2001

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

Jurisdiction Report 09

> Bedford County City of Bedford

Virginia Department of Transportation Traffic Engineering Division Traffic Monitoring Section

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

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

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

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

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

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

Publication Notes

Parallel Roads

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

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

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

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

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

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

Glossary of Terms:

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

Length: Length of the traffic segment in miles.

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

QA: Quality of AADT:

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

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

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

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

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

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

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

QC: Quality of Classification Data:

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

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

QK: Quality of the Design Hour estimate:

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

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

QW: Quality of AAWDT:

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

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

Route Shield Legend

Route Systems

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

Special Routes

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

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

							Trı	ıck			Design				
Route	Length	AADT	QA	4Tire	Bus		3+Axle		2Trail	QC	Hour	QK	AAWDT	QW	Year
Bedford County															
<u> </u>	0.08	20000	F	96%	0%	Roanoke Cor 2%	unty Line 1%	1%	0%	F	2000	F	21000	F	2001
24	0.00	20000	•	To: To:				1 70	7	•	2000	'	21000	'	2001
24	4.90	16000	F	96%	0%	0-651 East 6	0%	1%	0%	F	1600	F	17000	F	2001
24	1.00	10000	•	To:	070			. 70	¬	·	1000	·	17000	•	2001
24	2.04	8900	F	From: 96%	0%	09-63 2%	0%	1%	0%	С	840	F	9100	F	2001
24	2.01	0000	•	To:	070			1 70	¬ ~~	Ü	0.10	·	0.00	•	2001
24	2.15	7800	F	96%	0%	W 09-7	0%	1%	0%	F	700	F	7900	F	2001
24			-	To:					٦					•	
24	4.57	3600	F	96%	0%	46 Near Ch 2%	0%	1%	0%	F	330	F	3700	F	2001
24	1.07	0000	•	To	070			1 70	7	·	000	·	0,00	•	2001
24	3.69	2100	F	From: 96%	0%	09-80 2 %	0%	1%	0%	F	180	F	2100	F	2001
24	3.03	2100	•	7 T				1 70	7	•	100	'	2100	'	2001
	5.51	1900	F	From: 96%	0%	SR 122 Da	vis Mill 0%	1%	0%	F	180	F	2000	F	2001
24)	3.31	1900		30 70	0 70			1 /0	7	'	100	'	2000	'	2001
	2.58	2200		From: 90%	1%	W SR	43 1%	4%	0%	С	210	F	2300	F	2001
24	2.30	2200	F	90%	1 70	5%		4 70	U% —	C	210	г	2300	Г	2001
$\overline{}$	7.50	0000		From:	00/	E SR		20/			220		0400		2004
24)	7.59	2300	F	94% To:	0%	3% Campbell Co	1%	2%	0%	С	220	F	2400	F	2001
				From:					+						
42	5.13	460	G	96%	1%	ampbell Co 2%	unty Line 0%	1%	0%	F	48	G	480	G	2001
43)	5.10	400	J	7 D	1 /0			1 70	→ 0 /0 →	•	40	0	400	J	2001
10	2.49	2700	F	From:	1%	09-62 3%	2%	2%	0%	F	260	F	2700	F	2001
43)	2.49	2700	Г	93%	1 70	370	270	270	U% 	Г	200	Г	2700	Г	200
$\neg \cap$	2.50	0000		From:	40/	SR 24 Gil		40/			240		2200		2004
43 24	2.58	2200	F	90%	1%	5%	1%	4%	0%	С	210	F	2300	F	2001
$\overline{}$				From:		4 WEST OF							4=00		
43)	8.32	1700	F	97% To:	1%	1%	0%	1%	0%	F	150	F	1700	F	2001
				10.		SCL Bed	nora								
City of Bedford				From:		SCL Bed	lford								
43) South Street	0.96	1800	F	97%	1%	1%	0%	0%	0%	С	210	F	1900	F	2001
•				To:		SR 43 P Ta	lbott St								
43) South Street	0.14	1100	F	97%	1%	1%	0%	0%	0%	С	130	F	1200	F	2001
(10)	ined Traffic:	1800	F	97%	1%	1%	0%	0%	0%	F	200	F	1900	F	2001
			-	To:					¬	•		•		·	
3 South Street	0.06	720	F	97%	1%	Washingt 1%	0%	1%	0%	F	100	F	750	F	2001
, 40/	oined Traffic:	1800	F	97%	1%	1%	0%	1%	0%	F	220	F	1900	F	2001
301112	miod framo.	1000	•	Та:	1 70			1 70	7	•		•	1000	•	2001
Bus				From:		Main								_	
43 (460) E Main St	0.08	6800	F	96%	1%	2%	0%	1%	0%	F	700	F	7100	F	2001
				To: From:	R'	T 460 BUS	& RT 221]						
43) (221) N Bridge St	0.16	6200	F	95%	1%	2%	1%	1%	0%	F	600	F	6400	F	2001
$\smile \smile$				To: From:		BEDFORI	O AVE		<u> </u>						
43) (221) N Bridge St	0.11	9500	F	95%	1%	2%	1%	1%	0%	С	880	F	9900	F	2001
				To: From:		RT 22			1						
43 Peaks Street	0.62	3500	F	96%	1%	N Bridg 2%	ge St 1%	1%	0%	F	360	F	3600	F	2001
43 Peaks Street	0.02	3300	r		1 /0			1 /0	7	•	500	'	5000	'	200 I
Dooles Chres-t	0.04	2400		From:	40/	Laurel		40/			200		2000		0004
43) Peaks Street	0.94	3100	F	96% To:	1%	2% NCL Bea	1%	1%	0%	С	320	F	3200	F	2001
						INCL BE	aioiu		_						
edford County				From:		NCL Bed	dford								
43)	3.79	2400	F	96%	1%	2%	1%	1%	0%	F	210	F	2500	F	2001
()				To:		9-643 Near			_						

				Bedfo	rd Mainte	enance A	rea							
l ength	AADT	ΟΛ	4Tire	Rue		Trι	ıck		00	Design	OK	AAWDT	ΟW	Year
Longui	, ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	~A		Duo	2Axle	3+Axle	1Trail	2Trail	4 0	Hour	S(1)	, , , , , , , , , , , , , , , , , , , ,	Q11	i cai
			From:	09	1-643 Near 1	Peaksville		1						
5.03	820	F	98%	1%	1%	0%	0%	0%	С	90	F	830	F	2001
			To:	F	Blue Ridge	Parkway		¬						
0.11	400	F	98%	1%	1%	0%	0%	0%	F	40	F	400	F	2001
			To:	В	otetourt Co	unty Line								
			_											
0.05	710	_	<u> </u>	10/			10/		_	70	_	740	_	2001
														2001
incu rraino.	1000	•	To:	1 /0			0 70	7 070	•	200	•	1300	'	2001
			From:					J	_				_	
													=	2001
ined Traffic:	1800	F					1%	┓ 0%	F	220	F	1900	F	2001
				В	us US 460 I	E Main St								
			From:	F	ranklin Cou	unty Line		1						
3.77	6100	F	91%	1%	2%	1%	5%	0%	F	550	F	6100	F	2001
			To		09-608 M	Ioneta		—						
2.83	5500	F	91%	1%	2%	1%	5%	0%	F	460	F	5600	F	2001
			To		09-80)1		¬						
2.09	4300	F	91%	1%	2%	1%	5%	0%	F	360	F	4300	F	2001
			To		SR 24 Day	is Mill		¬						
4.06	5100	F	91%	1%	2%	1%	5%	0%	F	430	F	5100	F	2001
			To		09-74	17		¬						
3.19	7000	F	91%	1%			5%	0%	С	650	F	7100	F	2001
			To:											
0.54		_	<u> </u>	40/			00/		_	000	_	40000	_	0004
0.54	9800	F		1%			3%	- 0%	C	920	F	10000	F	2001
					05 40	50								
			From:		US 46	60		1						
0.50	18000	F	86%	1%	3%	2%	9%	0%	F	1500	F	18000	F	2001
			То:		SCL Bed	dford								
0.04	40000	_		40/			00/		_	4500	_	40000	_	0004
0.94	18000	F		1%	3%	2%	9%	□ 0%	F	1500	F	18000	F	2001
			From:		US 46	60								
0.20	6500	N	96%	1%	2%	0%	1%	0%	Ν	640	Ν	6800	Ν	2001
			To:		E MAIN	N ST		7						
1.02	9800	F	92%	1%	3%	1%	3%	0%	F	940	F	10000	F	2001
			To		Orange	e St		—						
0.29	9900	F	92%	1%	3%	1%	3%	0%	С	1000	F	10000	F	2001
			To:		Dawn	Dr								
0.50	8600	F	92%	1%	3%	1%	3%	0%	F	840	F	9000	F	2001
			To:		Longwoo	d Ave								
0.05		_	From:				00/		^	700	_	F000	_	0004
0.65	5400	F		2%			2%	J U%	C	700	۲	5600	F	2001
					NCL Be	шога								
			From:		NCI Ra	dford								
8.08	3000	F		2%		0%	2%	0%	F	270	F	3000	F	2001
			To:											
8.72	1700	F	92%	2%			2%	0%	F	150	F	1700	F	2001
		-	To:		5 501 Near			¬ ~~~	•		•	50	•	
	0.11 0.05 ined Traffic: 0.14 ined Traffic: 3.77 2.83 2.09 4.06 3.19 0.54 0.50 0.94 0.20 1.02 0.29	5.03 820 0.11 400 1.05 710 1800 1.04 1100 1800 2.83 5500 2.09 4300 4.06 5100 3.19 7000 0.54 9800 0.50 18000 0.94 18000 0.94 18000 0.20 6500 1.02 9800 0.29 9900 0.50 8600 0.65 5400	5.03 820 F 0.11 400 F 0.05 710 F ined Traffic: 1800 F 3.77 6100 F 2.83 5500 F 2.09 4300 F 4.06 5100 F 3.19 7000 F 0.54 9800 F 0.50 18000 F 0.20 6500 N 1.02 9800 F 0.29 9900 F 0.29 9900 F 0.50 8600 F 8.08 3000 F	5.03 820 F 98% Table Proof 98% 0.11 400 F 98% 0.05 710 F 97% ined Traffic: 1800 F 97% 10.14 1100 F 97% ined Traffic: 1800 F 97% 10.14 1100 F 91% 10.14 1100 F 91% 10.15 From: F	Length AADT QA 4Tire Bus	Length AADT QA 4Tire Bus 2Axle	Length AADT QA 4Tire Bus	Length AADT QA 4Tire Bus	Length AADT QA 4Tire Bus SAxle 3+Axle 1Trail 2Trail	Length AADT QA 4Tire Bus David SHAXIE Trail 2Trail 2T	South Street	Length AADT QA 4Tire Bus CAXIG 31+AxIG 11Trail 2Trail 2Trail CAXIG QX Design Hour QX	Length AADT QA 4Tire Bus 2Axie 3Axie 1Trail 2Trail QC Design Hour QK AAWDT	Length AADT QA 4Tire Bus ZAXIB 374AVE 17rail 2Trail QC Design Hour QK AAWDT QW

					Bedfo	rd Mainte	nance Ai	rea							
Route	Length	AADT	QA	4Tire	Bus		Tru		OT!	QC	Design	QK	AAWDT	QW	Year
City of Bedford						ZAXIE	3+Axle	TTrail	2Trail		Hour				
Bus 122 Crenshaw St	0.96	5300	F	95%	1%	US 46 2%	1%	1%	0%	С	550	F	5500	F	2001
Bus				To: From:		W Mair	n St								
(122) (221) W Main St	0.19	7200	F	97%	1%	1%	1%	1%	0%	F	730	F	7600	F	2001
Bus				To: From:		N BRIDG E MAIN									
122 221 N Bridge St	0.16	6200	F	95%	1%	2%	1%	1%	0%	F	600	F	6400	F	2001
				To:		BEDFORE) AVE								
Bus 122 221 N Bridge St	0.11	9500	F	95%	1%	2%	1%	1%	0%	С	880	F	9900	F	2001
				To:		PEAKS	ST								
Bus 122 221 Longwood Ave	0.71	8700	F	95%	1%	2%	1%	1%	 0%	F	880	F	9100	F	2001
122/221				To:		OAKWOO									
Bus August Aug	0.47	40000	_	From:	40/	20/	40/	40/	00/	0	4000	_	11000	_	2004
122 221 Longwood Ave	0.47	10000	F	96% To:	1%	2% FOREST	1% RD	1%	O%	С	1000	F	11000	F	2001
Bedford County						TOTEST	TLD		<u> </u>						
~~~~				From:		Sotetourt Cou	-								
[221][460]	4.18	17000	F	86%	1%	3%	2%	9%	0%	F	1400	F	18000	F	2001
	7.00	4=000		From:	40/	11-69		00/			4000		45000		0004
[221][460]	7.69	15000	F	86%	1%	3%	2%	9%	0%	F	1200	F	15000	F	2001
(001)(100)	2.75	17000	F	From: 86%	1%	09-83 <b>3</b> %	2%	9%	0%	F	1400	F	17000	F	2001
[221][460]	2.75	17000	•	To:	1 /0	370	2 /0	3 /0	7 0 / 0	'	1400	ı	17000	'	2001
City of Bedford									*						
~~~~			_	From:		WCL Bed								_	
[221][460]	0.67	20000	F	86%	1%	3%	2%	9%	0%	F	1700	F	21000	F	2001
(CCC)	1.01	8300	F	From: 97%	1%	5 460 OLD 7 1%	TNPK RD 1%	1%	0%	С	760	F	8600	F	2001
[221]	1.01	0300	Г	9170	1 70			1 70	076	C	700	г	8000	Г	2001
221 W Main St	0.07	6200	F	From: 97%	1%	4th S 1%	1%	1%	0%	F	640	F	6500	F	2001
221 W Wall St	0.07	0200	•	31 /0	1 70			1 /0	7	'	040	ı	0300	'	2001
221 W Main St	0.19	7200	F	From: 97%	1%	Crenshav 1%	w St 1%	1%	0%	F	730	F	7600	F	2001
221)				To:		N Bridg		.,,						•	
N Deidag Ch	0.40	0000	_	From:	40/	E Main		40/		_	000	_	0400	_	2004
N Bridge St	0.16	6200	F	95%	1%	2%	1%	1%	0%	F	600	F	6400	F	2001
N Bridge St	0.11	9500	F	From: 95%	1%	Bedford 2%	Ave 1%	1%	0%	С	880	F	9900	F	2001
221 N Bridge St	0.11	9300	-	35 70	1 70			1 /0	7	C	000	'	9900	'	2001
221 Longwood Ave	0.71	8700	F	From: 95%	1%	Peaks 2%	1%	1%	0%	F	880	F	9100	F	2001
(221) 20.1g.13047.110	<u> </u>		•	To:	. , ,	Oakwoo		. , ,	¬	•		<u> </u>		•	
221 Longwood Ave	0.47	10000	F	From: 96%	1%	2%	1%	1%	0%	С	1000	F	11000	F	2001
221)	<u> </u>			To:		Forest R	oad								
C Farrat Dd	0.00	0000	_	From:	40/	Longwood		20/		0	010	_	0000	_	2004
Forest Rd	0.68	6000	F	93% To:	1%	3% ECL Bed	0%	2%	0% T	С	610	F	6200	F	2001
Bedford County						202 200									
~~~				From:		ECL Bed									
221	2.22	5700	F	93%	1%	3%	0%	2%	0%	F	540	F	5700	F	2001
~~~		_		To: From:		09-67									
221	9.23	6500	F	93%	1%	3%	0%	2%	0%	F	610	F	6600	F	2001
	6 7-	40000		From:	401	09-66		001			4700		40000		0001
221	2.77	18000	F	95% To:	1%	2% O Bateman I	1%	2%	□ 0%	F	1700	F	19000	F	2001
					9-02	o Dateinan I	muge Koac	J							

					Beator	rd Mainte	nance A	rea							
Route	Length	AADT	QA	4Tire	Bus			uck		QC	Design	QK	AAWDT	QW	Year
Bedford County						ZAXIE	3+Axie	1Trail	2 i raii		Hour				
~~~				From:		20 Bateman									
[221]	2.32	27000	F	95% To:	1%	2%	1%	2%	0%	С	2600	F	28000	F	2001
						WCL Lync									
(400)	4.18	17000	F	86%	В	otetourt Cou	inty Line 2%	9%	 0%	F	1400	F	18000	F	2001
<u>460</u>	4.10	17000	•	0070	1 70			370	7	•	1400	•	10000	'	2001
(m)	7.69	15000	F	From: 86%	1%	11-69: <b>3</b> %	5 <b>2</b> %	9%	0%	F	1200	F	15000	F	2001
(460)	7.09	15000	г	00%	1 70			970	U%	г	1200	г	13000	Г	2001
~~~~	2.75	17000	-	From: 86%	1%	09-83 <b>3</b> %	2%	9%	0%	F	1400	F	17000	F	2001
<u>(460)</u>	2.73	17000	F	To:	1 70	WCL Bed		970	7	г	1400	г	17000	Г	2001
C' CD IC I				•		WEE BEE	noru								
City of Bedford				From:		WCL Bed	lford								
460	0.67	20000	F	86%	1%	3%	2%	9%	0%	F	1700	F	21000	F	2001
<u> </u>				To: From:		US 22	1		7						
(460)	0.18	14000	F	86%	1%	3%	2%	9%	0%	F	1200	F	14000	F	2001
				To:		ECL Bed	ford								
Bedford County															
~~ <u> </u>	0.04	45000	_	From:	40/	ECL Bed		00/		_	4000	_	15000	_	0004
460	0.24	15000	F	86% To:	1%	3% WCL Bed	2%	9%	0%	F	1200	F	15000	F	2001
Ct. 4D TO T				1		w CL Bec	11010								
City of Bedford				From:		WCL Bed	lford								
460	0.90	15000	F	86%	1%	3%	2%	9%	0%	F	1300	F	15000	F	2001
				To:		ECL Bed	ford								
Bedford County															
~~~				From:		ECL Bed									
[460]	0.06	15000	F	86%	1%	3%	2%	9%	0%	F	1300	F	15000	F	2001
~~				To: From:		SR 12			]						
(460)	0.50	18000	F	86%	1%	3%	2%	9%	0%	F	1500	F	18000	F	2001
				To:		SCL Bed	ford								
City of Bedford				From:		SCL Bed	ford								
(460)	0.94	18000	F	86%	1%	3%	2%	9%	<b>-</b> 0%	F	1500	F	18000	F	2001
400			-	To:					_						
(460)	0.28	19000	F	From: 86%	1%	22, US 221, 3%	2%	9%	0%	F	1600	F	19000	F	2001
(460)	0.20	10000	•	To:	170	ECL Bed			٦	•	1000	·	10000	•	2001
Bedford County				-					•						
~~~				From:		ECL Bed	ford								
(460)	4.40	14000	F	86%	1%	3%	2%	9%	0%	F	1200	F	15000	F	2001
<u></u>				To: From:		09-80	3								
(460)	7.88	16000	F	86%	1%	3%	2%	9%	0%	F	1300	F	16000	F	2001
\smile				To:	Ca	ampbell Cou	inty Line								
City of Bedford				Erom-I		160.05=	m m**		1						
Bus	1.01	8300	F	97%	US 1%	460 OLD 7	TNPK RD 1%	1%	 0%	С	760	F	8600	F	2001
[460][221]	1.01	0300	r	31 /0	1 /0			1 /0	70 /0	U	700	-	0000		2001
Bus				From:		4TH S	T		_						
(460)(221) W Main St	0.07	6200	F	97%	1%	1%	1%	1%	0%	F	640	F	6500	F	2001
				To: From:		CRENSHA	W ST		_						
Bus 460 (221 W Main St	0.19	7200	F	97%	1%	1%	1%	1%	0%	F	730	F	7600	F	2001
460 221 W Main St	0.19	, 200		31 /0	1 /0			1 /0	J /0	'	100	'	, 000	'	2001
Bus				From:		N Bridge	e St								
(460) E Main St	0.08	6800	F	96%	1%	2%	0%	1%	0%	F	700	F	7100	F	2001
Pup				To: From:		South	St]						
Bus (460) E Main St	0.27	7600	F	96%	1%	2%	0%	1%	0%	F	790	F	8000	F	2001
400) =	V.L1		•	To:	1 /0	Orange		. 70	7 ~	•	. 50	•	5500	•	2001
						Crange			-						

					Bedfo	rd Mainte	nance A	rea							
Route	Length	AADT	QA	4Tire	Bus		Tru			QC	Design	QK	AAWDT	QW	Year
City of Bedford						2Axle	3+Axle	1Trail	2Trail		Hour	-4			-
Bus				From:		Orange									
460 E Main St	0.71	6500	F	96%	1%	2%	0%	1%	0%	С	640	F	6800	F	2001
Bus				From:		US 221, SI									
460 E Main St	0.20	6500	N	96% To:	1%	2% US 46	0%	1%	0%	N	640	N	6800	N	2001
Bedford County															
(501)	3.64	2900	F	94%	0%	WCL Lync	hburg 0%	3%	」 0%	F	300	F	2900	F	2001
[501]	0.01		•	To		09-65			¬	•				•	
501	6.32	2600	F	94%	0%	2%	0%	3%	0%	F	270	F	2700	F	2001
				To: From:		SR 12]——						
501	4.33	1500	F	80% To:	1%	4% Amherst Cou	2%	14%	□ 0%	С	150	F	1500	F	2001
				From:	I	CL Bedf									
(609)	0.19	NA							_		NA		NA		
				To: From:		Dead E									
600	0.25	120	R	Ploin.		SR 12	2				NA		NA		1998
				To: From:		0.25 MN S	R 122		_						
600	0.30	100	R								NA		NA		1998
	0.65		R	From:		0.55 MN S	R 122				NIA		NIA		1000
600	0.65	60	ĸ	To	HEEFE	DCON NAT	I FOR DN	DV	_		NA		NA		1998
600	1.10	60	R	From:	JEFFE	RSON NAT	L FOR BN	DY			NA		NA		1998
				To: From:		09-77	2		_						
600	0.90	100	R	To:		110.50	.1		_		NA		NA		1998
				From:		US 50 Dead E									
(601)	0.70	50	R			Dead L	iid				NA		NA		05/29/2001
				To: From:		09-82	0								
601)	1.10	190	R	To:		SR 12	2		1		NA		NA		1998
				From:		NATL PAR									
602	1.60	110	R						<u>-</u>		NA		NA		1998
				To: From:		SR 122 NO SR 122 SO									
(602)	1.40	230	R								NA		NA		1998
				To: From:		09-63									
603	1.70	40	R	rioin.		09-63	5				NA		NA		07/25/2001
				To:	Е	Sotetourt Cou	ınty Line								
	0.80	210	R	From:		US 501 SC	OUTH				NA		NA		1998
604)	0.00	210	K	To:		US 501 E	AST				INA		INA		1990
				From:		Dead E	nd								
605	0.20	40	R	To:		09-61	0		1		NA		NA		1998
				From:		09-69									
606)	0.60	120	R								NA		NA		1998
		• • • •		To: From:		09-78	0]						1000
606)	0.11	260	R	To:		09-69	5		1		NA		NA		1998
				From:	Е	Botetourt Cou									
607	1.90	130	R	т.					_		NA		NA		07/23/2001
				To:		09-616 E	AST								

