2001

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

Jurisdiction Report

14

Buckingham County Town of Dillwyn

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.

				E	Buckingh	am Mair	itenance	Area							
Route	Length	AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle		2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Buckingham County				n 1											
15	9.30	3900	G	90%	1%	3%	1%	6%	0% 	F	360	G	3800	G	2001
15	5.46	3700	G	90%	1%	3%	1%	6%	0%	F	350	G	3700	G	2001
15	1.45	9400	G	From: 85%	2%	60 Sprous 5%	es Corner 1%	7%	0%	F	1000	G	9300	G	2001
15	0.39	4500	G	From: 85%	2%	20 Near 5% WCL Dil	1%	7%	0%	F	430	G	4400	G	2001
Town of Dillwyn						WCL DII	IWYII								
(15)	1.10	4500	N	85% To:	2%	WCL Dil 5% ECL Dill	1%	7%	0%	N	430	N	4400	N	2001
Buckingham County						ECL DIII	w yii								
15	6.39	4500	N	85%	2%	ECL Dill 5%	wyn 1%	7%	0%	N	430	N	4400	N	2001
15	5.44	3800	G	From: 85%	2%	14-62 5%	1%	7%	0%	F	360	G	3800	G	2001
15)	3.03	4500	G	From: 85% To:	2% Flu	14-71 5% vanna Cou	1%	7%	0%	F	360	G	4500	G	2001
				From:		S 15 Near									
20	2.56	3400	G	91%	1%	3% 14-63	1%	5%	0%	F	350	G	3400	G	2001
20	7.99	2400	G	91%	1%	3%	1%	5%	0%	F	230	G	2400	G	2001
20	8.50	3200	G	93% To:	0% Alb	2% emarle Co	3%	2%	0%	F	330	G	3200	G	2001
24	8.71	1600	G	88% To:	1%	omattox Co 4% US 60 Mt	1%	7%	0%	F	140	G	1600	G	2001
(56)	2.65	320	G	From: 84%		elson Cour		11%	0%	F	40	G	320	G	2001
56)	7.82	1400	G	From: 84%	0%	14-60 4 %	1%	11%	0%	F	140	G	1400	G	2001
				To: From:		60 Dentor	ounty Line		<u> </u>						
60	9.37	830	G	78%	1%	5%	1%	14%	0%	F	80	G	820	G	2001
60	2.02	2600	G	78%	1%	5%	1%	14%	0%	F	220	G	2600	G	2001
60	1.75	3800	G	78%	1%	56 Dentor 5%	1%	14%	0%	F	320	G	3800	G	2001
60	4.03	4800	G	78%	1%	5% Buckin	1%	14%	0%	F	400	G	4700	G	2001
60	8.38	2000	G	88% To:	2%	15 Sprous 4% berland Co	1% ounty Line	6%	0%	F	190	G	2000	G	2001
600	1.95	670	R	From:			y Line; 14-	633			NA		NA		1997
600	2.55	220	G	From: 86%	1%	14-65 5 %	4%	4%	0%	F	20	G	220	G	2001
600	2.17	360	G	From: 86%	1%	14-71 5%	4%	4%	0%	С	40	G	360	G	2001
				To:		US 15 NC	RTH								

Route	Length	AADT	QA	4Tire	Bus			uck		QC	Design	QK	AAWDT	QW	Year
Buckingham County								1Trail	2 i raii		Hour				
	0.50	40	Б	From:		US 15 NO	RTH				NIA		NIA		1007
(600)	0.50	40	R	To:		US 15 SO	UTH		7		NA		NA		1997
				From:		14-60			i						
601)	4.42	460	G	94%	0%	4%	0%	2%	0%	F	40	G	450	G	2001
				To: From:		14-65:	5		_						
601)	0.95	370	G	94%	0%	4%	0%	2%	0%	F	30	G	360	G	2001
				To: From:		14-73]—						
601)	2.15	240	G	94%	0%	5%	0%	2%	0%	С	30	G	240	G	2001
				To: From:		2.15 MN 1	4-737								
601)	1.29	230	R	To:		14-60-	1		7		NA		NA		1997
				From:					l						
602	2.77	580	G	88%	1%	SR 56 4%	1%	5%	0%	С	50	G	580	G	2001
602				Tor	.,,	14-60			٦						
602)	5.62	500	G	From: 88%	1%	4%	1%	5%	0%	F	50	G	490	G	2001
002)				To:		14-65									
602	2.35	470	G	88%	1%	4%	1%	5%	0%	F	50	G	470	G	2001
				To		14-62	7								
602	3.87	270	R	From:							NA		NA		1997
				To:	1	Nelson Cour	ty Line								
				From:		Dead E	nd								
603)	0.65	40	R	To:		14.62	,				NA		NA		03/14/2000
				From:		14-63									
604	3.55	540	R	Piolii.		US 60					NA		NA		1997
604)	0.00	340	• • • • • • • • • • • • • • • • • • • •	Ta		14.60	,				IVA		INA		1007
604)	2.51	350	G	74%	2%	14-60 5%	2%	16%	0%	С	40	G	340	G	2001
604)				To:		SR 56 SO									
	4 77	400	_	From:		SR 56 NO	RTH				NIA		NIA		4000
604)	4.77	190	R						_		NA		NA		1996
	0.74	130	R	From:		14-60					NA		NA		1997
604)	0.74	130	K	To:		14-69	3				INA		INA		1991
				From:	Ap	pomattox Co		:							
(605)	6.35	120	R								NA		NA		03/07/2000
				To: From:		14-60	5								
(605)	2.10	30	R								NA		NA		03/07/2000
				To:]	Nelson Cour	ty Line								
\bigcirc	0.00	400	-	From:		14-60-	1								00/07/000
606	6.60	100	R								NA		NA		03/07/2000
	1.60	40		From:		14-60	5				NΙΔ		NΙΔ		02/07/2000
606	1.60	40	R	To:		Dead E	nd		1		NA		NA		03/07/2000
				From:		US 60 W									
607)	3.90	60	R	<u> </u>		CB 00 W	LUI		_		NA		NA		03/21/2000
				To		14-60-	1								
607)	2.70	110	R	From:		1.30			_		NA		NA		03/21/2000
				To		14-66	2								
(607)	2.65	240	R	From:					-		NA		NA		03/21/2000
				To:		US 60 E	AST								
\bigcirc				From:	Prin	ce Edward C	ounty Lin	e							
608)	4.18	260	R	To:		14.626	DOT.		_		NA		NA		03/14/2000
				To:		14-636 W	EST								

					DUCKING		ntenance Tru				Design				
Route	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Hour	QK	AAWDT	QW	Year
Buckingham County				From:					1						
(608)	1.77	70	R	rioin.		14-636 I	EAST				NA		NA		03/14/2000
				To:		14-63									
600	0.70	110	R	From:	Prin	ce Edward	County Lin	e			NA		NA		1997
609	0.70			To		14-72	25								1007
609	3.80	170	R	From:		14-72	2.5		_		NA		NA		1997
				To: From:		14-636 V 14-636 F									
609	6.72	150	R			11 030 1			- -		NA		NA		1997
				To:		US 1									
610	1.30	80	R	From:		14-72	29				NA		NA		1997
610				To:		14-67	76		7						
610	2.09	300	R	From:		1.0					NA		NA		1997
				To: From:		US 1]						
610	3.70	550	G	85%	1%	5%	2%	7%	0%	С	60	G	550	G	2001
	2.65	560	G	From: 85%	1%	14-71 5%	18 2 %	7%	0%	F	70	G	560	G	2001
(610)	2.00			To:	170	14-67		1 70	7		70				2001
610 610	2.60	540	G	85%	1%	5%	2%	7%	0%	F	60	G	540	G	2001
				To:	24-609		nd County I	Line							
(611)	3.45	190	R	From:		14-67	71				NA		NA		1997
611)	0.40	130		To:		14-65	52				14/3		IVA		1007
\sim				From:	Ap	pomattox C	County Line								
612	2.39	160	R	To:		14-636 V	VECT		7		NA		NA		03/14/2000
				From:		14-636 F									
612	2.40	40	R	To:		14-64	10				NA		NA		03/14/2000
				From:		14-62			1						
613)	1.90	90	R								NA		NA		07/11/2000
				To: From:		14-69	96								
613)	1.20	70	R						_		NA		NA		07/11/2000
(612)	0.30	120	R	From:		14-71	17				NA		NA		07/11/2000
(013)				To:		14-69	94		٦						
613 613	1.90	70	R	From:		110			<u>-</u>		NA		NA		07/11/2000
				To:			ounty Line								
614)	1.60	60	R	From:	Ap	pomattox C	County Line				NA		NA		03/24/2000
014)			.`.	To:		14-63	36								
\sim				From:	Ap	pomattox C	County Line								
615)	0.94	170	R						_		NA		NA		03/21/2000
615)	2.06	70	R	From:		0.94 ME	OF CL				NA		NA		03/21/2000
615)				To:		US 6	0								
	2 = 2			From:		Dead I	End								0.414.01000
(616)	0.50	40	R	To:		14-65	59		7		NA		NA		04/18/2000
				From:		14-64			1						
(617)	3.20	80	R								NA		NA		05/16/2000
				To:		SR 2	0								

