2001

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

Jurisdiction Report 02

Albemarle County City of Charlottesville Town of Scottsville

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	de
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.

					Albema	arle Maint	enance A	Area							
Route	Length	AADT	QA	4Tire	Bus		Tru			QC	Design	QK	AAWDT	QW	Year
Albemarle County						2Axle	3+Axle	1Trail	2Trail		Hour				
	7.40	4000		From:		Nelson Cou	_	00/		_	110	_	1100	_	0004
6 Irish Rd	7.19	1200	G	92%	2%	4%	1%	2%	0%	С	110	G	1100	G	2001
6 Irish Rd	5.68	1300	G	From: 92%	2%	02-627 Por 4%	ters Rd 1%	2%	0%	F	110	G	1200	G	2001
6 Irish Rd	5.00	1300	G	92 /0				2 /0	U //0	•	110	G	1200	G	2001
6 Scottsville Rd	0.28	6500	G	From: 92%	2%	20 W, Sco 4%	1%	2%	0%	F	570	G	6400	G	2001
6 cooriovine rea	0.20	0000	Ū	To:	270	WCL Scot		270	7 ~~	•	070	Ü	0400	Ü	2001
Town of Scottsville															
Coottovillo Dd	0.20	0500	N.	From:	20/	WCL Scot		20/	00/	N.I	E70	N.I.	6400	N.I	2004
6 Scottsville Rd	0.30	6500	N	92%	2%	4%	1%	2%	0%	N	570	N	6400	N	2001
	0.28	3500	G	From: 94%	0%	SR 20 E 3%	1%	2%	0%	F	330	G	3400	G	2001
6	0.20	3500	G	94 /0 To:		Tuvanna Cor		2 /0	7 0 7	•	330	G	3400	G	2001
				From:	A	lbemarle Co	ounty Line								
(6)	0.32	1200	G	94%	0%	3%	1%	2%	0%	С	110	G	1200	G	2001
				To:		ECL Scot	tsville								
Albemarle County				From:	Ru	ckingham C	ounty I ine		1						
(20)	0.12	3800	G	91%	1%	3%	1%	5%	0%	F	350	G	3700	G	2001
				To:		SCL Scot	tsville								
Town of Scottsville															
	0.17	2000		From:	10/	SCL Scot		E0/		N.I	250	N.I	2700	N.I	2001
20	0.17	3800	N	91%	1%	3%	1%	5%	0%	N	350	N	3700	N	2001
Coottovillo Dd	0.20	CEOO.	NI NI	From:	20/	S SR	1%	20/	00/	N.I.	E70	N.I.	6400	N.I.	2001
20 6 Scottsville Rd	0.30	6500	N	92% To:	2%	4% CL Scott		2%	□ 0%	N	570	N	6400	N	2001
Albemarle County						CL Sec.	5 T 11 C								
Albemarie County				From:		CL Scott	sville								
(20) (6) Scottsville Rd	0.28	6500	G	92%	2%	4%	1%	2%	0%	F	570	G	6400	G	2001
$\frac{\sim}{\sim}$				To: From:		SR 6 Iris]						
(20) Scottsville Rd	5.51	5700	G	95%	1%	2%	1%	1%	0%	F	610	G	5600	G	2001
				To: From:		-712 Plank									
(20) Scottsville Rd	4.06	7000	G	95%	1%	2%	1%	1%	0%	F	770	G	6900	G	2001
				To: From:		02-708 Red									
(20) Scottsville Rd	5.16	8200	G	95%	1%	2%	1%	1%	0%	F	950	G	8100	G	2001
				From:		02-742 Av									
20 Scottsville Rd	2.16	6400	G	95%	1%	2%	1%	1%	0%	F	710	G	6400	G	2001
				From:		Thomas Je			<u> </u>						
20 Scottsville Rd	0.42	18000	G	95%	1%	2%	1%	1%	0%	F	2200	G	18000	G	2001
				From:		I-64			<u> </u>						
20 Scottsville Rd	0.36	18000	G	97% To:	0%	2%	0%	1%	0%	F	2000	G	18000	G	2001
						SCL Charlo	uesville		<u> </u>						
City of Charlottesville				From:		SCL Charle	ottsville		1						
20 Monticello Ave	0.26	14000	G	97%	0%	2%	0%	1%	0%	F	1700	G	14000	G	2001
				To:		Altavista	Ave		_						
(20) Monticello Ave	0.28	13000	G	97%	0%	2%	0%	1%	0%	F	1400	G	13000	G	2001
				To: From:		Meridian	Ave		—						
(20) Monticello Ave	0.35	9000	G	97%	0%	2%	0%	1%	0%	С	990	G	9500	G	2001
				To: From:		Avon			1						
(20) Avon Street	0.41	18000	G	97%	0%	Monticelle 2%	o Ave 0%	1%	0%	F	1700	G	19000	G	2001
20)			_	To:		Market S		. , ,				_			
_	_	_					_		_		_		_		

					Albema	arie Maint	enance A				Doolan				
Route	Length	AADT	QA	4Tire	Bus	2Ayle	3+Axle		2Trail	QC	Design Hour	QK	AAWDT	QW	Year
City of Charlottesville						ZAXIC	3 - AXIC	TTTGII	ZITAII		rioui				
				From:		Market									
(20) 9th St	0.12	15000	G	97%	0%	2%	0%	1%	0%	F	1400	G	15000	G	2001
Combir	ned Traffic:	NA									NA		NA		
Bus				To: From:		US 250 H	igh St								
(20) (250) High St	0.23	12000	G	95%	1%	3%	1%	1%	0%	F	1000	G	12000	G	2001
				To		11TH	ST		٦						
Bus	0.04	0000	_	From:	40/			40/		_	040	_	10000	0	2004
20 (250) High St	0.21	9800	G	95%	1%	3%	1%	1%	0%	С	910	G	10000	G	2001
Bus				From:		GILLESPI	E AVE		_						
20 250 High St	0.45	19000	G	95%	1%	3%	1%	1%	0%	F	1700	G	20000	G	2001
				To: From:	R	Γ 250 & RT	250 BUS		—						
20 (250) Long St	0.06	33000	N	99%	0%	1%	0%	0%	0%	Ν	3100	Ν	36000	N	2001
				To:		ECL Charlo	ttesville								
Albemarle County															
				From:		ECL Charlo									
20 250 Richmond Rd	0.20	30000	N	99%	0%	1%	0%	0%	0%	N	2900	N	32000	N	2001
<u> </u>				To: From:		JS 250 Rich									
(20) Stony Point Rd	1.30	11000	G	96%	0%	2%	1%	1%	0%	F	1200	G	11000	G	2001
$\frac{\sim}{}$				To: From:		02-142	22]						
20 Stony Point Rd	3.59	6500	G	96%	0%	2%	1%	1%	0%	F	760	G	6500	G	2001
				To: From:		02-649 Pro	offit Rd		—						
20 Stony Point Rd	2.82	3500	G	96%	0%	2%	1%	1%	0%	F	350	G	3500	G	2001
				To	02	-600 Stony	Point Pace								
20 Stony Point Rd	5.84	2100	G	96%	0%	2%	1%	1%	0%	F	230	G	2100	G	2001
				To:	(Orange Cou	nty Line								
				From:		US 250 Sh	adwell								
22	2.44	7600	G	95%	1%	2%	1%	2%	0%	F	680	G	7500	G	2001
				To:		02-61	6		—						
22	2.91	6800	G	95%	1%	2%	1%	2%	0%	F	660	G	6800	G	2001
				To	9	R 231 Near	Cismont		٦						
22	3.71	1800	G	95%	1%	2%	1%	2%	0%	F	190	G	1800	G	2001
22				To:		Louisa Cou	nty Line								
				From:		Nelson Cou	nty Line								
29	7.89	13000	G	85%	1%	2%	1%	10%	0%	F	980	G	12000	G	2001
				To		02-692 Pla	nk Rd		٦						
29	2.69	14000	G	85%	1%	2%	1%	10%	0%	F	1100	G	13000	G	2001
25)			_	To:		02-708 Red								·	
20	5.90	16000	G	85%	1%	2%	1%	10%	0%	F	1300	G	16000	G	2001
29	2.00	. 5556	_	To	. , ,			. 0 /0	¬ ~ ~	•		-	. 5500	-	
	0.63	25000	G	From: 85%	1%	I-64 2%	1%	10%	0%	F	2500	G	25000	G	2001
29	0.00	23000	3						J 70	'	2000	J	20000	J	2001
	1 6 4	20000		110111.		Fontaine Ave			00/		3000		20000		2004
29	1.64	29000	G	85%	1%	2%	1%	10%	0%	F	3000	G	28000	G	2001
~~~	4.00			From:	00/	US 25		00′			4000		40000		0004
[29] [250]	1.86	39000	G	99% To:	0%	1%	0%	0%	□ 0%	F	4200	G	42000	G	2001
						WCL Charle	ouesville								
City of Charlottesville				From:	,	WCL Charlo	nttesville		1						
29 (250)	0.35	35000	G	99%	0%	1%	0%	0%	0%	F	3700	G	37000	G	2001
[29] [250]				To:		RT 29 E	BUS							·	
~~~_	_			From:		US 250, Bu	s US 29						,		
(29) Emmet St	0.37	53000	G	95%	0%	2%	0%	3%	0%	F	4500	G	54000	G	2001
~				To:		NCL Charlo	ottesville								

Route Length AADT QA 4 Tire Bus Truck 2 Trail 2 Trail QC Hour QK AAW	00 G 20
Albemarle County	
29	
29 3.11 43000 G 95% 0% 2% 0% 3% 0% F 4100 G 4400 29 2.81 36000 A 95% 0% 2% 0% 3% 0% A 3600 A 3700 29 2.89 33000 G 95% 0% 2% 0% 3% 0% A 3600 A 3700 29 2.89 33000 G 95% 0% 2% 0% 3% 0% F 2900 G 3300 29 33000 G 95% 0% 2% 0% 3% 0% F 2900 G 3300 29 33000 G 95% 0% 2% 0% 3% 0% F 2900 G 3300 29 3000 G 97% 0% 1% 1% 1% 1% 0% F 1200 G 1300 3000 F 12000 G 1300 3000 F 1200 G	
29 3.11 43000 G 95% 0% 2% 0% 3% 0% F 4100 G 4400 29 2.81 36000 A 95% 0% 2% 0% 3% 0% A 3600 A 3700 29 2.89 33000 G 95% 0% 2% 0% 3% 0% F 2900 G 3300 29 2.89 33000 G 95% 0% 2% 0% 3% 0% F 2900 G 3300 29 2.89 33000 G 95% 0% 2% 0% 3% 0% F 2900 G 3300 29 3000 G 95% 0% 2% 0% 3% 0% F 2900 G 3300 29 3000 G 97% 0% 1% 1% 1% 0% 0% F 1200 G 1300 3000 G 97% 0% 1% 1% 1% 0% 0% 0% C 1500 G 1400 3000 G 98% 0% 1% 0% 0% 0% 0% F 1200 G 1400 3000 G 98% 0% 1% 0% 0% 0% F 1200 G 1400 3000 G 98% 0% 1% 0% 0% 0% F 1200 G 1400 3000 G 98% 0% 1% 0% 0% 0% F 1200 G 1400 3000 G 98% 0% 1% 0% 0% 0% F 1500 G 1900 3000 G 98% 0% 1% 0% 0% 0% 0% F 1500 G 1900 3000 G 98% 0% 1% 0% 0% 0% 0% F 1500 G 1900 3000 G 98% 0% 1% 0% 0% 0% 0% F 1500 G 1900 3000 G 98% 0% 1% 0% 0% 0% 0% F 1500 G 1900 3000 G 98% 0% 1% 0% 0% 0% 0% 0% 0	
29 2.81 36000 A 95% 0% 2% 0% 3% 0% A 3600 A 3700	00 G 20
29 2.81 36000 A 95% 0% 2% 0% 3% 0% A 3600 A 3700 29 2.89 33000 G 95% 0% 2% 0% 3% 0% F 2900 G 3300 City of Charlottesville Bus 29 0.37 12000 G 97% 0% 1% 1% 1% 0% F 1200 G 1300 Bus 29 Fontaine Ave 0.42 13000 G 98% 0% 1% 0% 0% 0% C 1500 G 1400 Bus 29 Fontaine Ave 0.69 14000 G 98% 0% 1% 0% 0% 0% F 1200 G 1400 Bus 29 Emmet Street 0.53 18000 G 98% 0% 1% 0% 0% 0% 0% F 1500 G 1900 Bus 29 Emmet Street 0.53 18000 G 98% 0% 1% 0% 0% 0% 0% F 1500 G 1900 Bus 29 Emmet Street 0.55 29000 G 97% 1% 2% 0% 0% 0% 0% C 2200 G 3100 Bus 29 Emmet St 0.45 24000 G 97% 1% 2% 0% 0% 0% F 2000 G 2600	,0 0 20
2.89 33000 G 95% 0% 2% 0% 3% 0% F 2900 G 3301	00 A 20
2.89 33000 G 95% 0% 2% 0% 3% 0% F 2900 G 3300 To Greene County Line	
To Greene County Line School Sc	00 G 20
Bus SCL Charlottsville	
Bus From SCL Charlottsville SCL Charlottsvi	
SCL Charlottsville SCL Cha	00 0 00
Bus Formaine Ave 0.42 13000 G 98% 0% 1% 0% 0% 0% C 1500 G 1400	00 G 20
Bus From Fontaine Ave From Fr	
Bus From Fontaine Ave 29 Jefferson Park Ave 0.69 14000 G 98% 0% 1% 0% 0% 0% F 1200 G 1400	00 G 20
Description	
Bus From Jefferson Park Ave	00 G 20
Bus Emmet Street 0.53 18000 G 98% 0% 1% 0% 0% 0% F 1500 G 1900	
Bus Ivy Rd 29 Emmet St 0.55 29000 G 97% 1% 2% 0% 0% 0% C 2200 G 3100	00 G 20
Bus D.55 29000 G 97% 1% 2% 0% 0% 0% C 2200 G 3100 Bus Tak	70 G 20
Bus Arlington Blvd 29 Emmet St 0.45 24000 G 97% 1% 2% 0% 0% 0% F 2000 G 2600	
29 Emmet St 0.45 24000 G 97% 1% 2% 0% 0% 0% F 2000 G 2600	00 G 20
29 Emmet St 0.45 24000 G 97% 1% 2% 0% 0% 0% F 2000 G 2600	
Bus Barracks Rd	00 G 20
BUS	
29 Emmet St 0.40 33000 G 97% 1% 2% 0% 0% 0% F 2900 G 3500	00 G 20
To: US 250 Bypass	
Albemarle County	
From: SR 20	0 0 0
(53) 1.75 9100 G 98% 0% 1% 0% 0% F 990 G 900	0 G 20
Total Monticello 1.42 7700 G 98% 0% 1% 0% 0% 0% F 960 G 760	0 G 20
	J G 20
53 2.56 4200 G 98% 0% 1% 0% 0% 0% F 600 G 420	0 G 20
<u></u>	0 20
53 3.78 6500 G 98% 0% 1% 0% 0% 0% F 770 G 650	0 G 20
3.78 6500 G 98% 0% 1% 0% 0% 0 F 770 G 650	
Nelson County	·
East From: Augusta County Line	
1.36 13000 G 84% 1% 2% 1% 12% 0% F 920 G 1200	
Combined Traffic: 25000 G 84% 1% 2% 1% 12% 0% F 2200 G 2400 Albemarle County Line	00 G 20
Albemarle County	
East From: Nelson County Line	
64 5.90 13000 G 84% 1% 2% 1% 12% 0% F 920 G 1200	
Combined Traffic: 25000 G 84% 1% 2% 1% 12% 0% F 2200 G 2400	00 G 20
East US 250 Near Yancy Mills	
$\frac{1}{64}$ 6.91 15000 G 84% 1% 2% 1% 12% 0% F 1400 G 1300	00 G 20
Combined Traffic: 29000 G 84% 1% 2% 1% 12% 0% F 3000 G 2800	00 G 20
Foot 02-637	
East 64.25 17000 G 84% 1% 2% 1% 12% 0% F 1400 G 1500	
Combined Traffic: 31000 G 84% 1% 2% 1% 12% 0% F 3000 G 290	10 G 20
To: US 29	

					Albema	arle Maint	enance A	Area							
Route	Length	AADT	QA	4Tire	Bus		Tru	ıck		QC	Design	OK	AAWDT	ΟW	Year
	Lengui	AADI	ųл	41116	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Hour	QIV	AAWDI	QVV	i Cai
Albemarle County				From:		US 2	0		1						
East 64	1.49	18000	G	85%	1%	2%	1%	11%	1%	F	1900	G	17000	G	2001
04	Combined Traffic:	36000	G	85%	1%	2%	1%	11%	0%	F	3500	G	32000	G	2001
	Combined Traine.	00000		To:	170			1170	7	•	0000	Ū	02000	Ü	2001
East				From:		02-631 5									
(64)	1.73	19000	G	85%	1%	2%	1%	11%	1%	F	2200	G	17000	G	2001
	Combined Traffic:	38000	G	85%	1%	2%	1%	11%	0%	F	4200	G	35000	G	2001
East				To: From:		SR 20	0								
64)	0.55	15000	G	85%	1%	2%	1%	11%	1%	F	1600	G	13000	G	2001
	Combined Traffic:	29000	G	85%	1%	2%	1%	11%	0%	F	2900	G	27000	G	2001
				To:	7	WCL Charlo	ottesville								
City of Charlottesy	ille														
East				From:		WCL Charle		440/		_	4000		40000		2224
64	0.17	15000	G	85%	1%	2%	1%	11%	1%	F	1600	G	13000	G	2001
	Combined Traffic:	29000	G	85% To:	1%	2%	1%	11%	0%	F	2900	G	27000	G	2001
						ECL Charlo	uesville		I						
Albemarle County East				From:	1	ECL Charlo	ttesville								
(64)	2.00	15000	G	85%	1%	2%	1%	11%	1%	F	1600	G	13000	G	2001
	Combined Traffic:	29000	G	85%	1%	2%	1%	11%	0%	F	2900	G	27000	G	2001
				To	US 25	50 East of C	harlottesvil	le.							
East	5.42	44000	_	85%	1%	2%	1%	11%	10/	_	1500	0	12000	0	2001
64		14000	G	85%		2% 2%	1%	11%	1%	F F	1500	G G	13000	G G	2001
	Combined Traffic:	29000	G	65%	1%			11%	0% —	Г	3200	G	26000	G	2001
East				From:		02-61	6								
(64)	1.42	12000	G	85%	1%	2%	1%	11%	1%	F	1300	G	11000	G	2001
	Combined Traffic:	25000	G	85%	1%	2%	1%	11%	0%	F	2500	G	23000	G	2001
				To:	F	luvanna Cou	unty Line								
Nelson County				From:											
West	1.36	13000	G	84%	1%	Augusta Cou 2%	1%	12%	」 ○%	F	1300	G	13000	G	2001
64)	Combined Traffic:		G	84%	1%	2%	1%	12%	0%	F	2200	G	24000	G	2001
	Combined Trailic.	23000	G	To:		lbemarle Co		12 /0	7 0 / 0	'	2200	O	24000	O	2001
Albemarle County				u.											
West				From:	1	Nelson Cou	nty Line								
(64)	6.27	13000	G	84%	1%	2%	1%	12%	0%	F	1300	G	13000	G	2001
\smile	Combined Traffic:	25000	G	84%	1%	2%	1%	12%	0%	F	2200	G	24000	G	2001
10/				To: From:	1	US 250 near	r Crozet								
West 64	7.01	14000	G	84%	1%	2%	1%	12%	0%	F	1600	G	14000	G	2001
04)	Combined Traffic:		G	84%	1%	2%	1%	12%	0%	F	3000	G	28000	G	2001
			_	To	. , 0			/	¬					_	
West				From:		02-63						_			
64	3.76	14000	G	84%	1%	2%	1%	12%	0%	F	1600	G	14000	G	2001
~	Combined Traffic:	31000	G	84%	1%	2%	1%	12%	0%	F	3000	G	29000	G	2001
West				To: From:		US 2	9]—						
64	1.84	17000	G	85%	1%	2%	1%	11%	0%	F	1700	G	16000	G	2001
	Combined Traffic:	36000	G	85%	1%	2%	1%	11%	0%	F	3500	G	32000	G	2001
				To		02-631 5	th St								
West	4.50	10000	_	From:	40/			140/		_	2000	_	17000	0	2004
64	1.52	19000	G	85%	1%	2%	1%	11%	0%	F	2000	G	17000	G	2001
	Combined Traffic:	38000	G	85%	1%	2%	1%	11%	0%	F	4200	G	35000	G	2001
West				From:		SR 20	0	_							
64	0.41	15000	G	85%	1%	2%	1%	11%	0%	F	1400	G	13000	G	2001
	Combined Traffic:	29000	G	85%	1%	2%	1%	11%	0%	F	2900	G	27000	G	2001
				To:	1	WCL Charlo	ottesville								

						Albellia	ane main	terrance	Alea							
Route	L	_ength	AADT	QA	4Tire	Bus		3+Axle			QC	Design Hour	QK	AAWDT	QW	Year
City of Charlottesvil	le				From:		vor ot 1									
West		0.20	15000	G	85%	1%	WCL Charl 2%	ottesville 1%	11%	」 ○%	F	1400	G	13000	G	2001
64	Combined		29000	G	85%	1%	2%	1%	11%	0%	F	2900	G	27000	G	2001
	Combined	manic.	23000	•	To:		ECL Charle		1170	7 0 / 0	'	2300	J	27000	O	2001
Albemarle County					•					•						
West					From:		ECL Charle	ottesville								
(64)		2.39	15000	G	85%	1%	2%	1%	11%	0%	F	1400	G	13000	G	2001
	Combined	Traffic:	29000	G	85%	1%	2%	1%	11%	0%	F	2900	G	27000	G	2001
West					To: From:	US 25	50 East of C	Charlottesvi	lle							
64		5.37	15000	G	85%	1%	2%	1%	11%	0%	F	1700	G	14000	G	2001
	Combined		29000	G	85%	1%	2%	1%	11%	0%	F	3200	G	26000	G	2001
					To		02-6									
West					From:						_				_	
64		1.08	13000	G	85%	1%	2%	1%	11%	0%	F	1200	G	12000	G	2001
	Combined	Traffic:	25000	G	85%	1%	2%	1%	11%	¬ ^{0%}	F	2500	G	23000	G	2001
					To:		luvanna Co	*								
(151) Critzers Shop	Pd	1 11	7000	G	From: 89%	0%	Nelson Cou 1%	inty Line 4%	4%	 1%	F	680	G	7400	G	2001
151 CHIZEIS SHOP	ι\u	1.11	7900	G	89% To:			4% ish Gap Rd		1 70	Г	000	G	7400	G	∠UU I
					From:	US										
(231) Gordonsville F	Rd	8.11	4300	G	95%	0%	SR 22 Lot 2%	uisa Rd 0%	3%	0%	F	430	G	4300	G	2001
231) GOLGOLOVIIIO I		0.11	4000	·	To:		Louisa Cou		070	٦	•	100	Ŭ	1000	Ū	2001
					From:			h Gap Trnp	nk	1						
(240) Crozet Ave		1.43	5900	G	96%	0%	2%	1%	1%	0%	F	490	G	5900	G	2001
240)					To:			4 4								
(240) Crozet Ave		2.40	5900	N	From: 96%	0%	02-810 Cro 2%	1%	1%	0%	N	490	N	5900	N	2001
240) 6162617116		2.10	0000	•••						7		100		0000	•••	2001
240 Three Notchd	Dd	0.68	4900	G	From: 94%	02-80 1%	02 Old Thre 1%	ee Notchd F	3%	0%	F	420	G	4900	G	2001
240) Tillee Notchu	itu	0.00	4300	G	70:			East of Cro		7 0 / 0	'	420	J	4300	J	2001
Nalaan Canada						0020	o i i y i i u, i	Supr of City								
Nelson County					From:	A	Augusta Co	unty Line								
250		1.27	6200	M	90%	0%	2%	4%	3%	1%	F	NA		NA		2001
$\stackrel{\smile}{\longrightarrow}$					To: From:		SR 6 A	fton		—						
Rockfish Gap	Trnpk	0.13	6400	G	95%	0%	3%	0%	1%	0%	F	610	G	6300	G	2001
					To:		Albemarle	Co Line								
Albemarle County																
					From:		Albemarle									
Rockfish Gap	Trnpk	0.32	6400	N	95%	0%	3%	0%	1%	0%	N	610	N	6300	N	2001
					To:		FR-1	12								
Nelson County					From:		FR-1	72								
250 Rockfish Gap	Trnpk	1.45	6400	N	95%	0%	3%	0%	1%	0%	N	610	N	6300	N	2001
(250) . 105orr Gup		•	00	••	To:	- 70			. , 0	¬ ~ ~		2.0	••	3000	••	
Rockfish Gap	Trnnk	4.00	6400	N	From: 95%	0%	SR 1:	51 0%	1%	0%	N	610	N	6300	N	2001
(250) 1 COMISIT Cap	πρι	7.00	U-100	14	70:	0 /0	FR-8.		1 /0	7 70	14	010	14	5500	14	2001
Albamaula Carret							110			•						
Albemarle County					From:		FR-8	52								
Rockfish Gap	Trnpk	0.59	6400	N	95%	0%	3%	0%	1%	0%	Ν	610	Ν	6300	Ν	2001
$\overline{}$					To:		64 Near Ya									
Post-Sieh C	Trank	1.60	7000	_	From:		64 Near Ya		40/		_	600	_	7700	0	2004
Rockfish Gap	ттрк	1.66	7800	G	96%	0%	2%	1%	1%	0%	F	680	G	7700	G	2001
~~~ <u>-</u>				_	From:			School Rd								0
250 Rockfish Gap	Trnpk	2.97	4800	G	96%	0%	2%	1%	1%	0%	F	400	G	4800	G	2001
~					To: From:			Notchd Rd								
250 Ivy Rd		3.29	9200	G	96%	0%	2%	1%	1%	0%	F	820	G	9200	G	2001
					To:	-	02-637 Wo	oods Rd								

Route	Length	AADT	QA	4Tire	D		Tru	ck			Design				
				71110	Bus	0.4 - 1 -	0 . 4	4T9	OT!	QC	-	QK	AAWDT	QW	Year
Albemarle County						ZAXIE	3+Axle	Tirali	2Trail		Hour				
250 Ivy Rd	3.80	12000	G	96%	0%	02-637 Wo 2%	1%	1%	0%	F	1100	G	12000	G	2001
250	1.86	39000	G	99% To:	0%	29; Bus US 1% VCL Charlo	250 Ivy Rd 0% ottesville	0%	0%	F	4200	G	42000	G	2001
City of Charlottesville															
250	0.35	35000	G	99%	0%	VCL Charlo	0%	0%	□ 0%	F	3700	G	37000	G	2001
250	0.32	22000	G	99%	0%	US 29, Em 1%	0%	0%	0%	F	2400	G	23000	G	2001
250	0.42	39000	G	99%	0%	4-3431 Hyd 1%	0%	0%	0%	F	3900	G	43000	G	2001
250	0.60	39000	Α	From: 99%	0%	Dairy 1	0%	0%	0%	С	3000	Α	42000	Α	2001
250	0.33	38000	G	From: 99%	0%	Rugby Av 1%	0%	0%	0%	F	3800	G	41000	G	2001
250	0.27	33000	G	From: 99%	0%	McIntire 1%	e Rd 0%	0%	0%	F	3100	G	36000	G	2001
250	0.26	36000	G	From: 99%	0%	Park 1 1%	0%	0%	0%	F	3400	G	39000	G	2001
250 Long St	0.49	33000	G	From: 99%	0%	Locust .	Ave 0%	0%	0%	F	3100	G	36000	G	2001
250 Long St	0.06	33000	N	From: 99%	0%	3us US 250 1% ECL Charlo	0%	0%	0%	N	3100	N	36000	N	2001
Albemarle County				L		SCE CHAITC	ttesvine								
250 Richmond Rd	0.20	30000	N	99%	0%	ECL Charlo 1%	ottesville 0%	0%	0%	N	2900	N	32000	N	2001
250 Richmond Rd	1.64	30000	G	From: 99%	SI 0%	R 20 Stony 1%	Point Rd 0%	0%	0%	F	2900	G	32000	G	2001
250 Richmond Rd	2.16	22000	G	From: 93%	I-64 0%	East of Ch	arlottesville 3%	1%	0%	F	2000	G	22000	G	2001
250 Richmond Rd	4.40	9300	G	From: 92%	1%	SR 22 Lou 3%	2%	1%	0%	F	840	G	9200	G	2001
Bus				From:	FI	US 250; U									
250	0.85	14000	G	98% To:	0% V	1% VCL Charle	0%	0%		F	1300	G	14000	G	2001
City of Charlottesville															
250 Ivy Rd	0.50	14000	G	98%	0%	VCL Charlo	0%	0%	0%	F	1200	G	15000	G	2001
Bus 250 University Ave Comb	0.40	17000 NA	G	95%	0%	Emmet	0%	0%	0%	F	1400 NA	G	18000 NA	G	2001
				To: From:		Chancell	or St		<del>-</del>						
University Ave	0.19 ined Traffic:	15000 20000	G G	95% 95%	0% 0%	4% 4%	0% 0%	0% 0%	0% 0%	F F	1200 1700	G G	16000 21000	G G	2001 2001
		20000						0 /0			1700				2001
Bus 250 Main St	0.31 ined Traffic:	12000	G G	95% 96%	0% 0%	C&O RR C 4% 3%	0% 0%	0% 0%	0% 0%	C C	970 2900	G G	12000 34000	G G	2001 2001
Comp	печ пашс:	32000	G	96% To:	0%	3% 9th S		U%	0%	C	2900	G	34000	G	∠UU I

						7 0		Tru				Design				
Route	I	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Hour	QK	AAWDT	QW	Year
City of Charlottesvi	lle				From:		9th S	!+		1						
Bus 250 Main St		0.51	13000	G	95%	0%	4%	0%	0%	0%	F	1000	G	13000	G	2001
200)	Combined	Traffic:	33000	G	96%	0%	3%	0%	0%	0%	F	2900	G	35000	G	2001
					To:		McIntire									
Bus 250 McIntire Rd		0.22	20000	G	95%	1%	Main 3%	St 1%	1%	 0%	F	1700	G	21000	G	2001
250 Welltine Ita	Combined		30000	G	96%	1%	3%	1%	1%	0%	F	2700	G	32000	G	2001
	Combined	i i i anio.	00000		To:		-3405, Bus			٦	•	2.00		02000		2001
Bus					From:							4=00		24222		2224
250 McIntire Rd		0.03	20000	N	95%	1%	3%	1%	1%	0%	N	1700	N	21000	N	2001
Bus					From:		Preston	Ave		ⅎ						
250 Market St		0.53	9100	G	95%	1%	3%	1%	1%	0%	F	860	G	9600	G	2001
	Combined	Traffic:	17000	G	96%	1%	2%	0%	1%	0%	F	1600	G	18000	G	2001
Puo					To: From:		9th S	it								
Bus 250 20 9th St		0.12	15000	G	97%	0%	2%	0%	1%	0%	F	1400	G	15000	G	2001
230) (20)	Combined		NA									NA		NA		
					To		9TH S	T.		٦						
Bus OFO High St		0.23	12000	G	95%	1%	3%	1%	1%	<b>-</b> 0%	F	1000	G	12000	G	2001
High St		0.23	12000	G	90 70	1 /0			1 /0	7	ı	1000	G	12000	G	200 I
Bus					From:		11th 5									
(250) High St		0.21	9800	G	95%	1%	3%	1%	1%	0%	С	910	G	10000	G	2001
Bus					To: From:		Gillespie	Ave		]						
250 High St		0.45	19000	G	95%	1%	3%	1%	1%	0%	F	1700	G	20000	G	2001
200)					To:		Long	St								
Bus					From:		University	y Ave								
250 Rugby Rd		0.38	10000	G	97%	0%	2%	0%	0%	0%	F	990	G	11000	G	2001
<u>_</u>	Combined	Traffic:	30000	G	96%	1%	3%	1%	1%	0%	F	2700	G	32000	G	2001
Dura					To: From:		Grady A Rugby			_						
Bus 250 Grady Ave		0.57	4900	G	97%	0%	2%	0%	0%	0%	F	520	G	5100	G	2001
230)	Combined		20000	G	95%	0%	4%	0%	0%	0%	F	1700	G	21000	G	2001
					To:		Preston			<u> </u>	-					
Bus		0.54		_	From:	00/	Grady A		00/		•	4000	_	0.4.000	_	0004
250 Preston Ave	0	0.51	20000	G	97%	0%	2%	0%	0%	0%	С	1900	G	21000	G	2001
•	Combined	i i raffic:	33000	G	96%	0%	3%	0%	0%	0%	F	2900	G	35000	G	2001
Bus Bus					To: From:		Market	t St		_						
250 250 McIntire	e Rd	0.03	20000	N	95%	1%	3%	1%	1%	0%	Ν	1700	Ν	21000	Ν	2001
					To: From:		PRESTON	I AVE		]——						
Bus (250) High St		0.54	7900	G	97%	0%	2%	0%	0%	0%	F	730	G	8300	G	2001
(280), iiai, or	Combined		17000	G	96%	1%	2%	0%	1%	0%	F	1600	G	18000	G	2001
	Combined	i i i i i i i i i i i i i i i i i i i	17000	J	To:	170	9th S		170	٦	•	1000	O	10000	Ü	2001
Albemarle County					•					•						
					From:	]	Louisa Cou	nty Line								
(600) Campbell Rd		3.40	310	R								NA		NA		1997
					To: From:		SR 22 Lou	iisa Rd		<u> </u>						
(600) Cismont Lane	Э	0.25	210	R						-		NA		NA		11/16/2000
					To: From:	SR	231 Gordo	nsville Rd		<b>_</b>						
(600) Stoney Point	Pass	5.60	50	R						_		NA		NA		11/16/2000
					To:		20 E; Ston			1						
Matta Bassa	no.	2 00	970	ь	From:	SR	20 W; Ston	y Point Rd				NIA		NΙΛ		1007
(600) Watts Passag	y <del>c</del>	2.00	870	R	_					_		NA		NA		1997
( ) M-#- 5		0.50	0.40		To: From:	02	2-700 Watts	Farm Rd	· <u></u>	_		NI C		N I A		44/00/0000
600 Watts Passag	ge	0.50	340	R	To:		0.50 \0.10	2 700		_		NA		NA		11/08/2000
							0.50 MN (	14-700								

Route	Length	AADT	QA	4Tire	Bus	Tru		2Troil	QC	Design	QK	AAWDT	QW	Year
Albemarle County						3+Axle	ııralı	2Trail		Hour				
(600) Watts Passage	1.45	330	R	From:	0.50 MN	02-700				NA		NA		1997
				To: From:	02-1	005								
(600) Watts Passage	2.40	490	R	To:	02-641 Burnle	ev Station Rd		7		NA		NA		1997
				From:	US 250 BU			1						
601) Old Ivy Rd	0.64	4300	G	96%	0% 2%	1%	0%	0%	С	520	G	4500	G	2001
(601) Old Ivy Rd	0.16	7000	G	To: From:	Ramp To US	29; US 250				720	G	7300	G	2001
(601) Old Garth Rd	1.95	1700	G	From:	Ramp To	US 250		]——		190	G	1700	G	2001
	2.71	6300	G	To: From:	02-654 Ba	rracks Rd				600	G	6300	G	2001
601) Old Garth Rd	2.71	6300	G	To:	02 (7( 5 ))	l C d D l		_		000	G	0300	G	2001
601) Free Union Rd	2.24	2800	G	From:	02-676 South	ı; Garth Rd				260	G	2800	G	2001
(601) Free Union Rd	3.68	2600	G	From:	02-678 R	idge Rd				240	G	2600	G	2001
Fron Union Ed	2.31	1000	G	From:	02-668 Chap	el Spring La		]		110	G	1000	G	2001
601) Free Union Rd	2.31	1000	G	т	00.001.00			_		110	G	1000	G	2001
601) Free Union Rd	2.73	470	G	From:	02-671 Dav	is Shop Rd				50	G	460	G	2001
				To: From:	02-810 East; B									
(601) Mission Home Rd	1.78	150	R	Piolii.	02-810 West; E	oonesville R	d			NA		NA		1997
001)				To:	Greene Co	unty Line								
<u> </u>				From:	Dead	End								
(602) Howardsville Tpke	0.25	10	R					_		NA		NA		06/01/2000
602 Howardsville Tpke	6.20	410	R	From:	02-626 Jame	s River Rd				NA		NA		06/01/2000
602) Howardsville Tpke	0.20	710		To:	02-800 Sc	hyler Rd				1471		14/ (		00/01/2000
				From:	02-663 Simm	ons Gap Rd								
603) Plunkett Rd	0.70	320	R	To:		. *:		_		NA		NA		1997
				From:	Greene Co									
604) Buffalo River Rd	1.00	1300	G	98%	02-664 Frays 0% 1%	1%	1%	0%	С	200	G	1300	G	2001
(604) Buffalo River Rd	1.54	1100	G	From: 98%	02-1 0% 1%	540 1%	1%	0%	F	160	G	1100	G	2001
004)				To:	Greene Co		.,,							
				From:	Greene Co	unty Line								
605) Durrette Ridge Rd	2.20	120	R	To:	02-743 Advar	nce Mills Rd		1		NA		NA		11/13/2000
				From:	02-743 Ear	lysville Rd								
606 Dickerson Rd	0.87	6000	G	96%	1% 2%	1%	1%	0%	С	620	G	6000	G	2001
(606) Dickerson Rd	0.91	2200	G	From: 96%	02-649 Ai	irport Rd 1%	1%	0%	F	240	G	2100	G	2001
Diakaraan Dd	0.27	960		From:	02-1		10/			00		950		2004
606) Dickerson Rd	0.27	860	G	96%	1% 2%	1%	1%	0%	F	90	G	850	G	2001
606) Dickerson Rd	0.15	380	R	From:	02-850 Chris G		u			NA		NA		1997
(606) Dickerson Rd	1.73	620	R	From:	0.15 MN	02-850				NA		NA		11/13/2000
				To: From:	1.89 MN	02-850		]——						
606 Dickerson Rd	0.11	360	R	To:	02-1	030		1		NA		NA		1997
					02-1	JJU								

Route	Length	AADT	QA	4Tire	Rue	Tru : 3+Axle			QC	Design Hour	QK	AAWDT	QW	Year
Albemarle County				From:	02-1			1						
606 Dickerson Rd	0.40	1900	R					<b>」</b> -		NA		NA		1997
606 Dickerson Rd	1.12	120	R	To:	02-763 Dick			_ <del> </del>		NA		NA		11/13/200