Route	Length	AADT	QA	4Tire	Rue	2 2Axle 3+			2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Bedford County				From:	09	9-616 EAST	Γ								
607	2.07	190	R								NA		NA		07/23/200
607)	0.10	190	R	To: From:	2.07 M	/IN 09-6161	EAST]		NA		NA		07/23/200
				To: From:	2.17 M	4N 09-616 I	EAST								
607)	1.50	190	R	To:	US	460; US 2	21		٦		NA		NA		07/23/2001
607	0.05	650	R	From:	US	5 460; US 22	21				NA		NA		1998
607				To: From:	09-	-770 SOUT	Ή		 						
607	0.55	290	R	To:		09-695			7		NA		NA		1998
				From:	Pittsylv	vania Count	y Line		<u> </u>						
608)	8.70	310	R						-		NA		NA		07/02/200
608)	1.09	1500	F	From: 91%		9-734 South	h 0%	2%	0%	F	130	F	1500	F	2001
				To: From:		09-740			1						
608	2.70	1400	F	91%			0%	2%	0%	F	160	F	1500	F	2001
				To: From:		9-626 South 9-626 North			+						
608	2.84	2900	F	91%	1%	6%	0%	2%	0%	С	260	F	2900	F	2001
(608)	3.00	2000	F	From: 91%	1%	09-654 6%	0%	2%	0%	F	170	F	2000	F	2001
(608)	0.00	2000	•	To:	SI	R 122 South	h	2 /0]		170	'	2000	'	2001
(608)	4.10	40	F	90%		R 122 Nortl 5%	h 0%	3%	 0%	F	8	F	40	F	2001
				To: From:		09-748									
608	1.20	120	F	90%			0%	2%	0%	F	10	F	130	F	2001
				To: From:		9-749 South 9-749 North									
608	0.40	660	F	91%	1%		0%	2%	0%	F	80	F	670	F	2001
608)	0.95	1300	F	From: 91%	1%	09-757 6%	0%	2%	0%	F	130	F	1300	F	2001
				To:		SR 24									
	2.40	4000	_	From:		09-811					NIA		NIA		1000
609	2.18	1000	R	To:		Dead End			7		NA		NA		1998
				From:		US 501									
610	0.40	200	R	To:		Dead End			7		NA		NA		1998
				From:		Dead End			1						
611)	0.50	180	R						_		NA		NA		1998
				To:		US 501									
612)	1.45	20	R	From:		Dead End					NA		NA		05/31/2001
012)				To:		US 501]						
\bigcirc	0.00	4.40	_	From:		09-637]						05/04/000
613)	0.20	140	R			00.64.5			_		NA		NA		05/31/2001
613613	3.58	30	R	From:		09-615					NA		NA		05/31/2001
				To: From:	3.5	8 MN 09-6	15]——						
(613)	1.81	40	R	To:		HC 501			7		NA		NA		1998
				From:		US 501			<u> </u>						
614)	1.30	80	R	1		09-680			_		NA		NA		1998
				To:		09-687									

					веато	rd Mainte	nance A	rea							
Route	Length	AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle		2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Bedford County				From:				····aii	1		. 1001				
(614)	3.80	50	R			09-68					NA		NA		05/23/2001
				To:]	Blue Ridge P			<u> </u>						
(615)	2.50	50	R	From:		09-638	8				NA		NA		05/31/2001
				To:		09-61	3								
	3.57	440	R	From:		Dead E	nd				NA		NA		07/11/2001
616	3.37	440	K	To:		09-655 SO	итн				INA		INA		07/11/2001
616	0.20	1800	F	97%	0%	2%	0%	0%	0%	F	180	F	1800	F	2001
				From:		09-655 NC]						
616	2.41	1100	F	97% To:	0%	2% 09-757 E	0% ΔST	0%	0%	F	120	F	1200	F	2001
				From:		09-757 W	EST		<u> </u>						
616	2.53	220	F	97%	0%	2%	0%	0%	0%	С	20	F	230	F	2001
	0.44	270	R	From:		SR 24	1				NA		NA		07/18/2001
616)				To: From:		09-653	3		1						
(616)	1.74	170	R	From:			-		_		NA		NA		07/18/2001
				To: From:		1.74 MN 0	9-653								
616	2.35	170	R						-		NA		NA		07/18/2001
	0.46	120	R	From:		09-755 SO	OUTH				NA		NA		07/18/2001
<u>(616)</u>			• • • • • • • • • • • • • • • • • • • •	To: From:		09-755 NC	ORTH		7						
616)	1.21	180	R						<u>-</u>		NA		NA		07/18/2001
				To: From:		09-619 NO									
616	0.40	80	R						_		NA		NA		07/23/2001
	5.40			To: From:		09-78	7]						07/00/0004
616)	5.10	20	R						_		NA		NA		07/23/2001
616)	0.10	150	R	From:		09-77	4				NA		NA		07/23/2001
				To: From:		09-607 E			1						
616)	1.50	50	R	Troni.		09-607 W	ESI				NA		NA		07/23/2001
				To:	В	otetourt Cou	unty Line		1						
	0.80	600	R	From:		09-69:	5				NA		NA		1998
617)	0.00	000	IX.	To:		09-829	0				14/4		IVA		1000
617)	1.30	520	R	From:		07-82	,		_		NA		NA		1998
·				From:		09-69	6								
617)	1.10	300	R						_		NA		NA		1998
	0.97	60	R	From:		09-69	7				NA		NA		1998
617	0.57			To:		09-729	Q				14/4		IVA		1000
617)	1.30	45	R	From:		07 12	,		_		NA		NA		05/21/2001
				To:		09-693									
618)	0.20	80	R	From:		SR 24	1		_		NA		NA		07/25/2001
		-		To:		Dead E	nd]						
	2.07	1400	_	From:	00/	09-634		10/	00/	г	150	г	1400	г	2004
619	2.97	1400	F	96% To:	0%	2% 9-757 Gap T	0% Terminus	1%	0%	F	150	F	1400	F	2001
640	1.94	3900	F	96%		SR 24 Gap T 2%		1%	0%	С	390	F	4000	F	2001
619)	1.34	3900	г	90 70 To:	0 /0	09-635 W		1 /0	7	C	390	'	7000		2001

					Bedfo	rd Mainte					Б.:				
Route	Length	AADT	QA	4Tire	Bus	20 vlo	Trι 3+Axle		 2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Bedford County								ıııdlı	ZIIdli		i loui				
619	1.31	3100	F	96%	0%	09-635 W 2%	EST 0%	1%	0%	F	290	F	3200	F	2001
	1.65	2000	F	To: From: 96%	0%	09-839 2%	0%	1%	0%	F	220	F	2000	F	2001
619			•	To:		09-69		.,,	¬ <u> </u>	•				·	
619)	0.66	1600	F	96%	0%	2%	0%	1%	0%	F	160	F	1600	F	2001
	0.40	1100	F	From: 96%	0%	09-616 SO 2%	0%	1%	0%	F	130	F	1100	F	2001
619	0.40	1100	-	30 /0	0 70	09-616 NC		1 /0	7	'	130	'	1100	'	2001
619	0.99	740	F	96%	0%	2%	0%	1%	0%	F	90	F	750	F	2001
619	0.42	250	R	From:		09-72	5				NA		NA		07/18/2001
				To: From:		09-147	0		_						
619	1.70	200	R	To:							NA		NA		07/18/2001
				From:		09-691 SO 09-691 NO									
619	1.45	30	R	_					_		NA		NA		07/18/2001
				To: From:		09-69									
620	0.22	230	R	110.11.		09-66	l		_		NA		NA		06/11/2001
				To:		US 22	1								
\bigcirc			_	From:	101	09-64		201				_	4-0	_	
621)	4.05	140	F	98%	1%	1%	0%	0%	0%	F	20	F	150	F	2001
(621)	0.83	310	F	98%	0%	09-663 2 %	0%	0%	0%	F	40	F	330	F	2001
				To: From:		09-88]						
621)	0.73	480	F	98%	0%	1%	0%	0%	0%	F	60	F	500	F	2001
	0.16	1500	F	From: 98%	0%	09-124 1 %	0%	0%	0%	F	190	F	1600	F	2001
621	0.10	1000		To:	0 70	09-66		0 70	٠/،	•	100		1000		2001
621	0.43	4300	F	98%	0%	1%	0%	0%	0%	F	540	F	4500	F	2001
				To: From:		09-120	1								
621)	0.23	5200	F	98%	0%	1%	0%	0%	0%	F	640	F	5400	F	2001
	0.05			From:	00/	09-120		00/			700		6200		2004
(621)	0.35	6000	F	98% To:	0%	1% US 22	0%	0%	0%	С	760	F	6300	F	2001
				From:		09-64									
622 622 622	1.10	200	R								NA		NA		1998
	4.77			To: From:		09-81)]						1000
(622)	4.77	1600	R	_					_		NA		NA		1998
(622)	0.35	2100	R	From:		09-151	5				NA		NA		1998
622)	0.00			To:		09-811 W							10.		1000
	0.90	8800	F	97%	0%	09-811 E. 2%	AST 1%	0%	0%	С	960	F	9200	F	2001
622	0.50	0000	•	To:		ampbell Cou		0 70	7	O	300	•	3200		2001
				From:		ampbell Cou									
623	1.20	1400	R	Tar					_		NA		NA		1998
				To: From:		09-81									
624)	1.78	120	R	. IOIII.		09-64	+				NA		NA		1998
<u> </u>			- •	To:		09-65	3				-		-		
				From:		09-71	1								
625)	0.50	70	R	To:		lomphall C	entry Tier-		_		NA		NA		1998
				4.50	C	ampbell Cou	inty Line								

					Beato	rd Mainte	nance A	rea							
Route	Length	AADT	QA	4Tire	Bus		Tru			QC	Design	OK	AAWDT	QW	Year
	_5119411		٠.	0	_40	2Axle	3+Axle	1Trail	2Trail		Hour	~.`		~	
Bedford County				From:		Dead E	End								
626	2.15	440	F	90%	1%	3%	3%	3%	0%	F	60	F	450	F	2001
				From	101	09-65		201] 				4=00		
626	0.97	1400	F	90%	1%	3%	3%	3%	0%	F	140	F	1500	F	2001
	2.20	1700	F	From: 90%	1%	09-88 3 %	8 3%	3%	0%	С	160	F	1700	F	2001
626	2.20	1700	•	To:	1 70	09-608 N		370	¬	0	100	'	1700		2001
626	3.28	1100	F	90%	1%	3%	3%	3%	0%	F	110	F	1100	F	2001
				To: From:		09-80	5		7—						
626	1.59	1200	F	92%	1%	4%	1%	3%	0%	F	130	F	1200	F	2001
				To: From:		09-63			<u> </u>						
626	1.96	1500	F	92%	1%	4%	1%	3%	0%	F	150	F	1500	F	2001
	3.04	4500		From: 92%	1%	09-833 SC 4%	OUTH 1%	3%	0%	С	150	F	1600	F	2001
626	3.04	1500	F	92%	170			3%	U% —	C	150	Г	1600	Г	2001
626	0.88	800	F	From: 92%	1%	SR 43 4%	1%	3%	0%	F	80	F	800	F	2001
020				To		09-62									
626	2.20	380	R	From:		0, 02					NA		NA		1998
				To: From:		09-62	7								
626	2.00	420	R						_		NA		NA		1998
				To:	C	ampbell Co			<u> </u>						
627	0.30	20	R	From:		Dead E	end				NA		NA		06/18/2001
627	0.00			To:		09-62	6						10.		00/10/2001
627	2.48	180	R	From:		09-62	0				NA		NA		1998
				To:		SR 24	4								
\bigcirc				From:		ampbell Cou	-	201		_	100		1000	_	
628	3.10	1200	F	87%	1%	5%	1%	6%	0%	С	120	F	1200	F	2001
620	1.00	900	F	From: 90%	1%	09-62 5%	6 1%	3%	0%	С	90	F	910	F	2001
628	1.00	300	•	To:	170	SR 43		070	¬			•	010		2001
628	0.40	70	R	From:		SK 4.)				NA		NA		06/20/2001
				To: From:		09-82	6		_						
(628)	1.90	30	R	Piolii.					<u>-</u>		NA		NA		06/20/2001
				To: From:		09-72 09-727 SC									
628)	1.04	30	R			07 727 80	70 111				NA		NA		06/20/2001
				To: From:		1.04 MS 09	9-727 S								
628	0.05	40	R						_		NA		NA		06/20/2001
				To:		SR 24									
629	0.60	20	R	From:	C	ampbell Co	unty Line				NA		NA		06/18/2001
029				To:		09-62	8								
				From:		09-62	6								
630	2.42	120	R								NA		NA		1998
	2.40	40		From:		2.42 ME 0	9-626				NA		NIA		06/20/2004
630	3.40	40	R						_		NA		NA		06/20/2001
630)	1.54	270	R	From:		09-73	3		_		NA		NA		1998
630	1.0-1			To:		09-63	1				. 4/ 1		, .		
630	0.20	450	R	From:		07-03	1				NA		NA		1998
				To:	C	ampbell Cou	unty Line								

Route	Length	AADT	QA	4Tire	Bus	2Axle				QC	Design Hour	QK	AAWDT	QW	Year
Bedford County				From:	Co	mpbell Cour			T						
(631)	1.30	200	R		Ca	impoen Cour	ity Line				NA		NA		1998
				To:		09-630									
	1.30	6	R	From:		Dead En	d				NA		NA		06/20/200
632	1.30	•	K	To:	Ca	ımpbell Cour	nty Line		7		INA		INA		00/20/200
				From:		Dead En									
(633)	2.45	830	R						_ _		NA		NA		07/25/200
				To: From:		09-634			+						
634)	0.22	3800	F	96%	0%	oanoke Coun 2%	0%	1%	0%	F	390	F	3900	F	2001
				To		09-720 SOU	JTH		1						
634)	2.56	4600	F	96%	0%	2%	0%	1%	0%	F	460	F	4700	F	2001
				To: From:		09-788]——						
634)	0.70	5300	F	96%	0%	2%	0%	1%	0%	F	510	F	5400	F	2001
	0.00	0.400		From:	00/	09-619		40/]		700		0500		0004
634)	0.69	6400	F	96%	0%	2%	0%	1%	0%	С	720	F	6500	F	2001
634)	0.81	7800	F	From: 96%	0%	09-635 WE	0%	1%	0%	С	850	F	7900	F	2001
634)	0.01			To:		oanoke Coun		170				·	7000	•	2001
				From:		09-633									
635)	1.50	220	R	To:		00 (24 E4	CT		7		NA		NA		07/25/2001
				From:		09-634 EA 09-634 WE									
635	0.54	900	R								NA		NA		07/25/2001
				To: From:		09-1630)]——						
635	0.96	900	R	To:		SR 24 EA	CT		7		NA		NA		07/25/2001
				From:		SR 24 EA									
635	1.65	890	R								NA		NA		07/25/2001
	0.04			From:		09-1040)				NIA		NIA.		07/05/0004
635)	0.94	110	R	_					_		NA		NA		07/25/2001
635)	2.31	110	R	From:	(0.94 MN 09-	1040				NA		NA		07/25/2001
(033)			•••	To:		09-603									017207200
(635)	1.33	70	R	From:		07-003					NA		NA		07/25/2001
				To: From:		1.33 ME 09	-603		1—						
635	3.49	250	R						_		NA		NA		07/25/2001
				To: From:		09-619 WE									
(635)	1.80	600	F	93%	2%	4%	0%	1%	0%	С	70	F	600	F	2001
				To: From:		SR 24 WE SR 24 EA									
(635)	1.50	100	R			SK 24 EA	31		_		NA		NA		07/11/2001
				To:		1.50 MS SF	R 24		1						
635)	1.37	40	R	From:					_		NA		NA		07/11/2001
				To: From:		09-757 NOI 09-757 SOU									
(635)	0.40	80	R	_					_		NA		NA		07/11/2001
				To:		Dead En									
<u></u>	0.65	00	B	From:		Dead En	d				NA		NA		07/11/2001
636)	0.00	80	R	To		00			_		INA		INA		07/11/2001
(636)	0.05	550	R	From:		09-852					NA		NA		07/11/2001
030)				To:		09-757			1						
·			_	·		_						_		_	·

Route	Length	AADT	QA	4Tire	Bus			uck 1Trail		QC	Design Hour	QK	AAWDT	QW	Year
Bedford County				From:		09-67			1						
(637)	2.50	140	R	_					<u>-</u>		NA		NA		1998
				To: From:		09-644 E 09-644 W									
637	1.00	40	R	<u>-</u>							NA		NA		06/13/200
	0.60	70	R	To: From:		1.00 MN 0	9-644]		NA		NA		1998
637)	0.00	70	K	To:		09-643 E	AST				INA		INA		1990
627	4.30	40	R	From:		09-643 W	EST				NA		NA		06/13/200°
637				To:		09-638 SC	OUTH								
637)	0.90	340	F	91%	2%	6%	1%	1%	0%	С	40	F	340	F	2001
	0.00	400		From:		09-638 NO	ORTH]——		NIA		NIA.		4000
637)	0.90	190	R	т		00.64			_		NA		NA		1998
637)	4.80	80	R	From:		09-61	3				NA		NA		1998
				To:		SR 12	2								
(20)	0.70	90	R	From:		09-64	0				NA		NA		1998
638)	0.70			To		SR 12	.2								
638)	2.40	300	F	92%	1%	6%	1%	0%	0%	С	30	F	300	F	2001
				To: From:		09-637 NO									
638)	0.60	300	F	91%	1%	6%	1%	0%	0%	F	40	F	310	F	2001
	4.00	240		From:	1%	09-61 6 %	5 1%	0%	0%	F	40	F	340	F	2001
638	4.00	340	F	91% To:	1 /0	09-64		0 70	7 0 7 0		40	ı	340		2001
				From:		09-64	3								
639	3.54	60	R						_		NA		NA		06/13/2001
639	0.31	120	R	From:		3.54 MN 0	9-643				NA		NA		1998
				To: From:		SR 122 SC									
639)	1.60	400	R			SR 122 NO	JKIH				NA		NA		1998
				To: From:		09-78	3]						
639	0.20	240	R	To:		09-64	0		_		NA		NA		1998
				From:		SR 122 SC									
(640)	2.85	400	R	_					=		NA		NA		1998
				To: From:		09-643 NO									
640	1.00	380	R								NA		NA		1998
	2.20	180	R	From:		09-85	0]		NA		NA		1998
640	2.20	100	K	To		09-76	6				INA		INA		1990
640	2.80	30	R	From:		09-70	0		_		NA		NA		05/29/2001
				To: From:		09-76	5]——						
640	1.70	120	R	_					_		NA		NA		1998
	3.04	60	R	From:		09-63	9				NA		NA		05/29/2001
640				To: From:		09-76	4		—		-		-		
640	0.20	60	R	1 10III.							NA		NA		1998
	0.00			To: From:		09-63	8				NIA		NIA		05/00/000
640	0.60	50	R	To:		SR 122 NO	ORTH		1		NA		NA		05/29/2001
									-						

					Deuio	ord Mainte		uck			Decign				
Route	Length	AADT	QA	4Tire	Bus			uck 1Trail		QC	Design Hour	QK	AAWDT	QW	Year
Bedford County				_					T						
(641)	0.90	50	R	From:		Dead E	and				NA		NA		05/23/200
(041)				To:		SR 4:	3								
				From:		Dead E	ind								
642	2.00	80	R	To:		SR 4	3		7		NA		NA		05/23/200
				From:		SR 43 SO			1						
643)	0.20	10	R						_		NA		NA		1998
				To: From:		SR 43 NO]						
643 643	0.70	610	F	96%	2%	1%	0%	0%	0%	С	70	F	610	F	2001
643)	3.97	320	F	From: 96%	2%	09-640 E 1%	AST 0%	0%	0%	F	40	F	330	F	2001
(643)	0.07	320	•	To:	270	SR 122 SC		070			40	•	000	•	2001
	E 47	200	-	From:	20/	SR 122 NO		00/	00/	_	20	_	270		2001
643)	5.47	260	F	96%	2%	1%	0%	0%	0%	F	30	F	270	F	2001
643)	3.75	670	F	From: 96%	2%	09-64 1%	4 0%	0%	0%	F	70	F	670	F	2001
043				To		US 22			7						
643)	1.23	240	R	From:		0.5.22					NA		NA		1998
				To: From:		09-76	2								
643 643	4.22	50	R								NA		NA		06/18/200
	1.70	550		To: From:		09-704 W	/EST				NIA		NIA		1000
(643)	1.70	550	R	To:		09-81	1		1		NA		NA		1998
				From:		SR 4:									
644)	2.58	620	F	95%	1%	2%	0%	1%	0%	F	80	F	620	F	2001
				To: From:		SR 12	.2								
644)	0.42	1900	F	95%	1%	2%	0%	1%	0%	С	190	F	2000	F	2001
				From:	401	09-67		201]						
644)	2.71	180	F	95%	1%	2%	1%	2%	0%	F	20	F	180	F	2001
<u> </u>	0.79	120	F	From: 95%	1%	09-67 2 %	5 1%	2%	0%	F	20	F	120	F	2001
644	0.70	120	•	To:	170	09-67		270	7		20	•	120	•	2001
644)	0.69	46	F	96%	2%	2%	0%	2%	0%	F	6	F	47	F	2001
				To: From:		09-637 W	/EST		—						
644)	1.14	20	F	93%	0%	0%	0%	0%	0%	F	5	F	20	F	2001
				To: From:		09-637 E									
644)	1.32	100	F	95%	1%	2%	0%	1%	0%	F	20	F	100	F	2001
	2.75	460	F	From:	1%	09-67 2 %	0 1%	1%	0%	F	20	F	170	F	2001
(644)	2.13	160	Г	95%	1 /0			1 /0	7	ı	20		170	·	2001
644)	1.48	710	F	From: 95%	1%	09-63 2%	8 0%	1%	0%	F	80	F	720	F	2001
•••				To		09-66									
(644)	2.41	340	F	95%	1%	2%	1%	1%	0%	F	40	F	350	F	2001
644) 644) 644)				To: From:		09-65	7								
(644)	0.97	360	F	95%	1%	2%	1%	1%	0%	F	48	F	360	F	2001
				To: From:		09-62]						
644) 644)	0.95	380	F	95%	1%	2%	1%	2%	0%	F	50	F	390	F	2001
	4.00	500		From:	40/	09-62		40/					F40		0004
(644)	1.66	500	F	95% To:	1%	2% WCL LYNC	0%	1%	0%	F	60	F	510	F	2001
						LLLLINC	טאטעיי								

Route	Length	AADT	QA	4Tire	Rue	Trι 3+Axle			QC	Design Hour	QK	AAWDT	QW	Year
Bedford County				From:						11001				
645)	1.30	80	R	rioni.	Dead I	±na		_		NA		NA		1998
				To: From:	09-65	51]——						
645)	1.60	60	R					_		NA		NA		1998
	3.10	430	F	From: 97%	1% 1%	0%	0%	0%	С	49	F	430	F	2001
645)	0.10		•	To:	WCL LYNC		070				•		·	
				From:	US 221 V	WEST								
646)	1.10	480	R	_				_		NA		NA		1998
646	1.00	300	R	From:	US 221	MID				NA		NA		1998
646)				To:	US 221 I	EAST								
\bigcirc	0.45	400	_	From:	US 5	01				NIA		NIA		4000
647)	0.15	480	R	. —				_		NA		NA		1998
647	0.30	400	R	From:	09-85	56				NA		NA		1998
647)				To	09-71	19		1						
647	0.35	120	R	From:				<u>-</u>		NA		NA		1998
				To: From:	09-76			<u> </u>						
648)	0.40	60	R	rioni.	SR 12	22		_		NA		NA		1998
				To:	Dead I	End								
\bigcirc	0.25	70	_	From:	09-71	11				NIA		NIA		06/19/2004
649	0.35	70	R	To	00.00	50		_		NA		NA		06/18/2001
(649)	0.05	350	R	From:	09-85	58				NA		NA		1998
				To:	US 4	60								
	0.18	40	_	From:	09-75 SC	OUTH				NA		NΙΔ		07/23/200
650	0.10	40	R	To:	09-755 N	ORTH				INA		NA		011231200
				From:	09-65	57								
651)	1.00	50	R	To:	110 501 G	OUTU		_		NA		NA		05/31/200
				From:	US 501 S US 501 N									
651)	1.46	160	R	To:	00.6	15		_		NA		NA		1998
				From:	09-64									
652	0.80	5	R		09-0.) /		_		NA		NA		05/31/200
				To: From:	09-75	52]						
652	0.86	50	R							NA		NA		05/31/2001
	1.17	160	R	To: From:	0.86 MN	09-752				NΙΔ		NΙΔ		1000
652)	1.17	160	ĸ	To:	US 5	01				NA		NA		1998
				From:	Dead I									
653)	1.28	300	R					_		NA		NA		07/16/2001
				To: From:	09-655 V 09-655 F									
653)	1.48	1600	F	94%	0% 3%	1%	3%	0%	С	170	F	1700	F	2001
				To: From:	09-757 F 09-757 V									
653)	0.03	300	R					_		NA		NA		07/11/2001
				To: From:	09-87	77]						A= (4 · · · · · · · · ·
(653) (653)	1.08	190	R					_		NA		NA		07/11/2001
(F2)	2.40	400	R	From:	09-75	56				NA		NA		07/11/2001
0003)	2.70	700	IX.	To:	SR 2	94				11/7		14/1		311111200

