### 2001

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

Jurisdiction Report

15

Campbell County
City of Lynchburg
Town of Altavista
Town of Brookneal

### 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.

Route	Length	AADT	QA	4Tire	Bus		enance <i>F</i> Tru			QC	Design	OK	AAWDT	O\^/	Year
	Length	AADI	QA	41116	bus	2Axle	3+Axle	1Trail	2Trail	QC	Hour	QK	AAWDI	QVV	rear
Campbell County				From:	В	edford Cou	ınty Line								
24)	2.06	380	F	92%	1%	3%	2%	2%	0%	С	40	F	380	F	2001
$\stackrel{\smile}{=}$				To: From:		-811 Near									
24)	6.68	1300	F	92%	1%	3%	2%	2%	0%	F	120	F	1300	F	2001
				From:		US 2			<del></del>						
24)	4.32	2800	F	86%	1%	8%	1%	4%	0%	С	240	F	2800	F	2001
	0.02	0000		From:		501 SW o		20/		F	960	F	0000		2001
24 (501)	0.92	9800	F	96%	0%	2%	0%	2%	0%	Г	860	Г	9800	F	2001
24	6.38	3900	F	From: 91%	0%	501 SW or	f Rustburg 1%	5%	0%	F	360	F	3900	F	2001
24)	0.00	0000	•	To:	070			070	٦			•	0000		200
24)	3.16	2900	F	From: 91%	0%	15-65 <b>3</b> %	1%	5%	0%	С	240	F	2900	F	2001
2-7				To		W US 4			٦						
24)(460)	0.11	15000	N	93%	0%	2%	1%	4%	0%	Ν	1400	N	15000	Ν	2001
				To:	App	omattox C	ounty Line								
~~~				From:	Pitt	sylvania Co	ounty Line								
29	0.72	11000	F	78%	1%	3%	1%	17%	1%	F	830	F	11000	F	200
~~				From:		SR 4			]						
29	3.40	13000	F	78%	1%	3%	1%	17%	1%	F	1100	F	12000	F	200
				From:		15-71			<del></del>						
29)	0.24	13000	N	78%	1%	3%	1%	17%	1%	N	1100	N	12000	N	200
				To: From:			of Altavista		<u> </u>						
29)	4.24	18000	F	91%	0%	2%	1%	5%	0%	F	1400	F	18000	F	200
	4.00	40000		From:	00/	15-69		<b>F</b> 0/			4500		10000		200
29	4.99	19000	F	91%	0%	2%	1%	5%	0%	F	1500	F	19000	F	200
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	4.58	19000	F	From: 91%	0%	SR 2/ 2%	4 1%	5%	0%	F	1600	F	19000	F	200
29)	4.56	19000	г	9170	076			3%	U% -	Г	1000	Г	19000	Г	200
200	1.94	26000	В	From: 91%	0%	15-73 <b>2</b> %	1%	5%	0%	Α	2400	В	26000	В	200
29)	1.04	20000		To:					7	,,	2400	5	20000		200
29)	0.21	27000	F	From: 91%	0%	60 South of 2%	f Lynchburg	5%	0%	F	2100	F	27000	F	2001
29)	0.2.	2.000	•	To:	• • • • • • • • • • • • • • • • • • • •	SCL Lync		0,0		•		•		•	
City of Lynchburg															
~~				From:		SCL Lync			J	_				_	
29 Wards Road	1.74	37000	F	91% To:	0%	2% Lynchbur	1%	5%	0%	F	2900	F	37000	F	2001
				From:		Wards									
29 Lynchburg Expressw	0.34	43000	N	91%	0%	2%	1%	5%	0%	Ν	4000	Ν	43000	Ν	2001
<u> </u>				To: From:		Candler N	At Rd		<u> </u>						
29 Lynchburg Expressw	1.37	43000	F	91%	0%	2%	1%	5%	0%	F	4000	F	43000	F	200
~				To: From:		Odd Fello									
29 Lynchburg Expressw	1.46	42000	F	91%	0%	2%	1%	5%	0%	F	4000	F	42000	F	2001
~				To: From:		Kemper S									
29 Lynchburg Expressw	1.02	42000	F	91%	0%	2%	1%	5%	0%	F	4000	F	42000	F	2001
~				From:		Main St			]						
29 Lynchburg Expressw	0.22	32000	F	91%	0%	2%	1%	5%	0%	F	3000	F	33000	F	2001
~				To:	A	mherst Cou	inty Line								
<u>Cown of Hurt</u> Bus				From:	Pitt	sylvania Co	ounty I ine		1						
29 Main Street	0.03	8200	F	96%	0%	2%	0%	1%	0%	С	730	F	8200	F	2001
				To:		SCL Alta			7						

					Campl	oell Maint	enance A	rea							
Route	Length	AADT	QA	4Tire	Bus		Tru	ıck		QC	Design	OK	AAWDT	ΟW	Year
	Longar	, , , ,	٠.,		Duo	2Axle	3+Axle	1Trail	2Trail	QU	Hour	Q, t	, , , , , ,	Q.	. oa.
Town of Altavista Bus				From:		NCL H	lurt .								
(29) Main Street	0.29	8200	N	96%	0%	2%	0%	1%	0%	Ν	730	Ν	8200	Ν	2001
$\bigcirc$				To:		SR 43; Bedf	ford Ave		<b>—</b>						
Bus  29 Main Street	0.34	11000	F	96%	0%	2%	0%	1%	 0%	F	990	F	11000	F	2001
29	0.0.		-	To:		Pittsylvani		.,,	¬	•		•		•	
Bus Main Otracet	0.00	40000	_	From:	00/			40/	00/	_	4000	_	40000	_	0004
(29) Main Street	0.30	16000	F	96%	0%	2%	0%	1%	0%	F	1300	F	16000	F	2001
Bus				From:		Amherst									
29 Main Street	0.49	14000	F	96%	0%	1%	1%	2%	0%	F	1100	F	14000	F	2001
Bus				From:		Wood	La		_						
29 Main Street	0.64	12000	F	96%	0%	1%	1%	2%	0%	С	1000	F	12000	F	2001
$\overline{}$				To:		Lynch M	ill Rd		<b>—</b>						
Bus 29 Main Street	1.36	8500	F	96%	0%	1%	1%	2%	0%	F	710	F	8400	F	2001
(29)			-	To:		NCL Alta			<u> </u>	-		•		•	
Campbell County															
Bus	0.1=	0=0=	_	From:	001	NCL Alta		607		_	710	_	0.100	_	000:
[29]	0.17	8500	F	96% To:	0%	1% US 29, 1:	1%	2%	<b>0</b> %	F	710	F	8400	F	2001
Ct. AY II						US 29, 13	5-/12								
City of Lynchburg  Bus				From:		US 29; U	S 501								
29 Wards Road	0.34	17000	F	98%	0%	1%	0%	0%	0%	F	1500	F	17000	F	2001
<u> </u>				To: From:	SF	R 128 Candl	er Mtn Rd								
Bus 29 Wards Road	0.42	24000	F	98%	0%	1%	0%	0%	0%	F	2200	F	25000	F	2001
29	****			To:		460 Bus, F			<u> </u>	-		•		•	
Bus	4.40	00000	_	From:	00/	Wards		00/		0	0400	_	0.4000	_	0004
29 Fort Ave	1.19	23000	F	98% To:	0%	1% Memoria	0%	0%	0%	С	2100	F	24000	F	2001
Bus				From:		Fort A									
(29) Memorial Ave	0.60	10000	F	95%	1%	2%	0%	1%	0%	С	910	F	11000	F	2001
Bus				To: From:		Oakley .	Ave		]						
29 Memorial Ave	0.47	14000	F	95%	1%	2%	0%	1%	0%	F	1300	F	15000	F	2001
<u> </u>				To		Park A	ve		¬						
Bus 29 Memorial Ave	0.33	13000	F	95%	1%	2%	0%	1%	0%	F	1300	F	13000	F	2001
29 Memorial Ave	0.55	13000	г	70:	1 /0	Langhorn		1 /0	7 0 /%	•	1300		13000		2001
Bus				From:		Langhor	n Rd								
29 5th St	0.17	15000	F	95%	1%	2%	0%	1%	0%	F	1400	F	16000	F	2001
Bus				From:		Pollard	St		]						
29 5th St	0.26	15000	F	95%	1%	2%	0%	1%	0%	F	1400	F	15000	F	2001
$\hookrightarrow$				To: From:		Pierce	St		<b>—</b>						
Bus 29 5th St	0.27	14000	F	97%	0%	1%	0%	1%	0%	F	1300	F	15000	F	2001
23) 51				To:	- 70			. , 0	¬						
Bus	0.00	40000		From:	001	Park A		407	00′	_	4700	_	40000	_	0001
29) 5th St	0.38	18000	F	97% To:	0%	1% Clay:	0% St	1%	0%	F	1700	F	18000	F	2001
Bus				From:		Clay St									
29 5th St	0.57	15000	F	97%	0%	1%	0%	1%	0%	С	1400	F	15000	F	2001
<u> </u>				To:	Ā	Amherst Cou	ınty Line								
Campbell County				From:	,	Holifor C-	nts: I in -								
(40) (501)	0.09	5900	F	89%	1%	Halifax Cou 3%	nty Line 3%	4%	 1%	F	490	F	5900	F	2001
40 (501)				To:	. 70	SCL Broo		. , 0							
Town of Brookneal									-						
~~~				From:		SCL Broo									
(40)(501)	0.76	5900	N	89%	1%	3%	3%	4%	1%	Ν	490	N	5900	N	2001
~ ~ ·				To:		US 50	)1								

					Campl	bell Maint	enance A	rea							
Route	Length	AADT	QA	4Tire	Bus	200	Tru		OT:	QC	Design	QK	AAWDT	QW	Year
Town of Brookneal							3+Axle	ııralı	2Trail		Hour				
	0.87	2900	F	From: 83%	1%	US 50 4%	0%	12%	1%	F	240	F	2900	F	2001
40	0.07	2500	•	To:	1 70	ECL Broo		12 /0			240	'	2500	'	2001
Campbell County				From:		EGI D									
(40)	1.97	2900	N	83%	1%	ECL Broo	0%	12%	1%	N	240	N	2900	N	2001
<u></u>				To: From:		15-60	15								
40)	2.15	2100	F	83%	1%	4%	0%	12%	1%	F	250	F	2100	F	2001
				To:	(	Charlotte Co	unty Line								
Town of Altavista				From:		Main St	reet								
(43) Bedford Ave	0.49	6900	F	96%	1%	2%	0%	1%	0%	F	630	F	6900	F	2001
Padford Ava	0.50	5000		From:	10/	Myrtle		10/			F40		F600		2001
Bedford Ave	0.50	5600	F	96%	1%	2%	0%	1%	0%	F	540	F	5600	F	2001
(43) Bedford Ave	0.59	4900	F	From: 96%	1%	Broad S	treet 0%	1%	0%	С	510	F	4900	F	2001
40				To:		WCL Alt	avista								
Campbell County				From:		WGI AL									
(43)	6.48	2900	F	93%	1%	WCL Alta	avista 2%	2%	0%	С	270	F	2900	F	2001
400				To:		15-682 Le	esville		<b></b>						
(43)	1.26	290	F	93%	0%	3%	2%	2%	0%	F	30	F	290	F	2001
				To:	]	Bedford Cou	inty Line								
City of Lynchburg				From:	Ţ	JS 29 Bus V	Vards Rd		1						
(128) Candler Mt Rd	0.29	19000	F	87%	4%	4%	1%	4%	0%	F	1900	F	20000	F	2001
				To: From:	U	S 501 Lynch RT 501									
(128)(501) Candler Mtn R	0.40	36000	F	94%	1%	2%	1%	2%	0%	F	3400	F	37000	F	2001
				To: From:	II	RT 50: S 501 Candl									
(128) Mayflower Dr	1.30	8000	F	87%	4%	4%	1%	4%	0%	С	790	F	8400	F	2001
				To: From:		Odd Fello	ws Rd		_						
128 Mayflower Dr	1.48	2100	F	94%	2%	3%	0%	0%	0%	С	230	F	2200	F	2001
				To: From:	US	501 Bus Ca									
(221) Lakeside Dr	0.53	23000	F	97%	0%	WCL Lynd	0%	1%	0%	С	2400	F	24000	F	2001
				To		ynchburg Ex									
(221) Lakeside Dr	0.56	16000	F	97%	0%	1%	0%	1%	0%	F	1600	F	17000	F	2001
<u>~</u>				To: From:		Forest Bro			]——						
Lakeside Dr	1.90	14000	F	97%	0%	1%	0%	1%	0%	F	1300	F	14000	F	2001
221 Lakeside Dr	0.15	17000	F	From: 97%	0%	Old Fore	st Rd 0%	1%	0%	F	1600	F	18000	F	2001
221 Lakeside Di	0.13	17000	•	To:	0 70	Oakley		1 /0	7 070	'	1000	'	10000	'	2001
Calday Ava	0.57	0000	-	From:	00/	Lakesid	e Dr	40/	00/	_	000		10000	_	2004
Oakley Ave	0.57	9900	F	97%	0%	1%	0%	1%	0% ¬	F	980	F	10000	F	2001
Oakley Ave	0.24	8300	F	97%	0%	Memoria 1%	l Ave 0%	1%	0%	F	840	F	8700	F	2001
<u></u>				To:		Bus US 460	Fort Ave								
(221 Kemper St	0.41	11000	F	92%	2%	12th Str 4%	reet 1%	2%	0%	С	1000	F	12000	F	2001
221)			•	To:		ynchburg Ex		_,,				•	000	-	••
Campbell County				Parameter 1		. 10 : -									
(460)	1.40	20000	F	From: 86%	1%	Bedford Cou 3%	nty Line 2%	9%	0%	F	1900	F	21000	F	2001
[460]			-	To:	,-	Bus US									

					Camp	bell Maint									
Route	Length	AADT	QA	4Tire	Bus		Tru		OTrc:1	QC	Design	QK	AAWDT	QW	Year
Campbell County						∠AXIE	3+Axle	ııraıı	∠ıralı		Hour				
~~~				From:		Bus US									
(460)	3.88	22000	F	86%	1%	3%	2%	9%	0%	F	2000	F	23000	F	2001
~~~				To: From:	101	15-678 Air		201							
[460]	1.01	34000	F	86%	1%	3%	2%	9%	0%	F	3300	F	35000	F	2001
~	0.00	07000	_	From:	00/	US 2		40/			0000		00000		0004
[460]	0.38	27000	F	93% To:	0%	2% SCL Lynd	1%	4%	0%	F	2900	F	28000	F	2001
C'				I		SCL Lync	libuig								
City of Lynchburg				From:		SCL Lync	chburg								
(460)	1.13	27000	F	93%	0%	2%	1%	4%	0%	F	2900	F	28000	F	2001
~				From:	(	Candler Mou	ıntain Rd								
(460)	0.44	23000	F	93%	0%	2%	1%	4%	0%	F	2400	F	23000	F	2001
<u>~</u>				To: From:		US 50	01								
(460)	2.36	24000	Α	93%	0%	2%	1%	4%	0%	Α	2600	Α	25000	Α	2001
<u>~</u>				To: From:	J	JS 501 Cam	pbell Ave								
460	1.46	23000	N	93%	0%	2%	1%	4%	0%	Ν	2400	Ν	23000	Ν	2001
<u>~</u>				To: From:	118	-6078 Conco	ord Turnpik	e							
(460)	0.97	24000	F	93%	0%	2%	1%	4%	0%	F	2300	F	25000	F	2001
<u> </u>				To: From:		Urban Bo	undary		<b></b>						
(460)	0.15	24000	F	93%	0%	2%	1%	4%	0%	F	2300	F	25000	F	2001
<u> </u>				To:		ECL Lync	chburg								
Campbell County				From:		EQL I	1.1								
(460)	1.56	24000	F	93%	0%	ECL Lync 2%	1%	4%	0%	F	2200	F	24000	F	2001
<u>460</u>	1.00	24000	•	T	0 70			. , ,	¬	·	2200	•	21000	•	2001
(460)	2.82	18000	F	From: 93%	0%	15-72 <b>2</b> %	1%	4%	0%	F	1600	F	19000	F	2001
(460)	2.02	10000	•	To	0 70			170	7	·	1000	•	10000	•	2001
(460)	2.79	17000	F	From: 93%	0%	15-10 2%	1%	4%	0%	F	1600	F	18000	F	2001
(460)			•	To	• • • • • • • • • • • • • • • • • • • •			. , ,	7	•		•		•	
(460)	0.11	15000	N	From: 93%	0%	SR 2 2%	1%	4%	0%	N	1400	N	15000	N	2001
(400)	0.11	.0000		To:		ppomattox C		170	٦ " ٦		1100	.,	10000	.,	2001
Bus				From:	US	460 West o	f Lynchburg	2							
(460)	1.11	13000	F	97%	0%	1%	0%	1%	0%	F	1300	F	13000	F	2001
$\stackrel{\smile}{\longrightarrow}$				To		15-89	92		<b>—</b>						
Bus	2.25	15000	Α	97%	0%	1%	0%	1%	0%	Α	1500	Α	16000	Α	2001
[460]	2.20	13000	^	To:	0 70	WCL Lyn		1 70	٦ ٠٠٠		1300	^	10000	Α	2001
City of Lynchburg				•		-									
Bus				From:		WCL Lyn									
(460) Timberlake Rd	0.62	34000	F	97%	0%	1%	0%	1%	0%	F	3100	F	35000	F	2001
Bus				To: From:		Old Graves	Mill Rd		]						
460 Timberlake Rd	1.14	25000	F	97%	0%	1%	0%	1%	0%	F	2300	F	26000	F	2001
400				To		Leesvill	a P.d								
Bus Timbordaka Dd	0.00	00000	_	From:	00/			40/	<b>_</b>	_	2400	_	24000	_	2004
Timberlake Rd	0.28	33000	F	97%	0%	1%	0%	1%	0%	F	3100	F	34000	F	2001
Bus				From:	L	ynchburg Ex	xpressway	-							
Fort Ave	1.10	19000	F	97%	0%	1%	0%	1%	0%	F	1800	F	19000	F	2001
$\overline{\qquad}$				To: From:		Wards									
Bus Bus 460 29 Fort Ave	1.19	23000	F	98%	0%	US BU:	S 29 0%	0%	0%	С	2100	F	24000	F	2001
(460) (29) Fort Ave	1.18	23000	Г	90% To:	U 70	MEMORIA		U 70	7 0 70	C	Z 100	r	Z <del>4</del> 000	ı.	200 I
Bus				From:		12TH ST									
(460)(221) Kemper St	0.41	11000	F	92%	2%	4%	1%	2%	0%	С	1000	F	12000	F	2001
				To:		LYNCHBU	RG EXP		1						

					Campbell	Maintenanc	e Area							
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Ax		2Trail	QC	Design Hour	QK	AAWDT	QW	Year
City of Lynchburg				From:	****									
Bus Bus 460 501 Kemper St	0.34	12000	F	95%	1%	ICHBURG EXI		0%	F	1200	F	12000	F	2001
460 501 Kemper St	0.54	12000	•	To:		MPBELL AVE	2 /0	7 0 / 0	'	1200		12000	'	2001
Bus Bus				From:	K	KEMPER ST								
(460)(501) Campbell Ave	0.88	18000	F	95%	1%	2% 1%	2%	0%	С	3000	F	19000	F	2001
Bus Bus				To: From:	MA	YFLOWER DR								
460 501 Campbell Ave	0.48	18000	F	95%	1%	2% 1%	2%	0%	F	1700	F	19000	F	2001
				To:	FI	ORIDA AVE								
Bus Bus	0.00	40000	_	From:			00/		_	4000	_	00000	_	0004
460 501 Campbell Ave	0.23	19000	F	95% To:	1%	2% 1% US 460	2%	0%	F	1900	F	20000	F	2001
G 1 11 G 1				L		03 400								
Campbell County				From:	Halit	fax County Line	;							
501	0.09	5900	F	89%	1%	3% 3%	4%	1%	F	490	F	5900	F	2001
				To:	SC	CL Brookneal								
Town of Brookneal														
()	0.76	E000	A.I	From:		CL Brookneal	40/	10/	N.I	400	N I	E000	N.I	2004
501	0.76	5900	N	89%	1%	3% 3%	4%	1% —	N	490	N	5900	N	2001
~~~				From:	20/	SR 40						2122		
501	1.52	6100	F	89% To:	0%	2% 1%	7%	0%	С	520	F	6100	F	2001
					NO	CL Brookneal								
Campbell County				From:	NO	CL Brookneal								
501	1.40	6100	N	89%	0%	2% 1%	7%	0%	Ν	520	Ν	6100	N	2001
301)				To:										
501	3.48	4800	F	90%	0%	15-633 2% 1%	7%	0%	F	400	F	4800	F	2001
301)			-	Tar				¬ ···	•		-		•	
(504)	4.79	5100	F	From: 89%	0%	15-917 <b>2</b> % <b>1</b> %	7%	0%	F	420	F	5100	F	2001
(501)	4.75	3100	•	00 70	0 70		1 /0	<b>-</b>		420	ı	3100	'	2001
()	8.33	5900	F	From: 89%	0%	15-761 2% 1%	7%	0%	F	520	F	5900	F	2001
501	0.33	5900	г	09 /0	0 70		1 /0	— 0 76 —	•	320	•	3900	1	2001
~~~	0.00	0000		From:	00/	W SR 24	20/			000		0000		2004
501	0.92	9800	F	96%	0%	2% 0%	2%	0%	F	860	F	9800	F	2001
~~~	0.00	0=00		From:	00/	E SR 24	00/		_	050		0000	^	0004
[501]	3.88	8700	Α	96%	0%	2% 0%	2%	0%	Α	950	Α	9300	Α	2001
