2001

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

Jurisdiction Report 81

> Rockbridge County City of Buena Vista City of Lexington Town of Glasgow Town of Goshen

Virginia Department of Transportation Traffic Engineering Division Traffic Monitoring Section

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

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

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

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

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

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

Publication Notes

Parallel Roads

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

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

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

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

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

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

Glossary of Terms:

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

Length: Length of the traffic segment in miles.

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

QA: Quality of AADT:

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

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

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

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

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

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

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

QC: Quality of Classification Data:

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

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

QK: Quality of the Design Hour estimate:

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

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

QW: Quality of AAWDT:

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

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

Route Shield Legend

Route Systems

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

Special Routes

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

- P Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.
- The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

					Rockbri	dge Main	itenance	Area							
Route	Length	AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle		2Trail	QC	Design Hour	QK	AAWDT	QW	Year
ockbridge County				T					_						
	1.95			From: IS			11/BOTETO		 Jume es	timata	s for this s	amar	. +		
11) (81)	Combined Traffic:	20000	_	620/	1%	-6 i ioi uii 2%	1%	33%		F		-		_	2001
	Combined Traffic:	29000	F	62%			-N175A(L)/		3%	г	2000	F	28000	F	2001
				15-00		of Natural B		IOKI II	+						
11)	1.73	2000	F	92%	1%	3%	2%	3%	0%	С	210	F	2000	F	2001
\cdots				To	Q1		15.1		_						
\Box	3.47	2400	F	From: 92%	1%	R 130 Natu 3%	2%	3%	0%	F	240	F	2500	F	2001
11)	3.47	2400	Г	92 /0	1 /0	3 /0	2 /0	3 /0	U 76		240		2300	•	2001
				From:			atural Bridg								
11)	8.45	3100	F	94%	1%	2%	1%	1%	0%	F	320	F	3200	F	2001
~				To: From:		BUS U	S 11								
11)	1.34	6900	F	94%	1%	2%	1%	1%	0%	С	750	F	7000	F	2001
\rightarrow				To:		SCL Lexi	ington								
ity of Lexington															
~~~				From:		SCL Lexi	ington								
11}	0.59	9400	F	93%	1%	3%	2%	1%	0%	С	940	F	9800	F	2001
<u> </u>				To:		Main	St		٦						
11)	0.04	9400	F	93%	1%	3%	2%	1%	0%	F	920	F	9800	F	2001
11)				To		D 110			_						
$\sim$	0.08	17000	F	From: 95%	1%	Bus US 3%	1%	1%	0%	F	1800	F	18000	F	2001
11)	0.00	17000	Г	70:	1 /0	NCL Lex		1 /0	7 0 /%		1000		10000	•	2001
						NCL Lex	iligion								
ockbridge County				From:		NCL L	·4		1						
~~~	0.88	15000	F	95%	1%	NCL Lex	1%	1%	0%	С	1500	F	16000	F	2001
11)	0.00	13000	•	3370				1 70		O	1300	'	10000	•	2001
~~~				From:		4 North of			J						
11)	0.27	16000	F	93%	0%	2%	1%	4%	1%	F	1600	F	17000	F	2001
				To:	SR	39 North o	f Lexington								
11)	3.75	5900	F	93%	0%	2%	1%	4%	1%	С	540	F	6000	F	2001
				To:	I_S	31 North of	Levington		٦						
11)	5.53	4200	F	95%	1%	2%	1%	2%	0%	С	400	F	4200	F	2001
11)			•						_	_		-		-	
$\sim$	F 40	2200	-	From:	40/	81-71		20/	00/		270	_	2400		2004
[11]	5.40	3300	F	95% To:	1%	2%	1%	2%	0%	F	370	F	3400	F	2001
					P	Augusta Cou									
Bus				From:		US 1			┛	_				_	
11 }	0.03	6200	F	97%	1%	2%	0%	0%	0%	F	640	F	6300	F	2001
~				To:		SCL Lexi	ington								
City of Lexington															
Bus Main St	0.00	2500	_	From:	40/	SCL Lexi		00/		_	200	_	2600	г	2004
11 Main St	0.39	3500	F	97%	1%	2%	0%	0%	0%	С	390	F	3600	F	2001
Bus				To: From:		Thornhi	ll Rd								
11 Main St	0.16	5800	F	97%	1%	2%	0%	0%	0%	F	590	F	6100	F	2001
1)	55		•		. , •			- / 0	- · · ·	•		-	• •	-	
Bus				To: From:		Wallac	e St								
11 Main St	0.31	5400	F	97%	1%	2%	0%	0%	0%	F	590	F	5600	F	2001
$\checkmark$				To:		White	St								
Bus				From:						_				_	
11) Main St	0.31	3600	F	98%	0%	1%	0%	0%	0%	F	440	F	3800	F	2001
~	Combined Traffic:	6300	F								770	F	6400	F	2001
				To: From:		Nelson	St								
Bus Main St	0.04	E700	_		00/			00/		_	E40	_	E000	г	2004
11 Main St	0.24	5700	F	98%	0%	1%	0%	0%	0%	F	540	F	5900	F	2001
	Combined Traffic:	13000	F								1400	F	13000	F	2001
Rue				To: From:		Jefferso	n St		]						
Bus 11 Main St	0.37	8300	F	98%	0%	1%	0%	0%	0%	F	810	F	8600	F	2001
11) Main St	0.57	0000		70 70	J /0			J /0	7	'	310	•	3000	•	2001
						Letche	ı Si								

					Rockbri	dge Main	tenance.	Area							
Route	Length	AADT	QA	4Tire	Bus		Trι	ıck		QC	Design	OK	AAWDT	QW	Year
Route	Lengui	AADI	QA	41116	Dus	2Axle	3+Axle	1Trail	2Trail	QC	Hour	QI	AAWDI	QVV	i Cai
City of Lexington				From:		T / 1	CT		1						
Bus 11 Main St	0.34	8700	F	98%	0%	Letcher 1%	0%	0%	<b>┘</b> 0%	С	850	F	9000	F	2001
(11) Wall St	0.04	0700	•	To:	0 70	US 1		0 70	7 ~	O	030	'	3000	'	2001
Bus				From:		Bus US 11			1						
(1,1)	0.35	2700	F	<u> </u>		Dus OS II	wani st				330	F	2700	F	2001
(P)	Combined Traffic:	12000	F								1300	F	12000	F	2001
			-	To:		TIG CO M	1 0:		_			-		-	
Bus				From:		US 60 Ne	ison St								
[1,1]	0.24	4600	F								500	F	4600	F	2001
~	Combined Traffic:	10000	F	To:		D 110 11	14 : G		_		1000	F	10000	F	2001
				10.		Bus US 11	Main St								
Town of Goshen				From:		Bath Coun	tu Lino		I						
(39)	2.47	1900	F	92%	1%	4%	1%	2%	0%	С	170	F	1900	F	2001
39	2	1000	•		. 70				¬ ~~	Ü	170	•	1000	•	2001
	1.34	2000	F	From: 91%	1%	SR 42 Go 2%	oshen 4%	2%	0%	С	190	F	2000	F	2001
(39)	1.34	2000	Г	9170				2 /0	U /6	C	190		2000		2001
	0.07	4=00		From:		-780 South		00/			000		4000		0004
(39)	0.07	1700	F	91% To:	1%	2%	4%	2%	0%	F	200	F	1800	F	2001
				10.		SCL Go	snen								
Rockbridge Count	v			From:		SCL Go	chan		I						
(39)	8.62	1700	N	91%	1%	2%	4%	2%	0%	N	200	N	1800	N	2001
33)				To:					_						
	2.34	1000	F	From: 93%	1%	E 81-6 2%	3%	1%	0%	С	110	F	1100	F	2001
39	2.54	1000	•	3370	1 70			1 70	<b>-</b> 0 70	O	110	•	1100	•	2001
	7.55	4000		From:	40/	SR 25		40/			400		4000	_	0004
(39)	7.55	1300	F	93% To:	1%	2%	3%	1%	0%	F	130	F	1300	F	2001
				l .	US	11 North o	Lexington								
Town of Goshen ALT				From:		SR 42 G	oshen								
(39)	0.35	1400	F	91%	1%	3%	4%	2%	0%	С	150	F	1500	F	2001
				To:		SR 3	9								
				From:	Ro	ockbridge Co	ounty Line								
(42) (39)	2.47	1900	F	92%	1%	4%	1%	2%	0%	С	170	F	1900	F	2001
				To:	SE	R 39 Millbo	ro Springs								
(42)	0.06	2200	F	90%	1%	3%	4%	3%	0%	С	200	F	2200	F	2001
42				To:		ECL Go	shen								
Rockbridge Count	V														
	•			From:		ECL Go	shen								
(42)	5.92	2200	N	90%	1%	3%	4%	3%	0%	Ν	200	Ν	2200	N	2001
				To:	A	Augusta Cou	ınty Line								
				From:		Augusta Cou									
56	1.52	1300	F	96%	0%	2%	1%	0%	0%	С	130	F	1300	F	2001
				To: From:		81-608 Ve	suvius								
56	3.74	460	F	95%	1%	2%	1%	0%	0%	С	50	F	470	F	2001
				To:	]	Nelson Cou	nty Line								
~~~				From:		lleghany Co									
(60) (64)	1.92										s for this se	egmer			
\sim \sim	Combined Traffic:	8200	F	69%	1%	2%	1%	26%	1%	F	610	F	8200	F	2001
				To: From:		81-78	80								
60 (64)	7.38				See I-	-64 for dir	ectional	raffic vo	olume est	imates	s for this s	egmer	nt.		
\smile	Combined Traffic:	8000	F	69%	1%	2%	1%	26%	1%	С	1800	F	7800	F	2001
				To:		US 6			1						
	0.40	4000	_	From:		81- 623 Nea				^	450	_	1000	_	2004
60	0.43	1600	F	92%	1%	2%	2%	2%	0%	С	150	F	1600	F	2001
				From:		81-63				_					
(60)	3.09	2100	F	96%	0%	2%	1%	1%	0%	С	210	F	2100	F	2001
~				To:	81-	641 West o	f Lexington								

