	4-600				NA			NA		10/23/2000
				From:			nd County I	ine								
622)	2.32	320	R								NA			NA		05/09/2000
				From:			4-613					_				
622	3.90	620	G	93% To:	3%	2% US 1	1% 5 NORTH	1%	0%	С	0.099	F	0.769	610	G	2002
	1.01	200		From:	20/	US 1	5 SOUTH	10/	00/	_	0.100	_	0.612	200		2002
622	1.81	300	G	93% To:	3%	2% 14-67	1% 6 NORTH	1%	0%	F	0.102	F	0.612	300	G	2002
600	1.35	70	R	From:		14-67	6 SOUTH				NA			NA		05/09/2000
622	1.00	70		To:		1	4-729				11/-1			IVA		03/03/2000
622	4.13	80	R	From:			4-12)				NA			NA		05/09/2000
				To: From:		1	4-651									
622	0.50	140	R								NA			NA		05/09/2000
(622)	2.10	360	R	From:		1	4-671		•		NA			NA		05/09/2000
022				To:		SR 2	0; 14-655									
	4.45	270		From:		1	4-600				N1A			NIA		1007
623	1.15	270	R	To			4 702				NA			NA		1997
623	1.60	490	R	From:			4-792				NA			NA		1997
				To:		1.60 M	FRM 14-79)2								

					Buck	kingham Mainter									
Route	Length	AADT	QA	4Tire	Bus	Tı 2Axle 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Buckingham County				From:		1.60 M EDM 14	702	1							
(622)	0.60	400	G	94%	1%	1.60 M FRM 14 2% 2%	1%	0%	С	0.104	F	0.659	400	G	2002
(623)	0.00	.00	•	To:	170	14-632	170	7,0	Ū	0.101	•	0.000	100	Ū	2002
				From:		14-626									
624)	0.70	80	R							NA			NA		09/18/2000
				To:		Dead End									
				From:		14-695									
625	0.70	30	R							NA			NA		04/11/2000
				To:		Albemarle County	Line								
				From:		Dead End									
626	0.40	40	R							NA			NA		09/18/2000
				From:		US 60									
626	0.57	220	R							NA			NA		09/18/2000
<u> </u>				From:		14-624									
(626)	1.00	190	R							NA			NA		09/18/2000
626 626				To: From:		1.00 MN 14-6	24	-							
(626)	1.70	90	R							NA			NA		10/23/2000
				To:		14-650									
				From:		14-602									
627)	4.10	390	R							NA			NA		04/11/2000
				To: From:		14-678									
627	0.10	100	R							NA			NA		04/11/2000
				From		0.10 MN 14-6	78	-							
627)	1.30	40	R							NA			NA		04/11/2000
				To:		Albemarle County	Line								
				From:		14-632									
628	1.60	70	R							NA			NA		09/18/2000
				From:		US 60									
628	3.91	230	R							NA			NA		09/18/2000
				To:		14-650									
			_	From:		US 60			_		_			_	
(629)	3.09	390	G	94% To:	1%	4% 1%	0%	0%	F	0.124	F	0.706	390	G	2002
						SCL DILLWY	IN	l							
Town of Dillwyn				From:		SCL DILLWY	N								
(629)	0.41	710	G	94%	1%	4% 1%	0%	0%	С	0.120	F	0.651	700	G	2002
023)				To:		US 15									
Buckingham County															
				From:		US 15									
(630)	2.20	70	R	_		****				NA			NA		09/18/2000
				To:		US 60									
	0.00	000	_	From:		US 15							NIA		4007
631)	6.09	280	R							NA			NA		1997
				From:		SR 20									
631)	1.30	720	R							NA			NA		1997
				To: From:		14-665		-							
631)	2.85	350	R							NA			NA		1997
				To: From:		US 60									
631)	0.80	250	R							NA			NA		1997
				To:		14-633									
\bigcirc				From:		Cumberland Count	y Line								
632	0.75	180	R							NA			NA		1997
				To: From:		14-654]-							
632	2.75	540	R	_						NA			NA		1997
				To:		14-623									

										_	Peak		Dir			
Route	Length	AADT	QA	4Tire	Bus	2Axle				വവ	Hour	QK	Factor	AAWDT	QW	Year
Buckingham County				From:			-623		ı							
632)	0.10	850	G	94%	0%	2%	1%	3%	0%	С	0.090	F	0.61	840	G	2002
				To: From:		U	S 60									
632	3.10	850	R	To		14	-650				NA			NA		1997
				From:	Cui	mberland Co		; 14-600								
633	3.85	310	R								NA			NA		05/22/2000
	2.65	170	R	To: From:		14	-635				NA			NA		05/22/2000
633	2.03	170	K	Tax		1.4	-609				INA			INA		05/22/2000
633	1.39	120	R	From:		14	-009				NA			NA		05/22/2000
				To: From:		1.39 M	W 14-609)								
633)	0.61	140	R								NA			NA		05/22/2000
	1.05	150	R	From:		14	-707				NA			NA		05/22/2000
633	1.00		• • • • • • • • • • • • • • • • • • • •	To:		14	-774									00/22/2000
633)	1.60	130	R	From:			,,,,				NA			NA		05/22/2000
				To: From:		14	-640									
633)	0.03	220	R	_							NA			NA		05/22/2000
	1.50	160	R	From:		14	-639		ļ		NA			NA		05/22/2000
633				Tax		1.50 M	N 14-639	1	1							
633)	0.80	220	R	From:							NA			NA		05/22/2000
				To: From:		14	-665									
633	2.20	310	R	To:		US 60) EAST				NA			NA		05/22/2000
				From:			0 MID									
633	0.10	160	R	To:		US 60) WEST		1		NA			NA		05/22/2000
				From:		Cumberland		Line								
(634)	0.62	340	R	- -					1		NA			NA		1997
				To: From:			-654									
(635)	1.15	40	R			14	-609				NA			NA		03/28/2000
				From:		14	-730									
635)	1.25	60	R								NA			NA		03/28/2000
	1.90	210	R	From:		14	-608				NA			NA		03/28/2000
635)	1.00			To:		14	-633				147 (147.		00/20/2000
$\overline{}$				From:		U	S 60									
636)	4.10	90	R	_							NA			NA		08/29/2000
636)	2.80	40	R	From:		14	-697				NA			NA		08/29/2000
030)				To:			WEST									
636)	3.40	230	G	95%	1%	3%	4 EAST 0%	1%	0%	F	0.102	F	0.511	230	G	2002
		-		To: From:			0 EAST	-			-			-		
636 636 636	2.00	210	G	95%	1%	3%	0%	1%	0%	F	0.139	F	0.586	210	G	2002
	0.55	050		From:	407		2 WEST	40/	001	١	0.404		0.0	0.40		0000
636	2.55	250	G	95%	1%	3%	0%	1%	0%	F	0.124	F	0.6	240	G	2002
636)	1.00	480	G	95%	1%	14-63 3%	8 EAST 0%	1%	0%	F	0.113	F	0.514	470	G	2002
				To:			9 WEST	-			-			-		