606) Spring Hill Rd	0.47	940	R	From:	02-641 E; Fr 02-641 W; F	rays Mill Rd		<del></del>		NA		NA		1997
607) Red Row Lane	0.10	90	R	From:	Greene Co 02-715 Es Dead	smont Rd		<u> </u>   		NA		NA		09/05/200
(608)	1.40	110	R	From:	02-0	645				NA		NA		11/16/2000
(609) Wesley Chapel Rd	1.40	700	R	From:	02-671 Balla 02-665 Mil					NA		NA		1997
<b>6</b> 10	2.30	500	R	From:	SR Dead	20		<u> </u>		NA		NA		11/08/2000
(611) Jarmans Gap Rd	0.94	NA		From:	Dead 0.94 MS 1	End		<u> </u>		NA		NA		
611) Jarmans Gap Rd	2.21	210	R	From:	0.95 MS I	Dead End		<u> </u>		NA		NA		11/06/2000
612	1.70	240	R	From:	SR Dead					NA		NA		11/08/2000
613)	0.20	40	R	From:	02-c	602				NA		NA		06/01/2000
614) Sugar Hollow Rd	0.25	40	R	From:	Dead	End				NA		NA		10/24/2000
614) Sugar Hollow Rd	3.00	240	R	From:	0.25 ME I			_		NA		NA		10/24/2000
614) Sugar Hollow Rd	0.45	240	R	From:	3.25 ME I					NA		NA		10/24/2000
614) Sugar Hollow Rd	2.40	400	R	From:	02-674 Suga 02-810 W; Bro		ke	_ <del></del>		NA		NA		1997
614) Garth Rd	2.10	2400	G	97%	02-810 E; W 1% 1%	hite Hall Rd 0%	1%	0%	F	250	G	2400	G	2001
614) Garth Rd	3.21	3100	G	97% _{To:}	02-671 Mil 1% 1% 02-676 Ow	0%	1%	0%	С	290	G	3100	G	2001
615 Lindsay Rd	0.50	210	R	From:	Louisa Co					NA		NA		11/16/2000
615 Lindsay Rd	1.10	260	R	From:	02-639 Har SR 231 Gord					NA		NA		1997
616) Union Mill Rd	1.20	4600	G	95%	Fluvanna C	2%	1%	0%	С	470	G	4600	G	2001
616 Black Cat Rd	0.64	5100	G	From: 95% To:	US 250 Ric 0% 2% I-6	2%	1%	0%	F	710	G	5100	G	2001

					Albema	arle Mainte									
Route	Length	AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle		 2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Albemarle County							JIANE	IIIali	ZIIali		rioui				
616) Black Cat Rd	2.32	710	G	96%	0%	I-64 3%	0%	1%	0%	С	80	G	700	G	2001
616) Brack Sat Ha	2.02			То:	070	SR 22 Louis		170					700		2001
				From:		Nelson Count	ty Line								
(617)	0.90	30	R	To:		02-602	•		_		NA		NA		06/01/2000
				From:		02-002 02-795 Blenhe			1						
(618) Jefferson Mill Rd	6.52	670	R			02-793 DICHIN	ciii Ku				NA		NA		09/05/2000
				To: From:		2-620 W; Rol									
(618) Martin King Rd	4.70	960	R		(	02-620 E; Rol	ling Ka				NA		NA		09/11/2000
0.00				To:	F	Fluvanna Cour	nty Line								
				From:		02-620	)								
(619)	0.20	460	R	To:	Т	Fluvanna Cour	ntr: Lina		_		NA		NA		09/11/2000
				From:		Fluvanna Cour									
(620) Rolling Rd	2.81	1600	G	97%	0%	2%	1%	0%	0%	F	180	G	1600	G	2001
				To:		02-728 Ed Joi	nes Rd		1						
(620) Rolling Rd	3.40	1700	G	97%	0%	2%	1%	0%	0%	С	220	G	1700	G	2001
				To:		02-795 Presid									
	1.10	350	R	From:		Dead En	nd				NA		NA		1997
(621)	1.10	330	K	To:		SR 20			7		INA		INA		1997
				From:	(	02-795 Blenhe	eim Rd								
(622) Albevanna Spring La	1.20	1000	R	<u>-</u>							NA		NA		05/30/2000
				From:	F	Fluvanna Cour	nty Line		]						
622) Albevanna Spring Rd	1.90	220	R	To:	02	618 Jefferson	Mill I one		_		NA		NA		05/30/2000
				From:	02-	Dead En		;	1						
(623) Woods Edge Rd	0.89	240	R			Dead En	IU				NA		NA		09/07/2000
				To: From:		0.89 MN Dea	ad End		1—						
(623) Woods Edge Rd	0.51	420	R								NA		NA		1997
				To:	0	2-616 Union									
624) Headquarter La	0.15	20	R	From:		Dead En	nd				NA		NA		10/30/2000
624) Floadquartor Eu	0.10			To:	02-	-629 Browns (	Gap Tpke		1						10/00/2000
				From:	02	2-726 James F	River Rd								
625 Hatton Ferry Rd	2.30	240	R						_		NA		NA		06/01/2000
				To: From:		ckingham Co									
626) James River Rd	5.81	550	R	From:		Nelson Count	ty Line				NA		NA		06/01/2000
020				To:		2-627 W; Por			1						
(626) Langhorne Rd	3.00	580	R	From:	02-	-627 E; James	River Rd				NA		NA		06/01/2000
626) Langhorne Rd	3.00	300		To		CD ( Ii. 1	Dd				INA		IN/A		30/01/2000
(626) Langhorne Rd	1.50	550	R	From:		SR 6 Irish	KU			_	NA		NA		09/05/2000
				To:	;	SR 20 Scottsv	ille Rd								
			_	From:	Bu	ckingham Co	unty Line								00/6::::::
627 Warren Ferry Rd	0.20	40	R						_		NA		NA		06/01/2000
Warran Farry Dd	0.00	120		To: From:		0.20 MN O	F CL				NIA		NΙΛ		06/01/2000
627) Warren Ferry Rd	0.80	120	R	Tar		2.726.7	D: -:		-		NA		NA		06/01/2000
(627) James River Rd	1.40	460	R	From:	02	2-726 James F	Kıver Rd				NA		NA		06/01/2000
021)			••	To	02	-626 W; Lang	nhorne DA		<b></b>				,		
627) Porters Rd	3.24	710	R	From:	02	-020 W, Lang	morne Ku				NA		NA		06/01/2000
				To:		SR 6 Irish	Rd								

Route	Length	AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle		2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Albemarle County				From:		SR 6 Iris			1		. 1001				
627) Porters Rd	1.91	810	G	98%	0%	2%	0%	0%	0%	С	80	G	800	G	2001
627) Green Mountain Rd	0.70	30	R	From:		02-715 Est					NA		NA		09/14/2000
627 Green Mountain Rd	1.49	70	R	From:		02-716 For 1.49 MN			_ <del> </del>		NA		NA		09/14/2000
(627) Green Mountain Rd	1.00	70	R	From:		1.49 M N					NA		NA		09/14/2000
627) Frys Path	2.70	30	R	From:	G)	02-712 Pl			] <del></del>		NA		NA		09/14/2000
(627) Carters Mountain Rd	0.08	980	R	From:		R 20 S; Sco R 20 N; Sco					NA		NA		09/11/2000
627 Carters Mountain Rd	3.43	520	R	From:	(	02-708 Sect	retary Rd		]——		NA		NA		09/11/2000
627 Carters Mountain Rd	2.27	660	R	From:		)2-727 Bler			]—— -		NA		NA		09/11/2000
628	0.80	270	R	From:		Greene Cou		У	<u> </u>   		NA		NA		1997
(629)	0.40	70	R	From:		02-8			<u> </u>		NA		NA		10/30/2000
629	0.90	10	R	From:		02-62 Dead 1			] <del></del>		NA		NA		10/30/2000
630) Green Creek Rd	0.52	160	R	From:		Nelson Cou					NA		NA		06/01/2000
630) Green Creek Rd	5.78	140	R	From:	02.7	SR 6 Iris	sh Rd rys Sand Ro	1	] <del></del>		NA		NA		09/18/2000
631) Apple Berry Mountain	0.80	47	R	From:		Dead 1	End	1			NA		NA		09/25/2000
(631) Old Lynchburg Rd	3.15	570	G	From: 96%		02-712 W; 02-712 E; I 2%		0%	0%	F	80	G	560	G	2001
(631) Old Lynchburg Rd	3.92	1100	G	From: 96%	1%	02-708 Rec 2%	l Hill Rd 1%	0%	0%	С	100	G	1100	G	2001
(631) Old Lynchburg Rd	1.87	2100	G	From: 96%	02-7 1%	06 Dudley 2%	Mountain R 1%	0%	0%	F	190	G	2000	G	2001
(631) Old Lynchburg Rd	0.49	4300	G	From: 96%	1%	1.87 M FRN 2%	1%	0%	0%	F	410	G	4500	G	2001
631) 5th St Ext	0.32	6700	G	From: 96%	02- 1%	780 Old Ly 2%	nchburg Rd 1%	0%	0%	F	810	G	7000	G	2001
631) 5th St Ext	0.18	8200	G	From: 96%	1%	02-8° 2%	77 1%	0%	0%	F	940	G	8600	G	2001
631) 5th St Ext	0.22	8900	G	From: 98%	0%	02-11 1%	03	0%	0%	С	1000	G	9400	G	2001
<u>(631)</u>	0.18	16000	G	To: From: 96% To:	1% SCL	I-64 <b>2%</b> .CHARLO	4 0% TTESVILL	1% E	0%	С	1600	G	16000	G	2001
(631) Rio Road East	0.94	22000	G	From: 99%			TTESVILL 0%		0%	F	2300	G	23000	G	2001

Route	Length	AADT	QA	4Tire	Bus		3+Axle	uck		QC	Design Hour	QK	AAWDT	QW	Year
Albemarle County				_				TITAL	ZIIali		Houi				
(631) Rio Road East	0.78	23000	G	99%	02-7	768 Penn 1 1%	Park Lane 0%	0%	0%	С	2300	G	24000	G	2001
(631) Rio Road East	0.20	26000	G	From: 99%	02- 0%	650 Gaso 1%	line Alley 0%	0%	0%	F	2700	G	27000	G	2001
				To: From:			ngton Road tington Rd								
631) Rio Road East	0.42	25000	G	98%	0%	1%	0%	0%	0%	С	2700	G	27000	G	2001
(631) Rio Road East	0.61	25000	G	98%	0%	1%	ook Rd 0%	0%	0%	F	2700	G	27000	G	2001
(631) Rio Road West	1.14	16000	G	From: 98%	0%	US 2 1%	0%	0%	0%	С	1700	G	17000	G	2001
				To: From:		-743 Hydi			1						
632) Faber Rd	1.50	460	R	To:		elson Cou			<b>⊣</b> ¬		NA		NA		10/03/2000
				From:		3 29 Mona elson Cou									
633 Taylor Creek Rd	0.50	90	R						_		NA		NA		10/11/2000
633) Heards Mountain Tra	2.25	70	R	From:	02-6	34 Spring	Valley Rd				NA		NA		10/11/2000
(633) Heards Mountain Rd	0.50	80	R	From:		2.25 ME (	02-634				NA		NA		10/11/2000
O Haranda Massataia Bd	4.70	400		To: From:	02-6	698 Hungr	rytown Rd		]—		NIA				40/44/0000
(633) Heards Mountain Rd	1.70	400	R	To:	US 2	29 N; Mor	nacan Trail		7		NA		NA		10/11/2000
(633) Cove Garden Rd	1.70	150	R	From:			nacan Trail				NA		NA		09/25/2000
(633) Cove Garden Rd	2.70	50	R	To: From:		1.70 ME	US 29		]——		NA		NA		09/25/2000
				To: From:		4.40 ME	US 29		<b>—</b>						
633) Cove Garden Rd	0.10	80	R	To:	(	02-712 Pla	ank Rd				NA		NA		09/25/2000
				From:	No	elson Cou	inty Line								
(634)	0.50	90	R						_		NA		NA		10/11/2000
(634)	2.40	20	R	From:	(	0.50 ME (	OF CL		_		NA		NA		10/11/2000
034)			• • • • • • • • • • • • • • • • • • • •	To:		02-63	33								
(635) Craig Store Rd	4.66	820	R	From:	Ne	elson Cou	inty Line				NA		NA		10/23/2000
033) - 1313 - 131				To:		-692 W; I									
635) Miller School Rd	2.01	1100	G	94%	02 1%	2-692 E; F 3%	Plank Rd 1%	1%	0%	F	120	G	1100	G	2001
000				To:	02-63	37 S; Dick	Woods Rd	l							
(635) Miller School Rd	2.98	1200	G	94%	02-63 1%	7 S; Dick 3%	Woods Ro	1 1%	0%	С	140	G	1200	G	2001
000				To:			h Gap Trnp								
(636) Batesville Rd	2.80	240	R	From:	Ne	elson Cou	inty Line		J		NA		NA		10/23/2000
<u> </u>				To: From:	02	2-691 Ort	man Rd								
636 Batesville Rd	2.00	120	R	To:	02	635 Crain	Store Rd		7		NA		NA		10/26/2000
				From:		elson Cou									
637) Dick Woods Rd	0.70	80	R		110	2.5011 COU	y Line		_		NA		NA		10/26/2000
(637) Dick Woods Rd	1.20	330	R	To: From:	SR 1	51 Critzer	rs Shop Rd		]——		NA		NA		10/26/2000
				To:	(	02-758 Sm	nith Rd								

Route	Length	AADT	QA	4Tire	Bus 2A	T Axle 3+Axl	ruck e 1Trail	2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Albemarle County				From:		58 Smith Rd								
637) Dick Woods Rd	2.20	50	R	<u> </u>				<u> </u>		NA		NA		10/26/2000
				To: From:		N; Ortman Rd S; Ortman Rd		-						
637) Dick Woods Rd	1.80	20	R			,				NA		NA		10/26/2000
(637) Dick Woods Rd	1.10	80	R	From:	02-69	92 Plank Rd		_		NA		NA		10/25/2000
				To:		uches Creek R								
(637) Dick Woods Rd	0.80	140	R	From:	02-689 B	urches Creek I	kd			NA		NA		10/26/2000
(637) Dick Woods Rd	0.03	120	R	From:	0.80	ME 02-689				NA		NA		10/26/2000
(037) = 131 11 0 0 112				To: From:		Miller School Miller School								
637) Dick Woods Rd	0.05	160	R				Ku			NA		NA		10/26/2000
(637) Dick Woods Rd	1.10	120	R	From:	0.05 N	ME 02-635 S				NA		NA		10/26/2000
				To: From:	02-689 E; F	ounding Creel	Rd							
637) Dick Woods Rd	1.60	210	R	To:	02 (02	D 14 D		_		NA		NA		10/26/2000
637) Dick Woods Rd	1.80	1000	G	From: 89%		Broad Axe Rd	1%	0%	F	130	G	1000	G	2001
(637) Dick Woods Rd	1.70	2500	G	From: 89%		Γaylors Gap R 5% 5%	i 1%	0%	С	260	G	2400	G	2001
(637) Blok Woods Hd	1.70			To:	.,,	I-64		¬				2100		2001
637) Dick Woods Rd	2.10	1100	G	89% To:		5% 5% 250 Ivy Rd	1%	0%	F	130	G	1100	G	2001
				From:		Blenheim Rd								
(638) Blacks Lane	0.50	60	R	<u> </u>						NA		NA		09/05/2000
				To:	D	ead End								
(639) Harrington Rd	0.60	60	R	From:	D	Dead End				NA		NA		11/16/2000
				To:	02-61:	5 Lindsay Rd								
(639) Harrington Rd	0.65	70	R	From:		MN Dead End				NA		NA		11/16/2000
				From:		urnley Station	Σď							
640 Gilbert Station Rd	0.70	300	R					<u> </u>		NA		NA		11/08/2000
(640) Gilbert Station Rd	2.90	200	R	From:	02-747 P	reddy Creek R	d			NA		NA		11/08/2000
				To: From:	02-784 Г	Octors Crossir	g	_						
640 Gilbert Station Rd	1.10	260	R	т	1.10	NE 02 504		_		NA		NA		11/08/2000
(640) Gilbert Station Rd	1.00	260	R	From:	1.10	ME 02-784				NA		NA		11/08/2000
(640) Sinsort Station : ta		200	.,	To:	SR 20 N;	Stony Point I	ld							
(640) Turkey Sag Rd	3.59	220	R	From:	SR 20 S;	Stony Point R	d			NA		NA		11/08/2000
				To: From:	3.59	ME SR 20 S		_						
640 Turkey Sag Rd	1.41	200	R	Т				_		NA		NA		1997
(640) Saint Johns Rd	1.90	260	R	From:	SR 231 C	Gordonsville R	d			NA		NA		1997
				To: From:		2 Louisa Rd		1-						
(640)	0.10	20	R	<u> </u>		SR 22				NA		NA		1997
	-			To:	D	ead End								
	0.45		_	From:	02-743 A	dvance Mills I	ld			<b>.</b>				400=
641) Frays Mill Rd	2.40	410	R	To:	02 404 11	/ Carina IIII I	d	_		NA		NA		1997
					U∠-6U6 W	, Spring Hill I	u							

Route	Length	AADT	QA	4Tire	Bus 2	 Axle 3+	Truck Axle 1T	rail 2Tı	rail	QC	Design Hour	QK	AAWDT	QW	Year
Albemarle County				From:	02-606	W, Spring H	ill Rd								
641) Frays Mill Rd	0.43	1300	R		V= VVV	, . p g					NA		NA		1997
(641) Burnley Station Rd	0.10	1500	R	To: From:	US 29	Seminole T	rail				NA		NA		1997
	0.00	0.40		To: From:	02-600	) Watts Pass	age				NIA		NIA		4007
641) Burnley Station Rd	6.69	340	R	To: From:		I; Stony Poi					NA		NA		1997
641) Echo Valley Rd	0.54	170	R	From:		S; Stony Poi					NA		NA		11/08/2000
641) Echo Valley Rd	0.26	90	R	From:	0.5	4 ME SR 20	)				NA		NA		11/08/2000
(641) Echo Valley Rd	1.19	70	R	From:		0 ME SR 20	)				NA		NA		11/08/2000
				To:		Dead End									
(642)	0.46	80	R	From:	02	-708 WEST					NA		NA		09/21/2000
(642)	0.40			To:	02	-708 EAST					147 (		10.0		00/21/2000
				From:	02-743	B Earlysville	Rd								
(643) Rio Mills Rd	0.89	530	R								NA		NA		1997
Dia Milla Dal	0.40	240		From:	0.89	ME 02-74	3				NIA		NIA		44/00/2000
(643) Rio Mills Rd	0.10	240	R								NA		NA		11/06/2000
643) Rio Mills Rd	0.64	160	R	From:	0.99	ME 02-74	3				NA		NA		11/06/2000
043) 1 1			• • • • • • • • • • • • • • • • • • • •	To:	1.6	3 ME 02-74	2								
(643) Rio Mills Rd	0.32	190	R	From:	1.0.	5 WIE 02-74	,				NA		NA		11/06/2000
O B: MEIL B.L	0.05			From:	1.9:	5 ME 02-74	3								4007
(643) Rio Mills Rd	0.05	220	R	To:	LIS 29	Seminole T	rail	1			NA		NA		1997
				From:		Seminote T									
643 Polo Grounds Rd	1.50	1000	R								NA		NA		1997
				To: From:	1.5	0 ME US 29	)								400=
643 Polo Grounds Rd	0.14	950	R								NA		NA		1997
643) Polo Grounds Rd	0.25	950	R	From:	1.6	4 ME US 29	)				NA		NA		1997
				To: From:	1.8	9 ME US 29	)								
643) Polo Grounds Rd	0.81	750	R								NA		NA		1997
				To:		49 Proffitt F									
644) Burnley Rd	0.60	150	R	From:	02-641 F	Burnley Stati	on Rd				NA		NA		1997
644) Barriey Ha	0.00	100		To:	Orang	ge County L	ine						10.		1007
				From:		Dead End									
(645)	0.50	70	R								NA		NA		11/16/2000
0				To: From:	0.50	MN Dead E	nd								
645) Wildon Grove La	1.00	110	R	To:	02.608	H C	l- D J				NA		NA		1997
(645) Magnolia Rd	0.60	140	R	From:		Happy Cree					NA		NA		1997
				To:	Orang	ge County L	ine								
( )   1   2   2   2   2   2   2   2   2   2	0.50	440	1	From:	SR 231	Gordonsvil	e Rd				N 1 A		NIA		44/40/0000
646 Lovers Lane	0.50	140	R								NA		NA		11/16/2000
646) Lovers Lane	0.50	130	R	From:	02-608	Happy Cree	k Rd				NA		NA		11/16/2000
646) Lovers Lane	0.50	130		To:	Orans	ge County L	ine				. 1//		13/7		. 1, 10,2000
				From:		22 Louisa R									
(647) Maxfield Rd	0.80	360	R								NA		NA		11/16/2000
				To:		Dead End									

Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	Design Hour	QK	AAWDT	QW	Year
Albemarle County				From:		Dead I									
(648) Clarks Tract	1.90	450	R	<u> </u>		Dead I	ZHQ .		_		NA		NA		1992
				To:		SR 22 Lou	isa Rd								
D ## D.1	0.00	2522	_	From:		R 20 Stony		00/	00/	-	400	0	0.400	_	0004
649 Proffitt Rd	2.06	3500	G	99%	0%	1%	0%	0%	0%	F	430	G	3400	G	2001
649) Proffitt Rd	2.37	2900	G	From: 99%	02-6 0%	643 Polo G 1%	rounds Rd 0%	0%	0%	F	390	G	2900	G	2001
649) Fromit Ku	2.31	2900	G	39 /0				0 70	¬ 0 /0	ı	390	G	2900	G	2001
(649) Proffitt Rd	0.16	5200	G	From: 99%	0%	2-785 Prict 1%	0%	0%	0%	F	610	G	5200	G	2001
049				To:		02-15									
649) Proffitt Rd	0.38	6300	G	99%	0%	1%	0%	0%	0%	С	2400	G	6600	G	2001
				To:	U	S 29 Semir									
649) Airport Rd	0.59	7200	G	96%	1%	US 2 2%	9 1%	1%	 0%	F	730	G	7600	G	2001
649) 7 (ii port i tu	0.00	7200	•	To:	170			170	7		700		7000		2001
(649) Airport Rd	0.24	6900	G	From: 96%	1%	02-15 <b>2</b> %	1%	1%	0%	С	700	G	7300	G	2001
049				To:		2-606 Dick									
				From:		02-63	1								
(650)	0.01	120	R								NA		NA		11/27/2000
<u> </u>				From:		0.01 ME (	02-631		]						
(650)	0.10	120	R	To:		D 11			_		NA		NA		11/27/2000
				From:		Dead I			1						
(651)	0.27	220	R	From:		02-63	<u> </u>		_		NA		NA		1996
(031)	0.21	220	• • • • • • • • • • • • • • • • • • • •	To:		02.14	20		_						1000
(651)	0.53	420	R	From:		02-14	28				NA		NA		1997
031)				To:		Dead I	End								
				From:	0:	2-631 Rio	Rd East								
(652) Old Brook Rd	0.71	3400	R	·							NA		NA		1996
				To: From:	02	2-1331 Ra	ntree Dr		]						
652) Old Brook Rd	0.11	1400	R								NA		NA		1996
<u> </u>				From:	02	-1330 Bixl	nam Lane								
(652) Westmoreland Rd	0.30	1200	R	To:	02	-854 Carrs	hanadr Da		_		NA		NA		1996
				From:											
653) Old Free Union Rd	0.14	190	R	110.11	02-	-601 Free	Union Ra		_		NA		NA		1997
033)				To:		Dead I	End								
				From:	02	2-601 Old	Garth Rd								
(654) Garth Barracks Rd	1.60	6400	G								600	G	6700	G	2001
				To: From:	02-	656 Georg	etown Rd								
(654) Garth Barracks Rd	0.39	21000	G						_		2200	G	22000	G	2001
				To:	WCL		TTESVILL	E							
655	0.15	90	R	From:		02-71	2				NA		NA		09/18/2000
(655)	0.10	00	• • • • • • • • • • • • • • • • • • • •	To:		Dead I	End								00/10/2000
				From:	02	2-654 Barı	acks Rd					_			
(656) Georgetown Rd	0.20	16000	G	98%	0%	1%	0%	0%	0%	F	1800	G	16000	G	2001
				To: From:		02-14	90		]						
656) Georgetown Rd	0.66	15000	G	98%	0%	1%	0%	0%	0%	С	1800	G	16000	G	2001
				To:	02	2-743 Hydi									
(657) Lambs Rd	1 16	4200	В	From:		Cul-de-	Sac		_		NA	· <u> </u>	NA		1996
(657) Lambs Rd	1.46	4200	R	To:	na	2-743 Hydi	aulic Rd		7		INA		INA		1990
					02	- / 15 11yu	adie Nu								

Route	Length	AADT	QA	4Tire	Bus 2Axle	Tru 3+Axle		 2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Albemarle County				From:				1						
658 Barracks Farm Rd	0.80	1300	R	rioni.	02-601 Gar					NA		NA		1997
658) Barracks Farms Rd	0.20	160	R	From:	02-1015 Ivy I	Farm Rd				NA		NA		1997
038) Samuelle i anne i la	0.20	.00	.``	To:	Dead E	nd								
				From:	02-631 Rio R	Rd West								
659) Woodburn Rd	1.20	1200	R					_		NA		NA		1996
				To:	Dead E	nd								
O				From:	02-676 Wood			J						
660 Reas Ford Rd	2.17	1600	G	94%	2% 3%	1%	1%	0%	F	150	G	1500	G	2001
O 5 . 5 . 12 !				From:	02-154		10/	] <del></del>						
660 Reas Ford Rd	1.90	2000	G	94%	2% 3%	1%	1%	0%	F	190	G	2000	G	2001
O				From:	02-1555 Loft			] <del></del>						
660 Reas Ford Rd	0.30	1900	G	94% To:	2% 3%	1%	1%	0%	С	200	G	1900	G	2001
				From:	02-743 S; Early 02-743 S; Earl									
660) Earlysville Forest Dr	0.44	1700	R	<u> </u>		10.111				NA		NA		1997
				To	02-158	30		<b></b>						
660) Earlysville Forest Dr	0.15	1200	R	From:	02 130					NA		NA		1997
,				To:	02-158	21								
660) Earlysville Forest Dr	0.11	750	R	From:	02-138	/1				NA		NA		1997
000) =,				To:	02.150	2		7						
660) Earlysville Forest Dr	0.23	600	R	From:	02-158	.2				NA		NA		1997
Earlysville Forest Dr	0.20	000	IX.					_		IVA		INA		1007
660) Earlysville Forest Dr	0.08	450	R	From:	02-158	13				NA		NA		1997
Earlysville Forest Dr	0.06	450	ĸ							INA		INA		1997
<u> </u>	0.05	440	_	From:	02-158	:4								4007
660 Earlysville Forest Dr	0.05	410	R	_				_		NA		NA		1997
<u> </u>				To: From:	02-158	55		]						
660 Earlysville Forest Dr	0.19	460	R							NA		NA		1997
<u> </u>				From:	02-158	36		]						
660 Earlysville Forest Dr	0.07	360	R							NA		NA		1997
<u> </u>				To: From:	02-158	37								
660) Earlysville Forest Dr	0.16	310	R							NA		NA		1997
				To: From:	02-158	38		]						
660) Earlysville Forest Dr	0.30	330	R							NA		NA		1997
				To: From:	02-158	39		<b></b>						
660) Earlysville Forest Dr	0.14	230	R	Pioni.						NA		NA		1997
				To	02-159	90		<b></b>						
660) Earlysville Forest Dr	0.10	240	R	From:						NA		NA		1997
				To	02-159	)1								
660) Earlysville Forest Dr	0.05	360	R	From:	02-139	1				NA		NA		1997
,				То:	02-743 N; Advan	ice Mills R	.d							
				From:	Dead E	nd								
661)	0.90	180	R							NA		NA		10/30/20
$\bigcup$				To:	02-660	0								
				From:	02-660 Reas	Ford Rd								
662) Bleak House Rd	1.00	160	R							NA		NA		1997
				To: From:	1.00 MW 0	02-660								
662) Bleak House Rd	1.30	100	R					_		NA		NA		10/30/20
				To:	02-665 Buck M	ountain Rd	l	]						
<u> </u>				From:	02-743 Earlys									
663)	1.86	5000	G	96%	1% 2%	1%	1%	0%	С	540	G	5000	G	2001
				To:	02-664 N; Buffa	lo River Re	d							

					Albema	irle Maint	enance <i>F</i>	area							
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	Design Hour	QK	AAWDT	QW	Year
Albemarle County									ZITUII		rioui				
663 Simmons Gap Rd	5.24	1000	R	From:	02-66	64 N; Buffa	llo River Ro	d			NA		NA		1997
663) Simmons Gap Rd	0.21		.``	To:	02-	864; 02-810	) Dyke Rd								1001
				From:	02-	810 Simmo	ns Gap Rd								
664) Markwood Rd	3.00	870	G	98%	0%	1%	0%	0%	0%	F	100	G	860	G	2001
				To: From:	02-776	Buck Moun	tain Ford L	ane							
(664)	2.93	1600	G	98%	0%	1%	0%	0%	0%	F	180	G	1600	G	2001
				To: From:		63 S; Simm 63 N; Simm	-								
(664) Buffalo River Rd	0.40	1800	G	98%	0%	1%	0%	0%	0%	С	220	G	1800	G	2001
				To: From:	02-	604 Buffalo	River Rd		_						
664) Frays Mountain Rd	1.80	360	R						_		NA		NA		1997
				To:		743 Advanc									
Millington Dd	2 20	420	_	From:	02-	-671 Ballard	ls Mill Rd				NIA		NΙΔ		1007
665 Millington Rd	3.30	430	R						_		NA		NA		1997
(665) Millington Rd	0.30	1300	R	From:		02-609 Cha	pel Rd		_		NA		NA		1997
(665) Willington Ku	0.30	1300	K	To:	02-6	501 W; Free	Union Rd				INA		INA		1997
				From:	02-0	601 E; Free	Union Rd								
(665) Buck Mountain Rd	2.68	960	G	93%	2%	3%	1%	1%	0%	С	110	G	950	G	2001
<u> </u>				From:		-662 Bleak									
665 Buck Mountain Rd	2.10	1000	G	93% To:	2%	3%	1%	1%	0%	F	110	G	1000	G	2001
				From:	02	2-664 Mark			1						
666)	0.80	270	R	110.11.		Dead E	na		_		NA		NA		11/13/20
000				To:		02-66	4								
				From:	02	2-601 Free U	Jnion Rd								
667) Callerton Rd	0.80	80	R								NA		NA		11/13/200
				To: From:		0.80 ME 0	2-601								
(667) Cattlerton Rd	0.10	60	R								NA		NA		11/13/200
<u> </u>				From:	02-776	Buck Mou	ntain Ford l	Rd							
667 Cattlerton Rd	1.00	140	R								NA		NA		11/13/200
0 0 111 1 1 1 1 1	4.00			From:		1.00 ME 0	2-776								4007
667 Cattlerton Rd	1.60	210	R	To:	02.6	665 Buck M	ountain Pd				NA		NA		1997
				From:	02-0	Dead E									
668) Batton Rd	0.40	10	R			Deau	iid .				NA		NA		10/30/200
000)				To	02-	765 Walnut	Level Rd		٦						
(668) Walnut Level Rd	0.60	110	R	From:	02-	703 Walliu	Leverra				NA		NA		10/30/200
				To:		02-756 CC	CC Rd								
(668) Walnut Hill Rd	0.50	140	R	From:							NA		NA		10/30/200
				To: From:		0 N; Brown									
668 Fox Mountain Rd	5.10	40	R	FIOIII.	02-81	10 S; Brown	is Gap Tpke	e			NA		NA		10/30/20
668) Fox Mountain Rd	0.10	40	• • • • • • • • • • • • • • • • • • • •	To:	02-67	1 N; Wesle	y Chapel R	d			10.				10/00/20
Observator i	4.00		_	From:		1 S; Wesle					<b>.</b>				44/46/5=
668 Chapel Spring Lane	1.30	70	R	To:	02	2-601 Free U	Inion Dd		7		NA		NA		11/13/200
				From:	02				<del></del>						
669	0.35	100	R	<u> </u>		Dead E	ПÜ		_		NA		NA		1997
				To:		02-67	5								
				From:		Dead E	nd								
670	1.00	40	R						_		NA		NA		09/18/200
				To:		02-71	7								

Route	Length	AADT	QA	4Tire	Bus 2Ax	Tr e 3+Axle	uck 1Trail	2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Albemarle County				From:	02-614	Garth Rd								
671) Millington Rd	1.20	470	R					_		NA		NA		1997
(671) Millington Rd	0.20	370	R	From:	02-674	Clark Rd				NA		NA		1997
(671) Ballards Mill Rd	0.80	120	R	To: From:	02-665 M	illington Rd		]——		NA		NA		10/24/2000
(671) Ballards Mill Rd	2.50	40	R	To: From:	02-821 Blu	ffton Mills Rd		]—		NA		NA		10/24/2000
(671) Wesley Chapel Rd	1.00	280	R	From:	02-609 Wes	ley Chapel Ro	d			NA		NA		10/30/2000
(671) Wesley Chapel Rd	0.10	320	R	From:	02-668 S; Ch	napel Spring I	La .	]——		NA		NA		1997
(671) Wesley Chapel Rd	2.30	100	R	To: From:	02-668 N; Fo	x Mountain F	Rd			NA		NA		11/13/2000
(671) Davis Shop Rd	0.20	40	R	To: From:	02	-749		]—		NA		NA		11/13/2000
				To: From:	02-601 Fr	ee Union Rd		]—						
671 Davis Shop Rd	2.00	340	R	To:	02-664 M	arkwood Rd				NA		NA		1997
672) Via Lane	0.90	120	R	From:	Dea	d End				NA		NA		10/24/2000
672) Via La	1.00	90	R	To: From:		am Gate Rd -673				NA		NA		10/24/2000
672) Via La	1.00	90	К	To: From:	02-810 N; Br 02-810 S; Br					INA		INA		10/24/2000
672) Bluffton Rd	1.80	120	R	To:	Dea	d End		_ _		NA		NA		10/24/2000
				From:		gar Ridge Rd								
673) Slam Gate Rd	0.01	80	R	To:				_ 		NA		NA		10/24/2000
673) Slam Gate Rd	3.05	80	R	From:		N 02-674		_  		NA		NA		10/24/2000
673 Slam Gate Rd	0.40	130	R	From:	02-672	Via Lane				NA		NA		10/24/2000
673) Slam Gate Rd	0.35	190	R	From:		N 02-672		_ <del> </del>		NA		NA		1997
				From:		wns Gap Tpko ar Hollow Rd								
674) Sugar Ridge Rd	1.42	90	R					_		NA		NA		10/24/2000
674) Sugar Ridge Rd	0.08	100	R	From:		E 02-614				NA		NA		10/24/2000
674) Break Heart Rd	0.89	460	R	From:	02-673 Bro	eak Heart Rd	ka	_ <del> </del>		NA		NA		1997
674) Clark Rd	3.60	30	R	From:	02-810 N; Br					NA		NA		1997
				To:		illington Rd								
675 Lake Albemarle Rd	0.60	30	R	From:		d End akeside Dr		<b>」</b> ¬		NA		NA		10/24/2000
675) Lake Albemarle Rd	2.10	480	R	From:		Lakeside Di		<del></del>		NA		NA		1997
				To: From:		Garth Rd rgantown Rd								
676) Tilman Rd	0.10	670	G	96% To:	1% 2%		1%	0%	F	80	G	660	G	2001

					Albema	rle Main	tenance /	Area							
Route	Length	AADT	QA	4Tire	Bus		Tru			QC	Design	QK	AAWDT	QW	Year
Albamarla Caunty						2Axle	3+Axle	1 I rail	2Trail		Hour				