Route	Length	AADT	QA	4Tire	Bus 2Axle	Tru 3+Axle			QC	Design Hour	QK	AAWDT	QW	Year
Buckingham County				From:	SR 20			1						
(617)	0.85	180	R		51120			_1		NA		NA		05/16/2000
				To: From:	0.85 ME S	R 20]——						0=/40/000
617	0.72	180	R					_		NA		NA		05/16/2000
617)	2.54	110	R	From:	14-682	2				NA		NA		05/16/2000
				To: From:	2.54 ME 14	4-682		Т—						
617)	0.06	140	R							NA		NA		05/16/2000
	2.00	420	R	From:	14-676	5				NA		NA		05/16/2000
617)	2.00	430	ĸ	To:	US 15 SO	UTH		1		INA		INA		05/10/2000
	1.90	460	R	From:	US 15 NO					NA		NA		05/16/2000
617)	1.90	400	K	To	14 669	0				INA		INA		03/10/2000
617)	2.05	320	R	From:	14-668	,				NA		NA		05/16/2000
				To: From:	14-666	5								
617)	2.40	300	R	To:	Cumberland Co	umtry Limo		٦		NA		NA		05/16/2000
				From:	14-602			1						
(618)	0.60	40	R		11002	·		_		NA		NA		04/11/2000
				To:	Dead E									
610	1.30	80	R	From:	Dead E	nd		_		NA		NA		08/29/2000
(619)				To:	14-636	5								
\bigcirc	2.22		_	From:	Dead E	nd								40/00/000
620	0.99	60	R	To:	US 15	;		٦		NA		NA		10/23/2000
				From:	US 15; 14									
621)	2.02	360	R							NA		NA		10/23/2000
	1.01	250		To: From:	2.02 ME U	JS 15				NA		NA		10/22/2000
621)	1.01	250	R	To:	14-600)		7		INA		INA		10/23/2000
				From:	Cumberland Co	unty Line								
622	2.32	320	R							NA		NA		05/09/2000
	3.90	610	G	From: 93%	14-613 2% 2%	1%	1%	0%	С	60	G	600	G	2001
622	0.00	010		To:	US 15 NO	RTH	170	7,0						2001
(622)	1.81	300	G	93%	US 15 SO 2% 2%	UTH 1%	1%	 0%	F	30	G	290	G	2001
622	1.01			To:	14-676 NO	RTH	170]				200		2001
622	1.35	70	R	From:	14-676 SO	UTH				NA		NA		05/09/2000
622				To	14-729)								
622)	4.13	80	R	From:	,_			_1		NA		NA		05/09/2000
				To: From:	14-65	i]						
622	0.50	140	R					_		NA		NA		05/09/2000
	2.10	360	R	From:	14-67	1		_		NA		NA		05/09/2000
622	2.10		.,	To:	SR 20; 14	-655		1		14/1		19/1		33,30,2000
				From:	14-600)								
623	1.15	270	R	_				_		NA		NA		1997
623	1.60	490	R	From:	14-792	<u> </u>		_		NA		NA		1997
623				To:	1.60 M FRM	14-792		7		, .				. 501

-				E	Buckingl	nam Maintenanc	e Area							
Route	Length	AADT	QA	4Tire	Bus	T	uck	2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Buckingham County							illall	411dll		i ioui				
623	0.60	400	G	94%	1%	.60 M FRM 14-792 2% 2%	1%	0%	С	40	G	390	G	2001
623)	0.00			To:	170	14-632	170	7						2001
				From:		14-626								
624)	0.70	80	R	To:		Dead End		_		NA		NA		09/18/2000
				From:		14-695		<u> </u>						
625)	0.70	30	R			14-093		_		NA		NA		04/11/2000
				To:	Al	bemarle County Line								
\bigcirc	0.40	40	_	From:		Dead End				NIA		NIA		00/40/2000
626	0.40	40	R	_				_		NA		NA		09/18/2000
	0.57	220	R	From:		US 60				NA		NA		09/18/2000
626 626	0.07	220	11	To:		14 (24				14/1		14/1		00/10/2000
626	1.00	190	R	From:		14-624				NA		NA		09/18/2000
				To		1.00 MN 14-624		—						
626)	1.70	90	R	From:				_		NA		NA		10/23/2000
				To:		14-650								
	4.10	390	R	From:		14-602				NA		NA		04/11/2000
627	4.10	390	K	т		14.670		_		INA		INA		04/11/2000
627	0.10	100	R	From:		14-678				NA		NA		04/11/2000
627)				To:		0.10 MN 14-678								
627)	1.30	40	R	From:		0.10 WIN 14-078				NA		NA		04/11/2000
				To:	Al	bemarle County Line								
	4.00		_	From:		14-632								00/40/0000
628)	1.60	70	R	_				_		NA		NA		09/18/2000
	3.91	230	R	From:		US 60				NA		NA		09/18/2000
628	0.01	200	11	To:		14-650				14/1		14/1		00/10/2000
				From:		US 60								
629	3.09	390	G	94% To:	1%	4% 1%	1%	0%	F	50	G	380	G	2001
				10.		SCL DILLWYN								
Town of Dillwyn				From:		SCL DILLWYN								
(629)	0.41	700	G	94%	1%	4% 1%	0%	0%	С	80	G	690	G	2001
				To:		US 15								
Buckingham County				From:		US 15		1						
630	2.20	70	R					_		NA		NA		09/18/2000
				To:		US 60								
624	6.09	280	R	From:		US 15				NA		NA		1997
631)	0.00	200		To:		SB 20				14/1		14/1		1007
631)	1.30	720	R	From:		SR 20				NA		NA		1997
001)				To:		14-665		¬						
(631)	2.85	350	R	From:						NA		NA		1997
631) 631)				To: From:		US 60								
(631)	0.80	250	R			14.622		_		NA		NA		1997
				To: From:		14-633		<u> </u>						
632)	0.75	180	R	. IOIII.	Cui	mberland County Lin	2	_		NA		NA		1997
502				To:		14-654				-		-		
632	2.75	540	R	From:		11-05-1				NA		NA		1997
$\overline{}$				To:	_	14-623								

				<u> </u>		nam Main	tenance Tru				Design				
Route	Length	AADT	QA	4Tire	Bus	2Axle	110 3+Axle		2Trail	QC	Hour	QK	AAWDT	QW	Year
Buckingham County				From:		14-623			1						
(632)	0.10	830	G	94%	0%	2%	1%	3%	□ 0% □	С	80	G	830	G	2001
632	3.10	850	R	From:		US 60	,				NA		NA		1997
				To:		14-650)								
633)	3.85	310	R	From:	Cumber	rland County		600			NA		NA		05/22/2000
633	2.65	170	R	From:		14-635			_ 		NA		NA		05/22/2000
633	1.39	120	R	From:		14-609			_ 		NA		NA		05/22/2000
633	0.61	140	R	From:		1.39 MW 1					NA		NA		05/22/2000
633)	1.05	150	R	From:		14-707	7		_ 		NA		NA		05/22/2000
633	1.60	130	R	From:		14-774	1]		NA		NA		05/22/2000
633	0.03	220	R	From:		14-640)				NA		NA		05/22/2000
633	1.50	160	R	From:		14-639)				NA		NA		05/22/2000
633	0.80	220	R	To: From:		1.50 MN 1	4-639]—		NA		NA		05/22/2000
633	2.20	310	R	To: From:		14-665]—— —		NA		NA		05/22/2000
				To: From:		US 60 EA									
633	0.10	160	R	To:		US 60 W			 		NA		NA		05/22/2000
				From:	Cur	mberland Co									
634)	0.62	340	R	To:		14-654	1		_		NA		NA		1997
				From:		14-609									
635	1.15	40	R								NA		NA		03/28/2000
(635)	1.25	60	R	From:		14-730)				NA		NA		03/28/2000
635	1.90	210	R	To: From:		14-608	3				NA		NA		03/28/2000
				To:		14-633	3								
636)	4.10	90	R	From:		US 60)				NA		NA		08/29/2000
(636)	2.80	40	R	From:		14-697			<u> </u>		NA		NA		08/29/2000
				To: From:		SR 24 W									
636)	3.40	230	G	95%	1%	3% 14-640 E	0%	1%	0%	F	20	G	230	G	2001
636)	2.00	210	G	95% _{To:}	1%	3% 14-612 W	0%	1%	0%	F	30	G	210	G	2001
636)	2.55	240	G	95%	1%	3%	0%	1%	0%	F	30	G	240	G	2001
636)	1.00	470	G	95% To:	1%	14-638 E ₄ 3% 14-609 W	0%	1%	0%	F	60	G	460	G	2001
						N									