~~~				From:		15-916		_ <del></del>						
501	3.09	9600	F	96% To:	0%	2% 0%	2%	0%	F	920	F	9600	F	2001
				10.	SC	CL Lynchburg								
City of Lynchburg				From:	SC	CL Lynchburg								
501 Campbell Ave	0.99	14000	F	96%	0%	2% 0%	2%	0%	F	1400	F	14000	F	2001
301)				To:		US 460		_						
(501)(460)	2.36	24000	Α	From: 93%	0%	2% 1%	4%	0%	Α	2600	Α	25000	Α	2001
(301)(400)		2.000	,,	To:	<b>3</b> / 0	US 501	.,,	$\neg$						
~~~				From:		US 460								
501)	0.59	20000	F	94%	1%	2% 1%	2%	0%	F	2100	F	21000	F	2001
<u> </u>				To: From:	SR 12	28 Mayflower I	)r							
501 Candler Mtn Rd	0.40	36000	F	94%	1%	2% 1%		0%	F	3400	F	37000	F	2001
				To: From:		nchburg Expres								
501 29 Lynchburg Expr	0.34	43000	N	91%	0% 29 L	YNCHBURG I		0%	N	4000	N	43000	N	2001
501 29 Lynchburg Expr	0.04	-5000	14	7 70			5 /0		14	<del>-</del> 1000	14	40000	. 4	2001
(Fo.) Lynchhura Eynrosaw	1 51	30000	F	From:		RDS RD EXIT	20/	00/	C	4900	F	41000	F	2001
501 Lynchburg Expressw	1.51	39000	г	94%	1%	2% 1%	2%	0%	С	4800	Г	41000	г	2001
	4.04	00000	_	From:		imberlake Rd	00/			0700		20222		2004
501 Lynchburg Expressw	1.21	38000	F	94% To:	1%	2% 1%	2%	0%	F	3700	F	39000	F	2001
				***	Gı	raves Mill Rd								

							Tru				Design				
Route	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Hour	QK	AAWDT	QW	Year
City of Lynchburg				From:		Graves M	GII DA								
501 Lynchburg Expressw	1.24	30000	F	94%	1%	2%	1%	2%	0%	F	2800	F	31000	F	2001
				To:		Lakesid	e Dr		<b>—</b>						
(501) Lynchburg Expressw	1.54	12000	F	92%	1%	3%	1%	3%	0%	С	1100	F	13000	F	2001
~				From:		Wiggingto	on Rd								
501 Lnchburg Expresswa	1.86	11000	F	92% To:	1%	3%	1%	3%	0%	F	1100	F	12000	F	2001
				From:	L	Boonsbor ynchburg Ex									
(501) Boonsboro Rd	1.80	9200	F	94%	0%	2%	0%	3%	0%	С	900	F	9600	F	2001
<u> </u>				To:		WCL Lyne									
Bus 501 Campbell Ave	0.23	19000	F	95%	1%	US 46 2%	50 1%	2%	 0%	F	1900	F	20000	F	2001
(501) Campbell Ave	0.23	19000	Г	95%	1 70			Z 70	U%	Г	1900	Г	20000	Г	2001
Bus				From:		Florida				_					
Campbell Ave	0.48	18000	F	95%	1%	2%	1%	2%	0%	F	1700	F	19000	F	2001
Bus				From:		Mayflow	er Dr								
501 Campbell Ave	0.88	18000	F	95%	1%	2%	1%	2%	0%	С	3000	F	19000	F	2001
Bus				To: From:		Kempe Campbel									
501 Kemper St	0.34	12000	F	95%	1%	2%	1%	2%	0%	F	1200	F	12000	F	2001
$\smile$				To:	L	ynchburg Ex									
Bus (501) (221) Kemper St	0.41	11000	F	92%	2%	US 22 4%	21 1%	2%	0%	С	1000	F	12000	F	2001
(501)(221) Kemper St	0.41	11000	•	To:	2 /0	12TH ST		2 /0	٦ ٠/١	C	1000	'	12000	'	2001
Bus				From:		Fort A	ve			_					
501 Campbell Ave	0.23	9300	F	98%	1%	1%	0%	0%	0%	F	980	F	9700	F	2001
Bus				From:		Park A	ve								
(501) Langhorne Rd	0.27	9900	F	98%	1%	1%	0%	0%	0%	F	950	F	10000	F	2001
Bus				To: From:		Memoria	l Ave								
501 Langhorne Rd	0.29	19000	F	98%	1%	1%	0%	0%	0%	F	1800	F	20000	F	2001
$\hookrightarrow$				To		Murrell	Rd		¬						
Bus 501 Langhorne Rd	1.06	16000	F	98%	1%	1%	0%	0%	<b>-</b> 0%	С	1500	F	17000	F	2001
Langhorne Rd	1.00	10000	•	70 70	1 /0			0 70	7	O	1500	'	17000	'	2001
Bus				From:	40/	Hill S		201		_	4000	_	10000	_	2221
(501) Langhorne Rd	0.47	12000	F	98%	1%	1%	0%	0%	0%	F	1300	F	13000	F	2001
Bus				From:		Cranehi	ll Dr		_						
(501) Langhorne Rd	1.37	9500	F	95%	1%	2%	0%	1%	0%	С	860	F	9900	F	2001
Bus				To: From:		Rivermont Langhorn									
501 Rivermont Terrace	0.25	5700	F	95%	1%	2%	0%	1%	0%	F	590	F	5900	F	2001
$\hookrightarrow$				To:		Rivermon									
Bus 501 Rivermont Ave	0.44	18000	F	97%	0%	Rivermont 1%	Terrace 0%	1%	0%	F	1800	F	18000	F	2001
501 Rivermont Ave	0.44	10000	•	77 70	0 70			1 /0	¬ ° ′′°	'	1000	'	10000	'	2001
Bus			_	From:		Link I		40/		_	4=00	_	4=000	_	2221
[501] Boonsboro Rd	0.76	14000	F	97%	0%	1%	0%	1%	0%	F	1500	F	15000	F	2001
Bus				To: From:		Trents Fer	rry Rd								
501 Boonsboro Rd	1.75	12000	F	97%	0%	1%	0%	1%	0%	С	1200	F	13000	F	2001
<u>~</u>				To:	L	ynchburg Ex	pressway								
Campbell County				From:		US 460;	SR 24								
608)	0.19	2000	G	94%	1%	2%	1%	2%	0%	С	NA		2000	G	2001
608				To:		pomattox C									
				From:		SR 2	4								
609	0.11	250	R						_		NA		NA		1999
				To:		06-71	8								

					Campbe	ell Maint	enance A	Area							
Route	Length	AADT	QA	4Tire	Bus		Tru			QC	Design	OK	AAWDT	OW	Year
	Lengui	ו עאא	WΑ	71116	סטם	2Axle	3+Axle	1Trail	2Trail	QU	Hour	ωn		۷۷۷	i cai
Campbell County				From:		06-71	0		1						
600	0.05	230	R			00-71	10				NA		NA		1999
609				To:	Ca	mpbell Co	unty Line		7						
	4 = 0		_	From:		US 40	50								4000
609	1.70	380	R	To:		06-60	10		_		NA		NA		1999
				From:	App		ounty Line								
609	1.10	650	N	89%	2%	3%	4%	2%	0%	Ν	NA		650	Ν	2001
06				То:	Campb	ell County	Line; 06-6	07							
				From:		SR 2	4								
718	0.20	390	R						_		NA		NA		04/08/2002
				To:		06-60	)9								
				From:		SR 2	4								
741	0.13	80	R	To:		1 11 0			_		NA		NA		04/08/2002
						mpbell Co									
	0.11	40	R	From:	Ca	mpbell Co	unty Line		_		NA		NA		1994
1500	0.11	40	ĸ	To:		Cul-de-	Sac		7		INA		INA		1994
				From:		SR 40 SC			1						
600	2.30	520	R			SK 40 SC	JUTH		_		NA		NA		1998
600	2.00	020		т					_		10.		107		1000
600	1.81	600	R	From:		15-61	.9				NA		NA		1998
600	1.01	000	11	To:		SR 40 NO	ORTH		7		INA		INA		1000
				From:		SR 40 N	MID								
600	1.87	1000	R								NA		NA		1998
				To: From:		15-618 SC	OUTH								
600	2.17	970	R								NA		NA		1998
				To: From:		15-75	56		7						
600	3.41	540	R	Pioni.					_		NA		NA		1998
				To		15-60	)1								
600	0.78	590	R	From:		15 00	, ,				NA		NA		1998
				To	Ch	arlotte Co	unty Line								
600	1.20	640	R	From:	Cii	ariotte Co	unty Line				NA		NA		1998
000				To:		19-61	15								
Town of Brookneal															
				From:		US 50	01								
(601)	0.84	400	R						_		NA		NA		1998
				To:		NCL Broo	okneal								
Campbell County				From:		NOL D	1 1		1						
601	1.00	400	N			NCL Broo	okneai		_		NA		NA		1998
(601)	1.00	400	•••	To:		15-605 V	West		7		1471		147 (		1000
				From:		15-605									
(601)	9.24	510	R						_		NA		NA		07/17/2001
				To:		15-60	00								
			_	From:		Dead I	End								.==
602	1.00	270	R	To:		15.00	\ <i>E</i>		_		NA		NA		07/17/2001
				From:		15-60			<u> </u>						
600)	3.00	510	R	. Ioni.		15-64	10		_		NA		NA		07/09/2001
603)	3.00	310	N.	To:		06-604; 0	6-649		7		INA		INA		311031Z001
				From:		15-65			1						
604)	5.00	120	R			13-03	, 1		_		NA		NA		07/09/2001
004	5.00			To		1.5.50	11		_						
604	0.40	20	R	From:		15-73	0.1				NA		NA		07/09/2001
604)	0.40	20	11	To:		Dead I	End		1		INC		IN/A		3110012001
•															

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC Design Hour	QK AAWDT	QW Year
Campbell County				From:	15-633 WEST				
605)	3.58	530	R		13-033 WES1		NA	NA	1993
	0.54	630	R	To: From:	15-917		NA	NA	1998
605	0.01			To: From:	US 501				
605)	2.87	1100	R	From:	22.22		NA	NA	1998
	2.34	1100	R	To: From:	15-601 WEST		NA	NA	1998
605)	2.01	1100		To:	SR 40				
$\bigcirc$	7.00			From:	15-615		NIA	N. A.	07/00/000
606	7.68	700	R	To:	Appomattox County Line	$\exists$	NA	NA	07/09/200
				From:	15-701				
607	1.00	30	R			<u> </u>	NA	NA	07/10/200
	0.40	400		From:	1.00 ME 15-701		NIA	NA	07/40/2004
607)	0.40	180	R	To:	US 501 NORTH	$\exists$	NA	NA	07/10/2001
$\widehat{}$				From:	US 501 SOUTH				
607	3.00	350	R	To:	15 (15	_	NA	NA	07/10/2001
				From:	15-615				
(609)	0.91	1300	R	1011.	15-726		NA	NA	1998
<u> </u>				To: From:	15-659				
609	3.25	1300	R			_ _	NA	NA	1998
				To:	06-607				
	0.30	250	R	From:	15-609		NA	NA	05/30/200
610	0.30	350	ĸ	To:	Appomattox County Line	_	INA	INA	05/30/200
				From:	15-609				
<b>(611)</b>	0.50	610	R		13 007		NA	NA	05/30/200
				To:	Appomattox County Line				
$\sim$				From:	15-633				
612	1.90	400	R	To:	15.017	_	NA	NA	08/14/2001
				From:	15-917	1			
(613)	0.56	60	R	r tolii.	Dead End	_	NA	NA	1998
013)	0.00		.`	To:	0.56 MN Dood End				
613	0.59	140	R	From:	0.56 MN Dead End	_	NA	NA	08/14/2001
0.0				To:	15-633				
				From:	15-635 WEST				
614)	2.80	60	R	_		_	NA	NA	08/14/2001
				To:	15-633 EAST				
	3.36	4800	R	From:	SR 24		NA	NA	1998
615)	3.30	4000	• • • • • • • • • • • • • • • • • • • •	To	15.000	_	IVA	N/A	1000
615)	1.83	2100	R	From:	15-606		NA	NA	1998
615)				To:	15-607				
615)	2.17	1300	R	From:	13-007		NA	NA	1998
				To: From:	15-651				
615)	2.70	810	R				NA	NA	1998
				To: From:	15-648 EAST				
615)	5.04	940	R			_	NA	NA	1998
	0.47	470		From:	15-834	_]	NIA	NIA	4000
615)	3.17	470	R	To:	Charlotte County Line	1	NA	NA	1998
					Charlotte County Lille				

					Campbe	ell Maint	enance A	Area							
Route	Length	AADT	QA	4Tire	Bus		Tru			QC	Design	QK	AAWDT	QW	Year
Campbell County	-					2Axle	3+Axle	1 I rail	21 rail		Hour				
				From:		15-60	00								
616)	0.40	130	R	To:	Ch	arlotte Co	untri Lina		_		NA		NA		1998
				From:	CII	Dead F									
617)	0.35	210	R	<u> </u>		Deau I	ina		_		NA		NA		08/22/2001
				To:		15-69	00								
$\bigcirc$				From:	Ch	arlotte Co	unty Line								
618)	0.20	200	R								NA		NA		1998
	0.20	190	R	To: From:		15-74	19				NA		NA		1998
618)	0.20	190	K	To		15.00			_		INA		INA		1990
618)	0.90	220	R	From:		15-82	:2				NA		NA		1998
010				To:		15-600 SC			1						
	1.07	220	_	From:		15-600 NO	ORTH				NIA		NIA		1000
618)	1.27	230	R	To:		15-601 SC	OUTH		7		NA		NA		1998
$\bigcirc$				From:		15-601 NO	ORTH								
618)	1.58	320	R								NA		NA		07/17/2001
	0.00	220		From:		15-64	15				NIA		NIA		07/47/0004
618)	0.88	230	R	To:		15-64	13		7		NA		NA		07/17/2001
				From:		15-60									
619	0.50	500	R			10 00					NA		NA		1998
				To:	Ch	arlotte Co	unty Line								
$\bigcirc$	0.07	200	-	From:		Dead E	End				NIA		NIA		00/07/0004
621)	0.27	200	R	To:		15-73	18		7		NA		NA		08/27/2001
				From:	Be	edford Cou									
622	1.12	13000	F	97%	0%	1%	1%	0%	0%	F	1400	F	13000	F	2001
				To: From:		15-152	20								
622	0.27	13000	F	97%	0%	1%	1%	0%	0%	С	1200	F	14000	F	2001
				To: From:		US 460	BUS		]						
622	0.93	10000	R								NA		NA		1998
	0.04			From:		15-68	32				NIA		NIA		4000
622	2.31	3700	R	_					_		NA		NA		1998
	0.07	3200	R	From:		15-68	33		_		NA		NA		1998
622	0.07	3200	11	To:	0.4	07 M EDA	f 15 (02				14/1		107.		1000
622	2.46	2800	R	From:	0.0	07 M FRM	1 13-083		_		NA		NA		1998
622				To:		US 29 NO									
(22)	0.21	890	R	From:		US 29 SC	OUTH				NA		NA		1998
622	0.21	030	1	To:		15-738 SC	OUTH		7		IVA		IVA		1000
$\bigcirc$	0.70	0.40		From:		15-738 NO					NIA		NIA		4000
622	3.78	640	R	To:		US 501;	SR 24		7		NA		NA		1998
				From:		15-68			1						
623	1.70	530	R			-20 00			_		NA		NA		1998
				To: From:		15-62	2.5								
623	1.20	2400	R						_		NA		NA		1998
				To: From:		15-858 E									
623	0.20	840	R	<u> </u>		15 050 V	. 201				NA		NA		08/14/2001
				To: From:		US 46	50		1						
623	0.90	1900	R						<u> </u>		NA		NA		08/14/2001
				To:	Ве	edford Cou	ınty Line								

Route	Length	AADT	QA	4Tire	Ruc	Tn			QC	Design	QK AA\	WDT	QW	Year
Campbell County	- 0-				2Axl	e 3+Axle	1Trail	2Trail		Hour				
	4.40	400	_	From:	Dea	d End								1000
624	1.43	180	R	т				_		NA	N	IA		1998
624)	0.05	1000	R	From:	15-	1650				NA	N	IA		1998
024)				To	15	-829		1						
624	0.27	230	R	From:						NA	N	IA		1998
				To: From:	15-889	NORTH								
624	0.21	320	R					_		NA	N	IA		1998
<u></u>	0.34	490	R	From:	15-889	SOUTH				NA		IA		1998
624)	0.54	490	K	To:	US 46	60 BUS				INA	1,	<u> </u>		1990
				From:	Bedford (	County Line								
(625)	1.80	270	R					_		NA	N	IA		1998
				To: From:		-623								
626	3.00	760	R	From:	Bedford (	County Line				NA	N	IA		07/16/200°
020				To:		NORTH								
	3.87	1500	R	From:	15-682	SOUTH				NA		IA		1998
626	3.07	1500	K	т				_		INA	11	iA		1990
626	0.76	980	R	From:	15	-714				NA	N	IA		07/18/200°
020				To:	15-712	2 WEST								
600	1.20	1000	R	From:	15-71	2 EAST				NA		IA		07/18/200
626	1.20	1000	K	To:	NCL AL	TAVISTA		$\exists$		INA	11	iA	,	077107200
				From:		-695								
627	0.70	90	R					_		NA	N	lΑ	,	07/16/200
				To: From:		2 WEST 2 EAST								
627	3.00	540	R		13-06.	Z EAST				NA	N	IA		07/24/200 <sup>-</sup>
				To:	SI	R 43								
627)	0.10	30	R	From:	~	- 10				NA	N	IΑ	1	07/24/200
				To:		-712								
	0.07	4000		From:	Bedford (	County Line				NIA		1 /		1000
628	0.97	1200	R	_				_		NA	N	IA		1998
628)	3.17	1300	R	From:	15	-682				NA	N	IA		1998
(020)	0.11	1000	• • • • • • • • • • • • • • • • • • • •	To:	SI	R 43					•	., .		1000
				From:	Dea	d End								
629	0.18	30	R					_		NA	N	IA		08/20/200
				To:		-699								
600	2.10	810	R	From:	Bedford (	County Line				NA		IA		07/16/200 <sup>-</sup>
630	2.10	010	• • • • • • • • • • • • • • • • • • • •	To:	SI	R 43		$\neg$		147.		., .		01/10/200
				From:	Dea	d End								
(631)	0.50	40	R					_		NA	N	IA	1	07/16/200°
				To: From:	15	-716								
631)	1.35	160	R	To:	D - JC 17	Tournets Time		7		NA	Ν	IA		07/16/2001
				From:		County Line		1						
(632)	0.97	70	R	<u> </u>	Bediord (	County Line		_		NA	N	IA	1	07/16/200 <sup>-</sup>
002				To:	15	-631								
				From:	15	-705								
633	2.82	320	R	т-				_		NA	N	IA		08/20/2001
				To:	15-761	NORTH								

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW	Year
Campbell County				From:	15-761 SOUTH						
633)	3.31	180	R	<u> </u>	13-701 500 111	_		NA	NA		1998
				To: From:	15-635 WEST	]					
633	1.31	320	R			_		NA	NA		1998
	1.56	120	R	From:	15-605	_		NA	NA		1998
633	1.00	120		To:	15-614 EAST			11/7	IVA		1330
633)	1.59	360	R	From:	13-014 EAS1	_		NA	NA		1998
				To: From:	15-613	]——					
633	0.42	590	R					NA	NA		1998
	1 10	040		From:	US 501			NIA	NIA		00/20/200
633	1.43	210	R	To:	15-605	٦		NA	NA		08/20/200
				From:	Dead End						
634)	0.55	40	R	·		<del></del> -		NA	NA		08/29/200
_				To: From:	15-664	]					
634)	0.06	70	R	To:	D1 F1	¬		NA	NA		1998
				From:	Dead End						
635)	1.28	100	R	10.11	Dead End	_		NA	NA		08/14/200
0000				To	15-614						
635)	0.60	110	R	From:	13-014			NA	NA		08/14/200
				To:	15-633 SOUTH						
(25)	6.80	220	R	From:	15-633 NORTH			NA	NA		08/14/200
635)	0.00	220	IX	To:	15-761 SOUTH	7		IVA	INA		00/14/200