					Buck		Maintena		ea							
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		2Trail	- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Buckingham County				From:		14.4	COO MITOT									
636)	2.20	590	G	95%	1%	3%	0%	1%	0%	F	0.106	F	0.667	580	G	2002
636)	2.60	690	G	95%	1%	3%	14-619 0%	1%	0%	С	0.123	F	0.607	680	G	2002
636)	3.10	340	R	From:			US 15				NA			NA		1997
				To:		Cumberla	and County	Line								
637)	3.70	70	R	From:			14-638				NA			NA		03/28/2000
(637)	0.20	30	R	From:			14-609				NA			NA		03/28/2000
				To:			ead End									
638)	1.50	40	R	From:			ead End 636 WEST				NA			NA		08/29/2000
				From:			636 EAST									
638	4.20	320	R								NA			NA		08/29/2000
				From:			40 SOUTE 40 NORTE									
638)	3.80	230	R	To:			14-644	ı			NA			NA		08/29/2000
630	1.30	270	G	From: 96%	1%	2%	1%	0%	0%	F	0.134	F	0.647	260	G	2002
638)	1.00	210		To- From:	170		14-790	070		<u>'</u>	0.104		0.047	200		
(638)	1.46	410	G	96%	1%	2%	1%	0%	0%	С	0.114	F	0.643	400	G	2002
				To:			US 60									
				From:		14-6	33 SOUTE	I								
639	1.04	60	R	<u></u>							NA			NA		05/22/2000
				To: From:		1.04	MN 14-63	3	-							
(639)	1.96	30	R	FIOII.							NA			NA		05/22/2000
				To:		14-6	33 NORTH	I								
				From:		Appomat	tox County	Line								
640)	0.95	47	R								NA			NA		08/29/2000
				To:			636 WEST									
(640)	4.33	150	G	From: 95%	1%	3%	636 EAST 1%	1%	0%	F	0.168	F	0.652	150	G	2002
(640)	4.55	100	J	3370	1 /0			1 /0	070	•	0.100		0.002	150	O	2002
	1.05	400		From:	10/		14-642	10/	00/		0.105		0.620	200		2002
640	1.05	400	G	95%	1%	3%		1%	0%	F	0.125	F	0.629	390	G	2002
				From:	101		38 NORTH				2 4 2 2					
640	3.20	700	G	95%	1%		1%	1%	0%	F	0.102	F	0.528	700	G	2002
$\overline{}$				From:			33 SOUTH					_				
640	0.10	940	G	95%	1%	3%	1%	1%	0%	С	0.097	F	0.667	930	G	2002
				From:			33 NORTH									
640	2.30	870	G	95%	1%		1%	1%	0%	F	0.096	F	0.665	860	G	2002
				To:			US 15									
\bigcirc			_	From:			14-642									00/00/000
(641)	1.40	90	R	To:			14.620				NA			NA		08/29/2000
							14-638		l							
	2.50	90	В	From:			14-640				NA			NA		00/20/2000
642	2.50	80	R								NA			NA		08/29/2000
				From:			14-641									00/00/22
(642)	1.47	80	R				CD 2:				NA			NA		08/29/2000
				Tn·			SR 24									
\bigcirc			_	From:		D	ead End									00/00/05
643	0.50	30	R	To:			14.640				NA			NA		08/29/2000
				10.			14-640									

					Buck	kingham Maint	enance <i>F</i>	rea							
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+A			\circ	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Buckingham County				From:		SR 24									
644)	3.00	90	R						-	NA			NA		03/21/2000
				To-		14-638									
645	0.45	40	R	From:		Dead En	d]	NA			NA		04/17/2000
645)	0.40			To:		14-698]	1471			147.0		04/11/2000
				From:		SR 24									
646	2.52	250	R							NA			NA		1997
	1.70	200	_	From:		14-691]	NIA			NIA		4007
646	1.70	320	R	To:		110.00			1	NA			NA		1997
646	0.80	170	R	From:		US 60				NA			NA		1997
040				To:		14-607									
\sim				From:		Dead En	d								
647)	0.65	70	R	To:		SR 56			1	NA			NA		05/22/2000
				From:		US 60			1						
648	2.65	310	R	<u> </u>		65 00			1	NA			NA		1997
				To-		14-649									
	0.00	70	_	From:		SR 56				NIA			NIA		05/22/2004
649	0.80	70	R	т		0.00 1 (F. 0)	2.76		1	NA			NA		05/22/2000
640	1.15	80	R	From:		0.80 ME SI	R 56		j	NA			NA		05/22/2000
649				To:		14-757			1						
649	0.35	150	R	From:					_	NA			NA		05/22/2000
				To: From:		14-602 NOI 14-602 SOI									
649	1.50	210	R			14-002 300	7111		j	NA			NA		05/22/2000
				From:		14-648			 						
649	1.80	220	R						_	NA			NA		05/22/2000
				From:		14-658			<u> </u>						
649	1.52	420	G	95%	0%	3% 0%		0%	. F	0.095	F	0.652	420	G	2002
	0.80	430	G	From: 95%	0%	14-795 3% 0%		0%	 F	0.094	F	0.652	420	G	2002
649	0.00	450	3	33 70 To:	0 70			070		0.034	'	0.032	420	J	2002
649	0.60	540	G	95%	0%	3% 0%		0%	С	0.094	F	0.78	540	G	2002
				To:		SR 20			<u> </u>						
\bigcirc	4.00	0000	_	From:	00/	US 15		00/		0.000	-	0.507	4000		0000
650	1.90	2000	G	93%	0%	3% 2%		0%	C	0.083	F	0.587	1900	G	2002
(6F0)	1.50	950	G	From: 94%	1%	14-632 2% 19		0%	С	0.093	F	0.720	940	G	2002
650	1.00			To:	170	14-668		0,0	<u> </u>	0.000		0.720	0.10		2002
650	2.20	610	G	94%	1%	2% 1%		0%	F	0.099	F	0.584	610	G	2002
				To: From:		14-667			1						
650	1.50	320	G	94%	1%	2% 1%		0%	F	0.091	F	0.530	320	G	2002
				From:		14-626			}						
650	1.10	270	G	94% To:	1%	2% 19 Cumberland Cor		0%	F 1	0.096	F	0.556	260	G	2002
				From:		SR 20									
651)	1.44	150	R			SR 20			ı	NA			NA		05/09/2000
				To: From:		14-763									
(651)	0.75	160	R						-	NA			NA		05/09/2000
				To:		14-701			<u> </u>						