Albemarle County				From:		US 250 I	vy Rd								
(676) Tilman Rd	3.08	300	G	96%	1%	2%	0%	1%	0%	F	30	G	290	G	2001
				To: From:		678 S Owe -678 N; De	ensville Rd ecca Lane								
676) Owensville Rd	2.20	2400	G	96%	1%	2%	0%	1%	0%	F	250	G	2400	G	2001
				To: From:		02-614 Ga	rth Rd		<b>—</b>						
676) Garth Rd	1.08	5400	G	96%	1%	2%	0%	1%	0%	С	510	G	5400	G	2001
				To: From:			e Union Rd								
(676) Woodlands Rd	1.60	2500	G	98%	0%	1%	Union Rd 0%	0%		F	260	G	2500	G	2001
070				To		2-660 Reas									
(676) Woodlands Rd	2.44	4000	G	98%	0%	1%	0%	0%	0%	С	380	G	3900	G	2001
679				To:		2-743 Early	sville Rd								
				From:	02-	-637 Dick	Woods Rd								
(677) Bloomfield Rd	2.10	500	R						_		NA		NA		10/30/2000
				To: From:		US 250 W; US 250 E;									
677) Old Ballard Rd	3.70	770	G	97%	1%	2%	1%	0%	0%	С	90	G	760	G	2001
(17) S.G. Samara : 10	00		•	To:		-676 Ower			7	·					
				From:		US 250 I	vv Rd								
678) Owensville Rd	0.46	3400	G	95%	1%	1%	2%	0%	0%	С	320	G	3300	G	2001
				To:		-1601 Meri									
678) Owensville Rd	1.57	2400	G	95%	02 1%	-1601Meri 1%	wether Dr 2%	0%	 0%	F	260	G	2400	G	2001
678) Owensville Rd	1.37	2400	G	95%				070	U 76	Г	200	G	2400	G	2001
678 Decca Lane	1.17	140	R	From:	02-0	676 N; Ow	ensville Rd				NA		NA		10/24/2000
678) Decca Lane	1.17	140	K						_		INA		INA		10/24/2000
678) Decca Lane	0.12	120	R	From:		1.17 MN 02	2-676 N				NA		NA		1997
678) Decca Lane	0.12	120	IX.						_		INA		INA		1991
678) Decca Lane	0.54	100	R	From:		1.29 MN 02	2-676 N				NA		NA		10/24/2000
678) Decca Lane	0.54	100	ĸ	To:		)2-614 E; C	Garth Rd				INA		INA		10/24/2000
				From:		2-614 W; (									
(678) Ridge Rd	3.52	70	R								NA		NA		10/30/2000
				To: From:	02	-871 Brinn	ington Rd								
(678) Ridge Rd	0.49	290	R								NA		NA		10/30/2000
				To: From:		0.49 MN (	02-871								
678) Ridge Rd	0.11	480	R						_		NA		NA		1997
				To:	02	2-601 Free									
Consequence Del	0.00	000	_	From:		Dead I	End				NIA		NIA		40/20/2000
679 Grassmere Rd	0.69	200	R						_		NA		NA		10/30/2000
Oranamana Dd	0.04	250		From:	(	0.70 MN D	ead End				NIA		NIA		40/20/2000
679 Grassmere Rd	0.21	250	R	To:	02	738 Morga	ntown Dd				NA		NA		10/30/2000
				From:	02-										
(680) Browns Gap Tpke	4.18	700	R			US 250 I	vy Ka				NA		NA		1997
(000) 2.0 Sup . p			• • • • • • • • • • • • • • • • • • • •	To:	02	2-810 Whit	e Hall Rd								
				From:	02-	-637 Dick V	Woods Rd								
(681) Ragged Mountain Rd	0.60	47	R								NA		NA		10/30/2000
$\overline{}$				To:		Dead I	End		1						
				From:	02-	-637 Dick \	Woods Rd								
(682) Broad Axe Rd	1.00	140	R								NA		NA		10/30/2000
				To: From:		1.00 MN (	02-637		}—						
682) Broad Axe Rd	0.20	80	R								NA		NA		10/30/2000
				To: From:		1.20 MN (	02-637		]—						
682) Broad Axe Rd	2.49	140	R						_		NA		NA		10/30/2000
				To:	02-7	787 Gillum	s Ridge Rd								

Route	Length	AADT	QA	4Tire	Bus	Truck 3+Axle 1Trail	2Trail	QC	Design Hour	QK AA	WDT	QW	Year
Albemarle County				From:	02-787 Gillums R								
682 Broad Axe Rd	0.08	500	R		02-767 Giliulis P	duge Nu			NA	١	۱A		10/30/2000
Drawed Ave Dd	0.50			To: From:	02-869		]—		NIA.				40/00/0000
682 Broad Axe Rd	0.59	570	R	To:	US 250 Ivy	Rd	7		NA	Γ	۱A		10/30/2000
				From:	Dead End								
683) Shelton Mills Rd	0.69	60	R				<u> </u>		NA	1	۱A		11/06/2000
(683) Shelton Mills Rd	0.51	180	R	From:	0.69 MN Dead	d End			NA	١	۱A		11/06/2000
				To:	02-751 Brownsy	ville Rd							
(684) Half Mile Branch Rd	1.50	680	R	From:	02-797 Hillsbor	o Lane			NA	١	۱A		1997
				To: From:	02-691 Jarmans	Gap Rd							
(684) Lanetown Rd	1.20	680	R	т	00 F00 W/ P 17		_		NA	١	۱A		1997
				From:	02-788 W; Railro 02-788 E; Railro								
(684) Mint Springs Rd	1.29	680	R						NA	1	۱A		1997
				From:	1.29 MN 02-	-788							
684 Mint Springs Rd	0.51	140	R	To:	D 15		_		NA	1	1A		11/06/2000
				From:	Dead End		1						
685) Bunker Hill Rd	0.30	210	R	FIOII.	02-616 Black (	Cat Rd			NA	1	۱A		11/16/2000
(685) Barintoi Filli Fta	0.00	0	• • •	To:	02.965		_			•	• • • • • • • • • • • • • • • • • • • •		11110/2000
(685) Bunker Hill Rd	0.40	90	R	From:	02-865				NA	1	۱A		11/16/2000
000) = 0				To	Dead End	d				•			
				From:	02-600 Campb	ell Rd							
686 St Andrew Chapel L	1.80	170	R				_		NA	1	۱A		1997
				To:	Louisa County	/ Line							
Object A Mill Dal	0.40	40	_	From:	02-810 Black Ho	ollow Rd			NIA				40/00/0000
687 Shifflett Mill Rd	2.40	40	R	To:	02-601 Free Un	nion Rd	_		NA	r	۱A		10/30/2000
				From:	02-689 Burches (								
688) Midway Rd	0.50	210	R	<u> </u>	02-087 Burelles C	CICCK IXU			NA	١	۱A		10/26/2000
				To:	02-824 Patterson l	Mill Lane							
Midway Pd	0.22	260		From:	02-824 Patterson	Mill Rd			NΙΔ		IΛ		10/26/2000
688 Midway Rd	0.33	260	R				_		NA	ľ	۱A		10/26/2000
688) Midway Rd	0.09	360	R	From:	0.33 ME 02-	-824			NA	N	۱A		10/26/2000
(688) Wildway 1 ta	0.00	300	1	To	00 (053) 100		_		147.		•/ `		10/20/2000
(688) Midway Rd	0.02	390	R	From:	02-635 N; Miller S	School Rd			NA	١	۱A		10/26/2000
000)				To	0.03 ME 02-	635							
(688) Midway Rd	0.15	390	R	From:	0.03 WIE 02-	-033			NA	١	۱A		10/26/2000
,				To:	02-791 Wyant	Lane							
Midway Dd	0.74	70	_	From:	02-791				NA		1.0		10/26/2000
688 Midway Rd	0.74	70	R				_		INA	ľ	۱A		10/20/2000
688) Midway Rd	0.03	70	R	From:	0.74 ME 02-	-791			NA	N	۱A		10/26/2000
(688) Midway Rd	0.00	70	IX.	To:	02-635 S; Miller S	School Rd	1		INA		<b>1</b> /1		10/20/2000
_				From:	US 250 Rockfish (		İ						
689) Burches Creek Rd	1.35	340	R						NA	١	۱A		10/26/2000
$\overline{}$				To: From:	02-688 Midwa	ay Rd							
689 Burches Creek Rd	1.10	80	R				_		NA	1	۱A		10/26/2000
				To: From:	02-637 Dick Wo 02-637 W; Dick V		-						
					02-03 / W; DICK V	v oous ru							
689 Burches Creek Rd	1.40	40	R						NA	1	١A		10/26/2000

Length	AADT	QA	4Tire	Bus	 2Axle			 2Trail	QC	Design Hour	QK	AAWDT	QW	Year
			From:	02.62										
2.70	20	R		02-03.	J E, MIIIIei	School Ku		_		NA		NA		10/23/2000
			To:	02-63	37 E; Dick V	Woods Rd								
0.05		_	From:	02-	-796 Brook	ville Rd				NIA		NIA		4007
3.35	280	R						_		NA		NA		1997
0.02	NA		From:	02-69	1 W; Green	nwood Rd				NIA		NΙΔ		2001
0.02	NA							_		INA		INA		2001
1 14	530	R	From:	0.0	02 M FRM	02-691				NΑ		NΔ		1997
1.14	330		To:	US 250	0 Rockfish	Gap Trnpl	ζ	7		14/1		147.		1007
			From:		Dead En	nd								
1.20	120	R						<u> </u>		NA		NA		10/23/2000
			To: From:	02-0	635 Craig S	Store Rd		]						
2.11	30	R								NA		NA		10/23/2000
			To: From:	02-	-636 Batesy	ille Rd								
1.54	260	R								NA		NA		10/26/2000
			To: From:	02-63	37 S; Dick V	Woods Rd								
0.59	500	R								NA		NA		10/26/2000
			From:					<u> </u>						
1.60	640	G	96%	0%	2%	1%	0%	0%	F	80	G	630	G	2001
4.00			From:					<u> </u>						
1.26	490	G						¬ 0%	F	50	G	490	G	2001
			From:											
1.39	470	G	96%	0%	2%	1%	0%	0%	F	49	G	470	G	2001
			To: From:	02-6				-						
2.28	960	G		0%			1%	0%	F	100	G	950	G	2001
			To:					_						
0.32	2200	G		0%		1%	0%	<b>_</b> 0%	С	210	G	2200	G	2001
			To:		SR 240 NO									
0.15	1000	В	From:		SR 240 SO	UTH				NΑ		NΙΛ		11/08/2000
0.15	1000	K						_		INA		INA		11/00/2000
0.02	1600	Р	From:		02-1210	)				NΔ		NΔ		11/08/2000
0.02	1000	K						_		INA		INA		11/00/2000
0.21	200	R	From:		02-1204	1				NΔ		NΔ		11/08/2000
0.21	200		To:		Dead En	nd		7		14/1		147.		11/00/2000
			From:	US 25	0 Rockfish	Gap Tpke	;							
1.61	500	G	96%	0%	2%	1%	1%	0%	F	60	G	500	G	2001
			To:	02	2-691 Ortm	an Rd								
3.24	580	G	96%	0%	2%	1%	1%	0%	F	60	G	580	G	2001
			To:											
4.82	1700	G						 	С	170	G	1700	G	2001
			To				.,,	¬						
0.97	1200	G		0%	2%	1%	1%	0%	F	100	G	1200	G	2001
			To:	02	-712 Garde	n Lane								
			From:	02-0	635 Craig S	Store Rd								
1.10	90	R								NA		NA		10/23/2000
			To: From:	02-69	5 Crown O	rchard Rd		<u> </u>						
2.10	360	R						_		NA		NA		10/23/2000
				(										
	_	R	From:		Dead En	nd				NA		NA		10/23/2000
0.69	9													
	2.70  3.35  0.02  1.14  1.20  2.11  1.54  0.59  1.60  1.26  1.39  2.28  0.32  0.15  0.02  0.21  1.61  3.24  4.82  0.97  1.10  2.10	2.70 20  3.35 280  0.02 NA  1.14 530  1.20 120  2.11 30  1.54 260  0.59 500  1.60 640  1.26 490  1.39 470  2.28 960  0.32 2200  0.15 1800  0.02 1600  0.02 1600  0.21 200  1.61 500  3.24 580  4.82 1700  0.97 1200  1.10 90  2.10 360	2.70	2.70 20 R  To   To   To    3.35 280 R  0.02 NA  1.14 530 R  1.20 120 R  1.20 120 R  1.54 260 R  1.60 640 G 96%  1.26 490 G 96%  1.27 From:  1.39 470 G 96%  1.39 470 G 96%  1.40 G 96%  1.50 From:  1.51 1800 R  0.02 1600 R  0.02 1600 R  1.61 500 G 96%   2.70   20   R   From	2Axie   2Axi	AADT   QA   4Tire   Bus   2Axle   3+Axle	2.70 20 R    1	AADT	Length	Length   AADT   QA   4Tire   Bus   2Axle   3+Axle   1Trail   2Trail   QC   Hour	Length   AADT   QA   4Tire   Bus   2Axle   3+Axle   1Trail   2Trail   QC   Hour   QR	Length   AADT   QA   4 Tire   Bus   2Axie   3+Axie   1Trail   2Trail   QC   Hour   QK   AAWDT	Length   AADT   QA   4Tire   Bus   2Axie   3+Axie   1Trail   2Trail   QC   Hour   QK   AAWDT   QW	

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Albemarle County				From:								
694) Miller Lake Rd	1.21	110	R	110m.	0.69 MN Dead End	_		NA		NA		10/23/2000
034)				To:	02-693 Stillhouse Creek Rd	]						
				From:	Dead End							
(695)	0.30	260	R			_		NA		NA		10/23/200
				To:	02-693							
Cas Edga Vallay Dd	2.00	420	В	From:	02-692 Plank Rd			NIA		NIA		09/28/200
696 Edge Valley Rd	2.90	130	R	To:	02-710 Taylors Gap Rd	7		NA		NA		09/20/2000
				From:	Dead End							
697) Sutherland Rd	1.97	180	R		Doud Bild	<u> </u>		NA		NA		09/28/200
				To:	US 29 Monacan Trail							
				From:	02-633							
(698)	1.84	70	R	_		_		NA		NA		10/11/200
				To:	Dead End							
Page Dd	1 20	200	_	From:	Dead End			NIA		NIA		10/02/200
699 Boaz Rd	1.30	320	R	To:	US 29 S; Monacan Trail	٦		NA		NA		10/03/200
				From:	US 29 N; Monacan Trail							
699 Covesville Lane	0.10	20	R			_		NA		NA		10/03/2000
				To:	02-837 Coves School Lane							
O				From:	Dead End							
(700) Watts Farm Rd	0.40	100	R		00 COO WY D	_		NA		NA		11/08/200
				To:	02-600 Watts Passage							
701) Alberene Church Rd	0.37	40	ъ.	From:	Dead End			NA		NA		09/18/2000
(701) Alberene Church Rd	0.37	48	R	To:	02-717 Secretarys Sand Rd	7		INA		INA		09/10/2000
				From:	Dead End	1						
(702) Reservoir Rd	0.50	80	R		Dead End	_		NA		NA		11/30/2000
(702) 1 10001 1 110	0.00			To:	0.50 M FDM D I.E. I.	_						
(702) Reservoir Rd	1.70	280	R	From:	0.50 M FRM Dead End			NA		NA		11/30/2000
(702) - 100011011110	0		•••	To:	2201/57 15 1	_						
(702) Reservoir Rd	0.15	1400	R	From:	2.20 ME Dead End			NA		NA		1996
702) 1100011011 110	0.10	1400		т	00.000	_						1000
(702) Reservoir Road	0.05	1900	R	From:	02-820			NA		NA		1996
(702) Nesservoii Nesse	0.00	1300	11	To:	US 29 BUS	7		1471		1471		1000
				From:	02-715 Chestnut Grove Rd							
703) Pocket Lane	0.70	150	R		02 / 15 Chestina Grove Ru	<b>_</b>		NA		NA		06/01/200
				To:	Dead End	]						
_				From:	Dead End						-	
(704) Fortune Lane	1.50	120	R					NA		NA		09/05/2000
				From:	02-714 Riding Club Rd	]———						
(704) Fortune Lane	0.10	120	R	110		<u></u>		NA		NA		09/05/2000
				To:	02-715 Esmont Rd							
				From:	Cul-de-Sac							
(705) Fieldcrest Dr	0.35	130	R			_		NA		NA		09/05/2000
				To	SR 20 Scottsville Rd							
Oudlay Mayataia Da	2 77	250	ь.	From:	02-708 Red Hill Rd			NI A		NIA		00/04/0004
706 Dudley Mountain Rd	3.77	350	R	To:	02-631 Old Lynchburg Rd	7		NA		NA		09/21/2000
				From:		1						
(707)	0.35	70	R	<u> </u>	02-691	_		NA		NA		11/06/2000
(101)				To:	Dead End	1_						
				From:	02-738 Morgantown Rd							
(708) Dry Bridge Rd	0.89	1100	R			_		NA		NA		10/30/2000
				To:	02-787 Gillums Ridge Rd							

Route	Length	AADT	QA	4Tire	Rus	Tru 3+Axle		2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Albemarle County				From:			TITAL	ZIIali		rioui				
708) Dry Bridge Rd	1.92	1000	R	Tion.	02-787 Gillum	is Kidge Kd		_		NA		NA		10/30/2000
(708) Taylors Gap Rd	2.66	500	R	From:	02-637 Dick	Woods Rd		]		NA		NA		10/30/2000
(708) Red Hill Rd	1.88	270	R	From:	02-710 Taylo	rs Gap Rd		]		NA		NA		09/28/2000
			_	To: From:	US 29 Mona			<u> </u>						
(708) Red Hill Rd	0.74	1500	G	83%	0% 4%	12%	2%	0% ¬	С	150	G	1500	G	2001
708 Red Hill Rd	1.16	1200	G	83%	02-642 S; Red I 1% 4%	12%	2%	0%	F	140	G	1200	G	2001
708) Red Hill Rd	1.00	1100	G	83%	02-706 Dudley 0% 4%	12%	d 2%	0%	F	120	G	1100	G	2001
708 Red Hill Rd	2.29	830	G	From: 82%	02-631 Old Ly 0% 4%	nchburg Rd 12%	2%	0%	F	90	G	820	G	2001
708 Red Hill Rd	0.46	980	G	From: 83%	02-717 Secreta 1% 4%	12%	2%	0%	F	100	G	980	G	2001
(708) Secretary Rd	3.66	450	R	From:	SR 20; Gap 02-627; Gap					NA		NA		1997
(708) Secretary Rd	3.07	210	R	From:	02-795 Pres	sident Rd		<u>-</u>		NA		NA		09/11/2000
				To: From:	02-620 Ro									
709	0.39	200	R	To:	Cul-de			<b>⊣</b> ¬		NA		NA		09/07/2000
(710) Taylors Gap Rd	0.24	670	R	From:	02-760 Rec					NA		NA		09/21/2000
(710) Taylors Gap Rd	0.78	700	R	To: From:	US 29 Mona	acan Trail		]——		NA		NA		09/28/2000
(710) Taylors Gap Rd	1.00	350	R	From:	02-696 Edge	-		]—— -		NA		NA		09/28/2000
				To: From:	02-708 Rec									
711) Burton Rd	0.25	30	R		02-712 Gard			<u>-</u>		NA		NA		09/25/2000
711) Burton Rd	0.30	90	R	From:	02-856 Bur US 29 Mona					NA		NA		09/25/2000
713)	0.30	130	R	From:	US 29 Mona					NA		NA		09/25/2000
(712)				To: From:	02-760 Red Hi	ll School Rd								
(712) Garden Lane North	0.50	190	R	To	02 711 Pu	eton Dd				NA		NA		09/25/2000
712) Garden Lane North	0.07	200	R	From:	02-711 Bu	92		_		NA		NA		09/25/2000
712) Plank Rd	3.46	740	G	From:	02-692 Pl					80	G	730	G	2001
(712) Plank Rd	2.80	900	G	To: From:	02-631 E; Old I	ynchburg R	d	<u>}</u>		90	G	890	G	2001
(712) Plank Rd	3.11	620	G	From: 97%	02-717 Secreta 0% 2%	0%	0%	0%	С	60	G	610	G	2001
(712) Coles Rolling Rd	1.68	440	R	To: From:	SR 20 Scott SR 20 Scot			}		NA		NA		09/05/2000
(7 12) 30:00 Holling Ftd		770	11	To:	02-713 E; Gle	ndower Rd				14/1				33,33,2000

Route	Length	AADT	QA	4Tire	Bus 2Axle	Tru 3+Axle		 2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Albemarle County				From:				<del></del>		11001				
(712) Coles Rolling Rd	2.75	160	R	rioiii.	02-713 E	ASI				NA		NA		09/05/2000
(712) Coles Rolling Rd	0.25	160	R	To: From:	2.75 MW (	)2-713				NA		NA		09/05/2000
(712) Coles Rolling Rd	0.20	100	IX.	To:	02-795 Blen	heim Rd				14/4		14/4		00/00/2000
				From:	Dead E	nd								
713 Dyers Mill Lane	0.10	30	R					_		NA		NA		09/05/2000
713) Dyers Mill Lane	0.10	30	R	From:	0.10 MN De	ead End				NA		NA		09/05/2000
719				To:	SR 20 S; Scot			1						
713) Glendower Rd	1.42	60	R	From:	SR 20 N; Scot	tsville Rd				NA		NA		09/05/2000
713) Glendower Rd	1.72			To:	02-712 S; Coles	Rolling Rd	Į			1471		14/ (		00/00/2000
Olamalawan Dal	4.00	450	_	From:	02-712 N; Coles	Rolling Rd	l			NIA		NIA		00/05/000
Glendower Rd	1.80	150	R	To:	02-795 Blen	heim Rd		7		NA		NA		09/05/2000
				From:	02-715 Esm									
714) Riding Club Rd	0.30	60	R		02 /10 101	ioni itu		_		NA		NA		09/05/2000
				To: From:	02-704 Fortu	ıne Lane								
714) Riding Club Rd	0.64	20	R							NA		NA		09/05/2000
<u> </u>				To: From:	0.64 ME 0	2-704		_						
714 Riding Club Road	0.06	80	R	To:	SR 20 Scotts	willa Dd		_		NA		NA		09/05/2000
				From:	02-723 Sha									
715) Chestnut Grove Rd	2.69	360	R	<u> </u>	02-723 Sila	ion Ku		_		NA		NA		06/01/2000
719				То:	SR 6 W; Ir	ish Rd		1						
715) Paces Store Rd/Esm	2.20	480	R	From:	SR 6 E; Iri	ish Rd				NA		NA		09/05/2000
715) Paces Store Rd/Esm	2.20	400	IX	To	02 (27 (		·	_		IVA		IVA		00/00/2000
715) Esmont Road	2.78	1300	G	From: 97%	02-627 Green M 1% 2%	10untain Rd	0%	0%	С	140	G	1300	G	2001
719)				To:	02-712 Pla			J						
_				From:	02-719 Albe	rene Rd								
716) Forsyth Rd	1.00	10	R					_		NA		NA		09/14/200
				To:	02-627 Green M									
Old Sand Rd	0.58	70	R	From:	SR 6 Iris	h Rd		_		NA		NA		09/18/2000
717) Old Sand Rd	0.00		.,	To	02 (70 D-	D.J		_						00/10/2000
717) Old Sand Rd	0.50	60	R	From:	02-670 Dar	non Ka				NA		NA		09/18/2000
				To	02-75	5		¬						
717) Secretarys Sand Rd	3.30	260	R	From:	02 73	<u> </u>				NA		NA		09/14/2000
				To: From:	02-719 Albe	rene Rd		<del>_</del>						
717) Secretarys Sand Rd	2.10	500	R	Pioni:				_		NA		NA		09/18/2000
				To: From:	02-712 Pla	ınk Rd								
717) Secretarys Sand Rd	3.50	80	R					_		NA		NA		09/18/2000
				To:	02-708 Red									
718) Murrays Lane	0.80	90	R	From:	US 29 Mona	can Trail				NA		NA		10/03/2000
718) Widirays Lanc	0.00	30	IX	То:	Dead E	end		7		IVA		IVA		10/00/2000
				From:	02-715 Esm									
719) Alberene Rd	1.90	240	R	<u> </u>						NA		NA		09/14/2000
				To: From:	02-717 Secreta	ry Sand Rd								
719) Alberene Rd	2.20	530	R							NA		NA		09/18/2000
				To:	02-712 Pla			<u> </u>						
<u> </u>	0.30	00	_	From:	Dead E	nd				NIA		NIA		00/44/000
720)	0.38	90	R	To:	0.39 ME De	ead End		1		NA		NA		09/14/2000
					U.37 IVIL DO	au Eilu								

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK	AAWDT	QW	Year
Albemarle County				From:	0.39 ME Dead End							
720	0.25	180	R		0.39 ME Dead End			NA		NA		09/14/2000
(720)				To:	SR 20							
				From:	SR 6							
(721)	1.21	70	R	To:	02.620	_		NA		NA		09/18/2000
				From:	02-630							
(722) Glade Rd	0.03	360	R		Nelson County Line			NA		NA		06/01/2000
(122)				To:	02-602 W; Howardsville Tpke							
Old Cross Mts Dd	2.40	60		From:	02-602 E; Howardsville Tpke			NIA		NIA		00/04/0000
(722) Old Green Mtn Rd	3.10	60	R	. —		_		NA		NA		06/01/2000
(722) Old Green Mtn Rd	2.20	150	R	From:	02-723 Sharon Rd			NA		NA		06/01/2000
(722) Old Green Mtn Rd	2.20	150	K	To:	SR 6 Irish Rd	7		INA		INA		00/01/2000
				From:	SR 6 Irish Rd	İ						
(723) Sharon Rd	1.85	80	R			_		NA		NA		06/01/2000
				To	02-722 Old Green Mtn Rd	1						
(723) Sharon Rd	0.60	70	R	Piolii.				NA		NA		06/01/2000
				To: From:	02-715 Chestnut Grove Rd							
(723) Chestnut Grove Rd	3.10	90	R			_		NA		NA		06/01/2000
				To:	02-626 James River Rd							
O Laudatan Familiana	4.70	20	_	From:	Dead End			NIA		NI A		00/04/0000
(724) Lewiston Ford Lane	1.70	30	R	To:	02-602 Howardsville Tpke	7		NA		NA		06/01/2000
				From:	Dead End	1						
(725) Dawsons Mill Rd	0.60	70	R		Dead End			NA		NA		06/01/2000
				To:	02-627 Porters Rd							
				From:	02-627 Warren Ferry Rd							
(726) James River Rd	4.70	1000	R					NA		NA		05/30/2000
<u> </u>				To: From:	02-1302	]						
(726) James River Rd	0.35	1200	R					NA		NA		05/30/2000
<u> </u>			_	To: From:	SR 6 Irish Rd	$\Box$						
(726) James River Rd	0.16	2000	R					NA		NA		05/30/2000
	0.50	4400		From:	SR 20 Scottsville Rd			450		4400		0004
(726) James River Rd	0.50	1400	G	98% To:	0% 1% 0% 1% 02-795 Blenheim Rd	0%	С	150	G	1400	G	2001
				From:	02-795							
(727)	2.84	170	R		02-173			NA		NA		09/11/2000
				To:	02-627							
				From:	02-620 Rolling Rd							
(728) Ed Jones Rd	3.50	7	R			_		NA		NA		09/11/2000
				To:	02-729 Buck Island Rd							
729 Buck Island Rd	3.89	1600	R	From:	02-618 Martin King Rd	_		NA		NA		09/11/2000
(729) Buck Island Rd	0.00	1000		To:	CD C2 TI I CC DI	_		14/1		147.		00/11/2000
(729) Milton Rd	2.59	4400	G	From: 97%	SR 53 Thomas Jefferson Pkwy 0% 1% 1% 0%	0%	F	440	G	4400	G	2001
(729)				To:		¬	•					
(729) Milton Rd North	0.64	5600	G	From: 97%	02-732 Milton Rd N 0% 1% 1% 0%	0%	С	550	G	5600	G	2001
				To:	US 250 Richmond Rd							-
				From:	02-731		<u> </u>		<u> </u>		<u> </u>	<u> </u>
(730)	0.30	110	R			_		NA		NA		1997
				To:	Dead End							
				From:	US 250 Richmond Rd							
(731) Keswick Dr W	1.35	560	R					NA		NA		1997

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Albemarle County				From:	02-744 E; Hunt Club Rd	1						
731) Keswick Rd	0.60	150	R		V2 / II E, Itali Cido Ru			NA		NA		1997
(731) Keswick Rd	0.10	290	R	To: From:	0.60 ME 02-744			NA		NA		11/16/200
(731) Keswick Rd	0.10	230	IX	То:	SR 22 Louisa Rd	$\neg$		INA		IVA		11/10/200
				From:	SR 53 Thomas Jefferson Pkwy							
(732) Milton Road	2.90	1000	G	96%	0% 2% 1% 1%	0%	С	110	G	1000	G	2001
				То:	02-729							
	0.00	222	_	From:	Dead End			NIA		NIA		00/44/000
733	0.20	360	R	To:	02-729			NA		NA		09/11/200
				From:	Dead End	1						
734)	0.15	60	R	<u> </u>	Dead End			NA		NA		09/11/200
734)				To	02-1807							
734)	0.45	170	R	From:	02-1807			NA		NA		09/11/200
				To:	02-795							
				From:	02-602 Howardsville Tpke							
735) Mount Alto Rd	2.30	20	R					NA		NA		06/01/200
				To:	02-626 James River Rd							
(A) Whitee Mountain Pd	2.60	20	В	From:	02-635 Craig Store Rd			NA		NIA		10/11/200
736 Whites Mountain Rd	2.60	20	R	To:	02-636 E; Batesville Rd	_		NA		NA		10/11/200
				From:	02-636 W; Batesville Rd							
736) Pughs Store Rd	0.55	200	R	. —				NA		NA		10/11/200
				To:	Dead End							
Mountain Vieta Dd	1 70	00		From:	SR 6 W; Irish Rd			NIA		NIA		05/20/200
737 Mountain Vista Rd	1.70	90	R					NA		NA		05/30/200
Mountain Vieta Dd	0.20	20	_	To: From:	02-726 James River Rd	_		NΙΔ		NIA		05/20/200
737 Mountain Vista Rd	0.30	30	R	To:	SR 6 EAST	$\neg$		NA		NA		05/30/200
				From:	US 250 W; Ivy Rd	1						
738) Morgantown Rd	2.20	1200	R	<u> </u>	03 230 W, IVY Ku			NA		NA		1996
				To:	US 250 E; Ivy Rd							
				From:	Dead End							
739)	0.03	20	R					NA		NA		11/02/200
				To:	02-786							
7: LEU D	4.00	440	_	From:	SR 22 Louisa Rd			NIA		NIA		4007
740 Zion Hill Rd	1.00	110	R	To:	SR 231 Gordonsville Rd	_		NA		NA		1997
				From:		1						
741) Mossing Ford Rd	0.40	40	R	T TOME.	02-649 Proffit Rd			NA		NA		11/08/200
(741)ssm.g . sraa	00			To:	Dead End							00, 200
				From:	SR 20 Scottsville Rd							
742) Avon Street	2.53	10000	G	97%	0% 2% 0% 0%	0%	С	1000	G	11000	G	2001
				To: From:	02-1101 Avon Court	$\neg$ —						
742) Avon Street	0.16	12000	G	97%	0% 2% 0% 0%	0%	F	1300	G	12000	G	2001
$\bigcirc$				To	SCL Charlottesville							
O			_	From:	US 29 Seminole Trail		_		_		_	
743) Hydraulic Rd	0.39	19000	G	97%	1% 1% 0% 0%	0%	F	1900	G	20000	G	2001
<u> </u>				From:	02-1430 Solomon Rd	<b>→</b>						
743) Hydraulic Rd	0.38	13000	G	97%	1% 1% 0% 0%	0%	F	1300	G	14000	G	2001
<u> </u>				To: From:	02-656 Georgetown Rd							
743) Hydraulic Rd	0.08	23000	G	97%	1% 1% 0% 0%	0%	F	2300	G	24000	G	2001
				To: From:	02-1460	_						
(743) Hydraulic Rd	0.22	21000	G	97%	1% 1% 0% 0%	0%	F	2200	G	22000	G	2001
				To:	02-657 Lambs Rd							

Route	Length	AADT	QA	4Tire	Bus	arie Maint	Tru			QC	Design	Oĸ	AAWDT	OW	Year
	Lengui	AADI	QА	41116	Dus	2Axle	3+Axle	1Trail	2Trail	Ųυ	Hour	ŲΝ	MANDI	Ų۷۷	i eai
Albemarle County				From:		02-657 Lar	mbs Rd								
743) Hydraulic Rd	0.66	20000	G	97%	1%	1%	0%	0%	0%	С	2100	G	21000	G	2001
(743) Earlysville Rd	0.72	13000	G	98%	0%	02-631 R 1%	0%	0%	0%	С	2900	G	13000	G	2001
(743) Earlysville Rd	1.64	9000	G	From: 98%	0% 0%	2-676 Wood 1%	dlands Rd 0%	0%	0%	F	1000	G	8900	G	2001
				To: From:		2-1565 Brad )2-1565 Bra									
743) Earlysville Rd	1.30	8400	G	98%	0%	1%	0%	0%	0%	F	950	G	8400	G	2001
(743) Earlysville Rd	0.36	8500	G	From: 98%	0%	02-643 Rio 1 1%	Mills Rd 0%	0%	0%	F	960	G	8400	G	2001
<u> </u>				From:		2-606 Dicke			<u> </u>						
(743) Earlysville Rd	2.02	7700	G	96%	0%	2%	1%	1%	0% —	С	800	G	7700	G	2001
(743) Earlysville Rd	0.42	6300	G	From: 96%	0%	2-1535 Ridg 2%	gemont Rd 1%	1%	0%	F	660	G	6200	G	2001
				From:		663 Buck M			<u> </u>						
743 Advance Mills Rd	1.90	940	G	96%	0%	2%	1%	1%	0%	F	100	G	930	G	2001
743) Advance Mills Rd	1.53	810	G	From: 96%	02-0	664 Frays M 2%	1%	1%	0%	F	90	G	800	G	2001
(143) / 18 / 18 / 18				To:	0	02-641 Frays	s Mill Rd	. , ,							
743) Advance Mills Rd	1.72	640	R	From:	(	02-641Frays	s Mill Rd				NA		NA		1997
743) Advance Mills Rd	1.72	040	IX.	To:		Greene Cou	ınty Line				INA		INA		1997
				From:	U	JS 250 Rich	mond Rd								
(744) Hacktown Rd	0.37	180	R								NA		NA		1997
<u> </u>				To: From:		0.37 MN U	US 250								
744) Hacktown Rd	0.58	380	R	To:	0′	2-731 S; Ke	onviole D.d		7		NA		NA		11/16/2000
				From:		2-731 S, Ke 2-731 N; Ke									
744) Hunt Club Rd	0.20	640	R	т					_		NA		NA		1997
<u> </u>				To: From:		SR 22 Lou									
745 Arrowhead Vallely Rd	1.40	60	R	From:	U	S 29 S; Mor	nican Trail		<b>⊣</b> –		NA		NA		09/21/2000
(745) Arrowhead Valley Rd	0.37	140	R	From:	02-	818 Locust	Hollow Rd				NA		NA		09/21/2000
<u> </u>				To: From:		0.37 MN (	02-818								
745 Arrowhead Valley Rd	0.03	130	R								NA		NA		09/21/2000
Danshawaa Dd	0.05			From:		US 29 NO	ORTH		_		NIA		NIA		00/04/0000
745 Poorhouse Rd	0.05	60	R						_		NA		NA		09/21/2000
745	0.53	60	R	From:		0.05 MN U	JS 29 N				NA		NA		09/21/2000
(745)	0.00			To:		Dead E	End								00/2 1/2000
				From:		SR 2	20								
(746)	0.50	230	R								NA		NA		11/08/2000
<u> </u>				To: From:		02-80	)7								
746	0.70	90	R	To:		Dead E	End		7		NA		NA		11/08/2000
				From:		02-60									
(747)	1.60	80	R			02-00	JU		_		NA		NA		11/08/2000
				To:		02-64	40								
<u> </u>				From:		Dead I	End								
748 Broken Sun Rd	0.50	80	R	To:		2 622 11	la Mt P. I		_		NA		NA		10/11/2000
					02	2-633 Heard	is ivith Kd								

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW Year