					Rockbri	idge Mair	tenance				Danima				
Route	Lengt	h AADT	QA	4Tire	Bus	2Ayle	Tru 3+Axle	ıcк 1Trail	2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Rockbridge County								TTTGIII	ZIII		rioui				
	2.08	4200	F	96%	81- 0%	641 West o	f Lexington 1%	1%	0%	F	400	F	4200	F	2001
60	2.00	4200	г	90 76 To:	070	WCL Lex		1 70	7 0%	г	400	г	4200	Г	2001
City of Lexington				l e			5								
~~~				From:		WCL Lex			J						
(60) Nelson Street	0.25	4400	F	97%	1%	2%	0%	1%	0%	С	420	F	4600	F	2001
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~				From:	40/	Woods		10/	<u> </u>						222
(60) Nelson Steet	0.33	7700	F	97%	1%	2%	0%	1%	0%	F	770	F	8000	F	2001
Nelson Street	0.14	8300	F	From: 97%	1%	Glasgow 2%	Street 0%	1%	0%	F	810	F	8600	F	2001
Nelson Street	0.14	0300	Г	31 /0	1 /0			1 /0	7	'	010	'	0000	'	2001
Nelson Street	0.17	8000	F	From: 96%	0%	Lee St	reet 1%	1%	0%	F	720	F	8300	F	2001
Nelson Street	0.17	0000	•	To:	0 70			1 /0	7	•	720	•	0000	•	2001
60 Nelson Street	0.21	11000	F	From: 96%	0%	Randolph 1%	1%	1%	0%	F	1200	F	12000	F	2001
00)			-	To:		Lewis S			¬			•		-	
60 Nelson Street	0.35	11000	F	96%	0%	1%	1%	1%	- 0%	С	1000	F	11000	F	2001
<u> </u>				To:		ECL Lex									
Rockbridge County															
	0.45	0000	F	From:	0%	ECL Lex 1%		1%		0	020	F	10000	F	2004
60	2.15	9900	г	96%			1%	170	0%	С	920	Г	10000	Г	2001
(iii)	2.17	12000	F	From: 92%	0%	-81 East of 1%	Lexington 1%	5%	0%	С	1200	F	12000	F	2001
60)	2.17	12000	г	92 /0	0 70			3 /0	7	C	1200		12000		2001
(e0)	0.90	15000	F	From: 92%	0%	W 81-	608 1%	5%	0%	F	1400	F	15000	F	2001
60	0.00	10000	•	To:	070	WCL Buer		070	7 ~~	•	1400	•	10000	•	200
City of Buena Vista															
~~~				From:		WCL Buer									
60 Lexington Ave	0.08	12000	F	90%	0%	2%	3%	5%	0%	F	1000	F	12000	F	2001
/ Lavinatan Ava	0.50	44000		From:	00/	Alleghan		<b>F</b> 0/			000		11000		2004
60 Lexington Ave	0.53	11000	F	90%	0%	2%	3%	5%	0%	С	930	F	11000	F	2001
60 29th St	1.31	2800	F	From: 85%	0%	Beech 1%	Ave 0%	13%	0%	С	340	F	2900	F	2001
60 29th St	1.51	2000	г	To:	0 70	ECL Buen		13 /0	7 0 /%	C	340		2900		2001
Rockbridge County									<u> </u>						
~~~				From:		ECL Buen	a Vista								
[60]	3.12	3000	F	85% To:	0%	1%	0%	13%	0 %	F	330	F	3000	F	2001
						Amherst Co			1						
East 64	1.92	4600	F	From: 69%	A 1%	lleghany Co 2%	ounty Line 1%	27%	 1%	F	330	F	4600	F	2001
	Combined Traf		F	69%	1%	2%	1%	26%	1%	F	610	F	8200	F	2001
`	70		•	To:	.,,	81-78			¬	•	0.0	•	0200	•	
East	7.00	2700	_	From:	10/			270/	10/	C	1200		2700		2004
64	7.38 Combined Traf		F F	69% 69%	1% 1%	2% 2%	1% 1%	27% 26%	1% 1%	C C	1200 1800	F F	3700 7800	F F	2001 2001
	Johnshied Hall	0000	r	To:	1 /0			2 U /0	7 /0	C	1000		, 000	•	200 I
East				From:		US 6		0=0:		_		_	,	_	
64	5.39		F	69%	1%	2%	1%	27%	1%	F	340	F	4500	F	2001
- (Combined Traf	fic: 9400	F	69%	1%	2%	1%	26%	1% —	F	790	F	9400	F	2001
East				To: From:		US 1	.1								
East 64	1.55		F	69%	1%	2%	1%	27%	1%	F	470	F	5800	F	2001
\sim	Combined Traf	fic: 12000	F	69%	1%	2%	1%	26%	1%	F	940	F	12000	F	2001
East North				To: From:	I-	-81 West In	terchange								
64) (81)	3.30	19000	F	57%	1%	2%	1%	37%	2%	F	1400	F	19000	F	2001
	Combined Traf	fic: 35000	F	59%	1%	2%	1%	35%	2%	F	2500	F	35000	F	2001
				To:		US 1	1								

							tenance i	· ii Cu							
Route	Length	AADT	QA	4Tire	Bus		Tru	ıck		QC	Design	OK	AAWDT	OW	Year
	_	 ·		•		2Axle	3+Axle	1Trail	2Trail		Hour	٠	· - ·		. • • • •
<mark>Rockbridge Cour</mark> East North	ntv			From:		US 1	1		1						
64) (81)	5.57	19000	F	57%	1%	2%	1%	37%	2%	F	1400	F	19000	F	2001
	Combined Traffic:	39000	F	59%	1%	2%	1%	35%	2%	F	2800	F	39000	F	2001
				To		81-71	0								
East North	4.40	00000	_	From:	40/			270/	_	_	1200	_	20000	_	2004
64 81	4.49	20000	F	57%	1%	2%	1%	37%	2%	F	1300	F	20000	F	2001
	Combined Traffic:	39000	F	59%	1%	2%	1%	35%	2%	F	2700	F	39000	F	2001
East North				From:		81-60	16		_						
64) (81)	0.59	20000	F	57%	1%	2%	1%	37%	2%	F	3200	F	20000	F	2001
	Combined Traffic:	40000	F	59%	1%	2%	1%	35%	2%	F	6400	F	40000	F	2001
				To:	A	Augusta Cou	ınty Line								
Vest				From:	Α	lleghany Co									
64)	2.42	3600	F	70%	1%	2%	1%	25%	1%	F	280	F	3600	F	2001
	Combined Traffic:	8200	F	69%	1%	2%	1%	26%	1%	F	610	F	8200	F	2001
Voot				To: From:		81-78	0		<u> </u>						
Vest	6.94	4300	В	70%	1%	2%	1%	25%	1%	В	570	В	4000	В	2001
64	Combined Traffic:	8000	F	69%	1%	2%	1%	26%	1%	С	1800	F	7800	F	2001
	SSbillog Hullo.	2000	•	To:	. 70				<i>/</i>	J	.000	•	. 555	•	_501
Vest				From:		US 60, 81									
64	5.90	4900	F	70%	1%	2%	1%	25%	1%	F	450	F	4900	F	2001
	Combined Traffic:	9400	F	69%	1%	2%	1%	26%	1%	F	790	F	9400	F	2001
Vest				To: From:		US 1	1								
64	0.84	5700	F	70%	1%	2%	1%	25%	1%	F	470	F	5700	F	2001
04)	Combined Traffic:		F	69%	1%	2%	1%	26%	1%	F	940	F	12000	F	2001
			-	To:					¬	-		-		•	
Vest South				From:		81 West Int									
64) (81)	3.66	16000	F	60%	1%	2%	1%	34%	3%	F	1100	F	16000	F	2001
O	Combined Traffic:	35000	F	59%	1%	2%	1%	35%	2%	F	2500	F	35000	F	2001
Vest South				To: From:		US 1	1								
64) (81)	5.59	20000	F	60%	1%	2%	1%	34%	3%	F	1400	F	20000	F	2001
	Combined Traffic:	39000	F	59%	1%	2%	1%	35%	2%	F	2800	F	39000	F	2001
				To		81-71	0		¬						
Vest South	4.44		_	From:	40/			0.40/	_	_	4000	_	00000	_	0004
64 81	4.41	20000	F	60%	1%	2%	1%	34%	3%	F	1300	F	20000	F	2001
	Combined Traffic:	39000	F	59%	1%	2%	1%	35%	2%	F	2700	F	39000	F	2001
Vest South				From:		81-60	6		_						
64) (81)	0.33	19000	F	60%	1%	2%	1%	34%	3%	F	3200	F	19000	F	2001
	Combined Traffic:	40000	F	59%	1%	2%	1%	35%	2%	F	6400	F	40000	F	2001
				To:	A	Augusta Cou	ınty Line								
lorth				From:	В	otetourt Co	unty Line								
81)	1.95	16000	F	61%	1%	2%	1%	34%	2%	F	1000	F	15000	F	2001
	Combined Traffic:	29000	F	62%	1%	2%	1%	33%	3%	F	2000	F	28000	F	2001
				To: From:		US 11 S	INT								
lorth	4.46	15000	F	61%	1%	2%	1%	34%	2%	F	970	F	14000	F	2001
81	Combined Traffic:		F	62%	1%	2%	1%	33%	3%	F	2100	F	28000	, F	2001
	Combined Haille.	55000	•	JZ /0	1 /0			JJ /0	J /0	'	£ 100	'	20000	'	200 I
lorth				From:		US 11 N			_						
81)	8.36	17000	F	61%	1%	2%	1%	34%	2%	F	1300	F	16000	F	2001
	Combined Traffic:	34000	F	62%	1%	2%	1%	33%	3%	F	2500	F	32000	F	2001
				To: From:		US 6	0		_						
				1 10III.					_						
lorth	2 01	19000	F	61%	10/	20/-	10/	3/10/-	20/	F	1300	_	18000	F	2004
Jorth 81	3.01 Combined Traffic:	19000 36000	F F	61% 62%	1% 1%	2% 2%	1% 1%	34% 33%	2% 3%	F F	1300 2500	F F	18000 34000	F F	2001 2001

					I (OCKDII	age Main					Doolan				
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Rockbridge County	,					ZAXIC	3 - AXIC	TTTGII	ZIIali		rioui				
lorth				From:		I-64			J					_	
81	3.30	19000	F	57%	1%	2%	1%	37%	2%	F	1400	F	19000	F	2001
	Combined Traffic:	35000	F	59%	1%	2%	1%	35%	2%	F	2500	F	35000	F	2001
lorth				From:		US 1	1								
81)	5.57	19000	F	57%	1%	2%	1%	37%	2%	F	1400	F	19000	F	2001
	Combined Traffic:	39000	F	59%	1%	2%	1%	35%	2%	F	2800	F	39000	F	2001
lorth				To: From:		81-71	0]						
81)	4.49	20000	F	57%	1%	2%	1%	37%	2%	F	1300	F	20000	F	2001
	Combined Traffic:	39000	F	59%	1%	2%	1%	35%	2%	F	2700	F	39000	F	2001
larth				To: From:		81-60	6]——						
lorth 81	0.59	20000	F	57%	1%	2%	1%	37%	2%	F	3200	F	20000	F	2001
81)	Combined Traffic:	40000	F	59%	1%	2%	1%	35%	2%	F	6400	F	40000	F	2001
				To:		Augusta Cou									
outh				From:	В	otetourt Cou	ınty Line								
81)	2.27	14000	F	63%	1%	2%	1%	32%	3%	F	950	F	13000	F	2001
	Combined Traffic:	29000	F	62%	1%	2%	1%	33%	3%	F	2000	F	28000	F	2001
South				From:		US 11	S								
81)	4.83	16000	F	63%	1%	2%	1%	32%	3%	F	1100	F	14000	F	2001
	Combined Traffic:	30000	F	62%	1%	2%	1%	33%	3%	F	2100	F	28000	F	2001
				To:		US 11	N		7						
outh	7.97	17000	F	63%	1%	2%	1%	32%	- 3%	F	1200	F	16000	F	2001
81	Combined Traffic:		F	62%	1%	2%	1%	33%	3%	F	2500	F	32000	F	2001
		0.000	•	то:	. , ,	US 60		0070	¬	•		•	02000	•	
South	0.07			From:	40/			000/		_	1000	_	40000	_	0004
81	2.67	17000	F	63%	1%	2%	1%	32%	3%	F	1200	F	16000	F	2001
	Combined Traffic:	36000	F	62%	1%	2%	1%	33%	3% —	F	2500	F	34000	F	2001
outh				From:		I-64			_						
81)	3.66	16000	F	60%	1%	2%	1%	34%	3%	F	1100	F	16000	F	2001
	Combined Traffic:	35000	F	59%	1%	2%	1%	35%	2%	F	2500	F	35000	F	2001
outh				From:		US 1	1								
81)	5.59	20000	F	60%	1%	2%	1%	34%	3%	F	1400	F	20000	F	2001
	Combined Traffic:	39000	F	59%	1%	2%	1%	35%	2%	F	2800	F	39000	F	2001
				To: From:		81-71	0		7						
South 81	4.41	20000	F	60%	1%	2%	1%	34%	3%	F	1300	F	20000	F	2001
81)	Combined Traffic:		F	59%	1%	2%	1%	35%	2%	, F	2700	F	39000	F	2001
	Combined Traine.	00000	•	To:	170			0070	7	•	2,00	·	00000	•	2001
South 81				From:		81-60									
81	0.33	19000	F	60%	1%	2%	1%	34%	3%	F	3200	F	19000	F	2001
	Combined Traffic:	40000	F	59% To:	1%	2% Augusta Cou	1%	35%	⊒ 2%	F	6400	F	40000	F	2001
				From:			*								
130)	3.19	2000	F	90%	2%	JS 11 Natura 2%	2%	4%	 1%	F	170	F	2000	F	2001
130)				To				. 70	¬						
120	1.25	3100	F	From: 90%	2%	81-75 2%	9 2%	4%	1%	С	360	F	3100	F	2001
130	1.20	5100	•	To:	- /0	WCL Gla		т / 0	٦ '″	J	300	•	3100	•	2001
own of Glasgow									•						
OWIL OF GRASSOW				From:		WCL Gla	sgow								
130)	1.60	3100	N	90%	2%	2%	2%	4%	1%	N	360	Ν	3100	Ν	2001
\sim				To:		ECL Glas	gow								

					ROCKDI	idge Main					Dosies				
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		 2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Rockbridge County								ııldli	Z 11 dii		i ioui				
130	0.26	3100	N	90%	2%	ECL Glas 2%	sgow 2%	4%	1%	N	360	N	3100	N	2001
(130)(501)	2.43	1500	F	From: 80%	1%	JS 501 Near 6%	Glasgow 1%	12%	0%	F	140	F	1600	F	2001
(130)(301)	2.10	1000	•	To:		Amherst Cou		1270					1000	•	2001
Wye				From:		US 50)1								
Wye (130)	0.08	2600	F	89%	0%	3%	2%	6%	0%	F	290	F	2600	F	2001
				To:		SR 13									
	4.43	800	F	92%	1%	81-77 3%	3%	1%	0%	F	90	F	810	F	2001
(251)	4.40	800	Г	92 /0	1 /0			1 /0	7	•	90		010		2001
254	3.85	1700	F	From: 92%	1%	81-675 N 3%	Aurat 2%	1%	0%	С	170	F	1700	F	2001
251	0.00	1700	•	To:					7	Ü	170	•	1700	•	2001
251)	1.05	2900	F	From: 92%	1%	764 South o 3%	Lexington 2%	1%	0%	F	270	F	3000	F	2001
231)		2000	•	To:	.,,	WCL Lex		. , ,		•		•	0000	•	
City of Lexington															
				From:	40/	McCormic		101						_	2224
Thornhill Rd	0.38	4700	F	95% To:	1%	2%	1%	1%	□ 0%	С	520	F	4900	F	2001
				From:		Link F Thornhil									
(251) Link Rd	0.24	4200	F	95%	1%	2%	1%	1%	0%	F	470	F	4300	F	2001
				To:		Main	St								
Rockbridge County				From:		an a									
252	6.03	250	F	93%	0%	SR 3	9 1%	1%	0%	F	30	F	250	F	2001
252	0.00	200	•	7570	0 70			1 70	7	'	30	'	200	'	2001
(252)	4.22	260	F	From: 93%	0%	81-72 5%	1%	1%	0%	С	30	F	270	F	2001
252	7.22	200	•	To:		Augusta Cou		1 70	٦ ٠٠٠	Ü	00	•	270	•	2001
				From:		Amherst Cou									
501	2.43	1500	F	80%	1%	6%	1%	12%	0%	F	140	F	1600	F	2001
~~~	0.04	2000		From:	00/	SR 13		<b>5</b> 0/			200	_	2700		2004
501	6.34	3600	F	92% To:	0%	2% SCL Buena	1% a Vista	5%	□ 0%	С	300	F	3700	F	2001
						SCL Buch	u vista								
City of Buena Vista				From:		SCL Buena	a Vista								
(501) Magnolia Ave	0.97	4000	F	92%	1%	3%	1%	4%	0%	С	460	F	4200	F	2001
				To: From:		2Nd S	St								
(501) Magnolia Ave	1.09	11000	F	95%	0%	2%	1%	2%	0%	С	1300	F	12000	F	2001
<u>~</u>				To: From:		15Th	St								
(501) Magnolia Ave	0.71	9700	F	92%	1%	3%	1%	4%	0%	F	1100	F	10000	F	2001
~				To: From:		25Th			]						
(501) Park Ave	0.28	7900	F	92%	1%	3%	1%	4%	0%	F	800	F	8200	F	2001
				To: From:		Beech A									
501 Beech Ave	0.12	13000	F	92%	1%	3%	1%	4%	0%	F	1300	F	14000	F	2001
				To:		29Th									
ALT				From:		Park A									
(501) Beech Ave	0.37	6400	F	96%	0%	2%	1%	1%	0%	С	630	F	6600	F	2001
ALT				To: From:		22Nd	St								
501 Sycamore Ave	0.38	3700	F	93%	1%	2%	3%	2%	0%	С	350	F	3800	F	2001
<u> </u>			•	To:		18Th	St			-					
ALT 404h C4	0.00	0500		From:	40/	Sycamore		00/	00/	_	200	_	0000	_	0004
501 18th St	0.03	2500	F	93% To:	1%	2%	3%	2%	0%	F	260	F	2600	F	2001
						16Th	οι								

						dge Mainte	enance Tru				Design				
Route	Length	AADT	QA	4Tire	Bus			1Trail	2Trail	QC	Hour	QK	AAWDT	QW	Year
Rockbridge County				From:	В	otetourt Cour	nty Line		1						
55	2.07	NA		_					_		NA		NA		
				To: From:		US 11									
600	4.06	180	R			SR 39					NA		NA		1998
				To: From:		81-614	ļ		<b>—</b>						
600	2.90	90	R						_		NA		NA		08/23/200
				To:	A	Augusta Coun									
601)	1.75	410	R	From:		SR 39					NA		NA		1998
001)				To: From:		81-617	,		<b>—</b>						
601)	3.66	90	R	From:							NA		NA		08/20/200
				To: From:		81-614	ļ								
601)	3.17	310	R	To:		t- C	T.i				NA		NA		1998
				From:	A	Augusta Coun 81-631			1						
602)	3.56	160	R			81-031					NA		NA		08/30/200
				To: From:		81-727	1								
602	2.20	80	R								NA		NA		1998
	2.04			From:	40/	81-624		00/			10		070		0004
602	2.61	270	F	93% To:	1% SI	0% R 39; Gap T	5% Terminus	0%	0% 7	F	40	F	270	F	2001
$\bigcirc$				From:		-732; Gap T									
602	0.03	20	R	To:		SR 39 EA	ST				NA		NA		1998
				From:		SR 39									
602	1.24	260	F	93%	1%	0%	5%	0%	0%	С	30	F	270	F	2001
	1.00	240	F	From: 93%	1%	81-712 <b>0</b> %	5%	0%	0%	F	30	F	240	F	2001
602	1.00	240		70.		.00 MI FRM		0 70	7	'	30	'	240	'	2001
602	0.02	220	F	93%	1%	0%	5%	0%	0%	F	30	F	220	F	2001
				To: From:		81-731 SOU	UTH								
602)	1.26	230	R						<u> </u>		NA		NA		1998
				From:		81-724 SOI	UTH								00/00/000
602)	5.80	160	R						_		NA		NA		08/23/200
602)	0.30	110	R	From:		81-725	<u> </u>				NA		NA		1998
002)				To:	A	Augusta Coun	nty Line								
Augusta County				r											
(602)	0.10	110	N	From:	Ro	ckbridge Cou	unty Line				NA		NA		1998
002)				To:		07-602; 07-	-681								
Rockbridge County				From:		01.600			1						
603)	8.05	260	R	Troin.		81-608	5				NA		NA		07/12/200
				To		81-605	;		<b>—</b>						
603)	3.45	70	R	From:							NA		NA		1998
				From:		3.45 ME 81	-605		]						
603)	2.35	47	R	To:	``	Nalson Cove	ty Line				NA		NA		07/12/200
				From:	Г	Nelson Count 81-606									
604)	0.01	47	R	<u> </u>		01-000	,		_		NA		NA		1998
				To: From:		0.01 MN 81	1-606								
604	0.11	70	R						_		NA		NA		08/20/200
				To:		81-720	)								

Route	Length	AADT	QA	4Tire	Bus			uck 1Trail		QC	Design Hour	QK	AAWDT	QW	Year
Rockbridge County				From:		81-72									
(604)	1.50	20	R						<b>-</b> -		NA		NA		08/20/2001
				To: From:		Augusta Cou									
605)	2.30	30	R	rioin.	F	Amherst Cou	inty Line				NA		NA		07/12/2001
				To:		81-60	3								
	4.04	250	-	From:		SR 25	52				NIA		NIA		4000
606	1.01	350	R	To:		01.60			_		NA		NA		1998
606)	2.38	410	R	From:		81-60	4		_		NA		NA		08/20/2001
				To: From:		81-61	3								
606	1.42	740	F	93%	0%	4%	1%	1%	0%	F	70	F	750	F	2001
606 606	0.10	40000		From:	00/	RAMP TO		10/			1100		17000		2001
(606)	0.10	16000	F	93%	0%	4%	1%	1%	0%	F	1100	F	17000	F	2001
606)	1.41	1500	F	From: 93%	0%	81-70 <b>4%</b>	6 1%	1%	0%	С	120	F	1500	F	2001
000				To:		US 1									
	4.00		_	From:	F	ECL BUENA	A VISTA								07/40/0004
607	4.62	40	R	To:		Amherst Cou	ıntv Line		7		NA		NA		07/12/2001
				From:		otetourt Co									
608)	1.82	60	R								NA		NA		07/26/2001
				To: From:		1.82 MN (	OF CL		-						
608)	0.34	90	R								NA		NA		07/26/2001
	2.00	120	R	From:		81-70	8				NA		NA		1000
608)	2.00	120	K	To:		SR 130 SC	OUTH		7		INA		INA		1998
	2.00	300	R	From:		SR 130 NO	ORTH				NIA		NIA		07/40/0004
608	2.09	300	K	To:		01.60	0		_		NA		NA		07/16/2001
608)	0.47	880	F	From: 93%	1%	81-68 <b>2</b> %	8 5%	0%	0%	F	90	F	890	F	2001
				To		81-684 SC	OUTH								
608)	3.54	540	F	93%	1%	2%	5%	0%	0%	F	70	F	550	F	2001
				To: From:		81-68									
(608)	1.63	860	F	93%	1%	2%	5%	0%	0%	F	140	F	870	F	2001
600	1.67	1300	F	From: 93%	1%	81-69 <b>2</b> %	8 5%	0%	0%	F	140	F	1300	F	2001
608)	1.07	1000	•	To	170	81-699 SC		0 70	٠/،		140		1000		2001
(608)	2.31	1600	F	93%	1%	2%	5%	0%	0%	F	160	F	1600	F	2001
				To: From:		US 60 W									
(608)	2.00	390	R			US 60 E.	A51				NA		NA		1998
				To: From:		1-703 Gap									
(608)	0.92	40	R	rioin.	Dea	ad End; Gaj	o Terminus	3			NA		NA		07/12/2001
				To: From:		0.92 MN De	ead End								
(608)	0.18	110	R	From:	0.	92 MN OF 1	Dead End				NA		NA		07/12/2001
				To:		81-63	1								
608)	1.62	1500	R	From:		2. 03					NA		NA		1998
				To: From:	G\	W NATL FO	OR BNDY		]—						
608	1.46	1200	R								NA		NA		07/12/2001
	2.02	770		From:		81-82	0				NIA		NΙΛ		1000
608	3.02	770	R	To:		81-71	4		7		NA		NA		1998
						/-									