				E	Bucking	ham Main					<u> </u>				
Route	Length	AADT	QA	4Tire	Bus	2010	Trι 3+Axle			QC	Design	QK	AAWDT	QW	Year
Buckingham County						ZAXIE	3+Axie	TITAII	2Trail		Hour				
			_	From:		14-609 W			J			_			
636)	2.20	580	G	95%	1%	3%	0%	1%	0%	F	60	G	580	G	2001
	2.00	000		From:	40/	14-61		4.0/			00		070		2004
636	2.60	680	G	95%	1%	3%	0%	1%	0%	С	80	G	670	G	2001
<u></u>	3.10	340	R	From:		US 15	5				NA		NA		1997
636	3.10	340	K	To:	Cu	mberland Co	ounty Line		7		INA		INA		1991
				From:		14-63									
637)	3.70	70	R								NA		NA		03/28/2000
				To: From:		14-60	9								
637)	0.20	30	R	T tom.							NA		NA		03/28/2000
				To:		Dead E	nd								
\bigcirc	4.50			From:		Dead E	nd								00/00/000
638	1.50	40	R	To:		14-636 W	ECT				NA		NA		08/29/2000
				From:		14-636 E									
638	4.20	320	R						_		NA		NA		08/29/2000
				To: From:		14-640 SC 14-640 NC									
638)	3.80	230	R			14-040 NC	жіп				NA		NA		08/29/2000
				To:		14-64	4								
638)	1.30	260	G	96%	1%	2%	1%	0%	0%	F	30	G	260	G	2001
000				To:		14-79									
638)	1.46	400	G	96%	1%	2%	0%	0%	0%	С	40	G	400	G	2001
000				To:		US 60									
				From:		14-633 SC	UTH								
639	1.04	60	R								NA		NA		05/22/2000
				To: From:		1.04 MN 1	4-633								
639	1.96	30	R	_					_		NA		NA		05/22/2000
				To:		14-633 NO			<u> </u>						
	0.95	47	R	From:	Ap	pomattox Co	ounty Line				NA		NA		08/29/2000
640	0.93	41	K	To:		14-636 W	EST				INA		INA		00/23/2000
				From:		14-636 E	AST								
(640)	4.33	150	G	95%	1%	3%	1%	1%	0%	F	20	G	150	G	2001
<u> </u>				From:		14-64									
640	1.05	390	G	95%	1%	3%	1%	1%	0%	F	48	G	380	G	2001
				From:		14-638 NO									
640	3.20	690	G	95%	1%	2%	1%	1%	0%	F	70	G	690	G	2001
				From:		14-633 SC			<u> </u>						
640	0.10	930	G	95%	1%	2%	1%	1%	0%	С	90	G	920	G	2001
				From:	40/	14-633 NO		40/] 						
640	2.30	860	G	95% To:	1%	3% US 1:	1%	1%	0%	F	80	G	850	G	2001
				From:					l						
641)	1.40	90	R	T TOME		14-64	2				NA		NA		08/29/2000
041)				To:		14-63	8								
				From:		14-64	0								
642	2.50	80	R								NA		NA		08/29/2000
				To: From:		14-64	1]						
642	1.47	80	R						_		NA		NA		08/29/2000
				To:		SR 24									
\bigcirc	0.50		_	From:		Dead E	nd				N.1.0		N/A		00/00/0000
643	0.50	30	R	To:		14-64	0		_		NA		NA		08/29/2000
						14-64	U								

Route	Length	AADT	QA	4Tire	Bus	2Axle		ıck 1Trail		QC	Design Hour	QK	AAWDT	QW	Year
Buckingham County				From:		SR 24			1						
644)	3.00	90	R	т		14.626			_		NA		NA		03/21/2000
				To: From:		14-638 Dead E									
645)	0.45	40	R			Deau E	iiu		_		NA		NA		04/17/200
				To:		14-698									
646)	2.52	250	R	From:		SR 24					NA		NA		1997
				To: From:		14-691	I		—						
(646) (646)	1.70	320	R	11011.					_		NA		NA		1997
	0.80	470		From:		US 60					NA		NA		1997
(646)	0.60	170	R	To:		14-607	7		1		INA		INA		1997
				From:		Dead E	nd								
647)	0.65	70	R	To:		SR 56			7		NA		NA		05/22/2000
				From:		US 60									
648)	2.65	310	R						_		NA		NA		1997
				To: From:		14-649									
649	0.80	70	R			SR 56	1				NA		NA		05/22/2000
				To: From:		0.80 ME S	R 56]						
649	1.15	80	R						_		NA		NA		05/22/2000
	0.35	150	R	From:		14-75	7				NA		NA		05/22/2000
649			• • • • • • • • • • • • • • • • • • • •	To:		14-602 NO									
649	1.50	210	R	From:		14-602 SO	UTH				NA		NA		05/22/2000
				To: From:		14-648	3								
649	1.80	220	R	rioni.							NA		NA		05/22/2000
	1.50	400		From:	00/	14-658		10/	0%	F	40		410		2001
649	1.52	420	G	95%	0%	3%	0%	1%	7	Г	40	G	410	G	2001
649	0.80	420	G	95%	0%	14-795 3 %	0%	1%	0%	F	40	G	420	G	2001
				To: From:		14-617]						
649	0.60	540	G	95% To:	0%	3% SR 20	0%	1%	0% 7	С	50	G	530	G	2001
				From:		US 15									
650	1.90	1900	G	93%	0%	3%	1%	2%	0%	С	170	G	1900	G	2001
	4.50	040		From:	40/	14-632		20/					020		2004
650	1.50	940	G	94%	1%	2%	1%	2%	0% ¬	С	90	G	930	G	2001
(650)	2.20	600	G	94%	1%	14-668 2%	1%	2%	0%	F	60	G	600	G	2001
				To: From:		14-667			<u> </u>						
650	1.50	320	G	94%	1%	2%	1%	2%	0%	F	30	G	310	G	2001
	1.10	260	G	From: 94%	1%	14-626 2 %	1%	2%	0%	F	30	G	260	G	2001
650	1.10	-00		70:		mberland Co		£ /0]	ı			200		2001
$\overline{}$		455		From:		SR 20)				.		.		05/00/000
651)	1.44	150	R	Tax					_		NA		NA		05/09/2000
651)	0.75	160	R	From:		14-763	3		_		NA		NA		05/09/2000
			-	To:		14-70									