Albemarle County				From:	02-671					
(749)	0.20	60	R		02-071			NA	NA	11/13/2000
				To:	02-601					
Old Turnnika Ddd	1.00	240	-	From:	Nelson County Line			NIA	NIA	1007
Old Turnpike Rdd	1.23	240	R	To:	US 250 Rockfish Gap Tpke	_		NA	NA	1997
				From:	Dead End	$\overline{}$				
(751)	0.04	10	R		Doug Esta	_		NA	NA	11/06/2000
				To: From:	SR 240	]				
751)	0.16	60	R					NA	NA	11/06/2000
				To: From:	US 250 WEST					
(751)	0.40	220	R			_		NA	NA	11/06/2000
	0.15	400		From:	02-683			NA	NA	11/06/2000
751)	0.15	100	R	To:	US 250 EAST	$\neg$		INA	INA	11/06/2000
				From:	US 250	$\overline{}$				
752)	0.32	60	R			<b>_</b>		NA	NA	11/06/2000
				To:	US 250	<u> </u>				
Oracinat Dd	0.15	240	_	From:	02-715 Esmont Rd			NIA	NIA	00/05/2000
753) Precinct Rd	0.15	310	R	To:	SR 6 W ; Irish Rd	$\neg$		NA	NA	09/05/2000
$\sim$				From:	SR 6 E; Irish Rd					_
753 Precinct Rd	0.30	30	R	To	02 (27 Partons P. I	_		NA	NA	09/05/2000
				From:	02-627 Porters Rd					
(754)	0.19	80	R		02-767			NA	NA	09/28/2000
(0)				To:	Dead End					
				From:	SR 6					
755)	0.22	190	R	To:	02.717	_		NA	NA	09/18/2000
				From:	02-717					
(756) CCC Rd	0.30	20	R	T TOMA	Dead End	_		NA	NA	10/30/2000
(700)				To:	02-668 Walnut Level Rd					
				From:	Dead End					
(757)	0.10	50	R	To:	02-627	_		NA	NA	09/05/2000
				From:	02 027					
(758) Smith Rd	1.25	210	R	T TOMA	Dead End	_		NA	NA	10/26/2000
(130)				To:	02-637 Dick Woods Rd					
				From:	02-616 Union Mill Rd					
759 Three Chopt Rd	0.60	250	R	To:		_		NA	NA	09/07/2000
				From:	Fluvanna County Line 02-712 Garden Lane N					
(760) Red Hill School Rd	0.60	160	R		02-712 Garden Lane N			NA	NA	09/21/2000
				To:	02-710 Taylors Gap Rd	<b></b>				
(760) Red Hill School Rd	0.93	60	R	From:		_		NA	NA	09/21/2000
				To	US 29 Monacan Trail					
Priory Crosts Dd	1 40	460	-	From:	02-622 Albevanna Spring Rd			NIA	NIA.	05/20/2002
761) Briery Creek Rd	1.40	160	R	To:	Fluvanna County Line	<b>–</b>		NA	NA	05/30/2000
				From:	02-732	$\overline{1}$				
(762)	0.80	120	R			_		NA	NA	11/20/2000
				To:	Dead End	<u> </u>				
Diekerees Less	0.40	0400		From:	02-606 Dickerson Rd			NIA	NIA	44/40/0000
763 Dickerson Lane	0.10	2100	R	To:	US 29	7		NA	NA	11/13/2000
					002)					

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail Q	C Design Hour	QK AAWDT	QW Year
Albemarle County				From:		1			
764) Link Evans Lane	0.94	100	R	rion.	Dead End		NA	NA	10/30/2000
(764) Link Evans Lane	0.13	190	R	From:	02-1538		NA	NA	1997
764) 2 2.va.io 2	0.10			To:	02-663 Buck Mountain Rd	1			
				From:	Dead End				
765) Walnut Level Rd	0.70	80	R	To:	02 ((0 D # D 1	¬	NA	NA	10/30/2000
				From:	02-668 Batton Rd	1			
(766) Pea Ridge Dr	0.82	180	R		Dead End		NA	NA	10/24/200
(700)				To:	02-614 Garth Rd	1			
				From:	Dead End				
(767) Robert Valley Rd	0.54	90	R				NA	NA	09/28/2000
<u> </u>				From:	02-775 Rabbit Valley La	]			
(767) Rabbit Valley La	0.40	8	R				NA	NA	09/28/2000
<u> </u>				To: From:	02-754 Loving Rd	]			
767 Rabbit Valley Rd	0.05	90	R	To:	US 29 Monacan Trail	7	NA	NA	09/28/2000
				From:		1			
(768) Penn Park Lane	0.39	3200	R		02-631 Rio Rd	_	NA	NA	1996
(100)				To:	Dead End	]			
				From:	Dead End				
(769) Rocky Hollow Rd	1.40	330	R			_	NA	NA	11/20/2000
				To: From:	SR 20 Stony Point Rd SR 20				
(769)	0.23	780	R	<u> </u>	51020		NA	NA	1997
				To: From:	02-1484	1			
(769)	0.27	46	R	From:		_	NA	NA	11/20/2000
				To:	Dead End				
O				From:	Dead End				
770 Mount Zion Church R	0.20	20	R	To:	02-627 Porters Rd	7	NA	NA	06/01/2000
				From:		1			
(771)	0.08	40	R		Dead End	_	NA	NA	1997
				To:	02-772				
(771)	0.40	200	R	From:	02-772	_	NA	NA	1997
				To	02-853				
(771)	0.14	210	R	From:	32 323	_	NA	NA	1997
				To:	02-676				
O				From:	Cul-de-Sac				
772) West Dr	0.37	80	R	To:	02 771 Clan Aira Dr	7	NA	NA	1997
				From:	02-771 Glen Aire Dr	<u> </u>			
(773) Pat Dennis Rd	0.65	470	R	110.111	02-622 Albevanna Spring La	_	NA	NA	1996
(173) * **********************************				To:	Fluvanna County Line	1			
				From:	Nelson County Line				
774) Bear Creek Rd	2.90	100	R			_	NA	NA	10/03/2000
				10:	Dead End	1			
775) Robert Valley La	0.06	400	В	From:	SR 29 Monacan Trail	_	NA	NA	09/28/2000
(775) Robert Valley La	0.00	100	R	To:	02-767 Robert Valley Rd	7	INA	INA	09/20/2000
				From:	02-667 Cattlerton Rd	1			
(776) Buck Mountain Ford	2.00	40	R	l .	v= vv. v.	<b>-</b>	NA	NA	11/13/2000
$\mathcal{O}_{\mathcal{I}}$				To:	02-664 Markwood Rd				

Route	Length	AADT	QA	4Tire	Bus Charles Charles 41		Q	)C	Design	QK	AAWDT	QW	Year
Albemarle County			•		2Axle 3+Axle 1°	Trail 2Tr	ail		Hour				
O 1/2 151	1.55	80	R	From:	Dead End				NA		NA		1997
(777) Vineyard Rd	1.55	00	K	To:	Orange County Line				INA		INA		1991
				From:	02-712 Plank rd								
(778) Johnson Rd	0.30	70	R	<u> </u>	<del>- ,</del>				NA		NA		09/25/2000
				To:	Dead End								
O	_			From:	02-801 Rock Branch La								
779 Rock Branch Rd	0.47	70	R	To:	02 710 Taylors Con Dd				NA		NA		1996
				From:	02-710 Taylors Gap Rd 02-631 Old Lynchburg Rd								
(780) Old Lynchburg Rd	0.47	2200	G	99%		0% 0%	6 (	С	220	G	2300	G	2001
, 0				To:	SCL CHARLOTTESVILLE								
				From:	02-875								
(781) Sunset Ave Ext	781) Sunset Ave Ext 1.05	1100	R						NA		NA		1996
				To:	SCL CHARLOTTESVILLE								
	0.11	420	_	From:	WCL CHARLOTTESVILLE				NIA		NIA		1006
(782)	0.11	130	R						NA		NA		1996
	0.61	70		From:	0.11 MW OF WCL				NΙΛ		NΙΛ		11/20/2000
782	0.61	70	R	To:	US 29 BUS; Gap Terminus				NA		NA		11/30/2000
				From:	Dead End; Gap Terminus								
782)	0.01	160	R						NA		NA		11/30/2000
				To:	WCL CHARLOTTESVILLE								
(783) Millwood Lane	0.70	20	R	From:	SR 231 Gordonsville Rd				NA		NA		09/07/2000
(783) Williwood Lane	0.70	20	K	To:	SR 22 Louisa Rd				INA		INA		09/07/2000
				From:	Dead End								
(784) Burnt Hill Rd	1.10	160	R	<u> </u>	Dead End				NA		NA		11/08/2000
				To:	02-600 W; Watts Passage								
Doctors Crossins	2.40	200	В	From:	02-600 E; Watts Passage				NΙΔ		NIA		11/00/2000
784 Doctors Crossing	2.10	280	R	To:	02-640 Gilbert Station Rd				NA		NA		11/08/2000
				From:	02-649 Proffit Rd								
(785) Pritchett Lane	0.20	760	R		02 017 Home Ru				NA		NA		1997
				To	0.20 MN 02-649								
(785) Pritchett Lane	1.00	250	R	From:	0.20 1/11 02 01)				NA		NA		1997
				To: From:	1.20 MN 02-649								
(785) Pritchett Lane	0.20	40	R	From:					NA		NA		11/13/2000
				To:	Dead End								
O			_	From:	02-637 Dick Woods Rd			_					
786 Ivy Depot Rd	0.45	860	G	96% To:		1% 0%	6 (	С	90	G	850	G	2001
				From:	US 250 Ivy Rd	1							
(787)	0.91	360	R	Prom.	02-682				NA		NA		10/30/2000
(101)	0.0 .			To:	02-708								. 0, 00, 2000
				From:	02-684 Lanetown Rd								
(788) Railroad Ave	0.97	1300	R						NA		NA		1997
				To:	US 240 Three Notchd Road								
Durale D.d.	0.05		_	From:	02-788 Railroad Ave				NI A		N/A		44/00/0000
789 Buck Rd	0.65	520	R	To:	02-810 Crozet Ave				NA		NA		11/06/2000
				From:		<u> </u>							
(790)	0.30 230	R		02-795				NA		NA		1996	
(190)				To:	Dead End								
			From:	02-688	i				_		•		
791)	0.55	310	R						NA		NA		10/26/2000
				To:	Dead End								

					Alt	pemari		enance								
Route	Length	AADT	QA	4Tii	re E	Bus -		3+Axle	uck 1Trail	 2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Albemarle County									TTTGII	211011						
(792)	0.35	90	R	From:			Dead E	End				NA		NA		09/18/2000
(192)	0.00		• • •	To:			02-71	9						10.		00/10/2000
				From:			02-71	9								
(793)	0.33	60	R							_		NA		NA		09/18/2000
				To:			02-71									
794) Three Chopt Rd	0.20	170	R	From:		US	250 Rich	mond Rd				NA		NA		09/07/2000
794) Three Chopt Ru	0.20	170	K	To:		02-6	616 Unior	n Mill Rd		╗		INA		INA		09/07/2000
Town of Scottsville																
	0.00	0.40	_	From:	)/ /	00/	SR 6		00/		_	00	0	620	0	2004
(795) Hardware Street	0.20	640	G	979 To:	/o (	0% NC	2% L SCOTT	0%	0%	0%	F	90	G	630	G	2001
Albemarle County						110.	LBCOII	SVILLL								
				From:		NC:	L SCOTT	SVILLE								
795) Hardware Street	0.63	650	G	979	% (	0%	2%	0%	0%	0%	F	90	G	640	G	2001
0				From:			2-726 Riv									
(795) Blenheim Rd	1.34	1600	G	979	% (	0%	2%	0%	0%	0%	F	190	G	1500	G	2001
	0.10			From:			02-618 &	712								4000
795 Blenheim Rd	2.19	140	R									NA		NA		1996
O 81 1 1 81	0.07	40		From:		02-7	713 Glend	lower Rd								1000
795 Blenheim Rd	3.67	40	R									NA		NA		1996
Organidant Dd	2.07	620	_	From:		02-	-708 Secr	etary Rd		_		NΙΔ		NIA		1006
795 President Rd	3.87	630	R	_						_		NA		NA		1996
(795) Rolling Rd	0.81	2300	G	From:	% (	02 0%	2-620 Rol 2%	ling Rd 0%	0%	0%	F	300	G	2300	G	2001
(795) Rolling Rd	0.01	2300	G	To:	70 (			s Mtn Rd	0 70	7	'	300	J	2000	J	2001
<u> </u>				From:				n Mtn Rd					_			
795 James Monroe Pkwy	2.59	2700	G	979 To:		0%	2%	0%	0%	¬ 0%	С	330	G	2700	G	2001
				From:				fferson Pk	wy							
(796)	0.61	260	R				US 250 V	VES1		_		NA		NA		1997
(190)				To			02-69	0								
(796)	0.40	380	R	From:			02-09	0				NA		NA		1997
				To:			US 250 E	EAST								
				From:			Dead E	ind								
(797) Hillsboro Lane	0.05	40	R									NA		NA		1997
				From:		02-684	Half Mile	e Branch R	ld							
(797) Hillsboro Lane	0.55	410	R	To:		LIC 25	0 D 1 C	1.C. T.I		_		NA		NA		1997
				From:		US 25		h Gap Tpk	e	1						
700	0.02	10	R	r iom.			02-69	1		_		NA		NA		11/06/2000
(798)	0.02		•••	To:			Dead E	End								
				From:		Flu	vanna Cou	ınty Line								
799	0.40	270	R	_						_		NA		NA		1997
				To:			uisa Cou									
Can Sabular Dd	1 40	1200	_	From:			elson Cou		40/	00/	0	110	-	1200	_	2004
800 Schyler Rd	1.40	1200	G	979 To:	/0	1%	2% SR 6 Iris	1% h Rd	1%	0%	С	110	G	1200	G	2001
				From:			US 2			+						
(801)	0.02	60	R	_			0.5.2	,		_		NA		NA		09/28/2000
				To			02-77	9								
(801)	0.10	40	R	From:						_		NA		NA		09/28/2000
				To:			Dead E	End								

Route	Length	AADT	QA	4Tire	Bus	2Axle 3				QC	Design Hour	QK	AAWDT	QW	Year
Albemarle County									ZIIdli		Houi				
802) Old Three Notchd Ro	0.43	370	R	From:	SR 240	Three Not	tchd Road				NA		NA		1997
802) Gla TIII GG TTGTGTTG	0.10			To:	02-680	Browns (	Gap Tpke								1007
				From:		SR 151									
803)	0.40	30	R	To:		02.750					NA		NA		10/26/2000
				From:		02-750 SR 29									
(804)	0.40	30	R	<u> </u>		SK 29					NA		NA		10/03/2000
				To:		Dead En	d								
	0.26	00	_	From:		Dead En	d				NIA		NIA		10/02/200
805)	0.26	60	R	To:		US 29					NA		NA		10/03/2000
				From:	02-663	3 Simmons	s Gap Rd		1						
(806) Estes Ridge	0.38	140	R								NA		NA		11/13/2000
				To:		Dead En									
(807)	0.30	100	R	From:		02-746					NA		NA		11/08/2000
007)	0.00	100		To:		Dead En	d				1471		10.0		11/00/2000
				From:		Cul-de-Sa	ac								
808) Running Deer Rd	0.33	70	R								NA		NA		09/07/2000
O Durantina Dana Dd	0.04	400		From:	02-	828 Whitet	tail La				N10		NIA.		00/07/000/
808 Running Deer Rd	0.31	180	R	_					_		NA		NA		09/07/2000
(808) Running Deer Rd	0.59	620	R	From:	02	2-836 Albin	no La				NA		NA		09/07/2000
608) Running Beer Ru	0.00	020		To	US 2	250 Richmo	ond Rd		7		1471		10.		00/01/2000
				From:		Dead En	d								
(809)	0.25	50	R								NA		NA		11/30/2000
				From:		02-846									
809	0.87	330	R						_		NA		NA		1996
<u></u>	0.49	580	R	From:		02-815					NA		NA		1996
809	0.49	300	K	To:		02.046			_		INA		IVA		1990
(809)	0.05	2300	R	From:		02-846					NA		NA		1996
0009				To:		US 250	1								
				From:		0 Three No									
810 Crozet Ave	2.01	1800	G	96%	0%	2%	0%	1%	0%	С	180	G	1800	G	2001
White Hall Rd	2.40	4600		From:		1 N, Jones		10/	00/		160		1600		2001
(810) White Hall Rd	2.40	1600	G	96% To:	0%	2% 614 E; Gaı	0% rth Rd	1%	□ 0%	F	160	G	1600	G	2001
O. D. O. T.I.	0.40	4=44		From:	02-6	614 W; Ga	ırth Rd	40/		_	400	_	4700	_	0004
810 Browns Gap Tpke	2.48	1700	G	96%	0%	2%	0%	1%	0%	F	180	G	1700	G	2001
810) Browns Gap Tpke	1.10	860	G	From: 96%	02-6	572 S, Bluf 2%	ton Rd 0%	1%	0%	F	100	G	860	G	2001
(810) Browns Gap Tpke	1.10	000		To:		2-673 Gate		170	7		100	0	000		2001
(810) Browns Gap Tpke	2.76	480	G	From: 96%	0%	2%	0%	1%	0%	F	50	G	480	G	2001
				To		Browns G									
(810) Black Hollow Rd	4.50	210	R	From:			,				NA		NA		1997
				To: From:	02-601 V	W, Missior	n Home R	d							
810 Boonesville Rd	1.11	370	R								NA		NA		1997
	2.07	<b>6</b> =6		To: From:	02-60	1 E, Free U	Jnion Rd		]		A I A		NIA		4007
<b>(810)</b>	3.37	350	R	_					_		NA		NA		1997
(810) Dyke Rd	0.24	1000	R	From:	02-6	64 Markw	ood Rd				NA		NA		1997
(810) DYNG ING	U.27	1000	I.	To:	Gro	ene Count	z. Lino		<b>-</b>		I N/C\		INA		1001

Route	Length	AADT	QA	4Tire	Bus		QC	Design Hour	QK AAWDT	QW Year
Albemarle County				From:						
(811) Bearwood Rd	0.50	40	R		Dead End			NA	NA	11/06/2000
				To: From:	02-810 S; White Hall Rd					
(811) Jones Mill Rd	2.30	60	R		02-810 N; White Hall Rd			NA	NA	11/06/2000
				To:	02-680 Browns Gap Tpke					
O ::				From:	02-625 Hatton Ferry Rd					22/24/222
812) Jim Lane Rd	0.40	40	R	To:	Dead End	_		NA	NA	06/01/2000
				From:	02-712					
<b>(813)</b>	0.50	60	R		02 /12			NA	NA	09/25/2000
				To:	Dead End					
$\bigcirc$	0.00		_	From:	Dead End			NIA	NIA	00/00/000
814)	0.20	20	R	To:	02-692			NA	NA	09/28/2000
				From:	02-809					
815)	0.08	80	R		02 009			NA	NA	1997
				To:	02-846					
( ) Willow Dale Lane	0.24	70	_	From:	Dead End			NIA	NIA	44/20/2000
816) Willow Dale Lane	0.31	70	R			_		NA	NA	11/20/2000
646	0.09	1100	R	From:	02-1445			NA	NA	1996
816	0.00	1100	IX.	To:	SR 20 Stony Point Rd			IVA	IVA	1000
				From:	02-604 Buffalo River Rd					
(817) Roaches Ridge	0.40	100	R			_		NA	NA	11/13/2000
				To:	Dead End					
(818)	0.25	47	R	From:	02-745			NA	NA	09/21/2000
010	0.20	٠,	• • • • • • • • • • • • • • • • • • • •	To:	Dead End			1471	10/1	00/21/2000
				From:	02-649 Proffit Rd					
819 Judge Lane	0.20	30	R			_		NA	NA	11/08/2000
				From:	Dead End					
(820)	0.03	600	R	rioiii.	02-702	_		NA	NA	1996
620				To:	BEGIN LOOP					
820	0.70	220	R	From:	BEGIN LOOT	_		NA	NA	1996
				To:	END LOOP					
O 51 55 1400 51	4.00			From:	02-671 Ballards Mill Rd					10/01/0000
821) Bluffton Mills Rd	1.30	110	R	To:	Dead End			NA	NA	10/24/2000
				From:	Dead End					
(823)	0.15	45	R		Dette Elle			NA	NA	09/07/2000
				To:	US 250					
$\bigcirc$	0.00		_	From:	US 250			NIA	NIA	40/00/0000
824)	0.60	270	R			_		NA	NA	10/26/2000
(824)	1.04	120	R	From:	0.60 ME US 250	_		NA	NA	10/26/2000
024)		120		To:	02-688	1				
				From:	Dead End					
(825) Yancey Mill Lane	0.40	50	R					NA	NA	11/06/2000
				To: From:	US 250 Rockfish Gap Tpke					
825 Yancey Mills Lane	0.08	440	R	To:	02 707 Hillsham I	_		NA	NA	11/06/2000
				From:	02-797 Hillsboro Lane 02-627 Porters Rd					
(826) Emerys Lane	0.45	160	R	<u> </u>	02-02/ FUHCIS KU	_		NA	NA	09/05/2000
				To:	Dead End					

Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW	Year
Albemarle County				From:		- 11all		i ioui			
827) Beagle Gap Rd	0.40	220	R	From:	Dead End			NA	NA		1997
(621) = 0.0g/0 = 0.0p = 1.0				To:	02-691Greenwood Rd						
				From:	02-808						
828)	0.25	80	R	To:	0.1.1.0	_		NA	NA		09/07/2000
				From:	Cul-de-Sac	1					
(829) Horseshoe Bend Rd	1.01	200	R	rioin.	02-601 Free Union Rd			NA	NA		10/30/2000
029				To:	Dead End						
				From:	02-649 WEST						
(830)	0.22	500	R					NA	NA		1996
				To: From:	02-831; 02-832						
830	0.07	270	R					NA	NA		1996
				From:	02-833						1000
830	0.06	100	R					NA	NA		1996
	0.16	400	_	From:	02-834			NIA	NIA		1006
830	0.16	180	R	To:	02-649 EAST	$\exists$		NA	NA		1996
				From:	Dead End						
831)	0.17	100	R	<u> </u>	D tuu Diiu			NA	NA		1996
				To:	02-830; 02-832						
$\sim$				From:	02-830; 02-831						
832	0.05	40	R	To:	C-1 1- C	7		NA	NA		1996
				From:	Cul-de-Sac	1					
(833)	0.04	40	R		Cul-de-Sac			NA	NA		1996
000				To:	02-830						
				From:	02-830						
834)	0.04	40	R	. —		=1		NA	NA		1996
				10:	Cul-de-Sac						
(025)	0.07	60	R	From:	Cul-de-Sac			NA	NA		1996
835)	0.07	00	1	To:	02-649			1471	101		1000
				From:	Cul-de-Sac						
(836)	0.24	70	R					NA	NA		09/07/2000
				To:	02-808						
	0.03	140	ь	From:	US 29			NA	NA		10/03/2000
(837)	0.03	140	R	_		_		INA	INA		10/03/2000
(027)	0.03	120	R	From:	02-699			NA	NA		10/03/2000
837)	0.00	120	IX.	To:	02.040	_		IVA	IVA		10/03/2000
927	0.04	40	R	From:	02-840			NA	NA		10/03/2000
837)				To:	Dead End						
				From:	Dead End						
838)	0.05	60	R					NA	NA		10/03/2000
				To: From:	US 29						
838	0.02	200	R	To:	02.041	_		NA	NA		1996
				From:	02-841	1					
(839) Whippoorwill Rd	1.02	330	R		02-676 Owensville Rd			NA	NA		1997
000)				To:	02-614 Garth Rd						
				From:	02-837						
(840)	0.36	80	R			_		NA	NA		10/03/2000
				To:	Dead End						

Route	Length	AADT	QA	4Tire			Tru	ck		QC	Design	QK	AAWDT	QW	Year
Albemarle County						2Axle 3	s+Axie	TITAL	21raii		Hour				
(841)	0.13	120	R	From:		US 29					NA		NA		10/03/2000
041)				To:		Dead End	l								
				From:	02	2-616 Black C	Cat Rd								
(842) Deer Bonn Rd	0.30	90	R						_		NA		NA		11/16/2000
				To:		Cul-de-Sa	С								
	0.76	300	R	From:		02-743					NA		NA		1997
(844)	0.70	300	K	To:		Dead End	i		7		INA		INA		1991
				From:		Dead End									
(845) Totier Creek Rd	0.57	140	R								NA		NA		06/01/2000
				To:	02-	726 James Ri	iver Rd								
$\bigcirc$				From:		Dead End	l								
846	0.38	160	R						_		NA		NA		1996
	0.54			From:		02-809 SOU	TH		<u> </u>						1000
846	0.51	300	R						_		NA		NA		1996
	0.57			From:		02-815					NIA		NIA		4000
846	0.57	590	R	To:		02-809 NOR	тн		7		NA		NA		1996
				From:		Cul-de-Sa									
847)	0.39	80	R			Cui-uc-sa	<u> </u>		_		NA		NA		11/08/2000
<u> </u>				To:		02-600									
				From:		Cul-de-Sa	c								
848)	0.57	140	R						_		NA		NA		11/08/2000
				To		SR 20									
(850) Chris Greene Lake R	0.49	560	R	From:	02	-606 Dickers	on Rd				NA		NA		1997
(850) Chris Greene Lake R	0.49	360	K	To:		Dead End	l		7		INA		INA		1991
				From:		US 29									
(851)	0.19	1700	G	99%	0%	1%	0%	0%	0%	С	200	G	1800	G	2001
				To: From:	0.	.19 M FRM U	JS 29		1						
(851)	0.22	380	R	From:					_		NA		NA		1996
				To:		02-852 NOR	TH								
$\bigcirc$				From:		02-866									
852	0.44	4700	R								NA		NA		1996
	0.05			From:	100/	02-1456		40/			100		1100		2024
852	0.05	1300	G	57%	12%	27%	3%	1%	0%	С	160	G	1400	G	2001
	0.00	070		From:		02-851 SOU	TH				NIA		NIA		1000
(852)	0.23	970	R						_		NA		NA		1996
(852)       (852)       (852)	0.00	E00		From:		02-851 NOR	TH				NIA		NΙΔ		1006
(852)	0.02	580	R						_		NA		NA		1996
	0.15	320	R	From:		02-863					NA		NA		1996
(852)	0.15	320	K						_		INA		INA		1990
	0.06	80	R	From:		02-862					NA		NA		1996
852	5.00		.,	To		Dead End	i		٦		14/1		14/1		1000
				From:		02-676									
(853)	0.49	220	R						<b>-</b>		NA		NA		1997
				To:		02-771			<u> </u>						
<u> </u>	0.10			From:		S 29 Seminote		001		_	000		4700		0001
854 Carrsbrook Dr	0.13	1600	G	97%	1%	2%	1%	0%	0%	F	200	G	1700	G	2001
0.0000000000000000000000000000000000000	0.00	4422		From:		432 Indian Sp		001			460	-	4500		0004
854 Carrsbrook Dr	0.28	1400	G	97% To:	1%	2%	1%	0%	0% 7	F	180	G	1500	G	2001
					02	-1419 Marlb	oro Ct								

					Albemarle Mair	ntenance i	Area							
Route	Length	AADT	QA	4Tire	Bus 2Axle	Tru 3+Axle		2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Albemarle County				From:			TTTGIII	211011		rioui				
854) Carrsbrook Dr	0.38	1500	G	97%	02-1419 M 1% 2% 02-1437 Car	1%	0%	□ 0%	С	620	G	1600	G	2001
854 Carrsbrook Dr	0.18	1300	G	97%	1% 2%	1%	0%	0%	F	160	G	1300	G	2001
854) Carrsbrook Dr	0.20	1100	G	97%	02-652 Westr 1% 2%	1%	0%	0%	F	480	G	1200	G	2001
(854) Carrsbrook Dr	0.10	620	G	97% To:	02-1427 No 1% 2% 02-1428 Hu	0%	0%	0%	F	80	G	660	G	2001
(855)	0.63	2200	R	From:	02-6	501		<u>;</u>		NA		NA		1996
(856) Burton La	0.40	100	R	From:	Dead 02-711 B	End		<u>;</u>		NA		NA		09/25/2000
(859)	1.12	360	R	From:	BEGIN 02-1	LOOP		J T		NA		NA		1996
(860) Klockner La	0.28	1100	R	From:	SR 231 Gord	lonaville Rd		]		NA		NA		1997
862	0.16	170	R	From:	Cul-do	e-Sac		]		NA		NA		1996
862	0.11	120	R	From:	02-8					NA		NA		1996
863)	0.10	340	R	From:	02-8	352		<u>;</u>		NA		NA		1996
864) Overlook Heights	0.08	60	R	From:	02-795 Ha Dead					NA		NA		05/30/2000
865)	0.20	50	R	From:	02-6			] ]		NA		NA		11/16/2000
866	0.09	5700	G	96%	02-1 0% 2%	0%	0%	0%	F	660	G	6000	G	2001
866	0.31	7400	G	96%	02-852; 0 3%	0%	0%	0%	С	770	G	7800	G	2001
866)	0.15	8800	R	From:	US			_		NA		NA		1996
866)	0.17	8700	R	From:	02-1 Cul-de					NA		NA		1996
869)	0.25	160	R	From:	02-6	582				NA		NA		10/30/2000
870)	0.17	NA		From:	Dead 02-006					NA		NA		
871) Brinnington Rd	0.33	70	R	From:	02-678 R Cul-de			] ]		NA		NA		1997

							tenance /			Design				
Route	Length	AADT	QA	4Tire	Bus		3+Axle		QC	Hour	QK	AAWDT	QW	Year
Albemarle County				From:										
875)	0.31	1400	R	Pioni.		02-63	31	_		NA		NA		11/30/2000
	0.29	1400	R	To: From:		02-73	81	]		NA		NA		11/30/2000
875)	0.29	1400	ĸ	To		02.0	7.6	_		INA		INA		11/30/2000
875)	0.08	1000	R	From:		02-8	/0			NA		NA		11/30/2000
				To:		02-7	80							
$\bigcirc$	0.40	40		From:		02-8	75			NIA		NIA		44/20/2004
876	0.10	48	R	To:		02-631; (	02-877	7		NA		NA		11/30/2000
				From:		02-631 V								
877	0.35	170	R							NA		NA		11/30/2000
				To: From:		02-11	13	]						
877	0.05	2000	R	To:		02-631 1	FAST	_		NA		NA		11/30/2000
				From:		02-0311		1						
(1000)	0.23	530	R					<u>-</u>		NA		NA		1996
				To:		Cul-de		1						
	0.11	260	R	From:		02-1003 S	SOUTH			NA		NA		1996
(1001)	0.11	200		To		02-1003 N	IODTH			IVA		IVA		1330
(1001)	0.17	360	R	From:		02-1003 N	NOKTH			NA		NA		1996
				To: From:		02-10	002	<b>_</b>						
(1001)	0.22	580	R					<u>-</u>		NA		NA		1996
				To: From:		02-6								
(1002)	0.30	100	R	From:		02-10	003			NA		NA		1996
(1002)				To:		02-10	001							
				From:		Dead 1	End							
(1003)	0.26	80	R					_		NA		NA		1996
	0.59	60	R	From:		02-1001 S	SOUTH	_		NA		NA		1996
(1003)	0.59	00	K	To:		02 1001 N	IODTH			INA		INA		1990
(1003)	0.26	80	R	From:		02-1001 N	NOKIH			NA		NA		1996
				To:		02-10	002							
$\bigcirc$	0.40			From:		Cul-de	-Sac							
1004	0.10	NA		To:		02-6	41	7		NA		NA		
				From:		02-60								
1005	0.20	100	R			-		<u>-</u>		NA		NA		1997
				To:		Cul-de	-Sac							
$\bigcirc$	0.12	NIA		From:		02-0060	0(B)/			NIA		NIA		
1006	0.13	NA		To:		Dead I	End/	7		NA		NA		
				From:		02-73								
(1009)	0.19	20	R					_		NA		NA		1997
				To:		Cul-de		 <u> </u>						
<u> </u>	0.23	100	R	From:		02-70	08	 		NA		NA		1996
1010	0.23	100	ĸ	To:		Cul-de	-Sac	7		INA		INA		1990
				From:		02-7		i						
(1011)	0.10	40	R					_		NA		NA		09/28/2000
				To:		Cul-de	-Sac	]						

					Albema	arle Main	tenance /	Area							
Route	Length	AADT	QA	4Tire	Bus		Trι			QC	Design	OK A	AWDT	ΟW	Year
	Longin	,,,,	٠,٠	11110	Duo	2Axle	3+Axle	1Trail	2Trail	QU	Hour	git ,		Q.	1001
Albemarle County				From:		02-0071	2(B)/								
(1012)	0.11	NA							_		NA		NA		
				To:		Cul-de-	·Sac/								
$\bigcirc$	2.12			From:		02-65	58								400=
(1015)	0.10	1000	R								NA		NA		1997
				From:		02-10	24								400=
1015	0.17	890	R								NA		NA		1997
	0.00			From:		02-10	16				NI A		NIA		4007
1015	0.08	770	R						_		NA		NA		1997
_	0.05	600		From:		02-10	119				NA		NIA		1007
1015	0.05	690	R						_		NA		NA		1997
$\overline{}$	0.47	<b>540</b>		From:		02-10	20		_		NIA		NIA		4007
1015	0.17	540	R						_		NA		NA		1997
$\overline{}$	0.00	440		From:		02-10	17				NIA		NIA		4007
1015)	0.39	140	R	To:		Cul-de-	Saa		_		NA		NA		1997
				From:											
(1016)	0.21	60	R	Tronic		Cul-de-	-Sac		_		NA		NA		1997
(1016)	V		••	To:		02-10	115								
				From:		02-10			1						
(1017)	0.39	310	R								NA		NA		1997
				To: From:		02-10	18		<b>—</b>						
(1017)	0.83	160	R	From:							NA		NA		11/30/2000
				To:		Cul-de-	-Sac								
				From:		02-10	17								
(1018)	0.13	80	R						_		NA		NA		1997
				To:		Cul-de-									
	0.18	70	R	From:		02-10	15				NA		NA		1997
1019	0.16	70	ĸ	To:		Cul-de-	-Sac		7		INA		INA		1997
				From:		Cul-de-									
(1020)	0.48	130	R	<u> </u>		Cui-uc-	-Sac				NA		NA		1997
(1020)				To:		02-10	15								
				From:		Cul-de-	-Sac								
1021)	0.14	40	R								NA		NA		1997
				To:		02-65	58								
$\bigcirc$				From:		Cul-de-	-Sac								400=
1024	0.26	120	R	To:		02.10	11.5		_		NA		NA		1997
				From:		02-10									
(1005)	0.20	60	R	T TOME		Cul-de-	-Sac				NA		NA		1996
1025	0.20	00	• • • • • • • • • • • • • • • • • • • •	To:		02-65	57		7		147 (		147.		1000
				From:		02-65									
1026	0.07	30	R	<u> </u>							NA		NA		1996
$\bigcirc$				To:		Cul-de-	-Sac								
				From:		Cul-de-	-Sac								
(1027)	0.31	110	R						_		NA		NA		1996
				To:		02-65			<u> </u>						
$\bigcirc$	2.24	=	_	From:		Cul-de-	-Sac						NIA		4007
1030	0.91	500	R	To:		02.0	06		7		NA		NA		1997
-				From:		02-60			<u> </u>						
(1000)	1.01	280	R	1 10III.		Cul-de-	-Sac				NA		NA		11/06/2000
1033	1.01	200	I.	To:		02-64	43		٦		INA		11/7		11/00/2000
•						32 0									

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW Year
Albemarle County				From:						
(1035)	0.07	110	R	rion.	Cul-de-Sac			NA	NA	1996
<u> </u>				To: From:	02-1036	]				
(1035)	0.08	290	R	To:	02-652	_		NA	NA	1996