					Bedfo	ord Mainter					D				
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		 2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Bedford County								TTTGII			rioui				
(653)	0.10	520	R	From:		SR 24					NA		NA		07/18/200°
(655)				To:		09-616	5]						
\bigcirc	4.00		_	From:		Dead Er	nd								00/05/000
654)	1.60	820	R	_					_		NA		NA		06/25/2001
(65A)	2.02	2300	F	From:	0%	09-655 W	EST 0%	2%	0%	С	220	F	2400	F	2001
654)			-	To:		09-608			¬			•		•	
654)	3.10	300	R	From:					- -		NA		NA		07/02/200
				To: From:		09-805 SO 09-805 NO									
654)	0.70	790	R			07 003 110	KIII		_		NA		NA		1998
				To:		SR 122	2								
	0.80	80	R	From:		Dead Er	nd				NA		NA		07/11/2001
655	0.00	80	K	To:		00 652 W	POT		7		INA		INA		07/11/200
(655)	0.17	380	R	From:		09-653 W	EST				NA		NA		07/11/2001
				To: From:		09-653 EA	AST		—						
(655)	1.13	1300	F	93%	0%	4%	1%	2%	0%	F	120	F	1300	F	2001
				To: From:		09-616 SO 09-616 NO									
655)	3.81	3100	F	93%	0%	4%	1%	2%	0%	С	280	F	3100	F	2001
				To: From:		SR 122 NO SR 122 SO			1						
655)	2.23	1400	F	92%	0%	5%	1%	2%	0%	С	130	F	1400	F	2001
				To: From:		09-654 WI									
655)	2.22	700	R			09-034 EF	451				NA		NA		06/25/2001
				To: From:		09-151	8								
655)	0.73	320	R	110111					_		NA		NA		06/25/2001
				To: From:		09-150	1								
655)	0.05	200	R						_		NA		NA		06/25/2001
	0.10	48	R	From:		09-1502	2		_		NA		NA		06/25/2001
655)	0.10			To:		Dead Er	nd		1		1471		1471		00/20/200
				From:		Dead Er	nd								
656	0.07	10	R								NA		NA		07/02/2001
	0.04	20		From:		0.07 ME Dea	ad End		}		NA		NIA		07/02/2001
(656)	0.04	20	R						_		NA		NA		07/02/2001
656	0.03	40	R	From:		09-130:	5				NA		NA		07/02/2001
030				To		09-130	6								
656	0.23	180	R	From:		07 130	0				NA		NA		07/02/2001
				To: From:		09-1304 E	AST								
656	0.77	420	R			00.626	-		_		NA		NA		07/02/2001
									<u> </u>						
(657)	4.00	45	R			09-044	·		_		NA		NA		05/31/2001
				To		09-652	2								
(657)	2.50	30	R						_		NA		NA		05/31/2001
				To: From:		09-651]——						
(657)	0.70	80	R	To:		110 501	1		7		NA		NA		1998
				From:					1						
(658)	1.30	120	R	<u> </u>		Deau El	M		_		NA		NA		1998
				To:		09-624	1								
657 657 657 658	2.50	30 80	R R	To:		09-651 US 501 Dead Er	1 1				NA NA		NA NA		05/3

Route	Length	AADT	QA	4Tire	Bus	2Axle		uck 1Trail	2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Bedford County				From:		09-62									
658	1.02	1200	R	<u> </u>		07-02	1		_		NA		NA		1998
	0.05	4500		To: From:		09-101	16				NIA		NIA		4000
658)	0.25	1500	R	To:	1	WCL LYNC	HBURG		7		NA		NA		1998
				From:		09-66									
(659)	1.46	1100	F	95%	1%	3%	0%	1%	0%	С	130	F	1100	F	2001
				To:	1	WCL LYNC	HBURG								
				From:		09-62			J	_					
660	1.25	3100	F	96%	1%	2%	1%	1%	0%	С	410	F	3200	F	2001
_	4.05			From:	40/	09-122		40/	<u> </u>				0400		2004
660	1.05	2000	F	96%	1%	2%	1%	1%	0%	F	280	F	2100	F	2001
	0.50	400		From:		09-65	9				NIA		NIA		4000
660	0.50	420	R								NA		NA		1998
$\overline{}$	1.70			From:		09-122	25				NIA		NIA		00/00/000
660	1.70	50	R	To:		09-64	1		7		NA		NA		06/06/2001
				From:		09-81			1						
(661)	0.32	4200	F	98%	0%	2%	0%	0%	0%	F	600	F	4400	F	2001
001)				To:		09-1576 S0	OUTH								
	0.00	4500	_	From:	00/	09-157		00/		_	040	_	4700	_	0004
(661)	0.96	4500	F	98%	0%	2%	0%	0%	0%	F	610	F	4700	F	2001
$\overline{}$	0.05			From:	00/	09-62		00/			040		0400		0004
661)	0.85	6200	F	98%	0%	2% 09-141	0%	0%	0%	С	810	F	6400	F	2001
				From:											
(662)	0.28	60	R			Dead E	na				NA		NA		06/11/2001
002				To:		0.20 MNI D	and End								
662)	0.31	60	R	From:		0.28 MN De	au Enu				NA		NA		06/11/200
662	0.0.		••	To:		09-663 NO	ORTH								
\bigcirc				From:		09-663 SC	UTH								4000
662	0.41	480	R								NA		NA		1998
				To: From:		0.41 MN 0	9-663								
662	2.29	80	R	To:		00.62	1		_		NA		NA		1998
				From:		09-62									
(663)	0.90	9300	F	95%	2%	US 22 2%	0%	1%	0%	С	1300	F	9700	F	2001
(663)	0.00	0000	•	To:				170	7	Ü	1000	·	0.00	•	2001
(662)	1.40	4200	F	From: 95%	2%	09-662 NO 2%	0%	1%	0%	F	450	F	4200	F	2001
663			-	To:		09-143		.,,	¬ ~	•		·	00	•	
663	2.10	1200	F	From: 95%	2%	2%	0%	1%	0%	F	150	F	1300	F	2001
663			-	To:		09-64				-		•		-	
				From:		09-64	6								
664)	0.95	40	R								NA		NA		06/13/2001
				To:		Dead E	ind								
\bigcirc				From:		09-66	8								
665	3.30	60	R								NA		NA		06/13/2001
				To: From:		09-64	4								05/04/55
665)	3.00	60	R	To:		D 15			_		NA		NA		05/31/2001
				To:		Dead E									
600	1.90	70	R	From:		09-64	6		_		NA		NA		06/11/2001
666	1.90	70	ĸ						_		INA		INA		00/11/2001
<u></u>	0.05	100	R	From:		0.39 ME 09	9-1044				NA		NA		1998
666	0.05	180	ĸ	To:	0	.44 M FRM	09-1044		7		INA		INA		1990
					U	, r= 1V1 1 TX1VI	UJ-1U44								

					Bedfo	rd Mainte									
Route	Length	AADT	QA	4Tire	Bus		Tru		OT!!	QC	Design	QK	AAWDT	QW	Year
Bedford County	ŭ					2Axle	3+Axle	1 I rail	21 rail		Hour				
_			_	From:	0	.44 M FRM	09-1044								
(666)	1.25	180	R	_					_		NA		NA		1998
(666)	0.30	680	R	From		1.69 ME 0	9-1044				NA		NA		1998
(000)				To:		US 22	21								
				From:		Dead I	End								
667	0.40	10	R								NA		NA		06/27/2001
	0.10	40		From:		0.40 ME D	ead End				NA		NIA		00/07/000
667	0.10	10	R	To:		SR 4	3				INA		NA		06/27/200
				From:		09-70			1						
668	1.39	280	R			0, 70	,,				NA		NA		1998
				To: From:		1.39 MN (09-709								
668	3.13	280	R						_ _		NA		NA		1998
				To: From:		US 460 I US 460 V	EAST VEST								
668	4.10	500	F	96%	1%	3%	0%	1%	0%	F	70	F	510	F	2001
				To:		09-70									
668	1.23	580	F	96%	1%	3%	0%	1%	0%	F	80	F	580	F	2001
				To: From:		09-762 NO	ORTH		T						
668	0.60	1200	F	96%	1%	3%	0%	1%	0%	С	140	F	1200	F	2001
				To: From:		US 22	21]						
668	1.70	900	R								NA		NA		1998
				To: From:		09-64	13]						
668	1.50	60	R								NA		NA		06/13/2001
				From:		09-66	55								1000
668	1.30	380	R	To:		09-64	16		╗		NA		NA		1998
				From:		09-64									
669	1.95	60	R			07-0-			_		NA		NA		05/31/2001
				To:		Dead I	End								
				From:		US 22	21								
670	0.50	450	R								NA		NA		1998
	0.50	400		From:		09-63	37				NIA		NIA		4000
670	3.50	130	R	To:		09-64	14		╗		NA		NA		1998
				From:		09-64			1						
671	2.36	1500	F	93%	1%	2%	2%	1%	0%	С	140	F	1500	F	2001
				To		US 22	21		7						
671)	2.17	1000	F	93%	1%	2%	2%	1%	0%	F	100	F	1000	F	2001
				To:		09-71	15								
\bigcirc	2.42			From:		Dead I	End								1000
672	0.12	40	R						_		NA		NA		1998
	0.25	20	R	From:		US 50	01				NA		NΙΔ		05/24/2004
672	0.25	20							_		INA		NA		05/31/2001
(672)	1.61	20	R	From:		0.25 MS U	JS 501				NA		NA		05/31/2001
672	1.01	20	11	To:		09-75	52		7		IN/A		INA		JJ/J 1/200 I
				From:		09-67									
673)	1.53	50	R						_		NA		NA		06/13/2001
				To:		09-64	14								
\bigcirc			_	From:		09-64	14								00//0/55
674	2.10	60	R	To:		00.64	12		7		NA		NA		06/13/2001
						09-64	ы								

Route	Length	AADT	QA	4Tire	Bus 2Axle	True	ск 1Trail	2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Bedford County				From:	Dead E	end .		1						
675)	0.40	60	R		Dead L	iiu		_		NA		NA		05/23/200
	1.20	200		To: From:	09-64	3]		NΙΔ		NIA		1000
675	1.20	290	R	To:	CD 12	12		7		NA		NA		1998
675	2.80	350	R	From:	SR 12	<u>Z</u>				NA		NA		1998
				To:	09-64									
676	0.90	30	R	From:	09-67	5				NA		NA		05/29/200
676				To:	Dead E	nd								
\bigcirc	4.00		_	From:	Dead E	nd				NIA		NIA		05/05/000
677	1.00	80	R	To:	SR 43	3		7		NA		NA		05/25/200
				From:	Dead E									
678	2.65	290	R	To:	GP 46			_		NA		NA		1998
				To: From:	SR 43									
679	0.40	120	R		Dead E	.na				NA		NA		07/16/200
				To:	WCL BED	FORD								
	2.04	40	_	From:	09-74	6				NIA		NIA		07/16/200
680	2.04	40	R	Tar	00.74			_		NA		NA		07/10/200
680	2.50	940	R	From:	09-74	4				NA		NA		07/16/200
				To: From:	US 460; U	S 221		7						
680	3.00	360	R					<u></u>		NA		NA		1998
	4.55			To: From:	09-68	1								1000
680 680	1.55	230	R	т	22.52			_		NA		NA		1998
680	0.10	750	F	94%	09-68 1% 3%	1%	1%	0%	С	90	F	760	F	2001
				To: From:	09-68									
680	2.29	260	R	Piolii.				_		NA		NA		1998
	0.50			From:	09-61	4]					-	07/00/000
680	0.50	30	R	_				_		NA		NA		05/23/2001
(680)	3.50	20	R	From:	0.50 MW ()9-614				NA		NA		05/21/2001
000				To:	09-695 SC									
680	0.70	80	R	From:	09-695 NO)RTH				NA		NA		05/21/200
000				To:	09-693 NO									
690)	0.65	40	R	From:	09-693 SC	UTH				NA		NA		05/21/2001
680	0.00			To:	Dead E	nd				107		10.0		00/21/200
				From:	09-68	4								
681)	1.50	740	R	To:	LIC 47			7		NA		NA		07/18/2001
				From:	US 46 09-83									
681)	2.30	20	R					_		NA		NA		05/23/2001
				To:	09-68									
692)	3.55	740	F	95%	09-68 1% 3%	0%	1%	」 0%	С	70	F	740	F	2001
682	0.00	7-10	•	70:	SR 43 NC		1 /0	7	J	, 0	,	7-10	'	2001
\bigcirc	0.0-	40-	-	From:	SR 43 SO									1000
682	0.25	100	R	_				_		NA		NA		1998
	0.64	60	R	From:	0.25 ME S	SR 43				NA		NA		05/23/2001
682	0.04	90	ĸ	To:	0.89 ME S	SR 43		7		INA		INA		001201200
					I.I.I.									

					Bedford Maintena								
Route	Length	AADT	QA	4Tire	Rue	Truck +Axle 1Trail		QC	Design Hour	QK	AAWDT	QW	Year
Bedford County				From:	0.89 ME SR	13							
(682)	0.81	100	R		0.07 WIE SK	43			NA		NA		1998
				To:	09-640								
	2.88	70		From:	09-682 WES	ST			NA		NA		1998
683	2.00	70	R	To:	09-682 EAS	T	1		INA		INA		1990
				From:	09-746		İ						
684)	2.09	160	R						NA		NA		07/23/2001
				To: From:	2.10 MN 09-	746							
684)	0.67	160	R						NA		NA		07/23/2001
				From:	09-753								0=11010001
684)	1.70	50	R				_		NA		NA		07/18/2001
	0.20	70	R	From:	09-691 WES	ST			NA		NA		07/18/2001
684	0.20	70	ĸ				_		INA		INA		07/10/2001
	2.89	190	R	From:	09-691 EAS	T			NA		NA		07/18/2001
684)				To	2.89 MS 09-6	:01							017.10.2001
684	0.04	190	R	From:	2.89 MS 09-0	191			NA		NA		07/18/2001
				To:	09-681								
(684)	1.20	48	R	From:	0, 001				NA		NA		07/18/2001
				To: From:	09-755		_						
684)	0.14	200	R	r tom.					NA		NA		07/18/2001
				To: From:	US 460; US 2	221]						
684)	0.23	220	R						NA		NA		07/18/2001
				To: From:	09-831]			_			
684)	3.00	510	F	94% To:	2% 4% 09-680	1% 1%	→ 0%	С	60	F	520	F	2001
				From:	09-688		1						
(685)	1.10	30	R	<u> </u>	07-000				NA		NA		05/23/2001
				To:	09-684								
\bigcirc	4.70			From:	09-692								4000
686	1.79	50	R				_		NA		NA		1998
	1.99	460	R	From:	1.79 ME 09-6	592			NA		NA		1998
686	1.99	160	ĸ	To:	09-688		1		INA		INA		1990
				From:	09-680		l						
(687)	1.10	60	R						NA		NA		1998
				To: From:	1.10 MN 09-0	580]						
(687)	1.18	20	R	_			_		NA		NA		05/23/2001
				To:	09-614								
(600)	1.60	300	R	From:	09-689				NA		NA		1998
688	1.00			To:	09-692								1000
688)	1.00	480	R	From:	09-092		_		NA		NA		1998
				To:	09-684								
				From:	US 460 WES	ST							
689	2.30	160	R	To:	US 460 MI	D.	_		NA		NA		1998
				From:	US 460 MI								
(689)	2.10	610	R				_		NA		NA		07/18/2001
				To:	Dead End		<u> </u>						
600	1.90	320	R	From:	09-755				NA		NA		07/18/2001
690	1.50	320	ĸ	To:	US 460; US	221	1		14/4		INA		0111012001
					,,		-						

						rd Mainten	Tru				Design				
Route	Length	AADT	QA	4Tire	Bus	2Axle			2Trail	QC	Hour	QK	AAWDT	QW	Year
Bedford County				From:		US 460; US	S 221		1						
(690)	0.03	480	R						-		NA		NA		1998
				To: From:		09-689									
(691)	2.70	600	R	rioin.		US 460; US	8 221				NA		NA		07/18/2001
001)				To: From:		09-726 NO									
691)	1.20	230	R	From:		09-726 SOI	UTH				NA		NA		07/18/2001
001)				To:		09-619 WI	EST		7						
691)	0.51	130	R	From:					_		NA		NA		07/18/2001
				To: From:		09-619 EA	AST]——						
691)	0.70	250	R	To:		09-755 SOI	TTH		7		NA		NA		07/23/2001
				From:		09-755 NO			_						
691)	3.90	40	R	т			- am		_		NA		NA		07/18/2001
				To: From:		09-684 WI			+						
(691)	1.60	180	R						_		NA		NA		07/18/2001
				To: From:		09-746 SOI 09-746 NO									
(691)	2.25	40	R	<u>. </u>		07 710 1101					NA		NA		07/16/2001
				To:		09-747									
	2.10	E 0	R	From:		09-688					NA		NA		05/23/2001
692	2.10	50	ĸ	Tax					_		INA		INA		03/23/2001
692)	0.40	40	R	From:		09-686					NA		NA		05/23/2001
				To		09-717			7						
692	0.50	20	R	From:		7, 7, 7,			<u>-</u>		NA		NA		05/23/2001
				To:		Dead En									
600	1.30	80	R	From:		09-695					NA		NA		1998
693	1.00			To:		09-617					1471		107.		1000
693)	0.50	40	R	From:		09-017					NA		NA		05/21/2001
				To: From:		09-694									
(693)	1.00	50	R	rioin.							NA		NA		05/21/2001
<u> </u>				To: From:		09-680 SOI	UTH								
693	0.30	40	R						_		NA		NA		05/21/2001
	1.20	60	R	From:		09-680 NO	RTH				NA		NA		05/21/2001
(693)	1.20	60	K	To:		Dead En	nd		7		INA		INA		03/21/2001
				From:		09-695									
694)	0.20	170	R								NA		NA		1998
				To: From:		09-693			}						
694)	1.80	40	R	To:		Dead En	nd		7		NA		NA		05/21/2001
				From:		US 460; US			1						
695)	0.54	1700	F	96%	0%	2%	0%	1%	0%	С	180	F	1700	F	2001
				To: From:		09-617	,								
695)	0.41	940	F	96%	0%	2%	0%	1%	0%	F	110	F	960	F	2001
		=60		From:	001	09-812		401]		00		000		0001
695)	2.65	790	F	96%	0%	2%	1%	1%	0%	F	90	F	800	F	2001
	2.46	540	F	From: 95%	0%	09-693 4 %	0%	1%	0%	С	60	F	540	F	2001
695)	<u> </u>	J40		_	U /0			1 /0	J/0 						
695)	3.95	160	F	From: 95%	0%	09-680 SOI	1%	1%	0%	F	20	F	170	F	2001
		-		To:		otetourt Cour			7						

					Deuloi	d Mainten									
Route	Length	AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle		 2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Bedford County				From:											
696)	0.60	70	R	rioii.		09-617	'		_		NA		NA		05/21/200
				To:		09-695									
\bigcirc	4.00	400	_	From:		US 460; US	S 221				NIA		NIA		4000
697	1.60	490	R	_					_		NA		NA		1998
(607)	0.30	20	R	From:		Dead En	nd				NA		NA		05/21/200
697)	0.50	20		To:		09-617	,				IVA		14/-3		03/21/200
				From:		Dead En	nd								
698)	0.18	80	R								NA		NA		1998
	2.22			From:	US	460; US 22	1 WEST]						4000
698)	0.02	70	R						_		NA		NA		1998
	2.27	160	R	From:		09-802	!		_		NA		NA		1998
698)	2.21	100	K	To		00 042 007	T LODA A		-		INA		INA		1990
698)	0.27	270	R	From:		09-843 SOI	UIH				NA		NA		07/23/200
030)	-					221 EAST V			1						
	0.15	6	R	From: [JS 460; US	S 221 MID V	/ILLAMO	NT RD			NA		NA		05/21/200
698	0.13	•	K	To:	- D	1F 1 C	т :		7		INA		INA		03/21/200
698)	0.27	30	R	From:	Dea	d End; Gap	Terminus				NA		NA		05/21/200
030)	-			To:		09-606									
698)	0.83	130	R	From:		0, 000			_		NA		NA		1998
				To:		09-697	1								
\bigcirc	4.45	200	_	From:	Вс	otetourt Cour	nty Line				NIA		NIA		07/02/000
699	4.45	600	R	To:		09-619)		7		NA		NA		07/23/200
				From:		Dead En									
700	0.90	90	R						_		NA		NA		07/23/200
				To:		09-619)								
	1.05	380	R	From:		09-759)				NA		NA		07/25/200
701)	1.05	300	K	To:		Dead En	nd		1		INA		INA		011231200
				From:		09-668									
702	1.00	450	R						_		NA		NA		1998
				To:		Dead En									
700	0.80	100	R	From:		Dead En	nd		_		NA		NA		1998
703	0.00	100	IX.	To:		09-668					IVA		14/-3		1330
				From:		09-705									
704)	1.80	150	R						_		NA		NA		1998
				To: From:		09-643 WI 09-643 EA									
704)	1.10	300	R						_		NA		NA		1998
				To:		09-811									
	2.20	420	В	From:		09-668					NΙΔ		NΙΔ		1000
705)	2.30	120	R	To:		09-643			7		NA		NA		1998
				From:		US 460									
706	0.11	80	R						_		NA		NA		1998
				To: From:		0.11 MN US	S 460]						
706)	2.41	60	R						_		NA		NA		06/18/200
				To: From:		09-668									
707)	1.02	1100	F	94%	1%	SR 43 2%		2%	0 %	С	110	F	1100	F	2001
(101)	1.02		•	To:	1 /0	SR 24 WE		_,,	7	-		•		•	_001