					Buck	ingham I			ea							
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Buckingham County				From:		1	4-701		ī							
(651)	0.80	110	R				. , 01				NA			NA		05/09/2000
\bigcup				To-		1	4-622									
652)	4.20	610	G	95%	1%	2%	JS 15 1%	2%	0%	С	0.112	F	0.565	610	G	2002
				To: From:			4-676									
652	2.30	480	G	95%	1%	2%	1% 4-684	2%	0%	F	0.143	F	0.504	480	G	2002
652	1.00	480	G	95%	1%	2%	1%	2%	0%	F	0.140	F	0.521	480	G	2002
652	4.80	610	G	From: 95%	1%	2%	4-611 1%	2%	0%	F	0.12	F	0.564	610	G	2002
				To: From:			SR 20									
653)	0.05	90	R	From:]	4-602				NA			NA		04/11/2000
				From:		0.05 1	ME 14-602	2								
653	2.05	80	R	To			4-698				NA			NA		04/11/2000
653)	0.94	70	R	From:							NA			NA		04/11/2000
	0.06	00	R	From:		0.94 1	ME 14-698	3	-		NΙΔ			NIA		04/11/2000
653)	0.06	80	ĸ	To:		1	4-627		1		NA			NA		04/11/2000
				From:			4-600									
654)	2.40	350	R								NA			NA		1997
654)	0.34	580	R	From:		1	4-634				NA			NA		1997
004)				To:		1	4-632									
				From:			4-601									
655	3.10	420	G	94%	1%	3%	1% 4-602	2%	0%	F	0.097	F	0.513	410	G	2002
655	3.50	1000	G	94%	1%	3%	1%	2%	0%	F	0.093	F	0.663	1000	G	2002
	1 10	4000		From:	10/	3%	4-656 1%	2%	00/	С	0.002	F	0.720	1000	G	2002
655)	1.40	1000	G	94% To:	1%		0; 14-622	Z70	0%	C	0.093	Г	0.720	1000	G	2002
				From:			SR 20									
(656)	2.80	240	R						-		NA			NA		1997
				To:			4-655									
	0.07	90	R	From:			4-658				NA			NA		04/18/2000
(657)	0.07	30	K	Tai		0.07.1	DI 14 65	0			INA			INA		04/10/2000
657	2.73	80	R	From:		0.0/ [MN 14-65	8			NA			NA		04/18/2000
(657)				To:		1	4-659									
				From:		1	4-649									
658)	3.21	340	R	_							NA			NA		04/04/2000
	1.70	230	R	From:		14-65	9 NORTH	<u>I</u>			NA			NA		04/04/2000
(658)	1.70	230	K	To		14-60	2 SOUTH	I			INA			INA		UT/UT/2000
			_	From:			2 NORTH									0.110.1:55.5
658	1.30	50	R	To:		1	4-655		1		NA			NA		04/04/2000
				From:												
(659)	0.50	50	R	·····L		J	4-602				NA			NA		04/18/2000
000				To:		0.50.3	ME 14-602)						• •• •		
659	0.70	60	R	From:		0.301	·11-002				NA			NA		04/18/2000
				To:		1.20 1	ME 14-602	2								

					Buckingham Maintenance Area					
Route	Length	AADT	QA	4Tire	Bus		QC Peak Q Hour Q	K Dir Factor	AAWDT	QW Year
Buckingham County				From:	1.20 ME 14-602	- 1				
(659)	0.76	100	R	<u> </u>	1.20 WIE 14-002		NA		NA	04/18/20
				To-	14-658 SOUTH					
(0.50)	1.11	190	R	From:	14-658 NORTH		NA		NA	04/18/20
659	1.11	130		To:	14.616		14/4		IVA	04/10/20
(650)	0.30	140	R	From:	14-616		NA		NA	04/18/20
659				To:	0.30 ME 14-616					
659	0.36	170	R	From:	0.50 WL 14-010		NA		NA	04/18/20
				To:	14-735					
659	0.60	250	R				NA		NA	04/18/20
				To: From:	14-657					
659	2.00	340	R				NA		NA	04/18/20
				To:	SR 20					
	3.98	200	R	From:	SR 56		NA		NA	1997
660	3.90	200	K	To:	14-601		INA		INA	1997
				From:	14-607					
(661)	1.54	90	R				NA		NA	04/18/20
				To: From:	1.54 MN 14-607	\neg \vdash				
661)	0.36	120	R				NA		NA	04/18/20
				From:	14-663					
661)	2.30	130	R				NA		NA	04/18/20
				To:	14-662					
	0.81	90	R	From:	14-607		NA		NA	03/21/20
662	0.01	30	IX.				IVA		INA	03/21/20
(662)	3.40	60	R	From:	0.81 MN 14-607		NA		NA	03/21/20
662	0.40	00	• • • • • • • • • • • • • • • • • • • •	To:	14-661		10/		147.	00/21/20
(662)	0.60	170	R	From:	14-001		NA		NA	03/21/20
002				To:	SR 56					
				From:	14-661					
(663)	1.30	170	R				NA		NA	03/21/20
<u> </u>				From:	SR 56					
(663)	1.54	330	R				NA		NA	03/21/20
				From:	1.54 MN SR 56					00/04/00
663)	0.91	140	R	To:	14-660		NA		NA	03/21/20
				From:	14-660					
(664)	2.90	40	R	ш	11 000		NA		NA	04/04/20
				To:	14-737	<u> </u>				
664)	1.30	80	R	From:			NA		NA	04/04/20
				To:	14-604					
\bigcirc	4.00	000	_	From:	14-633		NI A		NIA	1000
665)	1.38	300	R				NA		NA	1999
	0.12	720	R	From:	US 60		NA		NA	05/22/20
(665)	0.12	120	^	т	11.000		INA		INA	03/22/20
(GGE)	0.20	380	R	From:	14-690		NA		NA	1999
665)	0.20			To:	14-799		. 17.1		. 4/ \	
665)	0.25	270	R	From:	14-799		NA		NA	05/22/20
665		•		To:	0.25 MN 14-799		• •• •		•	
665	1.90	210	R	From:	0.25 WIN 177/77		NA		NA	05/22/20
				To-	14-631					