Route	Length	AADT	QA	4Tire	Bus	2Axle	Tri 3+Axle	uck 1Trail	2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Rockbridge County				From:		81-71	4								
608	3.29	370	R						<b>-</b>		NA		NA		07/12/2001
608	4.06	270	R	To: From:		81-70	9		_		NA		NA		1998
608)			• • • • • • • • • • • • • • • • • • • •	To:		SR 56 SO			]						
	0.04	450	_	From:	1%	SR 56 NO 2%	68TH 5%	0%		0	50	F	400	_	2004
608	0.31	450	F	93% To:		sta County I			O%	С	50	Г	460	F	2001
				From:		otetourt Cou									
609	1.90	70	R						<b>-</b>		NA		NA		07/30/200
(609)	0.89	170	F	From: 93%	1%	R-55; Gap T <b>2%</b>	Terminus 1%	2%	1%	С	20	F	170	F	2001
(009)	0.00	•	•	To:	.,,	81-692 E.	AST					•		•	
$\bigcirc$	0.00	400		From:		81-692 NC	ORTH				NIA		NIA		4000
609	0.69	120	R						_		NA		NA		1998
	4.04	400		From:		81-69	1		_		NIA		NIA		07/00/000
609	1.81	180	R	To:		81-69	0		_		NA		NA		07/30/200
				From:	D.	otetourt Cou			†						
610	0.03	110	R		Di	otetourt Cot	inty Line		_		NA		NA		07/30/200
				To:		81-69-	4		1						
610	2.85	100	R	rioin.							NA		NA		07/30/2001
				From:	10/	81-69		201	<u> </u>				100		
610	3.08	100	F	93%	1%	4%	0%	2%	0%	F	10	F	100	F	2001
	0.00	400		From:	40/	81-69		00/			00		400		0004
610	2.86	130	F	94%	1%	4%	0%	2%	0%	С	20	F	130	F	2001
	2.14	210	F	From: 94%	1%	81-683 <b>4%</b>	2 0%	2%	0%	F	20	F	210	F	2001
610	2.14	210	Г	34 /0	1 /0			2 /0	7	'	20	'	210	'	2001
640	1.30	240	F	From: 94%	1%	81-678 <b>4%</b>	8 0%	2%	0%	F	30	F	250	F	2001
610	1.00	240	•	To:	1 70			270	7	•	00	•	200	•	2001
610	0.91	430	F	From: 94%	1%	81-753 <b>4%</b>	0%	2%	0%	F	46	F	440	F	2001
010			-	To:	.,,	81-76-			<u> </u>	-		•		-	
				From:	В	otetourt Cou	ınty Line								
611)	2.10	260	R								NA		NA		1998
				To: From:		81-73	8		]						
611)	1.40	200	R								NA		NA		08/02/2001
				To: From:		81-66	1		]						
611)	5.41	180	R	To:		01.61	2		_		NA		NA		1998
				From:		81-61			+						
612	2.04	40	R	110.111	В	otetourt Cou	inty Line		_		NA		NA		08/06/2001
012)	-			To:		2.04 MN C	OF CL								
	0.00	50	_	From:		2.05 MN C	OF CL		_		NIA		NIA		4000
612	0.66	50	R						_		NA		NA		1998
	1.60	100	R	From:		81-80	7				NA		NA		08/06/2001
612	1.00	100	IX.						<b>-</b>		INA		INA		00/00/200
(612)	1.50	230	R	From:		81-66	2				NA		NA		1998
612	1.00	200		To:		01.60	7		-						1000
612)	3.88	500	F	From: 95%	0%	81-66°	⁷ 2%	0%	0%	С	60	F	510	F	2001
612				To:		SR 25									
				From:		81-71									
613)	1.03	890	F	94%	1%	2%	2%	1%	0%	С	90	F	900	F	2001
$\sim$				To:		81-72	4		]						

-					Rockbri	dge Main									
Route	Length	AADT	QA	4Tire	Bus		Tru		OT*c:	QC	Design	QK	AAWDT	QW	Year
Rockbridge County							3+Axle	ıırall	∠ıraıı		Hour				
	2.70	530	R	From:		81-72	24				NA		NA		1998
(613)	2.10			To		81-91	7				14/7		14/7		1000
613)	0.90	320	R	From:		61-91	17		<u> </u>		NA		NA		09/05/2001
				To:		81-60									
	3.10	20	R	From:		Dead I	End				NA		NA		08/20/2001
614)	3.10	20		To:		SR 42 SC					14/4		IVA		00/20/2001
	1.22	270	R	From:		SR 42 NO	ORTH				NA		NA		08/20/2001
614)	1.22	270	K	To:		81-60	)1		7		INA		INA		06/20/2001
				From:		Dead I	End								
(615)	1.40	30	R						_		NA		NA		08/20/2001
				From:		SR 42 SC SR 42 NO									
615)	3.00	30	R						_		NA		NA		08/20/2001
				To:		81-60									
640	1.00	80	R	From:		SR 4	2				NA		NA		08/23/2001
616)	1.00	00	IX.	To:		Dead I	End				14/4		IVA		00/20/2001
				From:		Dead I	End								
(617)	0.20	10	R	To:		04.60			_		NA		NA		08/20/2001
				From:		81-60			1						
(618)	0.40	4	R	rioni.		81-78	80				NA		NA		08/09/2001
010				To		Dead I	End								
				From:		81-72	29								
619	0.12	6	R	To:		Dead I	End		7		NA		NA		08/23/2001
				From:		81-72									
620	3.35	70	R	<u> </u>		01-72	20				NA		NA		1998
				To: From:		81-725 SC	OUTH		T						
620	0.20	30	R	Troni.					_		NA		NA		08/20/2001
				To: From:		81-725 NO	ORTH								
620	0.40	40	R	To:		Augusta Cou	untry Limo		╗		NA		NA		08/20/2001
				From:	P	Dead I			1						
(621)	0.30	20	R			Deau I	SIIQ				NA		NA		08/13/2001
				To: From:		81-623 V									
(621)	0.30	120	R	rioni.		81-623 E	EAST				NA		NA		1998
021)				To:		81-60	)2								
				From:		81-62	27								
622	0.52	230	R								NA		NA		08/16/2001
	0.60	20	R	From:		81-62	26				NA		NΙΔ		08/13/2001
622	0.60	30	ĸ	т		01 =			_		INA		NA		06/13/2001
(622)	0.80	70	R	From:		81-74	F1				NA		NA		08/13/2001
			-	To:		81-623 NO					-		-		
(22)	1.60	330	F	96%	0%	81-623 SC 1%	3%	0%	<b>」</b> 0%	С	40	F	340	F	2001
622)	1.00				J /0			0 /0			<del></del>				
(622)	2.19	7	R	From:		81-62	.4				NA		NA		08/13/2001
	-		-	To:		81-602 NO			1						
622)	1.56	60	R	From:		81-602 SC	JUTH				NA		NA		08/16/2001
622)	1.00			To:		SR 3	9						. 47 \		

Route	Length	AADT	QA	4Tire	Bus	2Axle 3		ıck 1Trail		QC	Design Hour	QK	AAWDT	QW	Year
Rockbridge County				From:		SR 39			1						
622	0.20	190	R						_		NA		NA		1998
	0.69	100	R	To: From:		81-728					NA		NA		08/16/200
622				To: From:	0.	.69 ME 81-	-728								
622	1.40	47	R						_		NA		NA		08/16/2001
622	0.41	150	R	From:	2.	.09 ME 81-	-728				NA		NA		08/16/200
				To:		81-716			1						
623)	1.06	800	F	91%	0%	US 60 4%	2%	2%	<b>⅃</b> 0%	С	110	F	810	F	2001
				From:	8	1-622 SOU	TH								
623	0.38	320	R						_		NA		NA		1998
623)	1.00	200	R	From:	8	1-622 NOR	KTH				NA		NA		08/16/2001
				To: From:	1.	.00 MN 81-	-622								
623	1.89	50	R	To:		01 (21 EA	or.		_		NA		NA		08/16/2001
623	0.20	100	R	From:	•	81-621 EA	81				NA		NA		08/13/2001
	0.00			From:	0.	20 MN 81-	-621		]—						00/40/000
623	0.60	60	R	To:		81-621 WE	CT				NA		NA		08/13/2001
623 623	0.60	40	R	From:	C	51-021 WE	.51		_		NA		NA		08/13/2001
	0.50			To: From:	0.	.60 MN 81-	-621				NIA		NIA		1000
(623)	0.50	80	R	To:		SR 39			]		NA		NA		1998
	0.00			From:		81-631									00/40/000
624)	0.60	40	R	To:	0	60 MNI 91	621		٦		NA		NA		08/13/200
624)	0.20	10	R	From:	0.	.60 MN 81-	-031				NA		NA		1998
	0.05			From:	0.	.80 MN 81-	-631		]—						00/40/000
624)	0.65	30	R	To:	1	45 MNI 01	(21		7		NA		NA		08/13/2001
(624)	0.05	20	R	From:		.45 MN 81-			_		NA		NA		1998
				To: From:		81-625 EA 81-625 WE									
624	2.15	20	R	<u>-</u>					<b></b>		NA		NA		08/13/2001
	0.90	260	F	From: 92%	3%	81-622 1%	4%	0%	0%	С	40	F	270	F	2001
624)	0.50	200	•	To:	370	81-602	770	0 70	7		70	'	210	'	2001
	0.25	320	R	From:		81-631					NA		NA		1998
625	0.25	320	ĸ	To:	5	81-624 WE	ST				IVA		NA		1990
625)	1.10	210	R	From:		31-02+ W.L	.51		_		NA		NA		08/13/2001
	1 20	400		From:		81-624 EA	ST		]——		NIA		NIA		1000
625	1.30	120	R	То:		81-602			1		NA		NA		1998
				From:		81-622									
626	0.60	200	R						_		NA		NA		08/16/2001
626)	0.80	70	R	From:	0.	.60 MN 81-	-622				NA		NA		08/16/2001
023		-		To:		81-755									

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle			QC	Design Hour	QK	AAWDT	QW	Year
Rockbridge County				From:	81-755								
(626)	1.00	40	R				<u>-</u> -		NA		NA		08/13/2001
				To: From:	Dead End		1						
627	0.10	450	R	From:	81-850				NA		NA		1998
				To: From:	81-638								
627)	0.86	490	R				_		NA		NA		08/16/2001
627)	1.29	130	R	From:	81-622				NA		NA		08/13/2001
				To: From:	81-628		]						
627)	0.70	30	R						NA		NA		08/16/2001
	0.80	20	R	From:	81-755				NA		NA		08/13/2001
627)	0.00	20	ĸ	To:	Dead End				INA		INA		00/13/2001
				From:	81-627								
628	0.80	70	R	To:	D 1E 1		7		NA		NA		08/16/2001
				From:	Dead End		1						
629	0.40	30	R		Dead End		_		NA		NA		08/09/2001
				To: From:	81-821		<b>─</b>						
629	1.70	120	R	110111.			<del>_</del>		NA		NA		08/09/2001
			_	To: From:	81-850								
629	1.40	46	R				_		NA		NA		08/09/2001
	0.73	20	R	From:	1.40 ME 81-850		_		NA		NA		08/09/2001
629	0.10	20		To	2.13 ME 81-850				IVA		IVA		00/03/2001
629	0.71	40	R	From:	2.13 ME 81-830		_		NA		NA		08/09/2001
				To: From:	2.84 ME 81-850								
629	1.21	50	R						NA		NA		08/09/2001
	0.05		_	From:	4.05 ME 81-850		]——		NIA		NIA		00/00/2004
629	0.95	80	R	To:	5.00 ME 81-850		٦		NA		NA		08/09/2001
				From:	Dead End								
(630)	0.19	70	R				_		NA		NA		1998
				To:	US 11								
631)	0.80	20	R	From:	Dead End		_		NA		NA		08/13/2001
631)				To	81-634								
631)	0.11	20	R	From:	01-054				NA		NA		08/13/2001
				To: From:	0.11 ME 81-634								
631)	0.53	100	R						NA		NA		08/13/2001
	0.76	20		To: From:	81-638 WEST		]		NA		NIA		08/13/2001
631)	0.76	20	R	To:	01 (20 FACT		7		INA		NA		00/13/2001
631)	0.71	80	R	From:	81-638 EAST				NA		NA		08/13/2001
				To: From:	0.71 ME 81-638								
631)	0.17	120	R						NA		NA		1998
				To: From:	81-850 Gap Terminus US 60 Gap Terminus		+						
631)	0.77	460	F	91%	1% 2% 5%	1%	0%	F	50	F	470	F	2001
				To: From:	81-751		}——						
631)	3.23	160	F	91%	1% 2% 5%	1%	0%	F	20	F	160	F	2001

Route	Length	AADT	QA	4Tire	Bus	2Axle		uck 1Trail		QC	Design Hour	QK	AAWDT	QW	Year
Rockbridge County				From:		81-66	4								
631)	2.40	680	F	91%	1%	2%	5%	1%	0%	F	70	F	690	F	2001
631)	1.73	680	N	91%	1%	US 11 2%	5%	1%	0%	N	70	N	690	N	2001
631)	0.59	1700	F	From: 91%	1%	81-70 2%	5 5%	1%	0%	F	150	F	1700	F	2001
631)	2.02	1200	F	From: 91%	1%	81-703 E 2%	AST 5%	1%	0%	F	120	F	1300	F	2001
<u>(631)</u>	0.71	2100	F	From: 91%	1%	81-60 <b>2%</b>	8 5%	1%	0%	F	180	F	2100	F	2001
(631)	2.15	2500	F	From: 91%	1%	81-704 W 2%	5%	1%	0%	С	250	F	2600	F	2001
				To:	N	NCL BUENA									
632)	0.50	5	R	From:		Dead E					NA		NA		08/13/200
				To:		81-63									
633)	2.90	70	R	From:		Bath Count			<b>」</b> ■		NA		NA		08/09/200
633)	1.35	50	R	From:		81-78	0				NA		NA		08/09/200
633	0.08	50	R	To: From:		1.35 ME 8			]—— _		NA		NA		1998
				To:		81-85									
634)	0.30	1	R	From:		Dead E			<b>」</b> ¬		NA		NA		08/13/200
				From:		81-63									
635)	0.80	80	R			Dead E			<b>⊣</b> -		NA		NA		08/09/200
635)	0.12	130	R	From:		81-71					NA		NA		08/13/200
(635)	0.10	290	R	From:		81-85	0				NA		NA		1998
				To:		Dead E	nd								
(636)	0.40	1	R	From:		81-64			]		NA		NA		08/09/200
				To:		Dead E									
607	0.25	8	R	From:		Dead E	nd		_		NA		NA		08/09/200
637)	0.20	Ū		To:		81-64	6		1		147 (		147.		00/00/200
638)	0.80	50	R	From:		81-64					NA		NA		08/02/200
				To: From:		81-639 SC	OUTH		<u> </u>						
638)	0.30	170	R	To: From:		81-639 NO	)RTH				NA		NA		08/02/2001
638)	1.80	30	R	From:		81-631 E			_ _		NA		NA		08/16/2001
638)	0.40	80	R	From:		81-631 W	EST		j		NA		NA		1998
				To: From:		81-63	2								
638)	0.60	110	R	To:							NA		NA		08/13/2001
638	0.25	10	R	From:		81-85					NA		NA		08/13/200
$\bigcup$				To:		81-62	7								

							ntenance Tru			Design				
Route	Length	AADT	QA	4Tire	Bus		3+Axle	2Trail	QC	Hour	QK	AAWDT	QW	Year
Rockbridge County				r										
(620)	0.07	20	R	From:		81-62	2.1			NA		NA		08/13/2001
638)	0.01			To:		Dead I	End			101				00/10/2001
				From:		Dead I	End							
639	0.90	80	R					_		NA		NA		08/02/2001
				To: From:		81-638 N								
639	0.90	220	R			81-038 10	OKIII			NA		NA		08/02/2001
				To:		US 60 W								
(20)	1.70	70	R	From:		US 60 I	MID	_		NA		NA		1998
639	10			To:		US 60 E	EAST	1		147				1000
				From:		US 6								
640	0.70	50	R							NA		NA		08/02/2001
				To:		US 6	50							
	4.00	40	_	From:		81-67	76			NIA		NIA		00/00/0004
641)	1.00	46	R							NA		NA		08/02/2001
	0.40	20		From:		1.00 MN	81-676	_		NIA		NIA		00/02/2001
641)	0.40	30	R	To:		81-672 S	ОПТН	7		NA		NA		08/02/2001
				From:		81-672 N	ORTH							
641)	1.40	70	R							NA		NA		08/02/2001
				From:		81-64	44	]						
641)	1.00	140	R							NA		NA		1998
	0.00			To: From:		81-64	43	_		<b></b>				00/00/0004
641)	0.60	270	R							NA		NA		08/02/2001
	1.60	200	R	From:		81-64	42	_		NA		NA		1998
641)	1.00	290	ĸ	_				_		INA		INA		1990
	1.40	460	R	From:		81-67	73			NA		NA		08/02/2001
641)	1.40	400	K	To:		US 6	50	7		INA		INA		00/02/2001
				From:		Dead I								
642)	0.80	110	R	-						NA		NA		08/02/2001
				To:		81-64	41							
$\bigcirc$	0.05	40	_	From:		81-64	41			NIA		NIA		00/00/0004
643)	0.25	40	R	To:		Dead I	End	_		NA		NA		08/02/2001
				From:		81-61		1						
(644)	0.50	120	R			81-01	12	_		NA		NA		1998
				To		81-66	60							
644)	0.30	70	R	From:		01 00				NA		NA		08/06/2001
				To: From:		81-659 S0	OUTH	1						
644)	1.50	60	R	Floiii.						NA		NA		08/06/2001
				To: From:		81-659 N	ORTH	]						
644)	0.60	120	R					_		NA		NA		08/06/2001
				To: From:		SR 251 S SR 251 N								
644)	1.20	40	R			J1 201 11				NA		NA		08/06/2001
$\bigcup_{i=1}^{n}$				To: From:		81-672 F								
644	1.70	50	R	r tom.		81-672 V	WEST	_		NA		NA		08/06/2001
644)	1.70	55	11	To		01.5	77	1		I WA		13/7		30,00,2001
644)	0.90	6	R	From:		81-77	11			NA		NA		08/06/2001
644)				To:	D-	od End: C-	p Terminus							
644)	1.00	80	R	From:	De	au Ellu, Ua	p reminus			NA		NA		08/02/2001
				To:		81-64	41							