$\sim$				From:	15-761 NORTH						
635	0.44	860	R	To:	110 501	7		NA	NA		1998
				From:	US 501	1					
(636)	0.51	190	R	rioni.	15-605	_		NA	NA		08/14/200
(030)	0.0.			To:	15-917	1					
				From:	15-761						
637)	2.10	130	R			_		NA	NA		08/14/200
				To:	15-635						
	0.10	110	R	From:	15-761			NA	NA		08/20/200
638)	0.10	110	K	To:	15-633	7		INA	INA		00/20/200
				From:	Dead End						
639	1.00	90	R					NA	NA		1998
$\bigcirc$				To:	15-600						
$\bigcirc$	4.04		_	From:	Pittsylvania County Line						00/07/000
640	1.81	660	R	To:	15-712	_		NA	NA		08/27/2001
				From:	15-605						
641)	2.00	110	R	<u> </u>	13-003			NA	NA		07/17/2001
				To	15-643						
				From:	Dead End						
642	1.10	90	R	To:	17.710	_		NA	NA		07/17/2001
				To:	15-643	<u> </u>					
642	0.17	600	R	From:	15-917	J		NA	NA		1998
643	0.17	000	^	To	110.504	7		14/7	ING		1330
643)	4.43	570	R	From:	US 501			NA	NA		1998
(043)	7.70	510	11	To:	15-618	7		1 1/1	INA		1000

							enance <i>F</i> Tru			Design				
Route	Length	AADT	QA	4Tire	Bus		3+Axle	2Trail	QC	Hour	QK	AAWDT	QW	Year
Campbell County				From:		15 61	0							
643)	3.90	390	R			15-61	8			NA		NA		1998
				To:		15-61	.5							
$\bigcirc$	4.00	40	_	From:		15-61	8			NIA		NIA		07/47/000
645)	1.39	40	R					_		NA		NA		07/17/2001
	1.01	30	R	From:		1.39 ME 1	5-618			NA		NA		07/17/200
645)	1.01	30		To:		15-60	)1			IVA		IVA		011111200
				From:		15-60	1							
646	3.18	210	R							NA		NA		1998
	2.02	C00		From:		15-61	.5			NIA		NIA		1000
646	3.93	600	R					_		NA		NA		1998
646	0.39	430	R	From:		06-60	)4			NA		NA		1998
646)	0.00	400		To:		06-60	16							1000
646)	7.55	2100	R	From:		00-00	10			NA		NA		1998
				To: From:		SR 24	4	T						
646	2.03	1900	R							NA		NA		1998
				To:		15-65								
(247)	0.28	320	R	From:		Dead E	End			NA		NA		08/14/200 <sup>-</sup>
647)	0.20	320	IX.	To:		US 460 I	BUS			IVA		IVA		00/14/200
				From:		15-64								
648)	5.59	580	R							NA		NA		08/14/2001
				From:		15-65	52							
648)	0.80	220	R	To:		15-615 SC	MITH	1		NA		NA		1998
				From:		15-615 NO	ORTH							
648)	6.03	140	R	т		4 7 64	12	<b>-</b> 1		NA		NA		07/09/2001
				To: From:		15-64								
(649)	1.10	80	R			15-60	13			NA		NA		07/09/200
040				To:		06-64	19							
$\sim$	_			From:		US 50	)1							
650	6.75	390	R	To:		15-61	5	7		NA		NA		07/10/2001
				From:		15-65								
651)	7.39	220	R	<u> </u>		15 05				NA		NA		07/10/2001
				To: From:		15-60	06							
<b>651</b> )	4.59	340	R					_		NA		NA		07/10/2001
				To: From:		SR 24								
(652)	0.05	40	R	1 tolli.		15-63	15			NA		NA		08/14/2001
652				To		US 501; 1	5-761	<b>_</b>						
652)	3.30	880	R	From:		00 001, 1	<i>U</i> 701			NA		NA		1998
				To: From:		15-65	1							
652	2.90	250	R					_		NA		NA		1998
				To: From:		15-64		1						
653	0.20	160	R	rion!:		15-76	1			NA		NA		1998
653)	0.20			To:		Dead E	End					14/7		1000
				From:		US 50								
654)	2.50	130	R							NA		NA		07/10/2001
				To:		15-65	50							

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW	Year
Campbell County				From:	US 501 NORTH	1					
655	3.20	670	R	<u> </u>	OS 301 NORTH	_		NA	NA		1998
				To:	US 501 SOUTH						
$\bigcirc$	4.74		_	From:	15-606						1000
656	4.71	390	R			_		NA	NA		1998
	2.25	1200	R	From:	SR 24			NA	NA		1998
656	2.23	1200	K	To:	15.44	7		INA	NA		1990
(656)	0.10	3000	R	From:	15-646			NA	NA		1998
(030)				To:	US 460	1					
				From:	Dead End						
657)	2.39	80	R	. —		_		NA	NA	(	07/09/200
				To:	15-646						
<b>650</b>	2.50	180	R	From:	15-656			NA	NA		1998
658	2.50	100	ĸ	To:	15-646	1		INA	NA.		1990
				From:	US 460						
659	1.54	300	R			_		NA	NA	(	05/30/200 <sup>-</sup>
				To:	15-609						
$\bigcirc$	4.00			From:	ECL LYNCHBURG						1000
660	1.90	300	R			_		NA	NA		1998
	4.57			To: From:	1.90 M FRM ECL	}		NIA	NIA.		4000
660	4.57	270	R	To:	SR 24	7		NA	NA		1998
				From:	Dead End						
661)	0.48	310	R	<u> </u>	Dead End	_		NA	NA		08/20/2001
				To:	SR 24						
				From:	15-660						
662	2.08	640	R	т		7		NA	NA	(	05/30/2001
				To:	US 460	_					
663	6.69	430	R	From:	15-615	_		NA	NA		07/09/2001
663	0.00	450		To:	15-606 WEST	1		14/1	101		01700/200
				From:	15-606 EAST						
663	1.20	30	R	To:	15-648	7		NA	NA	(	07/09/2001
				From:	15-677						
(664)	1.29	890	R	<u> </u>	13-077	_		NA	NA		1998
				To:	US 501						
				From:	US 501						
665	0.64	1600	R	To:	15.60	7		NA	NA	(	09/25/2001
				To: From:	15-660	<u> </u>					
666	0.35	90	R	From:	15-660	J		NA	NA	(	08/27/2001
(000)	0.00			To:	Dead End	1					00/2//200
				From:	US 501						
667)	1.17	230	R			_		NA	NA	(	08/27/2001
				To:	Dead End						
<u> </u>	0.25	200	В	From:	Dead End	J	· <u> </u>	NIA .	NIA	_	08/22/2001
668	0.35	200	R	To:	15-682	7		NA	NA	(	0012212007
				From:	15-680	1					
669	1.43	180	R		13 000			NA	NA	(	08/29/2001
				To:	15-670 WEST						
600	1.78	270	P	From:	15-670 EAST	J		NA	NA		1998
669	1.70	270	R	To:	1.78 M FRM 15-670	7		INA	INA		1330

					Campb		tenance A								
Route	Length	AADT	QA	4Tire	Bus		Tru			QC	Design	QK	AAWDT	QW	Year
Campbell County	J					2Axle	3+Axle	1 Trail	2 Frail		Hour				
				From:	1	.78 M FRN	И 15-670								
(669)	1.01	380	R	To:		15.6			7		NA		NA		1998
				From:	0	15-66			1						
670	2.00	2800	R			CL LYNC	HBURG		_		NA		NA		1998
6,0				To		15-677 I	EAST		<b>—</b>						
670	2.82	1200	R	From:		10 0// 1	3. 1.0 1				NA		NA		1998
				To:		US 5	01								
$\bigcirc$	0.07	0.40	_	From:		US 501;	SR 24				NIA		NIA		4000
671)	0.07	940	R	_					_		NA		NA		1998
(24)	0.05	490	R	From:		15-89	91				NA		NA		1998
671)	0.00	430	IX.	To:		Dead I	End		٦		IVA		IVA		1550
				From:		15-63									
672	2.11	170	R						_		NA		NA		08/14/2001
				To:		15-60									
<u> </u>	0.30	120	В	From:		15-69	92			· <u> </u>	NA	· <u> </u>	NΙΛ		U8/3U/3UU
673	0.30	130	R	To:		Dead I	End		٦		NA		NA		08/20/2001
				From:		15-73									
674	0.26	1400	R			10 / 1					NA		NA		08/29/2001
				To:		Dead I	End								
$\bigcirc$	0.44		_	From:		15-68	33								00/00/000
675)	0.44	130	R	To:		Dead I	End		7		NA		NA		08/20/2001
				From:		15-60									
676	0.30	40	R			10 00	, ,				NA		NA		07/17/2001
				To:	Cl	harlotte Co	unty Line								
	4.00			From:		15-73	38								1000
677)	1.92	2000	R	To:		15-670 I	EAST		7		NA		NA		1998
				From:		15-670 V									
677	3.09	400	R								NA		NA		1998
				To: From:		15-66	64		}—						
677	1.30	710	R	To:	c	CL LVNC	привс		7		NA		NA		1998
				From:		CL LYNC CL LYNC			1						
678)	0.34	13000	R		E	CLLINC	IIBUKU		_		NA		NA		1998
				To		US 4	60		7						
678)	0.21	1900	F	96%	0%	2%	0%	1%	0%	F	200	F	1900	F	2001
				To: From:		05-88	35		1—						
678	1.22	1300	F	96%	0%	2%	0%	1%	0%	С	150	F	1400	F	2001
				To:		US 2									
	0.13	1500	R	From:		US 2	29				NA		NA		08/27/2001
679	0.13	1500	K	т					_		INA		INA		00/2//200
	0.26	350	R	From:		15-14	.08				NA		NA		08/27/2001
679				To		15-14	.22		¬						
679	0.25	150	R	From:		13-14					NA		NA		08/27/2001
				To: From:		15-14	16		T						
679	0.29	90	R	From:			-		<b>_</b>		NA		NA		08/27/2001
				To:		Dead I	End								
$\bigcirc$	2.22	400-	_	From:		15-73	38								4000
680	3.20	1300	R	To:		US 501 N	OPTU		7		NA		NA		1998
						00 201 N	ONIT		ı						

Route	Length	AADT	QA	4Tire	Bus 2A	Trı de 3+Axle		2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Campbell County				From:	US 50	01 SOUTH		1						
680	3.02	240	R					<b>-</b>		NA		NA		1998
				To:		ad End								
681)	0.27	1200	R	From:	15-62	4 NORTH				NA		NA		1998
				From:	15-71	5 SOUTH								
681)	0.42	810	R					_		NA		NA		1998
681)	2.70	2300	R	From:		S 460				NA		NA		1998
				To:	1	5-622								
<u></u>	8.94	310	R	From:	S	SR 43				NA		NA		1995
682	0.04	<u> </u>		To:	15-62	6 SOUTH		٦		147 (		107		1000
682	2.56	2000	R	From:	13-02	0 500 111				NA		NA		1998
				To: From:	Ç.	SR 24		]——						
682	1.18	2300	R	_				_		NA		NA		1998
682	1.59	2000	R	From:	1	5-725				NA		NA		1998
				To: From:	1	5-623		7						
682	1.46	1900	R	110.11.				_		NA		NA		1998
	2.44	2400	R	To: From:	1	5-691				NIA		NIA		1000
682	3.44	3100		Tor	1	5-622				NA		NA		1998
682)	1.12	9500	R	From:		3-022				NA		NA		1998
				To: From:	1:	5-1600		]						
682	0.09	10000	R	То:	SCI IX	NCHBURG		7		NA		NA		1998
				From:		ad End								
683)	1.05	230	R		D	dd Elid		<u>-</u>		NA		NA		1998
				To: From:		24 WEST 24 EAST								
(683)	0.34	390	R					<u>-</u>		NA		NA		08/22/2001
				To: From:		2 SOUTH 2 NORTH								
683	5.52	1600	R					_		NA		NA		08/22/2001
<u> </u>	0.05			From:		5-622	00/	]		000		0000		0004
(683)	2.05	2700	F	79% To:	0% 49	% 14% JS 29	3%	0% 7	С	280	F	2800	F	2001
				From:		5-625								
684)	1.90	200	R					_		NA		NA		1998
	1.37	160	R	From:	1.51 N	IS 15-1164				NA		NA		1998
684)	1.07			To:	1	5-682				100				1000
$\bigcirc$				From:	1	5-738								1000
685	1.80	5100	R					_		NA		NA		1998
685	0.30	4100	R	From:		SR 24				NA		NA		09/25/2001
				To: From:	1:	5-1630		]——						
685)	1.40	3700	R	To:		5 (0)		7		NA		NA		09/25/2001
				From:		5-686 JS 29								
686	2.81	720	R			J & Z Z		_		NA		NA		1998
				To: From:	1	5-751		]——						
686	2.99	3900	R		=-	IG 501		_		NA		NA		1998
				To:	U	S 501								

					Campbell Maintenance Area					
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK AAWDT	QW Year
Campbell County						ZIIali		Houl		
_	3.10	180	R	From:	15-686			NA	NA	08/27/2001
687	0.10			To:	SR 24					00,21,2001
$\bigcirc$				From:	15-689					
688	1.18	250	R	To:	US 29			NA	NA	1998
				From:	15-690					_
689	0.90	340	R	<u> </u>				NA	NA	08/22/2001
				To: From:	US 29					
689	0.28	250	R	To:	15-754	_		NA	NA	08/27/2001
				From:	15-622	1				
690	3.40	430	R		13-022			NA	NA	08/22/2001
				To:	15-688					
$\bigcirc$				From:	15-683					
691)	1.04	260	R	To:	15-682	_		NA	NA	1998
				From:	SR 24; 15-748	<del></del>				
692	3.33	560	R	<u> </u>	51021, 15 710			NA	NA	1998
				To:	US 29					
$\bigcirc$	0.00	050		From:	15-696			NIA	NIA	00/00/0004
693	2.20	350	R	To:	15-692	$\neg$		NA	NA	08/20/2001
				From:	15-682	1				
694)	0.65	70	R	<u> </u>	13-002			NA	NA	07/16/2001
				To: From:	15-882	_				
694)	0.75	120	R					NA	NA	07/16/2001
				To:	15-696					
	4.80	250	R	From:	15-682			NA	NA	08/27/2001
695)	4.00	250	K	To:	15-626			INA	INA	00/21/2001
				From:	Dead End					
696	2.40	10	R	' <u>-</u>				NA	NA	08/20/2001
				To: From:	15-705					
696)	2.65	360	R					NA	NA	08/20/2001
	0.00	4400	_	From:	15-700			NIA	NIA.	1000
(696)	0.39	1400	R					NA	NA	1998
600	1.91	1000	R	From:	15-699			NA	NA	1998
696)	1.91	1000	K	To:	15 701 NODELL	_		INA	IVA	1990
696)	3.18	1100	R	From:	15-701 NORTH			NA	NA	1998
000				To:	US 29 SOUTH					
600	6.47	290	R	From:	US 29 NORTH			NA	NA	08/20/2001
696)	0.47	230		To:	SR 24	$\neg$		IVA	IVA	00/20/2001
				From:	15-701					
(697)	2.76	60	R			_		NA	NA	07/10/2001
				To:	15-699					
(698)	3.50	180	R	From:	15-701			NA	NA	1998
030)				To:	15-761					
				From:	US 29					
699	1.30	2600	R	-		-		NA	NA	1998
				To: From:	15-701					
699	3.43	1900	R	To:	15 404	_		NA	NA	1998
					15-696	<u> </u>				

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW	Year
Campbell County				From:	15-696						
699	1.77	1200	R		10 0,0	_		NA	NA		1998
_				To: From:	15-629	]					
699	2.65	1400	R	To:	15.7(1	7		NA	NA		1998
				From:	15-761 15-696	<del>                                     </del>					
700)	2.39	350	R		13-090	_		NA	NA		08/20/20
				To:	15-633						
$\widehat{}$	4.00		_	From:	15-699						4000
701)	4.60	230	R	To:	15-696 SOUTH	7		NA	NA		1998
				From:	15-696 NORTH						
701)	8.00	440	R	To:	110 501	7		NA	NA		1998
				From:	US 501						
702	0.40	130	R	Piolii.	Dead End	_		NA	NA		07/17/20
702)				To:	15-648						
				From:	15-704						
703)	2.69	170	R	т		_		NA	NA		08/14/20
				To: From:	15-761	1					
704)	1.10	110	R	From:	15-705			NA	NA		08/20/20
704)				To:	Dead End	1					00/20/20
				From:	15-696						
705)	6.60	40	R			_		NA	NA		08/20/20
				To:	15-761	<u> </u>					
<del></del>	0.50	20	R	From:	Dead End	_		NA	NA		08/20/20
706)	0.50	20	IX.	To:	15-699	1		INA	NA.		00/20/20
				From:	15-712						
707)	0.06	120	R			_		NA	NA		08/27/20
				To:	15-640						
708)	1.50	70	R	From:	Dead End	_		NA	NA		07/10/20
708)	1.50	70	IX.	To:	15-648	7		11/-3	IVA		01/10/20
				From:	Dead End						
709)	3.10	220	R					NA	NA		08/10/20
				To: From:	15-696	]					
709	1.90	640	R	To:	15 (02	_		NA	NA		08/10/20
				From:	15-692	<u> </u>					
710	0.28	250	R	rioni.	15-711			NA	NA		07/16/20
710				To:	15-1331						
710	0.72	90	R	From:	10-1331			NA	NA		07/16/20
				To: From:	0.72 ME 15-1331	<del>_</del>					
710	0.80	90	R			<u>-</u> _		NA	NA		07/16/20
				To:	Dead End	1					
	0.40	1200	В	From:	NCL ALTAVISTA			NΙΛ	NIA		1000
711)	0.40	1300	R	To:	15-712 EAST	7		NA	NA		1998
				From:	15-712 WEST						
711)	1.50	420	R					NA	NA		07/16/200
711)	2.22	400		To: From:	15-710	]		NI A			4000
711\	3.00	100	R					NA	NA		1993

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK AAWDT	QW Year
Campbell County				From:	15-626	1				
(711)	2.00	220	R		13 020	_		NA	NA	07/16/200
				To:	15-682					
$\bigcirc$	0.44		_	From:	SR 43 WEST					1005
712	0.41	250	R	To:	SR 43 MID	7		NA	NA	1995
				From:	SR 43 EAST					
712)	0.69	1500	R					NA	NA	1998
<u> </u>				To: From:	15-714	]				
(712)       (712)	1.98	810	R					NA	NA	1998
	4.00			From:	15-711 EAST	}—				4000
(712)	1.33	960	R	To:	US 29 BUS NORTH	7		NA	NA	1998
				From:	US 29 BUS SOUTH					
712)	1.59	720	R			<u> </u>		NA	NA	1998
				To: From:	15-699	]				
712	0.12	48	R			_		NA	NA	08/27/2001
				To:	Dead End	<u> </u>				
$\bigcirc$	4.00	400	_	From:	15-626			NIA	NIA	07/04/0004
713	1.00	400	R	To:	15-627	7		NA	NA	07/24/2001
				From:		1				
714	1.03	2700	R		NCL ALTAVISTA			NA	NA	1998
714)				To:	15 712					
714)	0.68	1600	R	From:	15-712			NA	NA	1998
				To:	15-626					
				From:	15-681					
715	0.72	NA				_		NA	NA	
				To:	15-681					
	0.27	40	В	From:	Cul-de-Sac			NA	NA	07/16/200
716	0.27	40	R	To:	15-631	1		INA	NA.	07/10/200
				From:	Dead End	1				
(718)	1.69	180	R		D tuu Diiu	_		NA	NA	1998
				To:	15-630					
$\sim$				From:	Dead End					
719	0.70	110	R	To:	15.00	7		NA	NA	07/09/200