Pouto	المصطلة	AADT	^^	AT:				uck		QC	Design	OV	A A \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	0147	
Route	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Hour	ųК	AAWDT	ŲW	Year
Bedford County				From:		SR 24 E	AST								
(707)	2.14	110	R						_		NA		NA		1998
				To: From:		09-714 SC 09-714 NC									
(707)	2.20	45	R						_		NA		NA		06/20/2001
				To:		09-71	5								
	1.00	400	_	From:		Dead E	nd				NA		NIA		1000
708)	1.80	400	R	To:		US 46	.0		7		NA		NA		1998
				From:		SR 24									
709	3.70	1600	F	95%	0%	2%	1%	2%	0%	С	160	F	1600	F	2001
				To:		09-81	1								
\bigcirc				From:		Dead E	nd								
710	0.81	180	R	To:		00.75	<i>-</i>		_		NA		NA		07/11/200
				From:		09-75									
(711)	2.00	400	R	rion.		SR 24	ł				NA		NA		1998
711		100	•••	To:		00.01	1		_						.000
(711)	2.30	1000	R	From:		09-81	1				NA		NA		06/18/2001
711)				To:		09-64	0								
711)	0.20	1200	R	From:		09-04	7				NA		NA		1998
				To:		US 46	0								
				From:		09-80	8								
712	1.00	60	R						_		NA		NA		06/20/2001
				To:		Dead E									
	2.57	170	R	From:		SR 24	1				NA		NA		1998
713	2.51	170	K	To:		09-62	6		7		INA		INA		1990
				From:		SCL BEDI									
714)	2.07	2000	F	93%	1%	4%	1%	1%	0%	С	200	F	2100	F	2001
				To: From:		09-72	3		7——						
714)	1.17	1100	F	93%	1%	4%	1%	1%	0%	F	110	F	1100	F	2001
				To: From:		09-78	4		1 ——						
714)	1.51	780	F	93%	1%	4%	1%	1%	0%	F	80	F	790	F	2001
				To: From:		09-715 W	EST]						
(714)	4.26	290	F	93%	1%	4%	1%	1%	0%	F	40	F	300	F	2001
				To: From:		09-808 E]——						
714)	2.81	230	F	93%	1%	4%	1%	1%	0%	F	30	F	230	F	2001
				To:		SR 24									
	3.40	250	R	From:		SR 43	3				NA		NA		1998
715)	3.40	250	K	To:		09-714 W	EST		7		INA		INA		1990
				From:		09-714 E									
715	1.55	80	R								NA		NA		06/27/2001
				To: From:		09-71	6]——						
715)	2.40	360	R								NA		NA		1998
	0.70			To: From:		US 46	0]		.				00/10/225
715)	0.50	30	R						_		NA		NA		06/13/2001
	4.40	4000		From:	40/	09-80		40/	00/		100		1000		2004
715	1.10	1200	F	93%	1%	2%	3%	1%	0%	С	120	F	1200	F	2001
	2.12	400	R	From:		09-67	1				NIA		NIA		1000
715)	2.12	400	ĸ	To:		US 22	1				NA		NA		1998
						US 22									

Route	Length	AADT	QA	4Tire	Bus	2Axle 3	Tru 3+Axle	ck 1Trail	2Trail	- QC	Design Hour	QK	AAWDT	QW	Year
Bedford County				From:					1						
(716)	1.50	120	R			09-715			_		NA		NA		1998
				To:		Dead End	d								
\bigcirc				From:		09-689									
(717)	1.29	120	R								NA		NA		1998
	4.21	40	R	From:	1	.29 MN 09-	-689		_		NIA		NA		05/22/2004
717	4.21	40	ĸ	To:		09-692			1		NA		NA		05/23/2001
				From:	E	ECL BEDFO	ORD								
(718)	0.50	750	F	97%	1%	1%	0%	1%	0%	С	90	F	760	F	2001
				To: From:		09-890			_						
718)	2.20	300	R						_		NA		NA		1998
				To:		09-671									
	0.15	40	_	From:		09-647					NA		NIA		1000
719	0.15	48	R	To:		Dead End	d		7		INA		NA		1998
				From:	0	09-634 SOU									
720	0.60	50	R			,, 03.500	, 111				NA		NA		07/25/2001
				To:	0	9-634 NOR	RTH								
\bigcirc				From:		SR 122									
721	0.80	350	R	To:		00.722			_		NA		NA		1998
				From:		09-722 09-731			1						
722	1.20	280	R			09-731			_		NA		NA		1998
122				To:		SR 24									
722	0.90	250	R	From:		SK 24			_		NA		NA		1998
				To: From:		09-725			7—						
722	0.60	30	R	Piolii.					_		NA		NA		06/27/2001
				To: From:		09-819]—						
722	1.80	130	R								NA		NA		1998
				To: From:		09-747]—						
722	1.70	40	R								NA		NA		06/27/2001
				To: From:		09-723]						
722	1.97	180	R	To:		SR 43			_		NA		NA		1998
				From:											
(723)	1.70	220	R	<u> </u>		09-860			_		NA		NA		1998
				To:		09-722			7						
723	1.60	30	R	From:		37 144					NA		NA		06/27/2001
				To: From:		SR 43 SOU									
(722)	1.19	540	R	FIOIII.		SR 43 NOR	TH				NA		NA		1998
723	0	0.0	•••	To:		09-714			1						1000
				From:	(09-722; 09-	723								
(724)	2.01	30	R						-		NA		NA		06/27/2001
				To: From:	2	2.01 ME 09-	-722]——						
724)	0.09	40	R	To:		GD 46			_		NA		NA		06/27/2001
				From:		SR 43									
(725)	1.50	50	R	1 10III.		09-722					NA		NA		06/27/2001
(123)				To:	1	.50 ME 09-	722								
725)	1.50	60	R	From:	1	IVIE U9-	122				NA		NA		1998
		•		To:	•	SR 43 SOU	TH		1						

					Bedford Mair	itenance <i>P</i> Tr				Docies				
Route	Length	AADT	QA	4Tire	Rue	 e 3+Axle			QC	Design Hour	QK	AAWDT	QW	Year
Bedford County							TTTGII	ZITAII		rioui				
	0.50	400	_	From:	SR 43	NORTH				NIA		NIA		4000
(725)	2.50	100	R	To:	00	-714		7		NA		NA		1998
				From:		-619								
726)	3.90	460	F	95%	0% 2%		2%	0%	С	49	F	470	F	2001
(720)				To:		; US 221								
				From:	09	-626								
(727)	4.16	450	R							NA		NA		1998
				To:	SI	R 24								
	4.50	_	_	From:	Dea	d End				NIA		N.1.A		00/40/000
728	1.50	3	R	To:	CI	R 43				NA		NA		06/18/200
				From:										
729	0.20	20	R		09	-617				NA		NA		05/21/200
(729)	5.25			To:	Dea	d End								00:2::200
				From:	09	-732								
730	0.60	20	R							NA		NA		06/20/200
				To:	Dea	d End								
				From:	SR	122								
731)	1.29	30	R							NA		NA		06/27/2001
				From:	1.30 M	E SR 122								
731)	1.01	80	R							NA		NA		1998
				To: From:	09	-735								
(731)	1.40	60	R							NA		NA		06/27/2001
				To: From:	09	-722								
731	1.10	60	R					_		NA		NA		1998
				To: From:		SOUTH NORTH								
731)	2.10	30	R		0, 132	HORTH				NA		NA		06/20/200
				To:		SOUTH								
	1.90	45	В	From:	09-727	NORTH				NA		NA		06/20/200
731)	1.90	45	R	To:	09-626	SOUTH				INA		INA		00/20/200
				From:		NORTH								
(731)	0.36	20	R							NA		NA		06/20/2001
				To: From:	0.36 ME 09	-626 NORTH	I							
(731)	0.05	20	R							NA		NA		06/20/2001
				From:	0.41 ME 09	-626 NORTH	I							
(731)	0.89	20	R					_		NA		NA		06/20/2001
				To:		R 43								
	4 40	20	_	From:	09	-734				NIA		NIA		07/00/000
732	1.10	30	R					_		NA		NA		07/02/2001
	1 10	00		From:	09	-739				NIA		NIA		1000
732	1.10	80	R	To:	00_626	SOUTH		_		NA		NA		1998
				From:		NORTH								
732	2.20	90	R							NA		NA		1998
				To: From:	09	-737]——						
732	0.18	60	R							NA		NA		06/27/2001
				To: From:	09	-735]						
732	0.80	50	R					_		NA		NA		06/27/2001
				To: From:	09	-771]—						
732	3.90	120	R					_		NA		NA		1998
				To:	SI	R 24								

Route	Length	AADT	QA	4Tire	Bus	2Axle		ıck 1Trail		QC	Design Hour	QK	AAWDT	QW	Year
Bedford County	0.00			From:		Dead E	nd				NIA		NIA		00/00/0004
733	0.80	6	R	To:		00.02			_		NA		NA		06/20/2001
(733)	1.50	120	R	From:		09-834					NA		NA		1998
				To:		09-630)								
\bigcirc			_	From:		Dead E	nd								
734)	2.50	790	R	To:		09-608 SO	UTH		7		NA		NA		07/02/2001
				From:		09-608 NO									
734)	5.40	320	R	To:		09-626 NO	рти		7		NA		NA		1998
				From:		09-732									
735	0.50	50	R								NA		NA		06/27/2001
				To: From:		09-817	7								
735	1.14	80	R								NA		NA		06/27/2001
	0.40		_	From:		1.14 MN 0	9-817				NIA		NIA		4000
735)	2.16	200	R	. —					_		NA		NA		1998
(725)	1.30	410	R	From:		09-731	[NA		NA		1998
735)				To:		SR 24			٦						
735	0.70	900	F	91%	1%	2%	1%	5%	0%	С	90	F	910	F	2001
				To:		SR 12	2								
	0.07	40	_	From:		Dead E	nd				NIA		NIA		07/40/2004
736	0.67	40	R						_		NA		NA		07/16/2001
(726)	0.93	160	R	From:		0.67 MS De	ad End				NA		NA		1998
736				To:		SR 122)								
736	1.20	180	R	From:		SIC 12.			_		NA		NA		1998
				To:		Dead E	nd								
	1.50	60		From:		09-608	3				NA		NIA		07/02/2004
737)	1.50	60	R	т		4.503.00			_		INA		NA		07/02/2001
(737)	1.59	60	R	From:		1.50 ME 09	9-608				NA		NA		07/02/2001
(131)				To: From:		09-805	<u> </u>								
737)	2.09	30	R	From:		07 000	,				NA		NA		06/27/2001
-				To: From:		2.09 ME 09	9-805]——						
737	0.05	30	R	_					_		NA		NA		06/27/2001
				To: From:		09-732									
738)	1.70	40	R	From:		09-626)				NA		NA		1998
730				To:		09-805	5								
				From:		09-608	3								
739	2.10	30	R	To:		09-732)		╗		NA		NA		07/02/2001
				From:		Dead E			1						
740	0.92	100	R			Dead L	iu				NA		NA		07/02/2001
				To:		09-608	3								
	0.00	250		From:		US 460; U	S 221				NIA		NIA		1000
(741) (741)	0.80	250	R	To:		00.00			_		NA		NA		1998
(741)	1.00	10	R	From:		09-812	2				NA		NA		05/21/2001
				To:		09-695	5				•		•		
				From:		Dead E	nd								
742	0.60	40	R	To:		00.61			7		NA		NA		05/31/2001
				* ***		09-644	+								

					Bedfo	rd Mainte									
Route	Length	AADT	QA	4Tire	Bus		Tru			QC	Design	QK	AAWDT	QW	Year
Bedford County						∠AXIE	3+Axle	ııralı	∠ıralı		Hour				
	2.20	120	R	From:		09-65	4				NIA		NIA		07/02/2001
(743)	2.20	120	ĸ	To:		09-80	15				NA		NA		07/02/2001
				From:		09-68			1						
744	1.29	30	R								NA		NA		07/18/2001
				To: From:		1.29 MS 0	9-680]						
744)	0.51	120	R						_		NA		NA		07/18/2001
				To:		09-68									
745	2.10	40	R	From:		09-74	-7				NA		NA		07/16/2001
745				To:		09-746 SC									
	1.00	60	В	From:		09-746 NO	ORTH				NA		NA		07/16/2001
745	1.00	60	R	To:		Dead F	End				INA		INA		07/10/2001
				From:		SR 2									
746	3.55	720	F	95%	0%	3%	0%	1%	0%	F	70	F	730	F	2001
				To: From:		09-74	.9								
746	0.60	660	F	95%	0%	3%	0%	1%	0%	F	80	F	660	F	2001
				From:		09-80]——						
746	2.70	500	F	95%	0%	3%	0%	1%	0%	F	60	F	510	F	2001
				From:		09-691 W] 						
746	1.60	550	F	95%	0%	3%	0%	1%	0%	F	60	F	560	F	2001
				From:	00/	09-68		40/]						0004
746	3.80	890	F	96%	0%	3% SR 12	0%	1%	0%	С	80	F	900	F	2001
				From:		SR 2									
747)	6.60	800	R			SIC Z	•		_		NA		NA		07/16/2001
				To: From:		SR 12	22		7						
747)	0.07	330	R	From:					_		NA		NA		1998
				To: From:		09-860 SC	OUTH								
747)	2.20	150	R						_ _		NA		NA		1998
				To:		09-72									
	2.45	60	R	From:		09-60	8				NA		NA		07/09/2001
748)	2.43	00	K	т					_		INA		INA		01/03/2001
748)	1.00	170	R	From:		2.45 MN (19-608				NA		NA		07/09/2001
740		•		To:		SR 2	4								
				From:		09-65	5								
749	2.79	45	R								NA		NA		07/09/2001
-				From:		2.79 MN (9-655]						
749	0.61	80	R								NA		NA		07/09/2001
				From:		09-608 SC	DUTH]						0=10010001
749	0.60	300	R						_		NA		NA		07/09/2001
	0.90	200	R	From:		09-608 NO	ORTH				NIA		NΙΔ		07/00/2001
749	0.80	380							_		NA		NA		07/09/2001
(740)	1.66	60	R	From:		SR 2	4				NA		NA		07/18/2001
749	1.00			To:		09-74	6				17/-1		13/7		
				From:		Cul-de-									
(750)	3.50	800	R						_		NA		NA		07/11/2001
				To:		09-65									
	1.00	40	В	From:		US 460; U	JS 221				NA	_	NΙΛ		05/21/2004
751)	1.00	40	R	To:		Dead E	End				INA		NA		05/21/2001
						2 July 1									

Route	Length	AADT	QA	4Tire	Rus	Axle 3+A			QC	Design Hour	QK	AAWDT	QW	Year
Bedford County				From:		09-652								
752	1.70	20	R			*******				NA		NA		05/31/200
	0.70	20	R	To: From:		09-672				NA		NA		05/31/200
752)	0.70	20	ĸ	To:		US 501				INA		INA		03/3 1/200
				From:		09-754								
753)	1.90	48	R	To:		00.604		_		NA		NA		07/18/200
				From:		09-684 09-746								
754	3.50	220	R	<u> </u>		09-740				NA		NA		07/18/200
				To: From:		09-753								
754)	1.00	60	R					_		NA		NA		07/18/200
				To: From:		09-755								
755	3.52	1200	R	rioin.		09-757				NA		NA		07/11/200
				To:		R 24 WEST								
755	1.83	700	R	From:	SI	R 24 EAST				NA		NA		07/23/200
755				To:	09-	650 NORTH		_						
755	0.46	400	R	From:	0)-1	030 1101111				NA		NA		07/23/200
				To: From:	0.46 MN	N 09-650 NOR	TH							
755)	1.46	80	R							NA		NA		07/23/200
				To: From:		616 SOUTH 616 NORTH								
755)	2.70	30	R							NA		NA		07/18/200
				To: From:		09-754								
755	4.67	330	R							NA		NA		07/18/200
	0.70			To: From:		09-689								07/40/000
755	0.70	30	R	To:		09-684				NA		NA		07/18/200
				From:		09-653								
756	1.80	50	R							NA		NA		07/11/200
				To:		09-616								
	0.25	5100	F	96%	0% 2	SR 24 2% 1%	1%	0%	F	500	F	5100	F	2001
757	0.23	3100	-	30 /0	0 /0 /		1 70	¬ 0 70	'	300	'	3100	'	2001
757)	3.48	3800	F	From: 96%	0% 2	09-619 2 % 1%	1%	0%	С	360	F	3800	F	2001
				To		09-758								
757)	1.90	2800	F	96%	0%	2% 1%	1%	0%	F	280	F	2800	F	2001
				To: From:		09-1535								
757)	1.47	2500	F	96%	0%	2% 1%	1%	0%	F	240	F	2500	F	2001
(757) (757) (757) (757)	4.00	200		From:	09	9-653 EAST				NIA		NIA		07/44/000
(757)	1.62	200	R					_		NA		NA		07/11/200
(757)	0.58	270	F	From: 95%		616 SOUTH 2% 1%	1%	0%	F	20	F	270	F	2001
(131)				To		616 NORTH		¬						
757)	0.86	1300	F	96%		2% 1%	1%	0%	F	120	F	1300	F	2001
				To:		09-608								
	0.04	1200	В	From:]	Dead End				NIA		NIA		07/11/200
758	2.81	1200	R	To:		09-757				NA		NA		07/11/200
				From:		09-619								
759	0.10	490	R							NA		NA		07/25/200
				To:		09-701								

					Bedfo	rd Mainte	nance A	rea							
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Bedford County								TTTGII	ZITAII		rioui				
750	2.15	100	R	From:		09-70	1				NA		NA		07/25/2001
(759)	2.10	100		To:		Dead E	nd				1471		10.0		017207200
				From:		09-634	1								
760	1.00	410	R						<u></u>		NA		NA		07/25/2001
				To: From:		1.00 ME 0	9-634]						
760	0.50	6	R	To:		Dead E	1		_		NA		NA		07/25/200
				From:		Dead E									
761)	0.75	250	R	<u> </u>		Dead E	IIU		_		NA		NA		1998
				To		US 50	1		¬						
761)	0.90	680	F	91%	1%	5%	1%	2%	0%	С	70	F	690	F	2001
				To		09-645 SO	UTH		¬ —						
761)	0.80	280	R	Piolii.							NA		NA		1998
				To: From:		09-645 NC	RTH]						
761)	1.40	100	R						_		NA		NA		1998
				To:		Dead E									
	1.00	50	R	From:		Dead E	nd		_		NA		NA		06/18/2001
762	1.00	30	K	To:		09-668 SO	UTH		7		INA		INA		00/10/2001
				From:		09-668 NC									
762	1.00	150	R	To:		09-643 NC	DTH		_		NA		NA		1998
				From:					_						
(763)	0.10	20	R			US 50	1		_		NA		NA		1998
(100)				To:		Dead E	nd								
				From:		Dead E	nd								
764)	1.70	10	R						_		NA		NA		05/29/2001
				To:		09-640			<u> </u>						
	2.00	40	R	From:		Dead E	nd				NA		NA		05/29/200
765	2.00	40		To:		09-640)		\neg		IVA		IVA		03/23/200
				From:		Dead E	nd								
766	2.20	40	R						_		NA		NA		05/29/2001
				To:		09-640									
	0.45	400	_	From:		ECL BEDI	ORD				NIA		NIA		06/27/2001
767	0.45	100	R	To:		Dead E	nd		\neg		NA		NA		06/27/200
				From:		Dead E			1						
768	0.60	50	R	<u> </u>		Doug D					NA		NA		06/04/2001
				To:		09-64:	5								
\bigcirc				From:		09-67	1								1000
769	1.60	150	R	To:		Dead E	nd		¬		NA		NA		1998
				From:		09-60°			1						
770	0.36	280	R	<u> </u>		09-00	/		_		NA		NA		1998
				To		Dead E	nd								
\bigcirc			_	From:		09-732	2								
771)	0.04	20	R	To:		D17	n d		_		NA		NA		06/27/2001
				From:		Dead E			<u> </u>						
(772)	0.09	6	R			Dead E	IIQ		_		NA		NA		05/29/2001
772)				To		09-87:	5								
772	0.25	40	R	From:		09-8/3	,				NA		NA		1998
		•		To:		09-600)								

Route	Length	AADT	QA	4Tire	Rue	Truck 3+Axle 1			QC	Design Hour	QK	AAWDT	QW	Year
Bedford County				From:	09-60	9								
773	0.30	100	R					•		NA		NA		1998
				To:	US 22									
	0.80	100	R	From:	Dead E	End		j		NA		NA		07/23/200
774)	0.80	100	K	To:	09-61	6		1		INA		INA		011231200
				From:	09-69									
775)	0.20	120	R	•				4		NA		NA		1998
				To: From:	0.20 MS 0	9-699]						
775	0.49	120	R					=		NA		NA		1998
				To: From:	09-149	90		 						
775	0.81	60	R	_				7		NA		NA		07/23/2001
				To:	Dead F									
	0.10	400	R	From:	US 50)1		1		NA		NA		1998
776	0.10	190	K	To:	09-60	14		1		INA		INA		1990
				From:	US 46									
(777)	1.00	350	R		05 10	,,,		1		NA		NA		1998
				То:	Dead E	End								
				From:	Dead E	End								
778)	0.25	60	R	To:				1		NA		NA		1998
					09-62									
	0.31	NA		From:	US 22	21		j		NA		NA		
779	0.51	IVA		To	Dead E	End		1		INA		INA		
				From:	09-69									
(780)	0.70	40	R					4		NA		NA		05/21/2001
				To:	09-60	6								
				From:	09-64	4								
781	0.80	100	R							NA		NA		1998
				To: From:	0.80 ME 0	9-644		}						
(781)	0.60	60	R	To:	00.62	.1		1		NA		NA		06/06/2001
				From:	09-62									
(782)	0.20	20	R	Tioni.	SR 12	22		j		NA		NA		05/29/2001
(102)	0.20	20	• • • • • • • • • • • • • • • • • • • •	To:	Dead E	End		Ī						00/20/200
				From:	09-63									
783	0.10	3	R					_		NA		NA		05/29/2001
				To:	Dead E	End								
\bigcirc				From:	09-71	4								1000
784	2.60	290	R	To:	00 715 90	MITH		1		NA		NA		1998
				From:	09-715 SC 09-715 NC									
784	1.90	250	R					_		NA		NA		1998
$\bigcup_{i=1}^{n}$				To:	US 46	50								
				From:	09-62	2								1000
785	0.06	20	R	To:	Dead E	and and		1		NA		NA		1998
				From:										
786)	1.20	30	R	· [09-67	1		J		NA		NA		06/13/2001
				To:	09-71	5		<u> </u>						
				From:	Dead E									
787	0.50	20	R	_				• -		NA		NA		07/23/2001
				To:	09-61	6]						
\sim				From:	09-63	4								
788	0.50	50	R	т			1	1		NA		NA		07/25/2001
				To:	Dead E	nd								

					Bedfor	d Mainten	ance A	rea							
Route	Length	AADT	QA	4Tire	Bus	2Axle 3			2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Bedford County				•			3 · 7 txic	TITUII	ZIIGII		rioui				
(789)	0.10	20	R	From:		US 501					NA		NA		1998
(769)				To:		Dead En	d								
				From:		Dead En	d								
790	0.50	130	R	To:		09-746					NA		NA		07/16/200
				From:		Dead En									
791)	0.20	100	F	98%	0%	1%	1%	1%	0%	С	20	F	110	F	2001
				To:		09-619									
791)	0.33	49	F	98%	0%	0%	0%	0%	0%	F	10	F	49	F	2001
				To: From:		SR 24									
791)	0.20	80	R								NA		NA		07/11/200
				To: From:		0.20 ME SR	24								
791)	0.50	50	R				_				NA		NA		07/11/200
				To: From:		Dead En									
(702)	0.15	30	R	From:		Dead En	1				NA		NA		06/20/200
792	0.10	30	1	To:		CD 24					14/1		14/1		00/20/200
792	0.36	150	R	From:		SR 24					NA		NA		1998
				To:		0.36 ME SR	24								
792	0.94	50	R	From:		0.50 WIL 51	27				NA		NA		06/18/200
				To:		Dead En	d								
				From:		09-608									
793	2.00	30	R	To:		00.006			- 1		NA		NA		07/09/200
				From:		09-806									
(794)	1.20	210	R			09-645					NA		NA		06/04/200
(704)				To:		Dead En	i								
				From:		SR 122									
795)	0.70	50	R	. —					_		NA		NA		05/29/200
				To: From:		Dead En	d								
700	0.32	400	R	From:		SR 24					NA		NA		07/25/200
796	0.02	400	• • • • • • • • • • • • • • • • • • • •	To:		09-635							101		017207200
				From:		09-608									
(797)	0.03	20	R								NA		NA		07/09/200
				To: From:		0.03 ME 09-	-608]——						
797)	1.07	10	R	To:					_		NA		NA		07/09/200
				From:		Dead End	1								
798)	0.50	100	R	rioni.		09-707					NA		NA		1998
(190)				To:		0.50 ME 09-	707								
798)	0.90	80	R	From:		0.30 ME 09-	.707				NA		NA		06/18/200
				To:		Dead En	i								
				From:		US 221									
799	0.30	150	R	To:		D. LE	1		7		NA		NA		1998
				From:		Dead En			1						
800	1.10	130	R			Dead End	1				NA		NA		07/11/200
800				To:		09-758									
				From:		SR 122									
801)	3.35	1900	F	93%	2%	3%	1%	2%	0%	С	200	F	1900	F	2001
				To: From:		SR 24]——						
801)	0.75	520	R								NA		NA		06/16/2001
				To:		09-747									