						angnam wanten									
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle			()(:	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Buckingham County				From:		14-617		1							
666	0.05	340	R			14-017				NA			NA		05/16/200
				To: From:		14-755									
666	1.65	100	R	To:		14-622				NA			NA		05/16/200
				From:		14-650		L							
667	3.50	220	R	<u> </u>		14-030				NA			NA		1997
				To-		14-617									
\bigcirc	0.00	4-	_	From:		Dead End				NIA			NIA		07/04/000
668	0.60	45	R	_						NA			NA		07/24/200
668	3.51	220	R	From:		14-650				NA			NA		07/24/200
000)	0.01		• • •	To:		14-617									0172 17200
				From:		Dead End									
669	0.60	46	R					-		NA			NA		07/17/200
				From:		US 15		ŀ							
669	1.00	170	R							NA			NA		07/17/200
	0.40			To: From:		14-732]		NIA			NIA.		07/47/000
669	0.12	80	R	_						NA			NA		07/17/200
	1.08	80	R	From:		0.12 ME 14-73	2	-		NA			NA		07/17/200
669	1.00	00	K	To:		14-668				IVA			INA		01/11/200
				From:		14-610									
670	4.68	610	G	89%	2%	6% 2%	1%	0%	С	0.108	F	0.515	600	G	2002
				To:		US 15									
	1.10	90	R	From:		14-622				NA			NA		05/02/200
671)	1.10	30	IX.	To:		14.701				INA			INA		03/02/200
671)	2.05	90	R	From:		14-721				NA			NA		05/02/200
071)				To:		14-611									
671)	1.67	240	R	From:		11 011				NA			NA		05/02/200
				To: From:		14-677									
671)	3.35	520	R							NA			NA		05/02/200
				To:		US 15									
(672)	2.06	660	R	From:		14-670				NA			NA		1997
(672)	2.00	000	• • • • • • • • • • • • • • • • • • • •	To:		US 15				1471			147.		1007
(672)	0.04	320	R	From:		08 13				NA			NA		1997
012				To:		14-796 NORTI									
(0.70)	1.40	80	R	From:		14-796 SOUTI	1			NA			NA		1997
672)	1.40		• • • • • • • • • • • • • • • • • • • •	To:		14-675				147 (147.		1001
				From:		Dead End									
673	0.30	110	R							NA			NA		07/06/200
				From:		14-676									
673)	0.30	330	R							NA			NA		07/06/200
	0.46			To: From:		14-685		\Box		NI A			N.1.0		07/00/000
673	0.40	60	R							NA			NA		07/06/200
	0.20	50	ь	From:		14-675				NA			NA		07/06/200
673)	0.20	50	R	To-		Dead End				INA			INA		01/00/200
				From:		14-683									
674)	0.37	20	R							NA			NA		07/06/200
				To		Dead End									

					Duck	ıngnam Mamen			_	Dools		Dir			
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle			ινι,	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Buckingham County				From:		14-715		1							
675)	0.45	1000	G	87%	0%	5% 6%	1%	0%	С	0.090	F	0.505	1000	G	2002
675)	0.70	640	G	From: 87%	0%	14-672 5% 6%	1%	0%	F	0.097	F	0.511	640	G	2002
				To: From:		14-685									
675)	0.47	80	R	To:		0.47.101.14.69	25			NA			NA		07/06/2000
675)	0.51	60	R	From:		0.47 MN 14-68	55			NA			NA		07/06/2000
				To:		14-673									
676)	2.00	90	R			14-617				NA			NA		06/27/2000
	1.20	120	R	From:		14-622 SOUT	Н			NA			NA		06/27/2000
676				To:		14-610									
676)	0.70	130	R	riom.						NA			NA		06/27/2000
676	0.40	120	R	From:		14-726				NA			NA		06/27/2000
				To: From:		14-677		-							
676	1.40	100	R	To:		14-671				NA			NA		06/27/2000
676)	1.20	170	R	From:		14-0/1				NA			NA		06/27/2000
	1.00	220	R	From:		14-733				NA			NA		06/27/2000
676)				To: From:		14-673									
676	2.30	120	R	To:		14-652				NA			NA		06/27/2000
				From:		14-676									
677	1.80	120	R							NA			NA		06/27/2000
(677)	1.35	110	R	From:		14-671		<u> </u>		NA			NA		06/27/2000
				To:		Dead End									
(678)	1.35	460	G	From: 95%	1%	SR 20 3% 1%	0%	0%	С	0.095	F	0.614	460	G	2002
070				To: From:	.,,	14-695	0,0			0.000					
678	2.49	520	R							NA			NA		1997
678)	0.30	390	R	From:		14-723		•		NA			NA		1997
0.0				To:		14-627									
	1.10	80	R	From:		14-652				NA			NA		05/02/2000
679	1.10	00	- 1	To		14-784				INA			INA		03/02/2000
(679)	2.84	70	R	From:		14-704				NA			NA		05/02/2000
				To: From:		2.84 MN 14-78	34	-							.= :00:0000
679)	0.16	130	R	To:		SR 20				NA			NA		05/02/2000
				From:		US 15									
680	0.30	90	R	To:		Dead End				NA			NA		1997
				From:		14-636									
(681)	0.50	40	R	To:						NA			NA		08/29/2000
				From:		Dead End 14-631									
(682)	0.65	180	R	<u> </u>						NA			NA		07/17/2000
				To:		14-764									

					Buci	kingnam Mainten									
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Buckingham County															
(a)	0.45	120	R	From:		14-764				NA			NA		07/17/200
(682)	0.43	120		To		14-617				INA			IVA		07/17/200
				From:		14-608									
683	2.40	280	R							NA			NA		07/24/200
				To: From:		US 15 NORTI									
693	1.50	60	R			US 15 SOUTE	1			NA			NA		07/24/200
683				To:		14-674									
683	1.10	20	R	From:		14-0/4				NA			NA		07/24/200
(000)				To:		Dead End									
				From:		Dead End									
684)	1.00	30	R							NA			NA		06/27/20
				To:		14-652									
	0.65	250	_	From:	40/	14-675	00/	0%	С	0.1	_	0.500	250	0	2002
685	0.65	350	G	51%	4%	44% 0% 14-673	0%	0%	C	0.1	F	0.588	350	G	2002
				From:		Dead End									
686	1.00	80	R			Dead End				NA			NA		10/23/200
000				To:		US 15									
				From:		14-670									
687	0.30	120	R	_						NA			NA		1997
				To:		Dead End									
\bigcirc	0.40	050	•	From:	40/	US 15	40/	00/	0	0.440	_	0.704	050	0	0000
688	0.10	350	G	96% To:	1%	3% 0% 14-670	1%	0%	С	0.119	F	0.721	350	G	2002
				From:		US 15 SOUTH	ĭ								
80)	0.45	90	R			08 13 800 11	1			NA			NA		07/24/200
689				To:		US 15 NORTI	т	1							
689	0.60	90	R	From:		US 13 NOR11	1			NA			NA		07/24/200
009				To:		Dead End									
				From:		US 60 WEST	,								
690	0.47	110	R							NA			NA		1997
				To: From:		US 60 MIDDL	E								
690	0.40	410	R							NA			NA		1997
				From:		14-665									
(690)	1.05	1200	R							NA			NA		1997
				To:		US 60 EAST									
	0.55	000	_	From:		14-646				N.1.A			NIA		4007
691)	0.55	200	R	_						NA			NA		1997
	4.75	470	_	From:		14-753				N10			NIA		4007
691	1.75	170	R	To:		SR 24				NA			NA		1997
				From:		US 15									
692	0.05	50	R	<u></u>		US 13				NA			NA		05/09/200
002				To:		0.05 MN US 1	5	1							
692	0.20	40	R	From:		U.U.J IVIIN U.S I				NA			NA		05/09/200
				To-		Dead End									
				From:		Dead End									
693)	0.80	60	R							NA			NA		05/16/200
				To:		14-604									
\cap			_	From:		Cumberland County	y Line								05/40/05
694)	0.90	80	R	To:		14-613				NA			NA		05/16/200
				1		14-013									