				<u> </u>	Bucking	ham Mair									
Route	Length	AADT	QA	4Tire	Bus	2010	Tru 3+Axle		 2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Buckingham County						ZAXIE	3+Axie	TITAII	ZITali		Houi				
	0.80	110	R	From:		14-70	1				NA		NA		05/09/2000
(651)	0.00	110		To:		14-62	2				IVA		IVA		00/00/2000
				From:		US 1:									
652	4.20	600	G	95%	1%	2%	1%	2%	0%	С	70	G	600	G	2001
	0.00	400		From:	40/	14-67		00/			70		470		2004
652	2.30	480	G	95%	1%	2%	1%	2%	0%	F	70	G	470	G	2001
650	1.00	480	G	From: 95%	1%	14-68 2 %	4 1%	2%	0%	F	70	G	470	G	2001
652	1.00	400		To	170	14-61			¬	•					2001
652)	4.80	600	G	95%	1%	2%	1%	2%	0%	F	80	G	600	G	2001
				To:		SR 20)								
\bigcirc	0.05		-	From:		14-60	2				NIA		NIA		04/44/2000
653	0.05	90	R						_		NA		NA		04/11/2000
650	2.05	80	R	From:		0.05 ME 1	4-602				NA		NA		04/11/2000
(653)	2.00	00	IX.	To:		14.60	0		_		IVA		IVA		04/11/2000
653)	0.94	70	R	From:		14-69	8				NA		NA		04/11/2000
000				To:		0.94 ME 1	4-698		—						
653	0.06	80	R	From:		0.54 IVIL 1	4-070				NA		NA		04/11/2000
				To:		14-62	7								
\bigcirc				From:		14-60	0								400=
654)	2.40	350	R						_		NA		NA		1997
65)	0.34	580	R	From:		14-63	4				NA		NA		1997
654	0.34	560	K	To:		14-63	2		1		INA		INA		1997
				From:		14-60									
655	3.10	410	G	94%	0%	3%	1%	2%	0%	F	40	G	410	G	2001
				From:		14-60	2]						
655	3.50	1000	G	94%	0%	3%	1%	2%	0%	F	90	G	1000	G	2001
				To: From:		14-65	6								
655	1.40	1000	G	94% To:	0%	3%	1%	2%	0%	С	90	G	1000	G	2001
				From:		SR 20; 14 SR 20									
(656)	2.80	240	R	<u> </u>		SR 20)		_		NA		NA		1997
				To:		14-65	5								
				From:		14-65	8								
(657)	0.07	90	R						_		NA		NA		04/18/2000
	2.72	00		From:		0.07 MN 1	4-658		_		NIA		NΙΔ		04/19/2000
657	2.73	80	R	To:		14-65	9		7		NA		NA		04/18/2000
				From:		14-64									
658)	3.21	340	R			1104	-		_		NA		NA		04/04/2000
				To: From:		14-659 NO	ORTH								
658	1.70	230	R						_		NA		NA		04/04/2000
				To: From:		14-602 SC 14-602 NC			-						
(658)	1.30	50	R			002 110					NA		NA		04/04/2000
				To:		14-65	5								
	A ==		_	From:		14-60	2								0.41/.01/5===
659	0.50	50	R								NA		NA		04/18/2000
	0.70			From:		0.50 ME 1	4-602		_		NIA		NIA		04/49/2022
659	0.70	60	R	To:		1.20 ME 1	4-602		1		NA		NA		04/18/2000
-						1.20 WIE I	1-002								

Route	Length	AADT	QA	4Tire	Rus	Truc 3+Axle		QC	Design Hour	QK A	AAWDT	QW	Year
Buckingham County				From:	1.20 ME 14	4-602	<u> </u>						
(659)	0.76	100	R				- '		NA		NA		04/18/2000
				To: From:	14-658 SO 14-658 NO								
659	1.11	190	R	<u> </u>	11 050 110	KIII			NA		NA		04/18/2000
659	0.30	140	R	To: From:	14-610	5			NA		NA		04/18/2000
000				To	0.30 ME 14	4-616							
659	0.36	170	R	From:	0.50 ME 1	1 010	_1		NA		NA		04/18/2000
659	0.60	250	R	From:	14-735	;]——		NA		NA		04/18/2000
				To: From:	14-657	7	1—						
(659)	2.00	340	R				_		NA		NA		04/18/2000
				To:	SR 20								
	2.00	200	_	From:	SR 56				NA		NIA		1007
660	3.98	200	R	To:	14-60		7		NA		NA		1997
				From:	14-607		†						
(661)	1.54	90	R		11.00				NA		NA		04/18/2000
				To: From:	1.54 MN 1	4-607	—						
661)	0.36	120	R	Floiii.					NA		NA		04/18/2000
				To: From:	14-663	3							
661)	2.30	130	R				_		NA		NA		04/18/2000
				To:	14-662								
	0.01	00	_	From:	14-607	1			NIA		NIA		02/24/2000
662	0.81	90	R				_		NA		NA		03/21/2000
	2.40	60	R	From:	0.81 MN 1	4-607	_		NΙΔ		NIA		02/24/2000
662	3.40	60	ĸ	_			_		NA		NA		03/21/2000
	0.60	170	R	From:	14-66	<u>I</u>	_		NA		NA		03/21/2000
662	0.00	170	IX	To:	SR 56	,	1		INA		IVA		03/2 1/2000
				From:	14-66		Ī						
663	1.30	170	R	·			_		NA		NA		03/21/2000
				To: From:	SR 56	,]						
(663)	1.54	330	R						NA		NA		03/21/2000
				To: From:	1.54 MN S	R 56]						
663)	0.91	140	R	To:			_		NA		NA		03/21/2000
				From:	14-660		+						
664)	2.90	40	R	riom.	14-660)			NA		NA		04/04/2000
664)	2.00			To	14 722	7							0 110 112000
(664)	1.30	80	R	From:	14-737	-		_	NA		NA		04/04/2000
			-	To:	14-604	1							
				From:	14-633	3							
665)	1.38	300	R						NA		NA		1999
				To: From:	US 60	,							
665)	0.12	720	R	_			_		NA		NA		05/22/2000
	0.20	200	R	From:	14-690)	_		NA		NA		1999
665)	0.20	380	ĸ				_		INA		INA		1999
665	0.25	270	R	From:	14-799	,			NA		NA		05/22/2000
665)	0.20	210	^	To:	0.053.634	4.700	7		INA		INA		0312212000
665)	1.90	210	R	From:	0.25 MN 1	+- /99			NA		NA		05/22/2000
000		•	••	To:	14-63		7				-		

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK	AAWDT	QW	Year
Buckingham County				From:	14-617	ı						
666	0.05	340	R	<u> </u>	1101/			NA		NA		05/16/2000
	1.65	100	R	To:	14-755			NA		NA		05/16/2000
(666)	1.00	100		To:	14-622			14/ (00/10/2000
	3.50	220	R	From:	14-650			NA		NA		1997
(667)	3.30	220	Ι.	To:	14-617			INA		INA		1997
	0.60	45		From:	Dead End			NIA		NIA		07/24/200/
668	0.60	45	R	To:	14-650			NA		NA		07/24/2000
668	3.51	220	R	From:				NA		NA		07/24/2000
				To: From:	14-617	<u> </u>						
669	0.60	46	R	rioni.	Dead End	_		NA		NA		07/17/2000
				To: From:	US 15]						
669	1.00	170	R			_		NA		NA		07/17/2000
669	0.12	80	R	From:	14-732	_		NA		NA		07/17/2000
				To: From:	0.12 ME 14-732	_						
669	1.08	80	R	To:		_ _		NA		NA		07/17/2000
				From:	14-668	<u> </u>						
(670)	4.68	600	G	89%	2% 6% 2% 1%	0%	С	70	G	590	G	2001
				To: From:	US 15							
671)	1.10	90	R		14-622			NA		NA		05/02/2000
				To: From:	14-721]——						
671)	2.05	90	R	. —		_		NA		NA		05/02/2000
671)	1.67	240	R	From:	14-611			NA		NA		05/02/2000
				To: From:	14-677							
671)	3.35	520	R	To:	US 15	_		NA		NA		05/02/2000
				From:	14-670	1						
(672)	2.06	660	R					NA		NA		1997
	0.04	320	R	From:	US 15			NA		NA		1997
672	0.04	320	K	To:	14-796 NORTH			INA		INA		1997
672)	1.40	80	R	From:	14-796 SOUTH			NA		NA		1997
672)				To:	14-675							
	0.30	110	R	From:	Dead End			NA		NA		07/06/2000
673	0.30	110	K	To	14-676			INA		INA		07700/2000
673)	0.30	330	R	From:	14-0/0			NA		NA		07/06/2000
	• • • •			To: From:	14-685							07/00/22
673	0.40	60	R	To	14.777	_		NA		NA		07/06/2000
(673)	0.20	50	R	From:	14-675			NA		NA		07/06/2000
				To:	Dead End							
674	0.37	20	R	From:	14-683			NA		NA		07/06/2000
674)	0.51	<u> </u>		To:	Dead End			14/7		11/7	_	3770072000