Route	Length	AADT	QA	4Tire	Bus	2Axle		ıck 1Trail		QC	Design Hour	QK	AAWDT	QW	Year
Rockbridge County				From:		SR 39			1						
(645)	3.25	750	R								NA		NA		1998
				To:		US 11									
$\bigcirc$				From:	221	81-770		10/					0.4.0		2224
646	1.55	310	F	94%	0%	3%	1%	1%	0%	С	30	F	310	F	2001
	0.40	400		From:		81-651			_		<b></b>				00/00/000
646)	2.10	190	R						_		NA		NA		08/09/200
	4.19	280	R	From:		81-647	1		_		NA		NA		1998
646)	4.13	200	K	To:		81-850	)		1		INA		INA		1990
				From:		81-646									
647)	0.20	70	R			01 010	,				NA		NA		08/09/200
				To		81-648; 81	-749								
647)	1.10	30	R	From:		01 010, 01	, .,				NA		NA		08/09/200
				To:		Dead Er	nd								
				From:		Dead Er	nd								
648)	0.50	10	R						_		NA		NA		08/09/200
<u> </u>				To:		81-647; 81			<u> </u>						
	1.10	50	R	From:		81-646	j .				NA		NA		00/12/200
649	1.10	50	K	To:		Dead Er	nd		7		INA		INA		08/13/200
				From:		Dead Er									
650	0.70	49	R			Dead Li	Id				NA		NA		08/09/200
				To:		81-646 SO									
	1.00	20	В	From:		81-646 NO	RTH				NΙΛ		NΙΔ		00/12/200
650	1.00	20	R	To:		Dead Er	nd		1		NA		NA		08/13/200
				From:		81-646			1						
651	0.50	90	R	<u> </u>		01-040	,		_		NA		NA		08/09/200
				To		0.50 MN 81	1-646								
651)	1.50	70	R	From:		0.50 1111 0	. 0.0				NA		NA		08/09/200
				To:		Dead Er	nd								
				From:		81-770	)								
652	0.50	220	R	т			_		_		NA		NA		08/09/200
				To:		Dead Er									
(0.50)	0.06	40	R	From:		Dead Er	nd				NA		NA		07/30/200
653	0.00	40		To:		81-690	)		1		147 (		147 (		01100/200
				From:		81-770 W									
654)	1.00	30	R								NA		NA		08/13/200
				To: From:		81-696	)		7——						
654)	0.55	40	R	1 (OIII.)							NA		NA		08/09/200
				To: From:		0.55 ME 81	-696								
(654)	1.15	40	R						_		NA		NA		08/09/200
				To:		81-770 EA	AST								
$\overline{}$			_	From:	_	Dead Er	nd	_							00/00/05
655	1.79	80	R								NA		NA		08/09/200
	0.05	400		From:	1	1.79 ME Dea	ad End				N/A		N/A		4000
655)	0.25	100	R						_		NA		NA		1998
	0.70	400		From:	2	2.04 ME Dea	ad End	-	_		N/A		N/A		00/00/000
(655)	0.76	160	R						_		NA		NA		08/09/200
	0.70	450		From:		81-696	<u> </u>		$\bot$		NIA		NIA		4000
655	0.70	150	R	To:		81-656			7		NA		NA		1998
						01-030	,								

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Rockbridge County				From:	81-656	1						
655)	1.60	270	R		01 000			NA		NA		08/06/200
				To:	81-657							
(F.F.)	0.40	7	R	From:	Dead End			NA		NA		08/06/200
656	0.10	•	.``	To:	81-655							00/00/200
				From:	Dead End							
657	0.25	40	R			_		NA		NA		08/06/200
	1.70	140	R	To: From:	0.25 MN Dead End	_		NA		NA		08/06/200
(657) (657)	1.70	140	K	To:	1001010 15 1	_		INA		INA		00/00/200
(657)	0.20	140	R	From:	1.95 MN Dead End			NA		NA		08/06/200
				To: From:	81-655							
657)	0.15	400	F	96%	1% 1% 2% 0%	0%	С	47	F	410	F	2001
				To: From:	81-770							
657)	1.00	40	R			_		NA		NA		08/06/200
	0.70	20	R	From:	1.00 MN 81-770			NA		NA		08/06/200
657	0.70	20	K	To:	Dead End	1		INA		INA		00/00/200
				From:	81-770							
658	0.30	40	R					NA		NA		1998
				To: From:	0.30 MN 81-770	_			-			
658)	0.40	10	R	To:	Dead End	1		NA		NA		08/06/2001
				From:	81-644							
(659)	2.60	40	R		0.011			NA		NA		08/06/200
				To:	81-644							
	0.40	20	R	From:	Dead End			NA		NA		08/06/200
660	0.40	20	K	To:	81-644	1		INA		INA		00/00/200
				From:	81-611							
(661)	0.10	100	R					NA		NA		08/02/200
				To: From:	0.10 MN 81-611							
661)	0.45	100	R			_		NA		NA		08/02/200
	0.25	100	R	From:	0.55 MN 81-611			NA		NA		08/02/200
661)	0.20	100	IX	To:	81-662	_		IVA		IVA		00/02/200
661)	1.50	60	R	From:	81-002			NA		NA		08/06/200
				To:	Dead End							
$\bigcirc$	0.00			From:	81-661							1000
662	2.20	160	R	To:	81-612	1		NA		NA		1998
				From:	US 501 SOUTH							
663	0.45	220	R					NA		NA		07/12/2001
				To: From:	81-841							
663)	4.62	160	R			_		NA		NA		1998
	4.50	646		To: From:	1.63 MN GW FOR BNDY	]—		NIA.		NIA		07/40/222
(663)	1.56	310	R	To:	US 501 NORTH	1		NA		NA		07/12/2001
				From:	Dead End							
664)	0.05	50	R	<u> </u>	- vaa 2.11a			NA		NA		08/23/2001
				To: From:	0.05 ME Dead End	]						
664)	0.71	50	R			_		NA		NA		08/23/2001
				To:	81-631							

Route	Length	AADT	QA	4Tire	Bus			ıck 1Trail		QC	Design Hour	QK	AAWDT	QW	Year
Rockbridge County				From:		81-66	9		I						
665	0.05	60	R								NA		NA		08/02/200
	1 15	40		To: From:		0.05 MN 8	1-669		]——		NIA		NIA		00/02/200
665	1.45	40	R	To:		Dead E	nd		7		NA		NA		08/02/200
				From:		81-670; 117									
666	0.40	340	R	_					_		NA		NA		1998
				To: From:		US 60			1						
667	1.30	100	R			Dead E	na		_		NA		NA		08/06/200
				To:		81-61	2								
$\bigcirc$	0.04		_	From:		SR 39 W	EST				NIA		NIA		4000
668	0.24	60	R	To:		SR 39 E	AST		7		NA		NA		1998
				From:		81-67			1						
669	0.40	680	F	94%	1%	2%	4%	0%	0%	С	70	F	690	F	2001
				To: From:		US 60 W US 60 N									
669	0.15	30	R						_		NA		NA		08/02/200
				To: From:		0.15 ME U	JS 60		}—						
669	0.10	30	R								NA		NA		08/02/200
	0.15	•	R	From:	Dea	ad End; Gap	Terminus		]		NA		NΙΔ		1000
669	0.15	3	ĸ	Tax		01.66	-		_		NA		NA		1998
669	0.40	70	R	From:		81-66	5				NA		NA		08/02/200
000)				To:		US 60 E	AST		1						
				From:		Dead E	nd								
670	0.50	20	R	To:		SR 251 E	ACT		7		NA		NA		08/02/200
				From:		SR 251 W									
670	3.50	120	R								NA		NA		08/02/200
$\overline{\bigcirc}$	0.05	200		From:		81-67	4		}—		NIA		NIA		4000
670	0.95	300	R	To:		81-672 E	AST		7		NA		NA		1998
				From:		81-672 W	EST			_		_			
670	1.10	510	F	96%	1%	3%	0%	0%	0%	С	60	F	520	F	2001
670	1.57	210	F	From: 96%	1%	81-66 3%	9 0%	0%	0%	F	20	F	210	F	2001
670	1.07	210	•	To:		VCL LEXIN		0 70	7	'	20	'	210		2001
				From:		Dead E	nd								
(671)	0.52	100	R								NA		NA		07/16/200
$\bigcirc$	0.00	440		From:		81-78	6				NIA		NIA		07/40/000
(671)	0.30	140	R						_		NA		NA		07/16/200
671	1.00	240	R	From:		0.30 MN 8	1-786				NA		NA		07/16/200
<u>(671)</u>	1.00			To:		81-73	5		٦						077107200
671)	0.15	360	R	From:		01-/3	J				NA		NA		1998
				To: From:		0.15 MN 8	1-735								
671)	0.30	380	R								NA		NA		07/16/200
				From:		81-80	1								07//0/22
671)	0.60	120	R						_		NA		NA		07/16/200
	1.59	240	F	From: 96%	0%	81-70 0%	2%	1%	0%	С	30	F	240	F	2001
671)	1.08	240	г	90% To:		SCL LEXIN		1 /0	7	C	30	1,	240	1-	200 I

Route	Length	AADT	QA	4Tire	Rus	Tru e 3+Axle			QC	Design Hour	QK	AAWDT	QW	Year
Rockbridge County				From:	SR 251	; 81-770		1						
672	0.90	170	R		51(201	, 01 770				NA		NA		1998
	0.70	170	R	To: From:	81-644	SOUTH				NA		NA		08/09/2001
672	0.70			To:	81-644	NORTH		<b>_</b>		14/ (		107		00/00/2001
672	0.50	110	R	rion.						NA		NA		1998
672)	0.20	230	R	To: From:	81-641	SOUTH				NA		NA		08/02/2001
672	1.80	140	R	From:	81-641	NORTH				NA		NA		1998
672	1.90	310	R	To: From:	81-	676				NA		NA		08/02/2001
	2.29	240		From:	81-670 0% 0%	WEST 9%	1%	0%	С	30	F	220	F	2001
672	2.29	210	F	90 76 To:		SINGTON	1 70	7		30	Г	220	Г	2001
	0.00	40	_	From:	81-	672				NIA		NIA		00/00/0004
673	0.90	46	R	To:	81-	641		1		NA		NA		08/02/2001
$\overline{}$				From:	Deac	l End								
674)	0.15	20	R					_		NA		NA		08/02/2001
674)	1.50	80	R	From:	81-					NA		NA		08/12/2001
674)	0.10	20	R	From:	81-	753				NA		NA		08/02/2001
674)	0.80	20	R	To: From:	0.10 MN	N 81-753				NA		NA		08/02/2001
074)				To: From:	SR 251			1						
674)	1.30	310	R	rion.	SR 251	NORTH				NA		NA		08/02/2001
	0.50			To: From:	81-	687		]						4000
674)	0.50	140	R	To	0.50.10	101 (07		_		NA		NA		1998
(674)	0.89	80	R	From:	0.50 MN	N 81-68/				NA		NA		08/02/2001
				To: From:	1.39 MN	N 81-687		]——						
(674)	0.21	90	R	To:	81-	670		7		NA		NA		1998
				From:	Dead									
675)	1.92	240	R	To:	SP 251	NORTH		7		NA		NA		08/02/2001
$\overline{}$			_	From:		SOUTH		_						4000
675	1.20	100	R	To:	81-	674				NA		NA		1998
				From:	SR									
676	0.50	140	R							NA		NA		08/02/2001
676	0.40	100	R	From:	81-	641				NA		NA		1998
				To: From:	0.40 MN	N 81-641		]						
676	1.20	80	R					_		NA		NA		08/02/2001
676	0.50	60	R	From:	1.60 MN	N 81-641		_}		NA		NA		1998
676)	0.00	J0	- 11	To:	81-	672		]		14/1		. 47 \		
	0.00	00	_	From:	Deac	l End				NIA		N1 A		08/03/3004
677	0.28	90	R	To:	81-612	NORTH		1		NA		NA		08/02/2001
						_		_			-	_		

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1		2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Rockbridge County				From:	81-612 SOUTH		1						
(677)	1.89	600	R		01 012 500 111		_		NA		NA		1998
				To:	SR 251								
	0.01	40	_	From:	81-610		]		NIA		NIA		07/20/200
678)	0.01	10	R	. —			7		NA		NA		07/30/200
679	0.36	10	R	From:	0.01 ME 81-610				NA		NA		07/30/200
678)	0.00			To:	Dead End; Gap Terminus		1		101				017007200
678	1.00	100	R	From:	Dead End, Gap Terminus		J		NA		NA		07/16/200
				To: From:	1.00 M FRM Dead End		<del> </del>						
678	0.29	100	R	11000			_		NA		NA		07/16/200
				To: From:	1.29 M FRM Dead End		}						
678)	0.21	100	R	To:	****		1		NA		NA		07/16/200
				10.	US 11		J						
Town of Glasgow				From:	Dead End								
679)	0.07	10	R						NA		NA		1998
				To: From:	81-1115		]						
679	0.06	150	R	To:	01 1105 NODTH		7		NA		NA		07/16/200
				From:	81-1105 NORTH 81-1105 SOUTH								
679)	0.07	380	R	_			-		NA		NA		1998
				To:	WCL GLASGOW								
Rockbridge County				From:	WCL GLASGOW								
679)	3.12	580	R				-		NA		NA		07/16/200
				To: From:	81-608		<b>]</b>						
679	0.60	350	R				7		NA		NA		1998
				To: From:	81-680 SOUTH 81-680 NORTH								
679)	1.60	60	R						NA		NA		07/16/200
<u> </u>				To: From:	1.60 MN 81-680		}						
(679)	0.29	110	R	To:	110.11		7		NA		NA		1998
				From:	US 11 US 11		1						
(680)	3.10	550	F	90%		5%	0%	С	50	F	560	F	2001
000)				To:	81-608		]						
				From:	81-631								
(681)	0.79	340	R	To:	D 1F 1		7		NA		NA		1995
				From:	Dead End		1						
682	0.20	60	R		81-610		J		NA		NA		1998
002)				To:	0.20 ME 81-610		1						
682	0.20	30	R	From:	0.20 1111 01 010				NA		NA		07/30/200
				To:	Dead End								
$\bigcirc$	4.00		-	From:	81-734				NIA		NIA		07/20/200
683	1.29	20	R				7		NA		NA		07/30/200
692	0.21	30	R	From:	1.29 MN 81-734				NA		NA		07/30/200
683	U.Z I			To:	81-610								
Town of Glasgow													
	0.50	400	P	From:	Dead End		]		NIA		NΙΛ		1000
684)	0.50	100	R	т.			7		NA		NA		1998
694)	0.18	3500	F	From: 92%	SR 130 0% 2% 4%	2%	1%	С	370	F	3500	F	2001
684)	0.10	5500	•	To:	81-783	- /0	7	9	010	•	5500	'	2001

					Rockbr	idge Main									
Route	Length	AADT	QA	4Tire	Bus	0 4 - 1 -	Tru		OT==!!	QC	Design	QK	AAWDT	QW	Year
Town of Glasgow	-					2Axle	3+Axle	1 i rail	2Trail		Hour				
				From:		81-78									
684)	0.14	1900	F	92%	0%	2%	4%	2%	1%	F	180	F	1900	F	2001
				To: From:		81-110			<del></del>						
684	0.26	1100	F	92%	0%	2%	4%	2%	1%	F	120	F	1100	F	2001
	2.22			From:	00/	81-110		00/			100		0.10		0004
684)	0.36	930	F	92% To:	0%	2% WCL GLA	4% SGOW	2%	1%	F	100	F	940	F	2001
Rockbridge County				<u> </u>		WCL GLA	3G0 W								
C C COUNTY				From:		WCL GLA	SGOW								
(684)	1.83	840	F	92%	0%	2%	4%	2%	1%	F	90	F	850	F	2001
				To: From:		81-608 W			+						
(684)	2.01	620	F	92%	0%	2%	4%	2%	1%	F	80	F	630	F	2001
				To:		US 11; FI	R-319								
				From:		Dead E	nd								
686	0.46	49	R								NA		NA		1998
				From:		81-74	3								
686	0.60	180	R								NA		NA		07/16/2001
	2.22			From:		81-69	0								4000
686	0.60	390	R	To:		US 1	1		_		NA		NA		1998
				From:		81-67									
(687)	2.28	350	F	98%	0%	1%	1%	0%	0%	С	40	F	350	F	2001
001)				To:		WCL LEXI									
				From:		81-77	3								
688	0.08	150	R								NA		NA		1998
				To: From:		81-77	2		<b>]</b> ——						
688	2.10	170	F	98%	0%	2%	0%	0%	0%	С	20	F	170	F	2001
				To:		81-60									
	0.90	1800	R	From:		81-74	3				NA		NA		1998
689	0.90	1000	K	To:		SR 13	50				INA		INA		1990
				From:		81-61			1						
(690)	1.92	230	R			01 01					NA		NA		07/30/2001
				To:		81-65	3								
(690)	0.61	490	R	From:					_		NA		NA		1998
				To:		81-68	6								
		_		From:		Dead F	end								
691)	0.30	8	R	To:		81-610 NO	DTH		_		NA		NA		07/30/2001
				From:		81-610 NC	OUTH								
691)	2.00	46	R						_		NA		NA		1998
				To:		81-60									
	4.45	440	_	From:	20/	81-61		40/		0	20	_	110	_	2004
692	1.45	110	F	92%	2%	4%	1%	1%	0%	С	20	F	110	F	2001
	0.06	190	F	From: 91%	2%	81-609 NO 4%	ORTH 1%	1%	0%	F	20	F	190	F	2001
692	0.00	130	Г	91/0	∠ /0			1 /0	7		20	-	130	ı	2001
	0.05	50	R	From:		81-609 SC	DUTH				NA		NA		1998
692	0.00	30	11	т		0.053.55	1 606		_		INA		INA		1990
	0.04	6	R	From:		0.05 ME 8	1-609				NA		NA		07/30/2001
692)	0.04	U	11	To:		Dead E	End		٦		INC		13/7		011001200
				From:		Dead E									
693)	0.50	30	R						<b>-</b>		NA		NA		1998
				To:		81-610 W	/EST								