					Buckingham Maintenance Area							
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Buckingham County				From:	14-678							
695)	3.52	540	R		110/0		NA			NA		04/11/2000
				To: From:	SR 20							
695	0.45	60	R	To:	Dead End		NA			NA		04/11/2000
				From:								
<u></u>	1.63	40	R	rioiii.	14-613		NA			NA		05/16/2000
696)	1.00	40	1	To:	Cumberland County Line		INA			INA		03/10/2000
				From:	14-636							
697)	1.80	20	R	<u> </u>	11.050		NA			NA		08/29/200
				To:	14-815							
697)	1.20	100	R	From:	14-013		NA			NA		08/29/200
001)				To:	14-646							
				From:	14-627							
698)	0.05	60	R				NA			NA		04/11/200
				To:	0.05 MN 14-627							
698)	1.45	70	R	From:			NA			NA		04/11/200
				To:	14-777							
698)	0.85	40	R	From:	14-1//		NA			NA		04/11/2000
000				To:	14-645							
600	0.80	60	R	From:	14-043		NA			NA		04/11/200
698)	0.00	00		To:	14-653		147 (147.		04/11/2000
				From:	SR 20 SOUTH							
(699)	0.65	140	R		23.20.20.20.		NA			NA		05/02/200
				To:	SR 20 NORTH							
699	0.45	80	R	From:	SK 20 NOKIII		NA			NA		05/02/200
0009				To:	14-631							
				From:	SR 20							
(700)	0.45	140	R				NA			NA		05/02/2000
				To:	14-631							
				From:	14-651							
(701)	2.30	60	R				NA			NA		05/02/200
				To:	14-622							
				From:	Dead End							
(702)	2.00	60	R	To:	11.655		NA			NA		04/11/2000
					14-655							
	0.75	110	G	From: 100%	14-796 0% 0% 0% 0% 0%	С	0.14	F	0.5	110	G	2002
703	0.75	110	G	To:	Dead End	C	0.14		0.5	110	G	2002
				From:	14-655							
(704)	0.20	360	R		14-033		NA			NA		05/09/2000
704)				To:	0.20 MN 14 655							
704	1.20	240	R	From:	0.20 MN 14-655		NA			NA		05/09/2000
704)	1.20		•••	To:	SR 20					10.		00/00/200
				From:	14-659							
705)	0.50	240	R	<u> </u>			NA			NA		04/18/2000
				To:	SR 20							
705)	0.65	80	R	From:	5A 20		NA			NA		04/18/2000
				To:	Dead End							
				From:	US 15							
706)	0.30	340	R				NA			NA		1997
				To:	14-610							
				From:	Dead End							
707)	0.50	20	R				NA			NA		05/23/200
\sim				To:	14-633							

Povito	المحمدا	AADT	O4	AT:		ıngham Maintena Tri			QC	Peak	OK	Dir	A ANA/DT	O\4/	Voca
Route	Length	AADT	ŲΑ	4Tire	Bus	2Axle 3+Axle	1Trail	2Trail	QC	Hour	QK	Factor	AAWDT	ŲW	Year
Buckingham County				From:		14-602									
(708)	0.28	60	R	To:		D 15 1				NA			NA		05/23/2000
				From:		Dead End		l							
(700)	0.45	180	R	r toni.		US 15				NA			NA		03/28/2000
709				To:		14-758		L							
709	0.49	50	R	From:		14-736				NA			NA		03/28/2000
				To:		Dead End									
\sim				From:		Dead End									
710	0.25	80	R	To:		14 (75				NA			NA		1997
				From:		14-675		<u>_</u>							
711)	2.21	520	R	FIOIII.		14-632				NA			NA		1997
	2.21	020		To:		14-628				147 (147 (1007
				From:		14-600		Ī							
712	0.55	280	R	_						NA			NA		1997
				To:		14-792									
\bigcirc	0.05	60		From:		14-695				NIA			NIA		04/44/200
713	0.05	60	R							NA			NA		04/11/200
	1 27	60	R	From:		0.05 MN 14-69	5			NIA			NΙΔ		04/11/200
713	1.37	60	ĸ	To:		Dead End				NA			NA		04/11/200
				From:		Dead End		I							
714)	0.60	70	R			D dua Bha				NA			NA		04/11/200
				To:		US 15									
				From:		US 15; 14-727									
715	0.68	920	G	91% To:	1%	4% 3%	1%	0%	С	0.074	F	0.565	920	G	2002
				From:		US 15 NORTH	1								
716)	0.40	60	R	110		Dead End				NA			NA		04/18/200
(710)	00			To:		14-660									0 11 10/200
				From:		14-613									
(717)	1.50	110	R	-						NA			NA		07/11/200
				To: From:		1.50 MN 14-61	3								
717)	1.10	220	R	. —						NA			NA		07/11/200
				To: From:		14-610 SOUTH 14-610 NORTH									
717)	1.00	70	R	-						NA			NA		07/11/200
				To:		Dead End									
\bigcirc				From:		14-610									
718)	3.20	470	G	86%	0%	8% 1% US 15	5%	0%	С	0.103	F	0.66	460	G	2002
				From:		14-652									
719	0.60	80	R	<u> </u>		14-032				NA			NA		07/06/2000
(19)				To:		Dead End									
				From:		Dead End		J							
720	1.00	80	R							NA			NA		05/02/2000
$\overline{\bigcirc}$			_	To: From:		1.00 MN Dead E	nd								
720	0.10	190	R	To:		CD 20		1		NA			NA		05/02/2000
				From:		SR 20									
721	3.10	30	R	rioid.		14-671				NA			NA		05/02/200
721)	J. 10			To:		14-652									
				From:		SR 20									
722	0.05	140	R							NA			NA		05/02/2000
<u></u>				To:		0.05 MN SR 20)								