Route	Length	AADT	QA	4Tire	Bus	2Axle		uck 1Trail	2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Buckingham County				From:		14-71									
675)	0.45	1000	G	87%	0%	5%	6%	1%	0%	С	100	G	1000	G	2001
675)	0.70	630	G	87%	0%	14-67 5%	6%	1%	0%	F	60	G	630	G	2001
675)	0.47	80	R	From:		14-68	5]		NA		NA		07/06/2000
				To: From:		0.47 MN 1	4-685]——						
675)	0.51	60	R	To:		14-67			_ 		NA		NA		07/06/2000
670	2.00	90	R	From:		14-61	7				NA		NA		06/27/2000
676	2.00	90	K	To		14-622 SC	OUTH				INA		INA		00/21/2000
676)	1.20	120	R	From:							NA		NA		06/27/2000
676)	0.70	130	R	From:		14-61	0				NA		NA		06/27/2000
676)	0.40	120	R	To: From:		14-72	6]		NA		NA		06/27/2000
<u>676</u>	1.40	100	R	From:		14-67	7				NA		NA		06/27/2000
				To: From:		14-67	1								00/07/0000
676	1.20	170	R	To		14-73	3		-		NA		NA		06/27/2000
676)	1.00	220	R	From:					_		NA		NA		06/27/2000
676)	2.30	120	R	From:		14-67	3				NA		NA		06/27/2000
				To:		14-65									
677)	1.80	120	R	From:		14-67	6				NA		NA		06/27/2000
	1.35	110	R	To: From:		14-67	1				NA		NA		06/27/2000
677)				To:		Dead E	End								
(678)	1.35	450	G	95%	1%	SR 20	1%	0%	0%	С	40	G	450	G	2001
(678)	1.55	450		To:	1 70	14-69		0 70	7		40		430		2001
678	2.49	520	R	Prom.					-		NA		NA		1997
(678)	0.30	390	R	From:		14-72	3				NA		NA		1997
070				To:		14-62	7								
\bigcirc	4.40	20	_	From:		14-65	2				NIA		NIA		05/00/0000
679	1.10	80	R	_					_		NA		NA		05/02/2000
679)	2.84	70	R	From:		14-78	4				NA		NA		05/02/2000
	0.40	400		To: From:		2.84 MN 1	4-784]—		NIA		NIA		05/02/2000
679	0.16	130	R	To:		SR 20	0		7		NA		NA		05/02/2000
				From:		US 1:	5								
680	0.30	90	R	To:		D10	·		_		NA		NA		1997
				From:		Dead E									
(681)	0.50	40	R			14-03	0		_		NA		NA		08/29/2000
				To:		Dead E	and		<u> </u>						
<u></u>	0.65	190	Р	From:		14-63	1				NA		NA		07/17/2000
682	0.05	180	R	To:		14-76	4		1		NA		NA		01/11/2000

Route	Length	AADT	QA	4Tire	Bus	2Axle 3				QC	Design Hour	QK	AAWDT	QW	Year
Buckingham County				From:					1						
(682)	0.45	120	R	1000		14-764					NA		NA		07/17/200
002)				To:		14-617]						
\bigcirc	0.40		_	From:		14-608									07/04/00/
683	2.40	280	R	To:		US 15 NOR	тн		7		NA		NA		07/24/200
				From:		US 15 SOU			<u> </u>						
683	1.50	60	R								NA		NA		07/24/200
	1.10	20	R	From:		14-674			_		NIA		NΙΔ		07/24/20/
683	1.10	20	ĸ	To:		Dead En	d		7		NA		NA		07/24/200
				From:		Dead En									
684)	1.00	30	R						_		NA		NA		06/27/200
				To:		14-652									
	0.65	350	G	51%	4%	14-675 44 %	0%	0%	 0%	С	30	G	350	G	2001
685	0.00	330	•	To:	770	14-673		0 70	7	0	30	0	330	0	2001
				From:		Dead En	d								
(686)	1.00	80	R						_		NA		NA		10/23/200
				To: From:		US 15									
697	0.30	120	R	From:		14-670			_		NA		NA		1997
687	0.00		• • • • • • • • • • • • • • • • • • • •	To:		Dead En	d]						
				From:		US 15]						
688	0.10	350	G	96% To:	1%	3%	0%	1%	0%	С	40	G	350	G	2001
				From:		14-670			<u> </u>						
(689)	0.45	90	R	Troni.		US 15 SOU	IH				NA		NA		07/24/200
000				To:		US 15 NOR	TH.								
689	0.60	90	R	From:		05 15 1(01			_		NA		NA		07/24/200
				To:		Dead En	d								
	0.47	440		From:		US 60 WE	ST				NA		NIA		1007
690	0.47	110	R	. —					_		INA		NA		1997
690	0.40	410	R	From:		US 60 MIDI	DLE				NA		NA		1997
090)	00		• • • • • • • • • • • • • • • • • • • •	To		14-665									
(690)	1.05	1200	R	From:		14-003					NA		NA		1997
				To:		US 60 EAS	ST								
\bigcirc	0.55		_	From:		14-646									4007
691)	0.55	200	R						_		NA		NA		1997
	1.75	170	R	From:		14-753					NA		NA		1997
691)	1.70	170	IX.	To:		SR 24			7		IVA		IVA		1557
				From:		US 15									
692	0.05	50	R								NA		NA		05/09/200
				To: From:		0.05 MN US	S 15]						
692	0.20	40	R	То:		Dead En	d		7		NA		NA		05/09/200
				From:		Dead En			1						
693)	0.80	60	R			Deau Elle	u		_		NA		NA		05/16/200
				To:		14-604									
\bigcirc		<u> </u>		From:	Cun	nberland Cou	ınty Line								
694)	0.90	80	R	To:		14-613			7		NA		NA		05/16/200
						14-013									

Route	Length	AADT	QA	4Tire	Bus 2Axle		ck 1Trail		QC	Design Hour	QK	AAWDT	QW	Year
Buckingham County				From:	14-678			1						
695)	3.52	540	R	<u> </u>	14-070	'		_		NA		NA		04/11/2000
	0.45			To: From:	SR 20			}		NIA		NIA		04/44/2000
695)	0.45	60	R	To:	Dead Er	nd		1		NA		NA		04/11/2000
				From:	14-613									
696)	1.63	40	R					-		NA		NA		05/16/2000
				To: From:	Cumberland Co									
697)	1.80	20	R		14-636			_		NA		NA		08/29/2000
				To: From:	14-815			1						
697)	1.20	100	R					- -		NA		NA		08/29/2000
				To:	14-646									
600	0.05	60	R	From:	14-627			J		NA		NA		04/11/2000
698)	0.00			To:	0.05 MN 14	1 627		1						
(698)	1.45	70	R	From:	0.03 WIN 14	1-027		_		NA		NA		04/11/2000
698 698				To: From:	14-777]						
698)	0.85	40	R	110111						NA		NA		04/11/2000
				To: From:	14-645]						
698)	0.80	60	R	To:	14-653			7		NA		NA		04/11/2000
				From:	SR 20 SOU									
699)	0.65	140	R		510 20 500	, 111		-		NA		NA		05/02/2000
				To: From:	SR 20 NOI	RTH								
699	0.45	80	R					7		NA		NA		05/02/2000
				To: From:	14-631									
(700)	0.45	140	R	110iii.	SR 20			_		NA		NA		05/02/2000
700				To:	14-631			1						
				From:	14-651									
701)	2.30	60	R	To:	14-622			7		NA		NA		05/02/2000
				From:	Dead Er									
702	2.00	60	R		Doud El	id		_		NA		NA		04/11/2000
				To:	14-655									
	0.75	440	•	From:	14-796		00/	00/		10		110		2001
703	0.75	110	G	100% To:	0% 0% Dead Er		0%	0% 7	С	10	G	110	G	2001
				From:	14-655			1						
704)	0.20	360	R	-				_		NA		NA		05/09/2000
				To: From:	0.20 MN 14	l-655]						
704)	1.20	240	R	To:	SR 20			7		NA		NA		05/09/2000
				From:	14-659									
705	0.50	240	R	<u> </u>	14-037			_		NA		NA		04/18/2000
				To: From:	SR 20]						
705)	0.65	80	R					7		NA		NA		04/18/2000
				To: From:	Dead Er			1						
706)	0.30	340	R	1 10III.	US 15			_		NA		NA		1997
100		•		To:	14-610	l								- + -
				From:	Dead Er	nd								
707)	0.50	20	R	To:	14-633			7		NA		NA		05/23/2000
					14-633			J						