					Rockbri	dge Main									
Route	Length	AADT	QA	4Tire	Bus		Tru		OT	QC	Design	QK	AAWDT	QW	Year
Rockbridge County						2Axie	3+Axle	1 I rail	21raii		Hour				
_				From:		81-610 E	AST								
693)	0.80	150	R								NA		NA		08/06/200
_	0.00			To: From:		FR-23	31		]						1000
693	0.22	210	R	To:		FR-5	5		7		NA		NA		1998
				From:		Dead E									
694)	0.10	10	R			Deau E	ena				NA		NA		07/30/200
004)				To:		81-61	0								
				From:		Dead E	End								
695)	0.20	60	R	_					_		NA		NA		07/16/200
				To:		81-60									
	0.30	50	R	From:		81-65	5				NA		NA		08/09/200
696)	0.30	50	K	To:		81-65	4		7		INA		INA		00/09/200
				From:		Dead F									
697)	0.90	170	R			Doug	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,				NA		NA		07/16/200
				To:		81-69	9								
				From:		81-70	0								
698	1.50	20	R						_		NA		NA		07/16/2001
				To:		81-60									
600	3.90	480	F	96%	1%	US 60; FI	R-742 0%	0%	0%	С	50	F	480	F	2001
699	3.90	400	-	To:	1 /0	81-608 SC		0 76	7 0 /%	C	30		400		2001
				From:		81-608 NO									
699	1.20	100	R						_		NA		NA		07/16/2001
				To:		Dead E									
700	0.70	50	R	From:		Dead E	End				NA		NA		07/16/2001
700	0.70	30	IX.	To:		81-608 NO	ORTH		7		INA		INA		07/10/200
				From:		81-608 SC									
700	0.10	130	R								NA		NA		1998
				To: From:		81-79	15								
700	0.80	120	R								NA		NA		07/16/2001
				From:		81-69	8								
700	2.00	110	R								NA		NA		07/16/2001
	4.50			From:		2.00 MN 8	31-698		_						0=1101000
700	1.50	240	R	To:		81-699 SC	MITH		_		NA		NA		07/16/2001
				From:		81-699 NO									
700	0.49	190	R						_		NA		NA		07/16/2001
				To:		Dead F	End								
$\bigcirc$	0.45			From:		US 1	1								07/40/000
701)	0.15	60	R								NA		NA		07/16/2001
$\bigcirc$	0.05	<b>50</b>		From:		0.15 ME U	US 11				NIA		NIA		07/40/0004
701)	0.85	50	R	To:		81-67	1		_		NA		NA		07/16/2001
				From:		US 6			1						
702)	0.10	240	R			086	U		_		NA		NA		07/30/2001
			-	To:		81-74	4						<u> </u>		
(702)	0.02	590	R	From:		01-/4	т				NA		NA		07/30/2001
1.02				To:		Dead E	End						<u> </u>		
				From:		Dead E	End								
(703)	0.26	40	R	<u>-</u>							NA		NA		07/12/200
				To: From:		81-60	18								
703)	0.40	310	R					_	_		NA		NA		1998
				To:	-	0.40 MW 8	81-608								

					Rockbr	idge Main									
Route	Length	AADT	QA	4Tire	Bus	2Avla	Trι 3+Axle		2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Rockbridge County								TITAL	ZIIdil		noui				
703)	1.03	310	R	From:		0.40 MW 8			<b>」</b> ■		NA		NA		1998
703)	3.70	180	R	From:		81-63	1		_		NA		NA		1998
(703)				To:		81-71	6								
(704)	1.80	390	R	From:	]	NCL BUENA	A VISTA				NA		NA		07/12/2001
				To:		81-631 NO									
705)	3.06	270	R	From:		81-63	1		<b>」</b> -		NA		NA		1998
705)	1.60	130	R	From:		81-70	3				NA		NA		07/12/2001
705)	0.70	80	R	From:		81-70			]—— =		NA		NA		07/12/2001
				To: From:		Dead E									
706	3.38	450	F	96%	1%	81-63 2%	1%	1%	0% 	F	47	F	460	F	2001
706)	1.72	400	F	From: 96%	1%	81-71 <b>2%</b>	6 1%	1%	0%	F	40	F	400	F	2001
706)	1.40	170	R	From:		81-71	4		]—		NA		NA		07/12/2001
706	1.30	100	R	To: From:		81-71	2		]—		NA		NA		1998
				To: From:		81-71	0		]——						
706	0.60	340	R								NA		NA		07/12/2001
706)	1.20	160	R	From:		81-711 NO	ORTH				NA		NA		1998
706)	0.20	160	R	From:		81-70	9		]		NA		NA		07/12/2001
				To: From:		81-707 SC	OUTH		]——						4000
706)	1.10	180	R						_		NA		NA		1998
706	1.40	190	R	From:		81-707 NO	ORTH				NA		NA		07/12/2001
706)	0.15	710	F	From: 96%	1%	2%	1%	1%	0%	С	70	F	720	F	2001
706)	1.70	800	F	From: 96%	1%	81-79 <b>2%</b>	1%	0%	0%	F	80	F	810	F	2001
				To: From:		81-60 US 1									
707)	1.09	170	R	To:		81-706 SC			<b>」</b> ¬		NA		NA		07/12/2001
707)	0.37	30	R	From:		81-706 NO	ORTH				NA		NA		07/12/2001
				To:		Dead E									
708)	2.55	160	R	From:		81-60	8		<b>」</b> 		NA		NA		07/26/2001
708)	0.14	280	R	From:		81-77			_ <del> </del>		NA		NA		1998
				To:		SR 13									
709	1.60	30	R	From:		81-70	6				NA		NA		07/12/2001
				To:		81-60	8		]						

Route	Length	AADT	QA	4Tire	Bus			uck 1Trail		QC	Design Hour	QK	AAWDT	QW	Year
Rockbridge County				From:		SR 25	52								
710	1.80	560	R						_		NA		NA		08/16/200
	0.40	430	R	To: From:		81-72	23				NA		NA		1998
710				To:		81-717 NO	ORTH		1						
$\bigcirc$				From:		81-717 SC	DUTH		J						
710	0.95	2100	F	89%	2%	3%	5%	1%	0%	F	240	F	2100	F	2001
710	0.41	3400	F	From: 89%	2%	81-61 <b>3</b> %	.3 5%	1%	0%	С	320	F	3500	F	2001
				To: From:		US 11 NO	ORTH								
710	1.67	380	R	Tioni.		US 11 SC	DUTH				NA		NA		09/05/200
				To: From:		81-82	.2								
710	1.03	440	R								NA		NA		1998
				To:		81-60									
	0.80	630	R	From:		US 1	1				NA		NA		07/12/200
711)	0.00	630	K	To:		81-706 SC	OUTH		7		INA		INA		07/12/200
$\bigcirc$				From:		81-706 NO									
711)	0.50	80	R	To:		D41	24		_		NA		NA		07/12/200
				From:		Dead F									
712	1.30	20	R			81-60	12				NA		NA		08/23/200
				To		81-729 SC	OUTH								
712	0.25	60	R	From:		01 727 50	JO 111				NA		NA		1998
				To: From:		81-729 NO	ORTH		<b>—</b>						
712	0.80	90	R								NA		NA		08/23/200
				From:		0.80 ME 8	31-729		]—						
(712) (712)	0.20	70	R								NA		NA		1998
				To: From:		81-72	26								00/00/000
(712)	0.40	220	R						_		NA		NA		08/20/200
	2.20	200	F	From: 96%	1%	SR 25 2%	0%	0%	0%	F	20	F	200	F	2001
712	2.20	200	Г	70 70	1 /0	81-717 NO		0 /0	7 0 /%		20		200		2001
				From:		81-717 SC	DUTH								
712	1.67	400	F	96% To:	1%	2%		0%	0%	С	45	F	410	F	2001
				From:		US 11 SC US 11 NO									
(712)	1.10	250	R								NA		NA		07/12/200
				To: From:		81-70	)6		]						
(712)	0.40	80	R						_		NA		NA		07/12/2001
				To:		Dead I									
742	1.40	40	R	From:		81-71	4				NA		NA		07/09/200
713)	1.40	40		To:		81-70	)6		7		1471		147 (		011001200
				From:		US 1	1								
714)	1.30	500	F	91%	2%	3%	4%	0%	0%	С	50	F	500	F	2001
				To: From:		81-706 SC 81-706 NC									
(714)	0.60	130	R			81-700 INC	ЖІП				NA		NA		07/09/200
				To: From:		81-71	3								
(714)	1.30	60	R	From:		31-/1					NA		NA		07/12/200
				To:		81-60	18								
				From:		US 1	1								
715)	1.24	60	R						_		NA		NA		07/12/200
				To:		1.24 MN	US 11								

					KOCKDI	idge Mair	itenance Tru			_	Docian				
Route	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle		2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Rockbridge County															
(715)	0.40	130	R	From:		1.24 MN	US 11				NA		NA		07/12/200
(/15)	0.10		• • • • • • • • • • • • • • • • • • • •	To:		81-71	12								017127200
				From:		SR 3	9								
(716)	3.71	440	F	90%	1%	2%	7%	0%	0%	С	40	F	450	F	2001
				To: From:		US 11 NO									
716	3.20	450	F	90%	1%	US 11 SC 2%	7%	0%	0%	F	40	F	450	F	2001
(716)	0.20	.00	•	To:	. , 0				¬	•		•	.00	•	200.
(716)	1.94	280	F	From: 90%	1%	81-70 <b>2</b> %	7%	0%	0%	F	30	F	280	F	2001
716)			_	To:	.,,	81-60			<u> </u>	-					
				From:		US 1	.1								
717)	0.07	100	R								NA		NA		08/16/200
				To: From:		0.07 MN	US 11		7						
717	1.45	45	R	110111							NA		NA		08/16/200
				To:		81-716 V									
	0.02	150	R	From:		81-716 N	ORTH				NA		NA		08/16/200°
717	0.02	150	K						_		INA		INA		00/10/200
	2.38	80	R	From:		0.02 MN	81-716				NA		NA		08/16/200°
717	2.30	00	K						_		INA		INA		00/10/200
	0.10	80	R	From:		2.40 MN	81-716		_		NA		NA		1998
717)	0.10	80	K						_		INA		INA		1990
	0.10	230	F	From:	2%	81-712 S0 3%	OUTH 6%	1%	0%	F	30	F	230	F	2001
717	0.10	230	г	00 70	270			1 70	U 70	Г	30	г	230	Г	2001
	0.40	200	R	From:		81-712 N	ORTH				NIA		NΙΔ		1000
717	0.40	200	ĸ						_		NA		NA		1998
	0.04	400		To: From:		81-80	08		_		NI A		NIA.		00/40/000
717	0.34	190	R						_		NA		NA		08/16/200
	4.00		_	From:		0.34 MN	81-808		_						4000
717	1.66	300	R								NA		NA		1998
				From:	201	81-710 S		10/	<u> </u>				1000		2224
717)	0.30	1600	F	88%	2%	2%	6%	1%	0%	С	220	F	1600	F	2001
				From:		81-710 N			<u> </u>						
717	2.10	860	F	88%	2%	2%	6%	1%	0%	F	150	F	870	F	2001
				From:		81-724 N	ORTH		_						
717	0.70	110	R								NA		NA		08/20/2001
				To: From:		81-71	19		]						
(717)	1.50	60	R								NA		NA		08/20/2001
717       717				To: From:		81-72	21		]						
(717)	0.90	30	R						_		NA		NA		08/20/2001
				To:		SR 2:	52								
718)	0.07	_	_	From:		Dead I	End								00/00/000
(718)	0.07	8	R	To:		01.6	25		_		NA		NA		08/09/2001
						81-63									
(710)	1.30	120	R	From:		81-71	1 /		_		NA		NA		08/20/2001
719	1.50	120	Λ.	To:		81-61	13		1		INC		14/7		30/20/200
				From:		81-60			1						
720	0.50	40	R			01-00	<i>γ</i> - <del>1</del>		_		NA		NA		08/20/200
120				To:		Dead I	End		1						
				From:		81-71									
721	0.90	30	R	<u> </u>		<u> </u>			_		NA		NA		08/20/2001
				To:		81-60	06								
<del></del>															

Route	Length	AADT	QA	4Tire	Bus	2Axle	Trι 3+Axle	ıck 1Trail	2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Rockbridge County				From:		SR 25	52								
(722)	0.80	40	R	-					_		NA		NA		08/20/2001
				To:		81-72									
	0.40	20	R	From:		81-71	10				NA		NA		08/16/2001
723	0.40	20	ĸ	To:		81-71	17		7		INA		INA		06/10/2001
				From:		Dead I									
(724)	1.55	40	R			Dead 1	Jild				NA		NA		08/23/2001
				To:		81-602 N									
	1.90	110	R	From:		81-602 SC	OUTH		_		NA		NA		1998
724	1.50	110		т		04 = 04 1			_		NA		14/3		1000
724	0.30	200	R	From:		81-731 V	VEST				NA		NA		08/23/2001
724)	0.00	200		To:		01.721.5	3 A G/T		_		147 (		147 (		00/20/2001
(724)	2.37	280	F	From: 91%	2%	81-731 E 3%	3%	1%	0%	F	40	F	280	F	2001
724)		200	•	To:		SR 252 S		. , ,	٦	•	.0	•		•	
$\bigcirc$	0.40			From:	201	SR 252 N	ORTH	10/					2.12		2221
724)	2.10	340	F	91% To:	2%	3%	3%	1%	0%	С	40	F	340	F	2001
				From:		81-717 NO 81-717 SO									
724	0.85	170	R								NA		NA		08/20/2001
				To: From:		0.85 ME 8	1-717 S								
724	0.35	220	R	rioni.							NA		NA		1998
				To:		81-61	13								
$\bigcirc$				From:		81-60	)2								
725	1.50	20	R	To:		01 (20 N	ODTH		_		NA		NA		08/23/2001
				From:		81-620 No 81-620 S0			+						
725	1.20	10	R								NA		NA		08/20/2001
				To:		SR 25	52								
$\bigcirc$				From:		81-71	12								
726	1.20	110	R								NA		NA		1998
				From:		81-729 S	OUTH								00/00/000
726	0.40	60	R								NA		NA		08/23/2001
	1.00			From:		81-729 N	ORTH		_						00/00/0004
726	1.80	40	R								NA		NA		08/23/2001
	0.05			From:		81-73	30				NIA		NIA		00/00/0004
726	0.05	70	R						_		NA		NA		08/23/2001
	0.05	70	R	From:		0.05 MN 8	81-730				NΙΔ		NIA		00/22/2004
726	0.05	70	ĸ	To:		81-724 V	VEST		7		NA		NA		08/23/2001
_				From:		81-724 F									
(726)	1.30	20	R								NA		NA		08/23/2001
				To: From:		81-72	22								
(726)	0.30	70	R								NA		NA		08/20/2001
				To: From:		81-62	20								
726	0.80	100	R								NA		NA		1998
				To: From:		0.80 MN 8	81-620								
726	0.10	110	R	To		CD 252	WEGE.		_		NA		NA		08/20/2001
				From:		SR 252 V SR 252 I									
(726)	1.90	40	R						_		NA		NA		08/20/2001
				To:	A	Augusta Cou	unty Line								
$\sim$				From:		81-60	)2								
727)	1.20	30	R	т	_		m ·		_		NA		NA		08/13/2001
				To:	De	ad End; Ga	p Terminus								

					Rockbridge N		·	Design	0					
Route	Length	AADT	QA	4Tire	Bus 2A	xle 3+Axle	1Trail	2Trail	QC	Hour	QK A	AWDT	QW	Year
Rockbridge County				From:	Dead End	; Gap Terminu		1						
727)	0.80	20	R		Dead Elic	, Gap Terminu	•			NA		NA		08/16/2001
				To:		9 NORTH								
(727)	2.70	60	R	From:	SR 3	9 SOUTH				NA		NA		09/05/2001
727)	2.70	00		To:		1.716		_		IVA		INA		03/03/2001
(727)	1.20	90	R	From:		31-716				NA		NA		08/16/2001
727)				To:	1 20 1	MN 81-716								
727)	0.10	90	R	From:	1.20	WIN 61-710				NA		NA		08/16/2001
				To:		12 WEST								
707	1.20	20	R	From:	81-7	712 EAST				NA		NA		08/16/2001
727	1.20	20	K	To:	9	SR 252		7		INA		INA		00/10/2001
				From:		31-622		ì						
728	1.20	60	R	<u></u>	·					NA		NA		08/16/2001
				To:	(	31-645								
$\bigcirc$				From:		SR 39								
729	1.15	120	R	To:	01.5	112 WEST		_		NA		NA		08/23/2001
				From:		112 WEST 712 EAST		+						
729	1.70	20	R					_		NA		NA		08/23/2001
				To: From:		26 NORTH 26 SOUTH								
729	3.20	130	R		81-7.	20 SOUTH				NA		NA		08/20/2001
123				To:	1	31-724								
				From:		31-731								
730	0.90	7	R					_		NA		NA		08/23/2001
				To:		31-726		1						
(m)	0.07	40	R	From:	81-60	02 SOUTH				NA		NA		08/23/2001
731)	0.07	40	IX.	т	0.05			_		INA		INA		00/23/2001
(724)	2.50	30	R	From:	0.07	MN 81-602				NA		NA		08/23/2001
731)			•••	To:		21.720		_						00/20/2001
(731)	0.20	20	R	From:		31-730				NA		NA		08/23/2001
				To:		724 EAST								
	1.70	420	ь.	From:	81-7	24 WEST				NA		NA		1998
731)	1.70	130	R					_		INA		INA		1990
<u></u>	3.00	40	R	From:	1.70	MN 81-724				NA		NA		08/23/2001
(731)	3.00	40	IX.	To:	81-60	02 NORTH		7		IVA		INA		00/20/2001
				From:		ead End								
732	0.52	60	R							NA		NA		08/20/2001
				To: From:	0.52 N	IE Dead End		]						
732	0.61	110	R							NA		NA		1998
				To: From:	SR	39 WEST								
732	0.16	30	R							NA		NA		08/20/2001
				From:		31-602								
732	0.09	30	R	To:	CD	20 F A GT		_		NA		NA		08/20/2001
				From:		39 EAST								
733	0.50	260	R			31-631				NA		NA		1998
733				To:	CW NAT	TL FOR BNDY	,							
733	0.15	120	R	From:	UW NA	L TUK DNU I				NA		NA		07/12/2001
		-		To	0.15 M	E OF BNDY								
733	0.35	40	R	From:	0.15 1	L OI DIADI				NA		NA		07/12/2001
				To:	D	ead End								