Route	Length	AADT	QA	4Tire	Rus	T Axle 3+Axl			QC	Design Hour	QK	AAWDT	QW	Year
Bedford County				From:		09-747								
801)	1.00	410	R	т		00.746		_		NA		NA		07/16/200
				To: From:		09-746								
802)	0.35	270	R	1000	US 460;	; US 221 WES				NA		NA		07/23/200
				To:	US 460;	US 221 EAS	Γ							
\bigcirc				From:		US 460								
803)	0.50	1200	F	93% To:		2% 3% 09-715	1%	0%	С	120	F	1200	F	2001
				From:		Dead End								
804)	0.62	20	R					_		NA		NA		06/27/20
_				To: From:	0.62 N	MN Dead End]						
804)	1.54	180	R	To:		00.714		_		NA		NA		1992
				From:		09-714								
805)	7.44	380	R	1.0		SR 122				NA		NA		07/02/20
003)				To:		09-626								
				From:	SR 1	22; 09-9044								
806	1.20	90	R							NA		NA		07/09/200
	2.29	30	R	From:		09-793				NA		NA		07/09/200
806	2.29	30	K	т		10100 5 00				INA		INA		07/09/200
906	0.51	100	R	From:	2.29	MN 09-793				NA		NA		07/09/200
806	0.0.		.`	To:		09-801								0.700720
				From:		09-801								
807	1.19	70	R							NA		NA		07/09/20
	4.70			From:		SR 24								07/40/00
807	1.73	20	R	_				_		NA		NA		07/16/20
807)	0.05	20	R	From:	1.73	3 MS SR 24				NA		NA		07/16/20
<u></u>	0.00		.,	To:		09-747								01710720
				From:		09-715								
808)	2.40	30	R	т		=1.1 XXXX		_		NA		NA		06/20/20
				To: From:		714 WEST -714 EAST								
808)	1.50	50	R					_		NA		NA		06/20/200
				From:	1.50 M	IS 09-714 EAS]						
808)	0.90	120	R							NA		NA		06/20/200
	0.10	200		From:		09-712]		NIA		NΙΔ		06/20/200
808)	0.10	200	R	To:		SR 24				NA		NA		00/20/200
				From:		09-604		l						
809	0.06	30	R							NA		NA		05/31/200
				To:		Dead End								
810)	0.20	3	R	From:	Γ	Dead End				NA		NA		06/11/200
010	0.20			To:		09-622						107		33,11/200
				From:		ell County Line								
811)	1.18	850	F	94%	1% 3	3% 0%	2%	0%	С	100	F	860	F	2001
				To: From:		09-709]						
811)	1.57	3100	F	94%		2% 1%	2%	0%	С	320	F	3200	F	2001
<u>(811)</u>	0.47	4400	F	To: From: 95%		US 460 3% 1%	1%	0%	F	500	F	4500	F	2001
			_		1 7/0								-	7007

					Deul	ord Mainte					Doctor				
Route	Length	AADT	QA	4Tire	Bus			uck 1Trail		QC	Design Hour	QK	AAWDT	QW	Year
Bedford County				r -				····			11001				
811)	3.20	4200	F	95%	1%	09-64 3 %	.3 1%	1%	」 ○%	F	440	F	4200	F	2001
011)				To:		09-622 SC			—						
811)	0.48	11000	F	95%	1%	3%	1%	1%	0%	С	1100	F	11000	F	2001
				To: From:		09-622 NO									
811)	0.16	11000	F	95%	1%	3%	1%	1%	0%	F	1300	F	12000	F	2001
(014)	0.99	10000	F	From: 95%	1%	09-66 3 %	1%	1%	0%	F	1100	F	11000	F	2001
811)	0.00		•	To:	.,,	US 22		.,,				•		•	
				From:		09-69	5								
812	0.70	200	R	To:		09-74	1		_		NA		NA		05/21/200
				From:		Dead F			1						
813)	0.50	10	R			Dead I	м				NA		NA		06/27/200
				To:		09-71	4								
\bigcirc	4.45	70		From:		Dead I	End				NIA		NIA		05/00/000
814)	1.15	70	R	To:		SR 12	22		7		NA		NA		05/29/200
				From:		09-71									
815)	0.60	80	R						_		NA		NA		06/13/200
				To:		Dead I			1						
016	0.80	48	R	From:		Dead I	End				NA		NA		07/18/200
816	0.00			To:		09-75	4								017107200
				From:		09-73	5								
817	1.80	20	R	To:		00.73	•		_		NA		NA		06/27/200
				From:		09-73			1						
818)	0.35	60	R	·····		Dead E	ena				NA		NA		06/20/200
				To:		09-70	18								
\bigcirc	4.00		_	From:		SR 2	4								00/07/00
819	1.20	180	R	To:		09-72	2		_		NA		NA		06/27/200
				From:		Dead E									
(820)	0.10	30	R						<u>-</u>		NA		NA		05/29/200
				To:		09-60									
994	0.30	170	R	From:		SR 12	22				NA		NA		06/25/200
821)	0.50	170	IX.	To:		Dead F	End				14/3		IVA		00/20/200
				From:		Dead I	End								
822	0.50	20	R	. —					_		NA		NA		05/31/200
				To: From:		09-63									
823)	0.10	50	R	rioni.		Cul-de-	Sac				NA		NA		06/25/200
020				To		09-15:	55		¬						
823	0.36	140	R	From:							NA		NA		06/25/200
				To: From:		09-15:	50								
823)	1.70	450	R				-		_		NA		NA		06/25/200
				To: From:		09-65									
(824)	0.30	40	R	- 10111.		09-64	.3		_		NA		NA		06/13/200
<u></u>				To:		Dead E	End				•		•		
$\overline{}$				From:		US 46	50								
825	0.15	190	R	To:		0.15 ME I	IC 460		¬		NA		NA		06/20/200
						0.15 ME U	JS 46U								

					Bedf	ord Mainte									
Route	Length	AADT	QA	4Tir	e Bus		Tru			QC	Design	QK	AAWDT	QW	Year
Bedford County	-					2Axle	3+Axle	ııraıl	∠Irail		Hour				
_				From:		0.15 ME U	US 460								
(825)	0.20	160	R	To:		Dead 1	F., J		_		NA		NA		06/20/2001
				From:		Dead I			+						
826	0.80	40	R	<u> </u>		Dead	EHQ		_		NA		NA		06/20/2001
020				To:		09-62	28								
				From:		09-69	95								
827)	0.30	250	R	To:		00.7	70		-		NA		NA		05/21/2001
				From:		09-7			+						
828	0.60	160	R	r tom.		SR 1:	22		_		NA		NA		05/29/2001
626)	0.00			To:		Dead l	End								00/20/2001
				From:		Dead l	End								
829	0.30	20	R						_		NA		NA		05/21/2001
				To:		09-6	17		1						
\bigcirc	0.50		_	From:		US 221 V	WEST				NIA		NIA		00/40/0004
830	0.50	70	R	To:		US 221 1	FAST		7		NA		NA		06/13/2001
				From:	ī	JS 460; US 2			1						
831)	0.33	720	F	95%			0%	0%	0%	F	70	F	720	F	2001
001)				To		09-68									
(831)	0.54	930	F	From: 95%	6 2%		0%	0%	0%	С	100	F	940	F	2001
				To:	Ţ	JS 460; US	221 EAST								
				From:		Dead l	End								
832	0.70	50	R						_		NA		NA		05/23/2001
				To:		SR 1:									
	0.35	20	R	From:		09-626 S	OUTH		_		NA		NA		06/20/2001
833	0.55	20	K	To:		09-626 N	ORTH		7		INA		INA		00/20/2001
				From:		Dead 1			i						
(834)	1.90	130	R								NA		NA		06/20/2001
\bigcirc				To:		09-73	33								
				From:		Dead l	End								
(835)	2.00	380	R	To:		09-60	0.0		_		NA		NA		06/25/2001
				From:											
836	1.40	350	R	rioin.		09-83	35				NA		NA		06/25/2001
(830)				To:		09-63	54		1						
				From:		09-65	55								
837	0.30	70	R						_		NA		NA		06/25/2001
				To:		Dead l									
	1 10	00	_	From:		Dead l	End				NIA		NIA		05/22/2004
838)	1.10	90	R	To:		SR 4	13		7		NA		NA		05/23/2001
				From:		09-6									
839	1.25	190	R	_		0,0	.,		_		NA		NA		07/23/2001
				To·		Dead l	End								
				From:		US 2	21								
840	1.20	350	R	Te		00.5	42		_		NA		NA		06/18/2001
				To:		09-64									
841)	0.40	490	R	From:		09-64	43		_		NA		NA		06/13/2001
841)	0.40	730	K	To:		US 2	21		7		INA		14/7		JUI 131200 I
				From:		Dead 1									
842)	0.80	240	R								NA		NA		07/11/2001
\bigcup				To:		09-6	16								

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	 2Trail	QC	Design Hour	QK AAWDT	QW Year
Bedford County				From:	09-698 SOUTH					
843)	0.27	30	R		0,0000111	_		NA	NA	07/23/2001
				To:	09-698 NORTH					
\bigcirc	0.00			From:	US 221					00/11/10001
845)	0.09	60	R	To:	Dead End	_		NA	NA	06/11/2001
				From:						
846)	0.20	110	R		US 501			NA	NA	06/04/2001
040)	0.20			To:	Dead End					00.0 200 .
				From:	NCL LYNCHBURG					
847)	0.53	190	R			_		NA	NA	06/04/2001
				To:	Dead End					
\bigcirc	0.40			From:	09-811					22/12/22
848	0.13	48	R	To:	D1 F1	_		NA	NA	06/18/2001
				From:	Dead End					
640	0.70	50	R	FIOII.	09-640	_		NA	NA	05/23/2001
849	0.70	30	11	To:	09-643	7		1471	147	00/20/2001
				From:	SR 43					
850	0.10	10	R		222.10			NA	NA	05/23/2001
				To	Dead End					
850	0.30	48	R	From:	Dout End			NA	NA	05/23/2001
				To:	09-640					
				From:	Dead End					
851)	0.84	100	R			_		NA	NA	07/11/2001
				To:	09-758					
	0.30	70	В	From:	Cul-de-Sac			NA	NA	07/11/2001
852	0.30	70	R			_		NA	NA	07/11/2001
	4.44	400		From:	09-1580	_		NIA	NIA	07/44/0004
852	1.11	400	R	To:	09-636	7		NA	NA	07/11/2001
				From:	Dead End	_				
853	2.55	520	R		Dead Elid	_		NA	NA	07/03/2001
0000				To:	09-608					
				From:	US 221					
854)	0.29	1400	R					NA	NA	06/11/2001
				To:	09-811					
\bigcirc				From:	09-647					00/04/0004
855	0.22	270	R					NA	NA	06/04/2001
				From:	09-856					
855)	0.45	160	R	To:	D. I.F. I	_		NA	NA	06/04/2001
				From:	Dead End	+				
050	0.30	90	R	rioin.	09-647	_		NA	NA	06/04/2001
856	0.00	•	•••	To:	09-885			10.		00/0 1/2001
				From:	09-635					
(857)	0.11	50	R					NA	NA	07/25/2001
				To:	Dead End					
				From:	09-649					
858	0.04	260	R	т		_		NA	NA	06/18/2001
				To:	Campbell County Line					
650	0.05	120	D	From:	09-619	_		NIA	NIA	07/25/2004
859	0.05	120	R	To:	Dead End	7		NA	NA	07/25/2001
					Dead End					

					Bedford Maintenance Area							
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AA	WDT	QW	Year
Bedford County				From:	SR 122 SOUTH	1						
(860)	1.19	400	R	<u> </u>	SK 122 500 III			NA	1	NΑ		06/27/2001
				To:	SR 122 NORTH							
\bigcirc	0.00			From:	SR 122			NIA				07/40/0004
861)	0.23	50	R	To:	Dead End	_		NA	Г	NΑ		07/16/2001
				From:	09-661	1						
862	0.02	400	R	<u> </u>	0,001			NA	1	NΑ		06/11/2001
				To:	09-870	<u> </u>						
	0.65	480	R	From:	09-668			NA	,	NΑ		06/13/2001
863	0.05	400	ĸ	To:	Dead End	\neg		INA	Į.	NA.		00/13/2001
				From:	09-805	Ī						
864)	0.26	160	R			_		NA	1	NΑ		07/02/2001
				To:	SR 122							
	1.20	470		From:	Dead End			NA		.1.4		07/11/2001
865	1.30	170	R	To:	09-758	\neg		NA	,	NΑ		07/11/2001
				From:	09-828	1						
866	0.15	48	R					NA	1	NΑ		05/29/2001
				To:	Dead End							
\bigcirc	0.05	00	-	From:	SR 122 SOUTH			NIA				07/40/0004
867	0.35	20	R	To:	SR 122 NORTH	7		NA	Г	NΑ		07/16/2001
				From	SR 122 SOUTH							
868)	0.30	20	R	<u> </u>	01.122.000111			NA	1	NΑ		06/27/2001
				To:	SR 122 NORTH							
\bigcirc	0.07			From:	SR 122 SOUTH			NIA				00/07/0004
869	0.27	30	R	To:	SR 122 NORTH	_		NA	Г	NΑ		06/27/2001
				From:	09-862	1						
(870)	0.06	100	R		03 00 2			NA	1	NΑ		06/11/2001
				To:	Dead End							
\bigcirc	0.00			From:	09-747			NIA				07/40/0004
871)	0.38	60	R	To:	Dead End	7		NA	Г	NΑ		07/16/2001
				From:	09-608	1						
872)	0.90	70	R	<u> </u>	07 000			NA	1	NΑ		07/02/2001
				To:	Dead End							
\bigcirc	0.45		_	From:	Campbell County Line							00/14/0004
873	0.15	500	R	To:	US 221	7		NA	Г	NΑ		06/11/2001
				From:	Campbell County Line	†						
874)	0.15	1400	R	<u> </u>	Cumpoen County Eme			NA	1	NΑ		06/11/2001
				To:	US 221							
\bigcirc	0.45	_	_	From:	09-772							05/00/0004
875	0.15	6	R	To:	Dead End	_		NA	Г	NΑ		05/29/2001
				From:	09-811							
876	0.07	30	R	<u> </u>	0, 011	_		NA	1	NΑ		06/11/2001
				To: From:	0.07 ME 09-811	1						
876)	0.21	20	R			_		NA	1	NΑ		06/11/2001
				To:	Dead End							
<u>—</u>	0.05	20	_	From:	09-653			NIA.				07/11/2001
877	0.05	20	R	To:	Dead End	7		NA	ſ	NΑ		07/11/2001
					2000 Dilu	-						

-						intenance A				D :			
Route	Length	AADT	QA	4Tire	Rue	Tr xle 3+Axle			QC	Design Hour	QK AAWD	T QV	V Year
Bedford County							ıııalı	4 I I A II		i ioui			
	0.03	48	R	From:	5	SR 122				NA	NA		06/27/2001
878	0.03	40	K	To:	D	ead End		1		INA	INA		00/2//2001
				From:		e County Line							
(880)	0.35	50	R					_		NA	NA		07/25/2001
				To:		ead End							
<u></u>	0.53	30	R	From:	09-6	91 WEST				NA	NA		07/18/2001
882	0.55	30	IX	To:	09-6	91 EAST		7		INA	INA		07/10/2001
				From:		ead End							
(883)	0.58	370	R					_		NA	NA		07/25/2001
				To:		9-634							
	0.25	110	R	From:	(9-621				NA	NA		06/06/2001
884)	0.23	110	K	To:	D	ead End		7		INA	INA		00/00/2001
				From:		l-de-Sac							
(885)	0.25	70	R					-		NA	NA		07/25/2001
				To:	(9-883							
	2.05	200	_	From:	SR	24 WEST				NA	NIA		07/25/2004
886	2.05	390	R	To:	SR	24 EAST		7		INA	NA		07/25/2001
				From:		9 SOUTH		Ì					
(887)	0.21	20	R					_		NA	NA		07/23/2001
$\overline{}$				To:		9 NORTH							
\bigcirc	4 77	400	_	From:	D	ead End				NIA	NIA		07/00/0004
888	1.77	420	R	To:	ACCE	SS ROAD 1		7		NA	NA		07/02/2001
				From:		; Gap Terminu:	S						
888	1.14	200	R							NA	NA		07/02/2001
				To: From:	ACC	ESS RD 2		_					0=10010001
888	0.26	450	R	To:	-	9-626		_		NA	NA		07/02/2001
				From:		ead End		1					
(889)	0.30	45	R			ad Liid		_		NA	NA		05/29/2001
				To:	(9-601							
				From:	D	ead End							
890	0.30	130	R	To:		9-718		7		NA	NA		06/13/2001
				From:		SR 24		1					
891)	0.08	70	R	<u> </u>		3K 24		_		NA	NA		06/27/2001
				To: From:	(19-893		—					
891)	0.02	NA		rioiii.				_		NA	NA		
				To:	(9-892		1					
	0.07	NIA		From:	(9-891				NIA	NIA		
892	0.07	NA		To:	D	ead End		7		NA	NA		
				From:		ead End							
(893)	0.17	50	R					_		NA	NA		06/27/2001
				To:	(9-891							
	0.00	440	_	From:	D	ead End				N/A	A14		07/00/0004
894)	0.63	140	R	To:	(9-888		1		NA	NA		07/02/2001
				From:		ead End							
896	0.19	100	R	I	D	Jud Dild				NA	NA		06/18/2001
				To:	Ţ	JS 460							

					Bedford Maintenance Area				
Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail	()(Design Hour	QK AAWDT	QW Year
Bedford County				, 1		211411	i ioui		
(897)	0.08	400	R	From:	Dead End		NA	NA	07/23/2001
697)	0.00		• • • • • • • • • • • • • • • • • • • •	To:	US 460; US 221				0172072001
				From:	Dead End				
900	0.12	48	R	т	22.50	_	NA	NA	07/18/2001
				To: From:	09-726				
905	0.18	6	R	rioni.	Dead End		NA	NA	1998
903)				To:	US 501				
				From:	Dead End/				
910	0.56	NA		To:	GD 00100 (D) (00 00701 (D) (_	NA	NA	
				From:	SR-00122(B)/09-00721(U)/				
920	0.08	30	R	PIOIII.	Dead End		NA	NA	06/20/2001
920				To:	09-626				
				From:	09-626				
921)	0.07	10	R			_	NA	NA	06/20/2001
				To:	Dead End				
620	0.32	NA		From:	09-00663(B)/		NA	NA	
930	0.52	NA.		To:	Cul-de-Sac/		IVA	INA	
				From:	Dead End				
940)	0.13	20	R			_	NA	NA	1998
				To:	09-714				
	0.06	80	R	From:	09-1010		NA	NA	06/04/2001
(1000)	0.00	80	K	To:	09-1001		INA	INA	00/04/2001
				From:	Cul-de-Sac				
(1001)	0.29	48	R			<u> </u>	NA	NA	06/04/2001
				To:	09-1010				
\bigcirc	0.00		_	From:	Cul-de-Sac		NIA	NIA	00/04/0004
1006	0.20	30	R	To:	09-794	\neg	NA	NA	06/04/2001
				From:	09-1008				
(1007)	0.08	170	R		02 1000		NA	NA	06/04/2001
				To:	Campbell County Line				
\bigcirc	0.00		_	From:	09-1007				00/04/0004
(1008)	0.23	130	R	To:	Dead End	\neg	NA	NA	06/04/2001
				From:	Campbell County Line				
(1009)	0.14	30	R	<u> </u>	Campbell County Ellic		NA	NA	06/06/2001
				To:	Cul-de-Sac				
				From:	Campbell County Line				
(1010)	0.09	250	R				NA	NA	06/04/2001
	0.00	400		From:	09-1011		A 1 4		00/04/0004
(1010)	0.20	130	R	To	Dead End	_	NA	NA	06/04/2001
				From:	09-1000	_			
1010	0.17	50	R	т	611.6	_	NA	NA	06/04/2001
				To:	Cul-de-Sac				
(a)	0.05	30	R	From:	Dead End		NA	NA	06/04/2001
(1011)	0.03	30	K	To:	00.1012	-	INA	INA	00/04/2001
(1011)	0.23	80	R	From:	09-1012	_	NA	NA	06/04/2001
(1011)				To:	09-1010	<u></u>			

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW Year
Bedford County				From:	Cul-de-Sac					
1012	0.03	30	R	<u> </u>	Cui-uc-Sac			NA	NA	06/04/2001
				To:	09-1011					
				From:	Dead End					
1013	0.19	40	R					NA	NA	06/06/2001
				From:	09-1014]				
1013	0.30	60	R	To:	C I IIC (I	_		NA	NA	06/06/2001
				From:	Campbell County Line					
1014)	0.07	20	R	Tioni.	09-1013			NA	NA	06/06/200
(1014)				To:	Cul-de-Sac	1				
				From:	SR 24					
(1015)	0.42	200	R					NA	NA	07/25/200
				To:	Dead End					
\bigcirc				From:	09-658					
1016	0.16	40	R	To:	2 15 1	_		NA	NA	06/04/2001
					Dead End	<u> </u>				
	0.05	48	R	From:	Cul-de-Sac			NA	NA	06/04/200
1017)	0.00	40	IX.			_		14/3	14/3	00/04/200
	0.12	150	R	From:	09-1018			NA	NA	06/04/200
1017	0.12	130	IX.	To:	09-658	1		INA	INA	00/04/200
				From:	09-1017	1				
1018	0.16	60	R	<u> </u>	07-1017			NA	NA	06/04/200
				To	Cul-de-Sac					
				From:	Dead End					
(1020)	0.22	210	R			_		NA	NA	07/25/2001
				To:	SR 24					
\bigcirc				From:	Cul-de-Sac					
(1021)	0.30	160	R	To:	GD 24	_		NA	NA	07/25/200
				From:	SR 24					
	0.32	500	R	Piolii.	SR 24			NA	NA	07/25/200
1022	0.52	300	IX.	To:	Cul-de-Sac	1		14/3	14/3	017237200
				From:	09-1022	1				
(1023)	0.41	240	R	<u> </u>	0, 1022			NA	NA	07/25/200
(1023)				To	09-1024	٦				
1023	0.27	80	R	From:	07 1021			NA	NA	07/25/200
				To:	Cul-de-Sac					
				From:	09-1023					
1024	0.18	80	R			_		NA	NA	07/25/2001
				To:	Cul-de-Sac					
	0.00	4=0	_	From:	Cul-de-Sac					07/05/000
1025	0.33	150	R	To:	SR 24	_		NA	NA	07/25/2001
				From:						
(1000)	0.28	80	R	Tioni.	09-761			NA	NA	06/04/2001
1026	0.20	•	••	To:	09-1027	7			10.0	00/01/2001
				From:	09-1028					
1027	0.06	48	R		•	_		NA	NA	06/04/2001
\bigcup				To	09-1026	1				
(1027)	0.12	20	R	From:		_		NA	NA	06/04/2001
\bigcup				To:	Cul-de-Sac					
				From:	09-1027					
1028	0.16	70	R			_		NA	NA	1997
				To:	Cul-de-Sac					