Route	Length	AADT	QA	4Tire	Bus 2Axle	Tru 3+Axle	ck 1Trail	 2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Buckingham County				From:	14-602			1						
708)	0.28	60	R		14-00.	<u> </u>				NA		NA		05/23/2000
				To:	Dead E	nd								
				From:	US 15	5								
709	0.45	180	R							NA		NA		03/28/2000
				From:	14-758	8]						
709	0.49	50	R	To:	Dead E	nd .		7		NA		NA		03/28/2000
				From:	Dead E			1						
710	0.25	80	R	<u> </u>	Dead E	iid.		_		NA		NA		1997
				To:	14-67:	5								
				From:	14-632	2								
711	2.21	520	R	Т				-		NA		NA		1997
				To:	14-628			<u> </u>						
	0.55	280	R	From:	14-600	0		_		NA		NA		1997
712	0.55	200	IX.	To:	14-792	2		7		IVA		IVA		1001
				From:	14-69:	5								
(713)	0.05	60	R							NA		NA		04/11/2000
				To: From:	0.05 MN 1	4-695		1						
713 713	1.37	60	R					_		NA		NA		04/11/2000
				To:	Dead E	nd								
	0.00	70	_	From:	Dead E	nd				NIA		NIA		04/44/2000
714	0.60	70	R	To:	US 15	<u> </u>		1		NA		NA		04/11/2000
				From:	US 15; 14			1						
715)	0.68	910	G	91%	1% 4%	3%	1%	0%	С	70	G	910	G	2001
				To:	US 15 NO	RTH								
				From:	Dead E	nd								
716)	0.40	60	R	To:				-		NA		NA		04/18/2000
				From:	14-660									
747	1.50	110	R	From:	14-613	3				NA		NA		07/11/2000
717	1.00	110	1	To	1.503.011	1.612		7		14/1		147 (0771172000
(717)	1.10	220	R	From:	1.50 MN 1	4-613				NA		NA		07/11/2000
				To:	14-610 SO	UTH]						
\bigcirc	4.00	70		From:	14-610 NC	ORTH				NIA		NIA		07/44/2000
(717)	1.00	70	R	To:	Dead E	nd		٦		NA		NA		07/11/2000
				From:	14-610			1						
718)	3.20	460	G	86%	0% 8%	1%	5%	0%	С	50	G	460	G	2001
				To:	US 15	5								
				From:	14-652	2								
719	0.60	80	R					7		NA		NA		07/06/2000
				To:	Dead E									
(720)	1.00	80	R	From:	Dead E	nd				NA		NA		05/02/2000
720	1.00	00		To:	1.00.101.0	15.1		7				10.		00/02/2000
720	0.10	190	R	From:	1.00 MN De	au ENU				NA		NA		05/02/2000
				To:	SR 20)		1		<u> </u>				
		·		From:	14-67	1								
721	3.10	30	R					7		NA		NA		05/02/2000
				To:	14-652									
	0.05	140	Б	From:	SR 20)		J		NA		NIA		05/02/2000
(722)	0.05	140	R	To:	0.05 MN S	SR 20		7		NA		NA		05/02/2000
					U.U.J IVIIV S	11. 40								

					Truck			Desi		
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW Year
Buckingham County				•						
(722)	1.65	100	R	From:	0.05 MN SR 20			NA	NA	05/02/2000
(722)	1.00	100		To:	14-622			1471	10.1	00/02/2000
_				From:	14-655					
723	4.90	190	R			_		NA	NA	1997
				To:	14-678					
725	1.58	180	R	From:	14-609			NA	NA	09/08/2000
725	1.00	100	.,	To	1 50 ME 14 600	_		147 (10.1	00/00/2000
725	0.60	280	R	From:	1.58 ME 14-609			NA	NA	09/18/2000
				To:	14-608 NORTH					
725)	0.40	30	R	From:	14-608 SOUTH			NA	NA	09/18/2000
(725)	0.40	30		To:	Dead End			14/1	10.1	00/10/2000
				From:	14-676					
726	0.70	30	R					NA	NA	07/06/2000
				To:	Dead End					
	1.00	510	R	From:	US 15; 14-715			NA	NA	1997
727)	1.00	310	K	To:	Dead End	7		INA	INA	1997
				From:	14-610	i				
728)	0.75	60	R			<u> </u>		NA	NA	07/06/2000
				To:	Dead End					
\bigcirc	0.00	45	_	From:	14-622			NIA	NIA	05/00/0000
(729) (729)	0.60	45	R			_		NA	NA	05/09/2000
<u></u>	0.50	40	R	From:	14-610			NA	NA	05/09/2000
(729)	0.50	40	IX.	To:	Dead End	1		INA	INA	03/03/2000
				From:	Dead End					
730	0.30	20	R					NA	NA	03/28/2000
				To:	14-635					
	0.01	460	В	From:	US 15			NA	NA	07/17/2000
731)	0.01	160	R			_		INA	INA	07/17/2000
(721)	0.21	130	R	From:	0.01 ME US 15			NA	NA	07/17/2000
731)	0.21	100	.,	To	14.707	_				0171172000
731)	0.31	40	R	From:	14-786			NA	NA	07/17/2000
(10)				To:	Dead End					
				From:	14-669					
732	1.00	90	R	To:	D 15 1	_		NA	NA	1997
				From:	Dead End	1				
(733)	0.65	30	R		Dead End	_		NA	NA	07/27/2000
(100)				To:	14-676					
Cumberland County										
(724)	0.50	80	R	From:	24-610			NA	NA	07/11/2000
(734)	0.50	30	I.	To:	Cumberland County Line	ī		14/7	INA	07/11/2000
Buckingham County										
	4.00		-	From:	Cumberland County Line					07/1/100==
(734)	1.30	70	R	To:	Dead End	7		NA	NA	07/11/2000
				From:	Dead End					
735)	1.00	30	R		Dead End	_		NA	NA	05/09/2000
				To:	14-659					

					Buckingl		ntenance								
Route	Length	AADT	QA	4Tire	Bus		Trر۔۔۔۔۔۔			QC	Design	QK	AAWDT	QW	Year
Buckingham County	-					ZAXIE	3+Axle	Tirail	2 i rail		Hour				
			_	From:		Dead l	End								2011010000
736)	1.30	100	R	To:		US 6	50		_		NA		NA		09/19/2000
				From:		SR 5			1						
737)	2.18	80	R			Sitts					NA		NA		04/04/2000
				To: From:		14-60	64								
737	2.70	100	R						_		NA		NA		04/04/2000
				To:		14-60									
(729)	2.00	70	R	From:		Dead 1	End				NA		NA		04/04/2000
738	2.00			To:		14-60	01				101				0 110 112000
				From:		Dead l	End								
739	0.60	30	R								NA		NA		04/04/2000
				To:		14-6									
740	1.04	310	R	From:		14-65	55				NA		NA		04/04/2000
740	1.04	3.0		To		1.04 MW	14 655								332000
740	2.94	60	R	From:		1.04 M W	14-055				NA		NA		04/04/2000
9				To:		Dead l	End								
				From:		SR 5	56								
741)	1.00	45	R	To:		14.0	0.4		_		NA		NA		1997
				From:		14-60 US 60 V									
742	1.50	70	R			US 00 V	VESI				NA		NA		1997
				To:	J	JS 60 EAS	T; SR 56								
				From:		14-62	22								
743)	3.10	250	R	To:		14-6	10		_		NA		NA		1997
				From:		14-69									
744)	0.30	90	R			14-0	77				NA		NA		1997
				To:		Dead l	End								
				From:		14-6	10								
745)	0.60	50	R	To:		Dead l	D., J		_		NA		NA		07/06/2000
				From:		Dead 1									
(746)	0.90	90	R			Dead	Eng				NA		NA		1997
(149)				To:		SR 2	24								
				From:		SR 2	20								
747)	0.76	70	R	To:		CD 2	10		_		NA		NA		1997
				From:		SR 2									
748)	0.60	90	R	110.11.		US 1	15				NA		NA		07/25/2000
(140)				To:		14-70	61								
748)	0.15	30	R	From:		117	01				NA		NA		07/25/2000
				To:		Dead l	End								
	2.22	400	_	From:		14-64	48						.		400=
749	0.83	130	R	To:		Dead l	End		¬		NA		NA		1997
				From:		US 15			+						
750	0.45	220	R	<u> </u>		03 13	J 11		_		NA		NA		1997
				To:		US 15	NE]						
\sim				From:		Dead l	End								
751)	0.40	20	R	To:		14.7	2		_		NA		NA		04/18/2000
				10.		14-60	JZ								