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK	AAWDT	QW	Year
Rockbridge County				From:	81-610	1						
734)	0.10	30	R		01-010	_		NA		NA		07/30/200
				To: From:	0.10 ME 81-610	]						
734)	1.10	46	R			_		NA		NA		07/30/2001
	1.90	130	R	From:	81-683	_		NA		NA		07/30/200
734)	1.30	130	IX	To:	US 11	7		INA		INA		01/30/200
				From:	Dead End							
735	0.80	70	R					NA		NA		1998
	0.40	420	R	From:	81-671	}		NA		NA		07/16/200
735)	0.40	120	ĸ	To:	81-699	7		INA		INA		07/16/200
				From:	Dead End	1						
736	0.70	60	R	<u> </u>	Doud End	_		NA		NA		08/13/200
				To:	81-602							
$\bigcirc$				From:	US 11							
737)	0.30	30	R	To:	110.11	7		NA		NA		07/30/200
				From:	US 11	<u> </u>						
738	0.40	40	R		81-611	_		NA		NA		08/02/200
(730)				То:	Dead End							
				From:	Dead End							
739	0.60	140	R			_		NA		NA		07/16/200
				To:	US 11							
	0.20		_	From:	81-850	_		NA		NA		08/09/200
740	0.20	4	R	To:	Dead End	7		INA		INA		00/09/200
				From:	81-622	1						
(741)	0.40	50	R		01.022	_		NA		NA		08/13/200
				To:	Dead End							
				From:	Dead End							
742	0.10	40	R	To:	CD 20	7		NA		NA		08/30/200
				From:	SR 39 US 11 WEST	<del>                                     </del>						
(743)	0.60	20	R		US II WESI			NA		NA		07/16/200
$\bigcirc$				To	81-689							
(743)       (743)	0.02	1500	R	From:	81-087	_		NA		NA		1998
				To	US 11 EAST	7						
(743)	0.85	280	R	From:		_		NA		NA		07/16/2001
				To:	81-686							
			_	From:	81-702							4000
744)	0.89	410	R			_		NA		NA		1998
	0.71		_	From:	0.89 ME 81-702			NIA		NΙΔ		1000
744	0.71	60	R	To:	Dead End	7		NA		NA		1998
				From	81-608							
(745)	0.46	2200	F	95%	0% 1% 2% 2%	1%	С	230	F	2200	F	2001
				To:	WCL BUENA VISTA	]						
Town of Goshen				From:	GD 40	1						
746	0.40	60	R	4 10m.	SR 39	_		NA		NA		1995
746				To:	Dead End	1						
				From:	SR 39							
747)	0.17	300	R			<del>-</del>		NA		NA		1998
				To:	81-748							

						Maintenanc								
Route	Length	AADT	QA	4Tire	Rue	T Axle 3+Axl			QC	Design Hour	QK	AAWDT	QW	Year
Town of Goshen							- TITUII	ZIIGII		11001				
(747)	0.21	30	R	From:		81-748				NA		NA		08/23/200
(141)	0.21			To:		Dead End		1		101				00/20/200
				From:		SR 39								
(748)	0.06	330	R							NA		NA		1998
				To: From:		81-791								
748	0.37	46	R							NA		NA		08/23/200
	0.40			To: From:	0.37	7 MN 81-791				NIA		NIA		00/00/006
748	0.16	46	R	To:		81-747		1		NA		NA		08/23/200
Rockbridge County						01-747								
COCKDFIGPE COUNTY				From:	81-	647; 81-648								
749)	0.80	20	R	. —				_		NA		NA		08/09/200
				To:		Dead End								
750	0.10	40	R	From:		Dead End				NA		NA		1995
750	0.10	40	IX.	т		an an		_		IVA		IVA		1000
750	0.30	160	R	From:		SR 39				NA		NA		1998
750	0.00		• • • • • • • • • • • • • • • • • • • •	To:		01 1015		7						
750	0.30	60	R	From:		81-1015				NA		NA		08/16/20
				То:		81-645								
				From:		Dead End								
751)	0.17	70	R					_		NA		NA		08/13/20
				To:		81-631								
	0.48	130	R	From:		81-681				NA		NA		1995
752	0.40	130	K	To:		US 11		1		INA		INA		1995
				From:		81-674		1						
753)	1.10	120	R	<u> </u>		V- V/ .				NA		NA		1998
				To:		81-610								
$\sim$				From:	81-	716 SOUTH								
754	0.44	70	R							NA		NA		07/12/200
				From:	0.44	4 ME 81-716								0=110100
754)	0.36	20	R	To:	01	716 NODTU		7		NA		NA		07/12/20
				From:	81-	716 NORTH 81-627								
755)	0.80	8	R	<u> </u>		81-02/				NA		NA		08/13/20
.00				To:		81-626								
				From:		Dead End								
756	0.08	40	R					_		NA		NA		1998
				To:		81-752								
	0.60	790	R	From:		81-631				NA		NA		07/12/200
757	0.00	700	• • • • • • • • • • • • • • • • • • • •	To:	CWN	TI FOR DUD	7	_		14/1		1471		077127200
757	1.89	340	R	From:	GW NA	ATL FOR BND	<u>(</u>			NA		NA		1998
757				To:	1 00 1	WI OF DAIDA								
757	1.11	220	R	From:	1.89 1	MN OF BNDY				NA		NA		1995
				To:		81-820		1		<u> </u>				
				From:		Dead End		]						
758	0.20	20	R					_		NA		NA		08/02/200
				To: From:	0.20	MN Dead End		<u> </u>						
758	0.50	50	R					_		NA		NA		1998
$\sim$				To:		SR 251		1						

					Kockbri	dge Main					Desi				
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		 2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Rockbridge County				p 1				TITAL			rioui				
759	0.57	30	R	From:		Dead I			<b>」</b> −		NA		NA		07/30/2001
(759)	0.43	100	R	From:		0.57 MN D	ead End		]		NA		NA		07/30/2001
(759)	1.03	300	F	From: 97%	0%	81-80 <b>1</b> %	1%	0%	0%	F	40	F	300	F	2001
(759)	0.81	460	F	From: 97%	0%	81-781 SC 1%	OUTH 1%	0%	0%	F	60	F	470	F	2001
759	2.30	1900	F	From: 97%	0%	81-79 <b>1%</b>	1%	0%	0%	С	190	F	1900	F	2001
	0.40		_	To: From:		SR 13 Dead I					NIA.		<b></b>		07/00/0004
760	2.10	200	R	To:		US 1			1		NA		NA		07/26/2001
761)	0.12	170	R	From:		Dead F			<b>」</b> ¬		NA		NA		1998
(762)	0.13	40	R	From:		SR 252 SO					NA		NA		08/20/2001
762	0.06	20	R	From:		81-936	65				NA		NA		1998
(02)				To: From:		SR 252 NO									
763)	1.23	140	R			81-63			<b>-</b>		NA		NA		1995
763	0.10	280	R	From:		81-78 US 1			_ <del> </del> 		NA		NA		1998
(764)	0.99	350	R	From:		US 1			<u> </u>		NA		NA		08/06/2001
(764)	1.11	860	F	From: 97%	0%	81-61 2%	0 1%	0%	0%	С	90	F	860	F	2001
				To: From:		SR 25 Dead F			<u> </u>						
765	0.02	50	R	To:		81-61			<u> </u>		NA		NA		08/06/2001
766)	0.03	70	R	From:		Dead F			<b>」</b> □		NA		NA		08/06/2001
768	0.68	130	R	From:		Dead I					NA		NA		08/02/2001
(100)				To: From:		81-61 Dead F			<u> </u>						35.32.2001
769	0.24	90	R	To:		81-63			_ 		NA		NA		08/13/2001
(770)	3.07	20	R	From:	A	lleghany Co					NA		NA		08/09/2001
770	0.50	47	R	To: From:		81-654 W	VEST		]		NA		NA		08/09/2001
770	0.80	80	R	From:		0.50 ME 8	31-654				NA		NA		08/09/2001
770	1.45	330	R	To: From:		81-65	2		]——		NA		NA		1998
				To:		81-64	-6								

Route	Length	AADT	QA	4Tire	Bus	2Axle	Trı 3+Axle	uck 1Trail	2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Rockbridge County				From:		81-64									
(770)	0.60	820	F	95%	1%	2%	1%	0%	0%	С	90	F	830	F	2001
				To:		SR 251; 8									
(771)	0.60	40	R	From:		Dead E	nd				NA		NA		07/30/2001
	0.00			To:		81-76	4				1471		14/ (		0110012001
				From:		SR 13	0								
(772)	0.03	90	F	98%	0%	1%	0%	0%	0%	С	20	F	100	F	2001
				To:		81-68									
(770)	0.46	40	R	From:		SR 130 W	/EST				NA		NA		07/26/2001
773	0.40			To:		01.70	0		_		1471		14/1		0112012001
773	0.28	140	R	From:		81-70	8				NA		NA		1998
773				To		81-68	0								
(773)	0.30	240	R	From:		81-08	0				NA		NA		07/16/2001
773				To:		SR 130 E	ΔST								
773	0.10	20	R	From:		SK 130 L	7101				NA		NA		07/16/2001
				To:		Dead E	nd								
				From:		81-79	3								
774	0.15	30	R								NA		NA		07/16/2001
				From:		81-77	5		_						
(774)	0.14	140	R	To:		D 11	1		_		NA		NA		1998
				To: From:		Dead E									
775)	0.18	50	R	FIOII.		81-77	4				NA		NA		07/16/2001
(775)	0.10	00		To:		81-77	3		1		1471				0171072001
				From:		Dead E	nd								
776	0.11	40	R								NA		NA		1998
				To: From:		81-77	4								
776	0.16	410	R						_		NA		NA		07/16/2001
				To:		SR 13									
	0.80	2	R	From:		81-64	4				NA		NA		08/06/2001
777	0.00	2	ĸ	To:		Dead E	nd		7		INA		INA		06/00/2001
				From:		81-61									
(778)	0.90	40	R			01 01					NA		NA		07/30/2001
				To:		Dead E	ind								
				From:		Dead F	nd								
779	0.45	80	R	To:		CCL D	. 17:-4-		_		NA		NA		07/12/2001
				From:		SCL Buena									
780	0.11	490	R			RAMP TO	) 1-04		_		NA		NA		08/09/2001
(700)	-			To		RAMP TO	) I 64								
780	0.35	1100	R	From:		ICHWII TO	71-04				NA		NA		1998
				To:		81-850 E									
500	3.35	830	F	88%	2%	81-850 W 4%	/EST 1%	5%	0%	F	80	F	840	F	2001
780	5.55	330		JU /0	∠ /0			J /0	7	'	00		0+0	1	2001
790	5.73	800	F	From: 88%	2%	81-61 <b>4%</b>	8 1%	4%	0%	С	70	F	810	F	2001
780	J.70		_ •	To:		SR 39		1,0		_					
				From:		81-759 W									
781)	0.15	460	R								NA		NA		08/06/2001
				To: From:		0.15 ME 8	1-759		]						
781)	0.65	460	R						_		NA		NA		08/06/2001
				To:		81-79	0								

					Rockbri	dge Mair	ntenance	Area							
Route	Length	AADT	QA	4Tire	Bus		Tru		OT''	QC	Design	QK	AAWDT	QW	Year
Rockbridge County							3+Axle	1 i rail	2Trail		Hour				
	1.50	360	R	From:		81-79	90				NA		NA		1998
(781)	1.00	300		To:		81-79	98				14/4		IVA		1000
781)	2.00	180	R	From:		01-7.	70				NA		NA		08/06/2001
				From:		81-759 1	EAST		_						
781	1.85	200	R	To:		Dead 1	End		_		NA		NA		1998
				From:		81-7:									
782	0.40	1000	R			01-7.	39				NA		NA		07/16/2001
				To: From:		81-8	55								
(782)	1.20	820	R						_		NA		NA		07/16/2001
				To:		Dead 1	End								
Town of Glasgow				From:		81-11	12								
(783)	0.12	120	R								NA		NA		07/12/2001
				To: From:		81-11	.14								
(783)	0.30	240	R						_		NA		NA		1998
	0.28	2200	R	From:		81-6	84				NA		NA		07/16/2001
783	0.20	2200	IX	To:		81-11	.01		7		INA		INA		0771072001
				From:		81-11									
784	0.07	140	R								NA		NA		1998
				To: From:		81-11	10								
784	0.06	280	R						_		NA		NA		07/12/2001
<del></del>	0.10	450	R	From:		SR 1	30				NA		NA		1998
784)	0.10	430	IX	To:		81-7	02		_		INA		INA		1990
(784)	0.07	110	R	From:		81-7	83				NA		NA		07/12/2001
				To:		81-11	.07								
Rockbridge County				From:		IIO 1	11		1						
(785)	0.07	140	R	Tioni.		US 1	11				NA		NA		1998
<u></u>				To		81-716 V	WEST								
(785)	0.10	10	R	From:							NA		NA		07/12/2001
				To:		81-7161									
700	0.57	40	R	From:		Dead 1	End				NA		NA		07/16/2001
(786)	0.01			To:		81-6	71								0771072001
Town of Goshen															
707	0.06	120	R	From:		81-79	91				NA		NA		08/23/2001
(787)	0.00			To:		SR 3	20								00/20/2001
(787)	0.13	70	R	From:		SIC.	,,,		_		NA		NA		1998
				To:		Dead	End								
Rockbridge County				From:		81-76	62								
(788)	0.40	80	R	<u> </u>		61-70	03		_		NA		NA		08/16/2001
				To:		Dead 1	End								
	2.05	4000		From:		Dead	End				NIA		h./ ^		4000
789	0.25	1200	R	To:		SR 251; 8	1-1010		1		NA		NA		1998
				From:		Dead 1									
790	1.52	20	R						<b>_</b>		NA		NA		07/30/2001
				To:	-	81-7	81		1						

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW	Year
Town of Goshen				From:	SR 39	1					
(791)	0.05	140	R		Sic 37	_		NA	NA		1998
<u> </u>				To: From:	0.05 MN SR 39						
(791)	0.31	140	R					NA	NA		08/23/200
	0.27	170	R	From:	0.36 MN SR 39	_		NA	NA		1998
791)	0.27	170	K	To:	01.740	7		INA	INA		1990
791)	0.10	110	R	From:	81-748			NA	NA		08/23/200
				To: From:	81-787	<del></del>					
(791)	0.12	120	R			_		NA	NA		1998
				To:	81-747						
Rockbridge County				From:	US 501						
(792)	0.42	80	R			_		NA	NA		07/12/200
				To:	US 501						
(703)	0.48	150	R	From:	81-759			NA	NA		1998
(793)	0.40	130	IX.	To:	81-774			IVA	IVA		1330
(793)	0.12	120	R	From:	81-7/4	_		NA	NA		07/16/200
				To:	81-773						
$\bigcirc$			_	From:	Dead End						0=1101000
794)	0.80	80	R	To:	81-706	7		NA	NA		07/12/200
				From:	Dead End						
(795)	0.03	10	R		Doud Did			NA	NA		07/16/200
				To:	81-700						
	0.50	440	_	From:	81-613			NIA	NIA		00/40/000
796)	0.50	110	R	To:	Dead End	7		NA	NA		08/16/200 ⁻
				From:	US 11						
(797)	0.10	40	R	·		_		NA	NA		07/12/200
<u> </u>				To: From:	0.10 MN US 11	]					
(797)	0.50	40	R	To:	Dead End	7		NA	NA		07/12/200
				From:	Dead End						
(798)	0.30	160	R		Dead Elid	_		NA	NA		07/30/200
				To:	81-781						
$\bigcirc$	0.00		_	From:	81-759						07/00/000
799	0.30	310	R			_		NA	NA		07/26/200
	0.25	70	R	From:	0.30 MN 81-759			NA	NA		1998
799	0.20	,,		To:	Dead End	1		IVA	IVA		1330
				From:	Dead End						
800	0.20	60	R	. —	0. T. C	_		NA	NA		07/12/200
				To:	81-716	1					
801)	0.50	430	R		81-671	_		NA	NA		1998
				To:	81-699						
				From:	Dead End	J					
802	0.82	120	R	To:	81-759	7		NA	NA		07/30/2001
_				From:	SR 39	+					
803)	0.30	30	R		SN 37	_		NA	NA		08/23/2001
				To:	Dead End						

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW Year
Rockbridge County				From:	Dead End					
804)	0.12	50	R			_		NA	NA	08/23/20
				To:	81-606					
905	0.05	20	R	From:	Dead End	_		NA	NA	1998
805	0.00	20	.,	To:	91 907	7			101	1000
805)	0.03	260	R	From:	81-806			NA	NA	07/12/20
000				To:	81-608	1				
				From:	81-805					
806	0.06	130	R	To:	D 15 1	7		NA	NA	1998
				From:	Dead End					
907	0.80	9	R	rioni.	81-612	_		NA	NA	08/06/20
807	0.00	· ·	.,	To:	Dead End				101	00/00/20
				From:	81-717					
808)	0.06	60	R			_		NA	NA	08/16/20
				To:	Dead End					
	0.10	00	_	From:	Dead End			NIA	NIA	09/06/20
809	0.10	90	R	To:	81-770	7		NA	NA	08/06/20
				From:	81-776					
810	0.11	130	R	<u> </u>	01 770	<b>⊒</b> I		NA	NA	1998
				To: From:	0.11 ME 81-776	1				
810	0.13	150	R	Prom.		_		NA	NA	07/16/20
				To	81-759					
0.10	0.40		_	From:	81-645					4000
0.19	200	R	To:	Dead End	7		NA	NA	1998	
				From:	81-743	1				
812	0.40	20	R	<u> </u>	01-743	_		NA	NA	07/16/20
012				To:	US 11					
				From:	US 11					
813)	1.70	270	R	To:	04.504	7		NA	NA	1998
					81-684					
944	0.20	110	R	From:	81-687	J		NA	NA	08/06/20
814)	0.20	110		To:	Dead End	7		14/ (	10.0	00/00/20
				From:	Dead End					
815)	0.10	60	R			_		NA	NA	08/20/20
				To:	81-606					
$\bigcirc$	0.44	4.5		From:	81-606			NIA	NIA	00/00/00
816	0.14	45	R	To:	Dead End	7		NA	NA	08/20/20
				From:	Dead End					
817)	0.25	80	R		Dead End	_1		NA	NA	08/20/20
				To:	SR 42					
				From:	Dead End					
818)	0.03	30	R	To:	ED 741	7		NA	NA	07/30/20
				From:	FR-741	1				
819	0.26	20	R	. 10111.	Dead End	J		NA	NA	1998
019	0.20	-0	.,	To:	US 60	1		. 47 1	14/1	1000
				From:	81-608		•			
820	0.60	240	R			_		NA	NA	07/12/20
<del>-</del>				To:	Dead End					