					Bedford Maintenance Area			Design		
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Hour	QK AAWDT	QW Year
Bedford County				From:	Dead End/					
1029)	0.09	NA				<u>-</u>		NA	NA	
				To:	SR-00024(B)/	<u> </u>				
	0.23	360	R	From:	09-658			NA	NA	06/04/20
1030	0.23	300	K	To	00.1021	_		INA	IVA	00/04/20
1030	0.30	210	R	From:	09-1031	_		NA	NA	06/04/20
1000)				To:	09-1032					
1030	0.11	180	R	From:	07 103 <u>2</u>			NA	NA	06/04/20
				To: From:	09-1033					
1030	0.47	140	R			_		NA	NA	06/04/20
				To:	Dead End					
	0.21	48	R	From:	09-1030	_		NA	NA	06/04/20
1031	0.21	40	.,	To:	Cul-de-Sac				101	00/0 1/20
				From:	Cul-de-Sac					
1032	0.10	10	R					NA	NA	06/04/20
				To: From:	09-1034					
1032	0.18	80	R	To:	00.1020	_		NA	NA	06/04/20
				From:	09-1030					
1033	0.09	20	R		Cul-de-Sac	_		NA	NA	06/04/20
				To:	09-1034					
1033)	0.15	70	R	From:	07-103 1			NA	NA	06/04/20
				To:	09-1030					
\bigcirc	2.00		_	From:	09-1032					00/04/04
1034	0.23	20	R	To:	09-1033	7		NA	NA	06/04/20
				From:	Cul-de-Sac	+				
1036	0.11	50	R		car de pao	_		NA	NA	06/04/20
				To:	09-658	<u> </u>				
\bigcirc	0.00	40		From:	Cul-de-Sac			NIA	NIA	07/05/0
1040	0.23	48	R	To:	09-635	7		NA	NA	07/25/20
				From:	09-666					
1044)	0.12	40	R		0,000	_		NA	NA	06/11/20
				To:	Cul-de-Sac	<u> </u>				
\bigcirc	0.00	00		From:	Cul-de-Sac			NIA	NIA	4000
1045	0.22	80	R	To:	US 221	7		NA	NA	1998
				From:	Cul-de-Sac					
1046	0.24	80	R	-				NA	NA	1998
				To:	09-646					
\bigcirc	0.33	70	,	From:	Cul-de-Sac			NA	NIA	07/44/00
1050	0.32	70	R	To:	SR 24	7		NA	NA	07/11/20
				From:	09-653	$\dot{\top}$				
1052	0.22	130	R					NA	NA	1998
				To:	Cul-de-Sac	<u> </u>				
	0.00			From:	09-853 SOUTH			NIA	A I A	07/00/0
1055	0.33	20	R	To:	09-853 NORTH	7		NA	NA	07/02/20
				From:	09-1055	=				
1056	0.04	6	R					NA	NA	07/02/20
				To:	Cul-de-Sac					

					Dealor	u manne	enance A	iica							
Route	Length	AADT	QA	4Tire	Bus		Trı			QC	Design	OK	AAWDT	ΟW	Year
			٠.		240	2Axle	3+Axle	1Trail	2Trail	40	Hour	Δ		~	
Bedford County				From:		NCL BED	FORD								
(1101)	0.28	240	R	<u> </u>							NA		NA		1994
				To: From:		09-11	.02								
(1101)	0.14	60	R						_		NA		NA		1986
				To:		Dead 1	End								
	0.47	00	_	From:		Dead 1	End				N 1.0		N.1.0		4000
1102	0.17	90	R	To:		09-11	01				NA		NA		1986
				From:		NCL BED									
(1103)	0.17	60	R			NCL DLL	DI ORD				NA		NA		1986
				To:		Dead 1	End								
				From:		NCL BED	FORD								
1104	0.40	210	R						_		NA		NA		1986
				To:		09-11									
	0.08	800	R	From:		NCL BED	DFORD				NA		NA		1994
(1105)	0.00	800	K						_		INA		INA		1334
	0.30	460	R	From:		09-11	.06				NA		NA		1986
(1105)	0.50	400	IX	т		00.44					IVA		IVA		1300
(1405)	0.04	240	R	From:		09-11	.04				NA		NA		1986
(1105)	0.04	240		To:		00.11	0.7				14/1		14/1		1000
(1105)	0.31	100	R	From:		09-11	.07				NA		NA		1994
(1103)	0.0.			To:		09-11	.18								
				From:		09-11	.08								
1106	0.08	200	R								NA		NA		1986
				To:		09-11	.05								
\bigcirc				From:		09-11	.08								
1107	0.36	110	R	To:		00.11	0.5		_		NA		NA		1994
				From:		09-11									
1108	0.08	90	R	110111		09-11	.06				NA		NA		1986
(1108)				To:		00 1100 0	OUTH								
1108	0.08	100	R	From:		09-1109 S	OUTH				NA		NA		1986
(1100)				To		09-1109 N	ЮРТИ								
(1108)	0.45	100	R	From:		09-11091	NORTH				NA		NA		1986
				To:		09-11	.07								
_				From:		09-1108 S	OUTH								
(1109)	0.48	70	R						_		NA		NA		1986
				To:		09-1108 N			<u> </u>						
	0.06	200	R	From:		09-11	.16		_		NA		NA		1986
(1110)	0.00	290	ĸ						_		INA		INA		1900
(440)	0.30	510	R	From:		09-11	.14				NA		NA		1986
1110	0.50	310	K						_		INA		INA		1900
(m)	0.13	990	R	From:		09-11	.13				NA		NA		1994
(1110)	0.10	550		To:		00 11	12		_		14/1				.004
(1110)	0.15	1200	R	From:		09-11	.12				NA		NA		1994
	J. 10			To:		WCL BEI	DFORD		1						.554
				From:		09-11									
(1111)	0.32	160	R						_		NA		NA		1986
				To: From:		09-11	.13		—						
(1111)	0.13	120	R						_		NA		NA		1994
				To:		09-11	12								

					Bedfo	rd Maintenanc	e Area							
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+A		 I 2Trail	QC	Design Hour	QK AAW	/DT	QW	Year
Bedford County														
	0.06	460	R	From:		09-1111				NA	N	Δ		1986
(1112)	0.00	400	K	To:		09-1110				INA	INA	٦.		1900
				From:		Dead End		1						
(1113)	0.05	20	R							NA	N.	4		1986
				To: From:		09-1115								
1113	0.08	330	R							NA	N.	Ą		1986
				To: From:		09-1111								
1113	0.07	400	R							NA	N.	4		1994
				To:		09-1110								
	0.08	300	R	From:		09-1115				NA	N	Δ		1994
(1114)	0.00	300	IX	т						IVA	147	`		1004
	0.07	140	R	From:		09-1111				NA	N.	Δ		1986
(1114)	0.07	140		To:		09-1110						•		1000
				From:		09-1114								
(1115)	0.35	120	R							NA	N.	4		1986
				To:		09-1113								
\bigcirc	0.00	400	_	From:		09-1110				NIA	N	^		4004
(1116)	0.02	480	R	To:		WCL BEDFORD				NA	N.	4		1994
				From:		Cul-de-Sac								
(1118)	0.32	60	R			Cul-de-Sac				NA	N.	4		1998
(11)				To:		09-1105								
1118)	0.50	100	R	From:		09-1103				NA	N.	Ą		1994
				To:		Cul-de-Sac LOOI	1							
				From:		NCL BEDFORD								
1119	0.07	100	R							NA	N.	4		1998
				To: From:		BEGIN LOOP								
(1119)	0.73	50	R							NA	N.	4		1998
				To:		END LOOP		1						
	0.08	100	R	From:		09-718				NA	N.	Δ		06/13/2001
1120	0.00	100		Ta		00.1101				14/1	14/	•		00/10/2001
(1120)	0.05	20	R	From:		09-1121				NA	N.	Δ		06/13/2001
(1120)				To:		Dead End								
				From:		Dead End								
1121	0.09	50	R							NA	N.	4		06/13/2001
				To:		09-1120								
	0.16	70	В	From:		09-644				NIA	NI.	٨		1004
1125	0.10	70	R	To:		Dead End				NA	N	٦.		1994
				From:		SR 43 SOUTH								
1128	0.21	70	R			5K 15 500 111				NA	N	4		1986
				To		09-1129								
1128	0.05	80	R	From:						NA	N.	Ą		1994
				To:		SR 43 NORTH								
\bigcirc			_	From:		09-1128								
(1129)	0.10	70	R	To:		CD 42		_		NA	N.	4		1994
				From:		SR 43		<u> </u>						
(1130)	0.42	250	R			Dead End				NA	N	Α		07/16/2001
1130				To:		09-1131								
(1130)	0.08	300	R	From:		07-1131				NA	N.	4		07/16/2001
(1130)				To:		09-680								
	·			-										

					Bedford Maintenance Area					
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW Year
Bedford County				From:	09-1130					
(1131)	0.10	60	R			_		NA	NA	07/16/200
				To:	Dead End					
	0.04	20		From:	09-1136			NIA	NIA	4000
1135	0.04	80	R	To:	SCL BEDFORD	_		NA	NA	1986
				From:	Dead End	1				
1136	0.08	20	R	<u> </u>	Doud End	_		NA	NA	1986
				To: From:	09-1135	7				
1136	0.17	60	R	From:		_		NA	NA	1986
				To: From:	09-1137					
1136)	0.11	30	R	Tioni.		<u> </u>		NA	NA	1986
				To:	Cul-de-Sac					
\bigcirc	2.22			From:	09-1136					4000
1137	0.03	20	R	To:	Cul-de-Sac	_		NA	NA	1986
				From:		1				
1138	0.06	20	R		Cul-de-Sac	_		NA	NA	1986
1130				To:	09-714					
				From:	Dead End					
1140	0.07	460	R			_		NA	NA	1994
				To:	US 460					
	0.07	00	_	From:	Cul-de-Sac			NIA	NIA	4000
1141)	0.27	30	R	To:	WCL BEDFORD	_		NA	NA	1986
				From:	Dead End					
1142	0.10	80	R	<u> </u>	Dead End	_		NA	NA	1994
				To:	US 460					
				From:	09-671 WEST					
1146	0.09	80	R			_		NA	NA	1994
				To: From:	09-1147 WEST 09-1147 EAST					
1146	0.10	90	R		07 11 17 22 10 1			NA	NA	1986
				To:	09-671 EAST					
$\widehat{}$				From:	09-1146					
1147	0.19	80	R	To:	00.1146	_		NA	NA	1986
				From:	09-1146	1				
(1150)	0.26	100	R		09-723			NA	NA	1998
1150				To:	09-1151					
1150	0.32	30	R	From:	07-1131			NA	NA	06/27/200
				To:	Cul-de-Sac					
				From:	Cul-de-Sac					
1151	0.12	20	R					NA	NA	1998
		_	_	To: From:	09-1150					
(1151)	0.16	40	R	To	Cv1 1- C	_		NA	NA	1998
-				From:	Cul-de-Sac	1				
1200	0.08	50	R		Cul-de-Sac			NA	NA	06/06/200
.230				To:	09-659					
				From:	09-1206					
1201)	0.08	300	R			_		NA	NA	1994
				To: From:	09-621]				
1201	0.09	90	R			_		NA	NA	1986
				To:	09-1202					

					Bedfor		enance A								
Route	Length	AADT	QA	4Tire	Bus		Trı		OT:	QC	Design	QK	AAWDT	QW	Year
Bedford County						ZAXIE	3+Axle	Tirali	2 i raii		Hour				
	0.40			From:		09-12	02				NIA		NIA.		4000
(1201)	0.10	60	R	To:		09-12	03		1		NA		NA		1986
				From:		Dead I									
(1202)	0.10	40	R			D cuu I					NA		NA		1986
$\bigcup_{i=1}^{n}$				To: From:		09-12	04								
1202	0.19	60	R								NA		NA		1986
				To: From:		09-12	01								
1202	0.12	48	R	To:		Cul do	Caa		_		NA		NA		1986
				From:		Cul-de- 09-12									
1203	0.15	20	R			09-12	04				NA		NA		1986
				To:		09-12	01		¬						
(1203)	0.06	30	R	From:		0)-12	01				NA		NA		1986
				To:		Cul-de-	-Sac								
\bigcirc				From:		09-62	21								
1204	0.09	300	R						_		NA		NA		1994
	0.00	00		From:		09-12	02				NIA		NIA		4000
(1204)	0.08	80	R						_		NA		NA		1986
	0.09	60	R	From:		09-12	03				NA		NA		1986
1204	0.09	80	K	т					_		INA		INA		1900
	0.06	20	R	From:		09-12	05				NA		NA		1986
(1204)	0.00	20	11	To:		Cul-de-	-Sac		1		IVA		19/3		1500
				From:		Cul-de-	-Sac								
1205	0.09	40	R						_		NA		NA		1986
$\bigcup_{i=1}^{n}$				To:		09-12	04								
\bigcirc	0.45	4.40		From:		Dead I	End				NIA		NIA.		4004
1206	0.15	140	R						_		NA		NA		1994
\bigcirc	0.15	140	R	From:		09-12	01				NA		NA		1994
(1206)	0.13	140	K	To:		Dead I	End		7		INA		INA		1994
				From:		Dead I									
(1207)	0.13	48	R						_		NA		NA		06/06/2001
$\bigcup_{i=1}^{n}$				To:		Dead I	End								
\bigcirc	0.40			From:		09-12	07								00/00/000
1208	0.19	120	R	To:		09-12	00		_		NA		NA		06/06/2001
				From:		Dead I									
(1209)	0.58	370	R			Dead I	Jiiq.		_		NA		NA		06/06/2001
				To:		09-62	21								
\bigcirc				From:		09-12	12								
1210	0.34	1000	R	To:	11	CL LYNC	TIDI ID C		_		NA		NA		06/06/2001
				From:	VV				1						
(1211)	0.06	20	R			Cul-de-	·Sac		_		NA		NA		06/06/2001
				To:		09-12	10								
				From:		Cul-de-	Sac								
1212	0.47	120	R	т.			10		_		NA		NA		06/06/2001
				To:		09-12			<u> </u>						
(1)	0.37	6	R	From:		Cul-de-	Sac				NA		NA		06/06/200 ²
(1214)	0.51	0	Λ.	To:		09-12	27		1		13/7		INC		00/00/200
				•					_						

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW Year		
Bedford County				From:	Dead End							
(1216)	0.08	40	R	l	Dotta Elia			NA	NA	06/06/200		
\bigcirc				To:	09-660							
\bigcirc	0.00		_	From:	Cul-de-Sac					00/00/000		
1217	0.09	40	R	To:	09-1214	7		NA	NA	06/06/200		
				From:								
1218)	0.20	100	R		09-1212	_		NA	NA	06/06/200		
(1210)				To:	Cul-de-Sac]						
				From:	09-1213							
1219	0.15	50	R			_		NA	NA	06/06/200		
				To:	Cul-de-Sac							
	0.40	00	_	From:	09-660	_		NIA	NIA	00/00/00		
1220	0.40	80	R			_		NA	NA	06/06/200		
$\overline{}$	0.04	400		From:	09-1221	_		NIA	NA	06/06/200		
1220	0.04	100	R	To:	Dead End	7		NA	NA	06/06/200		
				From:	09-660	1						
1221)	0.13	200	R	<u> </u>	09-000			NA	NA	06/06/200		
				To:	09-1222							
1221)	0.20	100	R	From:	09-1222	_		NA	NA	06/06/200		
				To:	09-1220							
				From:	Cul-de-Sac							
1222	0.14	70	R			_		NA	NA	06/06/200		
				To	09-1221							
	0.40	90	В	From:	09-643			NA	NΛ	06/13/300		
1223	0.40	90	R	To:	09-1224	7		INA	NA	06/13/200		
						From:	Cul-de-Sac	1				
1224	0.13	20	R	<u> </u>	Cui-uc-sac			NA	NA	06/13/200		
				To:	09-1223							
				From:	09-660							
1225)	0.18	90	R	_		_		NA	NA	06/06/200		
				To:	Cul-de-Sac							
	0.22	400	В	From:	Cul-de-Sac	_		NIA	NIA	06/06/200		
1227	0.22	100	R	To:	09-1214	7		NA	NA	06/06/200		
				From:	Cul-de-Sac							
1229	0.22	110	R		our de blie	_1		NA	NA	06/11/200		
\bigcup				To:	09-662							
				From:	Dead End							
1231)	0.09	410	R			_		NA	NA	06/11/200		
				To:	09-1232							
	0.47	300	R	From:	09-1231	_		NA	NA	06/11/200		
1232	0.47	300	IX.	To:	Cul-de-Sac	7		INA	INA	00/11/200		
_				From:	09-1232							
1233	0.16	70	R					NA	NA	06/11/200		
<u> </u>				To:	Cul-de-Sac							
$\widehat{}$				From:	09-1209							
1238	0.10	40	R	To:	B 17.	_		NA	NA	06/06/200		
				To:	Dead End	<u> </u>						
1239	0.18	1000	R	From:	09-609			NA	NA	1998		

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Bedford County				From:	09-1240							
1239	0.20	120	R			_		NA		NA		06/06/200
				To: From:	Dead End 09-1246							
1239)	0.17	30	R		07-12-0	_1		NA		NA		06/06/200
				To:	09-1247]						
				From:	09-1439							
1240	0.46	1000	R					NA		NA		1998
				To: From:	09-1245]						
1240	0.91	960	R					NA		NA		1998
				To: From:	09-1241]						
1240	0.65	1100	R			_		NA		NA		1998
				To:	09-621							
	0.00		_	From:	09-1240			N 1A		NIA		4000
1241)	0.08	30	R	To:	Cul-de-Sac	_		NA		NA		1998
				From:								
	0.06	40	R	rioin.	09-1240			NA		NA		1998
1242	0.00	40	1	To:	Cul-de-Sac	7		IVA		11/3		1550
				From:	Cul-de-Sac							
1243	0.08	48	R		Cui-uc-Sac	_		NA		NA		1998
				To:	09-1240							
				From:	Cul-de-Sac							
1244)	0.05	30	R			_		NA		NA		1998
				To:	09-1240							
\sim			_	From:	Cul-de-Sac							
1245)	0.05	20	R	т	00.4040	_		NA		NA		1998
				To:	09-1240							
	0.04	20	В	From:	09-1239			NA		NΙΔ		06/06/200
1246	0.04	20	R	To:	Cul-de-Sac	7		NA		NA		06/06/200
				From:		1						
1247)	0.05	10	R		Cul-de-Sac	_		NA		NA		06/06/200
1247)				To:	09-1239	7						
				From:	09-660 SOUTH							
1250	0.69	140	R	-		_		NA		NA		06/06/200
				To:	09-660 NORTH							
				From:	09-1252							
1251	0.21	200	R			_		NA		NA		06/06/200
				To:	09-660							
\sim				From:	Cul-de-Sac							
1252	0.28	80	R	To:		7		NA		NA		06/06/200
				From:	Cul-de-Sac	1						
	0.25	150	R	From:	Cul-de-Sac	_		NA		NA		1998
1253	0.25	150	IX	To:	09-660	7		IVA		11/3		1550
				From:	Cul-de-Sac							
1254	0.24	60	R		ou de sue	_		NA		NA		06/06/200
				To:	09-1255							
1254	0.18	70	R	From:	V/-14JJ	_		NA		NA		1998
				To:	09-660							
				From:	09-1254							
1255)	0.22	130	R			_		NA		NA		1998
				To:	09-660							
				From:	09-1257							
1256	0.15	130	R			_		NA		NA		06/06/200
				To:	09-1254	1						

					Bedford Maintenance Area					
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW Year
Bedford County				From:	Cul-de-Sac					
(1257)	0.18	80	R			-		NA	NA	06/06/200
				To:	Cul-de-Sac					
	0.10	400	В	From:	09-1261			NΙΔ	NA	1009
1260	0.19	180	R	To:	09-663	7		NA	NA	1998
				From:	Cul-de-Sac					
(1261)	0.25	70	R		cur de Sue	_		NA	NA	1998
				To:	Cul-de-Sac					
\bigcirc				From:	09-1271					
1270	0.05	150	R	To:	00.662	_		NA	NA	1998
				From:	09-663	+				
(1074)	0.20	130	R	rioni.	09-1270			NA	NA	1998
(1271)	0.20	100		To:	09-1273			147	10.	1000
				From:	Cul-de-Sac					
(1272)	0.05	20	R			_		NA	NA	1998
				To:	09-1271					
\bigcirc				From:	Cul-de-Sac					
1273	0.05	30	R	To:	00 1271	_		NA	NA	1998
				From:	09-1271	+				
(1200)	0.40	90	R	110111.	09-662			NA	NA	1998
1280	00			To:	Cul-de-Sac					
				From:	Dead End					
1290	0.17	50	R			_		NA	NA	1998
				To: From:	09-1291					
1290	0.10	170	R	110111		<u> </u>		NA	NA	1998
				To:	US 460					
\bigcirc			_	From:	Cul-de-Sac					4000
(1291)	0.42	100	R	To:	09-1290	_		NA	NA	1998
				From:	09-626	1				
(1300)	0.56	100	R		07-020			NA	NA	07/02/200
				To:	Cul-de-Sac					
				From:	Dead End					
(1301)	0.72	230	R			_		NA	NA	07/02/200
				To:	09-626					
	0.09	20	R	From:	Dead End			NA	NA	07/02/200
(1302)	0.09	20	K	To:	09-626	\neg		INA	INA	07/02/200
				From:	Dead End					
(1303)	0.15	20	R		Delid End			NA	NA	07/02/200
\bigcup				To:	09-626					
<u> </u>				From:	09-656					
(1304)	0.10	20	R			_		NA	NA	07/02/200
				Tor	09-656					
4205	0.04	20	R	From:	09-656			NA	NA	07/02/200
(1305)	0.04	20	IX.	To:	Cul-de-Sac	7		14/7	INC	01/02/200
				From:	Cul-de-Sac					
(1306)	0.20	100	R					NA	NA	07/02/200
				To:	09-656					
				From:	Cul-de-Sac					
(1307)	0.15	48	R	т. Г		_		NA	NA	07/02/200
				To:	09-1308					

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW Year
Bedford County				From:	09-1308	1				
1307	0.15	100	R		07-1300			NA	NA	07/02/200
				To:	09-656					
\bigcirc				From:	Cul-de-Sac					
1308	0.03	6	R	To:	00.1307	7		NA	NA	07/02/200
				From:	09-1307	1				
1309	0.17	40	R		Cul-de-Sac			NA	NA	07/02/200
1303)	-	-		To:	09-656					
				From:	09-621					
1319	0.16	70	R	To:	0.11.0	-		NA	NA	06/06/200
				From:	Cul-de-Sac					
1000	1.50	580	R	From:	BEGIN LOOP			NA	NA	07/23/200
1320	1.00	300	1	To:	09-619	1		14/ (10/1	01720720
				From:	09-1320					
1321	0.16	60	R			_		NA	NA	07/23/200
				To:	Cul-de-Sac					
	0.40	40	_	From:	09-1320			NIA	NIA	07/00/00/
1322	0.13	40	R	To:	Cul-de-Sac	1		NA	NA	07/23/200
				From:	09-1320	1				
1323	0.11	40	R		07-1320	_1		NA	NA	07/23/200
				To:	Cul-de-Sac					
				From:	09-1320					
1324	0.10	30	R	To:		_		NA	NA	07/23/20
				From:	Cul-de-Sac					
	0.06	40	R	From:	09-1320	_	NA	NΑ	NA	07/23/200
1325	0.00		1	To:	Cul-de-Sac	1		14/ (10/1	01720720
				From:	Cul-de-Sac/					
1335)	0.22	NA				_		NA	NA	
				To:	09-00711(B)/					
	0.40		_	From:	09-811			NIA	NIA	4000
1340	0.10	270	R	To:	09-1341	1		NA	NA	1998
				From:	Dead End	1				
1341)	0.37	200	R	<u> </u>	Dead End			NA	NA	1998
				To:	Dead End	Ī				
				From:	09-1341					
1342	0.21	140	R	To:	0.11.6	7		NA	NA	1998
				From:	Cul-de-Sac	1				
1242)	0.13	70	R	From:	09-1342			NA	NA	1998
1343	0.10		• • • • • • • • • • • • • • • • • • • •	To:	Cul-de-Sac	7			10.	1000
				From:	09-811					
1344	0.19	NA				_		NA	NA	
				To:	09-1345					
\cap	0.44	N/A		From:	Cul-de-Sac			NIA.	NIA	
1345)	0.44	NA		To:	Cul-de-Sac	1		NA	NA	
				From:	09-711	I I				
1346	0.50	150	R		V/ /11			NA	NA	1998
				To:	Cul-de-Sac					
				From:	09-1351					
(1350)	0.21	20	R	To	00.701	7		NA	NA	1998
				To:	09-704					