				From:	15-606	<u> </u>				
(720)	0.70	260	R	rioii.	Dead End	_		NA	NA	07/17/2001
720	0.70	200		To:	15-601	7		147	10.	017117200
				From:	15-646					
721)	0.22	230	R					NA	NA	1998
				To: From:	15-926	<b>—</b>				
721)	0.18	80	R			_		NA	NA	1998
				To:	Dead End	<u> </u>				
	0.40	22	_	From:	Dead End			NIA.	NIA	07/00/000
722	0.42	30	R	To:	15-643	7		NA	NA	07/09/2001
				From:	Dead End	+				
723	0.60	260	R	<u> </u>	Deau ENU	_		NA	NA	1998
				To:	US 29					
				From:	15-699					
724)	0.11	20	R			_		NA	NA	08/20/2001
				To:	15-761					

					Campbe										
Route	Length	AADT	QA	4Tire	Bus				OT!!	QC	Design	QK	AAWDT	QW	Year
Campbell County						ZAXIE	3+Axie	1Trail	ZITall		Hour				
	4.40	450	_	From:		15-811	1								1000
725)	1.10	450	R	To:		15-682	)		7		NA		NA		1998
				From:		US 460									
726	0.34	6300	R			05 100	<u> </u>		_		NA		NA		1998
				To: From:		15-609	)		<del></del>						
726	2.43	6400	R	Tronic							NA		NA		1998
				To: From:	2	.43 MN 15	5-609		}—						
726	1.42	410	F	To:		D IF	1		_		48	F	410	F	2001
				From:		Dead E			+						
(727)	1.70	170	R			Dead E	na				NA		NA		07/10/200
(121)				To:		15-701	1								
				From:		Dead Er	nd								
728	0.30	30	R				_		_		NA		NA		08/14/200
				To: From:		15-633									
(720)	0.20	120	R	From:		Dead Er	nd				NA		NA		08/27/200
729	0.20	120	.,	To:	0.20	M FRM D	)d.Ed		7						00/21/200
729	0.26	130	R	From:	0.20	MFKML	Jead End				NA		NA		08/27/200
(120)				To:		US 50	1								
				From:		15-646	5								
730	0.20	150	R	т		15.601			_		NA		NA		07/17/200
				To: From:		15-601									
(731)	1.40	40	R	rioni.		15-604	1		_		NA		NA		07/09/200
(731)				To:		15-646	6		1						
				From:		Dead Er	nd								
732	1.25	130	R	. —					<b>-</b>		NA		NA		08/14/200
				To:		15-635									
(733)	0.70	80	R	From:		15-712	2				NA		NA		07/18/200
(733)	0.70		.,	To:		Dead Er	nd								017107200
				From:		Dead Er	nd								
734)	1.40	320	R						_		NA		NA		08/20/200
				To:		US 29			<u> </u>						
(705)	0.42	80	R	From:		Cul-de-S	Sac				NA		NA		08/29/200
735)	0.42	00		To:		15-622	2		7		1471		14/1		00/20/200
				From:		Dead Er									
736	1.15	90	R						_		NA		NA		07/17/200
				To:		15-615									
	3.10	320	R	From:		15-651	l				NA		NA		1998
737)	3.10	320	K	To:		15-656	5		7		INA		INA		1990
				From:		SR 24									
738)	0.13	660	R						<u>-</u>		NA		NA		1998
				To: From:	Y I	int; Gap Te 754 Gap T	erminus		1						
738)	0.06	820	R	<u> </u>	13-	137 Gap I	CHIMINUS		_		NA		NA		1998
				To:	0.00	6 M FRM	05-754		1						
738)	1.54	910	F	98%	0%	1%	1%	0%	0%	F	100	F	910	F	2001
				To: From:		15-685	5		<del></del>						
738)	0.12	5900	R						<u> </u>		NA		NA		1998
				To:	Ţ	US 29 SOU	UTH								

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK AAWDT	QW Year
Campbell County				From:	US 29 MID	1				
738	0.78	2000	R	<u> </u>		_		NA	NA	1998
	0.43	2500	R	To: From:	15-622 NORTH	]——		NA	NA	1998
738	0.43	2500	ĸ	To	15-680			INA	IVA	1990
738	1.62	3400	R	From:		_		NA	NA	1998
				To: From:	US 29 NORTH					
739	0.04	11000	R	From:	US 460 BUS	_		NA	NA	1998
				To:	SCL LYNCHBURG					
	1.00	00	В	From:	15-626			NA	NA	1998
740	1.00	90	R	To:	Dead End	7		INA	INA	1990
				From:	US 460 WEST					
742)	0.54	70	R	To:	LIC ACO FACT	7		NA	NA	1998
				From:	US 460 EAST 15-1520	1				
744)	0.04	820	R		13-1320	_		NA	NA	1998
$\bigcup$				To:	SCL LYNCHBURG					
745)	0.50	90	R	From:	SR 24			NA	NA	1998
(743)	0.00			To:	Dead End					1000
$\overline{}$				From:	15-660					
746	0.08	NA		To:	Dead End	7		NA	NA	
				From:	SR 24; 15-692					
748	0.40	8	R			_		NA	NA	08/20/20
				To:	Dead End					
749	1.00	130	R	110.11.	SR 40	_		NA	NA	1998
				To:	15-618	]				
G-0	0.36	270	R	From:	US 29			NA	NA	08/27/20
750	0.30	270	K	To:	15-912			INA	INA.	00/21/20
(750)	0.44	260	R	From:	13-712	_		NA	NA	08/27/20
				To:	Dead End					
(751)	2.00	210	R	From:	15-686			NA	NA	07/10/20
(731)				To:	15-701					
$\bigcirc$				From:	Dead End					07/00/00
752	0.10	240	R	. —		_		NA	NA	05/30/20
(752)	0.30	300	R	From:	0.10 MN Dead End	_		NA	NA	05/30/20
(132)				To:	15-918	<b>—</b>				
(752)	0.40	360	R	From:		<b>-</b>		NA	NA	05/30/20
				To:	US 460					
<del>(754)</del>	0.36	140	R	From:	US 29	_		NA	NA	09/25/20
1.55				To	15-689					
(754)	0.15	290	R	From:	10 007	_		NA	NA	09/25/20
				To: From:	15-738	]——				
(754)	0.10	80	R	To:	Dead End	7		NA	NA	09/25/20

					Campbell Maintenance Area					
Route	Length	AADT	QA	4Tire	Rus		- QC	Design	QK AAWDT	QW Year
	Ü				2Axle 3+Axle 1Tra	ail 2Trail		Hour		
Campbell County				From:	Dead End					
(755)	0.60	90	R	_				NA	NA	1998
				To:	15-600					
750	1.80	160	R	From:	15-601			NA	NA	1998
(756)	1.00	100		To:	Charlotte County Line			14/ (	10.0	1000
				From:	15-660					
757	3.00	110	R					NA	NA	05/30/200
				To:	15-656					
$\bigcirc$	0.13	440	В	From:	Dead End			NA	NA	1986
758	0.13	140	R	To:	US 29; FR 905			INA	INA	1900
				From:	US 501					
(759)	0.09	110	R		00 301			NA	NA	08/14/200
				To:	15-803					
$\sim$				From:	15-797					
760	0.11	10	R	To:	D 1E 1			NA	NA	07/17/200
				From:	Dead End					
761	1.20	580	R	Tioni.	Pittsylvania County Line			NA	NA	1998
761)	0	000		To:	15-633 SOUTH					
761)	3.15	640	R	From:	13-033 SOUTH			NA	NA	1998
(701)				To:	15-705					
761)	1.97	1100	R	From:	13-703			NA	NA	1998
				To:	15-699					
761)	1.67	2500	R	From:	13-0//			NA	NA	1998
				To:	US 501; 15-652					
$\sim$				From:	Dead End					
762	0.58	20	R	To:	15.646	<del></del> i		NA	NA	07/17/200
				From:	15-646					
(763)	0.51	180	R	110.111	15-802			NA	NA	1998
(703)				To:	15-800					
				From:	15-859					
769	80.0	400	R					NA	NA	1998
				To: From:	15-779 WEST					
769	0.05	830	R					NA	NA	1998
				From:	15-1515					
769	0.03	860	R					NA	NA	1998
	2.22	4000	_	From:	15-779 EAST					07/10/000
769	0.06	1200	R					NA	NA	07/18/2001
	0.26	4000		From:	15-782			NA	NIA	1000
769	0.26	1200	R	To:	US 460 BUS	<del></del>		NA	NA	1998
				From:	15-1651					
(770)	0.38	170	R					NA	NA	1998
				To:	15-835					
		_	_	From:	Dead End				_	
771)	1.80	240	R	To:	15 646			NA	NA	07/09/200
				From:	15-646	L				
772	0.65	40	R		15-643			NA	NA	07/09/2001
112				To:	Dead End					
									-	

					Truck			Design		
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Hour	QK AAWDT	QW Year
Campbell County				From:	SR 24	1				
773)	0.07	220	R		SIC 24	_		NA	NA	1998
				To:	15-683					
$\bigcirc$	1.05	00		From:	Dead End			NIA	NA	07/00/20
775	1.25	80	R	To:	15-657	٦		NA	NA	07/09/20
				From:	Dead End	1				
776)	1.10	70	R		Dead End	_		NA	NA	07/09/20
				To:	15-648					
$\bigcirc$				From:	Dead End					0=110100
778)	0.75	80	R	To:	US 501	٦		NA	NA	07/10/20
				From:	15-769 WEST	1				
779)	0.53	200	R		13-709 WEST	_		NA	NA	1998
				To:	15-769 EAST					
				From:	Dead End					
781)	1.30	90	R	To:	GD 24	_		NA	NA	1998
				From:	SR 24					
782	0.06	230	R	T.Com.	15-859	_		NA	NA	1998
782			•••	To:	15-828					
782	0.17	350	R	From:	13-020	_		NA	NA	1998
				To:	15-769					
				From:	Dead End					
783)	0.07	40	R	To:		_		NA	NA	1998
				From:	15-713					
794	0.42	440	R	From:	15-683 SOUTH			NA	NA	1998
784)	0.12	440	• • • • • • • • • • • • • • • • • • • •	To:	15-683 NORTH	1				1000
				From:	Dead End					
785	0.80	40	R			_		NA	NA	07/09/20
				To:	15-643					
	0.80	60	В	From:	15-605			NA	NA	1000
786	0.60	60	R	To:	Dead End			INA	NA.	1998
				From:	Dead End					
787)	0.60	160	R	<u> </u>	Doud Bild			NA	NA	05/30/20
				To:	15-609					
$\overline{}$				From:	15-663					
788	0.80	47	R	To:	Dead End	7		NA	NA	07/09/20
				From:						
789	0.15	360	R	T.Com.	US 460 BUS	_		NA	NA	08/14/20
100)				To	0.15 ME OF US 460 BUS					
789	0.15	180	R	From:	0.13 ME OF 05 400 BOS			NA	NA	1998
				To:	Cul-de-Sac					
$\widehat{}$				From:	15-615 SOUTH					
790	2.40	100	R	To:	15 (15 NORTH	¬		NA	NA	07/10/20
				From:	15-615 NORTH	1				
791)	0.55	400	R	1 10III.	US 460 BUS	_		NA	NA	1998
(91)	0.00	700	11	To:	Dead End	٦		. 47 1	141	1000
				From:	Dead End					
792	0.70	120	R			_		NA	NA	07/17/20
				To:	15-600					

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	 2Trail	QC	Design Hour	QK AAWDT	QW Year
Campbell County				From:	15-609					
793	0.40	190	R	<u> </u>	10 00)			NA	NA	05/30/2001
				To:	Dead End					
$\bigcirc$	0.20	40	_	From:	15-648			NIA	NIA	07/00/2004
794)	0.30	10	R	To:	Dead End	_		NA	NA	07/09/2001
				From:	15-601					
(795)	1.10	50	R		1,5-001			NA	NA	07/17/2001
				To:	Dead End					
				From:	Dead End					
796	0.20	170	R	To:	LIC ACO DUO	_		NA	NA	1998
				From:	US 460 BUS					
(707)	0.45	47	R	rioii.	15-650			NA	NA	07/17/2001
797)	0.10	Τ,	• • • • • • • • • • • • • • • • • • • •	To:	0.45 MF 15 750	_				0171172001
797)	0.25	30	R	From:	0.45 ME 15-650			NA	NA	07/10/2001
(191)				To:	Dead End					
				From:	15-615					
798	0.25	90	R			_		NA	NA	07/17/2001
				To:	Dead End					
	4.40	440	_	From:	Dead End			NIA	NIA	4000
799	1.12	110	R	To:	15-609	_		NA	NA	1998
				From:	US 460	1				
800	0.66	1500	R		05 400	_		NA	NA	1998
				To:	SR 24					
800)	0.13	540	R	From:	5112			NA	NA	1998
				To:	Appomattox County Line					
				From:	Charlotte County Line					
801)	0.30	50	R	To:	15.600			NA	NA	07/17/2001
				From:	15-600					
(002)	0.11	320	R	rioii.	15-800			NA	NA	1998
802	0.11	020	• • • • • • • • • • • • • • • • • • • •	To:	US 460					1000
				From:	Dead End					
803	0.06	40	R					NA	NA	1998
				To: From:	15-759					
803	0.08	30	R			_		NA	NA	1998
				To:	Dead End					
	0.00	000	_	From:	15-606			NIA	NIA	07/47/2004
804)	0.96	320	R	To:	Dead End			NA	NA	07/17/2001
				From:	Dead End	_				
805)	1.40	140	R		Dead Elid			NA	NA	07/10/2001
000				To:	15-615					
				From:	15-606					
806)	0.75	100	R	т.	<b>n</b> := :	_		NA	NA	1998
				To:	Dead End					
<u></u>	0.41	40	R	From:	Dead End	_		NA	NA	08/20/2001
808)	0.41	40	ĸ	To:	SR 24	7		INA	INA	00/20/2001
				From:	15-643	1				
809	0.55	100	R	<u> </u>	10 010	<b>-</b>		NA	NA	07/17/2001
				To:	Dead End					

					Саптрое	ell Mainte					Docina				
Route	Length	AADT	QA	4Tire	Bus	2Axle			 2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Campbell County								111011			11001				
(810)	0.33	120	R	From:		Dead En	nd		_		NA		NA		08/10/2001
610)	0.00		• • • • • • • • • • • • • • • • • • • •	To:		SR 24			]						00/10/2001
				From:	Ве	dford Coun	nty Line								
811)	2.85	480	R								NA		NA		1998
				To: From:		15-725	i		]						
811)	0.11	220	R	To:		SR 24			7		NA		NA		1998
				From:		15-811									
812	0.44	660	R			15 011			_		NA		NA		1998
				To:		SR 24									
$\bigcirc$	0.05			From:		US 29									00/07/0004
814)	0.35	250	R	To:		Dead En	nd.		7		NA		NA		08/27/2001
				From:		15-832									
815)	0.13	90	R			13-632			_		NA		NA		1998
9.09				To:		15-833	}								
				From:		Dead En	nd								
816	0.60	150	R	To:		CD 24			7		NA		NA		1998
				From:		SR 24			1						
(818)	0.57	70	R			15-663	)				NA		NA		07/09/2001
010				To:		Dead En	nd								
				From:		Dead En	nd								
819	0.40	70	R	To:		110 100	`		_		NA		NA		05/30/2001
				From:		US 460			1						
620	0.70	40	R	rioii.		Dead En	nd				NA		NA		07/09/2001
820	00		.`	To:		15-646	)		1						0170072001
				From:		15-705	i								
(821)	0.81	120	R	. —					_		NA		NA		08/20/2001
				To:		Dead En									
(822)	0.30	40	R	From:		15-618	3				NA		NA		1998
622)	0.00		.`	To:		Dead En	nd		7						.000
				From:		Dead En	nd								
823	0.55	120	R						_		NA		NA		07/16/2001
				To:		15-682									
	1.65	280	R	From:		15-696	)				NA		NA		08/20/2001
824)	1.00	200	1	To:		15-705	;		٦		INA		IVA		00/20/2001
				From:		15-696									
825	0.20	30	R						<del>-</del>		NA		NA		08/10/2001
				To:		Dead En			<u> </u>						
	0.22	90	В	From:		Dead En	nd				NΙΔ		NΙΔ		00/14/2001
826	0.33	80	R	To		15-635	;		٦		NA		NA		08/14/2001
				From:		15-853 WI			i						
827)	0.35	100	R	<u> </u>					_		NA		NA		1998
				To:		15-853 EA			<u> </u>						
	0.04	470		From:	·	15-782	2				NIA.		NIA		00/07/0004
828)	0.24	170	R	To:		US 460 B	US		ī		NA		NA		08/27/2001
				From:		15-624									
829	0.42	1500	R	<u> </u>		15-024	-				NA		NA		1998
				To:	US	460 BUS;	15-1505								

Pouto	1 00046	AADT	0.4	AT:	Truck		QC	Design		OW V
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Hour	QK AAWDT	QW Year
Campbell County				From:	Dead End	1				
(830)	0.26	370	R			_		NA	NA	08/14/2001
				To:	US 460 BUS					
994	0.29	50	R	From:	Cul-de-Sac			NA	NA	07/18/2001
831)	0.29	30	K	To:	15-712	1		INA	IVA	07/10/2001
				From:	SR 24					
832	0.14	230	R					NA	NA	1998
				To: From:	15-815					
832	0.08	70	R	т		_		NA	NA	1998
				To: From:	Dead End					
(022)	0.08	170	R	From:	SR 24			NA	NA	1998
833	0.00	170		To	15.015			14/1	10/1	1000
622	0.13	140	R	From:	15-815			NA	NA	08/14/2001
833	0.10	140		To:	Dead End			101		00/11/2001
				From:	15-615					
834)	1.10	120	R					NA	NA	07/09/2001
				To:	Dead End					
	0.20	F40	_	From:	15-1670			NIA	NIA	00/00/0004
835)	0.36	540	R					NA	NA	08/20/2001
	0.11	CEO.	R	From:	15-1526			NA	NA	09/20/2001
835	0.11	650	ĸ	_		_		INA	INA	08/20/2001
	0.12	1700	R	From:	15-770			NA	NA	08/20/2001
(835)	0.12	1700	K	т		_		INA	IVA	00/20/2001
(835) (835)	0.28	1900	R	From:	15-1527			NA	NA	08/20/2001
(633)	0.20	1000		To:	15-622			14/1	10/1	00/20/2001
				From:	US 460					
836	0.45	210	R					NA	NA	07/26/2001
				To:	Dead End					
	0.40	400		From:	FR-794			NIA	NIA	00/00/000
837	0.18	100	R	To:	15-677	$\neg$		NA	NA	08/29/2001
				From:	Dead End					
(838)	0.13	60	R	<u> </u>	Dead End			NA	NA	1998
				To	15-891					
838	0.07	730	R	From:	10 071			NA	NA	1998
				To: From:	US 501	<b>—</b>				
838	0.17	690	R	From:				NA	NA	1998
				To:	Dead End					
$\bigcirc$				From:	15-682					
839	0.30	30	R	To:	Dood End	_		NA	NA	07/16/2001
				From:	Dead End	1				
840	0.68	330	R		Dead End			NA	NA	07/24/2001
				To:	SR 43					
				From:	US 460 BUS		_			
842	0.54	270	R			_ <b>_</b>		NA	NA	1998
				To:	US 460 BUS NORTH	<u> </u>				
$\bigcirc$	0.00	20	_	From:	15-665			NIA.	NIA.	00/07/0004
846)	0.09	30	R	To:	Dead End			NA	NA	08/27/2001
					Dead Elid					

					Campbell Maintenance Area					