				From:	Cul-de-Sac	1				
(1036)	0.05	80	R		Cui-ue-sac			NA	NA	1996
				To:	02-1035					
$\bigcirc$	0.00	440	-	From:	Cul-de-Sac			NIA	NA	1006
(1037)	0.09	140	R	т		_		NA	NA	1996
(1037)	0.08	120	R	From:	02-652			NA	NA	11/27/2000
1037				To:	Cul-de-Sac					
				From:	Cul-de-Sac					
(1040)	0.17	70	R	To:	02 (7(	_		NA	NA	1997
				From:	02-676					
1045	0.18	NA			Cul-de-Sac			NA	NA	
				To: From:	02-1046	<b>—</b>				
(1045)	0.10	450	R			_		NA	NA	1996
				To:	02-631					
	0.12	140	R	From:	Cul-de-Sac			NA	NA	1996
1046	0.12	140	IX	To:	02-1045			IVA	IVA	1000
				From:	02-676					
1050	0.11	180	R			_		NA	NA	1997
				From:	02-1051					
1050	0.10	60	R	To:	Cal da Car	_		NA	NA	1997
				From:	Cul-de-Sac 02-1050					
(1051)	0.13	70	R		02-1030			NA	NA	1997
				To:	Cul-de-Sac					
$\sim$				From:	Cul-de-Sac					
1054	0.43	3000	R	To:	110.250	_		NA	NA	1997
				From:	US 250 US 250					
(1055)	0.10	30	R		US 250			NA	NA	09/07/2000
				To:	Cul-de-Sac					
				From:	Cul-de-Sac					
(1060)	0.14	50	R	To:	00.614	_		NA	NA	10/29/2000
				From:	02-614					
(1063)	0.64	100	R		02-676			NA	NA	10/24/2000
				To:	Cul-de-Sac					
				From:	02-00712(B)/					
1068	0.57	NA		To:	Dood E:- J/	7		NA	NA	
				From:	Dead End/	<u> </u>				
1069	0.27	NA			02-01068(B)/	_		NA	NA	
				To:	Dead End/					
				From:	02-665					
1070	0.36	240	R					NA	NA	10/30/2000
	•			To: From:	02-1071					/ 6 / 6 - 7 - 7 - 7
1070	0.22	40	R	To:	Cul-de-Sac	7		NA	NA	10/30/2000
					Cui-ue-Sac					

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW Year
Albemarle County				From:	Cul-de-Sac					
(1071)	0.08	40	R			<b>-</b>		NA	NA	10/30/2000
				To:	02-1070					
	0.29	90	R	From:	02-665			NA	NA	1997
1072	0.20	30	IX	Tar	02 1072	_		IVA	IVA	1557
(1072)	0.12	45	R	From:	02-1073			NA	NA	1997
1072				To:	Cul-de-Sac	1				
				From:	Cul-de-Sac					
1073	0.14	5	R	To:	02 1072	_		NA	NA	1997
				From:	02-1072 02-665					
1074)	0.04	10	R	<u></u>	02-003			NA	NA	1997
				To:	Cul-de-Sac					
$\widehat{}$				From:	02-665					
1075	0.14	70	R					NA	NA	1997
	2.22			From:	02-1076	]				4007
1075	0.20	30	R	To:	Cul-de-Sac	7		NA	NA	1997
				From:	Cul-de-Sac					
1076	0.19	10	R	<u></u>	Cur-de-Sac			NA	NA	1997
				To:	02-1075					
$\bigcirc$				From:	Cul-de-Sac					404044004
1080	0.20	200	R	To:	02-614	_		NA	NA	10/24/200
				From:	Cul-de-Sac					
1081	0.40	40	R	<u></u>	Cur-de-Sac			NA	NA	10/24/200
				To:	02-1080	]				
$\bigcirc$				From:	Cul-de-Sac					
1082	0.10	40	R	To:	02-1081	_		NA	NA	10/24/200
				From:	Cul-de-Sac					
1083	0.20	50	R	<u> </u>	Cui-uc-sac			NA	NA	10/24/200
				To:	02-1081					
$\bigcirc$				From:	02-742					
1086	0.60	NA		To:	02-1089	7		NA	NA	
				From:	Cul-de-Sac					
1087	0.18	NA			Cui-uc-Bac	_		NA	NA	
$\bigcup$				To:	02-1086					
$\bigcirc$	2.25			From:	02-1087					
1088	0.05	NA		To:	Cul-de-Sac	7		NA	NA	
				From:	02-1086					
1089	0.05	NA			02 1000			NA	NA	
				To:	Cul-de-Sac					
	4.00	000	_	From:	FR-179			N. A		00/07/000
1090	1.00	930	R	To:	Cul-de-Sac			NA	NA	09/07/200
				From:	02-1086					
1091	0.45	NA			32 1000	_		NA	NA	
				To:	Shadow of:0					
$\bigcirc$	A			From:	Cul-de-Sac					
1092	0.05	NA		To:	02-1091	1		NA	NA	
					02-1071	ı				

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW Year
Albemarle County				From:	02-676					_
1093	0.15	60	R		02-070	_		NA	NA	11/02/2000
				To:	Cul-de-Sac					
$\bigcirc$				From:	02-742					4.4.00.400.0
(1101)	0.17	750	R			_		NA	NA	11/20/2000
	0.06	130	R	From:	0.17 MN 02-742	_		NA	NA	1996
(1101)	0.00	130	K	To:	SCL CHARLOTTESVILLE	7		INA	NA	1990
				From:	Dead End					
1102	0.33	70	R			_		NA	NA	1997
				To:	SR 53					
	0.19	140	R	From:	02-631	_		NA	NA	1996
(1103)	0.19	140	K	To:	Cul-de-Sac	7		INA	INA	1990
				From:	ECL CHARLOTTESVILLE					
(1105)	0.15	140	R			_		NA	NA	1996
				To:	Dead End					
	0.08	E20	R	From:	US 29			NA	NA	1996
(1106)	0.06	530	ĸ			_		INA	NA	1990
(1100)	0.22	80	R	From:	02-859			NA	NA	1996
(1106)	0.22		.`	To:	Dead End	1		101		
				From:	US 250					
(1107)	0.06	490	R			_		NA	NA	1997
				To:	FR-180	1				
	0.17	160	R	From:	02-631	_		NA	NA	1996
1108	0.11	100		To:	Cul-de-Sac			1471	107	1000
				From:	US 250					
1109	0.10	170	R			_		NA	NA	1996
				To: From:	02-1111	]				
1109	0.11	40	R	To:	02.1110	7		NA	NA	1996
				From:	02-1110	1				
(1110)	0.14	30	R	rioni.	02-1109	_		NA	NA	1996
1110				To:	Dead End					
				From:	02-1109					
1111	0.12	30	R			_		NA	NA	1996
				To: From:	Dead End					
(1112)	0.29	1300	R	From:	Dead End			NA	NA	1996
(1112)	0.20	1000		To:	02-780	1		101		
				From:	Dead End					
(1113)	0.22	160	R			<del>_</del>		NA	NA	1996
				To: From:	02-1114	}—				
1113	0.12	1800	R	To	02 (21	7		NA	NA	1996
				To: From:	02-631	1				
(1114)	0.17	100	R	<u> </u>	Cul-de-Sac	_		NA	NA	1996
				To:	02-1113					
				From:	ECL CHARLOTTESVILLE					
1115)	0.28	1000	R	To:	D 12.1	7		NA	NA	1996
				From:	Dead End					
(1116)	0.15	12000	R	. zoni.	Dead End	_		NA	NA	1996
1110				To:	US 250	7				

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW Year
Albemarle County				From:		1				
(1117)	0.52	2700	R	110m.	Dead End			NA	NA	1996
				To:	US 250					
$\widehat{}$				From:	Cul-de-Sac					
(1120)	0.23	100	R					NA	NA	09/07/200
				From:	02-1121					
1120	0.50	290	R	To:	02-729	_		NA	NA	09/07/200
				From:	Cul-de-Sac					
1121	0.17	60	R		Cui-ue-Sac			NA	NA	09/11/200
				To:	02-1120					
				From:	Cul-de-Sac					
1122	0.05	20	R					NA	NA	1997
				To: From:	02-1124 SOUTH					
(1122)	0.27	120	R					NA	NA	1997
1122	2.22			From:	02-1124 NORTH					
(1122)	0.08	250	R			_		NA	NA	1997
	0.12	360	R	From:	02-1123	_		NΙΔ	NI A	1007
1122	0.12	360	ĸ	To:	02-732	$\neg$		NA	NA	1997
				From:	Dead End					
1123	0.10	80	R		Dead End			NA	NA	1997
<u> </u>				To:	02-1122					
1123	0.09	70	R	From:				NA	NA	1997
				To:	Cul-de-Sac					
$\sim$				From:	02-1122					
1124	0.44	110	R	To:	02-1122	_		NA	NA	1997
				From:		1				
1127)	0.04	70	R		02-1129			NA	NA	11/30/200
(1121)				To:	Cul-de-Sac					
				From:	02-1129					
1128	0.07	100	R			_		NA	NA	11/30/200
				To:	Cul-de-Sac					
	0.13	230	R	From:	02-1130			NA	NA	11/30/200
1129	0.13	230	K	To:	Cul-de-Sac	$\neg$		INA	NA.	11/30/200
				From:	Cul-de-Sac					
1130	0.47	1000	R		eu de bue			NA	NA	1997
				To:	02-1133 SCL Charlottesville					
$\overline{}$				From:	Cul-de-Sac					
1131)	0.05	130	R					NA	NA	1997
	2.22			From:	02-1132					
1131	0.08	390	R	To:	02-1130	_		NA	NA	1997
				From:	02-1131	1				
1132	0.04	120	R	<u> </u>	02-1131	_		NA	NA	1997
				To:	Cul-de-Sac					
				From:	Cul-de-Sac					
(1133)	0.09	130	R			_		NA	NA	1997
$\overline{}$				To:	02-1130; SCL CHARLOTTESVILLE					
	0.10	NA		From:	Cul-de-Sac/			NA	NA	
(1134)	0.10	MA		To:	02-01130(B)/	_		INA	INA	
					02 01130(D)					

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW Year
Albemarle County				From:	Cul-de-Sac	<u> </u>				
1135	0.13	170	R	<u> </u>	Cui de bue			NA	NA	1997
				To: From:	02-1136					400=
1135	0.23	850	R			_		NA	NA	1997
	0.04	1200	R	From:	02-1137			NA	NA	1997
1135	0.01		.``	To:	SR 20					1007
$\widehat{}$				From:	02-1135					
1136	0.29	670	R	To:	Cul do Soo	7		NA	NA	1997
				From:	Cul-de-Sac 02-1135	1				
1137	0.20	100	R		02-1133			NA	NA	1997
				To:	Cul-de-Sac					
$\bigcirc$				From:	Cul-de-Sac/					
1138	0.19	NA		To:	02-01130(B)/	7		NA	NA	
				From:	02-01138(B)/					
1139	0.04	NA			02-01138(B)/			NA	NA	
$\bigcup$				To:	Cul-de-Sac/					
$\bigcirc$	0.70		_	From:	02-1117					4.4.00.1000
1140	0.70	6600	R	To:	02-1116	7		NA	NA	11/20/200
				From:	02-1110					
1141)	0.20	NA		<u></u>	02 1137, 02 1103	_		NA	NA	
$\bigcup$				To:	02-1147; 02-1148					
$\bigcirc$	0.44			From:	Cul-de-Sac			NIA	NIA	
1142	0.11	NA		To:	02-1141	<b>-</b>		NA	NA	
				From:	02-1142	_ <u>_</u>				
1143)	0.08	NA			V2 1112			NA	NA	
				To:	Cul-de-Sac					
$\bigcirc$	0.00	NA		From:	Cul-de-Sac			NIA	NIA	
1144	0.09	NA		To:	02-1141; 02-1145			NA	NA	
				From:	02-1141; 02-1144					
(1145)	0.20	NA				<del>-</del>		NA	NA	
				To:	Cul-de-Sac					
	0.44	4000	_	From:	US 250			NA	NA	11/20/200
(1146)	0.44	1800	R	To:	Cul-de-Sac	7		INA	INA	11/20/200
				From:	02-1157	1				
(1150)	0.27	640	R	-				NA	NA	11/20/2000
				To: From:	02-1154					
1150	0.07	950	R					NA	NA	1997
				To: From:	02-1151	]				
(1150)	0.25	1600	R			_		NA	NA	1997
	0.83	NA		From:	02-742			NA	NA	
1150	0.03	NA		To:	SR 20	7		INA	INA	
				From:	02-1150					
1151)	0.03	320	R		• • •	_		NA	NA	1997
				To: From:	02-1152					
(1151)	0.08	170	R			_		NA	NA	1997
				To:	02-1153					

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT QW	Year
Albemarle County				From:	02-1153	1				
(1151)	0.05	30	R	<u> </u>	02 1133	_		NA	NA	1997
				To:	Cul-de-Sac					
	0.10	150	R	From:	Cul-de-Sac			NA	NA	1997
1152	0.10	150	K	To:	02-1151	7		INA	IVA	1991
				From:	02-1151					
1153	0.11	110	R			<del>-</del>		NA	NA	1997
				To:	Cul-de-Sac					
	0.06	460	R	From:	02-1150	_		NA	NA	1997
1154	0.00	400	IX	To:	02.1155	7		IVA	INA	1557
1154	0.31	320	R	From:	02-1155			NA	NA	1997
1154				To:	Cul-de-Sac					
				From:	Cul-de-Sac					
(1155)	0.08	100	R	_		_		NA	NA	1997
				To:	02-1154					
	0.05	49	R	From:	02-1150	_		NA	NA	11/20/2000
(1156)	0.03	49	K	To:	Cul-de-Sac	7		INA	IVA	11/20/2000
				From:	Cul-de-Sac	l				
(1157)	0.47	380	R					NA	NA	11/20/2000
				To:	02-1165					
$\bigcirc$				From:	02-1157					
1158	0.07	70	R	To:	Cul-de-Sac	7		NA	NA	11/20/2000
				From:		1				
(1159)	0.13	50	R		Cul-de-Sac			NA	NA	11/20/2000
				To:	Cul-de-Sac	1				
				From:	02-1159					
(1160)	0.03	40	R			_		NA	NA	11/20/2000
				To:	Cul-de-Sac					
	0.03	40	R	From:	Cul-de-Sac	_		NA	NA	11/20/2000
(1161)	0.00	40	IX	To:	02-1157	7		IVA	INA	11/20/2000
				From:	02-1157					
(1162)	0.08	220	R			_		NA	NA	11/20/2000
				To:	02-1163					
$\bigcirc$	0.00	400	_	From:	Cul-de-Sac			NIA	NIA	44/00/0000
1163	0.20	180	R	To:	Cul-de-Sac	7		NA	NA	11/20/2000
				From:	02-1174	1				
(1164)	0.05	NA		<u>L</u>	02-11/4	_		NA	NA	
				To:	02-1177					
$\bigcirc$			_	From:	02-1157					
(1165)	0.53	2200	R	To	02.742	7		NA	NA	11/20/2000
_				From:	02-742	1				
(1166)	0.30	280	R		02-1167	_		NA	NA	1997
1100				To:	Cul-de-Sac	<u></u>				
				From:	Cul-de-Sac					
1167	0.16	210	R			_		NA	NA	1997
				To: From:	02-1194	]				
(1167)	0.08	500	R			_		NA	NA	1997
<u> </u>				To:	02-1197					

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Route	Length	AADT	QA	4Tire	Bus		3+Axle	  2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Albemarle County				From:				 						
1167	0.34	660	R			02-11	17/	_		NA		NA		1996
				To: From:		02-11	195							
1167	0.10	730	R					_		NA		NA		1996
1167	0.22	1300	R	From:		02-11	199			NA		NA		1996
				To: From:		02-11	168							
1167	0.13	1500	R	To:		02-7-	42	_		NA		NA		1996
				From:		02-11								
1168	0.03	410	R					_		NA		NA		1996
	0.24	220		From:		02-11	169	]		NΙΔ		NΙΔ		1006
1168	0.34	230	R	To:		Cul-de	-Sac			NA		NA		1996
				From:		Cul-de								
(1169)	0.15	160	R					<u>-</u>		NA		NA		1996
				To:		02-11								
	0.36	100	R	From:		02-6	36			NA		NA		10/11/2000
(1170)	0.30	100	IX	To:		02.11	171	<b>-</b>		INA		INA		10/11/2000
(1170)	0.09	20	R	From:		02-11	1 / 1	_		NA		NA		10/11/2000
				To:		Cul-de	-Sac							
				From:		02-11	170							
(1171)	0.38	80	R	To:		Cul-de	C	<del>-</del> 1		NA		NA		10/11/2000
				From:		02-11								
(1172)	0.03	280	R			02-11	1 / /			NA		NA		1997
				To:		02-1173	WEST	<b></b>						
(1172)	0.19	160	R	From:		02 1173	WEST	_1		NA		NA		1997
				To: From:		02-1173	EAST							
1172	0.04	70	R	To:		C-1 4-	C	¬		NA		NA		1997
				From:		Cul-de 02-1172								
(1173)	0.10	120	R			02-11/2	WESI			NA		NA		1997
				To:		02-1172	EAST							
$\bigcirc$				From:		Cul-de	-Sac							
(1174)	0.43	NA		To:		02-11	164			NA		NA		
				From:		02-11								
(1175)	0.28	1600	R			02-7	08			NA		NA		1996
				To:		Dead	End							
				From:		02-7	68							
(1176)	0.14	110	R	To:		02.11	175			NA		NA		1996
				From:		02-11								
(1177)	0.27	2200	R	rion.		02-6	31			NA		NA		1997
		3 •		To:		02-11	172	¬						
(1177)	0.47	810	R	From:		02-11	. , 2			NA		NA		1997
				To: From:		02-1178; (	02-1188	 ]						
1177	0.03	390	R	· <del></del>						NA		NA		1997
				To: From:		02-11	187	]——						
(1177)	0.55	270	R				T. 1	<b>-</b>		NA		NA		11/27/2000
				To:		Dead	End							

Length	AADT	QA	4Tire	Rus		QC	Hour	QK AAWDT	QW	Year
			From:	Cul de Sac						
0.16	210	R		Cui-uc-sac	_		NA	NA		1997
			To:	02-1179	1—					
0.06	340	R			_		NA	NA		1997
				02-1177						
0.40	400	_	From:	02-1178			NIA	NIA		4007
0.10	100	ĸ	To:	Cul-de-Sac	1		INA	NA		1997
			From:							
0.15	70	R		02 002			NA	NA		11/27/200
			To:	Cul-de-Sac						
			From:	Cul-de-Sac						
0.07	90	R	To:	02.1100	_		NA	NA		11/27/2000
					1					
0.16	200	R	rioin.	Cul-de-Sac			NA	NA		1997
			To	02 1195						
0.08	330	R	From:	02-1183			NA	NA		1997
			To	02-1184	٦					
0.16	570	R	From:	02 1101	_		NA	NA		1997
			To:	02-652	<b>—</b>					
0.05	220	R	rioiii.				NA	NA		1997
			To: From:	02-1183	1					
0.06	70	R			_		NA	NA		1997
0.07	440	_	From:	Cul-de-Sac						44/07/000
0.07	110	ĸ	To:	02 1182	_		NA	NA		11/27/2000
					1					
0.07	80	R		02-1182	_		NA	NA		1997
			To:	Cul-de-Sac						
			From:	02-1182						
0.07	80	R			_		NA	NA		1997
0.12	NA		From:	02-1174			NΔ	NΔ		
0.12	INA		To:	Cul-de-Sac	7		INA	INA		
			From:							
0.03	50	R			_		NA	NA		1997
			To:	Cul-de-Sac						
			From:	Cul-de-Sac						
0.10	120	R					NA	NA		1997
0.00			From:	02-1189	_					4007
0.06	290	R	To:	02 1177: 02 1178	_		NA	NA		1997
			From:		+					
0.11	130	R		Curuc-Dat	_		NA	NA		1997
			To:	02-1188						
			From:	02-708						
0.31	45	R	т		_		NA	NA		10/30/2000
					1					
0.35	40	R	From:	02-708			NA	NA		10/30/2000
	0.16 0.06 0.10 0.15 0.07 0.16 0.08 0.16 0.05 0.06 0.07 0.07 0.12 0.03 0.10 0.06 0.11	0.16 210 0.06 340 0.10 100 0.15 70 0.07 90 0.16 200 0.08 330 0.16 570 0.05 220 0.06 70 0.07 110 0.07 80 0.07 80 0.12 NA 0.03 50 0.10 120 0.06 290 0.11 130	0.16	0.16   210   R	Cul-de-Sac	Length	Length   AADT   QA   4 Tire   Bus   2Axie   3+Axie   1Trail   2Trail   QC	Length   AADT   QA   4   Irre   Bus   2   2Axie   3+Axie   1Trail   2Trail   QC   Hour	Celde-Size   NA NA NA NA NA NA NA NA NA NA NA NA NA	Culde-Sac   NA

					Albemarl	e Mainte	enance A	Area							
Route	Length	AADT	QA	4Tire	Bus		Tru		OT!	QC	Design	QK	AAWDT	QW	Year
Albemarle County						ZAXIE	3+Axie	1Trail	2 i raii		Hour				
				From:		02-1174	4								
(1192)	0.03	NA		To:		Cul-de-S	lac		_		NA		NA		
				From:	(	)2-1174 W			1						
(1193)	0.19	NA				,2 11, 1 1,	201		_		NA		NA		
				To:	(	02-1174 E									
	0.15	220	R	From:		02-116	7				NIA		NIA		1007
1194	0.15	220	ĸ	To:		Cul-de-S	ac				NA		NA		1997
				From:		02-116	7								
1195	0.07	120	R								NA		NA		1996
				To: From:		02-119	6								
1195	0.04	45	R	To:		Cul-de-S	la a		_		NA		NA		1996
				From:		Cul-de-S			1						
(1196)	0.07	40	R			Cul-uc-3	iac				NA		NA		1996
				To:		02-119:	5								
$\bigcirc$			_	From:		02-116	7								4000
(1197)	0.09	120	R								NA		NA		1996
	0.04	120	R	From:		02-1198	8		_		NA		NA		1996
(1197)	0.04	120	K	To:		02 110	0		_		INA		INA		1990
(1197)	0.02	10	R	From:		02-1199	9				NA		NA		1996
				To:		Cul-de-S	ac								
				From:		Cul-de-S	ac								
(1198)	0.08	80	R	To:		02 110	7		_		NA		NA		1996
				From:		02-119									
(1199)	0.28	140	R			02-110	/				NA		NA		11/20/2000
				To:		02-119	7								
$\bigcirc$			_	From:		Dead Er	nd								400=
(1200)	0.15	140	R	To:		02-810	)		_		NA		NA		1997
				From:		02-691									
(1201)	0.49	230	R			02 0) 1					NA		NA		11/08/2000
				To:		02-691									
$\bigcirc$	0.60	220		From:		02-789	)				NIA		NIA		11/16/2000
(1202)	0.60	220	R						_		NA		NA		11/16/2000
(1202)	0.10	760	R	From:		02-1203	3				NA		NA		11/16/2000
(1202)				To:		02-810	)								
(1202)	0.12	390	R	From:		02-610	,				NA		NA		11/08/2000
				To: From:		02-1210	6		<b>—</b> —						
(1202)	0.06	130	R								NA		NA		11/08/2000
				To:		Dead Er									
(1000)	0.10	70	R	From:		02-788	3		_		NA		NA		11/13/2000
(1203)	0.10			To:		02-1202	2								
				From:		02-691									
(1204)	0.08	1600	R								NA		NA		11/08/2000
<u> </u>				To: From:		02-1203	5								
(1204)	0.50	1600	R						_		NA		NA		11/08/2000
	0.22	EEA		From:		02-1220	0				NA		NA		11/09/2000
(1204)	0.22	550	R	To:		02-1222	2		7		INA		INA		11/08/2000

		=			Truck			Design			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Hour	QK AAWE	T QV	V Year
Albemarle County				From:	02-1204	1					
(1205)	0.20	150	R		02-1204			NA	NA		11/08/2000
				To:	Cul-de-Sac						
$\bigcirc$				From:	02-684						
1206	0.83	780	R	To:	02 (01	_		NA	NA		11/13/2000
				From:	02-691						
(1207)	0.05	100	R		02-1226	_		NA	NA		11/13/2000
1207				To:	02-1225						
(1207)	0.08	120	R	From:	02 1220			NA	NA		11/13/2000
				To: From:	02-1219	7					
(207)	0.07	160	R	From:				NA	NA		11/13/2000
				To: From:	02-1218	<del></del>					
(1207)	0.07	180	R			<del></del>		NA	NA		11/13/2000
				To: From:	02-1208						
1207	0.18	210	R			_		NA	NA		11/13/2000
				To: From:	02-1206						
(100)	0.08	40	R	From:	02-1206			NA	NA		11/13/2000
1208	0.00	40		To:	02-1207	7		IVA	IVA		11/10/2000
				From:	Dead End						
(1209)	0.22	90	R			_		NA	NA		11/08/2000
				To:	02-691						
$\bigcirc$	0.40	40	_	From:	Dead End			NIA	NIA		44/00/0000
1210	0.13	40	R	To:	02-691	_		NA	NA		11/08/2000
				From:	02-810 SOUTH						
(1211)	0.10	430	R		02-010 300 111	_		NA	NA		11/16/2000
				To:	02-1213	¬					
(1211)	0.18	120	R	From:		_		NA	NA		11/16/2000
				To: From:	02-1212	<del></del>					
1211	0.15	46	R			_		NA	NA		11/16/2000
				To:	02-810 NORTH						
	0.12	00	_	From:	02-1211			NIA	NIA		11/16/2000
(1212)	0.13	90	R	To:	02-810	$\neg$		NA	NA		11/16/2000
				From:	02-1214						
(1213)	0.14	260	R	<u> </u>	02 121 .			NA	NA		11/16/2000
				To:	02-1211						
$\bigcirc$	2.42			From:	Dead End						4.4.4.0.0000
1214	0.12	90	R					NA	NA		11/16/2000
$\bigcirc$	0.00	40		From:	02-1213	_		NIA	NIA		44/40/0000
1214	0.08	40	R	To:	Dead End	7		NA	NA		11/16/2000
				From:	Dead End	1					
(1215) Killdeer Lane	0.25	80	R		Down Mill	_		NA	NA		11/08/2000
				To:	02-691 Jarmans Gap Rd						
$\sim$				From:	02-810						
1216	0.20	160	R	To:	02 1202	_		NA	NA		11/08/2000
				From:	02-1202						
1217	0.05	530	R	1 IOIII.	SR 240			NA	NA		11/08/2000
1217)				To:	Dead End				14/1		, 55, 2500
		_					_	_			

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	 2Trail	QC	Design Hour	QK AAWDT	QW Year
Albemarle County				From:		1				
1218)	0.07	50	R	FIOIII.	02-1206			NA	NA	11/13/2000
12109				To:	02-1207					
				From:	02-1206					
1219	0.07	60	R	т	22.422	_		NA	NA	11/13/200
				To: From:	02-1207					
1220	0.05	50	R	Pioni.	Cul-de-Sac			NA	NA	11/08/200
1220	0.00		• • • • • • • • • • • • • • • • • • • •	To	02-1222				10.	11700/200
1220)	0.07	200	R	From:	02-1222			NA	NA	11/08/200
				To	02-1221					
1220	0.08	410	R	From:	02-1221	1		NA	NA	11/08/200
				To:	02-1204					
				From:	02-1220					
1221	0.22	160	R					NA	NA	11/08/200
				From:	02-1222	]				
1221)	0.12	60	R			_		NA	NA	11/08/200
				To:	Cul-de-Sac					
	0.27	80	R	From:	02-1220			NA	NA	11/08/200
1222	0.27	00	IX.			_		INA	INA	11/00/2000
1000	0.07	180	R	From:	02-1221			NA	NA	11/08/200
1222	0.07	100	1	To:	02-1204	7		14/1	10.0	11/00/200
				From:	Cul-de-Sac					
1223	0.15	110	R			_		NA	NA	11/16/200
				To:	02-789					
$\overline{}$				From:	02-1206					
1225	80.0	40	R	To:	02-1207	_		NA	NA	11/13/200
				From:		1				
1226)	0.10	300	R	110111	02-1206	_		NA	NA	11/13/200
1220				To	02-1207					
1226	0.42	210	R	From:	02-1207			NA	NA	11/13/200
				To:	Cul-de-Sac					
				From:	Cul-de-Sac/					
1227)	0.15	NA				_		NA	NA	
				To:	US-00250(B)/					
	0.38	160	R	From:	02-1229			NA	NA	1997
1228	0.36	100	K	To:	02-684	_		INA	NA.	1997
				From:	02-1228					
1229	0.07	20	R		02 1220			NA	NA	1997
				To:	Cul-de-Sac					
				From:	Cul-de-Sac					
1230	0.12	240	R	т	an ava	_		NA	NA	11/06/2000
				To:	SR 240					
1221	0.11	60	R	From:	02-1232	_		NA	NA	11/08/2000
1231	0.11	50	11	To:	SR 240			. 47 1	100	. 1/00/2000
				From:	Cul-de-Sac					
1232	0.18	50	R					NA	NA	11/08/2000
				To:	02-1231					
	_		_	From:	Dead End					
1235	0.54	160	R	To:	02.010	<b>-</b>		NA	NA	1997
				* */-	02-810					

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW Year
Albemarle County				From:	Cul-de-Sac	1				
(1236)	0.14	40	R		cui de sue			NA	NA	10/30/2000
<u> </u>				To: From:	02-1237					
(1236)	0.11	20	R	To:	Cul-de-Sac	_		NA	NA	10/30/2000
				From:	CASCADES DRIVE					
1237)	0.23	110	R			_		NA	NA	10/30/2000
				To: From:	02-609					
1238	0.29	90	R	rioni.	02-609	_		NA	NA	10/30/200
				To:	Cul-de-Sac					
$\bigcirc$	0.44	4000	_	From:	Cul-de-Sac			NIA	NIA	44/00/000
1240	0.41	1000	R	To:	SR 240	7		NA	NA	11/06/200
				From:	Cul-de-Sac					
(1241)	0.10	80	R					NA	NA	11/06/2000
_				To: From:	02-1242	]				
(1241)	0.10	290	R					NA	NA	11/06/2000
	0.10	470	R	From:	02-1240			NA	NA	11/06/2000
(1241)	0.10	470		To:	02-1244			14/3	IVA	11/00/2000
				From:	Cul-de-Sac					
1242	0.07	60	R	To:	02-1241	_		NA	NA	11/06/2000
				From:	Cul-de-Sac					
(1243)	0.05	45	R		Cui-uc-Sac	_		NA	NA	11/06/2000
				To:	02-1240					
$\bigcirc$	0.32	350	R	From:	Cul-de-Sac			NA	NA	11/06/2000
(1244)	0.32	350	K	To:	02.1245	_		INA	NA	11/00/2000
1244	0.06	450	R	From:	02-1245			NA	NA	11/06/2000
				To:	02-1241					
$\bigcirc$	0.05		_	From:	02-1244			NIA	NA	44/00/000
1245	0.05	70	R	To:	Cul-de-Sac	7		NA	NA	11/06/2000
				From:	Cul-de-Sac					
(1246)	0.22	90	R			_		NA	NA	1997
				To: From:	02-1240					
(1247)	0.11	NA		rioni.	Cul-de-Sac/	_		NA	NA	
				To:	02-01241(B)/					
$\bigcirc$	0.47		_	From:	Cul-de-Sac					10/00/000
1248	0.47	60	R	To:	02-682	7		NA	NA	10/30/2000
				From:	02-01247(B)/					
(1249)	0.03	NA				_		NA	NA	
				To:	Cul-de-Sac/					
1250	0.33	NA		From:	02-1251	_		NA	NA	
		•		To:	SR 240			•		
$\overline{}$				From:	Dead End					
(1251)	0.27	NA		To:	02-1250	7		NA	NA	
				From:	02-1250					
1252	0.13	NA				<b>-</b>		NA	NA	
$\sim$				To:	Cul-de-Sac					

Doute	1	AADT	<u> </u>	47:	Albemarie Maintenance Area		QC	Design	OK ANADT	0)4/	V
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Hour	QK AAWDT	QW	Year
Albemarle County				From:	Cul-de-Sac						
(1253)	0.04	NA		To:	02-1252	_		NA	NA		
				From:	Cul-de-Sac	1					
(1254)	0.14	NA						NA	NA		
				To:	02-1251; 02-1257						
(1255)	0.03	NA		From:	Cul-de-Sac			NA	NA		
(1255)	0.00			To:	02-1254			14/1	10/1		
$\sim$				From:	Cul-de-Sac						
(1256)	0.03	NA		To:	02-1254			NA	NA		
				From:	02-1251; 02-1254						
(1257)	0.23	NA			02 1201, 02 1201			NA	NA		
				To:	Cul-de-Sac						
(100)	0.11	NA		From:	US-00250(B)/			NA	NA		
1260	0.11	IVA		To:	02-01261(L)/	1		INA	INA		
				From:	02-01262(L)/						
(1261)	0.12	NA		To:	22.012.02	_		NA	NA		
				From:	02-01260(R)/						
(1262)	0.19	NA		<u> </u>	02-01261(R)/	_		NA	NA		
				To:	Cul-de-Sac/						
$\bigcirc$	0.00			From:	02-01262(B)/			NIA	<b>NIA</b>		
(1263)	0.06	NA		To:	Cul-de-Sac/	1		NA	NA		
				From:	Dead End						
1301	0.15	890	R			_		NA	NA		1996
				To:	WCL Scottsville						
Town of Scottsville				From:	WCL Scottsville						
(1301)	0.10	990	R	-		_		NA	NA		10/30/2000
				To:	SR 6						
Albemarle County				From:	02-726						
(1302)	0.16	440	R	To:	WOLG W. II	_		NA	NA		1996
T				10.	WCL Scottsville	ı					
Town of Scottsville				From:	WCL Scottsville						
(1302)	0.19	380	R	To:	CD (	_		NA	NA	1	05/30/2000
				From:	SR 6						
(1303)	0.05	120	R		Dead End			NA	NA		05/30/2000
				To: From:	02-1311	1					
(1303)	0.05	420	R	Troni.				NA	NA		05/30/2000
<u> </u>				To: From:	02-1301	]					
1303	0.10	120	R	To:	Dead End			NA	NA	1	05/30/2000
				From:	Dead End						
(1304)	0.16	160	R		-			NA	NA		05/30/2000
				To: From:	02-1301						
(1304)	0.17	420	R	To:	02 1202	_		NA	NA		05/30/2000
_				From:	02-1302 02-1304						
305)	0.05	80	R		02-1304	_		NA	NA		05/30/2000
				To:	SR 20						

					Truck			Design		
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Hour	QK AAWDT	QW Year
Town of Scottsville				From:	Dead End					
(1307)	0.06	70	R		Dead End			NA	NA	05/30/2000
				To:	02-1308					
$\bigcirc$	0.05	440		From:	02-1307			NIA	NIA	05/00/0000
1308	0.05	110	R	To:	SR 6	╗		NA	NA	05/30/2000
				From:	SR 6	1				
(1309)	0.20	120	R		JIC V			NA	NA	05/30/2000
				To:	02-1310					
$\bigcirc$	0.07	00		From:	SCL SCOTTSVILLE			NIA	NIA	05/20/2000
(1310)	0.07	80	R	_		_		NA	NA	05/30/2000
	0.03	50	R	From:	SR 6			NA	NA	05/30/2000
(1310)	0.00	30	11	To:	02-1309	7		14/ (	10.0	00/00/2000
				From:	02-1303					
(1311)	0.05	930	R			<u> </u>		NA	NA	05/30/2000
				To: From:	02-1304					
(1311)	0.05	1500	R	To:	SR 6	7		NA	NA	05/30/2000
All 1.C 4				10.	SK 0					
Albemarle County				From:	02-743					
1315)	0.61	9500	R			_		NA	NA	1997
				To:	02-852; 02-866					
(1220)	0.25	80	R	From:	Cul-de-Sac			NA	NA	1997
(1320)	0.20		•••	To	02-1321				107	1007
(1320)	0.07	310	R	From:	02-1321			NA	NA	1997
				To:	02-656					
$\sim$				From:	Cul-de-Sac					
(1321)	0.06	70	R					NA	NA	1997
$\overline{}$	0.22	200		To: From:	02-1322			NA	NIA	1007
(1321)	0.32	200	R	To:	02-1320			INA	NA	1997
				From:	Cul-de-Sac	1				