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW Year
Bedford County				From:	Dead End					
(1351)	0.02	6	R	<u> </u>	Dead End			NA	NA	06/18/200
<u> </u>				To: From:	09-1350]				
(1351)	0.14	20	R	To:	Cul-de-Sac	7		NA	NA	1998
				From:	Cul-de-Sac					
(1381)	0.06	40	R	<u> </u>	Cul-uc-buc	_		NA	NA	1998
				To:	09-1380					
	0.12	40	R	From:	09-1425			NA	NA	1998
1382	0.12	40	K	To:	Cul-de-Sac	7		INA	N/A	1990
				From:	09-1384					
1383	0.25	160	R			_		NA	NA	1998
				To:	09-1380					
1384	0.08	320	R	From:	09-1383	_		NA	NA	1998
1364)				To:	09-1240					
				From:	09-1240	J				
1385	0.18	NA		To:	09-1384	7		NA	NA	
				From:	09-01387(B)/	1				
1386	0.16	NA			09-01387(B)/	_		NA	NA	
				To:	09-01425(B)/					
\bigcirc	0.00			From:	Cul-de-Sac/					
1387	0.38	NA		To:	09-01388(B)/	7		NA	NA	
				From:	Cul-de-Sac/	1				
1388	0.20	NA				_		NA	NA	
				To:	Cul-de-Sac/					
	0.32	150	R	From:	Cul-de-Sac			NA	NA	1994
1400	0.52	150	K	To:	09-702	7		INA	NA.	1994
				From:	US 460					
1401)	0.10	70	R			_		NA	NA	06/18/200
				To:	09-1402					
1402)	0.10	50	R	From:	09-1403	_		NA	NA	06/18/200
1402				To:	09-1401					
				From:	US 460					
1403)	0.10	40	R	To:	00.1402	7		NA	NA	06/18/200
				From:	09-1402 09-668	1				
1404	0.24	80	R	<u> </u>	09-008			NA	NA	1998
				To:	Cul-de-Sac					
\bigcirc	2.00			From:	Cul-de-Sac					1000
1405	0.22	60	R	To	09-668	7		NA	NA	1998
				From:	Cul-de-Sac					
(1407)	0.38	70	R			_		NA	NA	06/06/200
				To:	Dead End	<u> </u>				
\bigcirc	0.80	240	Б	From:	US 221			NA	NA	06/18/200
(1410)	0.00	210	R	To:	Dead End			INA	INA	00/10/200
				From:	US 221	-				
(1411)	0.04	170	R			-		NA	NA	1998
				To:	09-1412					

Davita	1 41	A A D T		4T!	Bedford Maintenance Area			Design	01/	A A)A/DT		V
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Hour	QK	AAWDT	QW	Year
Bedford County				From:	09-1412				-			
(1411)	0.41	80	R	•				NA		NA		1998
				To:	Cul-de-Sac							
	0.68	60	R	Finan	TO BE DELETED			NA		NA		06/13/200
(1411)	0.00	00	1	To:	Cul-de-Sac	1		INA		IVA		00/10/200
				From:	09-1413							
(1412)	0.06	90	R		***			NA		NA		1998
				To:	09-1411							
				From:	09-1412							
1413	0.26	70	R	_				NA		NA		1998
				To:	Cul-de-Sac							
\bigcirc	0.42	400	_	From:	09-1415			NIA		NIA		4000
1414)	0.13	190	R	To:	Cul-de-Sac	_		NA		NA		1998
				From:								
	0.29	7000	R	1.0	US 221			NA		NA		1994
(1415)	0.20	7000	1	To:	WCL LYNCHBURG	7		1471		1471		1004
				From:	Cul-de-Sac							
1416	0.05	100	R	-	201 02 201			NA		NA		1998
				To:	09-1415							
				From:	Dead End							
(1420)	0.13	80	R					NA		NA		1986
				To: From:	09-1422							
(1420)	0.03	80	R					NA		NA		1986
				To:	Campbell County Line							
\sim				From:	US 221							
(1421)	0.12	840	R					NA		NA		1994
				To: From:	09-1424]						
(1421)	0.04	450	R					NA		NA		1986
<u> </u>				To: From:	09-1422	⊐						
(1421)	0.04	310	R	_				NA		NA		1986
				To:	Campbell County Line							
	0.00	0.40	_	From:	09-1421			N.I.A		N.1.A		4004
1422	0.06	240	R	To:	09-1420	_		NA		NA		1994
				From:								
	0.06	46	R	Piolii.	Dead End			NA		NA		1986
(1423)	0.00	40	IX			_		INA		IVA		1300
	0.10	20	R	From:	09-1424	_		NA		NA		1986
(1423)	0.10	20	IX	To:	Campbell County Line	1		INA		INA		1300
				From:	09-1423							
(1424)	0.06	180	R	<u> </u>	07-1-423			NA		NA		1994
				To:	09-1421							
				From:	09-1240							
(1425)	0.57	450	R	-				NA		NA		1994
				To: From:	09-1427	1—						
(1425)	0.27	3000	R	1 10III.	•			NA		NA		1986
\bigcup				To	US 221	1						
(1425) Graves Mill Rd	0.26	17000	F	96%	1% 1% 1% 1%	0%	С	1800	F	18000	F	2001
				To:	ECL LYNCHBURG							
	<u> </u>			From:	US 221							
(1426)	0.36	2400	R	_				NA		NA		06/11/2001
				To:	09-1425							

					_	Mainten					Design				
Route	Length	AADT	QA	4Tire	Bus			1Trail		QC	Hour	QK	AAWDT	QW	Year
Bedford County				r											
1427)	0.82	1600	R	From:		US 221					NA		NA		06/06/200
1427)	0.02		.`	To:		09-1425	5				101				00/00/20
				From:		Cul-de-S	ac								
1428	0.06	30	R								NA		NA		1986
_				To: From:		09-1429)]						
1428	0.12	100	R	To:		09-661			_		NA		NA		1986
				From:		09-001									
1429	0.20	60	R			09-1440)		_		NA		NA		1986
				To:		09-1428	3								
\sim				From:		09-663									
1430	0.13	970	R								NA		NA		1994
	0.40		_	From:		09-143	ĺ]——						4000
1430	0.13	490	R	To:		09-1403	2				NA		NA		1986
				From:		09-140			1						
1431)	0.23	1200	R			09-1430)				NA		NA		1994
				To		09-1434	1								
1431)	0.53	290	R	From:			•				NA		NA		1986
				To: From:		09-1432	2								
1431)	0.35	120	R								NA		NA		1986
				To: From:		09-1439)]——						
1431)	0.12	90	R								NA		NA		1986
				To: From:		09-1455	5]——						
1431)	0.32	20	R	To:		10 140	7		_		NA		NA		1986
				From:		19-1407 Dead En									
1432	0.19	49	R	<u></u>		Dead En	IU				NA		NA		1986
1402				To:		09-1433	3		1						
1432	0.03	170	R	From:		0, 1,0,					NA		NA		1986
				To: From:		09-1431	1								
1432	0.17	90	R						_		NA		NA		1994
				To:		Dead En	nd								
	0.19	90	R	From:		09-1432	2				NA		NA		1986
1433	0.19	90	ĸ	To:		Dead En	nd		7		INA		INA		1900
				From:		09-1431									
1434)	0.22	640	R								NA		NA		1994
_				To: From:		09-1435	5								
1434)	0.28	150	R						_		NA		NA		1986
				To:		Dead En									
	0.04	400	R	From:		09-1434	4				NA		NA		1994
1435)	0.04	400	ĸ	To							INA		INA		1994
1425	0.27	180	R	From:		09-1436)				NA		NA		1986
1435	0.21			To:		00 1422	7								
1435)	0.15	60	R	From:		09-1437	/				NA		NA		1986
1733				To:		Dead En	nd		1		•		`		
				From:		Dead En	nd								
1436	0.28	170	R			-			_		NA		NA		1986
				To:		09-1435	5								

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK AAWDT QW	Year
Bedford County				From:	09-1435	1				
1437)	0.20	40	R	<u> </u>	07 1155	_		NA	NA	1986
				To:	Dead End					
\bigcirc	0.00		_	From:	09-1437					4000
1438	0.08	30	R	To:	Cul do Soo	_		NA	NA	1986
				From:	Cul-de-Sac	1				
1439)	0.19	40	R	<u> </u>	Cul-de-Sac			NA	NA	1986
14009		_		To:	09-1431					
				From:	09-661					
1440	0.09	650	R					NA	NA	1994
				To: From:	09-1441					
1440	0.15	190	R					NA	NA	1986
				To: From:	09-1446					
1440	0.03	150	R					NA	NA	1986
				To: From:	09-1442					
1440	0.11	120	R					NA	NA	1986
				To: From:	09-1429]				
1440	0.39	110	R	To:	00.661	_		NA	NA	1986
				From:	09-661					
<u> </u>	0.08	290	R	Piolii.	09-1440			NA	NA	1994
1441)	0.00	230	1	To:	00.1442	_		14/1	10.1	100-
1441	0.03	90	R	From:	09-1443			NA	NA	1986
1441)	0.00	•		To	00.1444	_		1471	177	1000
1441	0.09	50	R	From:	09-1444			NA	NA	1986
1441)	0.00			To:	00 1445	_				
1441)	0.13	30	R	From:	09-1445			NA	NA	1986
1441)				To:	09-1442					
				From:	09-1440					
1442	0.08	240	R					NA	NA	1994
				To: From:	09-1447					
1442	0.07	49	R					NA	NA	1986
				To: From:	09-1448					
1442)	0.06	30	R	_		_		NA	NA	1986
				To:	09-1441					
	0.04	20	R	From:	09-1441			NA	NA	1986
1443	0.04	20	ĸ	To:	Cul-de-Sac	7		INA	INA	1900
				From:	Cul-de-Sac	i				
1444	0.05	30	R		ou do pao	_		NA	NA	1986
				To:	09-1441					
\sim				From:	Dead End					
1445)	0.05	20	R					NA	NA	1986
				To: From:	09-1441					
1445)	0.02	20	R	To:	D 10 1	_		NA	NA	1986
					Dead End	1				
	0.08	30	R	From:	09-1440			NA	NA	1986
1446	0.00	30	Λ.	To:	Cul-de-Sac	7		13/7	IVA	1300
				From:	Dead End	-				
1447)	0.03	30	R		D vun Dill	_		NA	NA	1986
				To:	09-1442					

					Bedford Maintenance AreaTruck			Design		
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Hour	QK AAWDT	QW Year
Bedford County				From:	09-1442					
(1447)	0.05	40	R	l	02 111 <u>2</u>			NA	NA	1986
\bigcup				To:	Dead End					
	0.04	20	В	From:	09-1442			NA	NA	1986
1448	0.04	30	R	To:	Cul-de-Sac	\neg		NA	NA	1900
				From:	Cul-de-Sac	1				
1449)	0.06	40	R					NA	NA	1986
				To:	09-661					
\bigcirc				From:	09-661					00////00
1451	0.14	80	R	To:	Cul-de-Sac	_		NA	NA	06/11/20
				From:	09-1431					
1455)	0.14	60	R	<u> </u>	07-1431			NA	NA	1986
1				To	DEERTRACK DR	¬				
1455	0.13	47	R	From:	DELKTRACK BR	_1		NA	NA	1986
				To:	Cul-de-Sac					
$\overline{}$				From:	Cul-de-Sac					
1457)	0.11	70	R	To:	00 1421	_		NA	NA	1998
				From:	09-1431					
1460	0.18	190	R	110	09-1465	_		NA	NA	07/23/20
1460	35			To:	09-1464	_				01720720
1460	0.04	250	R	From:	09-1404			NA	NA	07/23/20
1400				To:	09-1463					
1460	0.06	310	R	From:	09-1403			NA	NA	07/23/20
				To	09-1462	¬				
1460	0.24	380	R	From:	07 1102			NA	NA	07/23/20
				To: From:	09-1461					
1460	0.31	480	R	From:		_		NA	NA	07/23/20
				To:	09-619					
	2.00		_	From:	Cul-de-Sac					07/00/00
1461	0.09	30	R	To:	09-1460	_		NA	NA	07/23/20
				From:	Cul-de-Sac					
1462)	0.10	48	R		Cui-de-Sac			NA	NA	07/23/20
1402)				To:	09-1460					
				From:	Cul-de-Sac					
1463	0.16	48	R			_		NA	NA	07/23/20
				To:	09-1460					
	0.09	20	R	From:	09-1460			NA	NA	07/23/20
1464	0.09	20	K	To:	Cul-de-Sac	_		INA	NA	01123120
				From:	Dead End					
1465	0.37	110	R		DVIII DIII			NA	NA	07/23/20
				To	09-1460					
1465	0.20	70	R	From:		_		NA	NA	07/23/20
				To:	Cul-de-Sac					
\bigcirc				From:	09-619					
70)	0.22	80	R	To:	Cul de C	_		NA	NA	07/18/20
				From:	Cul-de-Sac	1				
	0.19	1000	R	r tom.	US 221	_		NA	NA	1994
1474	0.10	.000	14	To:	09-1476	-		14/1	HA	1004

				. —	Bedford Maintenance Area		Design	01 / 11/11	
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	()(:	Hour	QK AAWDT	QW Year
Bedford County				From:	US 221	$\overline{}$			
(1475)	0.18	700	R			<u> </u>	NA	NA	1994
				To:	Campbell County Line				
	0.17	040	_	From:	Campbell County Line		NIA	NIA	1006
1476	0.17	210	R				NA	NA	1986
	0.06	550	R	From:	09-1477		NA	NA	1994
1476	0.00	550	K	To:	09-1474	٦	INA	INA	1994
				From:	Cul-de-Sac	$\dot{\pm}$			
(1477)	0.05	20	R		cui de bue	_	NA	NA	1986
				To	09-1476				
(1477)	0.02	200	R	From:	52 1170	_	NA	NA	1998
\bigcup				То:	Campbell County Line				
				From:	09-622				
(1480)	0.34	120	R				NA	NA	1998
				To: From:	09-1481	<u></u>			
(1480)	0.48	70	R				NA	NA	1998
				To:	Cul-de-Sac				
	0.00	00	_	From:	09-1480		NIA	NA	4000
(1481)	0.29	80	R	To:	Dead End	_	NA	NA	1998
				From:					
(1482)	0.25	70	R	110111	09-1480	_	NA	NA	1998
(1462)	0.20	. •	•••	To:	09-1481				
				From:	US 221				
(1489)	0.37	290	R	<u> </u>		_	NA	NA	06/11/200
				То:	09-666				
				From:	Dead End				
(1490)	0.09	30	R	_			NA	NA	07/23/200
				10:	09-775				
	0.05	400	_	From:	09-623		NIA	NIA	4000
(1497)	0.25	420	R	To:	Campbell County Line	\neg	NA	NA	1998
				From:	09-1497				
(1498)	0.15	150	R		09-1497		NA	NA	1998
(1496)			•••	To:	Campbell County Line				
				From:	09-623				
(1500)	0.13	200	R	-		_	NA	NA	1994
				To:	Campbell County Line				
Campbell County				Erony	0.1.22				
(1500)	0.11	40	R	From:	Campbell County Line	_	NA	NA	1994
(1500)	0.11	40	K	To:	Cul-de-Sac	٦	INA	NA.	1994
Bedford County				•		•			
Calora County				From:	09-655				
(1501)	0.38	120	R			_	NA	NA	06/25/200
				To:	Cul-de-Sac	<u> </u>			
\bigcirc	0.00		_	From:	Cul-de-Sac		NI A	h 1 A	00/05/000
(1502)	0.06	20	R			_	NA	NA	06/25/200
	2			From:	09-1503	_		h	00/07/05
1502	0.14	130	R	To:	00 (55	=	NA	NA	06/25/200
_					09-655				
	0.12	60	R	From:	Dead End		NA	NA	06/25/200
(1503)	0.12	90	ĸ	To:	09-1504	7	INA	INA	00/23/200
				ı	U/-12UT				

					Bedford Mai									
Route	Length	AADT	QA	4Tire	Bus	Tr			QC	Design	OK	AAWDT	ΟW	Year
	Lengui	ו ערה	WА	71110	2Ax	e 3+Axle	1Trail	2Trail	QU	Hour	۷ı۱	/7/7/VD1		ı cai
Bedford County				From:	09	1504								
(1503)	0.10	90	R	<u> </u>		1501		_		NA		NA		06/25/2001
				To: From:	09-	1502								
(1503)	0.15	40	R					_		NA		NA		06/25/2001
				To:		d End								
	0.07	20	_	From:	Cul-	de-Sac				NIA		NIA		00/05/0004
1504	0.07	30	R	To:	09	1503		7		NA		NA		06/25/2001
				From:		de-Sac								
(1505)	0.15	48	R		Cui	40 540				NA		NA		06/25/2001
				To:	09	-655								
\bigcirc				From:	09	1514								
(1507)	0.70	270	R	To:	00	1508		7		NA		NA		06/11/2001
				From:				+						
(1508)	0.06	40	R	rion.	Cul-	de-Sac				NA		NA		06/11/2001
1508	0.00			To:	09	1507								
				From:		1507								
(1509)	0.08	40	R					_		NA		NA		06/11/2001
				To:	Cul-	de-Sac		1						
\bigcirc	0.40	200	-	From:	09	-811				NIA		NIA		4004
(1510)	0.18	330	R					_		NA		NA		1994
	0.04			From:	09	1511		_		NIA		NIA		4000
(1510)	0.04	30	R	To:	Des	d End		7		NA		NA		1986
				From:		d End		+						
(1511)	0.20	170 R	<u> </u>	DC	d Elid		_		NA		NA		1994	
				To:	09	1510								
				From:	09	1514								
(1513)	0.16	40	R					_		NA		NA		06/11/2001
				To:		de-Sac								
(1514)	0.83	400	R	From:	09	-622				NA		NA		1998
(1514)	0.03	400	IX.	To:	Cul-	de-Sac		7		INA		IVA		1330
				From:	END	LOOP								
(1515)	0.40	50	R					_		NA		NA		1986
				To: From:	09	1516								
(1515)	0.25	40	R	<u>-</u>						NA		NA		1986
				From:	BEGI	N LOOP								
(1515)	0.32	100	R					_		NA		NA		1986
				To:		-622		<u> </u>						
	0.13	40	R	From:	Cul-	de-Sac				NA		NA		1986
1516	0.13	40	K	To:	09-	1515				INA		INA		1900
				From:		de-Sac		İ						
(1517)	0.21	48	R							NA		NA		07/11/2001
				To:	09	-750								
\bigcirc		_	_	From:	Cul-	de-Sac								0010-11
1518	0.10	50	R							NA		NA		06/25/2001
				To: From:	09	1520								00/0=:==:::
1518	0.10	60	R	_						NA		NA		06/25/2001
	0.07		_	From:	09	1519		_		N/A		NIA.		00/05/0004
(1518)	0.07	80	R	To:	00	1521		7		NA		NA		06/25/2001
					09	1.04.1		_1						

					Bedford Maintenance Area					
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW Year
Bedford County				From:	09-1521	1				
(1518)	0.06	200	R	<u></u>	09-1321	_		NA	NA	06/25/200
				To:	09-655					
				From:	Cul-de-Sac					
(1519)	0.05	10	R			_		NA	NA	06/25/200
				To: From:	09-1518					
4500	0.05	6	R	FIOIII.	Cul-de-Sac			NA	NA	06/25/200
(1520)	0.00	Ū		To:	09-1518			14/ (10.0	00/20/200
				From:	09-1518					
(1521)	0.20	100	R	· ·				NA	NA	06/25/200
				To: From:	09-1523					
(1521)	0.18	60	R					NA	NA	06/25/200
				To: From:	09-1522]				
(1521)	0.16	48	R			_		NA	NA	06/25/200
				To: From:	Cul-de-Sac					
(1522)	0.10	30	R	From:	Cul-de-Sac			NA	NA	06/25/200
(1522)	0.10	30	11	To:	09-1521	7		14/ (10.0	00/20/200
				From:	Cul-de-Sac					
1523	0.16	30	R			_		NA	NA	06/25/200
$\bigcup_{i=1}^{n}$				To:	09-1521					
\bigcirc			_	From:	09-655					00/07/000
1524	0.30	20	R	To:	Cul-de-Sac	_		NA	NA	06/25/200
				From:	09-1527					
1525	0.22	120	R		09-1327	_		NA	NA	1986
(1323)				To:	09-622					
				From:	09-1527					
1526	0.30	250	R			_		NA	NA	1986
				To:	09-622					
	0.37	20	В	From:	Cul-de-Sac			NA	NΑ	1096
(1527)	0.37	20	R	_		_		INA	NA	1986
(1527)	0.13	30	R	From:	09-1596			NA	NA	1986
(1527)	0.15	30	1	т	22.4.22	_		INA	IVA	1300
(F53)	0.09	40	R	From:	09-1529			NA	NA	1986
(1527)	0.00	40		To:	09-1528	7			10.	1000
(1527)	0.08	60	R	From:	09-1328			NA	NA	1986
1321)				To	09-1526					
(1527)	0.09	80	R	From:	07-1320			NA	NA	1986
				To	09-1525	٦				
(1527)	0.06	170	R	From:	07 1320			NA	NA	1986
\bigcirc				To:	Campbell County Line					
\bigcirc				From:	09-1527					
1528	0.37	140	R	To:	00.722	_		NA	NA	1986
					09-622					
(1520)	0.09	40	R	From:	09-1527	_		NA	NA	1986
(1529)	0.00	70	11	To:	00.1545	_		INA	IVA	1300
(1529)	0.16	50	R	From:	09-1545	_		NA	NA	1986
1329				To:	00 1522					
(1529)	0.07	20	R	From:	09-1533			NA	NA	1986
				To:	Dead End	1				