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW Year
Buckingham County				From:	Dead End					
752	0.35	60	R			-		NA	NA	09/18/200
<u> </u>				To:	14-608					
	0.55	40	R	From:	Dead End			NA	NA	08/29/200
753)	0.55	40	ĸ	To:	14-691	7		INA	INA	06/29/200
				From:	Dead End	1				
754)	1.30	80	R	<u> </u>		<u> </u>		NA	NA	09/18/200
				To:	14-600					
\bigcirc				From:	14-666					
755	0.95	140	R	To:	Dard Fad	7		NA	NA	1997
				From:	Dead End	1				
756	0.65	90	R	10	Dead End	_		NA	NA	10/24/200
(750)	0.00		•••	To:	US 15	1				
				From:	14-649					
757	0.35	30	R			_		NA	NA	10/24/200
<u> </u>				To:	Dead End					
\bigcirc			_	From:	Dead End					22/22/22
758	0.25	40	R	To:	14-709	7		NA	NA	03/28/200
				From:		1				
750	0.40	140	R	10	Dead End	_		NA	NA	1997
759	0.10		• • • • • • • • • • • • • • • • • • • •	To:	14-670					1001
				From:	Dead End					
760	1.00	70	R			_		NA	NA	07/25/200
				To:	14-668					
\bigcirc	2.00			From:	Dead End					07/05/000
761)	0.20	40	R	To:	14-748	7		NA	NA	07/25/200
				From:		1				
762	0.10	80	R		SR 20			NA	NA	05/02/200
(102)				To	0.10 ME SR 20					
762)	0.65	60	R	From:	0.10 ME 5K 20			NA	NA	05/02/200
				To:	Dead End					
				From:	14-651					
763)	1.20	40	R	_		_		NA	NA	05/09/200
				To:	Dead End					
	0.30	80	R	From:	Dead End			NA	NA	07/18/200
764	0.30	00	K	To:	14-682	7		INA	INA	07/10/200
				From:	Dead End					
765)	0.50	60	R		Bead End	<u>1</u>		NA	NA	08/29/200
765				To:	SR 24					
				From:	Dead End					
(766)	0.27	50	R					NA	NA	05/23/200
$\frac{\circ}{\circ}$				To: From:	0.27 MN Dead End]——				
766 766	0.14	70	R	To:	110.60	7		NA	NA	05/23/200
				To:	US 60					
(767)	0.45	40	R	From:	Dead End	_		NA	NA	08/29/200
(101)	0.40	70	11	To:	US 60	1		13/7	INC	00,29,200
				From:	14-640					
768)	1.30	60	R		- • • •	_		NA	NA	08/29/200
\smile				To:	Dead End					

Route	Length	AADT	QA	4Tire	BusTruck		QC	Design	QK AAWDT	QW Year
	Lengin	AADI	QA	41116	2Axle 3+Axle 1Trail	2Trail	QC	Hour	QK AAWDI	QW fear
Buckingham County				From:	US 15					
(769)	0.80	40	R			_		NA	NA	03/28/2000
				To: From:	Dead End	<u> </u>				
(770)	0.27	60	R	From:	Dead End			NA	NA	07/06/2000
(770)	V. <u>_</u> .			To:	14-670					0.70072000
_				From:	14-610					
(771)	0.35	110	R	. —		=		NA	NA	07/06/2000
				To: From:	Dead End					
(772)	0.40	40	R		Dead End			NA	NA	08/29/2000
(112)				To:	SR 24	1				
				From:	Dead End					
773	0.25	70	R	. —		_		NA	NA	05/23/2000
				To:	US 60					
(774)	0.70	20	R	From:	14-633			NA	NA	05/23/2000
774)	0.70	20	.,	To:	Dead End				10.	00/20/2000
				From:	Dead End					
775)	1.00	60	R			_		NA	NA	10/24/2000
				To:	US 15; 14-621					
770	0.35	20	R	From:	14-718			NA	NA	07/06/2000
776	0.55	20	IX.	To:	Dead End	7		INA	INA	01/00/2000
				From:	14-698					
777	0.20	40	R			_		NA	NA	04/11/2000
				To:	Dead End					
	1.20	90	R	From:	14-650			NA	NA	07/18/2000
778)	1.20	90	K	To:	Dead End	1		INA	INA	07/10/2000
				From:	14-633					
(779)	0.23	20	R			_		NA	NA	04/11/2000
				To:	Dead End					
	0.20	49	R	From:	Dead End			NA	NA	07/25/2000
780	0.20	49	K	To:	14-638	1		INA	NA.	07/25/2000
				From:	US 15					
(781)	0.35	60	R			_		NA	NA	07/25/2000
				To:	Dead End					
	0.55	40	_	From:	Dead End			NA	NA	07/11/2000
782	0.55	40	R	To:	14-610	7		NA	NA	07/11/2000
				From:	SR 20					
783	0.20	40	R		21120			NA	NA	1998
				To:	Dead End					
\bigcirc	0.70			From:	14-679			NIA	NIA	05/00/2000
784)	0.70	60	R	To:	Dead End	7		NA	NA	05/02/2000
				From:	14-723	1				
785	0.30	70	R		- : .33	_		NA	NA	04/18/2000
				To:	Dead End					
	0.15		_	From:	14-731			NI C		07/40/0000
786	0.15	80	R			_		NA	NA	07/18/2000
	0.06	40	Б	From:	0.15 MN 14-731	_		NA	NA	07/18/2000
786	0.00	40	R	To:	Dead End			INA	INA	07/10/2000
						-				

					Buckingh	am Mainte					Desi				
Route	Length	AADT	QA	4Tire	Bus	2Axle 3			 2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Buckingham County						ZANIC 3	TAXIC	TITAL	ZIIali		rioui				
	0.00	440	,	From:		14-617					NIA		NIA		07/40/0000
(787)	0.90	140	R	To:		Dead End	1		7		NA		NA		07/18/2000
				From:		US 15			1						
788	0.30	220	R	<u> </u>		0010					NA		NA		09/12/2000
\bigcup				To:		Dead End									
\bigcirc			_	From:		Dead End									00/00/000
789	0.25	40	R	To:		14-636			7		NA		NA		08/29/2000
				From:		Dead End									
790	0.40	50	R	<u> </u>		D Cut Ditt					NA		NA		08/29/2000
				To:		14-638									
\bigcirc	0.77		_	From:		Dead End									00/44/000
791)	0.77	60	R	To:		14-612			_		NA		NA		03/14/2000
				From:		14-712			1						
792)	0.82	200	R	<u> </u>		14-/12			_		NA		NA		1998
				To:		14-623									
				From:		14-602									
793	0.30	60	R	To:		D1 E1					NA		NA		05/23/2000
				From:		Dead End Dead End									
794)	0.15	70	R	<u> </u>		Dead End					NA		NA		05/09/2000
				To:		14-622									
				From:		Dead End									
795)	0.36	30	R	To:		14.640			_		NA		NA		1998
				From:		14-649	THE								
796)	0.22	150	R			US 15 SOU	IП				NA		NA		1998
796				To		14-703									
796)	0.10	140	G	96%	1%	3%	0%	0%	0%	С	20	G	130	G	2001
				To:		US 15 NOR	TH								
\bigcirc				From:		Dead End									1000
797	0.20	190	R	To:		14-631			_		NA		NA		1998
				From:		US 60 WES	T								
798)	0.08	200	R	<u> </u>		03 00 WES	51				NA		NA		1998
				To:	U	S 60 EAST; I	US15								
				From:		14-665									
799	0.25	60	R	To:		D 15 1	1		_		NA		NA		05/23/2000
				From:		Dead End									
800	0.35	40	R	r toni.		14-638			_		NA		NA		08/29/2000
(800)				To:		Dead End			1						
				From:		US 15									
801)	0.09	30	R	_					_		NA		NA		07/25/2000
				Tor		Dead End									
804)	0.33	NA		From:		Cul-de-Sac	<u>c</u>				NA		NA		
004)	0.00			To:		14-669									
				From:		Dead End									
805)	0.20	60	R						_		NA		NA		03/28/2000
				To:		US 15									
<u> </u>	0.27	70	R	From:		US 15					NA		NA		07/06/2000
810	0.21	70	ĸ	To:		Dead End	l				INA		INA		01/00/2000
									-						