(1322)	0.08	20	R					NA	NA	1997
				To:	02-1321					
	0.11	40	R	From:	02-1424			NA	NA	1997
(1325)	0.11	40	K	To:	Cul-de-Sac			INA	INA	1991
				From:	Cul-de-Sac					
(1330)	0.09	130	R					NA	NA	1997
				To:	02-652					
	0.11	160	R	From:	Cul-de-Sac			NA	NA	1997
(1331)	0.11	100	IX.	To:	00.650	_		INA	INA	1997
(1331)	0.15	480	R	From:	02-652			NA	NA	1997
1.551)				To	02-1332	<b></b>		•		
(1331)	0.17	180	R	From:	<del>02</del> -1332	_		NA	NA	1997
				To:	Dead End					
			_	From:	Cul-de-Sac					
1332	0.04	40	R	To:	02-1331	7		NA	NA	1997
				From:	Cul-de-Sac					
(1335)	0.12	420	R	<u> </u>	Cui de bue	_		NA	NA	1997
				To:	02-656					

Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW Year
Albemarle County				From:	Cul-de-Sac					
1340)	0.14	2900	R	<u> </u>	Cur-uc-sac			NA	NA	11/27/2
				To:	02-866					
	0.17	270	R	From:	Cul-de-Sac			NA	NA	11/13/2
1345	0.17	270	IX.	To:	02.1245	1		IVA	IVA	11/10/2
1345)	0.05	110	R	From:	02-1345			NA	NA	11/13/2
				To:	02-649					
$\overline{}$	0.45			From:	Cul-de-Sac-WEST					4.4.4.0.10
1346	0.15	90	R	_		_		NA	NA	11/13/2
1346	0.05	40	R	From:	02-1345			NA	NA	11/13/2
1346)	0.00			To:	Cul-de-Sac- EAST					11/10/2
				From:	02-00854(B)/					
1350	0.13	NA		т	22.242.47.1	_		NA	NA	
				To: From:	02-01351(L)/					
1351)	0.28	NA		Piolii.	02-01350(L)/	_		NA	NA	
1331)				To:	02-01353(B)/					
				From:	02-01351(B)/					
1352	0.11	NA		To:	02.01252(T.)/	_		NA	NA	
				From:	02-01353(L)/ 02-01352(L)/					
1353	0.14	NA			02-01352(L)/	_!		NA	NA	
				To	Cul-de-Sac/					
$\sim$				From:	02-01351(B)/					
1354	0.05	NA		To:	Cul-de-Sac/	_		NA	NA	
				From:	Cul-de-Sac					
1390	0.52	NA		<u> </u>	Cur-uc-sac			NA	NA	
				To:	02-743					
$\widehat{}$	0.47			From:	Cul-de-Sac			NIA	<b></b>	
1391)	0.17	NA		To:	02-1390	1		NA	NA	
				From:	02-1390					
1392	0.05	NA		ļ		<u>-</u>		NA	NA	
				To:	Cul-de-Sac					
$\bigcirc$	0.07	70		From:	Dead End			NA	NA	1997
1401)	0.07	70	R			_		INA	NA	1997
1401)	0.17	280	R	From:	02-1402			NA	NA	1997
1401)	• • • • • • • • • • • • • • • • • • • •		• • • • • • • • • • • • • • • • • • • •	To:	02-631; 02-651					
				From:	02-1401					
1402	0.05	60	R		211.2	_		NA	NA	1997
				To: From:	Cul-de-Sac					
1403)	0.53	4300	R	1 cont.	US 29	_		NA	NA	1997
				To:	02-631	7				
1403	0.42	18000	R	From:	02 03 1	_		NA	NA	1997
				To: From:	02-1417	<b>—</b>				
1403)	0.70	8500	R			_		NA	NA	1997
<u> </u>				To:	02-1438					
	0.03	20	P	From:	Dead End			NA	NA	1997
1404)	0.03	20	R	To:	02-1468	7		INA	INA	1997
•					v= - · · · ·					

					Albema	arie iviain	tenance				Danim				
Route	Length	AADT	QA	4Tire	Bus	2Ayle	3+Axle		2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Albemarle County								TTTGII	ZITUII		rioui				
	0.19	390	R	From:		02-14	168				NA		NA		1997
1404)	0.19	330	IX.	To:		02.14	167				INA		INA		1991
1404)	0.05	400	R	From:		02-14	FU /				NA		NA		1997
				To: From:		02-14	113		<u> </u>						
1404)	0.10	470	R	T KAIL					<del></del>		NA		NA		1997
			_	To: From:		02-14	107		]						400=
1404	0.12	420	R	To:		02-6	54		7		NA		NA		1997
				From:		02-14									
1405	0.12	310	R	<u> </u>					_		NA		NA		1997
_				To: From:		02-14	107		]——						
1405	0.10	470	R	To:		02.6	5.4		_		NA		NA		1997
				From:		02-6:									
1406	0.07	110	R			Cul-de-	-sac		_		NA		NA		1997
				To: From:		02-14	107								
1406	0.08	180	R	. TOHI.							NA		NA		1997
				To: From:		02-6	54								
1406	0.36	470	R	To:		02.14	100		_		NA		NA		1997
				From:		02-14									
1407)	0.07	120	R	<u> </u>		02-14	104		_		NA		NA		1997
				To: From:		02-14	105		7—						
1407	0.06	220	R	rioni.							NA		NA		1997
				To: From:		02-14	106		]						
1407)	0.06	360	R								NA		NA		1997
	0.10	220	R	From:		02-14	171				NA		NΙΔ		1007
1407)	0.10	330	ĸ	т		0.0			_		INA		NA		1997
1407)	0.13	1000	R	From:		02-6	54				NA		NA		1997
(1407)				To		02-14	109								
(1407)	0.09	610	R	From:		0211	.05		_		NA		NA		1997
				To: From:		02-14	110		]						
1407)	0.16	580	R								NA		NA		1997
	2.22			From:		02-14	108		_						4007
(1407)	0.09	650	R						_		NA		NA		1997
1407) 1407) 1407)	0.07	500	R	From:		02-14	111				NA		NA		1997
1407)	0.01			To		02-14	112		¬				1 17 1		
1407)	0.24	410	R	From:		02-14					NA		NA		1997
				To:		Cul-de-			1						
$\bigcirc$	0.06	200	В	From:		02-14	106				NA		NA		1007
1408	0.06	290	R	To:		02-14	107		7		INA		INA		1997
				From:		02-14									
1409)	0.20	240	R								NA		NA		1997
1409				To: From:		02-14	110		_						
1409)	0.06	370	R								NA		NA		1997
<u></u>	0.40	EE^		To: From:		02-14	125				NIA		NIA		1007
1409	0.10	550	R	To:		02-14	¥11		7		NA		NA		1997

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	OC.	Design Hour	QK AAWDT QW	Year
Albemarle County				From:	02-1407				
1410	0.09	130	R	To:	02.1400		NA	NA	1997
				From:	02-1409 02-656				
1411)	0.06	890	R		02-030		NA	NA	1997
				To: From:	02-1407				
1411)	0.10	1100	R				NA	NA	1997
			_	To: From:	02-1430				
1411)	0.09	20	R	To:	Cul-de-Sac; Gap Terminus	7	NA	NA	1997
				From:	Dead End; Gap Terminus				
1411)	0.02	20	R				NA	NA	1997
	0.05	470		From:	02-1429		NIA	NIA	1007
1411)	0.05	170	R			_	NA	NA	1997
1411)	0.17	650	R	From:	02-1431		NA	NA	1997
1411)	• • • • • • • • • • • • • • • • • • • •		.`	To:	02-743				
				From:	02-1407				
1412)	0.06	60	R	To:	D 10 1		NA	NA	1997
				From:	Dead End				
1413)	0.06	140	R		Cul-de-Sac		NA	NA	1997
				To	02-1405				
1413)	0.07	130	R	From:			NA	NA	1997
				To: From:	02-1404				
1413	0.09	130	R				NA	NA	1997
				From:	02-1466				
1413)	0.02	20	R	To:	Dead End		NA	NA	1997
				From:	02-1415				
1414)	0.09	70	R		02 1 110		NA	NA	1997
				To:	02-1417				
$\frown$	0.09	200	R	From:	02-1418 SOUTH		NA	NA	1997
1415)	0.09	200	ĸ	т	22.446		INA	IVA	1991
1415)	0.08	420	R	From:	02-1416		NA	NA	1997
1413				To:	02-1417 S	<b></b>			
1415	0.13	130	R	From:	02 1117 5		NA	NA	1997
				To: From:	02-1414				
1415)	0.11	230	R				NA	NA	1997
				From:	02-1417 NORTH				
1415)	0.04	660	R			_	NA	NA	1997
	0.07	30	R	From:	02-1418 NORTH		NA	NA	1997
1415	0.07	30	ĸ	To	Dead End		INA	INA	1997
				From:	02-1418				
1416)	0.14	970	R				NA	NA	1997
<u> </u>				To: From:	02-1415				
1416	0.20	180	R		02.14:7	<del>_</del> 1	NA	NA	1997
				To:	02-1417	_			
1417)	0.07	NA		From:	Cul-de-Sac	_	NA	NA	
(*'')	5.01			To:	02-1403	<b>-</b>			

Route	Length	AADT	QA	4Tire	Bus 2Axle	Truck 3+Axle 1Trai	I 2Trail	QC	Design Hour	QK AAV	VDT	QW	Year
Albemarle County				From:	02-1403	3							
1417	0.25	4600	R	•					NA	N	Α		1997
(1417)	0.09	3800	R	To: From:	US 29				NA	N	A		1997
_				To: From:	02-1418	3							
(1417)	0.05	320	R	To:	02 1415 50	TITLI	<b>—</b>		NA	N	A		1997
(1417)	0.15	320	R	From:	02-1415 SO	UIH			NA	N	A		1997
(1417)	0.10	300	R	From:	02-1416	5			NA	N	A		1997
				To: From:	02-1414	1							
1417)	0.16	220	R				_		NA	N	A		1997
(1417)	0.12	340	R	From:	02-1492	2			NA	N	A		1997
				To:	02-1415 NO								
(1418)	0.18	260	R	From:	02-1415 SO	UTH			NA	N	A		11/27/2000
				From:	02-1416	5							
1418)	0.08	1000	R	To:	02 1415	7	_		NA	N	A		11/27/2000
1418)	0.18	830	R	From:	02-1417	/			NA	N	Α		11/27/2000
	0.05	740	R	To: From:	02-1476	5			NA	N	٨		11/27/2000
(1418)	0.05	740	ĸ	To: From:	02-1477	7	<b></b>		INA	IN	А		11/2//2000
(1418)	0.12	710	R	To:			<u> </u>		NA	N	Α		11/27/2000
				From:	02-1415 NO 02-1420								
(1419)	0.11	130	R						NA	N	Α		11/20/2000
(1419)	0.07	420	R	To: From:	02-854				NA	N	A		11/20/2000
				To: From:	02-1423	3							
(1419)	0.09	180	R						NA	N	A		11/20/2000
(1419)	0.10	90	R	From:	02-1424	1			NA	N	A		11/20/2000
				To:	Dead En								
(1420)	0.13	40	R	From:	Cul-de-S	ac			NA	N	Α		11/20/2000
				To:	02-1419								
(1421) Elk Dr	0.77	620	R	From:	US 250 Richm	ond Rd			NA	N	A		11/20/2000
(1421) EIK BI	0.77	020	.,	To:	SR 20 Stony P	oint Rd			1471				11/20/2000
				From:	SR 20								
1422	0.42	70	R	To:	SR 20		_		NA	N	A		11/20/2000
				From:	Dead En								
1423	0.11	45	R	<u> </u>	Dead En	iu			NA	N	Α		11/20/2000
				To: From:	02-1419	)							
1423	0.26	190	R						NA	N	A		11/20/2000
(1423)	0.09	50	R	From:	02-1424	1			NA	N	A		11/20/2000
1723				To:	Cul-de-S	ac							
				From:	02-1419	)							
1424	0.16	140	R	т.					NA	N	Α		11/20/2000
				To:	02-1325	<u> </u>							

Route	Length	AADT	QA	4Tire	Rus	2Axle 3			2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Albemarle County				From:		02-1325			1						
(1424)	0.05	120	R						<b>-</b>		NA		NA		11/20/200
				To:		02-1423									
(1425)	0.11	700	R	From:		02-1409			_		NA		NA		11/27/200
				To: From:		02-1426									
(1425)	0.05	900	R	To:	Wel el	HADLOTT	PEGYTI I I	7	_		NA		NA		11/27/200
				From:		HARLOTT Cul-de-Sa		3							
(1426)	0.05	60	R	<u> </u>		Cur-uc-su	<u> </u>		_		NA		NA		11/27/200
				To:		02-1425									
	0.62	6200	R	From:		02-866					NA		NA		11/27/200
(1427)	0.02	0200	K	To:		02-1695					INA		INA		11/2//200
(1427)	0.31	7500	R	From:		02-1093					NA		NA		11/27/200
				To: From:		02-631			<b>—</b>						
1427	0.40	1300	R	Troni.					_		NA		NA		11/27/2000
			_	To: From:		02-1434									
(1427)	0.08	1100	R						_		NA		NA		11/27/2000
4497	0.64	850	R	From:		02-1435					NA		NA		11/27/2000
(1427)	0.04	000		To:		02-854					1471		107		11/2//2000
(1427)	0.25	200	R	From:		02-634					NA		NA		11/27/200
				To: From:		02-1428			<b>—</b>						
(1427)	0.09	100	R						_		NA		NA		11/27/200
				To: From:		02-1436									
1428	0.71	850	G	96%	1%	02-631 <b>2%</b>	1%	0%	0%	F	110	G	900	G	2001
				To: From:		02-1435			1						
1428	0.66	680	G	96%	1%	2%	1%	0%	0%	С	120	G	710	G	2001
				To: From:		02-854			]						4.4.0=10.00
1428	0.31	250	R	To:		02-1427					NA		NA		11/27/2000
				From:		Cul-de-Sa	c								
(1429)	0.08	80	R						<u>-</u>		NA		NA		11/27/2000
				To:		02-1411									
(1430)	0.34	680	R	From:		02-1411					NA		NA		11/27/2000
(1430)				To:		02-743									
$\sim$				From:		Dead End	l								
(1431)	0.05	780	R						_		NA		NA		11/27/2000
	0.09	350	R	From:		02-1411					NA		NA		11/27/2000
(1431)	0.00	330	1	To:		02-1430					IVA		IVA		11/21/2000
				From:		02-854									
(1432)	0.19	460	R	To:		02 1422			7		NA		NA		11/20/2000
				From:		02-1433 Dead End	ı								
(1433)	0.17	120	R			Deau Elle	•		_		NA		NA		11/20/2000
				To: From:		02-1432									
(1433)	0.07	320	R								NA		NA		11/20/2000
$\bigcirc$	2.22	400		To: From:		02-1488					N/A		h: ^		44/00/0000
(1433)	0.09	190	R	To:		02-1442					NA		NA		11/20/2000
						04-1 <b>44</b> 4									

					Albema	rle Maintenance								
Route	Length	AADT	QA	4Tire	Bus		ruck		QC	Design	QK	AAWDT	QW	Year
Albemarle County	-					2Axle 3+Axl	e 11rail	2 i rail		Hour				
	0.44	440	_	From:		02-1442								11/00/000
(1433)	0.14	110	R					_		NA		NA		11/20/2000
(1422)	0.04	40	R	From:		02-1443				NA		NA		11/20/2000
(1433)			.`	To:		Dead End								
				From:		02-1428								
1434	0.19	140	R	To:		02 1427		_		NA		NA		11/27/2000
				From:		02-1427 02-1428		1						
(1435)	0.12	220	R			02-1426				NA		NA		11/27/2000
				To:		02-1427								
$\bigcirc$	2.22		_	From:		02-1427								4.4.10.7.10.00.1
(1436)	0.06	40	R	To:		Cul-de-Sac		_		NA		NA		11/27/2000
				From:		Cul-de-Sac								
(1437)	0.06	50	R			Cur de Bue				NA		NA		11/20/2000
				To: From:		02-1439								
(1437)	0.06	140	R					_		NA		NA		11/20/2000
				To: From:		02-854								
(1438)	0.18	10000	R	From:		02-1403				NA		NA		1997
(1436)	0.10		.`	To:		US 29								1007
				From:		Dead End								
1439	0.10	120	R							NA		NA		11/20/2000
	0.40			To: From:		02-652		]						4.4.100.100.00
1439	0.18	260	R	To:		02-1437		_		NA		NA		11/20/2000
				From:		Dead End								
(1440)	0.03	30	R							NA		NA		11/20/2000
				To: From:		02-1441								
(1440)	0.22	160	R					_		NA		NA		11/20/2000
				To: From:		02-652								
(1441)	0.16	150	R	rioni.		02-1440		_		NA		NA		11/20/2000
(1441)				To		02-652								
(1441)	0.07	130	R	From:		02 032				NA		NA		11/20/2000
				To: From:		02-1451								
1441)	0.03	50	R					_		NA		NA		11/20/2000
				To: From:		Cul-de-Sac								
(1442)	0.09	70	R	rioni.		Cul-de-Sac		_		NA		NA		11/20/2000
1442				To:		02-1433								
				From:		02-1433								
(1443)	0.08	40	R	To:		Cul-de-Sac		_		NA		NA		11/20/2000
				From:		02-654								
(1444)	0.15	1700	R			UZ-UJ4		_		NA		NA		11/27/2000
				To: From:		02-1464		<b>—</b>						
(1444)	0.07	1400	R					<u> </u>		NA		NA		11/27/2000
$\overline{}$				To:	WCL	CHARLOTTESVII	LE							
<u>—</u>	0.54	350	R	From:		02-1447				NA		NA		11/20/2000
(1445)	0.54	330	ĸ	To:		02.1446		_		INA		INA		11/20/2000
1445	0.05	850	R	From:		02-1446				NA		NA		11/20/2000
(1445)				To:		02-1449								
				_			·							

Route	Length	AADT	QA	4Tire	Bus		Tru			QC	Design	QK	AAWDT	QW	Year
Albemarle County	3.					2Axle	3+Axle	1Trail	2Trail		Hour				
	0.00	4000		From:		02-144	9								4.4.100.1000
(1445)	0.20	1000	R	To:		02-81	6		7		NA		NA		11/20/2000
				From:		02-144			1						
(1446)	0.20	260	R			02 111					NA		NA		1997
				To: From:		02-144	7								
1446)	0.05	320	R								NA		NA		1997
	0.05	200		To: From:	0.0	5 M FRM	02-1447				NA		NIA		4007
1446	0.05	320	R								INA		NA		1997
(1446)	0.23	360	R	From:		02-148	34				NA		NA		1997
(1440)				To:		02-148	:5		<b></b>						
(1446)	0.19	130	R	From:		02-140					NA		NA		1997
				To:		02-148	36								
$\bigcirc$	0.00			From:		02-144	15				NIA		NIA		44/00/000
(1447)	0.23	200	R	To:		02-144	16		7		NA		NA		11/20/2000
				From:		02-144									
(1448)	0.28	170	R			02 111					NA		NA		1997
				To:		02-148	34								
$\bigcirc$	0.10	140	_	From:		02-144	5				NΙΔ		NΙΔ		11/20/2000
(1449)	0.10	140	R	т					_		NA		NA		11/20/2000
(1449)	0.22	80	R	From:		02-145	50				NA		NA		11/20/2000
(1449)	V.==			To:		Dead E	nd								
				From:		Cul-de-S	Sac								
(1450)	0.05	30	R	To:		02.144	10		_		NA		NA		11/20/2000
				From:		02-144			1						
(1451)	0.04	30	R			02-144	·1				NA		NA		11/20/2000
				To:		Cul-de-S	Sac								
$\bigcirc$				From:		02-86	6								
(1452)	0.16	770	R						_		NA		NA		11/20/2000
$\bigcirc$	0.20	1400		From:		US 29	)		_		NΙΛ		NΛ		11/27/2000
(1452)	0.20	1400	R	т					_		NA		NA		11/21/2000
(1452)	0.06	2100	R	From:		02-85	2				NA		NA		11/27/2000
(1452)				To:		02-145	3								
(1452)	0.06	920	R	From:		02 115					NA		NA		11/27/2000
				To: From:		02-145	i3								
(1452)	0.10	980	R						_		NA		NA		11/27/2000
				To: From:		02-149	19								
(1452)	0.21	300	R	To:		Cul-de-S	Pag		7		NA		NA		11/27/2000
				From:		02-145			1						
(1453)	0.32	240	R			02-143	12				NA		NA		11/27/2000
$\bigcup$				To:		02-145	52								
$\bigcirc$	0.04	400		From:		02-85	2				NIA		NI A		44/07/0000
(1454)	0.24	190	R	To:		02-85	2		7		NA		NA		11/27/2000
				From:		02-657; 02									
(1455)	0.17	4900	G	97%	1%	2%	0%	0%	0%	F	570	G	5100	G	2001
$\bigcup$				To:		02-149	)5								

Route	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	uck 1Trail	2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Albemarle County				From:		02-149			1						
1455)	0.34	4400	G	97%	1%	2%	0%	0%	0%	С	510	G	4600	G	2001
1400				To:		02-866									
				From:		02-852	2								
1456	0.67	3900	G	97%	1%	1%	0%	0%	0%	С	430	G	4100	G	2001
				To:		02-63	l								
_				From:		02-145	6								
1457	0.08	1200	R								NA		NA		11/27/200
				To: From:		BEGIN LO	OOP		]						
1457	0.39	400	R						_		NA		NA		11/27/20
				To:		END LO	OP								
	2.12			From:		Cul-de-S	Sac								
1458	0.10	160	R	To:		02.145			_		NA		NA		11/27/20
						02-145									
	0.00	440	_	From:		02-145	6				NIA		NΙΔ		11/07/00/
1459	0.08	140	R	To:		Cul-de-S	lac		7		NA		NA		11/27/200
				From:					1						
1460	0.30	850	R			BEGIN LO	JOP		_		NA		NA		11/27/200
1460	0.00	000	11	. —					_		1471		147 (		11/21/200
	0.08	2000	R	From:		END LO	OP				NA		NA		11/27/200
1460	0.08	2000	K	To:		02-743	3		7		INA		INA		11/21/200
				From:		02-145									
1461	0.11	910	R			02-143	0		_		NA		NA		11/27/20
1461)	<b></b>	0.0	•••	To		00.116	_		_						
	0.06	380	R	From:		02-146	2				NA		NA		11/27/200
1461)	0.00	000		To:		02-146	3						10.		1 1/21/200
				From:		Dead E			i						
1462	0.09	120	R	<u> </u>		Doud E	iid.		_		NA		NA		11/27/20
1402				To		02-146	1								
1462	0.13	180	R	From:		02-140	1		_		NA		NA		11/27/20
1402				To:		Dead E	nd								
				From:		0.12 MS 02									
1463	0.12	170	R	<u> </u>					_		NA		NA		11/27/200
$\cup$				To:		02-146	1								
1463)	0.12	160	R	From:		02 110	•		_		NA		NA		11/27/20
1400				To:		Dead E	nd								
				From:		Dead E	nd								
1464	0.05	250	R								NA		NA		1986
				To: From:		02-146	5		1—						
1464	0.05	320	R	cioni L		0					NA		NA		1986
				To:		02-144	4								
_				From:		02-146	4								
1465)	0.04	40	R						_		NA		NA		1986
				To:		Cul-de-S	Sac								
$\bigcirc$			_	From:		Cul-de-S	Sac	•							
1466	0.05	50	R	To		02.1	2		_		NA		NA		1986
				To:		02-141									
$\overline{}$	0.04	-	_	From:	_	Cul-de-S	Sac		_				<b>.</b>		4000
1467	0.04	30	R	To:		02-140	1		_		NA		NA		1986
				From:											
	0.07	160	R	. Ioiii.		02-140	4		_		NA		NA		1986
1468	0.07	100	ĸ	To:		02-146	9		7		INA		INA		1300
						02-140	,		-1						

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK AAWDT QW	Year
Albemarle County				From:	02-1469	1				
1468	0.05	90	R	<u> </u>	02 110)	_		NA	NA	1986
				To: From:	02-1470					
1468	0.04	30	R			_		NA	NA	1986
				To:	Cul-de-Sac					
	0.03	40	R	From:	Cul-de-Sac			NA	NA	1986
1469	0.00	40		To:	02-1468			14/ (	100	1000
				From:	02-1468					
1470	0.03	40	R			_		NA	NA	1986
				To:	Dead End					
	0.03	30	R	From:	Cul-de-Sac			NA	NA	1986
1471	0.00	30	IX.	To:	02-1407	1		IVA	14/1	1000
				From:	Cul-de-Sac					
1472	0.16	90	R					NA	NA	1986
				To: From:	02-1473	]				
1472	0.24	660	R			_		NA	NA	1993
				To: From:	02-656	1				
(1473)	0.02	9	R	From:	Cul-de-Sac			NA	NA	1986
1473)	0.02	J		To:	02 1474	7		14/ (	100	1000
1473)	0.05	80	R	From:	02-1474			NA	NA	1986
1479				To:	02-1475					
1473	0.08	150	R	From:	0L-14/3			NA	NA	1986
				To:	02-1472					
$\overline{}$				From:	Cul-de-Sac					
1474	0.08	40	R	To:	02-1473	_		NA	NA	1986
				From:	02-1473	l I				
1475	0.06	40	R	<u> </u>	02-14/3			NA	NA	1986
				To:	Cul-de-Sac					
$\overline{}$				From:	02-1418					
1476	0.03	30	R	To:	Dead End	_		NA	NA	1986
				From:	Cul-de-Sac					
1477)	0.08	40	R	<u> </u>	Cui-de-Sac			NA	NA	1986
				To:	02-1418					
$\widehat{}$				From:	02-1479					
(1478)	0.03	290	R	To:	NOT OTHER DESCRIPTION OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE P	_		NA	NA	1986
				From:	NCL CHARLOTTESVILLE	1				
(1479)	0.08	80	R		Cul-de-Sac	_		NA	NA	1986
				To:	02-1478	<b></b>		•		
(1479)	0.07	200	R	From:	0 <i>L</i> -17/0	_		NA	NA	1986
				To:	02-1480					
$\bigcirc$				From:	Dead End					
(1480)	0.07	80	R					NA	NA	1986
				To: From:	02-1479	<u> </u>				400-
(1480)	0.11	90	R	To:	Dead End	7		NA	NA	1986
				From:	02-631	+				
1481)	0.06	430	R		02-031	_		NA	NA	1986
(ツ				To:	02-1482					

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT C	W Year
Albemarle County				From:	02-1482					
(1481)	0.02	160	R	<u> </u>	02-1462	_		NA	NA	1986
				To:	Dead End					
$\bigcirc$	0.00		_	From:	Cul-de-Sac					1000
1482	0.09	120	R			_		NA	NA	1986
	0.07	250	R	From:	02-1483	_		NA	NA	1986
(1482)	0.07	250	K	To:	02-1481	1		INA	NA .	1900
				From:	Cul-de-Sac					
(1483)	0.10	90	R			_		NA	NA	1986
				To:	02-1482					
	0.07	730	R	From:	02-769			NA	NA	1997
1484)	0.07	730	K	To:	02.1440	_		INA	IVA	1997
(1484)	0.15	630	R	From:	02-1448			NA	NA	1997
1484				To:	02-1487					
(1484)	0.07	580	R	From:	02-1407	_		NA	NA	1997
				To:	02-1446					
$\bigcirc$		_		From:	Cul-de-Sac					
1485	0.10	40	R	To:	02 1446	_		NA	NA	1997
				From:	02-1446					
(1486)	0.12	60	R		02-1446			NA	NA	11/20/2000
1440				To:	Cul-de-Sac					
				From:	Cul-de-Sac					
(1487)	0.06	60	R	To:	02 1404	_		NA	NA	1997
				From:	02-1484	1				
1488	0.05	30	R		Cul-de-Sac	_		NA	NA	1986
(1400)				To:	02-1433					
				From:	Cul-de-Sac					
(1489)	0.05	70	R	To:	00.676	_		NA	NA	1993
				From:	02-656					
(1490)	0.03	110	R	rioni.	Cul-de-Sac	_		NA	NA	1993
(1490)				To:	02-656					
				From:	02-1455					
1491	0.12	180	R	. —		_		NA	NA	1986
				To:	02-1455					
(1492)	0.05	40	R	From:	02-1417			NA	NA	1997
(1492)	0.00	40		To:	Cul-de-Sac	1				
				From:	SR 20					
(1493)	0.69	210	R			_		NA	NA	1997
				To:	Cul-de-Sac					
	0.46	60	R	From:	SR 20; 02-649			NA	NA	11/08/2000
1494	U.70			To:	Dead End	1		14/-1		11/00/2000
				From:	02-1496					
1495)	0.06	680	R			_		NA	NA	1986
				To:	02-1455					
$\bigcirc$	0.02	500	В	From:	02-1495 END LOOP			NIA	NIA	1006
1496	0.03	500	R			_		NA	NA	1986
(1496)	0.18	190	R	From:	02-1497 NORTH			NA	NA	1986
(1496)	0.10	130	11	To:	02-1497 SOUTH	_		14/1	1 1/-1	1000

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT QW	Year
Albemarle County				From:	02-1497 SOUTH					
1496	0.08	100	R	<u> </u>	02-1497 300 111	_		NA	NA	1986
<u> </u>				To: From:	02-1498	]——				
1496	0.22	280	R	To:	02 1405 DECINI OOD	7		NA	NA	1986
				From:	02-1495 BEGIN LOOP 02-1496 SOUTH					
1497)	0.10	120	R		02-1470 300 111	_		NA	NA	1986
				To:	02-1496 NORTH					
$\bigcirc$	0.04			From:	02-1496			NIA	NIA	4000
1498	0.04	50	R	To:	Cul-de-Sac	7		NA	NA	1986
				From:	02-1452					
1499	0.09	180	R			<u>-</u>		NA	NA	1986
				To:	Cul-de-Sac					
$\bigcirc$	0.04	400		From:	Cul-de-Sac			NIA	NIA	4007
1500	0.24	100	R	To:	02-676	7		NA	NA	1997
_				From:	02-1503					
1501	0.09	150	R			_		NA	NA	1997
				To: From:	02-1502	<u> </u>				
1501	0.06	370	R			_		NA	NA	1997
				To:	02-649					
	0.22	160	R	From:	02-1503	_		NA	NA	1997
1502	0.22	100	K	To:	02-1501	7		INA	IVA	1331
				From:	02-1502					
1503	0.21	120	R			_		NA	NA	1997
				To:	02-1501					
	0.19	70	R	From:	Cul-de-Sac			NA	NΙΔ	1997
1504	0.19	70	K	To:	02-649	1		INA	NA	1997
				From:	02-649					
1505	0.08	350	R					NA	NA	1997
-				To: From:	02-1506	]——				
1505	0.11	230	R					NA	NA	1997
				To: From:	02-1507	}—				
1505	0.21	120	R	To:	Cul-de-Sac	7		NA	NA	1997
				From:	02-1505	1				
1506)	0.34	130	R	<u> </u>	02-1303	_		NA	NA	1997
				To:	Cul-de-Sac					
				From:	02-1505					
1507	0.17	90	R	To:	Cul-de-Sac	7		NA	NA	1997
				From:						
1508	0.27	240	R		Cul-de-Sac			NA	NA	1997
				To:	02-1510					
				From:	02-649					
1509	0.13	60	R	To:	C-11 C	7		NA	NA	1997
				From:	Cul-de-Sac					
1510	0.17	900	R	. 10111	US 29	_		NA	NA	1997
1310)	J.11			To:	02-1511	<b>_</b>				. 557
1510	0.06	420	R	From:	VZ-1J11			NA	NA	1997
··-·-/				To:	02-1513	_				

					Albema		tenance /				Desim				
Route	Length	AADT	QA	4Tire	Bus		TrıTrı 3+Axle		2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Albemarle County								TTTGIII	211011		rioui				
	0.10	370	R	From:		02-15	13				NA		NA		1997
1510	0.10	370		To		02-15	:14				IVA		INA		1007
1510	0.06	270	R	From		02-13	14				NA		NA		1997
				To: From:		02-15	08		<b>—</b>						
(1510)	0.03	10	R								NA		NA		1997
				To:		Dead I									
	0.05	60	R	From:		Dead I	End				NA		NA		1997
1511	0.00			To:		02-15	14				1471		147.		1007
(1511)	0.09	200	R	From:		02-13	114				NA		NA		1997
				To		02-15	12		¬						
1511)	0.05	270	R	From:		02 10					NA		NA		1997
				To:		02-15	10								
	0.15	4=-	-	From:		Cul-de-	-Sac				NIA		NIA		400-
(1512)	0.15	150	R	To:		02-15	11		1		NA		NA		1997
				From:		Cul-de-			1						
(1513)	0.03	40	R			Cui-ue-	-sac				NA		NA		1997
				To:		02-15	10								
$\bigcirc$				From:		02-15	11								
(1514)	0.23	170	R	To:		02-15	10		_		NA		NA		1997
				From:		US 29 SC									
(1515)	0.27	210	R			08 29 80	JUTH				NA		NA		1997
10.00				To		02-15	16		<b></b>						
1515)	0.63	170	R	From:		02-13	10				NA		NA		1997
				To:		US 29 NO	ORTH								
$\bigcirc$				From:		02-15	15								
(1516)	0.06	20	R	To:		Cul-de-	Coo		_		NA		NA		1997
				From:		Cul-de-			1						
(1517)	0.13	110	R			Cui-de-	-Sac				NA		NA		1997
				To:		02-15	20								
				From:		02-15	29								
(1518)	0.10	150	R	To:		02.15	:22		_		NA		NA		1997
				From:		02-15									
1519	0.08	110	R	rioni.		02-15	21				NA		NA		1997
(1919)				To:		02-15	27								
				From:		02-15	21								
(1520)	0.57	3600	R								NA		NA		1997
	• • • •			To: From:		N LEG 02	2-1521								40
(1520)	0.24	1000	R	To:		US 29 SC	ПТП		1		NA		NA		1997
				From:		S LEG 02									
(1520)	0.21	3100	R						_		NA		NA		1997
				To:		US 29 NO			<u> </u>						
(FO)	0.06	120	R	From:		02-15	26				NA		NA		1986
(1521)	0.00	120	17	To:		02.15	10		7		INA		11/7		1000
(1521)	0.05	260	R	From:		02-15	19				NA		NA		1986
(1521)				To:		02-15	20				•				
(1521)	0.08	2900	R	From:		02-13	20				NA		NA		1992
				To:		02-1546	WEST								

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT QW	Year
Ibemarle County				From:	02-1546 WEST					
1521)	0.26	760	R			<b>_</b>		NA	NA	1986
				To:	02-1546 EAST					
	0.12	80	R	From:	Cul-de-Sac	_		NA	NA	1986
1522	0.12	00	IX.	To:	02-1520			INA	INA	1300
				From:	Dead End					
1523	0.16	130	R					NA	NA	1986
	0.00			To: From:	02-1520			NIA.	N/A	4000
1523	0.06	360	R			_		NA	NA	1986
1523	0.05	250	R	From:	02-1518			NA	NA	1986
1523)	0.00	200		To:	02-1524					1000
1523	0.12	110	R	From:	02-1324			NA	NA	1986
				To:	Dead End					
$\overline{}$	2.44		_	From:	02-1523			NIA.	NIA	4000
1524	0.11	80	R	To:	Cul-de-Sac	7		NA	NA	1986