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK AAWDT	QW Year
Campbell County				From:	Dead End	1				
(847)	0.60	190	R			_		NA	NA	08/22/2001
				To:	15-682					
Town of Brookneal				From:	15-601					
(849)	0.10	360	R		10 001			NA	NA	07/31/2001
				To: From:	15-1126	<u> </u>				
(849)	0.45	250	R			_		NA	NA	07/31/2001
				To:	Dead End					
Campbell County				From:	Dead End					
(850)	1.45	80	R	. —		_		NA	NA	1998
				To: From:	15-660					
(851)	1.57	410	R	From:	Dead End	_		NA	NA	05/30/2001
(651)			•••	To:	15-660 NORTH					00/00/2001
	0.55	200		From:	15-660 SOUTH			NA	NA	05/30/2001
851)	0.55	280	R	To:	Cul-de-Sac			INA	INA	05/30/2001
				From:	15-851	i				
(852)	0.43	30	R			<u>-</u>		NA	NA	1998
				To:	Cul-de-Sac	1				
	0.16	250	_	From:	15-622 WEST			NIA	NIA	1000
853	0.16	350	R	. —		_		NA	NA	1998
052)	0.10	200	R	From:	15-827 WEST			NA	NA	1998
853	0.10	200	11	To	15 007 FACT	_		14/1	10/1	1000
(853)	0.09	320	R	From:	15-827 EAST			NA	NA	1998
033				To:	15-622 EAST					
				From:	15-615					
(854)	0.40	180	R	To:		_		NA	NA	07/10/2001
				From:	Dead End					
(858)	0.50	540	R	rion.	Bedford County Line	_		NA	NA	1998
030)				To	15-623 WEST	٦				
858	0.65	2200	R	From:	13-025 WES1	_		NA	NA	1998
				To:	15-1580					
				From:	15-769					
(859)	0.19	580	R			_		NA	NA	1998
	0.03	1200	R	From:	15-1546	_		NA	NA	1998
859)	0.03	1200	K	т	16 1616	_		INA	INA	1990
850	0.07	1400	R	From:	15-1515			NA	NA	1998
859	0.01	. 700	•••	To:	15-782					
859	0.18	1500	R	From:	13-702			NA	NA	1998
				To: From:	15-1528	<b>—</b>				
859	0.06	1800	R			_		NA	NA	1998
				To:	US 469 BUS					
<u></u>	0.10	20	<u> </u>	From:	Dead End; .10 MW			NA	NA	07/17/2004
860	0.10	30	R			_		INA	NA	07/17/2001
660	0.40	40	R	From:	15-601	_		NA	NA	07/17/2001
860	U. <del>1</del> U	<del></del> -		To:	Dead End; .40 ME 601			11/7		
				From:	15-1520					
862	0.04	370	R			_		NA	NA	1998
				To:	SCL LYNCHBURG					

					Campbell										
Route	Length	AADT	QA	4Tire	Rus				 2Troil	QC	Design	QK A	AAWDT	QW	Year
Campbell County					2	Axie 3	o+AXIE	1Trail	∠ıralı		Hour				
	0.40			From:		Dead End	d				NIA		NIA		00/07/000
863	0.10	90	R	To:		US 29			7		NA		NA		08/27/2001
				From:		Dead End	d								
865	0.10	50	R								NA		NA		07/24/2001
				To:		15-713									
	0.20	130	R	From:		15-714					NA		NA		07/18/2001
866)	0.20	130	K	To:		15-733			1		INA		INA		07/10/200
				From:		Dead End									
867)	0.45	30	R						_		NA		NA		07/09/200
				To:		15-604									
600	0.43	200	R	From:		15-605					NA		NA		07/17/2001
868	0.40	200	IX.	To:		Dead End	d				IVA		IVA		0171172001
				From:		Dead End	d								
(869)	0.35	170	R								NA		NA		08/29/2001
				To:		501; 15-1									
670	0.20	180	R	From:		Dead End	d				NA		NA		08/07/2001
870	0.20	100	K	To:		15-858					INA		INA		00/07/200
				From:		Dead End									
(871)	0.33	50	R						_ _		NA		NA		1998
				To:	15-	623; 15-1	1587								
Town of Brookneal				From:		US 501			T						
(874)	0.10	40	R			00 001			_		NA		NA		1998
				To:		Dead End	d								
Campbell County				From:		15-712									
(875)	0.12	20	R			15-/12					NA		NA		08/27/2001
6.9				To:		Dead End	d								
Town of Brookneal															
076	0.03	70	R	From:		Dead End	d				NA		NA		07/31/2001
876)	0.00	,,	11	To:		US 501			7		14/1		1471		017017200
Campbell County															
	0.50	1600	R	From:	U	JS 460 BU	JS				NA		NA		1998
(877)	0.50	1600	ĸ						_		INA		INA		1990
(077)	0.16	1800	R	From:		15-1545	<u> </u>				NA		NA		1998
877)	00		• • • • • • • • • • • • • • • • • • • •	To		15-1570	1								.000
877)	0.30	940	R	From:		13-13/0					NA		NA		1998
				To:		15-1597	1								
$\bigcirc$				From:		Dead End	d								
878)	0.34	70	R	To:		15-792			7		NA		NA		1998
				From:		SR 24									
879	0.30	60	R			51C 24			_		NA		NA		1998
				To:		Dead End	d								
	<b>^</b>		_	From:		SR 24									00/00/555
880	0.20	30	R	To:		Dead End	d		7		NA		NA		08/20/2001
				From:		15-600			+						
				<u> </u>		13-000									
881)	0.63	70	R								NA		NA		1998

					Campbell Maintenance Area					
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW Year
Campbell County				From:	Dead End	$\overline{}$				
(882)	0.17	30	R	<u> </u>	Dead End	_		NA	NA	07/16/200
002)				To:	15-694					
				From:	Dead End					
(883)	0.40	70	R			_		NA	NA	07/17/200
				To:	15-615					
	0.04	400	_	From:	US 501	]				00/00/000
884)	0.24	420	R	To:	Dead End	⊣		NA	NA	08/29/200
				From:		<del></del>				
885)	0.16	330	R		15-678	_		NA	NA	08/27/200
(883)			•••	To:	Dead End	٦				
				From:	Dead End					
886	0.10	60	R	<u> </u>		_		NA	NA	1998
				To:	0.10 ME Dead End	Ъ				
886	0.06	120	R	From:	0.10 ME Boat End	_		NA	NA	08/14/200
				To:	US 501	<u> </u>				
				From:	Dead End					
888	1.03	190	R					NA	NA	1998
				To: From:	15-908	<u> </u>				
888	0.35	290	R			<u></u>		NA	NA	1998
$\bigcup_{i=1}^{n}$				To:	US 29	<u> </u>				
$\bigcirc$				From:	15-624 SOUTH					
889	0.14	140	R	To	15 (24 NORTH	_		NA	NA	08/14/200
				From:	15-624 NORTH					
	0.40	50	R	From:	Dead End	_		NA	NA	07/17/200
890	0.40	30	K	To:	15-600	7		INA	INA	07/17/200
				From:	15-671					
891)	0.03	170	R		13 0/1	_		NA	NA	08/14/200
				To:	15-838	<u></u>				
				From:	US 460 BUS					
892	0.11	480	R					NA	NA	1998
				To: From:	15-1516					
(892)	0.15	360	R			_		NA	NA	1998
				To: From:	15-1517	<del></del>				
892	0.44	330	R	110111		<u>-</u>		NA	NA	1998
				To:	US 460 BUS NORTH	<u> </u>				
$\bigcirc$				From:	Dead End					
893)	0.20	80	R					NA	NA	1998
				From:	0.20 ME Dead End					
893	0.30	150	R			_		NA	NA	1998
				To:	15-725	<del></del>				
	0.40	400	_	From:	US 501 SOUTH			NA	NIA	1000
894)	0.40	120	R	To:	US 501 NORTH	7		NA	NA	1998
				From:		$\pm$				
895)	0.10	1500	R		15-664	_		NA	NA	1998
				To:	US 501	ユ				
				From:	Cul-de-Sac					
896)	1.02	250	R			_		NA	NA	07/16/200
				To:	SR 43					
				From:	15-615					
897	0.60	190	R			_		NA	NA	07/10/200
				To:	Dead End					

					Campbell Maintenance Area			
Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail	00	()K AAVVI)I	QW Year
Campbell County				_			· 	
	0.50	70	R	From:	15-680	 NA	. NA	1998
898)	0.50	70	IX.	To:	US 501	$\neg$	INA	1990
				From:	Cul-de-Sac			
899	0.06	NA				NA	. NA	
				To:	15-896			
	0.15	50	R	From:	15-713	 NA	. NA	1998
900	0.13	30	K	To:	Dead End		INA	1990
				From:	Dead End			
901)	0.25	50	R			NA	NA	08/14/200
$\bigcup_{i=1}^{n}$				To:	15-612			
$\bigcirc$				From:	Dead End; .13 MS	<u> </u>		22/22/22
902	0.13	80	R			NA	NA	08/20/200
	0.40		_	From:	15-888		- NA	00/00/000
902	0.13	80	R	To:	Cul-de-Sac	NA	. NA	08/20/200
				From:	15-600			
903	0.35	100	R	<u> </u>	13-000	 NA	NA	07/17/200°
				To:	Dead End			
				From:	15-655			
904	0.30	130	R			NA	. NA	1998
				To:	Dead End			
	0.25	80	R	From:	Dead End	 NA	NA	1998
905)	0.25	00		To:	15-682	$\neg$	IVA	1000
				From:	US 29			
906	0.34	120	R			NA	. NA	08/27/2001
				To:	15-907			
$\bigcirc$				From:	15-906	<u> </u>		22/27/222
907	0.06	60	R	To:	15-696	NA	NA	08/27/2001
				From:	Dead End; .67 MN			
908)	0.67	70	R		Dead End, .07 MIN	<b>IJ</b>	NA	08/20/200
900)				To:	15-888			
908)	0.22	70	R	From:	13-000	NA	NA	08/20/200
				To:	Dead End; .22 MS			
				From:	15-696			
909	0.11	150	R			NA	. NA	07/18/2001
				To:	15-700	<u> </u>		
	0.68	70	R	From:	US 501	 NA	NA	1998
910	0.00	70	K	To:	Dead End		INA	1990
				From:	Dead End			
911)	0.08	70	R			NA	. NA	08/14/2001
				To:	15-622			
$\bigcirc$	2.22		_	From:	15-750			00/07/07
912)	0.68	300	R	To:	US 29	NA	NA	08/27/2001
				From:		1		
913	0.05	8	R		15-646	 NA	NA	1998
913)				To:	0.05 ME 15-646			
	0.45			From:	0.06 ME 15-646	<u> </u>		1005
913	0.15	2	R	To:	Dead End	NA □	NA	1998
·					Dead End			

Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail	()(:	Design Hour	QK AAWDT	QW Year
Campbell County						ZIIali	Houl		
	1.00	150	R	From:	Dead End		NA	NA	08/20/200
914)	1.00	150	K	To:	15-696		INA	NA	06/20/200
				From:	Dead End				
915)	0.25	60	R			_ _	NA	NA	1998
				To:	15-692				
Q10	0.12	70	R	From:	Dead End		NA	NA	1998
916	0.12	70	K	To:	US 501	1	INA	NA	1990
				From:	US 501 SOUTH				
917	1.63	970	R			_	NA	NA	1998
_				To: From:	15-605				
917)	0.91	1000	R			=	NA	NA	1998
				To:	US 501 NORTH				
(A)	0.25	120	R	From:	15-752		NA	NA	05/30/200
918	0.20	120	ıx	To:	Dead End	7	INA	IVA	03/30/200
				From:	15-615	Ī			
919	0.50	70	R			_	NA	NA	07/10/2001
				To:	Dead End				
	0.45	60	_	From:	Dead End		NIA	NIA	4000
920	0.45	60	R	To:	15-696	٦	NA	NA	1998
				From:	15-670	1			
921)	0.48	170	R	<u> </u>	15 0,0		NA	NA	08/29/2001
				To:	Dead End				
$\bigcirc$				From:	Dead End				
923	0.24	90	R	To:	US 29	٦	NA	NA	08/20/2001
				From:	US 29	1			
924)	0.22	60	R		US 29		NA	NA	1998
024)				To:	Dead End				
				From:	15-605				
925	0.39	160	R	To:		_	NA	NA	08/14/2001
				10. E	Dead End				
(926)	0.14	50	R	Pioni.	15-721		NA	NA	07/09/200
920	• • • • • • • • • • • • • • • • • • • •			To:	Dead End				017007200
				From:	15-648				
(927)	0.15	130	R			_	NA	NA	07/17/2001
				To:	Dead End				
Town of Brookneal				From:	Dead End				
928)	0.05	110	R				NA	NA	1998
				To:	US 501				
Campbell County				From:	15 705	1			
(929)	0.10	80	R	a contl.	15-725	_	NA	NA	1998
023				To:	Dead End				
				From:	Cul-de-Sac				
930	0.15	120	R			_	NA	NA	08/29/2001
				To:	15-680				
931)	0.35	40	R	From:	Dead End		NA	NA	07/17/2001
MKTI	0.55	40	L/				INC	17/7	011111200

					Campbell Maintenance Area					
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW Year
Campbell County				From:	15-652					
932)	0.22	100	R	<u> </u>	10 002			NA	NA	08/14/2001
				To:	Dead End					
$\bigcirc$	0.00		_	From:	Dead End					4000
933	0.03	20	R	To:	US 501	_		NA	NA	1998
				From:	Dead End					
934)	0.20	80	R	<u> </u>	Dead End	_		NA	NA	08/20/2001
				To:	15-811					
				From:	Dead End					
936	0.10	70	R	т	4.50	_		NA	NA	1998
				To:	15-682					
607	0.61	160	R	From:	Dead End			NA	NA	07/10/2001
937)	0.01	100	IX.	To:	15-615	7		IVA	IVA	01/10/200
				From:	US 29					
939	0.07	130	R		222			NA	NA	08/27/2001
				To:	Dead End					
$\bigcirc$				From:	Dead End					
941)	0.30	50	R	To:	15 600	_		NA	NA	1998
				From:	15-680					
042	0.25	450 R	110	Dead End	_		NA	NA	07/17/2001	
942)			• • • • • • • • • • • • • • • • • • • •	To:	15-648				10.	017117200
				From:	Dead End					
943)	0.25	70	R					NA	NA	07/17/2001
				To:	15-602					
	0.42	00	_	From:	Dead End			NIA	NIA	07/40/0004
944)	0.43	60	R	To:	15-694	_		NA	NA	07/16/2001
				From:	Dead End	1				
945)	0.10	20	R	<u> </u>	Dead End			NA	NA	1993
				To:	15-640					
				From:	Dead End					
946)	0.10	60	R			_		NA	NA	08/20/2001
				To:	15-633					
	0.40	80	R	From:	15-701			NA	NA	1998
947)	0.40	00	IX.	To:	Dead End	7		IVA	IVA	1000
				From:	15-690					
950	0.20	70	R					NA	NA	1998
				To:	Dead End					
$\bigcirc$			_	From:	Dead End					4000
960	0.08	70	R					NA	NA	1998
	0.00	70		From:	15-670			NIA	NIA	4000
960	0.20	70	R	To	Dead End	7		NA	NA	1998
				From:	Dead End					
970	0.15	NA			Dona Ena	_		NA	NA	
				To:	US 501					
				From:	05-600					
972	0.16	140	R			_		NA	NA	1998
				To:	Dead End					
	0.11	360	ь	From:	15-681			NA	NA	1998
1000	0.11	300	R	To:	Dead End	$\neg$		INA	INA	1990
					2000 2000	-				

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW Year
Campbell County				From:	Dead End	1				
1001)	0.25	100	R		Dead End	_		NA	NA	07/09/200
				To:	SR 24					
$\overline{}$				From:	SR 24					
1002	0.27	100	R	To:	D1 F1	7		NA	NA	09/18/200
				From:	Dead End					
1003)	0.08	40	R	rioni.	Cul-de-Sac			NA	NA	09/18/20
1003)	0.00		•••	To:	15-1002	1			10.0	00/10/20
				From:	Dead End					
1005	0.01	30	R					NA	NA	09/25/20
				To: From:	15-1006	<b>—</b>				
1005	0.09	80	R	rioni.				NA	NA	07/09/20
				To:	15-737					
$\overline{}$				From:	15-1005					0=/00/00
1006	0.20	30	R	To:	15 1007	7		NA	NA	07/09/20
				From:	15-1007					
1007	0.01	1	R	rioni.	Dead End			NA	NA	09/18/20
1007	0.01	•	• • • • • • • • • • • • • • • • • • • •	To:	15 1000	_			10.0	00/10/20
1007	0.10	30	R	From:	15-1006			NA	NA	09/18/20
1007	0.10		•••	To:	15-737				10.0	00/10/20
				From:	Cul-de-Sac					
1010	0.35	0.35 <b>90 R</b>	R			_		NA	NA	1998
			To	To:	15-651					
				From:	Cul-de-Sac					
1011)	0.06	40	R	. —		_		NA	NA	1998
<u> </u>				To:	15-1010					
	0.29	NA		From:	Cul-de-Sac			NA	NΙΔ	
1015	0.29	INA		To:	15-836	7		INA	NA	
				From:	Cul-de-Sac	1				
1016	0.32	48	R		eur de bue			NA	NA	07/26/20
				To:	US 460					
				From:	US 460					
1017)	0.20	360	R			_		NA	NA	07/26/20
				To:	15-1019					
	0.59	160	R	From:	15-1019 SOUTH			NA	NA	07/26/20
1018	0.59	100	K	To:	15-1019 NORTH	7		INA	INA	07720720
				From:	Dead End					
1019)	0.09	40	R	<u>.                                    </u>	Dead End			NA	NA	07/26/20
$\cup$				To	15-1017					
1019	0.10	140	R	From:	10 1017			NA	NA	07/26/20
				To:	15-1020					
1019	0.15	110	R	From:		_		NA	NA	07/26/20
				To	15-1018 SOUTH					
1019)	0.15	110	R	From:		1		NA	NA	07/26/20
				To: From:	15-1018 NORTH	7				
019)	0.18	70	R	From:	15 1510 11011111	_		NA	NA	07/26/20
				To:	Dead End					
				From:	Cul-de-Sac	J				
020)	0.07	90	R	_		_		NA	NA	07/26/20
$\sim$				To:	15-1019					

					Campbell Maintenance Area					
Route	Length	AADT	QA	4Tire	Bus 24 VIQ 2+4 VIQ 1Trail		QC	Design	QK AAWDT	QW Year
Campbell County					2Axle 3+Axle 1Trail	ZTraii		Hour		
			_	From:	15-662					0=1001000
1023	0.23	70	R	To:	Cul-de-Sac	_		NA	NA	05/30/2001
				From:	Cul-de-Sac					
(1024)	0.53	200	R		Cul-uc-gac			NA	NA	05/30/2001
				To:	15-662					
$\sim$				From:	15-1026					
1025	0.33	30	R	To:	Cul-de-Sac	_		NA	NA	09/18/2001
				From:	Cul-de-Sac					
1026	0.11	20	R	<u> </u>	Cui-uc-Sac			NA	NA	09/18/2001
				To:	15-1025					
				From:	15-1024					
(1027)	0.09	30	R	т				NA	NA	09/18/2001
				To: From:	Cul-de-Sac					
(1029)	0.08	30	R	Floin.	US 501; 15-869			NA	NA	08/29/2001
1029				To:	Dead End					
_				From:	Dead End					
1030	0.13	60	R	_				NA	NA	08/27/2001
				To:	15-667					
	0.26	NA		From:	Cul-de-Sac/			NA	NA	
(1031)	0.20	IVA		To:	15-00726(B)/			INA	NA.	