					Rockbridge Maintenance Area			D!		
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW Year
Rockbridge County				From:	Dead End					
(821)	0.40	10	R		Dead End	_		NA	NA	08/30/2001
				To:	81-629					
$\bigcirc$	0.04		_	From:	81-710			NIA	NIA	07/40/0004
822	0.04	20	R	To:	Dead End	1		NA	NA	07/12/2001
				From:	Dead End					
(823)	0.50	180	R	<u> </u>	Dead End	_		NA	NA	08/06/2001
				To:	81-781					
				From:	Dead End					
824	0.31	100	R	To:	81-645	_		NA	NA	08/16/200
				From:	81-645					
825)	0.15	180	R		81-043	_		NA	NA	1998
020				To:	81-838	¬				
(825)	0.05	100	R	From:	61-656	_		NA	NA	08/16/2001
				To:	Dead End					
Town of Glasgow										
600	0.05	100	R	From:	SR 130			NA	NA	07/12/2001
826	0.00	100	IX.	To	01.1110	_		IVA	IVA	01/12/2001
826)	0.12	80	R	From:	81-1118			NA	NA	07/12/2001
020				To:	Dead End					
Rockbridge County										
	0.05	20	,	From:	Dead End			NIA	NIA	07/46/2004
827	0.35	30	R	To:	81-680	7		NA	NA	07/16/2001
				From:	81-670					
828)	0.43	110		<u> </u>	01 0/0	_		NA	NA	08/02/2001
				To: From:	81-1510	<b>—</b>				
828	0.10	30	R	rioii.		_		NA	NA	1998
				To:	Cul-de-Sac					
$\bigcirc$	0.00	40		From:	81-608			NIA	NIA	07/40/000
830	0.23	40	R	To:	81-608	7		NA	NA	07/12/2001
				From:	Dead End					
(831)	0.41	320	R	-	Dead Liid			NA	NA	1998
				To:	81-704					
				From:	81-645					
832	0.45	150	R	To:	0.1.1.0	_		NA	NA	08/16/2001
				From:	Cul-de-Sac					
833	0.50	110	R	T TOMA	Dead End	_		NA	NA	07/26/2001
0000				To:	US 11	1				
				From:	Dead End					
834)	0.05	80	R	_		_		NA	NA	07/26/2001
				To	US 11					
	0.28	30	R	From:	Dead End			NA	NA	1998
835)	0.20	30	ĸ	To:	81-602			INA	INA	1990
				From:	81-631					
836)	0.14	30	R			<b>-</b>		NA	NA	08/13/2001
				To:	Dead End					
$\bigcirc$			_	From:	Dead End					
837)	0.50	90	R	To:	110 11	_		NA	NA	1998
					US 11					

Route	Length	AADT	QA	4Tire	Bus	20 vlo				QC	Design	QK	AAWDT	QW	Year
Rockbridge County						ZAXIE	ئ+AXIE	1Trail	2 i rail		Hour				
	0.40	20		From:		Dead E	nd				NIA		NI A		00/40/0004
838)	0.10	20	R	To:		81-825			1		NA		NA		08/16/2001
				From:		Dead E									
839	0.15	10	R			Dead El	id.		_		NA		NA		07/12/2001
				To:		81-608									
				From:		US 11									
840	0.07	45	R	To:		Cul-de-S	0.0		7		NA		NA		07/12/2001
				From:		81-663									
(841)	0.35	40	R	<u> </u>		01-003	<u>'</u>				NA		NA		1998
				To:		Dead Er	nd								
				From:		SR 251									
842	0.46	210	R	To:		Cul-de-S			_		NA		NA		07/30/2001
				From:		US 11									
843)	0.05	80	R	<u> </u>		0511			_		NA		NA		1998
				To		0.05 ME U	S 11		1						
843)	0.10	60	R	From:		0.00 1111 0	J 11				NA		NA		1995
				To:		Dead E	nd								
				From:		Cul-de-S	ac								1000
844)	0.07	40	R	To:		81-706			7		NA		NA		1998
				From:		Dead Er									
845)	0.08	470	R	<u>.                                    </u>		Dead El	IU		_		NA		NA		08/16/2001
				To:		FR-739	)								
	0.19 16			From:		Cul-de-S	ac								
846	0.19	19 <b>160 F</b>	R	To:		SR 251			7		NA		NA		08/02/2001
				From:		81-690									
849	0.40	49	R	<u> </u>		81-090	<u>'</u>		_		NA		NA		07/30/2001
				To:		Dead Et	nd								
				From:		lleghany Cou			]						
850	3.12	920	F	95%	0%	2%	2%	0%	0%	F	80	F	930	F	2001
$\overline{}$	0.70	400	_	From:	40/	81-633		40/			40		400		0004
(850)	2.78	400	F	95%	1%	2%	2%	1%	0%	F	46	F	400	F	2001
650	3.94	740	F	From: 95%	0%	81-629 W	1%	0%	0%	С	80	F	750	F	2001
850	3.94	740	г	93 /0	0 76			0 /0	7 0 70	C	00	•	750	•	2001
(e50)	0.34	1900	F	From: 95%	0%	81-631 2%	1%	0%	0%	F	200	F	2000	F	2001
850	0.01	1000	•	To:	0,0	US 60		070		·	200		2000	•	2001
				From:		81-710	)								
852	0.40	180	R						_		NA		NA		08/16/2001
				To:		Dead E									
	0.45	130	ь	From:		Dead E	nd		_		NA		NA		07/16/2001
855	0.43	130	R	To:		81-782	!		1		INA		INA		07/10/2001
				From:		Dead Er									
860	0.06	400	R								NA		NA		1998
				To: From:		81-861			]——						
860	0.10	430	R		-				_		NA		NA		1998
				To:		SR 130			<u> </u>						
<u> </u>	0.24	10	R	From:		Cul-de-S	ac				NA		NA		1998
861)	0.24	10	ĸ	To:		81-860	)		1		INA		INA		1330
									-						

					Rockbridge Maintenance Area					
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK AAWDT	QW Year
Rockbridge County				From:	81-757					_
(870)	0.40	280	R		61-/3/	_		NA	NA	07/12/2001
0,0				To:	Dead End					
				From:	Dead End					
(880)	0.10	60	R	To:	81-608	_		NA	NA	07/12/2001
				From:						
917)	0.05	310	R		81-613			NA	NA	08/20/2001
911)				To:	0.05 MN 81-613					
917)	0.65	300	R	From:	0.05 WIN 61-015			NA	NA	1998
				To: From:	0.70 MN 81-613	<b>—</b>				
917)	0.76	1500	R	From:				NA	NA	08/30/2001
				To: From:	81-606					
917)	0.47	180	R	rioii.				NA	NA	1998
				To:	Augusta County Line					
	0.00	4=0	_	From:	81-606			NIA	NIA	00/00/0004
919	0.30	450	R	To:	Augusta County Line	<b>-</b>		NA	NA	08/20/2001
				From:	81-606	l I				
(937)	0.20	80	R		81-000			NA	NA	1998
				To:	Augusta County Line					
Town of Goshen										
	0.16	20	R	From:	Dead End			NA	NA	08/20/2001
(1001)	0.10	20	K	To:	SR 39			INA	INA	00/20/2001
Rockbridge County										
COCKIDING COUNTY				From:	81-608					
(1005)	0.65	170 F	R	To:		<del>-1</del>		NA	NA	07/12/2001
				From:	Cul-de-Sac					
(1009)	0.05	140	R	rioin.	Cul-de-Sac			NA	NA	07/30/2001
(1009)	0.00		• • •	To:	81-1012	_			10.	0170072001
(1009)	0.20	90	R	From:	01-1012			NA	NA	07/30/2001
				To:	81-1010 SOUTH	<b></b>				
(1009)	0.23	50	R	From:	01-1010 500 111			NA	NA	07/30/2001
				To:	81-1010 NORTH					
				From:	81-1009 EAST					
(1010)	0.07	210	R					NA	NA	07/30/2001
	0.00			From:	81-1012			<b></b>		07/00/0004
(1010)	0.03	520	R					NA	NA	07/30/2001
	0.07	640		From:	81-1009 WEST			NIA	NIA	07/20/2001
(1010)	0.07	610	R	_				NA	NA	07/30/2001
	0.16	720	R	From:	81-1011			NA	NA	07/30/2001
1010	0.10	720	IX.	To:	SR 251; 81-789	1		IVA	NA	0773072001
				From:	Cul-de-Sac					
(1011)	0.09	140	R	-				NA	NA	07/30/2001
				To: From:	81-1010					
(1011)	0.06	70	R			_		NA	NA	07/30/2001
				To:	0.06 ME 81-1010	<u> </u>				
$\overline{}$	0.07	200	Б	From:	81-1010	_	_	NA	NA	07/30/2001
(1012)	0.07	300	R			_		IVA	INA	07/30/2001
	0.06	200	R	From:	81-1013			NA	NA	07/30/2001
(1012)	0.00	200	11	To:	81-1009	7		T N/-X	INC	0770072001
						_				

Route	Length	AADT	QA	4Tire	BusTruck		QC	Design	QK AAWDT	QW Year
Rockbridge County	9				2Axle 3+Axle 1Trail	2Trail	-1-	Hour	•	4
				From:	81-1012					
(1013)	0.07	100	R	To:	Cul-de-Sac	7		NA	NA	07/30/2001
				From:	SCL LEXINGTON	1				
(1014)	0.28	180	R		SCL LEAINGTON	_		NA	NA	07/30/2001
				To:	81-1016					
				From:	SR 39					
1015)	0.30	1300	R	т		<b>-</b>		NA	NA	1998
				To:	81-750					
	0.12	60	R	From:	Dead End	_		NA	NA	07/30/2001
(1016)	0.12	00		To:	81-1014	7		14/1	10.1	017007200
				From:	81-1021					
(1020)	0.07	250	R			_		NA	NA	1998
				To:	81-645					
$\bigcirc$				From:	81-1020					
(1021)	0.11	80	R					NA	NA	08/16/2001
				From:	81-1022	]				
(1021)	0.11	140	R	To:	C-1 1- C	_		NA	NA	1998
				From:	Cul-de-Sac	<u> </u>				
(1000)	0.09	100	R	110m.	81-1021	_		NA	NA	08/16/2001
1022	0.00	100		To:	81-645	7		14/1	10.1	00/10/2001
				From:	US 11					
(1025)	0.22	80	R			_		NA	NA	1998
				To:	Cul-de-Sac					
$\bigcirc$				From:	81-1034					
1030	0.20	180	R					NA	NA	08/02/2001
			_	From:	81-1032					
1030	0.14	370	R					NA	NA	08/02/2001
	2.22			To: From:	81-1031	_				1000
1030	0.06	700	R	To:	81-789	_		NA	NA	1998
				From:	Cul-de-Sac	1				
(1031)	0.05	30	R		Cui-ue-Sac			NA	NA	08/02/2001
(1031)				To:	81-1030	1				
				From:	Cul-de-Sac					
(1032)	0.16	180	R			_		NA	NA	08/02/2001
				To:	81-1030					
	0.00	440	_	From:	Cul-de-Sac			NIA	NA	08/03/3004
(1033)	0.08	110	R	To:	81-1032	7		NA	NA	08/02/2001
				From:	Cul-de-Sac	+				
1034	0.20	80	R		Cul-uc-Sac	_		NA	NA	1998
				To:	81-1030					
_				From:	Cul-de-Sac					
1040	0.13	45	R			_		NA	NA	07/16/2001
				To:	81-699					
$\cap$	0.04	270	Б	From:	81-631			NIA	NIA	1000
(1042)	0.04	370	R			_		NA	NA	1998
	0.01	260	- г	From:	81-1043			NIA	NΙΛ	1000
1042	0.21	260	R	_		_		NA	NA	1998
$\overline{}$	0.25	140	В	From:	81-1044	_		NA	NΙΛ	1000
1042	0.25	140	R	To:	TIFFANY DRIVE	7		NA	NA	1998
					IIIIMII DRIVE					

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW	Year
Rockbridge County				From:							
(1043)	0.05	70	R	rioin.	Cul-de-Sac			NA	NA		1998
				To:	81-1042						
$\bigcirc$	0.45	50	_	From:	Cul-de-Sac			NIA	NIA		1000
(1044)	0.15	50	R	To:	81-1042	1		NA	NA		1998
				From:	Dead End						
(1049)	0.45	40	R					NA	NA	07	7/16/2001
				To:	81-608						
Town of Glasgow				From:	81-783						
(1101)	0.06	300	R					NA	NA		1998
				To: From:	81-1107						
(1101)	0.06	480	R					NA	NA	07	7/12/2001
	0.40	4000		From:	81-1106			NIA	NIA.		4000
(1101)	0.12	1000	R			_		NA	NA		1998
	0.06	500	R	From:	81-1115			NA	NA	07	7/12/2001
(1101)	0.00	300	IX	To:	01 1105	_		14/4	INA	07	712/2001
(1101)	0.06	60	R	From:	81-1105			NA	NA		1998
				To:	81-1104						
				From:	81-1109						
(1102)	0.05	70	R			_		NA	NA	07	7/12/2001
	0.00	440		To: From:	81-1108			NIA	NIA		1000
(1102)	0.06	440	R	_		_		NA	NA		1998
	0.06	150	R	From:	81-783			NA	NA	07	7/12/2001
1102	0.00	100	1	To	01 1107	_		IVA	INA	07	71272001
(1102)	0.06	80	R	From:	81-1107			NA	NA		1998
				To:	81-1106 Gap Terminus						
	0.06	90	R	From:	81-1119 Gap Terminus			NA	NA	07	7/12/2001
(1102)	0.00	30	11	To:	01 1115			14/ (	10.0	01	712/2001
(1102)	0.06	180	R	From:	81-1115			NA	NA		1998
				To	81-1105	<b>—</b>					
(1102)	0.06	350	R	From:	******			NA	NA	07	7/12/2001
				To:	81-1104						
$\bigcirc$	0.10	470	-	From:	SR 130			NIA	NA		1000
(1103)	0.10	470	R			_		NA	NA		1998
(1103)	0.05	360	R	From:	81-1109			NA	NA	07	7/12/2001
(1103)	0.00			To:	81-1108 Gap Terminus					<u> </u>	
				From:	81-684						
(1104)	0.04	440	R					NA	NA		1998
<u> </u>				To: From:	81-1102						
(1104)	0.12	60	R					NA	NA	07	7/12/2001
	0.12	70		To: From:	81-1101	_		NIA	NIA	0-	7/12/2004
(1104)	0.13	70	R			_		NA	NA	07	7/12/2001
(10)	0.13	70	R	From:	81-1120			NA	NA	07	7/12/2001
(1104)	0.10			To:	01 1117			14/4	INA		. 12,2001
(1104)	0.20	20	R	From:	81-1117			NA	NA		1998
				To:	Dead End						

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWI	OT (	QW Year
Town of Glasgow				From:	81-1102						
(1105)	0.12	190	R					NA	NA		07/12/2001
	0.13	380	R	To: From:	81-1101			NA	NA		1998
(1105)	0.13	300	K	To	81-1120			INA	IVA		1990
1105	0.12	460	R	From:	01-1120			NA	NA		07/12/2001
				To: From:	81-1117	]					
(1105)	0.11	580	R			_		NA	NA		1998
(1105)	0.10	760	R	From:	81-1116			NA	NA		07/16/2001
				To: From:	81-679 SOUTH	<b>_</b>					
1105	0.02	140	R					NA	NA		1998
	0.12	60	R	From:	81-679 NORTH			NA	NA		07/16/2001
(1105)	0.12	00	K	To:	FIRST STREET			INA	IVA		0771072001
$\overline{}$				From:	81-684						
1106	0.13	790	R	_		_		NA	NA		1998
(1106)	0.12	730	R	From:	81-1102			NA	NA		07/12/2001
				To:	81-1101						
	0.10	60	R	From:	81-1114			NA	NA		1998
(1107)	0.10	00	K	To:	81-784			INA	INA		1990
1107	0.17	180	R	From:	01-/04			NA	NA		07/12/2001
				To: From:	81-684						
(1107)	0.14	460	R			_		NA	NA		1998
(1107)	0.12	210	R	From:	81-1102			NA	NA		07/12/2001
				To:	81-1101						
$\bigcirc$	0.24	190	R	From:	Dead End			NA	NA		1998
1108	0.24	190	K	To	81-1113			INA	IVA		1990
(1108)	0.12	260	R	From:	61-1113			NA	NA		07/12/2001
				To: From:	81-1112						
(1108)	0.12	220	R			_		NA	NA		1998
(1108)	0.13	270	R	From:	81-1114			NA	NA		07/12/2001
				To: From:	81-784						
(1108)	0.19	200	R			_		NA	NA		1998
				To: From:	81-684 Gap Terminus 81-1103 Gap Terminus						
(1108)	0.12	390	R					NA	NA		07/12/2001
	0.12	120	R	To: From:	81-1102			NA	NA		1998
(1108)	0.12	140	ĸ	To:	Dead End			IN/A	INA		1330
	0.10		_	From:	81-1103						07/10/202
(1109)	0.12	80	R	Ter	0.1102	_		NA	NA		07/12/2001
(1109)	0.08	80	R	From:	81-1102			NA	NA		1998
				To:	Dead End	<u></u>					
	0.25	220	R	From:	81-1112			NA	NA		1986
(1110)	0.20	440	Λ.	To:	81-784			11/7	INA		1300
·	-										