				From:	02-1520					
1525	0.25	190	R	<u> </u>	02 1320			NA	NA	1986
				To:	Cul-de-Sac					
$\bigcirc$	0.10	400	_	From:	Cul-de-Sac			NIA	NIA	1006
1526	0.19	120	R	To:	02-1521			NA	NA	1986
				From:	Cul-de-Sac					
1527	0.11	100	R					NA	NA	1986
_				To: From:	02-1519	]				
1527	0.07	190	R	т	22.4.52	_		NA	NA	1986
				To: From:	02-1520					
1528)	0.16	100	R	rioin.	Dead End			NA	NA	1986
1020)				To:	02-1520					
				From:	02-1520					
1529	0.07	350	R			<u></u>		NA	NA	1997
	0.45	400		From:	02-1518			NIA	NIA	4007
1529	0.15	130	R	To:	Cul-de-Sac	7		NA	NA	1997
				From:	02-660	i				
1530	0.33	270	R			<del>-</del>		NA	NA	1997
				To:	02-1531					
	0.06	40	R	From:	Dead End			NA	NA	1007
1531	0.00	40		Tar	02.1522	_		INA	INA	1997
1531)	0.28	110	R	From:	02-1530			NA	NA	1997
1301)				To:	Cul-de-Sac	]		, `	•	
				From:	02-660					
1532	0.12	110	R	To:	02.1522	7		NA	NA	1997
				To: From:	02-1533	<u> </u>				
1533)	0.19	70	R	. IOIII.	02-1532	_		NA	NA	1997
1000				То:	Cul-de-Sac	]		•		
				From:	02-1536					
1534	0.15	70	R			_		NA	NA	1997
				To:	Cul-de-Sac	1				

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT QW	Year
Albemarle County				From:	02-743	1				
1535)	0.10	480	R	<u> </u>	02-743			NA	NA	1997
				To: From:	02-1536	]——				
1535	0.17	100	R	To:	Dead End	7		NA	NA	1997
				From:	Cul-de-Sac	1				
1536	0.10	60	R		Cul-uc-sac	_		NA	NA	1997
_	0.07	180	R	To: From:	02-1537			NA	NA	1997
1536)				To: From:	02-1535					
1536	0.09	110	R			_		NA	NA	1997
1536	0.03	20	R	From:	02-1534			NA	NA	1997
1330)				To:	Dead End					
				From:	02-1536					
1537)	0.16	100	R			_		NA	NA	1997
				To: From:	Cul-de-Sac					
1520	0.11	90	R	From:	02-764			NA	NA	1997
1538	0.11		.`	To:	02-1539				10.	1001
1538)	0.05	30	R	From:	02-1339			NA	NA	1997
				To:	Cul-de-Sac					
				From:	Cul-de-Sac					
1539	0.05	20	R	. —		=		NA	NA	1997
				To:	02-1538					
	0.19	60	R	From:	Cul-de-Sac	_		NA	NA	1997
1540	0.19	00	K	To:	02-604	7		INA	NA.	1991
				From:	Cul-de-Sac	i				
1541)	0.47	160	R			_		NA	NA	1997
				To:	02-660					
$\sim$	0.45		_	From:	02-743			NIA	NIA	4007
1542	0.15	80	R	To:	Cul-de-Sac	7		NA	NA	1997
				From:	Cul-de-Sac					
1543)	0.41	90	R	<u> </u>	Cui-uc-sac	_		NA	NA	1997
				To:	02-664					
				From:	02-660					
1544)	0.29	140	R	To:	D 15.	_		NA	NA	1997
					Dead End					
	0.12	60	R	From:	02-665			NA	NA	1997
1545	0.12			To:	Cul-de-Sac				10.	1001
				From:	02-1521					
1546)	0.31	160	R					NA	NA	1986
				To:	02-1521					
$\overline{}$	0.70		_	From:	Cul-de-Sac			NIA	NI A	10/20/00
1547	0.70	80	R	To:	02-601	7		NA	NA	10/30/20
				From:	02-676	1				
1548	0.83	290	R	<u> </u>	02-070	_		NA	NA	1997
1010				To:	Cul-de-Sac					
				From:	Cul-de-Sac					
1549	0.24	60	R			_		NA	NA	11/30/20
				To:	02-676	1				

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW	Year
Albemarle County				From:	Cul-de-Sac						
(1550)	0.30	80	R			<u>-</u> 1		NA	NA		1997
<u> </u>				To:	02-664						
1551)	0.09	50	R	From:	Cul-de-Sac			NA	NA	1	1/13/2000
1551)	0.00		.`	To:	02-664						
				From:	02-743						
1552	0.11	NA		To:	0.11.0	⊣		NA	NA		
				From:	Cul-de-Sac 02-660						
1553)	0.13	50	R		02-000			NA	NA	1	0/30/200
				To:	Cul-de-Sac						
$\bigcirc$	0.00	400		From:	Cul-de-Sac			NIA	NA	4	10/00/000
1554	0.86	160	R	To:	02-660	7		NA	NA	1	10/30/200
				From:	Dead End	1					
1555	0.29	190	R		Dead Did	<b>_</b>		NA	NA		1997
				To: From:	02-1556	}					
1555	0.10	230	R			_		NA	NA		1997
				To: From:	02-660						
1556	0.23	70	R	riom.	Cul-de-Sac	_		NA	NA		1997
1000				To:	02-1555	1					
				From:	Cul-de-Sac						
1557	0.14	70	R	To:	02.1555	7		NA	NA		1997
				From:	02-1555						
1560	0.22	80	R	11000	02-743			NA	NA		1997
				To:	Cul-de-Sac						
$\widehat{}$				From:	02-00661(B)/						
1561	0.23	NA		To:	Cul-de-Sac/	7		NA	NA		
				From:	Cul-de-Sac	1					
1563	0.14	60	R	<u> </u>	Cui-uc-buc	_		NA	NA	1	1/06/2000
				To:	02-743						
$\bigcirc$	0.04	NA		From:	Dead End/			NIA	NIA		
1564	0.24	NA		To:	02-00743(B)/	7		NA	NA		
				From:	Cul-de-Sac						
1565	0.20	110	R			_		NA	NA		1997
				To:	02-743						
	0.09	140	R	From:	02-743	_		NA	NA		1997
1566	0.09	140	K	To:	02.15/7	7		INA	NA.		1997
1566	0.06	40	R	From:	02-1567			NA	NA		1997
				To:	Cul-de-Sac						
$\overline{}$				From:	Cul-de-Sac						
1567	0.15	70	R	To:	02-1566	7		NA	NA		1997
				From:	Cul-de-Sac	1					
1569	0.10	20	R	<u> </u>	Curuc-sac	_		NA	NA		1997
				To:	02-643						
1570	0.04	0=0	_	From:	Cul-de-Sac			A I A	<b>b</b> 1 A		4007
(4.670)	0.24	250	R					NA	NA		1997

Route	Length	AADT	QA	4Tire	Bus		QC	Design Hour	QK AAWDT	QW	Year
Albemarle County				From:		1					
(1572)	0.83	140	R	rion.	02-664	_		NA	NA		11/13/2000
				To:	Cul-de-Sac						
$\bigcirc$	0.50		_	From:	Cul-de-Sac			NIA	NIA		44/40/0000
1573	0.59	250	R	To:	02-664	7		NA	NA		11/13/2000
				From:		<u> </u>					
(1574)	0.04	70	R		Cul-de-Sac	_		NA	NA		1997
				To:	02-1575	1					
				From:	02-606						
1575	0.09	250	R					NA	NA		1997
				To: From:	02-1595 NORTH						
1575	0.07	490	R					NA	NA		1997
	2.05			From:	02-1595 SOUTH	]					4007
1575	0.05	630	R			_		NA	NA		1997
	0.22	0500		From:	02-1576	_		NIA	NIA		4007
1575	0.23	2500	R	To:	US 29	7		NA	NA		1997
				From:	Dead End						
1576	0.06	170	R	<u> </u>	Dette Ene			NA	NA		1997
$\bigcup$				To: From:	02-1577						
1576	0.10	1000	R	From:		_		NA	NA		1997
				To:	02-1575						
$\bigcirc$	0.05			From:	02-1576						4007
1577	0.05	700	R					NA	NA		1997
	0.04	250		From:	02-1578			NIA.	NIA.		4007
1577	0.04	350	R			_		NA	NA		1997
	0.17	200		From:	BEGIN LOOP	_		NA	NIA		1997
1577	0.17	280	R	To:	END LOOP	7		INA	NA		1997
				From:	Cul-de-Sac	Ì					
1578	0.12	230	R					NA	NA		1997
				To:	02-1577						
$\bigcirc$				From:	Cul-de-Sac						
(1579)	0.07	160	R	To:	02-1576	_		NA	NA		1997
				From:		+					
(1580)	0.15	70	R		02-660	_		NA	NA		1997
1.000				To:	Cul-de-Sac						
				From:	02-660						
(1581)	0.12	60	R			_		NA	NA		1997
				To:	Cul-de-Sac						
(500)	0.06	40	R	From:	02-660			NA	NA		1997
1582	0.00	40	ĸ	To:	Cul-de-Sac	7		INA	INA		1881
				From:	02-660	Ī					
1583	0.44	230	R		· 	<b>_</b>		NA	NA		1997
				To:	Cul-de-Sac	1					
			_	From:	Cul-de-Sac						
1584	0.07	50	R	To:	02-660	7		NA	NA		1997
				From:	02-660	+					
(1585)	0.13	70	R		U2-00U	_		NA	NA		1997
	- · · · <del>-</del>		- •	To:	Cul-de-Sac			-			

Route	Length	AADT	QA	4Tire	Bus OAL OAL AT I		QC	Design	QK AAWDT	QW Year
Albemarle County	· ·				2Axle 3+Axle 1Trail	2Trail		Hour		
				From:	Dead End					
(1586)	0.06	40	R					NA	NA	1997
	0.37	180	R	To: From:	02-660			NA	NA	1997
(1586)	0.57	100	K	To:	Cul-de-Sac	$\neg$		INA	IVA	1991
				From:	02-660					
(1587)	0.06	40	R			_		NA	NA	1997
				To:	Cul-de-Sac					
(1500)	0.21	70	R	From:	02-660			NA	NA	1997
(1588)	V			To:	Cul-de-Sac					
				From:	Cul-de-Sac					
1589	0.18	60	R			_		NA	NA	1997
				To:	02-660					
(1590)	0.07	50	R	From:	Cul-de-Sac			NA	NA	1997
(1590)	0.07			To:	02-660					1007
				From:	Cul-de-Sac					
1591	0.09	80	R					NA	NA	1997
				To: From:	02-660					
1591	0.21	120	R	To:	Cyl do Sou 0.21 ME	_		NA	NA	1997
				From:	Cul-de-Sac; 0.21 ME 02-1575 SOUTH					
(1595)	0.14	290	R		02-13/3 300 111			NA	NA	11/13/2000
				To	02-1575 NORTH					
$\bigcirc$				From:	Cul-de-Sac					
(1597)	0.22	90	R	To:	02-649	_		NA	NA	1997
				From:	02-1511					
(1599)	0.02	40	R		02-1311			NA	NA	11/13/2000
				To:	Cul-de-Sac					
$\bigcirc$				From:	02-678					
(1601)	0.21	370	R					NA	NA	11/02/2000
	0.18	150	R	From:	02-1602	_		NA	NA	11/02/2000
(1601)	0.10	150	ĸ	To:	Cul-de-Sac			INA	INA	11/02/2000
				From:	02-1603					
(1602)	0.09	210	R			_		NA	NA	11/02/2000
				To:	02-1601					
	0.15	80	R	From:	Dead End			NA	NA	11/02/2000
1603	0.13	80	K	т		_		INA	INA	11/02/2000
(1603)	0.06	46	R	From:	02-1602			NA	NA	11/02/2000
(1003)	0.00			To:	Cul-de-Sac					
				From:	02-678					
1604	0.06	250	R					NA	NA	11/02/2000
0				To: From:	BEGIN LOOP					
(1604)	0.12	80	R					NA	NA	11/02/2000
	0.40	20		To: From:	02-1606	_}		NIA	N 1 A	44/00/000
(1604)	0.12	30	R	_		<del></del> 1		NA	NA	11/02/2000
	0.19	130	R	From:	02-1605			NA	NA	11/02/2000
1604	0.19	130	ĸ	To:	END LOOP	$\neg$		INA	INA	1 1/02/2000
										-

Route	Length	AADT	QA	4Tire	Bus 20 do 21 Avio 1 Troil		QC	Design	QK AAWDT	QW Year
Albemarle County	-				2Axle 3+Axle 1Trail	21 rail		Hour		
	0.00			From:	02-1604					4.4.00.100.00
(1605)	0.03	30	R	To:	Cul-de-Sac	7		NA	NA	11/02/2000
				From:	Cul-de-Sac	1				
(1606)	0.03	20	R			_		NA	NA	11/02/2000
				To:	02-1604					
	0.08	30	R	From:	Dead End			NA	NA	11/02/2000
(1607)	0.00	30	K	To:	02-678			INA	INA	11/02/2000
				From:	Cul-de-Sac					
1608	0.13	60	R	To:	00.000	_		NA	NA	11/02/2000
				From:	02-678	1				
(1610)	0.15	60	R	rioin.	Cul-de-Sac			NA	NA	1997
(1610)				To:	02-1612	1				
1610	0.15	180	R	From:	02 1012			NA	NA	1997
				To: From:	02-1613	]——				
1610	0.15	310	R					NA	NA	1997
				To: From:	02-1611	_				
1610	0.18	350	R	To:	02-677	7		NA	NA	1997
				From:	02-1610					
(1611)	0.08	30	R		02 1010			NA	NA	1997
				To:	Cul-de-Sac					
$\bigcirc$	0.20	90	_	From:	Cul-de-Sac			NA	NA	1997
(1612)	0.20	90	R	To:	02-1610	_		INA	INA	1997
				From:	Cul-de-Sac					
(1613)	0.23	90	R			_		NA	NA	1997
				To:	02-1610					
(1615)	0.30	130	R	From:	Cul-de-Sac			NA	NA	1997
(1615)	0.00	100		To:	02-839					1001
				From:	Cul-de-Sac					
(1616)	0.15	30	R					NA	NA	1997
				From:	02-1617					1007
(1616)	0.38	170	R	To:	02-839	<b>-</b>		NA	NA	1997
				From:	Cul-de-Sac					
(1617)	0.10	40	R			_		NA	NA	1997
				To:	02-1616					
	0.14	30	R	From:	02-1616			NA	NA	10/30/2000
(1618)	0.14	30	IX.	To:	Cul-de-Sac	7		INA	INA	10/30/2000
				From:	02-1621					
1620	0.29	710	R	_		_		NA	NA	10/30/2000
				To: From:	02-708					
(1621)	0.11	45	R	riom:	Cul-de-Sac	_		NA	NA	10/30/2000
(1621)				To	02-1622			•		
(1621)	0.63	390	R	From:	VZ-1VZZ			NA	NA	10/30/2000
$\bigcirc$				To:	02-1620					
$\bigcirc$	0.00	450	_	From:	Cul-de-Sac			NIA	A I A	40/00/0000
1622	0.20	150	R	To:	02-1621	1		NA	NA	10/30/2000
					V2 1V21					

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK AAWDT	QW Year
Albemarle County				From:	Cul-de-Sac					
1625	0.25	130	R		cui de sue			NA	NA	10/30/2000
				To:	02-708					
$\bigcirc$	2.24			From:	Cul-de-Sac					10/00/000
1626	0.21	120	R	To:	02-708	_		NA	NA	10/30/2000
				From:	FR-177					
(1630)	0.49	280	R		FR-1//			NA	NA	11/02/2000
				To:	Cul-de-Sac					
				From:	FR-177					
1631	0.14	40	R	т	9.1.1.9	_		NA	NA	11/02/2000
				To:	Cul-de-Sac					
(100)	0.09	40	R	From:	Cul-de-Sac			NA	NA	11/02/2000
1632	0.00			To:	02-1630	7		14/1	10.0	11/02/2000
				From:	Cul-de-Sac					
1633	0.21	60	R			_		NA	NA	11/02/2000
				To:	02-1630					
$\bigcirc$	0.05		_	From:	02-678			NIA	NIA	44/00/0000
1636	0.65	570	R	To:	Cul-de-Sac	_		NA	NA	11/02/2000
				From:	US 250					
1640	0.47	270	R		03 230			NA	NA	11/02/2000
				To:	Cul-de-Sac					
				From:	US-00250(B)/					
(1641)	0.40	NA				_		NA	NA	
				To:	Dead End/					
	0.13	80	R	From:	Cul-de-Sac			NA	NA	1997
1645	0.10	00	IX	т	22.4546	_		IVA	IVA	1557
(1645)	0.14	180	R	From:	02-1646			NA	NA	1997
(1043)	• • • • • • • • • • • • • • • • • • • •			To:	02-676	Ī				
				From:	Cul-de-Sac					
1646	0.09	50	R			_		NA	NA	1997
				To:	02-1645					
	0.07	40	В	From:	Cul-de-Sac			NΙΔ	NΑ	11/02/2000
(1647)	0.07	40	R	_		_		NA	NA	11/02/2000
	0.19	240	R	From:	02-1649			NA	NA	11/02/2000
(1647)	0.19	240	K	To:	02-676	7		INA	INA	11/02/2000
				From:	02-678					
1648	0.15	70	R	<u> </u>				NA	NA	11/02/2000
				To:	Cul-de-Sac					
$\bigcirc$			_	From:	Cul-de-Sac					4.440.400.00
1649	0.07	30	R	To:	02-1647	_		NA	NA	11/02/2000
				From:	Cul-de-Sac	1				
1650	0.16	80	R	<u> </u>	Cui-uc-sac	_		NA	NA	11/02/2000
		-		To:	02-1651					
(1650)	0.09	170	R	From:	02-1031	_		NA	NA	11/02/2000
				To:	02-677					
				From:	02-1650					
(1651)	0.10	70	R	To	0.1.2	_		NA	NA	1997
				To:	Cul-de-Sac					

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW	Year
Albemarle County				From:	02-677	Ī					
1652	0.13	160	R	<u>I</u>	02-011	_		NA	NA		1997
				To: From:	02-1653	]					
1652	0.10	70	R	To:	0.11.0	7		NA	NA		1997
				From:	Cul-de-Sac						
(1050)	0.06	50	R	From:	02-1652	J		NA	NA		1997
1653)	0.00	00		To:	Cul-de-Sac	7		107	10.0		1007
				From:	02-01670(B)/						
1656	0.19	NA				_		NA	NA		
				To:	02-01659(B)/						
	0.15	NIA		From:	02-01656(B)/			NIA	NA		
1657	0.15	NA		To:	Cul-de-Sac/	7		NA	NA		
				From:	Cul-de-Sac/	1					
1658)	0.06	NA			Cui-ue-Sac/			NA	NA		
				To:	02-01657(B)/						
				From:	Dead End/						
1659	0.08	NA		_		_		NA	NA		
				To:	Dead End/						
	0.58	370	R	From:	Cul-de-Sac			NA	NA		10/20/20/
1660	0.56	3/0	ĸ	To:	02-637	7		INA	NA		10/30/200
				From:	Cul-de-Sac						
1661)	0.11	30	R		Cui-uc-sac	_		NA	NA		10/30/20
				To:	02-1660	1					
				From:	Cul-de-Sac						
1662	0.06	280	R	_		<b>-</b>		NA	NA	•	10/30/20
				To:	02-1660						
	0.28	2000	R	From:	02-606			NA	NΙΔ		11/13/20
1666	0.26	2000	ĸ	To:	Dead End	7		INA	NA		11/13/20
				From:	US 29	1					
1670)	0.66	4500	R		302)	<u></u>		NA	NA		11/06/20
				To	02-1680						
1670)	0.26	2300	R	From:	32 3333			NA	NA		11/06/20
				To:	02-1686	1					
1670)	0.18	1700	R	From:				NA	NA		11/06/200
				To:	02-1673						
$\bigcirc$				From:	02-1672						
1671	0.04	130	R	To:	02.1670	7		NA	NA		11/06/200
				From:	02-1670	1					
1672	0.03	80	R		Cul-de-Sac	_		NA	NA		11/06/200
1672	0.00			To:	02-1671	7					
1672	0.05	50	R	From:	02-10/1	_1		NA	NA		11/06/200
10/2)				To:	Cul-de-Sac	]					
				From:	02-1674						
1673	0.06	180	R			_		NA	NA	•	11/06/200
				To:	02-1670; 02-1675	<u> </u>					
$\bigcirc$	0.40		-	From:	Cul-de-Sac						14/00/00
1674	0.13	80	R	To:	02-1673	7		NA	NA		11/06/200
				From:		1					
1675	0.34	460	R		02-1670; 02-1673			NA	NA		11/06/200
10/3)	3.04	700		To:	Cul-de-Sac	7					55, 20

					Albemarie Maintenance Area					
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW Year
Albemarle County				From:	02-1675	1				
(1676)	0.25	NA			02 10/0			NA	NA	
				To:	Cul-de-Sac					
$\widehat{}$				From:	02-1676 SOUTH					
1677)	0.20	NA				_		NA	NA	
				To:	02-1676 NORTH					
	0.18	60	R	From:	Cul-de-Sac			NA	NA	11/06/20
1680	0.10	00	1	To:	02-1683; 02-1684	7		IVA	IVA	11/00/20
				From:	Cul-de-Sac					
1681)	0.10	80	R			_		NA	NA	11/06/20
				To:	02-1682					
$\bigcirc$				From:	Cul-de-Sac					
1682	0.07	80	R	To:	02.1601	_		NA	NA	11/06/20
				From:	02-1681					
	0.11	130	R	From:	Cul-de-Sac			NA	NA	11/06/20
1683	0.11	130	IX.	To:	02-1680; 02-1684	1		INA	14/3	11/00/20
				From:	02-1680; 02-1683					
1684	0.05	80	R	<u> </u>	02 1000, 02 1003	<b></b> !		NA	NA	11/06/20
				To:	Cul-de-Sac					
				From:	Cul-de-Sac					
1686	0.22	NA				_		NA	NA	
				To:	02-1670					
	0.03	NIA		From:	Cul-de-Sac			NIA	NIA	
1687	0.03	NA		To:	02-1686	7		NA	NA	
				From:	Cul-de-Sac					
1688	0.05	NA			Cul-uc-Sac			NA	NA	
(1000)				To:	02-1686					
				From:	02-1686					-
1689	0.06	NA				_		NA	NA	
				To:	02-1690					
	0.17			From:	02-1692					
1690	0.17	NA		To:	Cul-de-Sac	_		NA	NA	
				From:						
(1994)	0.04	NA		rioin.	02-1690			NA	NA	
(1691)	0.01	1474		To:	Cul-de-Sac				10.	
				From:	Cul-de-Sac					
(1692)	0.07	NA						NA	NA	
				To:	Cul-de-Sac					
				From:	02-1427					
(1694)	0.13	5700	R		110.00	_		NA	NA	11/27/20
				To:	US 29					
	0.07	3900	R	From:	02-1427			NA	NA	1997
1695)	0.07	3900	K	To:	Dead End	7		INA	INA	1997
				From:	Cul-de-Sac	1				
(1701)	0.32	90	R	<u> </u>	Cur-uc-pac			NA	NA	1997
				To:	02-1702					
(1701)	0.20	160	R	From:	02-1/02			NA	NA	1997
				To:	02-675					
				From:	Cul-de-Sac	T				
1702	0.10	20	R					NA	NA	1997
				To:	02-1701					

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK AAWDT	QW Year
Albemarle County				From:	Cul-de-Sac	1				
(1703)	0.25	230	R		Cul-uc-Sac	_		NA	NA	1997
				To:	02-614					
$\bigcirc$				From:	02-1731					
1720	0.81	470	R					NA	NA	11/13/2000
	2.00			From:	02-1752	<u></u>				
1720	0.20	NA		To:	Dead End	7		NA	NA	
				From:	02-1720	1				
(1721)	0.47	6300	R		02 1720			NA	NA	11/13/2000
				To:	US 29					
$\bigcirc$				From:	US 29					400=
1722	0.15	2200	R			_		NA	NA	1997
	0.20	0000		From:	02-1721			NIA	NIA	4007
1722	0.39	2000	R	To:	02-649	1		NA	NA	1997
				From:	Cul-de-Sac	I				
1723	0.18	120	R	<u> </u>	Cur-de-Sac	_		NA	NA	11/06/2000
				To	02-1720 WEST	7				
1723	0.11	1200	R	From:	22 3723 11.223	_		NA	NA	1997
				To: From:	02-1734	<b>1</b> ——				
1723	0.10	860	R			<u> </u>		NA	NA	1997
				To: From:	02-1737	]——				
(1723)	0.13	45	R					NA	NA	1997
				To: From:	02-1741	]				
(1723)	0.10	380	R					NA	NA	1997
				To: From:	02-1749					400=
1723	0.07	780	R	To:	02-1720 EAST	_		NA	NA	1997
				From:	02-1720 EAS1	1				
1724	0.08	160	R	<u></u>	02-1/23	_		NA	NA	11/06/2000
1124)				To:	Cul-de-Sac					
				From:	02-1723					
(1725)	0.15	140	R			_		NA	NA	11/13/2000
				To:	Cul-de-Sac					
	0.19	210	R	From:	Cul-de-Sac			NA	NA	11/06/2000
1726	0.10	210		To:	02-1725	7		1471	107	11/00/2000
				From:	02-1726					
(1727)	0.04	50	R			_		NA	NA	11/06/2000
				To:	Cul-de-Sac					
	0.00	440		From:	Cul-de-Sac			NIA	NIA	44/06/2000
(1728)	0.09	140	R			_		NA	NA	11/06/2000
	0.03	310	R	From:	02-1730			NA	NA	11/06/2000
(1728)	0.03	310	11	To	62.1720	7		INA.	INA	11/00/2000
(1729)	0.09	510	R	From:	02-1729			NA	NA	11/06/2000
1728				To:	02-1720	1				,00,2000
				From:	02-1728					
(1729)	0.03	50	R			<del>-</del>		NA	NA	11/06/2000
				To:	Cul-de-Sac					
$\bigcirc$	0.11	4=6	_	From:	Cul-de-Sac			NIA		44/00/0000
1730	0.11	150	R	To:	02-1728	7		NA	NA	11/06/2000
					UZ-1/Z8	1				

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK AAWDT	QW Year
Albemarle County				From:	02-1733					
(1731)	0.04	220	R	<u> </u>	02-1733	_		NA	NA	11/06/2000
				To: From:	02-1732					
(1731)	0.04	360	R	To:	02 1720	7		NA	NA	11/06/2000
				From:	02-1720					
(1732)	0.08	130	R		02-1731			NA	NA	11/06/2000
				To:	Cul-de-Sac					
				From:	Cul-de-Sac					
1733	0.06	80	R					NA	NA	11/06/2000
				From:	02-1731					4.4/2.2/2.2
1733	0.08	130	R	To:	Cyl do Sao	_		NA	NA	11/06/2000
				From:	Cul-de-Sac					
1734	0.09	70	R		Cul-de-Sac			NA	NA	1997
				To:	02-1723					
(1734)	0.04	230	R	From:	02-1723	_		NA	NA	1997
				To: From:	02-1735					
(1734) (1734)	0.04	220	R	From:				NA	NA	1997
				To: From:	02-1736	]——				
1734	0.08	70	R			_		NA	NA	1997
				To:	Cul-de-Sac					
	0.06	<b>E</b> 0	В	From:	Cul-de-Sac			NA	NA	1007
1735	0.00	50	R	To:	02-1734	1		INA	NA	1997
				From:	Cul-de-Sac					
1736	0.05	40	R	<u> </u>		_		NA	NA	1997
				To:	02-1734					
$\overline{}$				From:	Cul-de-Sac					
1737	0.12	80	R					NA	NA	1997
	0.07	400	_	From:	02-1740			NIA	NIA	1007
1737	0.07	400	R			_		NA	NA	1997
(1737)	0.08	600	R	From:	02-1738			NA	NA	1997
(1737)	0.00	600	K	т	22.454	_		INA	NA.	1991
(1737)	0.11	710	R	From:	02-1741			NA	NA	1997
(1731)	•			To:	02-1723					
				From:	02-1739					
1738)	0.05	100	R	· <u> </u>		<u> </u>		NA	NA	1997
				To: From:	02-1737	]——				
1738	0.07	80	R	т	211.2	_		NA	NA	1997
				To:	Cul-de-Sac					
(1730)	0.06	40	R	From:	Cul-de-Sac	_		NA	NA	1997
1739				To:	02-1738					
(1739)	0.04	49	R	From:	02-1/38			NA	NA	1997
				To:	Cul-de-Sac					
				From:	Cul-de-Sac					
1740	0.16	180	R	Tai	02:505	_		NA	NA	1997
				To: From:	02-1737					
(1741)	0.06	360	R	1 10III.	02-1737	_		NA	NA	1997
(1/41)	0.00	555	• • •	To:	02-1742	7		1 1/1	1 1/-1	1001

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT QW	Year
Albemarle County				From:	02-1742	1				
1741)	0.09	180	R		02 1/12			NA	NA	1997
_	0.00			To: From:	02-1747	]		NIA	NA.	4007
1741)	0.03	300	R	To:	02-1723	1		NA	NA	1997
				From:	Cul-de-Sac					
1742	0.05	50	R			_		NA	NA	1997
				To: From:	02-1744	]				
1742	0.05	270	R			_		NA	NA	1997
	0.04	100	R	From:	02-1741			NA	NA	1997
1742	0.01	100	.,	To	02-1743				177	1001
1742	0.03	40	R	From:	02-1/43			NA	NA	1997
				To:	Cul-de-Sac					
$\overline{}$	0.05	40	_	From:	02-1742			N14	NIA	4007
1743	0.05	40	R	To:	Cul-de-Sac	1		NA	NA	1997
				From:	Cul-de-Sac					
1744	0.06	220	R			_		NA	NA	1997
				To: From:	02-1746					
1744	0.11	100	R					NA	NA	1997
	2.00			To: From:	02-1745					400
1744	0.06	60	R	To:	02-1742	7		NA	NA	1997
				From:	02-1744					
1745)	0.06	40	R			_		NA	NA	1997
				To:	Cul-de-Sac					
	0.05	60	R	From:	Cul-de-Sac			NA	NA	1997
1746	0.00			To:	02-1744	1		1471	14/1	1007
				From:	02-1741					
1747)	0.03	90	R					NA	NA	1997
	0.04			From:	02-1748			N10	NIA.	400
1747)	0.04	30	R	To:	Cul-de-Sac	7		NA	NA	1997
				From:	Cul-de-Sac					
1748	0.03	40	R			<b>-</b> -		NA	NA	1997
				To:	02-1747					
1749)	0.11	140	R	From:	Cul-de-Sac	_		NA	NA	1997
1749	0.11		.`	To	02-1750				177	1001
1749	0.03	340	R	From:	02-1/30			NA	NA	1997
				To: From:	02-1723	<b>—</b>				
1749)	0.04	270	R	rioni.				NA	NA	1997
				To: From:	02-1751	]				
1749	0.14	160	R	To:	Cul-de-Sac	٦		NA	NA	1997
				From:	Cul-de-Sac	1				
1750	0.14	160	R		Cui-uc-sac			NA	NA	1997
				To:	02-1749					
1751)		455	_	From:	Cul-de-Sac					
/\	0.09	100	R					NA	NA	1997

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT Q	W Year
Albemarle County				From:	02-1720	1				
1752)	0.21	170	R			_		NA	NA	1997
				To:	Cul-de-Sac					
	0.16	NA		From:	02-1720			NΙΛ	NA	
1753	0.16	NA		To:	Dead End	1		NA	NA	
				From:	SR 20					
1800	0.06	30	R	<u> </u>	SR 20	_		NA	NA	09/14/200
				To:	Cul-de-Sac					
<u> </u>				From:	Cul-de-Sac					
1801	0.13	50	R					NA	NA	09/14/200
				To: From:	02-1802	]				
1801	0.16	170	R			_		NA	NA	09/14/200
				To:	SR 20					
	0.12	110	R	From:	02-1801			NA	NA	09/14/200
1802	0.12	110	ĸ	To:	02-1803			INA	INA	09/14/200
				From:	Dead End					
1803	0.28	30	R		Dead End			NA	NA	09/14/200
				To:	02-1802	<b></b>				
1803	0.17	70	R	From:	02-1002			NA	NA	09/14/200
				To:	Dead End					
				From:	02-734					
1807	0.17	60	R			_		NA	NA	09/11/200
				To	Cul-de-Sac					
	0.47			From:	02-691			NIA	NIA	
9003	0.17	NA		To:	GREENWOOD HIGH SCH			NA	NA	
				From:						
0004	0.29	950	R		02-708 LESLIE			NA	NA	09/18/200
9004)	0.20		••	To:	WALTON MID SCH					00/.0/20
				From:	02-760					
9006)	0.13	560	R					NA	NA	09/21/200
				To:	RED HILL SCHOOL					
				From:	HOLLYMEAD ELEM SCH					
9007)	0.23	1000	R	To:	02 1521	7		NA	NA	11/06/200
				From:	02-1521					
2000	0.10	130	R	Piolii.	SR 20			NA	NA	11/16/200
9008	0.10	100	• • • • • • • • • • • • • • • • • • • •	To:	STONEY POINT SCHOOL				10.	111101200
				From:	BROADDUS WOOD SCH					
9009	0.15	690	R					NA	NA	10/30/200
				To:	02-663					
$\overline{}$				From:	CROZET ELEM SCH					
9010	0.19	680	R	To:	02.010			NA	NA	11/16/200
					02-810					
2011	0.21	320	R	From:	SCOTTSVILLE SCH	_		NA	NA	09/05/200
9011)	0.21	520	11	To:	SR 20	7		INA	IVA	00/00/200
				From:	02-631					
9567	0.19	330	R		v- vv*	_		NA	NA	11/27/200
				To:	TECH CENTER					
				From:	US 250					
9570	0.39	2300	R			<del></del> 1		NA	NA	11/06/200
				To:	W ALBEMARLE HS	1				

					Albemarie Maintenance Area			D !				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK	AAWDT	QW	Year
Albemarle County				From:	Dead End							
(9572)	0.16	1000	R		Dead End	_		NA		NA		11/20/2000
				To:	02-742							
$\bigcirc$	0.05	770		From:	Dead End			NΙΔ		NIA		11/27/2000
9655	0.05	770	R			_		NA		NA		11/27/2000
0000	0.20	1200	R	From:	0.05 ME Dead End			NA		NA		11/27/2000
9655	0.20			To	0.26 ME Dead End							
9655)	0.33	1000	R	From:	V.EU ME Dead End			NA		NA		11/27/2000
				To:	02-743							
	0.10	170	R	From:	02-627&725 BENJAMIN			NA		NA		06/01/2000
9771	0.10	170	ĸ	To:	YANCEY ELEM SCH	7		INA		INA		00/01/2000
				From:	VIRGINIA L MURRAY							
9772	0.11	190	R	_		_		NA		NA		10/30/2000
				To:	ELEM SCH 02-738							
0005	0.15	1200	R	From:	Dead End			NA		NA		11/27/2000
9885)	0.10	1200		To:	0.15 ME Dead End							11/21/2000
9885)	0.51	2200	R	From:	0.13 WE Dead Elid			NA		NA		11/27/2000
				To:	02-657							
	0.40			From:	US 250							4.4.00.0000
9886	0.40	1200	R	To:	HENLEY JR HIGH SCH	7		NA		NA		11/06/2000
				From:	02-1417							
9887)	0.17	320	R					NA		NA		11/27/2000
				To:	WOODBROOK ELEM SCH							
Town of Scottsville				From:	SR 6	1						
637	0.19	980	G	97%	0% 2% 0% 1%	0%	F	100	G	990	G	2001
32)				To:	NCL SCOTTSVILLE							
	0.05	20	В	From:	SR 6 WEST			NA		NA		1999
675	0.03	20	R	To:	Dead End Gap Terminus	7		INA		INA		1999
				From:	Dead End							
1301	0.01	30	R	_		_		NA		NA		1999
				To:	SR 6							
City of Charlottesville				From:	Water St							
10th St	0.28	3700	G	97%	1% 1% 1% 0%	0%	С	470	G	3900	G	2001
11.5				To:	High St							
Garret St	0.45	1500	G	94%	Ridge St 1% 1% 1%	0%	С	160	G	1600	G	2001
Garret St	0.40	1300	•	To:	Avon St		0	100	0	1000	0	2001
				From:	Meadowbrook Heights Rd							
3 Kenwood La	0.50	820	G	98%	0% 1% 0% 0%	0%	С	90	G	860	G	2001
				To: From:	Melbourne Rd							
4 Lane Rd	0.39	2600	G	90%	Jefferson Park Ave 1% 6% 2% 1%	0%	С	240	G	2700	G	2001
Lane Rd				To:	9Th-10Th St Conn						-	
<u> </u>				From:	Arlington Blvd							
5 Millmont St	0.46	14000	G	98% To:	0% 1% 0% 0%	0%	С	1400	G	15000	G	2001
-				From:	Barracks Rd	+						
6 Yorktown Dr	0.31	1000	G	98%	Meadowbrook Hghts 0% 1% 0% 0%	0%	F	140	G	1100	G	2001
6 Yorktown Dr				To:	Brandywine Dr							

-					Albelli	arie iviairi					D !				