					Buckingham Maintenance Area							
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trai	 QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Buckingham County				From:	0.05 MN SR 20	ī						
722	1.65	100	R	<u> </u>	0.03 MIN SR 20	J	NA			NA		05/02/200
(122)				To:	14-622							
				From:	14-655]						
723)	4.90	190	R			_	NA			NA		1997
				To:	14-678							
	1 50	400	R	From:	14-609	J	NIA			NIA		00/00/200
725	1.58	180	ĸ			_	NA			NA		09/08/200
	0.60	200	R	From:	1.58 ME 14-609	<u> </u>	NA			NΙΔ		09/18/200
725)	0.60	280	ĸ	To:	14-608 NORTH	7	INA			NA		09/10/200
				From:	14-608 SOUTH							
725	0.40	30	R			_	NA			NA		09/18/200
				To:	Dead End							
	0.70	00	_	From:	14-676		NIA			NIA		07/00/000
726	0.70	30	R	To	Dead End	1	NA			NA		07/06/200
				From:	US 15; 14-715	1						
727	1.00	510	R		US 13, 14-713	J	NA			NA		1997
727)				To:	Dead End	1						
				From:	14-610							
728)	0.75	60	R			_	NA			NA		07/06/200
				To:	Dead End							
\sim				From:	14-622							
729	0.60	45	R				NA			NA		05/09/200
				From:	14-610]						
729	0.50	40	R			-1	NA			NA		05/09/200
				To:	Dead End							
	0.20	20	В	From:	Dead End		NIA			NIA		02/20/200
730	0.30	20	R	To:	14-635	1	NA			NA		03/28/200
				From:	US 15	1						
731)	0.01	160	R	<u> </u>	03 13	J	NA			NA		07/17/200
731)				To:	0.01 ME US 15	1						
731)	0.21	130	R	From:	0.01 ME 03 13		NA			NA		07/17/200
731)	0.2.			To:	14-786	7						
731)	0.31	40	R	From:	14-700		NA			NA		07/17/200
731)	0.0.			To:	Dead End	1						
				From:	14-669							
732	1.00	90	R	-		-	NA			NA		1997
				To:	Dead End							
$\widehat{}$				From:	Dead End							
(733)	0.65	30	R	T		7	NA			NA		07/27/200
				To:	14-676	<u> </u>						
Cumberland County				From:	24-610							
734)	0.50	80	R	<u> </u>	Z T- U1U	J	NA			NA		07/11/200
				To:	Cumberland County Line							
Buckingham County												
\sim				From:	Cumberland County Line							
734)	1.30	70	R			7	NA			NA		07/11/200
				To:	Dead End							
\bigcirc	4.00		_	From:	Dead End		N. A.					05/00/05
(735)	1.00	30	R	т	14.650	7	NA			NA		05/09/200
				To:	14-659	I						

					Bucking nam Maintenance Area		Dart		D:			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Buckingham County				From:	Dead End							
736	1.30	100	R	<u> </u>	Dead End		NA			NA		09/19/2000
				To:	US 60							
\sim				From:	SR 56							
737	2.18	80	R				NA			NA		04/04/200
	0.70	400		From:	14-664							0.4/0.4/0000
737)	2.70	100	R	To:	14-601		NA			NA		04/04/200
				From:	Dead End							
738	2.00	70	R		Dead End		NA			NA		04/04/200
				To:	14-601							
				From:	Dead End							
739	0.60	30	R	To:	14.600	i	NA			NA		04/04/200
					14-678							
740	1.04	310	R	From:	14-655		NA			NA		04/04/200
740	1.04	310	IX.	To	104209114.655	I	INA			INA		04/04/2000
740	2.94	60	R	From:	1.04 MW 14-655		NA			NA		04/04/200
740	2.04		• • • • • • • • • • • • • • • • • • • •	To:	Dead End		147 (147.		04/04/2000
				From:	SR 56							
741)	1.00	45	R				NA			NA		1997
				To:	14-604							
\bigcirc	4.50			From:	US 60 WEST							4007
742)	1.50	70	R	To:	US 60 EAST; SR 56		NA			NA		1997
				From:	14-622							
743)	3.10	250	R		14-022		NA			NA		1997
				To:	14-610							
				From:	14-699							
744)	0.30	90	R	. —		ı	NA			NA		1997
				To:	Dead End							
	0.60	50	R	From:	14-610		NA			NA		07/06/200
745)	0.00	30	K	To:	Dead End	1	INA			INA		07/00/2000
				From:	Dead End							
746	0.90	90	R				NA			NA		1997
				To:	SR 24							
\bigcirc				From:	SR 20					_		
747)	0.76	70	R	To:	GD 20	I	NA			NA		1997
				From:	SR 20							
749	0.60	90	R	riont.	US 15		NA			NA		07/25/2000
748	J.00			To	14.761		, .					
748	0.15	30	R	From:	14-761		NA			NA		07/25/2000
748)				To:	Dead End					•		
				From:	14-648							
749	0.83	130	R				NA			NA		1997
				To:	Dead End							
\bigcirc	0.45	000	_	From:	US 15 SW		N.1.6			N14		4007
(750)	0.45	220	R	To	US 15 NE		NA			NA		1997
				From:	Dead End							
751	0.40	20	R	"	Dead ENd		NA			NA		04/18/2000
(3)				To:	14-602	I	•			•		

					Buckingham Maintenance Area						
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	- QC H	eak our	Dir Factor	AAWDT	QW	Year
Buckingham County				From:	Dead End						
752	0.35	60	R			1	NΑ		NA		09/18/200
				To-	14-608						
	0.55	40	R	From:	Dead End]	NA		NA		08/29/200
(753)	0.55	40	ĸ	To:	14-691	, 1	NA		INA		06/29/200
				From:	Dead End						
754)	1.30	80	R				NΑ		NA		09/18/200
				To:	14-600						
$\overline{}$				From:	14-666						
755	0.95	140	R	To:	Dead End	۱ 1	۱A		NA		1997
				From:							
750	0.65	90	R	r ioni.	Dead End]	NA		NA		10/24/200
756	0.00	•	•••	To:	US 15	1	.,		10.		10/2 1/200
				From:	14-649						
757)	0.35	30	R	, <u> </u>		1	NA		NA		10/24/200
				To:	Dead End						
\bigcirc				From:	Dead End						
758)	0.25	40	R	To:	14-709	۱ 1	NA		NA		03/28/200
				From:		l. 1					
750	0.40	140	R	110111.	Dead End]	NA		NA		1997
759	0.10		•••	To:	14-670	1	.,		10.		1001
				From:	Dead End						
760)	1.00	70	R			1	NΑ		NA		07/25/200
\bigcup				To-	14-668						
\bigcirc				From:	Dead End						
761)	0.20	40	R	To:	14 740	1 1	NA		NA		07/25/200
				From:	14-748						
762)	0.10	80	R	110	SR 20]	NA		NA		05/02/200
762	00			To:	0.10 ME SR 20	1					00/02/200
762	0.65	60	R	From:	0.10 ME SR 20		۱A		NA		05/02/200
(102)				To:	Dead End]					
				From:	14-651						
763)	1.20	40	R			1	NΑ		NA		05/09/200
				To:	Dead End						
\bigcirc	0.00			From:	Dead End]					07/40/000
764	0.30	80	R	To:	14-682	г 1	NΑ		NA		07/18/200
				From:	Dead End	1					
765	0.50	60	R	<u> </u>	Dead End	1	NA		NA		08/29/200
765				To:	SR 24						
				From:	Dead End						
766	0.27	50	R			1	NA		NA		05/23/200
				From:	0.27 MN Dead End	<u> </u>					
(766)	0.14	70	R		***	1	NA		NA		05/23/200
				To:	US 60	<u> </u>					
\bigcirc	0.45	40	_	From:	Dead End	ı _	.1.0		NIA		00/20/202
(767)	0.45	40	R	To:	US 60	г 1	NΑ		NA		08/29/200
				From:	14-640	l					
768)	1.30	60	R		1100	1	NA		NA		08/29/200
				To:	Dead End						