				From:	US 460					
1035)	0.28	160	0 R					NA	NA	07/24/2001
				To:	Cul-de-Sac					
$\bigcirc$	0.16	040	_	From:	Cul-de-Sac			NIA	NA	05/20/2004
1040	0.16	240	R	To:	15-799			NA	NA	05/30/2001
				From:	Cul-de-Sac					
(1043)	0.42	380	R					NA	NA	08/01/2001
				To:	15-623					
	0.24	200	_	From:	15-1043			NIA	NIA	00/04/0004
1044	0.34	280	R	To:	Cul-de-Sac			NA	NA	08/01/2001
				From:	15-1044					
(1045)	0.22	450	R		10 1011			NA	NA	08/01/2001
				To:	15-1045					
1046	0.08	70	R	From:				NA	NA	08/01/2001
1040				To:	Cul-de-Sac					
Town of Brookneal										
	0.29	780	R	From:	US 501			NA	NA	08/08/2001
(1101)	0.29	700	K			_		INA	NA	06/06/2001
(1101)	0.05	260	R	From:	15-1130			NA	NA	08/08/2001
(1101)	0.00	200	.,	To:	0.06 ME 15 1120	_		101	10.	00,00,2001
(1101)	0.09	20	R	From:	0.06 ME 15-1130			NA	NA	1998
				To:	Dead End					
				From:	15-1147					
1102	0.04	450	R					NA	NA	1998
				To: From:	15-1111					
(1102)	0.10	1900	R					NA	NA	1998
<u> </u>	0.40	400-		From:	15-1125			A.I.A.	b I A	4000
102	0.48	1300	R	To:	15-1133	¬		NA	NA	1998
					15-1155	<u> </u>				

					Campb	ell Maint	tenance A	Area							
Route	Length	AADT	QA	4Tire	Bus		Tru			QC	Design	OK	AAWDT	OW/	Year
	Lengui	ארט ו	<b>4</b> 7	71110	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Hour	ωi	777VD1	₩VV	i Gai
Town of Brookneal				From:		15-11	33								
(1102)	0.10	330	R								NA		NA		1998
				To: From:		0.10 ME 1	5-1133								
(1102)	0.14	300	R	To:					_		NA		NA		1998
				From:		Dead 1			1						
(1103)	0.05	260	R	110iii.		15-11	04				NA		NA		08/14/2001
(1103)	0.00			To:		15-11	35								
1103	0.06	600	R	From:		13-11	33				NA		NA		08/08/2001
				To: From:		US 5	01		T						
(1103)	0.06	1300	R	110111							NA		NA		08/14/2001
				To: From:		15-11	41								
1103	0.08	800	R						_		NA		NA		08/14/2001
				To:		15-11			1						
(1104)	0.09	110	R	From:		Dead 1	End				NA		NA		08/14/2001
(1104)	0.00	110		To:		15-11	20		_		14/ (		1471		00/14/2001
(1104)	0.23	90	R	From:		15-11	20				NA		NA		08/14/2001
				To		15-11	03		<b>-</b>						
(1104)	0.07	60	R	From:		13-11	03				NA		NA		08/14/2001
				To:		15-11	28								
				From:		US 5	01								0=10110001
(1105)	0.09	50	R								NA		NA		07/31/2001
	0.00	60	R	From:		15-11	32				NA		NΙΛ		1005
(1105)	0.09	60	ĸ						_		NA		NA		1995
(1105)	0.06	90	R	From:		15-11	30				NA		NA		08/08/2001
1105	0.00		• • • • • • • • • • • • • • • • • • • •	To:		Dead l	End								00/00/2001
				From:		Dead l	End								
(1106)	0.14	50	R								NA		NA		08/08/2001
				To: From:		15-11	24		]						
(1106)	0.16	220	R	To:		110.5	0.1		_		NA		NA		08/08/2001
				From:		US 5			1						
(1107)	0.03	40	R	110.11.		Dead 1	Eng				NA		NA		1993
				To:		15-11	25								
1107	0.14	70	R	From:		13 11	23		1		NA		NA		07/31/2001
				To: From:		15-11	37		<b>_</b>						
(1107)	0.17	250	R								NA		NA		07/31/2001
				To:		15-11									
	0.12	170	R	From:		US 5	01				NA		NA		07/31/2001
(1108)	0.12	170	K	т					_		INA		INA		07/31/2001
(1108)	0.04	30	R	From:		15-11	52				NA		NA		07/31/2001
(1108)	0.01			To:		Dead l	End								
				From:		US 5	01								
1109	0.13	110	R	T.					_		NA		NA		07/31/2001
				To:		15-11			<u> </u>						
	0.26	ខ្លា	P	From:		Dead l	End				NA		NA		07/31/2001
(1110)	0.20	0.26 <b>80 R</b>		To		15.11	2.4				13/7		13/7		01/01/2001
(1110)	0.06	120		From:		15-11	34				NA		NA		07/31/2001
				To:		15-11	02								

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW Y	'ear
Town of Brookneal				From:	US 501	1					
(1111)	0.23	2000	R	L	03 301	_		NA	NA	1	998
				To: From:	15-1115; 15-1138						
(1111)	0.27	3000	R	To:	SR 40	7		NA	NA	1	998
				From:	US 501	1					
(1112)	0.06	580	R	<u> </u>	03 301			NA	NA	07/3	1/200
				To: From:	15-1141	]					
1112	0.06	140	R	To:	Dead End	7		NA	NA	07/3	1/200
				From:	SR 40	1					
1113	0.24	120	R	<u> </u>	SK 40			NA	NA	08/0	8/200
				To:	Dead End						
				From:	15-1143						
1114	0.06	40	R					NA	NA	08/0	8/200
<u></u>				From:	15-1121						
1114	0.07	30	R			_		NA	NA	08/0	8/200
$\overline{}$	0.44	400		From:	SR 40			NIA	NIA	00/0	0/000
1114	0.11	100	R	To:	15-1144	7		NA	NA	08/0	8/200
				From:	US 501						
1115	0.28	320	R		CB 301	_		NA	NA	1	998
<u> </u>				To:	15-1117						
1115)	0.17	510	R	From:				NA	NA	1	998
				To:	15-1111; 15-1138						
$\overline{}$				From:	US 501						
1116	0.12	240	R			_		NA	NA	07/3	1/200
$\overline{}$	0.05	220		To: From:	15-1132			NIA	NIA	07/2	1/200
1116	0.05	230	R			_		NA	NA	07/3	1/200
	0.08	190	R	From:	0.06 ME 15-1132			NA	NA	07/3	1/200
1116	0.00	130	IX.	т		_		11/7	TVA	0110	1/200
1116)	0.03	300	R	From:	15-1145			NA	NA	07/3	1/200
1110				To:	Cul-de-Sac						
				From:	15-1115						
1117)	0.09	45	R			_		NA	NA	1	998
				To:	Dead End						
	0.09	460	R	From:	US 501			NA	NA	08/1	4/20/
1118)	0.03	400	IX	To:	Dead End	1		INA	INA	00/1	4/200
				From:	SR 40						
1119	0.09	60	R					NA	NA	08/0	6/200
$\bigcup_{i=1}^{n}$				To: From:	15-1114						
1119)	0.06	40	R					NA	NA	08/0	6/200
				To:	15-1132						
	0.03	20	R	From:	Dead End	J		NA	NA	08/1	<u> </u>
1120	0.03	20	ĸ	To:	15-1104	7		INA	INA	UO/ I	<del>-1</del> /∠U(
				From:	SR 40	i					
121)	0.08	150	R		· · ·	_		NA	NA	08/0	6/200
				To:	15-1114						
$\overline{}$	0.07		_	From:	15-601			A I A		07/0	41000
122	0.07	46	R	To:	15-1123			NA	NA	07/3	1/200

					Truck		Design		
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	(	QC Design Hour	QK AAWDT	QW Year
Town of Brookneal							11001		
	0.05	30	R	From:	15-1123		NA	NA	07/31/2001
(1122)	0.05	30	K	To:	Dead End	$\neg$	INA	INA	07/31/2001
				From:	15-601				
(1123)	0.15	40	R			<b>_</b>	NA	NA	07/31/2001
				To:	15-1122				
	0.00	400	_	From:	Dead End		NIA	NIA	00/00/000
(1124)	0.06	160	R	To:	15-1106	7	NA	NA	08/08/2001
				From:	15-1107				
(1125)	0.17	100	R	<u> </u>	10 1107	<b>_</b>	NA	NA	07/31/2001
				To: From:	15-1137	<b>_</b>			
(1125)	0.19	200	R	PIOIII.		_	NA	NA	07/31/2001
				To:	15-1102				
$\bigcirc$	0.40		_	From:	15-849		NIA	NIA	07/04/0004
1126	0.10	80	R	To:	15-1127	7	NA	NA	07/31/2001
				From:	15-1126	1			
(1127)	0.15	50	R		13-1120		NA	NA	07/31/2001
				To:	Dead End				
				From:	15-1104				
1128	0.05	60	R	To:	****	_	NA	NA	08/14/2001
					US 501				
	0.10	20	R	From:	SR 40		NA	NA	08/06/2001
(1129)	0.10	20		To:	15-1144	<b>コ</b>	IVA	NA	00/00/200
				From:	15-1148				
1130	0.02	140	R				NA	NA	1998
				To: From:	15-1139	]——			
1130	0.05	100	R				NA	NA	1998
				To: From:	15-1131				
(1130)	0.06	180	R				NA	NA	1998
_				From:	15-1101				
1130	0.06	100	R				NA	NA	1998
	0.04		_	From:	15-1105		NIA	NIA.	4000
(1130)	0.04	49	R	To:	Dead End	_	NA	NA	1998
				From:	15-1130	<u> </u>			
(1131)	0.25	190	R		13-1130	_	NA	NA	08/06/2001
		-		To	15-1136				
(1131)	0.06	210	R	From:	10 1100		NA	NA	08/06/2001
				To:	SR 40				
$\bigcirc$				From:	15-1116				
(1132)	0.05	40	R	_		_	NA	NA	07/31/2001
	0.11			From:	15-1108		A I A	<b></b>	07/04/000
(1132)	0.11	60	R			_	NA	NA	07/31/2001
$\bigcap$	0.00	70		From:	15-1105	_	NIA	NIA	00/00/0004
(1132)	0.06	70	R			_	NA	NA	08/06/2001
	0.11	420	R	From:	15-1101		NA	NA	08/06/2001
1132	0.11	120	ĸ	т.	,	_	INA	INA	00/00/2001
	0.06	110	R	From:	15-1139		NA	NA	08/05/2001
1132	0.00	110	K	To:	15-1143	7	INA	INA	00/03/2001
				•	*	•			

				_			tenance A			Design			_	
Route	Length	AADT	QA	4Tire	Bus		3+Axle	 2Trail	QC	Hour	QK	AAWDT	QW	Year
Town of Brookneal				From:		15-11	42	1						
(1132)	0.08	110	R			13-11	43			NA		NA		08/06/2001
				To: From:		15-11	19	]——						
(1132)	0.07	110	R					_		NA		NA		08/06/2001
(1132)	0.07	90	R	From:		SR 4	.0			NA		NA		08/06/2001
(1132)				To		0.07 ME	SR 40							
(1132)	0.01	10	R	From:		0.07 1.112	511 10			NA		NA		08/06/2001
				To: From:		0.08 ME	SR 40	]						
(1132)	0.02	10	R	To:		15-11	11	_		NA		NA		08/06/2001
				From:		15-11								
(1133)	0.27	80	R	<u> </u>		13-11	02	_		NA		NA		07/31/2001
				To:		Dead l	End							
	0.09	45	R	From:		Dead l	End			NA		NA		07/31/2001
(1134)	0.09	45	K	To:		15-11	10	7		INA		INA		07/31/2001
				From:		Dead l								
(1135)	0.09	180	R					_		NA		NA		08/14/2001
				To:		15-11								
1126	0.03	10	R	From:		Dead 1	End			NA		NA		1998
(1136)	0.00			To:		15-11	31			1471		14/ (		1000
				From:		15-11	25							
(1137)	0.09	80	R							NA		NA		07/31/2001
				From:		15-11	07							
(1137)	0.04	48	R	To:		15-11	42	7		NA		NA		07/31/2001
				From:		Dead 1								
(1138)	0.12	1700	R			Dead	<u> </u>			NA		NA		07/31/2001
				To:		15-1111; 1	5-1115							
$\bigcirc$	0.15	00	-	From:		US 5	01			NIA		NIA		1000
(1139)	0.15	80	R	. —				_		NA		NA		1998
(1120)	0.05	110	R	From:		15-11	32			NA		NA		1998
(1139)				To		15-11	40							
(1139)	0.07	130	R	From:		13-11	40	_		NA		NA		1998
				To:		15-11	30							
$\bigcirc$	0.11	20		From:		15-11	01			NIA		NIA		07/24/2004
(1140)	0.11	20	R	_				_		NA		NA		07/31/2001
(1140)	0.06	20	R	From:		15-11	39	_		NA		NA		07/31/2001
(1140)	0.00	20	• • • • • • • • • • • • • • • • • • • •	To:		15-11	43			101				0170172001
				From:		15-11	12							
(1141)	0.07	130	R							NA		NA		07/31/2001
	0.05	450		To: From:		15-11	03	]						07/04/0004
(1141)	0.05	450	R	To:		Dead l	End	_		NA		NA		07/31/2001
				From:		Dead 1								
(1142)	0.07	40	R			Dead	L-11U			NA		NA		07/31/2001
				To: From:		15-11	37							
(1142)	0.15	140	R					 		NA		NA		07/31/2001
				To:	·	15-11	02							

					Campbe	II Mainte	enance A	rea							
Route	Length	AADT	QA	4Tire	Bus		Tru			QC	Design	OK	AAWDT	OW	Year
	Length	AADI	٧A	41116	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Hour	QI	AAWDI	QVV	i cai
Town of Brookneal				From:		15-111	14								
(1143)	0.05	20	R			10 111					NA		NA		08/06/2001
				To:		15-113	32		<b>—</b>						
(1143)	0.05	20	R						_		NA		NA		08/06/2001
				To:		15-114	40								
	0.00	20	_	From:		15-112	29				NIA		NIA		00/00/000
1144	0.06	30	R						_		NA		NA		08/06/200
	0.07	10	R	From:		15-111	14				NA		NA		08/06/200
1144	0.01	10	1	To:		15-113	32		7		14/ (		147.		00/00/200
				From:		US 50									
1145)	0.20	130	R	-							NA		NA		07/31/200
				To: From:		15-114	46		]						
(1145)	0.11	10	R						_		NA		NA		07/31/200
				To:		15-111									
	0.12	130	R	From:		Dead E	End				NA		NA		07/31/200
(1146)	0.12	130	K	To:		15-114	45		٦		INA		INA		07/31/200
				From:		15-110			i						
(1147)	0.02	220	R						_		NA		NA		08/14/200
				To:		15-110	02								
$\bigcirc$			R	From:		15-113	30								1000
(1148)	0.05	140		To:		Dead E	and Cond		_		NA		NA		1998
				From:		US 50									
1149	0.35	220	R			03 30	<i>)</i> 1				NA		NA		08/14/200
				To:		Dead E	End								
Campbell County															
	0.20	90	R	From:		Cul-de-	Sac				NΙΔ		NΙΔ		07/19/200
(1150)	0.28	80	ĸ	To:		SR 24	4		7		NA		NA		07/18/200
				From:		Cul-de-S									
(1155)	0.32	220	R								NA		NA		08/22/200
				To:		15-68	33								
				From:		15-68	32								
(1160)	0.34	130	R	To:		C-1 4- 0	G		_		NA		NA		08/22/2001
				From:		Cul-de-5									
1164	0.72	NA				15-00684	4(B)/				NA		NA		
				To:		Cul-de-S	Sac/								
_				From:		US 29	9								
1190	0.23	80	R						_		NA		NA		08/22/2001
				To:		Cul-de-									
	0.15	60	R	From:		15-73	13				NA		NA		07/18/2001
(1312)	0.10	00	1	To:		Dead E	End		7		INA		IVA		077107200
				From:		Dead E			1						
(1318)	0.56	310	R								NA		NA		07/24/2001
				To:		15-71	4								
	o :-		_	From:		Dead E	End				<b>.</b>				07/04/222
1326	0.17	70	R	To:		SR 43	3		7		NA		NA		07/24/2001
				From:					1						
1328	0.17	10	R	· L		15-71	<u> </u>		_		NA		NA		08/27/200
1328	0.17			To:		Dead E	End				<u> </u>		<u> </u>		

Pouto	l anath	AADT	04	/Tira	Bus 20 Auto 21 Auto 4 Tabil		00	Design	QK AAWDT	OW Year
Route	Length	AADI	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Hour	QK AAWDI	QW Year
Campbell County				From:	15-1332					
1330)	0.07	70	R	·		_		NA	NA	07/24/200
				To:	Cul-de-Sac					
	0.12	440	В	From:	Dead End			NΙΛ	NΛ	07/16/200
1331)	0.13	110	R	To:	15-710	7		NA	NA	07/16/200
				From:	15-1337	1				
1332	0.16	260	R	<u>L</u>	10 1337			NA	NA	07/24/200
				To: From:	15-1333	1				
1332	0.28	510	R	rioii.		_		NA	NA	07/24/200
				To:	FR-626					
	0.44	400	_	From:	Dead End			NIA	NIA	07/04/00/
1333	0.11	100	R					NA	NA	07/24/200
	0.10	400		From:	15-1335	_		NΙΔ	NA	07/24/200
1333	0.12	180	R	To:	15-1332	7		NA	NA	07/24/200
				From:	15-1332					
1334)	0.08	30	R		13-1332			NA	NA	07/24/200
				To:	Cul-de-Sac					
				From:	15-1333					
1335	0.08	50	R	т		_		NA	NA	07/24/200
				To:	Cul-de-Sac					
(m)	0.13 60	60	D	From:	15-1332			NA	NA	07/24/200
1336	0.10	00	60 R	To	Cul-de-Sac	1		IVA	IVA	011241200
				From:	Cul-de-Sac					
1337	0.24	120	R					NA	NA	07/24/200
				To:	15-1332					
$\bigcirc$	0.44	400	_	From:	15-1339					07/04/00/
1338	0.44	160	R	To:	15-896	1		NA	NA	07/24/200
				From:	15-1338					
1339	0.47	80	R		13-1330			NA	NA	07/24/200
				To:	Cul-de-Sac					
				From:	15-699					
1340	0.08	120	R	To:	15 1041	_		NA	NA	08/27/200
				From:	15-1341					
1341)	0.04	48	R	. 10411.	Dead End	_		NA	NA	08/27/200
				To	15-1340					
1341)	0.05	50	R	From:	1 <i>)</i> -1 <i>)</i> +U			NA	NA	08/27/200
				To:	Dead End					
				From:	15-692					
1345)	0.12	250	R			_		NA	NA	08/20/200
				To:	Dead End					
1400)	0.74	160	R	From:	15-623			NA	NA	1998
1400)	0.14		.,	To:	Bedford County Line			14/1	14/74	1000
				From:	15-1581	l				
1401)	0.50	80	R			_		NA	NA	1998
				To: From:	15-1404	<u> </u>				
1401)	0.09	240	R					NA	NA	1998
<u>)</u>				To: From:	15-1403	]				
401)	0.12	200	R			_		NA	NA	1998
				To:	15-681					

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW Year
Campbell County				From:	Dead End	1				
(1402)	0.18	140	R	<u>L</u>	Dead End	_		NA	NA	08/14/2001
				To: From:	15-1403	]				
(1402)	0.10	310	R	To:	15-681	7		NA	NA	08/14/2001
				From:	15-1401	1				
(1403)	0.15	100	R			_		NA	NA	08/14/2001
				To:	15-1402					
(1404)	0.03	30	R	From:	15-1401			NA	NA	08/14/200
(1404)				To:	Dead End					
$\bigcirc$				From:	Cul-de-Sac					
1407	0.14	130	R	To:	15-858	7		NA	NA	08/14/2001
				From:	Dead End	1				
1408)	0.13	590	R	<u> </u>	Dead End	_		NA	NA	08/27/2001
				From:	15-1421					
1408	0.20	860	R					NA	NA	08/27/2001
	0.35	250	R	From:	15-679	]		NA	NA	08/27/2001
1408	0.33	250	K	To:	15 1417	7		INA	INA	08/27/200
(1408)	0.20	70	R	From:	15-1416			NA	NA	08/27/2001
1.439				To:	Dead End	]				
$\bigcirc$	2.24			From:	Cul-de-Sac					00/44/0004
1410	0.31	140	R	To:	15-681	7		NA	NA	08/14/2001
_				From:	15-679	İ				
(1416)	0.37	20	R			_		NA	NA	08/27/2001
<u> </u>				To: From:	0.37 MN 15-679					
(1416)	0.07	50	R	To:	15 1400	7		NA	NA	08/27/2001
				From:	15-1408 SCL LYNCHBURG	<u> </u>				
(1417)	0.30	30	R		SELLINCHBURG	_		NA	NA	08/29/2001
				To:	SCL LYNCHBURG					
$\bigcirc$	0.40	250	Б	From:	15-677			NA	NΛ	08/29/2001
(1419)	0.40	350	R	Tax	15.1400	7		INA	NA	08/29/2001
(1419)	0.09	90	R	From:	15-1420			NA	NA	08/29/2001
				To:	Dead End					
$\bigcirc$	0.07		_	From:	15-1419			NIA	NIA	4000
1420	0.07	30	R	To:	Dead End	7		NA	NA	1998
				From:	15-1408	İ				
(1421)	0.19	130	R			<del>-</del>		NA	NA	08/27/2001
				To:	15-1422					
(1422)	0.30	170	R	From	Dead End			NA	NA	08/27/2001
1422	0.00		•••	To:	15-1421					33.2172001
1422	0.10	190	R	From:		_		NA	NA	08/27/2001
				To:	15-679	<u></u>				
	0.63	160	R	From:	15-1423 BEGIN LOOP			NA	NA	08/29/2001
(1423)		100		To:	15 1404			INA	INA	00/29/2001
(1423)		320	R	From:	15-1424			NA	NA	08/29/2001
				To:	15-1423 END LOOP					

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	 2Trail	QC	Design Hour	QK AAWDT	QW	Year