Route	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	uck 1Trail	2Trail	QC	Design Hour	QK	AAWDT	QW	Year
City of Charlottesville				From:		Alderma	ın Dd								
McCormick Rd	0.27	4900	G	93%	5%	2%	0%	1%	0%	С	540	G	5200	G	2001
7 McCormick Rd	0.42	4600	G	From: 93%	5%	Emme 2%	t St 0%	1%	0%	F	510	G	4800	G	2001
McCormick Rd				To:		Universit		- ,,	<b>1</b>	-					
				From:		Emme	t St								
9 Massie Rd	0.96	5500	G	95%	1%	4%	0%	0%	0%	С	600	G	5700	G	2001
104				To:		Arlingtor	n Blvd								
				From:		Jefferson P	ark Ave								
3400 Cleveland Ave	0.23	2700	G	98%	0%	2%	0%	0%	0%	С	260	G	2800	G	2001
104				To:		Cherry									
Charmy Ct	0.05	F200	_	From:	00/	Clevelan		00/		0	EEO	0	E600	0	2001
3400 Cherry St	0.85	5300	G	97%	0%	2%	0%	0%	0%	С	550	G	5600	G	2001
				From:		Spring								_	
(3400) Cherry Ave	0.68	12000	G	95%	1%	3%	0%	1%	0%	F	1100	G	13000	G	2001
<u> </u>				To: From:		Ridge	St		]						
3400 Cherry Ave	0.25	11000	G	95%	1%	3%	1%	1%	0%	F	1000	G	12000	G	2001
				To: From:		1St Str	reet		Ъ—						
3400 Elliot Ave	0.28	11000	G	95%	1%	3%	0%	1%	0%	С	1900	G	12000	G	2001
104				To:		Avon	St								
(3400) Elliot Ave	0.39	3000	G	95%	1%	3%	1%	1%	0%	F	280	G	3100	G	2001
(3400) Elliot Ave	0.00		•	To:	. , 0	Monticell		.,,	¬ ~~	•	_00		0.00	•	
				From:		SCL Charlo			1						
(3401) Old Lynchburg Rd	0.65	2100	G	99%	0%	1%	0%	0%	0%	С	210	G	2200	G	2001
Old Lynchburg Rd	0.00	2100	J	To:	0 70	Jefferson P		0 70	7 ~~	O	210	O	2200	O	2001
				From:											
(3403) Harris Rd	0.63	4800	G	98%	0%	5Th:	0%	0%	0%	С	580	G	5000	G	2001
(3403) Harris Rd	0.00	4000	J	To:	0 70	Jefferson P		0 70	7 77	O	000	O	0000	O	2001
				From:		Harrris									
3403 Jefferson Park Ave	0.43	3900	G	98%	0%	1%	0%	0%	0%	F	450	G	4100	G	2001
104				To:		Clevelan	d Ave								
(3403) Jefferson Park Ave	0.38	10000	G	99%	0%	1%	0%	0%	0%	С	1000	G	11000	G	2001
Jefferson Park Ave				To:		Fontiane			7	_		_		_	
_				From:		Jefferson P									
Maury Ave	0.21	6700	G	99%	0%	1%	0%	0%	0%	F	700	G	7000	G	2001
104				To: From:		Stadiun	n Rd								
(3403) Alderman Rd	0.05	7200	G	93%	2%	4%	1%	1%	0%	С	690	G	7600	G	2001
104				To:		TEI	D.I.		_						
(3403) Alderman Rd	0.42	11000	G	From: 93%	2%	Thompso 4%	1%	1%	0%	F	1200	G	11000	G	2001
(3403) Alderman Rd	0.42	11000	•	To:	2 /0	Ivy R		1 /0	7 70	'	1200	O	11000	O	2001
				From:					1						
(3404) E Market St	0.48	5800	G	95%	1%	9Th :	1%	1%	0%	С	630	G	6100	G	2001
(3404) E Market St	0.40	3000	G	70:	1 /0	Meade		1 /0	7 0 /8	C	030	G	0100	G	2001
C Eth Ct	1 10	45000	_	From:		SCL Charle		10/		0	1600	0	16000	0	2004
3405 104 5th St	1.42	15000	G	97% To:	0%	2%	0%	1%	0%	С	1600	G	16000	G	2001
				From:		Cherry Cherry									
(3405) Ridge St	0.22	13000	G	97%	0%	2%	0%	1%	0%	С	1200	G	13000	G	2001
(3405) Ridge St			_	T				. , •	<b>-</b>	-		_		-	_,,
Didge St	0.17	40000		From:	Ω0/	Dice 29/-	St 0%	10/	00/		1600		10000		2004
Ridge St	0.17	18000	G	97% To:	0%	2%		1%	0%	F	1600	G	19000	G	2001
				From:	110	Main S 250 Bus P			+						
3405 McIntire Rd	0.64	12000	G	96%	0%	2%	1%	1%	0%	F	1200	G	13000	G	2001
104		000	_	To:		JS 250 Bus		.,0	7	•		-		-	
				From:	`	Harris									
(3405) McIntire Rd	0.18	16000	G	96%	0%	2%	1%	1%	0%	С	1400	G	17000	G	2001
104				To:		US 250 E	Bypass		1			_			
	-														

					Albema	arle Mainte	enance /	Area							
Route	Length	AADT	QA	4Tire	Bus		Tru	ıck		QC	Design	QK	AAWDT	QW	Year
City of Charlottesville	,					2Axle	3+Axle	1Trail	2Trail		Hour				
City of Charlottesvine				From:		McIntire									
(3406) Water St	0.43	5100	G	95%	1%	3%	1%	1%	0%	С	540	G	5300	G	2001
O				To: From:		7Th S			<del></del>						
(3406) Water St	0.21	4300	G	95% To:	1%	3%	1%	1%	0%	F	540	G	4500	G	2001
				From:		10Th S			1						
(3407) Avon St	0.20	10000	G	94%	1%	SCL Charlot 4%	1%	1%	0%	С	960	G	11000	G	2001
(3407) Avon St	0.20			To:	.,,			.,,	¬						
(3407) Avon St	0.50	10000	G	94%	1%	Rockland 4%	1%	1%	0%	F	940	G	11000	G	2001
(3407) Avon St				To:		Monticello	Ave								
				From:		Monticello	Ave								
(3409) Carlton Rd	0.46	7400	G	94%	1%	3%	1%	1%	0%	С	720	G	7800	G	2001
104				To: From:		Meade A			-						
(3409) Meade Ave	0.17	9600	G	94%	1%	Carlton 3%	1%	1%	0%	F	930	G	10000	G	2001
Meade Ave				To		E Marke									
(3409) Meade Ave	0.46	10000	G	94%	1%	3%	1%	1%		F	960	G	11000	G	2001
Meade Ave				To:		High St									
				From:		Emmet	St								
3410 Jefferson Park Ave	0.57	15000	G	95%	1%	3%	1%	0%	0%	С	1200	G	16000	G	2001
				To:		Main S	St								
Ohamas I. Dd	0.40	0000	_	From:	00/	Cherry A		00/		_	000	0	0000	_	0004
(3411) Shamrock Rd	0.42	2800	G	98% To:	0%	1% Jefferson Pa	0%	0%	□ 0%	С	280	G	3000	G	2001
				From:					1						
(3412) Locust St	0.29	7300	G	97%	0%	E High 2%	0%	0%	0%	F	860	G	7700	G	2001
Locust St				To:		Hazel S									
(3412) Locust Ave	0.25	7400	G	97%	0%	2%	0%	0%	0%	С	870	G	7700	G	2001
Locust Ave				To:		US 25	0		¬						
3412 Locust St	0.21	3500	G	97%	0%	2%	0%	0%	0%	F	480	G	3600	G	2001
104				To:		Calhoun	St								
(3412) Calhoun St	0.22	3700	G	97%	0%	Locust 2%	St 0%	0%	 0%	С	500	G	3900	G	2001
(3412) Calhoun St	0.22	3700	G	70 To:	0 70	Sheridan		0 76	7 0 /%	C	300	G	3900	G	2001
				From:		Calhoun	St								
3412 Sheridan Rd	0.04	3300	G	97%	0%	2%	0%	0%	0%	F	500	G	3500	G	2001
				From:		North A Sheridan			+						
North Ave	0.30	2200	G	97%	0%	2%	0%	0%	0%	С	270	G	2300	G	2001
104				To		Park S	t								
(3412) Melbourne Rd	0.77	1900	G	98%	0%	1%	0%	0%	0%	С	400	G	2000	G	2001
104				To:		Kenwood									
Grove Rd	0.31	810	G	98%	0%	Melbourn 1%	e Rd 0%	0%	 0%	С	90	G	850	G	2001
3412 Grove Rd	0.01	010	5	To:	3 /0			J /0	7	5	50	5	550	5	2001
Grove Rd	0.38	3200	G	From: 97%	0%	Concord 1%	0%	0%	0%	С	350	G	3400	G	2001
Grove Rd			_	To:	<b>3</b> / 0	US 250 By		J /0	<b></b>	_		_		_	
O 2 1 2 1				From:		US 25	0	0.01		_	165	_			
3412 Dairy Rd	0.40	1600	G	98% To:	0%	1%	0%	0%	0%	С	180	G	1700	G	2001
						Rugby I			1						
(3413) 2nd St	0.25	1900	G	92%	1%	W South	2%	2%	0%	С	200	G	2000	G	2001
(3413) 2nd St	0.20	.000	9	To:	. 70	Water		_ ,0	٦	Ü	_00	9	_000	•	_001
				From:		Rugby I			Ī						
Rugby Ave	0.52	2100	G	97%	0%	2%	0%	0%	0%	С	210	G	2200	G	2001
104				To:		Rose Hil	l Dr								

Care   Charlatterwille   Care   Car						Albema	arle Maintenance	Area							
Rugby Ave   0.36   \$300   \$6   \$700   \$6   \$770   \$0   \$200   \$000   \$0   \$600   \$0   \$000   \$0   \$	Route	Length	AADT	QA	4Tire	Bus	-		2Trail	QC	_	QK	AAWDT	QW	Year
## Rugby Ave   0.38   \$300   G   97%   0%   2%   0%   0%   0%   F   600   G   5500   G   2001   ## Standburn Rd   0.18   670   G   98%   0%   1%   0%   0%   0%   0%   C   110   G   710   G   2001   ## Standburn Rd   0.51   3500   G   98%   0%   1%   0%   0%   0%   0%   C   220   G   1900   G   2001   ## Standburn Rd   0.51   3500   G   98%   0%   1%   0%   0%   0%   C   370   G   3700   G   2001   ## Standburn Rd   0.51   3500   G   98%   0%   1%   0%   0%   0%   C   370   G   3700   G   2001   ## Standburn Rd   0.51   3500   G   98%   0%   1%   0%   0%   0%   C   370   G   3700   G   2001   ## Standburn Rd   0.51   3500   G   98%   0%   1%   0%   0%   0%   C   370   G   3700   G   2001   ## Standburn Rd   0.51   3500   G   98%   0%   1%   0%   0%   0%   0%   C   370   G   3700   G   2001   ## Standburn Rd   0.51   3500   G   98%   0%   1%   0%   0%   0%   C   370   G   3700   G   2001   ## Standburn Rd   0.51   3500   G   98%   0%   1%   0%   0%   0%   C   370   G   3700   G   2001   ## Standburn Rd   0.51   3500   G   98%   0%   1%   0%   0%   0%   C   370   G   3700   G   2001   ## Standburn Rd   0.51   3500   G   98%   0%   1%   0%   0%   0%   C   210   G   1900   G   2001   ## Standburn Rd   0.51   3500   G   98%   0%   1%   0%   1%   0%   0%   C   210   G   1900   G   2001   ## Standburn Rd   0.51   3500   G   98%   1%   28%   1%   1%   0%   F   1900   G   2000   G   2001   ## Standburn Rd   0.41   20000   G   95%   1%   28%   1%   1%   0%   C   1000   G   2000   G   2001   ## Standburn Rd   0.44   7400   G   95%   1%   28%   1%   0%   0%   0%   C   300   G   2001   ## Standburn Rd   0.44   7400   G   95%   1%   28%   1%   0%   0%   0%   C   300   G   2001   ## Standburn Rd   0.44   7400   G   95%   1%   28%   1%   0%   0%   0%   C   300   G   2001   ## Standburn Rd   0.44   7400   G   95%   1%   28%   1%   0%   0%   0%   0%   C   300   G   2001   ## Standburn Rd   0.44   7400   G   95%   1%   1%   0%   0%   0%   0%   0%   C   300   G   2001   ## Standburn Rd   0.49   4900   G   95%   0%   1%   0%   0%	City of Charlottesville														
Starburn Rd									<b>」</b>	_				_	
Starburn Rd	(3414) Rugby Ave	0.36	5300	G	97%	0%		0%	_ 0%	F	600	G	5500	G	2001
## Oth St					To:		US 250 Bypass								
CIUS 250 0 18 Nees					From:		King Street								
Angus Rd 0.38 1800 G 96% 0% 28 0% 0% 0% 0% C 220 G 1900 G 2001    Risky Rd   No	(3415) 9th St	0.18	670	G	98%	0%	1% 0%	0%	0%	С	110	G	710	G	2001
Angus Rd	104				To:	(	C1US 250; 9th Street		1						
Angus Rd  0.38 1800 G  99% 0% 2% 0% 0% 0%  1 mered Si  1 mered Si  2 mode Si  3 stadium Rd  0.51 3500 G  99% 0% 0% 44% 0% 0% 0%  1 mered Si  1 mered Si  2 mode Si  3 mode Si  3 mode Si  4 mode Si  4 mode Si  4 mode Si  4 mode Si  5 mode Si  6 mode Si  7 th St NE  0.16 1800 G  95% 0% 5% 0% 0% 0%  1 mode Si  1 mode Si  1 mode Si  1 mode Si  2 mode Si  3 mode Si  4 mode Si  5 mode Si  5 mode Si  6 mode Si  6 mode Si  7 mode Si  6 mode Si  7 mode Si  7 mode Si  7 mode Si  8 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si  9 mode Si					From:		Dialar Dd		1						
Stadium Rd 0.51 3500 G 96% 0% 4% 0% 0% 0% 0% C 370 G 3700 G 2001    March Ave   100	Angue Pd	U 38	1800	G		Λ%	•	Λ%	 	C	220	G	1000	G	2001
Stadium Rd	104 Aligus Ku	0.30	1000	G		0 /0		0 70	7 0 70	C	220	G	1900	G	2001
Stadium Rd 0.51 3500 G 95% 0% 6 4% 0% 0% 0% 0% C 370 G 3700 G 2001    South St							Emmet St		_						
Park St   0.34   11000   G   95%   1%   5%   1%   1%   1%   1%   1%															
South St   0.22   1500   G   98%   0%   1%   0%   0%   0%   C   160   G   1600   G   2001	3417) Stadium Rd	0.51	3500	G	96%	0%	4% 0%	0%	0%	С	370	G	3700	G	2001
South St 0.22 1500 G 98% 0% 1% 0% 0% 0% 0% C 160 G 1600 G 2001    Water St    104				To:		Emmet St									
South St   0.22   1500   G   98%   0%   1%   0%   0%   0%   C   160   G   1600   G   2001					From:		2Nd St								
Water St	South St	0.22	1500	G	98%	0%		0%	0%	C	160	G	1600	G	2001
This is not below the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state o	104	0.22	1000	·		0 70		0 70	7	O	100	J	1000	O	2001
Park St   0.16															
High St															
Park St   0.34   11000   G   95%   1%   3%   1%   1%   0%   F   1200   G   12000   G   2001	7 ₃₄₁₉ ) 7th St NE	0.16	1800	G	94%	0%	5% 0%	0%	0%	С	210	G	1900	G	2001
Park St   0.34   11000   G   95%   1%   3%   19%   1%   0%   F   1200   G   12000   G   2001	11.74				To:		High St								
Park St   0.34   11000   G   95%   1%   3%   1%   1%   1%   0%   F   1200   G   12000   G   2001					From:	·	High St							·	·
Park St   0.34   11000   G   95%   1%   3%   1%   1%   1%   1%   1%   1	Park St	0.34	11000	G	95%	1%		1%	<b>-</b> 0%	F	1200	G	12000	G	2001
Park St   0.34   11000   G   95%   1%   3%   1%   1%   0%   C   1000   G   12000   G   2001	104	0.04	. 1000	•	30 /0	. 70	5,0 1,0	1 /0		•	.200	9	.2000	0	2001
10th St   0.41   2000   G   95%   1%   3%   1%   1%   1%   0%   F   1900   G   21000   G   2001	$\widehat{}$								ᅪ						
Park St   0.41   20000   G   95%   1%   3%   1%   1%   1%   0%   F   1900   G   21000   G   2001	3421) Park St	0.34	11000	G	95%	1%	3% 1%	1%	0%	С	1000	G	12000	G	2001
Park St   0.41   2000   G   95%   1%   3%   1%   1%   0%   F   1900   G   21000   G   2001	104				To:		US 250 Bypass								
NCL Charlottesville   Nam St.   Na	_				From:		US250 Bypass								
10th St	Park St	0.41	20000	G	95%	1%	3% 1%	1%	0%	F	1900	G	21000	G	2001
10th St	104				To:		NCL Charlottesville								
10th St   0.44   7400   G   96%   1%   2%   1%   0%   0%   C   710   G   7800   G   2001					From:				1						
Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Carady Ave   Car	10th St	0.44	7400	_		10/		00/	00/	0	710	0	7000	0	2001
10th St   0.04   2100   G   96%   1%   2%   1%   0%   0%   F   190   G   2200   G   2001	3423) 10111 51	0.44	7400	G	90%	170	Z% 1%	0%	0%	C	710	G	7000	G	2001
10th St					To:		Grady Ave		<b>—</b>						
Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave	3423 10th St	0.04	2100	G		1%	2% 1%	0%	0%	F	190	G	2200	G	2001
Main St	104				To:		Preston Ave								
14th St					Posses										
Madison Ave   0.27   3100   G   97%   0%   1%   1%   1%   1%   0%   F   300   G   3300   G   2001	O 4411 O1	0.40		_		40/		00/		_	400	_	<b>5</b> 400	•	0004
Madison Ave   0.27   3100   G   97%   0%   1%   1%   1%   1%   1%   0%   F   300   G   3300   G   2001	(3425) 14th St	0.46	5100	G	97%	1%	2% 0%	0%	0%	C	480	G	5400	G	2001
Madison Ave   0.27   3100   G   97%   0%   1%   1%   1%   1%   0%   F   300   G   3300   G   2001	<u> </u>				To		Grady Ave								
Madison Ave   0.32   270   G   97%   0%   1%   1%   0%   0%   C   30   G   280   G   2001	Madison Ave	0.27	3100	G		0%		1%	0%	F	300	G	3300	G	2001
Madison Ave   0.32   270   G   97%   0%   1%   1%   0%   0%   C   30   G   280   G   2001	104		• • • • •	_					_	-		_		_	
Rugby Rd   0.49   4900   G   98%   0%   1%   0%   0%   0%   C   550   G   5100   G   2001															
Rugby Rd   0.49   4900   G   98%   0%   1%   0%   0%   0%   C   550   G   5100   G   2001	(3425) Madison Ave	0.32	270	G	97%	0%	1% 1%	0%	0%	С	30	G	280	G	2001
Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd	104				To:		Rose Hill Dr		1						
Rugby Rd 0.49 4900 G 98% 0% 1% 0% 0% 0% 0% C 550 G 5100 G 2001    Preston Ave			<u> </u>		From:		Grady Rd								
Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave	2427 Rughy Rd	n 49	4900	G		<b>0%</b>		n%	<b>-</b> 0%	C	550	G	5100	G	2001
Preston Ave     Preston Ave     Preston Ave     Preston Ave     Preston Ave     Preston Ave     Preston Ave     Preston Ave     Preston Ave     Preston Ave     Preston Ave     Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Preston Ave   Presto	104 Trugby Tru	0.40	7300	3		J /0		J /0	7 70	0	550	J	5100	J	2001
Rose Hill Dr 0.65 6000 G 96% 1% 2% 0% 1% 0% C 580 G 6300 G 2001    Rugby Ave   Strome   Grady Ave   Strome   Strome   Grady Ave   Strome						rreston Ave									
To   Rugby Ave		<u> </u>													
Rugby Ave	(3429) Rose Hill Dr	0.65	6000	G	96%	1%	2% 0%	1%	0%	С	580	G	6300	G	2001
Preston Ave   0.23   11000   G   93%   2%   4%   1%   1%   1%   0%   F   1100   G   12000   G   2001	104				To:		Rugby Ave								
Preston Ave   0.23   11000   G   93%   2%   4%   1%   1%   0%   F   1100   G   12000   G   2001					From:										
Nadison Ave   14000   G   93%   2%   4%   1%   1%   1%   0%   C   1200   G   15000   G   2001	Preston Ave	ი ვვ	11000	G		2%		1%	 	F	1100	G	12000	G	2001
Preston Ave   0.28   14000   G   93%   2%   4%   1%   1%   1%   0%   C   1200   G   15000   G   2001	104	0.23	11000	G	33 /0	2 /0	7/0 1/0	1 /0	0 70	'	1100	O	12000	O	2001
Rugby Rd					To: From:		Madison Ave								
Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd   Rugby Rd	(3431) Preston Ave	0.28	14000	G		2%	4% 1%	1%	0%	С	1200	G	15000	G	2001
Rugby Rd   0.14   19000   G   98%   0%   1%   0%   0%   0%   F   1900   G   20000   G   2001	104/								7						
3431 Rugby Rd         0.14         19000 G         98% 0% 1% 0% 0% 0% 0% F         1900 G         20000 G         2001           3431 Rugby Rd         0.96         3200 G         98% 0% 1% 0% 0% 0% 0% 0% F         420 G         3400 G         2001           To US 250 From Hydraulic Rd         Hydraulic Rd         0% C         190 G         1800 G         2001					From:										
Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   Number   N	Rugby Rd	0.14	19000	G	98%	0%		0%	0%	F	1900	G	20000	G	2001
Rugby Rd 0.96 <b>3200 G</b> 98% 0% 1% 0% 0% 0% F 420 G 3400 G 2001  To US 250  Hydraulic Rd  0.95 <b>1700 G</b> 98% 0% 1% 0% 0% 0% 0 C 190 G 1800 G 2001	104	2		-					<b>⊣</b>			-		-	
To US 250   From Hydraulic Rd	<u> </u>										_	_		_	
From Hydraulic Rd	(3431) Rugby Rd	0.96	3200	G	98%	0%		0%	0%	F	420	G	3400	G	2001
(3431) Brandywine Dr 0.95 <b>1700 G</b> 98% 0% 1% 0% 0% 0% C 190 G 1800 G 2001	107														
													<u> </u>		
Tα Greenbrier Dr	(3431) Brandywine Dr	0.95	1700	G	98%	0%	1% 0%	0%	0%	С	190	G	1800	G	2001
	104				To:		Greenbrier Dr								

					Albellic	arie ivialiti									
Route	Length	AADT	QA	4Tire	Bus			uck 1Trail		QC	Design Hour	QK	AAWDT	QW	Year
City of Charlottesville															
Greenbrier Dr	0.33	2500	G	98%	0%	Brandywii 1%	ne Dr 0%	0%	0%	С	320	G	2700	G	2001
(3431) Greenbriar Dr	0.44	2900	G	98% To:	0%	Tarleton 1%	0%	0%	0%	С	340	G	3100	G	2001
				From:		NCL Charlo									
Arlington Blvd	0.34	9900	G	97% To:	0%	Massie 3% Emmet	0%	0%	□ 0% □	С	1100	G	10000	G	2001
(3435) Barracks Rd	0.50	17000	G	98%	0%	Rugby 1	Rd 0%	0%	0%	F	1400	G	18000	G	2001
3435 Barracks Rd	0.37	20000	G	98% To:	0%	Emmet 1% WCL Charlo	0%	0%	0%	С	1800	G	21000	G	2001
(3437) Meadowbrook Height	0.67	1800	G	97% To:	0%	US 25 2% Yorktow	0%	0%	□ 0% □	С	210	G	1900	G	2001
(3439) Hydraulic Rd	0.07	26000	G	97%	0%	US 25 1%	0%	1%	0%	F	2500	G	27000	G	2001
(3439) Hydraulic Rd	0.28	24000	G	From: 97%	0%	Mitchie 1% US 29 Emr	0%	1%	]   0% 	С	2200	G	26000	G	2001
14th St	1.79	5200	G	From:		US25	0		<u> </u> 		420	G	5400	G	2001
Albemarle St	1.79	200	G	From:		Henry A	Ave		<u> </u>		20	G	210	G	2001
Augusta St	1.79	160	G	From:		Amhersi Dead E	t St		] 7		20	G	160	G	2001
Azalea Dr	1.79	260	G	From:	S	oF Jefferson			] 7		40	G	280	G	2001
Banburry St	1.79	180	G	From:		Tarleton I			<u> </u>		20	G	190	G	2001
Birdwood Rd	1.79	440	G	From:		US 250 B	ypass		<del> </del>		50	G	460	G	2001
Blenheim Ave	1.79	310	G	From:		Edge Hil Castalia	ı St		<del> </del>		45	G	320	G	2001
Brandywine Dr	1.79	440	G	From:		Monticello Marie	Pl		<u> </u>		40	G	470	G	2001
Cleveland Ave	1.79	2900	G	From:		Melissa Jefferson Pa Hammon	ark Ave		<u> </u>		330	G	3100	G	2001
Coleman St	1.79	320	G	From:		Belleview St George	Ave		<u> </u>		40	G	340	G	2001
Dice St	1.79	1000	G	From:		7Th S	st		<u> </u>		130	G	1100	G	2001
Essex Rd	1.79	790	G	From:	Ma	Brandywin	ne Dr	1	<u> </u>		100	G	830	G	2001
Evergreen Ave	1.79	250	G	From:	ivie	Park S	t.	1	<u> </u>		30	G	260	G	2001
				To:		Lyons (	Ut.								

Route	Length	AADT	QA	4Tire	Rue	Truck 3+Axle 1Trail		QC	Design Hour	QK	AAWDT	QW	Year
City of Charlottesville				From:	Fendall Te	errace	<u> </u>						
Fendall Ave	1.79	220	G	<u> </u>	Tendan Te	arucc .			20	G	240	G	2001
				To:	Winston To								
				From:	10Th S	St						_	
Grove St	1.79	390	G			_	_		40	G	410	G	2001
				To: From:	Jones S								
Hampton St.	1.79	330	G	<u> </u>	Rives	51			30	G	340	G	2001
nampton ot.	1.75	550	•	To:	Nassau S	treet			30	O	340	O	2001
				From:	Barracks								
Hessian Rd	1.79	80	G						10	G	90	G	2001
				To:	Blue Ridg	e Rd							
				From:	Lovers L	ane						_	
Hilltop Rd	1.79	270	G	_			_		30	G	290	G	2001
				To: From:	N. d. A		_						
Holmes Ave	1.79	1600	G	110.111	North A	ive			210	G	1700	G	2001
IOIIIIES AVE	1.79	1600	G	To:	Elizabeth	Avia	_		210	G	1700	G	2001
				From:	13th Str								
John St.	1.79	1000	G						110	G	1100	G	2001
				To:	14th Str	eet	1						
			_	From:	Aldermar			_				_	_
Kent Rd	1.79	150	G						30	G	150	G	2001
				To:	Minor I								
/amm.   a	4.70	000	_	From:	Greenbrie	er Dr			20	_	200	_	2004
Kerry La	1.79	290	G	To:	TT:11	1 DI	_		20	G	300	G	2001
				From:	Hillwood 12th S								
Lee St	1.79	5600	G	L	1211 0	,,			490	G	5900	G	2001
	•			To:	Park F	Pl					0000	•	
				From:	Loudon								
Lewis Mountain Rd	1.79	520	G						60	G	550	G	2001
				To:	Cameror								
			_	From:	Nassau	St				_			
Linden St	1.79	2100	G	т			_		200	G	2200	G	2001
				To: From:	Monticelle Marion		+						
McElroy Dr	1.79	240	G	<u>l</u>	Ividiioii	Ci			30	G	260	G	2001
Moziloy Di	1.70	0	·	To:	Troost	Ct	_		00	Ŭ	200	Ū	200
				From:	Meadowbro								
Meadowbrook Heights Rd	1.79	640	G						110	G	680	G	2001
				To:	Yorktown	n Dr							
				From:	Lovers L	ane						_	
Meadowbrook Rd	1.79	270	G				_		30	G	290	G	2001
				To: From:	Wilson	Ct							
Michael Pl	1.79	420	G	1	Wilson	Ci			40	G	440	G	2001
THORIGIN I	1.73	720	3	To:	Brandywii	ne Dr			70	J	770	J	200
				From:	Aldermar								
Minor Rd	1.79	130	G	_			-		20	G	140	G	2001
				To:	Bolling Wo								
				From:	SW Jefferson	Park Ave							
Monte Vista Ave	1.79	390	G						46	G	410	G	2001
				To: From:	T311' · 4								
Monticollo Dd	1 70	2400	•	- 10	Elliot A	ive			250	_	2500	_	2004
Monticello Rd	1.79	2400	G	To:	M +	Avo	_		250	G	2500	G	2001
				From:	Montrose Twyman								
Morris Rd	1.79	100	G		1 11 7111411				10	G	100	G	2001
ımə Nu	•	<b>-</b>	_	To:	Aldermar	ı Rd				_		-	_,,,
				From:	Rugby l								
Oxford Rd	1.79	360	G						40	G	380	G	2001
				To:	Welford								

					Albernarie						Docies				
Route	Length	AADT	QA	4Tire	Bus		Tru	ıcк 1Trail	2Trail	QC	Design Hour	QK	AAWDT	QW	Year
City of Charlottesville					2	ZAXIE .	STAXIE	IIIali	ZIIdii		Houi				
City of Charlottesvine				From:		Avon St									
Palantine Ave.	1.79	180	G								20	G	190	G	2001
				To:		Rialto St	t.								
				From:	Me	lonticello .	Ave								
Palatine Ave	1.79	670	G								90	G	710	G	2001
				To:		Castalia S									
				From:	Jeffe	erson Parl	k Ave								
Park Rd	1.79	410	G						_		40	G	430	G	2001
			To:		Brunswick										
			_	From:	(	Cutler Lai	ne							_	
Park St	0.00	22000	G								2100	G	23000	G	2001
				To:		1elbourne									
			_	From:	L	ankford A	Ave					_		_	
Ridge Rd	1.79	2200	G						_		210	G	2300	G	2001
				To:		5Th St									
<b>D</b> . 0.			_	From:	Northe	ast Of Riv	ver Road					_		_	
River Ct	1.79	220	G						_		30	G	230	G	2001
				To:											
			_	From:	S	St Clair A	ve					_		_	
River Vista Ave	1.79	170	G								20	G	180	G	2001
				To:	(	Coleman									
				From:		Vine St								_	
Rives St 1.7	1.79	580	G						_		70	G	610	G	2001
				To:	]	Midland S									
				From:		Wine St	t								
Second St	1.79	970	G								80	G	1000	G	2001
				To:		orthwood									
				From:		Broad Av	ve								
Shamrock Rd	1.79	2500	G								270	G	2700	G	2001
				To:		Aulberry A									
				From:	Mea	adowbroc	ok Rd								
Spottswood Rd	1.79	180	G								20	G	200	G	2001
				To:		lue Ridge									
				From:	St	t George A	Ave								
St Clair Ave	1.79	330	G								40	G	340	G	2001
				To:		3Rd Stree	et								
				From:	N	Mason La	ne								
Stonefield Ave.	1.79	70	G								9	G	80	G	2001
				To:		Rugby Av	ve								
				From:	S	Stribling A	ive								
Sunset Rd	1.79	240	G								20	G	250	G	2001
				To:		Sunset Av									
				From:		Loudon R	Rd								
Thompson Rd	1.79	360	G								60	G	370	G	2001
			To:		Alderman										
				From:		Cottage I	a								-
Westview Rd	1.79	420	G								40	G	440	G	2001
				To:		Rosser L	a								
				From:	R	Rose Hill	Dr								
Vestwood Rd	1.79	200	G								30	G	220	G	2001
				To:	G	Greenway	Rd								