					Buckingham Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC Peak Hour	QK Dir Factor	AAWDT QW	Year
Buckingham County				From:	US 15	i			
769	0.80	40	R		03 13	NA NA		NA	03/28/2000
				To:	Dead End				
				From:	Dead End				
(770)	0.27	60	R	т	14.670	NA 1		NA	07/06/2000
				To: From:	14-670				
(771)	0.35	110	R	1101111	14-610	NA		NA	07/06/2000
	0.00			To:	Dead End	1			017007200
				From:	Dead End				
772	0.40	40	R			NA		NA	08/29/200
				To:	SR 24				
	0.05	70	ь.	From:	Dead End] NA		NA	05/22/200
773	0.25	70	R	To:	US 60	NA 1		NA	05/23/200
				From:	14-633				
774)	0.70	20	R	_	14-033	NA		NA	05/23/2000
				To:	Dead End				
				From:	Dead End				
775	1.00	60	R			NA		NA	10/24/2000
				To-	US 15; 14-621				
\bigcirc	0.35	20	В	From:	14-718	, NA		NA	07/06/2000
776	0.33	20	R	To:	Dead End	NA 1		INA	07/00/2000
				From:	14-698				
777)	0.20	40	R		11070	NA		NA	04/11/2000
				To:	Dead End				
				From:	14-650				
(778)	1.20	90	R			NA T		NA	07/18/2000
				To:	Dead End				
	0.23	20	R	From:	14-633	NA		NA	04/11/2000
779	0.20	20		To:	Dead End	1		IN/A	04/11/2000
				From:	Dead End				
780	0.20	49	R			NA		NA	07/25/2000
\bigcirc				To:	14-638				
\bigcirc			_	From:	US 15]			
781)	0.35	60	R	To:	Dead End	NA 1		NA	07/25/2000
				From:					
(782)	0.55	40	R		Dead End	NA		NA	07/11/2000
(102)	0.00			To:	14-610]			0171112000
				From:	SR 20				
783	0.20	40	R			NA		NA	1998
				To:	Dead End				
	0.70	60	_	From:	14-679) NIA		NA	05/00/0000
784)	0.70	60	R	To:	Dead End	NA 1		NA	05/02/2000
				From:	14-723	1			
785	0.30	70	R		1 T- 143	NA		NA	04/18/2000
				To:	Dead End				
				From:	14-731				
786	0.15	80	R			NA		NA	07/18/2000
				To: From:	0.15 MN 14-731]			
786)	0.06	40	R			NA		NA	07/18/2000
				To:	Dead End	L			

					Bucking fam Maintenance Ai	Ca							
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Buckingham County				From:	14-617								
(787)	0.90	140	R	<u> </u>	14-017			NA			NA		07/18/2000
				To	Dead End								
\bigcirc			_	From:	US 15								
788	0.30	220	R	To:	Dead End	1	l	NA			NA		09/12/2000
				From:	Dead End Dead End								
789	0.25	40	R	<u> </u>	Dead End			NA			NA		08/29/2000
				To:	14-636								
\bigcirc				From:	Dead End								
790	0.40	50	R	To:	14-638	1	l	NA			NA		08/29/200
				From:	Dead End								
791)	0.77	60	R	<u> </u>	Dead End			NA			NA		03/14/200
				To:	14-612								
				From:	14-712								
792	0.82	200	R	To:	44.500	1	l	NA			NA		1998
				г	14-623								
702	0.30	60	R		14-602			NA			NA		05/23/2000
793	0.00			To	Dead End								00/20/200
				From:	Dead End								
794)	0.15	70	R	_			i	NA			NA		05/09/2000
				To:	14-622								
	0.36	30	R	From:	Dead End			NA			NA		1998
795)	0.50	30	IX.	To:	14-649			INA			INA		1990
_				From:	US 15 SOUTH								
796)	0.22	150	R					NA			NA		1998
				From:	14-703								
796	0.10	140	G	96%	1% 3% 0% 0%	0%	С	0.106	F	0.563	140	G	2002
				To:	US 15 NORTH								
707	0.20	190	R	From:	Dead End			NA			NA		1998
797	0.20	190	K	To:	14-631			INA			INA		1990
				From:	US 60 WEST								
(798)	0.08	200	R					NA			NA		1998
				To:	US 60 EAST; US15								
\bigcirc	0.05	CO		From:	14-665			NIA			NIA		05/00/0000
799)	0.25	60	R	To	Dead End		İ	NA			NA		05/23/2000
				From:	14-638								
800	0.35	40	R	<u> </u>	11 030			NA			NA		08/29/2000
				To:	Dead End								
				From:	US 15								
801)	0.09	30	R	To:	Dead End	1	I	NA			NA		07/25/2000
				From:	Cul-de-Sac								
804)	0.33	NA		<u> </u>	Cui-uc-sat			NA			NA		
\odot				To:	14-669								
				From:	Dead End								
805)	0.20	60	R	. —	****	1	Ī	NA			NA		03/28/2000
				To	US 15								
810	0.27	70	R	From:	US 15			NA			NA		07/06/2000
	0.21	, 0	11	To	Dead End			14/7			INA		3110012000
							1						