Campbell County				From:	15-1423 END LOOP						
1423	0.07	370	R		13-1423 END LOOF	_		NA	NA		1998
				To:	15-677						
				From:	15-1423						
1424	0.03	40	R			_		NA	NA		1998
				To:	Cul-de-Sac	_					
	0.57	250	R	From:	Cul-de-Sac			NA	NA		1998
1425	0.57	250	ĸ	To:	15-677	7		INA	NA		1990
				From:	15-1423						
1426	0.09	180	R	<u> </u>				NA	NA		1998
				To:	15-1425						
				From:	ECL LYNCHBURG						
1428	0.16	340	R			_		NA	NA	(	08/29/200
				To:	15-1431						
	0.32	40	R	From:	SCL LYNCHBURG			NA	NA	(	08/29/200
1429	0.32	40	ĸ	To:	SCL LYNCHBURG	1		INA	NA	,	00/29/200
				From:	Dead End						
(1430)	0.06	8	R		Dette Ene			NA	NA	(	08/27/200
				To:	US 29						
				From:	Dead End						
1431)	0.06	110	R					NA	NA	(	08/29/200
				To: From:	15-1428	]					
(1431)	0.09	120	R			_		NA	NA	(	08/29/200
				To:	Dead End						
	0.28	480	В	From:	Dead End			NA	NA	(	08/27/200
1433	0.20	400	R	To:	US 29	7		INA	INA	,	00/21/200
				From:	Dead End						
(1450)	0.35	110	R	<u>.                                    </u>	Dead End			NA	NA		1998
				To:	15-680						
				From:	15-670						
(1471)	0.11	100	R	_		_		NA	NA	(	08/29/200
				To:	15-1472						
	0.05	•	_	From:	15-1471			NIA	NIA		1000
(1472)	0.05	8	R	To:	Cul-de-Sac	1		NA	NA		1998
				From:	Dead End						
1473	0.70	190	R	<u>.                                    </u>	Dead End			NA	NA		1998
				To:	15-670						
				From:	15-677						
1480	0.14	110	R			_		NA	NA		1998
				To:	15-670	<u> </u>					
$\overline{}$	0.55	100	В	From:	Cul-de-Sac			NIA	NIA		1000
(1481)	0.55	190	R			_		NA	NA		1998
	0.07	260	В	From:	15-1483			NA	NIA		1000
(1481)	0.27	260	R			<b>-</b> 1		INA	NA		1998
$\overline{}$	0.07	200		From:	15-1482	_		NIA	NIA		1998
(1481)	0.07	380	R	To:	15-670	7		NA	NA		1998
				From:	Dead End	<del>                                     </del>					
(1482)	0.04	6	R	<u> </u>	Deau Eliu	_		NA	NA		1998
				To:	15-1481						

					Truck			Design			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Hour	QK AAWDT	QW	Year
Campbell County				P							
(1483)	0.04	120	R	From:	Dead End	_		NA	NA		1998
(1463)	0.0.			To:	15-1481						
				From:	Bedford County Line						
(1497)	0.29	NA		т	211.0			NA	NA		
				To: From:	Cul-de-Sac						
(1498)	0.10	NA		110iii.	Bedford County Line			NA	NA		
1496)	00			To:	Cul-de-Sac						
_				From:	09-1500						
1499	0.07	NA		_				NA	NA		
				To:	15-1498						
	0.04	30	R	From:	Dead End			NA	NA		08/07/200
1500	0.04	30	K	т				INA	INA		00/01/200
4500	0.07	210	R	From:	15-1614			NA	NA		08/07/200
1500				To:	15-1580						
(1500)	0.06	10	R	From:	13-1360			NA	NA		08/07/200
				To:	Dead End						
				From:	15-682						
(1501)	0.20	1200	R					NA	NA		08/29/200
				To: From:	15-1502						
(1501)	0.30	830	R					NA	NA		08/29/200
	0.40	4400	_	To: From:	15-1503			NIA.	NIA.		00/00/00/
(1501)	0.46	1400	R	To:	SCL LYNCHBURG			NA	NA		08/29/200
				From:	15-1501						
1502	0.21	290	R	<u> </u>	13-1301			NA	NA		08/29/200
				To	15-1540						
1502	0.15	110	R	From:				NA	NA		08/29/200
				To: From:	15-1541						
1502	0.02	100	R					NA	NA		08/29/200
_				To: From:	15-1503						
(1502)	0.03	20	R	. —				NA	NA		08/29/200
				To:	Dead End						
4500	0.07	100	R	From:	15-1501			NA	NA		08/29/200
1503	0.07			To:	15-1502			11/7	IVA		
				From:	US 460 BUS						
(1504)	0.42	210	R					NA	NA		1998
				To:	Dead End						
$\cap$	0.50	400	_	From:	US 460 BUS			NIA	NIA		00/27/202
(1505)	0.50	490	R	_				NA	NA		08/27/200
	0.09	450	R	From:	15-1506			NA	NA		08/27/200
(1505)	0.08	730	Λ.	To	15 1505			INA	INA		001211200
(1505)	0.09	420	R	From:	15-1507			NA	NA		08/27/200
(1505)				To	15 1500						
(1505)	0.08	350	R	From:	15-1508			NA	NA		08/27/200
				To:	BEGIN LOOP						
1505)	0.49	80	R	From:	DEGIN LOOF			NA	NA		08/27/200
505)				To:	END LOOP						

Route	Length	AADT	QA	4Tire	Bus 20 yla 21 Ayla 1 Tra		QC	Design	QK AAWDT	QW Year
Campbell County					2Axle 3+Axle 1Tra	ıı 21rail		Hour		
	0.05	20		From:	Dead End			NIA	NIA	00/07/000
(1506)	0.05	20	R	т	12.1202			NA	NA	08/27/200
(1506)	0.04	20	R	From:	15-1505			NA	NA	08/27/200
(1300)				To:	Dead End					
				From:	Dead End					
(1507)	0.04	20	R					NA	NA	08/27/2001
$\bigcap$	0.04	20	R	To: From:	15-1505			NA	NA	08/27/200
(1507)	0.04	20	K	To:	Dead End			INA	INA	06/27/200
				From:	15-1505					
1508	0.10	180	R					NA	NA	08/27/200
				To:	Dead End					
(1500)	0.12	130	R	From:	Dead End			NA	NA	08/29/200
(1509)	0.12	130	IX.	To:	15 1552			IVA	IVA	00/23/200
(1509)	0.14	380	R	From:	15-1553			NA	NA	08/29/200
				To	15-1510					
(1509)	0.10	140	R	From:	13 1310			NA	NA	08/29/2001
				To:	Cul-de-Sac					
$\bigcirc$	0.03	20	_	From:	Cul-de-Sac			NIA	NIA	00/20/200
(1510)	0.03	80	R					NA	NA	08/29/200
	0.07	130	R	From:	15-1553			NA	NA	08/29/2001
(1510)	0.07	100		To:	15-1509			IVA	IVA	00/23/200
				From:	15-1544 SOUTH					
1511)	0.27	70	R					NA	NA	08/29/2001
				To:	US 460 BUS; 15-1544					
(1542)	0.11	70	R	From:	Dead End			NA	NA	08/07/2001
1512	• • • • • • • • • • • • • • • • • • • •			To:	US 460; 15-1580					00/01/200
				From:	Dead End					
(1513)	0.17	150	R	. —				NA	NA	08/14/2001
				To: From:	15-622					
(1514)	0.10	360	R	rioni.	15-622			NA	NA	08/29/200
(1314)				To	15-1579					
(1514)	0.06	120	R	From:	15-1577			NA	NA	08/29/2001
				To:	15-1578					
$\bigcirc$	0.40	000		From:	15-859			NIA	NIA	4000
1515	0.19	230	R	To:	15-769			NA	NA	1998
				From:	Dead End					
(1516)	0.07	40	R					NA	NA	08/14/2001
				To:	15-892					
$\bigcirc$	0.08	70	В	From:	Dead End			NA	NA	08/14/2001
1517)	0.00	70	R	To:	15-892			INA	INA	00/ 14/200 1
				From:	15-1547	1				
1518	0.13	670	R					NA	NA	1998
				To: From:	15-1564					
1518)	0.20	920	R					NA	NA	1998
$\sim$				To:	US 460 BUS					

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK AAWDT	QW	Year
Campbell County				From:	Dead End						
1519	0.40	200	R		D GGG EMG	_		NA	NA		1998
				To: From:	15-622	]					
1519	0.10	460	R			_		NA	NA		1998
	0.13	220	R	From:	15-1574; 15-1575			NA	NA		1998
1519	0.13	220	K	To:	15-1574	7		INA	NA.		1990
				From:	15-622						
1520	1.58	1600	R					NA	NA		1998
	0.40			From:	15-1557			NIA	NIA.		4000
1520	0.48	5200	R			_		NA	NA		1998
	0.79	8200	R	From:	15-1551	_		NA	NA		1998
1520	0.79	0200	K	To:	US 460 BUS	7		INA	IVA		1990
				From:	15-682						
(1521)	0.18	80	R			_		NA	NA	(	08/29/200 <sup>-</sup>
				To:	Dead End						
4500	0.25	170	R	From:	15-1531; 15-1534	_		NA	NA	(	08/22/200
(1522)	0.20	170	• • • • • • • • • • • • • • • • • • • •	To:	15-1520			1471	10.0		00/22/200
				From:	15-1596						
1523	0.10	100	R					NA	NA	(	08/29/200
<u> </u>				To: From:	15-1524						
(1523)	0.28	80	R	To:	15-622	7		NA	NA	(	08/29/200 <sup>-</sup>
				From:	15-682	<u> </u>					
1524	0.27	560	R		13-082	_		NA	NA	(	08/29/200 <sup>-</sup>
				To: From:	15-1523	<b>—</b>					
(1524)	0.28	170	R	From:		_		NA	NA	(	08/29/200 <sup>-</sup>
				To:	15-622						
$\bigcirc$	0.13	500	,	From:	15-1547			NIA	NΑ		1000
(1525)	0.13	520	R			_		NA	NA		1998
(1525)	0.20	1300	R	From:	15-1563			NA	NA		1998
(1525)	0.20		.`	To:	US 460 BUS						
_				From:	15-835						
1526	0.33	80	R			_		NA	NA	(	08/20/2001
				To:	15-1527						
(1527)	0.08	1200	R	From:	Bedford County Line			NA	NA	(	08/20/200 <sup>2</sup>
(1521)	0.00			To:	15-1529						00/20/200
(1527)	0.03	690	R	From:	13-1329	_		NA	NA	(	08/20/2001
				To: From:	15-1526	<del>_</del>					
(1527)	0.09	740	R			_		NA	NA	(	08/20/2001
				To:	15-835						
_	0.21	210	R	From:	Dead End	_		NA	NA	1	08/27/200 <sup>-</sup>
(1528)	U.Z I	210	ĸ	To:	15-859	7		INA	NA	(	001211200
				From:	15-1527	İ					
(1529)	0.13	750	R		<del></del>	_		NA	NA	(	08/20/2001
<u></u>				To: From:	15-1530						
1529	0.12	910	R			- -		NA	NA	(	08/20/2001
				To:	15-622						

_					Campbe						D1				
Route	Length	AADT	QA	4Tire	Bus		Tru	ıck 1Trail	OTroil	QC	Design Hour	QK	AAWDT	QW	Year
Campbell County						ZAXIE	STAXIE	HIIAII	ZIIdli		Houi				
	2.27	=00	_	From:		15-622	2								00/00/000
(1529)	0.27	760	R	To:		15-157	13				NA		NA		08/20/200
				From:		Dead E									
(1530)	0.05	70	R			Deau E	IIQ .				NA		NA		08/20/200
				To:		15-152	.9								
				From:	1	5-1520 SC	OUTH								
(1531)	0.88	300	R	To:	1	5 1520 N/	ODTH		<del>-1</del>		NA		NA		08/22/2001
				From:		5-1520 NO									
(1532)	0.34	180	R	10.11.	15-1	532 BEGI	IN LOOP				NA		NA		08/22/200
1532				To		15-153	2								
1532	0.06	1400	R	From:		13-133	13				NA		NA		08/22/200
(1002)				To	15_	1532 END	) I OOP								
(1532)	0.15	1200	R	From:	13-	1332 LIVE	LOOI		_1		NA		NA		08/22/2001
				To		15-153	5								
(1532)	0.08	1400	R	r rom:					_		NA		NA		08/22/2001
				To: From:		15-153	1								
1532	0.08	1400	R						_		NA		NA		08/22/2001
				To:		15-152	20								
	0.04	40	_	From:		Dead E	nd				NIA		NIA		00/00/000
1533	0.04	40	R						_		NA		NA		08/22/2001
$\overline{}$	0.21	860	R	To: From:		15-157	'2				NA		NA		00/22/2001
1533	0.21	000	ĸ						_		INA		INA		08/22/2001
	0.09	1000	R	From:		15-158	39				NA		NA		08/22/2001
1533	0.09	1000	IX.	To:		15-153	2		7		INA		INA		00/22/200
				From:		15-153			Ì						
(1534)	0.10	130	R								NA		NA		1998
				To:	1:	5-1522; 15	5-1531								
$\bigcirc$	0.40	242	_	From:		15-153	66				NIA		NIA		00/00/000
(1535)	0.12	210	R						_		NA		NA		08/22/2001
$\bigcirc$	0.29	220	R	From:		15-153	4				NA		NA		08/22/2001
1535)	0.29	220	ĸ	. —					_		INA		INA		00/22/200
	0.25	50	R	From:		15-153	2				NA		NA		08/22/2001
(1535)	0.25	30	IX.	To:		15-153	1		7		IVA		14/3		00/22/200
				From:		Dead E									
(1536)	0.09	50	R	<u> </u>					_		NA		NA		1998
				To: From:		15-153	15		<del></del>						
1536	0.11	370	R	TOIL.					_		NA		NA		1998
				To: From:		15-153	7		]						
1536	0.05	560	R						_		NA		NA		1998
				To:		15-152									
	0.05	20	R	From:		15-153	6				NA		NA		1998
(1537)	0.00	20	17	To:		Dead E	nd		7		INA.		1 11/7		1990
				From:		15-682									
538)	0.29	350	R			002			_		NA		NA		08/29/2001
				To:		15-153	9								
$\cap$				From:		15-153	8								
1539	0.37	380	R	To:		15.55			=		NA		NA		08/29/2001
				To:		15-682	2								

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWE	T QV	V Year
Campbell County				From:	15-1502						
(1540)	0.09	80	R		13 1302			NA	NA		08/29/200
	0.12	460	R	To: From:	15-1542	]		NA	NA		08/29/200
(1540)	0.12	160	ĸ	To	15 1542			INA	INA		06/29/200
(1540)	0.09	310	R	From:	15-1543			NA	NA		08/29/2001
				To:	SCL LYNCHBURG						
(1541)	0.09	300	R	From:	15-1502	J		NA	NA		08/29/2001
(1541)	0.10	120	R	From:	15-1542			NA	NA		08/29/200
				To: From:	15-1543	]——					
(1541)	0.04	170	R			_		NA	NA		08/29/2001
				To: From:	SCL LYNCHBURG						
(1542)	0.13	110	R	FIOIII.	15-1540			NA	NA		08/29/2001
10.72				To:	15-1541						
$\sim$				From:	15-1541						
1543	0.16	70	R	To:	15-1540	7		NA	NA		08/29/2001
				From:	15-1646						
(1544)	0.61	150	R		13-1040			NA	NA		1998
				To:	15-1511 SOUTH	1					
(1544)	0.17	560	R	From:				NA	NA		1998
				To:	US 460 BUS; 15-1511 N						
$\bigcirc$	0.08	20	Б	From:	Dead End			NIA	NIA		1000
(1545)	0.08	30	R			_		NA	NA		1998
	0.05	330	R	From:	15-1566	_		NA	NA		1998
(1545)	0.00	330		To:	15 15/5	_		1471	14/ (		1000
(1545)	0.41	820	R	From:	15-1565			NA	NA		1998
10.79				To:	15-877						
$\sim$				From:	Dead End						
(1546)	0.11	70	R					NA	NA		1998
	0.10	4400		From:	15-1547			NIA	NIA		4000
1546	0.10	1400	R	To:	15-859	7		NA	NA		1998
				From:	15-1518						
(1547)	0.75	690	R			_		NA	NA		1998
				To:	15-1520	1					
	0.00			From:	Dead End						4000
1548	0.09	70	R	To:	15-1547	7		NA	NA		1998
				From:	Dead End						
1549	0.28	300	R					NA	NA		08/20/2001
				To	15-622						
	0.00	000		From:	US 460 BUS			NIA	A.I.A.	_	4000
(1550)	0.22	280	R	To:	Dead End			NA	NA		1998
				From:	Dead End						
(1551)	0.06	40	R		Doug Liid	_		NA	NA		08/29/2001
	<i>)</i>			To	15-1552	<b>—</b>					
1551)	0.25	280	R	From:		_		NA	NA		08/29/2001
				To:	15-1520						

					Campb	ell Maint	tenance A								
Route	Length	AADT	QA	4Tire	Bus		Tru			QC	Design	QK	AAWDT	QW	Year
Campbell County	-					2Axle	3+Axle	1 i rail	21 rail		Hour				
	0.40		_	From:		15-15	51								00/00/000
(1552)	0.10	60	R						_		NA		NA		08/29/2001
(1552)	0.17	790	R	From:		15-15	53				NA		NA		08/29/2001
(1552)				To:		15-15	20								
				From:		Cul-de-	-Sac								
(1553)	0.09	130	R								NA		NA		08/29/2001
$\bigcirc$	0.20	220	R	To: From:		15-15	10				NA		NA		08/29/2001
1553	0.20	220	K	To:		15.15	00		_		INA		INA		00/29/2001
(1553)	0.06	310	R	From:		15-15	09				NA		NA		08/29/2001
				To:		15-15	52								
			_	From:		Dead I	End								4000
1554	80.0	70	R	To:		15-15	47		_		NA		NA		1998
				From:		Dead I									
(1555)	0.07	70	R			_ 344 1			_		NA		NA		1998
				To: From:		15-15	47								
(1555)	0.10	340	R	To:		15.15	(2		_		NA		NA		1998
				From:		15-15 Dead I			<u> </u>						
(1556)	0.09	60	R			Dead	EIIU		_		NA		NA		1998
				To:		15-15	47								
$\bigcirc$	0.44	0.400	_	From:		15-15	58				NIA		NIA		4000
(1557)	0.14	2400	R	To:		15-15	20		ī		NA		NA		1998
				From:	E	Bedford Cor									
1558	0.27	330	R								NA		NA		1998
				To: From:		15-15	98		]						
1558	0.17	760	R								NA		NA		1998
	0.07	920	R	From:		15-15	99				NA		NA		1998
1558)	0.07	830	ĸ	т			0.0		_		INA		INA		1990
(1558)	0.08	1100	R	From:		15-15	98				NA		NA		1998
				To:		15-15	59		¬						
1558	0.20	1200	R	From:							NA		NA		1998
				To: From:		15-15	57		_						
(1558)	0.14	1100	R	To:		15 15	(0		¬		NA		NA		1998
				From:		15-15 Dead I			1						
1559	0.13	140	R			Dead I	Eng				NA		NA		08/29/2001
				To: From:		15-15	58								
(1559)	0.14	460	R								NA		NA		1998
	0.04			To: From:		15-15	60								1000
1559	0.04	320	R	_					_		NA		NA		1998
	0.39	280	R	From:		15-15	61				NA		NA		1998
1559	0.00	200		To:		15-15	60								
				From:		15-15	59								
1560	0.22	380	R								NA		NA		1998
		400		From:		END LO	OOP		]—		NIA		NIA		1000
1560	0.05	490	R	To:		15-15	58		7		NA		NA		1998

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT QW	Year
Campbell County				From:	15-1558					
1560)	0.47	320	R			<b>_</b>		NA	NA	1998
				To: From:	15-1559					
1560	0.11	320	R	To:	BEGIN LOOP	¬		NA	NA	1998
				From:	Dead End	1				
1561)	0.04	10	R			<u>-</u>		NA	NA	1998
				To:	15-1559					
1500	0.20	150	R	From:	Dead End	_		NA	NA	1998
1562	0.20	100		To:	US 460 BUS	]				1000
				From:	15-1525					
1563	0.11	790	R			_		NA	NA	1998
	0.12	500		From:	BEGIN LOOP			NΙΔ	NΛ	1000
1563	0.13	590	R			_		NA	NA	1998
1563)	0.26	310	R	From:	15-1555			NA	NA	1998
1505)				To	15-1567					
1563	0.05	340	R	From:	15 1507	_1		NA	NA	1998
				To:	END LOOP					
	0.03	30	R	From:	Dead End			NA	NA	1998
1564	0.03	30	K	To:	15-1518	7		INA	NA .	1990
				From:	15-1545					
565	0.15	110	R			_		NA	NA	1998
				To: From:	Dead End	1				
1566	0.18	140	R	T TOM.	Dead End			NA	NA	1998
				To:	15-1545	]				
$\overline{}$			_	From:	15-1563					1000
1567	0.04	10	R	To:	Dead End	7		NA	NA	1998
				From:	15-1570					
1568	0.10	320	R	<u> </u>		_		NA	NA	1998
				To: From:	15-1569	]				
1568	0.20	560	R	To:	15-682	¬		NA	NA	1998
				From:	Dead End	1				
1569	0.09	130	R		Dead Elid	_		NA	NA	1998
				To:	15-1568					
$\bigcirc$	0.42	400		From:	Cul-de-Sac			NIA	NIA	4000
1570	0.13	120	R	. —		_		NA	NA	1998
1570	0.15	730	R	From:	15-1568			NA	NA	1998
1570				To	15-877	¬				
1570	0.14	570	R	From:	13-011	_1		NA	NA	1998
				To: From:	15-1597					
1570	0.04	250	R			_		NA	NA	1998
<u> </u>				To: From:	Dead End	1				
1571	0.28	690	R	710III.	15-622 EAST			NA	NA	08/22/20
1571)				To	15-1573 EAST			•		, <b></b> 0