Route	Length	AADT	QA	4Tire	Bus		QC	Design Hour	QK AAWDT	QW Year
Town of Glasgow				From:		1				
(1111)	0.25	100	R	rioin.	81-1112			NA	NA	07/12/200
				To:	81-784					
$\bigcirc$	0.02		_	From:	Dead End			NIA	NΙΔ	07/40/200
(1112)	0.03	60	R	To:	81-1111 Gap Terminus	7		NA	NA	07/12/200
$\bigcirc$	2.27			From:	81-1110 Gap Terminus					1000
(1112)	0.07	180	R	To:	SR 130 Gap Terminus	1		NA	NA	1998
$\bigcirc$	2.27			From:	81-1108 Gap Terminus					07/10/000
1112	0.07	100	R	To:	81-783	1		NA	NA	07/12/200
				From:	SR 130					
1113	0.08	110	R	<u></u>				NA	NA	1998
				To: From:	81-1108	]				
1113	0.02	40	R	To:	Dead End	_		NA	NA	1986
				From:	81-1108					
1114	0.05	60	R	<u> </u>	01-1100	_		NA	NA	1998
				To: From:	81-783	]				
1114	0.06	70	R	To:	21.112	_		NA	NA	07/12/200
				From:	81-1107					
(1115)	0.12	140	R		81-1102	_		NA	NA	07/12/200
				To: From:	81-1101	<del>-</del>				
(1115)	0.25	500	R	rioin.				NA	NA	1998
				To: From:	81-1117	]—				
1115)	0.09	240	R			_		NA	NA	07/16/200
	0.06	48	R	From:	81-1116			NA	NA	1998
1115	0.00			To:	Dead End; Gap Terminus			1471	147.	1000
	0.12	70	R	From:	81-679 Gap Terminus			NA	NA	07/16/200
(1115)	0.12	70	K	To:	Dead End	7		INA	INA	07/10/200
_				From:	81-1115					
(1116)	0.07	210	R	To:	21.112.	_		NA	NA	1998
				From:	81-1105					
(1117)	0.07	260	R	1 toni.	81-1115			NA	NA	07/16/200
				To: From:	81-1105					
(1117)	0.06	50	R			_		NA	NA	1998
				To:	81-1104					
(1118)	0.05	40	R	From:	81-826			NA	NA	07/12/200
(1118)				To:	Cul-de-Sac					
				From:	81-1102					
(1119)	0.13	100	R	To:	81-1101	_		NA	NA	07/12/200
				From:	81-1101	1				
(1120)	0.06	10	R	<u> </u>	31-1103			NA	NA	1998
				To:	81-1104					
Rockbridge County				From:	81-631	1				
(1125)	0.39	160	R		01**031	_		NA	NA	08/16/200
$\bigcup$				To:	Cul-de-Sac					

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK AAWDT	QW	Year
Rockbridge County				From:	Cul-de-Sac	1					
(1126)	0.03	20	R	<u> </u>	cui de sue	_		NA	NA		1998
				To:	81-1125						
$\bigcirc$	0.00			From:	Dead End						1000
(1204)	0.09	20	R	To:	SCL BUENA VISTA	7		NA	NA		1998
				From:	Dead End	1					
(1301)	0.08	20	R	<u></u>	Dead End	_		NA	NA	08	3/30/2001
				To:	US 11						
				From:	81-710						
1302	0.25	90	R	т	TD 444	_		NA	NA		1998
				To: From:	FR-235	1					
(100)	0.25	150	R	From:	Dead End			NA	NA	07	7/12/2001
(1303)	0.20	100		To:	US 11; 81-710			147	10.0	0.	, , , , , , , , , , , , , , , , , , , ,
				From:	SR 130						
1304	0.25	240	R					NA	NA		1998
				To:	Dead End						
	0.40		_	From:	81-717			NIA	NA	00	1401000
1305	0.10	60	R	To:	Dead End	7		NA	NA	08	3/16/2001
				From:	81-1402						
(1401)	0.06	160	R		61-1402			NA	NA		1998
				То:	US 60; 81-608						
				From:	81-1401 WEST						
(1402)	0.23	100	R					NA	NA		1998
(1402)				To: From:	0.23 MS 81-1401	}—					
(1402)	0.30	110	R	To:	115 (0. 01 (00	=1		NA	NA		1998
				From:	US 60; 81-608						
(1405)	0.15	160	R	1 KMII.	81-608			NA	NA	07	7/12/2001
				To	81-1406						
(1405)	0.17	80	R	From:	01-1400			NA	NA	07	7/12/2001
(1400)				To:	Dead End	]					
				From:	Cul-de-Sac						
(1406)	0.08	60	R			_		NA	NA	07	/12/2001
				To:	81-1405						
	0.22	750	R	From:	US 60			NA	NA		1998
(1501)	0.22	750	IX.	т	0.4.50	_		IVA	IVA		1330
(1501)	0.36	280	R	From:	81-1502			NA	NA	08	3/02/2001
(1501)	0.00	200	• • •	To:	01 1512	_					
(1501)	0.28	160	R	From:	81-1512			NA	NA		1998
(1301)				To:	81-665	1					
				From:	81-1501						
1502	0.24	280	R					NA	NA	08	3/02/2001
				To: From:	81-1503	}——					
1502	0.06	46	R	To	D 17.	_		NA	NA		1998
				To:	Dead End	1					
	0.05	60	R	From:	Cul-de-Sac	ا		NA	NA	٥٥	3/02/2001
1503	0.05	90	ĸ	т	24.450	_		INA	INA	00	1021200 I
(F00)	0.12	130	R	From:	81-1504			NA	NA		1998
1503)	0.12	130	Λ.	To:	81-1502	7		14/7	INC		1000
						-					

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK	AAWDT	QW	Year
Rockbridge County				From:	Cul-de-Sac							
(1504)	0.11	90	R	<u> </u>	cui de Suc	_		NA		NA		08/02/200
				To:	81-1503							
$\bigcirc$	0.14			From:	US 60							1000
(1507)	0.14	40	R	To:	Cul-de-Sac	_		NA		NA		1998
				From:	Dead End							
(1510)	0.09	10	R		Dead Elid	_		NA		NA		08/02/200
				To:	81-828							
				From:	81-1501							
(1512)	0.15	70	R			_		NA		NA		08/02/200
				To:	Cul-de-Sac							
	0.13	50	R	From:	Cul-de-Sac			NA		NA		08/02/200
(1513)	0.13	50	K	To:	81-1501	7		INA		INA		00/02/200
Fown of Goshen				<u> </u>								
Own or Gustien				From:	SR 39							
(9361)	0.05	80	R	т	GD 40	_		NA		NA		1986
				To:	SR 39							
Rockbridge County				From:	FAIRFIELD ELEM SCH							
9362	0.04	630	R		THE BEE BEEN GOT			NA		NA		08/30/200
<u> </u>				To:	US 11							
$\sim$				From:	EFFINGER ELEM SCH							
9363	0.06	370 R	R	To:	GD 261	_		NA		NA		08/30/200
			From:		SR 251							
6000	0.57	2900	2900 R	rioiii.	81-681			NA		NA		1995
9364	0.01			To:	FR-739	1						1000
				From:	81-762							
9365	0.10	30	R					NA		NA		1995
				To:	BROWNSBURG MID SCH							
$\bigcirc$	0.05		_	From:	81-631			NIA		NIA		00/00/000
(9516)	0.05	230	R	To:	MOUNTAINVIEW EL SCH	_		NA		NA		08/30/200
				From:	81-774	1						
9654)	0.06	50	R	<u> </u>	01-//4	_		NA		NA		08/30/200
0004)				To:	NATURAL BR ELEM SCH							
				From:	HIGHLAND ELEM SCH							
9714	0.10	70	R			_		NA		NA		08/30/200
				To:	81-631							
$\bigcirc$	0.18	E40	ъ.	From:	81-717			NIA		NΙΔ		08/30/200
9801	0.16	510	R	To:	ROCKBRIDGE MID SCH	7		NA		NA		06/30/200
City of Buena Vista					ROCKBRIDGE WIID GOT							
_				From:	29Th St							
Rockbridge Ave	0.49	2300	F	96%	0% 1% 2% 1%	0%	С	240	F	2400	F	2001
				To: From:	Catalpa Ave Rockbridge Ave	+						
(3350) Catalpa Ave	0.45	3500	F	92%	1% 1% 5% 1%	0%	С	350	F	3600	F	2001
103				To:	Longhollow Rd							
				From:	Lexington Ave							
(3351) Long Hallow Rd	1.02	1600	F	97%	0% 2% 1% 0%	0%	С	170	F	1700	F	2001
				To:	NCL Buena Vista	<u> </u>						
(3353) 17th St	0.43	1700	_	97%	Magnolia Ave 0% 0% 2% 0%	0%	С	180	F	1700	_	2001
(3353) 17th St	0.43	1700	F	97% To:	0% 0% 2% 0% Cedar Ave	0%	C	100	г	1700	F	2001

					KOCKDII	uge Main	tenance .	Alea							
Route	Length	AADT	QA	4Tire	Bus	2010	Tru 3+Axle		 2Trail	QC	Design Hour	QK	AAWDT	QW	Year
City of Buena Vista						ZAXIE	STAXIE	TITAII	ZIIdii		Houi				
	1.04	300	F	97%	0%	13Th 5	St 2%	0%	0%	С	40	F	310	F	2001
(3354) Maple Ave	1.04	300		To:	0 70	25 Half		0 70	٦	0	40	'	310	<u>'</u>	2001
(3354) Walnut Ave	0.34	630	F	97%	0%	0%	3%	0%	0%	F	70	F	660	F	2001
103/				To: From:		Ridge A Walnut A									
Ridge Ave	0.28	1100	F	96%	0%	0%	3%	0%	0%	С	130	F	1100	F	2001
(103)				To:		29Th 5	St								
(3355) E 24Th St	0.40	4400	_	From:	00/	Magnolia		00/			440	_			
	0.43	1100	F	98% To:	0%	2% Cedar A	0%	0%	□ 0%	С	140	F	1100	F	2001
				From:		13Th S									
3356 Cedar Ave	0.96	450	F	98%	0%	1%	0%	0%	0%	С	50	F	460	F	2001
103				To:		24Th \$	St								
E 21St Street	0.43	4400	F	99%	0%	Magnolia 1%	Ave 0%	0%	<b>」</b> 0%	С	120	F	1100	F	2001
(3357) E 21St Street	0.43	1100	Г	99 70 To:	0%	Cedar A		070	7 0 70	C	120	Г	1100	Г	2001
				From:		Magnolia			l						
3359 13th St	0.47	1900	F	97%	0%	0%	2%	1%	0%	С	200	F	1900	F	2001
				To:		Cedar A									
(3360) 10th St	1.28	2200	F	97%	0%	WCL Buena 2%	a Vista 1%	0%	<b>」</b> 0%	С	260	F	2300	F	2001
3360) 10th St	1.20	2200	Г	To:	0 70	Magnolia		0 /0	7 0 /%	C	200		2300		2001
City of Lexington															
O 51 101	0.00	4500	_	From:	00/	Lewis		00/	00/	_	000	_	4500	_	0004
Diamond St	0.36	1500	F	96% To:	0%	1% Main S	2% St	0%	□ 0%	С	220	F	1500	F	2001
				From:		Nelson									
2 Lee St	0.08	2000	F	98%	0%	1%	1%	0%	0%	С	210	F	2000	F	2001
(117)				To:		Washingto	on St								
(4251) Thornhill Rd	0.38	2400	_	From:	0%	Link R	1%	0%		C	220	F	2100	F	2001
(4251) Thornhill Rd	0.38	2100	F	98% To:	0%	0% Main S		0%	□ 0%	С	220	г	2100	F	2001
				From:		WCL Lexi									
4252 Enfield Rd	0.43	1300	F	97%	0%	1%	1%	0%	0%	F	140	F	1300	F	2001
				To: From:		Lime Kilı Enfield									
4252) Lime Kiln Rd	0.32	1800	F	97%	0%	1%	1%	0%	0%	С	190	F	1900	F	2001
117				To:		McLaugh	lin St								
<u> </u>				From:		WCL Lexi			J					_	
4254 117 Ross Rd	0.31	900	F	99% To:	0%	1%	0%	0%	¬ 0%	F	110	F	940	F	2001
				From:		Jackson . Ross R									
4254 117 Jackson Ave	0.27	2000	F	99%	0%	1%	0%	0%	0%	С	260	F	2100	F	2001
				To:		White									
4255) Houston St	0.40	2200	F	97%	0%	SCL Lexit	ngton 2%	0%	<b>」</b> 0%	С	230	F	2300	F	2001
Houston St	0.40	2200	Г	31 /0	0 76			0 70	7	C	230		2300		2001
4255) Houston St	0.15	2400	F	From: 97%	0%	Taylor 1%	St 2%	0%	0%	F	230	F	2500	F	2001
Houston St	-			To:	-	Main S		-			-				-
				From:		Main S									
4256 McDowell St	0.05	590	F	96%	0%	2%	1%	0%	0%	С	90	F	620	F	2001
				To:		Jeffersor			<u> </u>						
Walker St	0.40	2500	F	96%	1%	Houston 1%	2%	0%	<b>」</b> 0%	С	270	F	2600	F	2001
	U.TU	_000		00/0	1 /0	1 /0	/0	J /0	J /0	_	-10		_000		_001

					Rockbri	dge Maintenance	Area							
Route	Length	AADT	QA	4Tire	Bus	Tr		 2Trail	QC	Design Hour	QK	AAWDT	QW	Year
City of Lexington														
O B	0.05	4000	_	From:	00/	Main St	00/		_	000	_	0000	_	0004
4258 Preston St	0.05	1900	F	96% To:	0%	1% 2%	0%	0%	С	230	F	2000	F	2001
						Jefferson St		1						
O Honny Ct	0.05	4000	_	From:	00/	Main St	00/		0	110	F	1200	F	2001
4260 Henry St	0.05	1200	F	98% To:	0%	1% 1% Jefferson St	0%	□ 0%	С	110	F	1200	Г	2001
				From:				1						
O Lauria Ct	0.00	2500	F	<u> </u>	0%	Nelson St 1% 1%	0%		0	400	F	2700	F	2001
(4261) Lewis St	0.08	3500	Г	98% To:	0%	1% 1% Washington St	0%	→ 0%	С	400	Г	3700	Г	2001
				From:		Lewis St								
(4261) Washington St	0.30	3800	F	98%	0%	1% 1%	0%	0%	F	370	F	3900	F	2001
117				To		Main St								
(4261) Washington St	0.06	4800	F	From: 98%	0%	Main St 1%	0%	0%	F	440	F	5000	F	2001
(4261) Washington St	0.00	4000	•	3070	0 70	170 170	0 70	_ 0 / 0	'	440		3000	•	2001
O				From:	201	Jefferson St			_	100	_			
4261 Washington St	0.06	5300	F	98%	0%	1% 1%	0%	0%	F	480	F	5500	F	2001
				From:		Lee St		]						
Washington St	0.21	4300	F	98%	0%	1% 1%	0%	0%	F	400	F	4500	F	2001
····				To:	-	Nelson St								
				From:		WCL Lexington								
4262 117 Borden Rd	0.34	720	F	96%	0%	1% 2%	0%	0%	С	90	F	750	F	2001
(11)				To:		Nelson St								
				From:		Washington St								
4263 Lewis St	0.33	1300	F	98%	0%	1% 0%	0%	0%	С	190	F	1400	F	2001
117)				To:		Diamond St								
				From:		Houston St								
4266 Spottswood Dr	0.40	2200	F	99%	0%	1% 0%	0%	0%	С	240	F	2300	F	2001
117				To:		Nelson St								
				From:		Jefferson St								
White St	0.18	900	F	99%	0%	1% 0%	0%	0%	F	130	F	940	F	2001
4267 White St				To:		Mclaughlin St		7						
_				From:		White St								
4267 McLaughlin St	0.28	2000	F	98%	0%	1% 1%	0%	0%	С	210	F	2000	F	2001
				To:		Glasgow St								
Classes Ct	0.06	4400	_	From:	00/	McLaughlin St	00/		0	120	_	1200	_	2001
4267 Glasgow St	0.06	1100	F	94% To:	0%	1% 5%	0%	¬ 0%	С	120	F	1200	F	2001
				ı		Nelson St								
City of Buena Vista				From:		C A								
20th St	6.07	440	F			Sycamore Ave		_		46	F	460	F	2001
LOUIT OL	0.07	770	•	To:		Cedar Ave		$\neg$		40		400	•	2001
				From:		Maple Ave								
25 1/2 St	6.07	660	F			•		_		80	F	690	F	2001
				To:		Walnut Ave								
				From:		Lombardy Ave								
38th St	6.07	500	F	_				_		60	F	520	F	2001
				To: From:		Catalpa Ave		+						
4th St	6.07	450	F			Linden Ave		_		50	F	470	F	2001
rui Ot	0.07	400	Г	To:		Sycamore Ave		7		50	ı	7/0		200 I
				From:		23Rd St		1						
Spruce Ave	6.07	80	F							9	F	80	F	2001
				To:		24Th St								
City of Lexington		_			_									
ACT OF LEASING UII				From:		Jackson Ave								
Edmondson Ave	4.61	200	F					_		30	F	200	F	2001
				To:		Main St								
				From:		Wallace St					_		_	
Γaylor St	4.61	1400	F					_		150	F	1500	F	2001
				To:		Houston St								

Route	Length	AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle		2Trail	QC	Design Hour	QK	AAWDT	QW	Year
City of Lexington				From:		XX 1.									
Tucker St	4.61	240	F	Piolii.		Washington St					30	F	250	F	2001
				To:		Massie	e St								