					Duck	ingnam wante	nance Ai	Са							
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Ax			\cap	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Buckingham County				From:		Cul-de-Sa	y/								
811)	1.35	NA								NA			NA		
				To:		US-00015(I									
813)	0.26	60	R	From:		Dead End				NA			NA		09/05/2000
010				To:		US 15									
	4.00		_	From:		14-697									00/00/0000
815)	1.60	60	R	To:		SR 24				NA			NA		08/29/2000
				From:		Cul-de-Sa	c								
819	2.10	NA		т		14.602			Ī	NA			NA		
				To: From:		14-602	1								
820	0.33	60	R			Dead End				NA			NA		08/29/2000
020				To:		14-640									
\bigcirc	2.27	400	_	From:		Dead End	1								4007
840	0.37	130	R	To:		US 15			I	NA			NA		1997
				From:		Dead End									
841)	0.23	NA							I	NA			NA		
				To: From:		14-840									
(1001)	0.80	140	R	rioni.		Dead End	l			NA			NA		09/12/2000
				To:		SCL DILLW	YN								
Town of Dillwyn				From:		CCI DILLIW	N/NI		1						
(1001)	0.07	190	R	rioiii.		SCL DILLW	YN			NA			NA		09/12/2000
				To:		0.07 MN OF	SCL								
(1001)	0.14	180	R	rioni.						NA			NA		09/12/2000
			_	From:		14-1002			<u> </u>						
1001)	0.10	120	G	97%	0%	2% 1%	0%	0%	. F	0.108	F	0.769	120	G	2002
	0.26	220	G	From: 97%	0%	14-1008 2% 1%	0%	0%	С	0.092	F	0.524	220	G	2002
(1001)	0.20			To:	070	14-1005	070	070		0.002		0.024	220		2002
(1001)	0.08	410	G	97%	0%	2% 1%	0%	0%	F	0.092	F	0.632	410	G	2002
				To:		US 15									
	0.17	220	R	From:		14-1001				NA			NA		1997
(1002)	0.17	220		To:		14-1003				INA			INA		1997
Buckingham County															
	0.40	580	G	From: 89%	0%	SR 20; US 4% 2%		0%	C	0.089	F	0.51	570	G	2002
(1003)	0.40			To:	070	WCL Dillw		070		0.000		0.01	070		2002
Town of Dillwyn															
(1003)	0.24	540	G	89%	0%	WCL DILLW 4% 2%		0%	l F	0.095	F	0.552	530	G	2002
(1003)	0.21	0.0		To:	070	14-1002	070	0,0	L	0.000		0.002			2002
1003	0.09	400	G	89%	0%	4% 2%	5%	0%	F	0.094	F	0.535	400	G	2002
				To: From:		14-1008									
(1003)	0.30	390	G	89%	0%	4% 2%		0%	F	0.099	F	0.506	390	G	2002
				To: From:		US 15 EAS	51								
(1004)	0.07	230	R			14-1001			l	NA			NA		1997
				To:		14-1007									

					Buckingham Maintenance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	()(')	Dir AAWDT QW	Year
Town of Dillwyn				From:	Dead End	1		
1005	0.07	48	R	<u>. </u>	Dead End	NA	NA	1997
<u> </u>				To: From:	14-1007]		
1005	0.07	130	R	To:	14-1001	NA 1	NA	1997
				From:	Dead End	<u> </u>		
1006	0.07	40	R		- 1	NA	NA	1997
-	0.07			To: From:	14-1007]		4007
1006	0.07	80	R	. —		NA 1	NA	1997
1006)	0.10	100	R	From:	14-1001	NA	NA	1997
				To:	14-1003	1		
$\overline{}$				From:	14-1006			
1007	0.06	120	R			NA •	NA	1997
1007	0.07	170	R	From:	14-1005	NA	NA	1997
1007	0.07	170		To:	14-1004	19/4	IVA	1007
1007	0.05	320	R	From:	14-1004	NA	NA	1997
				To:	Dead End			
$\overline{}$				From:	14-1001			
1008	0.13	150	R	To:	14-1003	NA 1	NA	1997
				From:	SCL DILLWYN			
1009)	0.38	140	R	<u></u>	SCE BIEEW IV	NA NA	NA	1997
				To:	14-1003]		
Buckingham County				From:	US 15 W NCL DILLWYN	i		
1010	0.05	1000	R	<u> </u>	OS IS W NCE DILLW IN	NA NA	NA	1997
				To: From:	14-1017]		
1010	0.05	520	R	To:	14 1014 NCL DII I WAAI	NA 1	NA	1997
Cover of Dilleren					14-1014 NCL DILLWYN			
Cown of Dillwyn				From:	14-1014 NCL DILLWYN			
1010)	0.19	500	R	To:	HO 15 PACT	NA 1	NA	1997
				From:	US 15 EAST Dead End	<u> </u>		
1011)	0.07	40	R		Dead End	I NA	NA	1997
				To: From:	14-1012	 		
1011)	0.05	180	R			NA	NA	1997
				To:	US 15			
	0.04	50	R	From:	Dead End	NA	NA	09/12/20
1012	0.04	30	K	Ta	14 1011	1 NA	NA .	09/12/20
1012)	0.06	90	R	From:	14-1011	NA	NA	09/12/20
1012)				To:	14-629	1		
				From:	Dead End			
1013)	0.10	40	R	To:	14 (20	NA 1	NA	09/12/20
				10.	14-629	<u> </u>		
Buckingham County				From:	14-1010 NCL DILLWYN			
1014	0.10	40	R	To:	Dood End	NA 1	NA	09/12/20
F £ D2U				10.	Dead End	L		
Town of Dillwyn				From:	Dead End			
1015	0.07	3	R		0.001272 12 :	NA 1	NA	09/12/20
				To-	0.08 MN Dead End			

					Ducki	пупап	IVIAITILETT	ance An	ca							
Route	Lenath	AADT	QA	4Tire	Bus		Tr	uck		QC	Peak	QK	Dir	AAWDT	QW	Year
	3					2Axle	3+Axle	1Trail	2Trail		Hour		Factor			
Town of Dillwyn				From:		0.08 M	IN Dead F	End	Ī							
(1015)	0.05	10	R								NA			NA		09/12/200
				To: From:		1	14-1018		-							
(1015)	0.10	2300	R								NA			NA		09/12/200
				To			US 15									
\bigcirc				From:		D	ead End									
(1016)	0.06	20	R								NA			NA		09/12/200
				To:		l	14-1002									
Buckingham County				From:		1	14-1010		-							
(1017)	1.20	1100	R	<u> </u>		1	1-1010				NA			NA		1997
				To:		D	ead End									
Town of Dillwyn				_					-							
				From:		D	ead End									
(1018)	0.08	1200	R	To:							NA			NA		1997
				10.		J	14-1015									
Buckingham County				From:	F	RUCKINO	GHAM PR	LSCH	1							
9062)	0.12	390	R	<u> </u>		JO CILII (C	3112 tivi 1 1	преп			NA			NA		1997
				To-			14-690									
				From:		BUCKIN	IGHAM C	Y HS								
9063	0.18	420	R								NA			NA		1997
				To			14-690									
\bigcirc				From:	Е	BUCKING	GHAM SC	HOOL								
9064	0.05	120	R	To:			110.60		1		NA			NA		1997
							US 60									
	0.12	390	R	From:	(GOLD HI	ILL ELEM	1 SCH			NA			NA		1997
9066	0.12	390	K	To:			US 15				INA			INA		1997
				From:			YN PRI S	CH	<u> </u>							
9575)	0.10	180	R			DILLW	INTRI	SCII			NA			NA		1997
(3373)				To:			US 15									
				From:		BUCKIN	NGHAM J	R HS	Ī							
9576)	0.15	260	R	_							NA			NA		1997
				To:			SR 20									
	0.09	240	R	From:		DILLWY	YN ELEM	SCH			NA			NA		1997
(9576)	0.09	24 0	ĸ	To:			SR 20				INA			INA		1997
							JR 20									