				E	Bucking	ham Maiı	ntenance	Area							
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Buckingham County								TITAL	ZIIGII		rioui				
(811)	1.35	NA		From:		Cul-de-	Sac/				NA		NA		
				To:		US-0001	5(B)/								
(42)	0.26	60	R	From:		Dead I	End				NA		NA		09/05/2000
<u>(813)</u>	0.20	- 00	IX.	To:		US 1	5				IVA		IVA		03/03/2000
				From:		14-69	97								
815)	1.60	60	R	To:		SR 2	4		7		NA		NA		08/29/2000
				From:		Cul-de-									
819	2.10	NA		To:		14.66			_		NA		NA		
				From:		14-60 Dead I									
820	0.33	60	R			Deau I	SHQ .				NA		NA		08/29/2000
				To:		14-64									
840)	0.37	130	R	From:		Dead I	End				NA		NA		1997
640)	0.01	100	.``	To:		US 1	5								1001
$\overline{}$				From:		Dead I	End								
841)	0.23	NA		To:		14-84	10		1		NA		NA		
				From:		Dead I									
(1001)	0.80	140	R	To		COL DIL	MADI		_		NA		NA		09/12/2000
T. CDIII				To:		SCL DILI	LWYN								
Town of Dillwvn				From:		SCL DILI	LWYN								
(1001)	0.07	190	R						_		NA		NA		09/12/2000
(1001)	0.14	180	R	From:		0.07 MN C	OF SCL		_		NA		NA		09/12/2000
1001)				To		14-10	02		_						
(1001)	0.10	120	G	98%	0%	2%	1%	0%	0%	F	10	G	120	G	2001
				From:		14-10]						
(1001)	0.26	220	G	97%	0%	2%	1%	0%	0%	С	20	G	220	G	2001
(1001)	0.08	410	G	From: 98%	0%	14-10 1%	05 1%	0%	0%	F	40	G	400	G	2001
				To:		US 1									
	0.17	220		From:		14-10	01				NIA		NIA		1007
(1002)	0.17	220	R	To:		14-10	03		1		NA		NA		1997
Buckingham County															
(1003)	0.40	570	G	From: 89%	0%	SR 20; U 4%	JS 15 2%	5%	」 ○%	С	50	G	560	G	2001
1003	0.10			To:	070	WCL Di		070	<u> </u>						2001
Town of Dillwyn				From:		WCI DII	, waa i		1						
(1003)	0.24	530	G	89%	0%	WCL DIL	2%	5%	0%	F	49	G	520	G	2001
				To:		14-10									
(1003)	0.09	400	G	89%	0%	4%	2%	5%	0%	F	40	G	400	G	2001
	0.20	200		From:	00/	14-10		E0/			40		200		2004
1003	0.30	380	G	89% To:	0%	4% US 15 E	2% AST	5%	0% T	F	40	G	380	G	2001
				From:		14-10									
(1004)	0.07	230	R	To			0.7		_		NA		NA		1997
				To:		14-10	U/								

					Buckingh	ham Maintenar	nce Area							
Route	Length	AADT	QA	4Tire	Bus	2010 210		2Trail	QC	Design	QK	AAWDT	QW	Year
Town of Dillwyn						2Axle 3+Ax	de Tirall	∠ i rail		Hour				
	0.07	48	R	From:		Dead End				NA		NA		1997
(1005)	0.07	40	K	To:		14-1007				INA		INA		1997
1005	0.07	130	R	From:		14-1007				NA		NA		1997
				To:		14-1001								
	0.07	40	R	From:		Dead End				NA		NA		1997
(1006)	0.07	40	IX.	To:		14-1007				INA		INA		1997
1006	0.07	80	R	From:		14-1007				NA		NA		1997
				To: From:		14-1001]—						
1006	0.10	100	R	To:		14-1003				NA		NA		1997
				From:		14-1003		1						
1007	0.06	120	R	<u> </u>		14-1000				NA		NA		1997
				To: From:		14-1005								
1007	0.07	170	R							NA		NA		1997
	0.05	220	R	From:		14-1004				NIA		NIA		1007
1007	0.05	320	ĸ	To:		Dead End				NA		NA		1997
				From:		14-1001								
1008)	0.13	150	R							NA		NA		1997
				To:		14-1003								
(1009)	0.38	140	R	From:		SCL DILLWYN				NA		NA		1997
(1009)			.``	To:		14-1003								
Buckingham County								•						
(1)	0.05	1000	R	From:	US 1	15 W NCL DILLW	YN			NA		NA		1997
(1010)	0.00	1000		To:		14-1017				1471		147 (1007
(1010)	0.05	520	R	From:		14-1017				NA		NA		1997
				To:	14-1	1014 NCL DILLW	YN							
Town of Dillwyn				From:	1.4.1	1014 NCL DILLW	VNI							
(1010)	0.19	500	R		14-1	1014 NCL DILLW	IIN			NA		NA		1997
				To:		US 15 EAST								
\bigcirc	0.07	40	_	From:		Dead End				NIA		NIA		4007
(1011)	0.07	40	R							NA		NA		1997
(1011)	0.05	180	R	From:		14-1012				NA		NA		1997
(1011)				To:		US 15								
$\widehat{}$				From:		Dead End								
(1012)	0.04	50	R							NA		NA	(09/12/2000
	0.06	90	R	From:		14-1011				NA		NA		09/12/2000
1012	0.00	90	ĸ	To:		14-629				INA		INA	,	J9/ 12/2000
				From:		Dead End								
(1013)	0.10	40	R							NA		NA	(09/12/2000
				To:		14-629								
Buckingham County				From:	14-1	1010 NCL DILLW	YN							
(1014)	0.10	40	R							NA		NA	(09/12/2000
				To:		Dead End								
Town of Dillwyn				From:		Dead End								
(1015)	0.07	3	R			Dead End				NA		NA	(09/12/2000
				To:	(0.08 MN Dead End	l							

Truck Design															
Route	Length	AADT	QA	4Tire	Bus					QC	Design	QK	AAWDT	QW	Year
Town of Dillwyn						2Axle	3+Axle	1 i raii	21 rail		Hour				
TOWN OF DIMWYII				From:		0.08 MN D	ead End								
(1015)	0.05	10	R						_		NA		NA		09/12/2000
				To: From:		14-10	18								
(1015)	0.10	2300	R						_		NA		NA		09/12/2000
				To:		US 1	.5								
				From:		Dead I	End								
1016	0.06	20	R	_					_		NA	NA	09/	09/12/200	
				To:		14-10	02								
Buckingham County				From:			10								
	1.20	1100	R	rioin.		14-10	10				NA	NA		1997	
(1017)	1.20	1100	ĸ	To:		Dead I	End				INA		INA		1991
T. CDW						Dead	ZH Q								
Town of Dillwyn				From:		Dead I	End								
(1018)	0.08	1200	R						_		NA		NA		1997
				To:		14-10	15								
Buckingham County															
				From:	BUG	CKINGHA	M PRI SCH	I							
9062	0.12	390	R	To:					_		NA		NA		1997
						14-69									
	0.40	400	_	From:	BU	CKINGHA	AM CY HS				N1.0		NIA		4007
9063	0.18	420	R	To:		14-69	20		_		NA		NA		1997
				From:	DII			-							
	0.05	120	R	rioin.	BUC	KINGHAI	M SCHOOI		_		NA		NA		1997
9064	0.03	120	IX.	To:		US 6	50		7		INA	11/7	11/7		1997
				From:	GO		ELEM SCH								
9066	0.12	390	R		GO	LD IIILL I	ZLEWI SCII		_		NA		NA		1997
(9000)				To:		US 1	.5								
				From:	Г	OILLWYN :	PRISCH								
9575	0.10	180	R			LLL II III	rici deri		_		NA		NA		1997
				To:		US 1	.5								
				From:	BU	JCKINGH.	AM JR HS								
9576)	0.15	260	R	<u> </u>							NA		NA		1997
\bigcup				To:		SR 2									
	0.00	0.40	_	From:	DI	LLWYN E	LEM SCH				NIA		NIA		4007
(9576)	0.09	240	R	To:		CD 2	10		_		NA		NA		1997
_				10.		SR 2	:0								