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK AAWDT QW	Year
Bedford County				From:	Dead End	$\overline{}$				
(1530)	0.24	80	R			<u> </u>		NA	NA	1986
				To:	09-622					
(F)	0.07	20	R	From:	Dead End	_		NA	NA	1986
(1531)	0.07	20		To	00 1524			1471	147.	1000
(1531)	0.09	120	R	From:	09-1534	_		NA	NA	1986
				To: From:	09-1532	¬				
(1531)	0.10	730	R			<u>-</u>		NA	NA	1994
				To:	09-622					
	0.13	380	R	From:	09-1531	_		NA	NA	1994
1532	0.13	300	IX	To:	00.1522	_		IVA	14/1	1004
(1532)	0.04	30	R	From:	09-1533			NA	NA	1986
(1532)				To:	Cul-de-Sac					
				From:	Dead End					
1533	0.13	40	R					NA	NA	1986
				To: From:	09-1546]				
(1533)	0.09	50	R					NA	NA	1986
	0.10			From:	09-1529					4000
1533	0.10	90	R					NA	NA	1986
	0.00	200	R	From:	09-1534	_		NIA	NA	1004
1533	0.09	300	ĸ	To:	09-1532	7		NA	NA	1994
				From:	09-1531					
1534	0.13	140	R		07 1001			NA	NA	1986
				To: From:	09-1533	٦				
(1534)	0.12	80	R	rioii.		_		NA	NA	1986
				To:	Cul-de-Sac	<u> </u>				
\bigcirc	0.40	440		From:	Dead End			NIA	NIA	07/44/000
1535	0.46	140	R	To:	09-757	7		NA	NA	07/11/200
				From:	Cul-de-Sac					
1536	0.37	NA			Cur de Bue			NA	NA	
				To:	09-1507					
\bigcirc				From:	09-1536					
(1537)	0.10	NA		To:	Cul-de-Sac	\neg		NA	NA	
				From:	Cul-de-Sac	+				
(1538)	0.12	80	R	<u> </u>	cui-uc-sac			NA	NA	07/25/2001
				To	09-1539	٦				
1538	0.06	140	R	From:		_		NA	NA	07/25/2001
				To:	09-619					
\bigcirc	2.22	40	_	From:	09-1583					07/05/000
1539	0.06	40	R	To:	Dead End	7		NA	NA	07/25/2001
				From:	09-619	\pm				
(1540)	0.18	140	R		V/ V1/	_		NA	NA	07/25/2001
				To: From:	09-1541	¬—				
1540	0.13	48	R	1 (OIII.	· · ·	-		NA	NA	07/25/200
				To:	Dead End	<u> </u>				
	0.47			From:	09-1540			NIA	NIA.	07/05/000
(1541)	0.17	50	R	To:	Dead End	¬		NA	NA	07/25/200
					Deau Ellu					

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW Year
Bedford County				From:	09-755					
(1542)	0.21	160	R					NA	NA	07/11/2001
				To: From:	09-1543]				
(1542)	0.17	70	R			_		NA	NA	07/11/2001
				To:	Cul-de-Sac					
	0.11	40	R	From:	09-1542			NA	NA	07/11/2001
(1543)	0.11	40	K	To:	Cul-de-Sac	7		INA	INA	07/11/200
				From:	Cul-de-Sac					
1545	0.07	40	R					NA	NA	1986
				To: From:	09-1546	—				
1545	0.04	70	R	rion.				NA	NA	1986
$\overline{}$				To:	09-1529					
\bigcirc			_	From:	09-1545					
1546	0.11	30	R	To:	00 1522	_		NA	NA	1986
				From:	09-1533					
(1547)	0.51	NA		rioni.	Begin Loop	_		NA	NA	
(1547)	0.0.			To:	00 1540	_				
(1547)	0.46	110	R	From:	09-1548			NA	NA	07/09/200
(1947)	00		••	To:	09-655					077007200
				From:	09-1547					
(1548)	0.12	48	R			_		NA	NA	07/09/2001
				To:	Cul-de-Sac					
\bigcirc				From:	Cul-de-Sac/					
(1549)	0.10	NA		To:	09-01547(B)/	_		NA	NA	
				From:						
(1550)	0.10	40	R		Cul-de-Sac			NA	NA	06/25/200
(1990)	0.10		• • •	To:	09-1551	_		10.		00/20/200
(1550)	0.41	230	R	From:	09-1331	_		NA	NA	06/25/200
(1330)	-			To	BENT TREE					
1550	0.13	240	R	From:	DENT TREE			NA	NA	06/25/2001
				To:	09-823					
				From:	09-1550					
(1551)	0.13	180	R					NA	NA	06/25/2001
				To: From:	BEGIN LOOP]				
(1551)	0.59	40	R	. —		_		NA	NA	06/25/2001
				To:	END LOOP					
	0.08	50	R	From:	09-823			NA	NA	06/25/2001
(1555)	0.00	30	IX.	To:	Dead End	7		INA	INA	00/23/200
				From:	09-1567					
1558	0.18	80	R		07 1507	<u> </u>		NA	NA	1986
				To:	Campbell County Line					
				From:	09-1567					
1559	0.08	30	R	To:	C-11 C	_		NA	NA	1986
				From:	Cul-de-Sac					
4500	0.16	45	R	170m.	09-622	_		NA	NA	06/11/2001
1562	0.10	40	11	To:	Cul-de-Sac	1		INA	INC	55/11/200
				From:	Cul-de-Sac	i				
(1563)	0.23	40	R					NA	NA	06/11/2001
				To:	09-1570					

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT QW	Year
Bedford County				_		ZIIGII		rioui		
1564)	0.19	49	R	From:	09-1573			NA	NA	1986
1564				To:	Dead End					
\sim				From:	09-1573					
1565	0.11	90	R	To:	0.11.0	_		NA	NA	1986
				From:	Cul-de-Sac	+				
1566	0.07	30	R	Troni.	Cul-de-Sac			NA	NA	1986
1300)				To:	09-1573					
				From:	09-1573					
1567	0.14	510	R					NA	NA	1994
\bigcirc				From:	09-1572					1000
1567	0.11	490	R			_		NA	NA	1986
	0.00	540		From:	09-1559			NIA	NIA	1006
1567	0.09	510	R			_		NA	NA	1986
	0.09	520	R	From:	09-1558			NA	NA	1986
1567	0.00	320	IX	To:	09-1598	1		IVA	IVA	1500
				From:	Cul-de-Sac					
1568	0.09	90	R			_		NA	NA	1986
				To:	09-1573					
\bigcirc	0.00		_	From:	09-1573			NIA	NIA	4000
1569	0.08	47	R	To:	Cul-de-Sac	7		NA	NA	1986
				From:	09-622	1				
(1570)	0.31	500	R		07-022			NA	NA	06/11/200
				To:	09-1573					
				From:	09-1573					
1571	0.09	30	R	To:	Call de Car	=1		NA	NA	1986
				From:	Cul-de-Sac					
1572	0.33	240	R		09-1573			NA	NA	1986
(15/2)				To	09-1567					
1572)	0.07	50	R	From:	07-1507			NA	NA	1986
				To:	Dead End					
\bigcirc				From:	Campbell County Line					
(1573)	0.07	1800	R					NA	NA	1994
$\overline{}$	0.02	4000		From:	09-1565			NIA	NIA	4000
1573)	0.03	1300	R			_		NA	NA	1986
	0.08	1100	R	From:	09-1566	_		NA	NA	1986
(1573)	0.00	1100	1	To:	00.15/7	_		INC	14/7	1300
(1573)	0.03	1200	R	From:	09-1567			NA	NA	1986
(1573)	0.00	.200		To	00 1560					
(1573)	0.06	1300	R	From:	09-1568			NA	NA	1986
				To: From:	09-1569					
1573)	0.03	1400	R	From:	V/ 150/	_1		NA	NA	1986
\bigcirc				To: From:	09-1570					
1573	0.13	1500	R	1 (OIII.		_		NA	NA	1986
				To: From:	09-1571					
(1573)	0.10	1500	R			_		NA	NA	1986
				To: From:	09-1572]——				
1573	0.11	1600	R			_		NA	NA	1986
$\overline{}$				To:	09-1564	1				

					Deulor	d Mainte					Do-:				
Route	Length	AADT	QA	4Tire	Bus			ıck 1Trail	 2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Bedford County						ZAXIE	STAXIE	HIII	ZIIdli		Houl				
				From:		09-156	54								
(1573)	0.14	1700	R								NA		NA		1986
\bigcirc	0.13	4200		To: From:		09-157	74				NΙΛ		NΙΔ		1006
(1573)	0.13	1200	R	To:		Dead E	nd		\neg		NA		NA		1986
				From:		09-157									
(1574)	0.21	320	R	<u> </u>		0, 10,			1		NA		NA		1986
				To: From:		09-157	75		7——						
1574	0.26	700	R						_		NA		NA		1994
				To:		09-66									
	0.03	c	В	From:		Dead E	nd				NΙΛ		NΙΔ		1006
(1575)	0.03	6	R	To:		09-157	74		7		NA		NA		1986
				From:		09-661 W									
1576	0.12	470	R			07 001 11	LUI		_1		NA		NA		1994
				To: From:		09-1578 SC	OUTH								
(1576)	0.06	340	R	From:							NA		NA		1994
				To:		09-159	90		_						
1576	0.12	260	R	rioni.							NA		NA		1994
				To: From:		09-157	79								
1576	0.12	180	R								NA		NA		1994
				To: From:		09-1578 N	ORTH		<u> </u>						
(1576)	0.12	230	R								NA		NA		1994
				To: From:		09-157	77								
1576	0.27	610	R						_		NA		NA		1994
				To:		09-661 E.			1						
	0.13	140	R	From:		Cul-de-S	Sac				NA		NA		1994
(1577)	0.10	140	IX.	To:		09-157	76		7		IVA		INA		1004
				From:		09-1576 W									
1578	0.28	100	R						_		NA		NA		1994
				To:		09-1576 E	EAST								
\bigcirc	0.45	400		From:		09-157	76				NIA		NIA		4004
1579	0.15	130	R	To:		Cul-de-S	Sac		_		NA		NA		1994
				From:		Cul-de-S			1						
1580	0.74	130	R	<u> </u>		Cul-uc-k	Sac		_		NA		NA	(07/11/2001
				To:		09-85	2								
				From:		Cul-de-S	Sac								
1581	0.22	50	R						_		NA		NA	(07/11/2001
				To:		09-158									
4500	0.07	20	R	From:		09-158	30				NA		NA	(07/11/2001
1582	0.07	20		To:		Cul-de-S	Sac		\neg		14/1		147 (`	077117200
				From:		Cul-de-S									
1583	0.10	20	R								NA		NA	(07/11/2001
				To:		09-158	30		<u> </u>						
	0.10		_	From:		Cul-de-S	Sac								07/44/000
1584	0.13	30	R	To:		09-158	20		1		NA		NA	(07/11/2001
				From:					<u> </u>						
(1585)	0.15	70	R	<u> </u>		09-75	0		_		NA		NA	(07/11/2001
1303				To:		Cul-de-S	Sac								
·	·														

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW Year
Bedford County						ZIIali		rioui		
(1586)	0.18	60	R	From:	Cul-de-Sac			NA	NA	06/11/2001
(1500)	0.10		•••	To:	09-1527					00/11/2001
				From:	09-1581					
(1587)	0.07	10	R	т		_		NA	NA	1998
				To: From:	Cul-de-Sac	1				
(1500)	0.11	20	R	From:	Cul-de-Sac			NA	NA	07/11/2001
1588	0.11	20		To:	00.1500	7		14/ (10.0	0771172001
1588	0.30	100	R	From:	09-1589			NA	NA	07/11/2001
(1300)				To:	09-653					
				From:	Cul-de-Sac					
1589	0.23	30	R	_		_		NA	NA	07/11/2001
				To:	09-1588					
	0.12	250	R	From:	09-661			NA	NA	1998
1590	0.12	250	ĸ	_		_		INA	INA	1990
	0.06	120	R	From:	09-1592			NA	NA	1998
1590	0.00	120	K			_		INA	INA	1990
	0.14	70	R	From:	09-1591			NA	NA	1998
1590	0.14	70	IX			_		INA	INA	1990
	0.05	50	R	From:	09-1576			NA	NA	1994
1590	0.00	30	1	To:	Cul-de-Sac			14/ (10.0	1004
				From:	09-1590					
(1591)	0.04	20	R			_		NA	NA	1998
				To:	Cul-de-Sac					
\bigcirc				From:	09-1590					
1592	0.05	20	R	To:	Cal de Car	_		NA	NA	1998
				From:	Cul-de-Sac	1				
(1595)	0.14	20	R		Cul-de-Sac			NA	NA	1986
(1393)				To	09-1596					
1595	0.38	120	R	From:	09-1390			NA	NA	1986
(1000)				To:	Campbell County Line					
				From:	Dead End					
(1596)	0.01	3	R					NA	NA	1986
0				To: From:	09-1595					
(1596)	0.10	20	R			_		NA	NA	1986
				To:	09-1527					
(1598)	0.15	800	R	From:	09-1567			NA	NA	1994
(1598)	0.10	000		To:	Campbell County Line			14/1	10.0	1004
				From:	Dead End					
1600	0.24	680	R			_		NA	NA	07/25/2001
				To:	09-619					
\bigcirc	0.00	400	_	From:	09-1606			NI C		00/40/000
1603	0.28	100	R	To:	Cul-de-Sac	\neg		NA	NA	06/18/2001
				From:	09-1606	1				
(1604)	1.01	100	R		U7-10U0	_		NA	NA	06/18/2001
				To:	09-1603			*		
				From:	Cul-de-Sac					
(1605)	0.07	30	R			- -		NA	NA	06/18/2001
				To:	09-1604					

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT QW	Year
Bedford County				From:	Cul-de-Sac	1				
1606)	0.50	530	R	<u> </u>	cui de Suc	_		NA	NA	1998
				To:	09-811					
\bigcirc	0.00		_	From:	09-1606					4000
1607	0.08	40	R	To:	Cul-de-Sac			NA	NA	1998
				From:	Cul-de-Sac					
1608	0.15	70	R	<u> </u>	Cur-uc-Suc	_		NA	NA	1998
				To:	09-811					
\bigcirc				From:	Cul-de-Sac					
1609	0.18	100	R	To:	09-811	_		NA	NA	1998
				From:						
1610	0.25	500	R		09-811	_		NA	NA	1994
(1010)				To:	09-1612					
1610	0.22	300	R	From:	05-1012	_		NA	NA	1994
				To:	09-1613					
$\overline{}$				From:	09-1610					
1612	0.08	50	R	To:	p 1p 1	_		NA	NA	1994
				From:	Dead End					
(1012)	0.04	30	R	Tioni.	Dead End	_		NA	NA	1994
1613	0.0.			To:	09-1610	_				
(1613)	0.10	140	R	From:	09-1010			NA	NA	1994
10.00				To: From:	09-1614					
1613	0.05	50	R	From:	07-1014	_		NA	NA	1994
				To:	Dead End					
				From:	Dead End					
1614	0.08	20	R	To:	00.1(12	7		NA	NA	1994
				From:	09-1613					
1616	0.19	70	R	10	09-811	_		NA	NA	1998
(1010)				To:	Cul-de-Sac					
				From:	09-1616					
(1617)	0.10	20	R	_		_		NA	NA	06/18/200
				To:	Cul-de-Sac					
	0.70	400	R	From:	Cul-de-Sac	_		NA	NA	1998
1620	0.70	+00	ĸ	To:	09-811	1		INA.	ING	1990
				From:	09-1620	Ì				
(1621)	0.25	210	R					NA	NA	1998
				To: From:	09-1622					
(1621)	0.21	80	R			_		NA	NA	1998
				To:	Cul-de-Sac					
4000	0.17	70	R	From:	09-1621			NA	NA	1998
(1622)	0.17	, 0	^	To:	Cul-de-Sac	7		14/7	INA	1990
				From:	Cul-de-Sac					
1628	0.47	120	R			<u>-</u>		NA	NA	1998
				To:	09-635	<u> </u>				
\bigcirc	2 12		_	From:	Cul-de-Sac				.	1000
1629	0.18	80	R	To:	09-635	_		NA	NA	1998
				From:	09-635	_				
(1630)	0.06	890	R		07-033	_		NA	NA	07/25/200
				To:	09-1637					

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle	ruck • 1Trail	2Trail	QC	Design Hour	QK AAW	OT C	QW Year
Bedford County				From:	09-1637							
1630	0.23	500	R						NA	NA		07/25/200
_	0.09	370	R	To: From:	09-1632				NA	NA		07/25/200
(1630)	0.09	370	K	To:	09-1633				INA	INA		01123/200
(1630)	0.38	110	R	From:	09-1033				NA	NA		07/25/200
				To:	Cul-de-Sac							
(1000)	0.29	70	R	From:	Cul-de-Sac				NA	NA		07/25/200
(1632)				To:	09-1630							
\bigcirc			_	From:	Cul-de-Sac							
1633	0.16	50	R	_			_		NA	NA		07/25/200
	0.38	240	R	From:	09-1635				NA	NA		07/25/200
1633				To:	09-1634							
(1633)	0.06	260	R	From:	07 1051		_		NA	NA		07/25/200
				To:	09-1630							
(1624)	0.12	40	R	From:	Cul-de-Sac				NA	NA		07/25/200
1634				To:	09-1633							
$\widehat{}$				From:	09-1633							
1635	0.20	70	R	To:	Cul-de-Sac		_		NA	NA		07/25/200
				From:	Cul-de-Sac		1					
1636)	0.11	40	R				<u></u> '		NA	NA		07/25/200
				To:	09-1635							
(1637)	0.23	90	R	From:	Cul-de-Sac				NA	NA		07/25/200
1637	0.20			To:	09-1640							017207200
(1637)	0.06	180	R	From:	0) 1010		_		NA	NA		07/25/200
				To: From:	09-1639							
(1637)	0.06	330	R				_		NA	NA		07/25/200
(1637)	0.09	390	R	From:	09-1638				NA	NA		07/25/200
(1637)	0.00			To:	09-1630				1471	10		011201200
				From:	09-1637							
(1638)	0.09	48	R	To:	Cul-de-Sac		–		NA	NA		07/25/200
				From:	Cul-de-Sac		1					
(1639)	0.32	130	R				<u></u> '		NA	NA		07/25/200
				To:	09-1637							
1640	0.08	40	R	From:	Cul-de-Sac				NA	NA		07/25/200
(1040)				To:	09-1637							
(1640)	0.06	40	R	From:	07 1037		_		NA	NA		07/25/200
				To	Cul-de-Sac							
1645	0.14	200	R	From:	09-811				NA	NA		1998
1645)	V. 17			To	09-1646		¬		1471	14/7		.000
(1645)	0.38	140	R	From:	07 1040		_		NA	NA		1998
				To:	Dead End							
	0.07	30	R	From:	09-1645				NA	NA		1998
1646)	0.07	30	17	To:	Cul-de-Sac				13/-1	INA		1990

Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail	QC	Design Hour	QK AAWDT	QW Year
Bedford County				From:					
(1647)	0.13	50	R	From:	Cul-de-Sac		NA	NA	06/18/2001
1047)				To:	09-1645				
				From:	09-811				
1710	0.10	90	R	To:	00.4844	7	NA	NA	06/18/2001
				From:	09-1711	1			
(1711)	0.45	80	R	110.11.	09-1710		NA	NA	06/18/2001
				To:	Cul-de-Sac				
				From:	Montvale Bus Loop				
9034	0.17	630	R	т	110 100 G	7	NA	NA	05/21/2001
				From: Sha	US 460 Gap Terminus adow of:723477 Gap Terminus MONTVALE				
9034)	0.11	630	R			_	NA	NA	05/21/200
				To:	Shadow of :723475 Montvale Bus Loop				
\bigcirc	0.24	200	_	From:	Dead End		NIA	NIA	1000
9038	0.34	300	R	To:	US 221	7	NA	NA	1998
				From:	SR 122				
9039	0.34	50	R		510.122	_	NA	NA	1998
				To:	Cul-de-Sac				
\bigcirc				From:	09-791				1000
9040	0.11	240	R	To:	STEWARTVILLE ELEM SCH	7	NA	NA	1992
				From:	US 501				
9041)	0.10	210	R	<u> </u>	03 301	_	NA	NA	1992
				To:	BOONSBORO SCHOOL				
				From:	09-831				
9042	0.10	210	R	To:	TILL VITOV GGV	7	NA	NA	1992
				From:	THAXTON SCH				
9043)	0.20	20	R		US 501		NA	NA	1998
9043				To:	Cul-de-Sac				
				From:	SR 122				
9044)	0.06	310	R			_	NA	NA	1992
				To:	MONETA SCH				
	0.10	320	R	From:	09-626		NA	NA	1992
9045	0.10	020		To:	HUDDLESTON SCH	1			1002
				From:	US 501				
9046	0.10	180	R			_	NA	NA	1992
				To:	BIG ISLAND SCH				
	0.10	380	R	From:	US 460		NA	NA	1992
9047)	0.10	300	IX.	To:	MONTVALE SCH	7	INA	INA	1992
				From:	US 221				
9752	0.13	290	R			_	NA	NA	1992
				To:	OTTER RIVER SCH				
\bigcirc	0.20	250	_	From:	SR 24		NI A	NΙΔ	1000
9753	0.20	350	R	To:	BODY CAMP SCH	7	NA	NA	1992
				From:	SR 24	i			
9854)	0.51	650	R			_	NA	NA	1992
				To:	STAUNTON RIVER HS				
\bigcirc	2.22		_	From:	SR 122				1000
9855	0.29	800	R	To:	LIBERTY HIGH SCH	7	NA	NA	1992
					LIDERTT HUH SCH	L			

Design Hour	QK	AAWDT	QW	Year
NΔ				
NΔ				
		NA		1992
NA		NA		10/12/2000
NA		NA		1997
NIA		NIA		1997
INA		INA		1997
170	F	1200	F	2001
120	F	940	F	2001
150	F	1100	F	2001
70	F	560	F	2001
210	F	2000	F	2001
230	F	2300	F	2001
220	F	2000	F	2001
	•		•	
280	F	2600	F	2001
170	F	1500	F	2001
170	•	1000	•	2001
280	F	3100	F	2001
700	_	7700	_	2004
790	F	7700	F	2001
600	F	5900	F	2001
		5400		0004
540	F	5100	F	2001
170		1100		2004
170	Г	1100	Г	2001
240	F	1900	F	2001
190	F	1700	F	2001
	NA NA NA NA 170 120 150 70 210 230 220 280 170 280 790 600 540 7170 240	NA NA NA NA 170 F 120 F 150 F 70 F 210 F 220 F 220 F 220 F 220 F 230 F 240 F 340 F 340 F	NA NA NA NA NA NA NA NA NA NA 170 F 1200 120 F 940 150 F 1100 70 F 560 210 F 2000 2210 F 2000 2220 F 2000 230 F 2300 240 F 3100 3790 F 7700 3600 F 5900 3790 F 5100 3790 F 1100 3790 F 1100	NA NA NA NA NA NA NA NA 170 F 1200 F 120 F 940 F 150 F 1100 F 210 F 2000 F 2210 F 2000 F 2220 F 2000 F 2300 F 2300 F 240 F 3100 F 370 F 560 F 370 F 1500 F 370 F 1500 F 370 F 7700 F

Route	Length	AADT	QA	4Tire	Bus		Tru	ıck		QC	Design	QK	AAWDT	QW	Year
rtouto	Longin	70701	Q,A	71110	Бао	2Axle	3+Axle	1Trail	2Trail	Q.O	Hour	QIV	700001	QII	i cai
City of Bedford															
				From:		Orange	St								
3054 McGhee St	0.54	490	F	95%	2%	2%	0%	0%	0%	С	60	F	510	F	2001
141)				To:		Forest	Rd								
				From:		Longwoo	d Ave								
Oakwood St	0.59	4300	F	96%	0%	2%	1%	1%	0%	С	410	F	4500	F	2001
(3061) Oakwood St				To:		Whitfiel	d Rd								
				From:		Oak S	St								
Baltimore Ave	7.71	330	F			oun.					40	F	340	F	2001
20.0			-	To:		Park	St		7			•	0.0	•	
				From:		Mayberr									
Pinecrest Ave	7.71	530	F	•		-					50	F	550	F	2001
				To:		Morgai	ı St		7						
				From:		Longwoo									
Shady Knoll Ave	7.71	390	F	-							46	F	410	F	2001
•				To:		Dawn	Dr								