1571	0.50	220	R	From:		<b>_</b>		NA	NA	08/22/20
				To:	15-1573 WEST					

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK AAWDT	QW Year
Campbell County				From:	15-1573 WEST	1				
(1571)	0.28	1200	R		13-13/3 WES1			NA	NA	08/22/2001
				To:	15-622 WEST					
$\bigcirc$	0.01	2	R	From:	Dead End			NA	NA	08/22/2001
(1572)	0.01	2	ĸ	To	15 1572	7		INA	INA	08/22/200
(1572)	0.13	1100	R	From:	15-1573			NA	NA	08/22/2001
(13/2)				To:	15-1533					
				From:	Bedford County Line					
1573	0.02	400	R					NA	NA	08/22/200
	0.00	4400		From:	15-1571 WEST			NIA	NIA.	00/00/000
(1573)	0.08	1100	R			_		NA	NA	08/22/2001
(1573)	0.08	710	R	From:	15-1571 EAST			NA	NA	08/22/2001
(15/3)	0.00	7.10		To:	15 1520			1471	10.1	00/22/200
(1573)	0.06	790	R	From:	15-1529			NA	NA	08/22/2001
(1379)				To:	15-1572					
				From:	15-1575					
1574	0.20	40	R	_				NA	NA	08/20/2001
	0.44	450	_	From:	15-1519			NIA	NIA	00/00/000
1574	0.14	150	R	. —		_		NA	NA	08/20/2001
(1574)	0.11	60	R	From:	15-1576			NA	NA	08/20/2001
1574				To:	15-1519; 15-1575	1		IVA	IVA	00/20/200
				From:	Cul-de-Sac					
1575	0.05	40	0 R					NA	NA	1998
				To: From:	15-1574					
1575	0.06	150	R	To:	15-1519; 15-1574	7		NA	NA	1998
				From:	15-1574	1				
1576	0.03	20	R	<u> </u>	13-13/4	_		NA	NA	08/20/200
				To:	Dead End					
$\bigcirc$				From:	15-1579					
(1577)	0.35	50	R			_		NA	NA	08/29/2001
$\bigcirc$	0.09	170	R	From:	15-1578			NA	NA	08/29/2001
(1577)	0.09	170	ĸ	To:	15-622	7		INA	INA	06/29/200
				From:	15-1577					
1578)	0.17	50	R					NA	NA	08/29/2001
				To:	15-1514					
	0.06	160	R	From:	15-1514			NA	NA	08/29/2001
(1579)	0.00	100	IX.	To:	16 1600	7		IVA	IVA	00/23/200
(1579)	0.08	120	R	From:	15-1577			NA	NA	08/29/2001
(1379)				To:	Dead End					
				From:	15-1581					
1580	0.34	3300	R					NA	NA	08/07/2001
_	0.00	40000		From:	15-858			NIA	<b></b>	4000
1580	0.02	10000	R	To:	US 460; 15-1512			NA	NA	1998
				From:	Dead End	$\exists$				
1581	0.03	30	R		Dedu Enu	_		NA	NA	08/07/2001
$\bigcup$				To:	15-1584					

					Campl	ell Mainte	enance A	Area							
Route	Length	AADT	QA	4Tire	Bus	24-1-	Tru		OT==:"	QC	Design	QK	AAWDT	QW	Year
Campbell County							3+Axle	TTrail	21raii		Hour				
(1581)	0.13	380	R	From:		15-158	34				NA		NA		08/07/2001
(1301)				To		15-158	33		<b>—</b>						
(1581)	0.07	2200	R	From:							NA		NA		08/07/2001
<u> </u>	0.03	2300	R	From:		15-140	)1				NA		NA		08/07/2001
(1581)	0.03	2300	K	To:		15-158	22				INA		INA		06/07/2001
(1581)	0.10	2600	R	From:		13-130	52				NA		NA		08/07/2001
0				To: From:		15-158	38								
(1581)	0.13	2900	R	To:		15-158	30		1		NA		NA		08/07/2001
				From:		15-158									
(1582)	0.09	180	R	<u>-</u>					_		NA		NA		07/10/2001
	0.00			From:		15-158	36		]		NIA		NIA		07/40/2004
1582	0.22	360	R	To:		15.15	2.5		_		NA		NA		07/10/2001
(1582)	0.24	550	R	From:		15-158	35				NA		NA		07/10/2001
				To:		15-158	31								
(F)	0.01	20	R	From:		Dead E	and				NA		NA		08/01/2001
1583	0.01	20	IX	To:		15-159	20				IVA		14/-1		00/01/2001
1583	0.06	320	R	From:		13-13	70				NA		NA		08/01/2001
				To: From:		15-158	37								
1583	0.11	480	R						_		NA		NA		08/01/2001
(1502)	0.22	430	R	From:		15-158	32				NA		NA		08/01/2001
1583				To:		15-158	35		7						
(1583)	0.23	1800	R	From:					! :		NA		NA		08/01/2001
				To: From:		15-158									
(1584)	0.24	180	R	Floin.		15-158	35				NA		NA		08/07/2001
				To:		15-158	31								
	0.35	140	R	From:		15-159	90				NA		NA		07/10/2001
(1585)	0.00	140		To:		15-161	15				IVA		IVA		01/10/2001
1585	0.06	1300	R	From:		15-101	15				NA		NA		07/10/2001
				From:		15-158	84								
1585	0.10	1200	R						_		NA		NA		07/10/2001
(1585)	0.09	220	R	From:		15-158	33				NA		NA		07/10/2001
(1303)				To:		15-158	32								
$\bigcirc$	0.00	20	_	From:		Cul-de-	Sac				NIA		NIA		07/40/2004
1586	0.06	80	R	To:		15-158	32		1		NA		NA		07/10/2001
				From:		15-623; 1:	5-871								
(1587)	0.37	490	R						_		NA		NA		07/10/2001
(1507)	0.07	320	R	To: From:		15-159	92		_		NA		NA		07/10/2001
(1587)	0.01	720		To:		15-159	91		<b></b>		11/7		11/7		31, 10,2001
587)	0.21	270	R	From:					<b>-</b>		NA		NA		07/10/2001
1301)				To:		15-158									
1588	0.03	220	R	From:		15-158	31		_		NA		NA		08/14/2001
		<b>-</b> _•	- •	To:	De	ad End; Gap	Terminus				-				

					Campbell Maintenance Area			D		
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Tr	ail 2Trail	- QC	Design Hour	QK AAWDT	QW Year
Campbell County					ZAXIE STAXIE TTI	ali Ziiali		rioui		
$\sim$	0.30	120	R	From:	Dead End; Gap Terminus			NA	NA	08/14/200
(1588)	0.30	120	ĸ	To:	Dead End			INA	NA	06/14/200
				From:	15-1533 SOUTH					
1589	0.27	60	R					NA	NA	08/22/200
				To: From:	15-1533 NORTH					
1589	0.05	30	R	To:	D1 F1			NA	NA	08/22/200
				From:	Dead End Cul-de-Sac	<u> </u>				
(1590)	0.06	60	R		Cui-ue-Sac			NA	NA	08/01/200
				To: From:	15-1615					
1590	0.17	180	R	From:		•		NA	NA	08/01/200
				To: From:	15-1585					
1590	0.13	240	R					NA	NA	08/01/200
				To:	15-1583					
	0.19	200	R	From:	15-1587			NA	NA	07/10/200
(1591)	0.19	200	K	To:	Dead End			INA	NA	07/10/200
				From:	Dead End					
1592	0.04	80	R					NA	NA	07/10/200
				To:	15-1587					
$\bigcirc$	0.27	40	ъ.	From:	15-623			NA	NA	08/22/200
594)	0.27	40	R	To:	Dead End			INA	NA	06/22/200
				From:	Bedford County Line	l				
1595	0.03	300	R					NA	NA	08/20/2001
	0.03			To: From:	15-1527					
(1595)	0.02	260	R					NA	NA	08/20/2001
				To:	Dead End					
	0.06	40	R	From:	Dead End			NA	NA	08/29/200
1596	0.00	40	• • • • • • • • • • • • • • • • • • • •	To:	15 1500			14/1	10.1	00/20/200
(1596)	0.13	70	R	From:	15-1523			NA	NA	08/29/200
(1330)				To:	Dead End					
				From:	15-1570					
(1597)	0.12	460	R					NA	NA	1998
$\bigcirc$	0.00	0.40		From:	15-877			N10	NIA.	4000
1597	0.06	840	R	To:	15-682			NA	NA	1998
				From:	Bedford County Line					
(1598)	0.16	1100	R		Bedford County Ente			NA	NA	1998
				To: From:	15-1558 SOUTH					
1598	0.26	1000	R	110111				NA	NA	08/29/2001
				To: From:	15-1558 NORTH					
1598	0.10	80	R	To:	D. IF I			NA	NA	1998
				From:	Dead End					
(1599)	0.06	170	R		Cul-de-Sac			NA	NA	08/29/2001
	00		- •	To:	15-1558					
			· · ·	From:	15-682		· · ·			
(1600)	0.34	740	R	т.				NA	NA	08/29/2001
				To:	Dead End					
1601)	0.26	240	R	From:	15-622			NA	NA	08/22/2001
	0.20			To:	15-1604				11/7	33/22/200

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW Year
Campbell County				From:	15-1604					
(1601)	0.20	240	R	<u> </u>				NA	NA	08/22/200
$\overline{\bigcirc}$	0.00			To: From:	15-1602	]		NIA	NIA.	00/22/200
1601)	0.08	80	R	To:	Cul-de-Sac			NA	NA	08/22/200
				From:	15-1603	1				
1602	0.09	240	R					NA	NA	08/22/200
	0.14	630	R	To: From:	15-1601			NA	NA	08/22/200
(1602)	0.14	630	ĸ	To:	US 29	7		NA	INA	06/22/200
				From:	15-1604					
1603	0.14	220	R			_		NA	NA	08/22/200
				To:	15-1602					
(100)	0.17	100	R	From:	Dead End			NA	NA	08/22/200
1604	0.17	100		To	15-1603	٦				00/22/200
1604	0.19	80	R	From:	13-1003			NA	NA	08/22/200
				To:	15-1601					
$\bigcirc$	_			From:	Dead End					-
1605	0.45	70	R	To:	15 (22	7		NA	NA	1998
				From:	15-622 15-738					
(1606)	0.19	90	R		15-/38			NA	NA	1998
				To:	Cul-de-Sac					
	0.44			From:	15-1616					
(1607)	0.11	200	R					NA	NA	08/01/200
				From:	15-1608	]				
(1607)	0.08	50	R	To:	Dead End	7		NA	NA	08/07/200
				From:	Cul-de-Sac					
(1608)	0.12	100	R		Cui-uc-Sac	_		NA	NA	08/07/200
				To: From:	15-1609	7				
1608)	0.09	180	R			<b></b>		NA	NA	08/07/200
				To:	15-1607					
$\bigcirc$	0.07	40	,	From:	15-1608			NIA	NA	08/07/200
(1609)	0.07	49	R	To:	Cul-de-Sac			NA	NA	08/07/200
				From:	END LOOP					
(1610)	0.65	520	R					NA	NA	08/14/200
				To:	15-858					
$\bigcirc$	0.05	40	,	From:	15-1610			NIA	NIA	00/44/200
(1611)	0.05	46	R	To:	Cul-de-Sac	7		NA	NA	08/14/200
				From:	15-1610					
(1612)	0.04	40	R					NA	NA	08/14/200
				To:	Cul-de-Sac					
$\bigcirc$	0.00	400		From:	Cul-de-Sac			NIA	NIA.	00/4/4/000
(1613)	0.08	100	R	To:	15-1610	7		NA	NA	08/14/200
				From:	Dead End					
(1614)	0.15	140	R	_	_ VIII ZIII	<b>_</b>		NA	NA	08/07/200
				To:	15-1500					
	2		_	From:	15-1590			<b>.</b>	***	07/10/05
1615	0.11	180	R	To:	15-1617	7		NA	NA	07/10/200
					13-101/					

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW Year
Campbell County				From:	15-1617	1				
1615)	0.15	490	R		13 1017			NA	NA	07/10/200
	0.45	4000		To: From:	15-1616	]		NIA	NIA.	07/40/000
(1615)	0.15	1000	R	To:	15-1585	7		NA	NA	07/10/200
				From:	15-1615					
1616	0.11	620	R					NA	NA	08/01/200
	0.05			To: From:	15-1607	]		NIA		00/04/000
1616	0.05	320	R			_		NA	NA	08/01/200
1616)	0.11	210	R	From:	15-1618			NA	NA	08/01/200
(1010)				To:	15-1619					
				From:	15-1619					
1617	0.12	220	R					NA	NA	07/10/200
				To: From:	15-1618	]				
1617)	0.13	310	R	To:	15-1615	7		NA	NA	07/10/200
				From:	15-1617	+				
1618	0.17	80	R		13 1017			NA	NA	08/01/200
				To:	15-1616					
$\bigcirc$	0.24	400		From:	Dead End			NIA	NIA	09/04/2004
(1619)	0.21	100	R			_		NA	NA	08/01/2001
1010	0.18	140	R	From:	15-1617			NA	NA	08/01/2001
(1619)	0.10		.`	To:	15-1616			101		00/01/200
				From:	Cul-de-Sac					
(1620)	0.14	260	R					NA	NA	08/29/2001
				To: From:	15-1621					
(1620)	0.12	920	R	To:	15-682	7		NA	NA	08/29/200
				From:	Cul-de-Sac					
(1621)	0.06	120	R		Cui-uc-Buc	_		NA	NA	08/29/200
				To: From:	15-1620	1—				
(1621)	0.10	870	R			_		NA	NA	08/29/2001
				To:	15-1622					
(100)	0.11	190	R	From:	Dead End	_		NA	NA	08/29/2001
(1622)	0.11	130		To:	15 1621			1471	101	00/20/200
(1622)	0.11	160	R	From:	15-1621			NA	NA	08/29/2001
				To:	Dead End					
				From:	Cul-de-Sac					
(1625)	0.25	180	R					NA	NA	1998
	0.00	0.40		From:	15-1626			NIA	NIA.	4000
(1625)	0.08	340	R	To:	15-1520	7		NA	NA	1998
				From:	15-1625					
(1626)	0.07	80	R		-0 1020	_		NA	NA	1998
				To: From:	15-1627					
1626	0.12	270	R			_		NA	NA	1998
				To:	15-1520					
1627)	0.11	80	R	From:	Cul-de-Sac			NA	NA	1998
1627	0.11	oo	11	To:	15-1626	7		INA	INA	1 3 3 0

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW Year
Campbell County				From:	Cul-de-Sac					
1630)	0.04	2	R					NA	NA	08/29/200
				To: From:	15-1632					
1630	0.08	300	R					NA	NA	08/29/200
<u> </u>				To: From:	15-1631					
1630	0.06	400	R	To:	15-685	_		NA	NA	08/29/200
				From:	Cul-de-Sac	1				
1631)	0.13	80	R		Cui-uc-Sac			NA	NA	08/29/200
				To:	15-1630					
$\bigcirc$				From:	Dead End					
(1632)	0.12	90	R					NA	NA	08/29/200
	0.44	400		From:	15-1630			NIA	NIA	00/00/000
(1632)	0.14	130	R	To:	Dead End	7		NA	NA	08/29/200
				From:	Cul-de-Sac					
1639	0.44	160	R		Cui-uc-suc	_		NA	NA	07/18/200
				To:	15-738					
$\bigcirc$				From:	Cul-de-Sac					
1640	0.37	180	R					NA	NA	08/29/200
	0.40	0.40		From:	15-1641			NIA	NIA	00/20/200
1640	0.40	240	R	To:	15-738	1		NA	NA	08/29/200
				From:	15-1640	<del></del>				
(1641)	0.15	60	R		10 10 10			NA	NA	1998
				To:	15-738					
$\bigcirc$			_	From:	15-1544					
1646	0.06	370	R	To:	Cul-de-Sac	_		NA	NA	08/29/200
				From:	US 460 BUS	1				
(1649)	0.37	390	R		US 400 BUS	_		NA	NA	1998
				To:	Dead End					
	0.11	NA		From:	FORMER Dead End			NA	NA	
(1649)	0.11	NA.		To:	Dead End	7		IVA	N/A	
				From:	15-624					
(1650)	0.06	1400	R			_		NA	NA	08/22/200
				To:	15-1651					
	0.07	140	R	From:	15-1654			NA	NA	08/22/200
(1651)	0.07	140	IX	т	15 1652	_		INA	INA	00/22/200
(1651)	0.09	510	R	From:	15-1653			NA	NA	08/22/200
(1031)			•••	To	15-1652					
(1651)	0.05	430	R	From:	13-1032			NA	NA	08/22/200
				To	15-1650	¬				
(1651)	0.08	1100	R	From:				NA	NA	08/22/200
<u></u>				To: From:	15-1655					
(1651)	0.11	1100	R			-		NA	NA	08/22/200
				To: From:	15-1656					
651)	0.02	1000	R		- IF -	_		NA	NA	08/22/200
				To:	Dead End	<u> </u>				
1652	0.12	160	R	From:	15-1651			NA	NA	08/22/200
	0.12	100	Λ.	To:	Cul-de-Sac	1		INC	INA	00/22/200
				•		_				

					Campbell										
Route	Length	AADT	QA	4Tire	Rus					QC	Design	QK .	AAWDT	QW	Year
	J				2	2Axle 3+	Axle	1 Frail	2Trail		Hour				
Campbell County				From:		15-1651									
(1653)	0.09	160	R						_		NA		NA		08/22/200
				To:		Dead End									
	0.00			From:		15-1651									00/00/000
(1654)	0.06	130	R	To:		Cul-de-Sac			_		NA		NA		08/22/200
				From:											
1055	0.07	160	R			15-1651			_		NA		NA		08/22/200
1655)	0.0.		•••	To:		Dead End									00:22:200
				From:		15-1651									
(1656)	0.08	280	R						_		NA		NA		08/22/200
				To:		Dead End									
$\sim$				From:		15-770									
(1657)	0.27	160	R	т					_		NA		NA		08/20/200
				To:		15-770									
	0.07	NA		From:	1	5-01657(B)/			_		NA		NA		
1658)	0.07	INA		To:		Cul-de-Sac/			$\neg$		INA		INA		
				From:		15-1661			1						
1660	0.20	640	R			13-1001			_		NA		NA		1998
				To:		15-622									
_				From:		Cul-de-Sac									
1661)	0.16	90	R								NA		NA		1998
				To: From:	15-	-1663 SOUT	Н								
(1661)	0.25	190	R								NA		NA		1998
				To: From:		15-1664			<u> </u>						
1661)	0.33	150	R								NA		NA		1998
				From:	15-	-1663 NORT	Н								
1661	0.03	470	R								NA		NA		1998
				To: From:		15-1660									
(1661)	0.03	90	R	_					_		NA		NA		1998
				To:		15-1662									
	0.07	50	_	From:		Cul-de-Sac					NIA		NIA		4000
1662	0.07	50	R	To:		15-1661			7		NA		NA		1998
				From:	15	-1661 SOUT	11		1						
(1663)	0.18	660	R		13-	-1001 3001	п				NA		NA		08/20/200
(1003)				To		15-1664									
(1663)	0.26	270	R	From:		13-1004					NA		NA		08/20/200
				To:	15-	-1661 NORT	Н								
				From:		15-1663									
(1664)	0.07	60	R								NA		NA		1998
				To:		15-1661									
$\bigcirc$				From:		Cul-de-Sac									
1670	0.11	80	R	_					_		NA		NA		1998
	2 1-			From:		15-1671			]		<b>.</b>		h 1 A		1000
1670	0.15	150	R	_					_		NA		NA		1998
<u> </u>			_	To: From:		15-835									
(1670)	0.14	90	R	To:		C-1 1. C			_		NA		NA		1998
						Cul-de-Sac			<u> </u>						
(1671)	0.09	60	R	From:		15-1670					NA		NA		1998
(16/1)	0.03	30	ĸ	To:		Dead End			7		INA		IVA		1990
									-						

Doute	1	AADT		4T:	Truck		- QC	Design		OW Y
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Tra	l 2Trail	QC	Hour	QK AAWDT	QW Year
Campbell County				From:	Cul-de-Sac					
(1675)	0.07	220	R					NA	NA	1998
				To:	US 460 BUS					
	0.28	130	R	From:	15-1704			NA	NA	1998
(1701)	0.20	130	K	To:	15 1702			INA	INA	1990
(1701)	0.09	250	R	From:	15-1703			NA	NA	1998
(1701)				To:	SR 24					
				From:	Dead End					
1702	0.04	3	R					NA	NA	07/18/200
	0.27	420		From:	15-1704			NIA	NIA	07/19/200
1702	0.27	130	R	To:	15-1703			NA	NA	07/18/200
				From:	15-1701	1				
1703)	0.09	170	R					NA	NA	07/18/200
				To:	15-1702					
$\bigcirc$	0.00	40	_	From:	15-1701			NIA	NIA	07/40/2004
(1704)	0.08	48	R	To:	15-1702			NA	NA	07/18/2001
				From:	15-646	l				
1708)	0.09	340	R					NA	NA	1998
				To: From:	15-1710					
1708	0.08	280	R					NA	NA	1998
				To: From:	15-1709					
1708	0.08	120	R					NA	NA	1998
$\bigcirc$	0.40			From:	15-1712					1000
(1708)	0.10	60	R	To:	Cul-de-Sac	_		NA	NA	1998
				From:	Dead End	1				
(1709)	0.14	90	R		Doug Eng			NA	NA	1998
				To:	15-1708					
$\bigcirc$	0.00		_	From:	Dead End					4000
(1710)	0.08	60	R	To:	15-1708	_		NA	NA	1998
				From:	15-646					
(1711)	0.20	100	R	<u> </u>	13-040			NA	NA	1998
				To:	Dead End					
$\bigcirc$				From:	Cul-de-Sac					4000
(1712)	0.21	80	R	To:	15-1708	_		NA	NA	1998
				From:	15-1716	<del></del>				
(1715)	0.14	120	R		13-1710			NA	NA	1998
				To: From:	15-1717	<b>—</b>				
(1715)	0.09	290	R	From:				NA	NA	1998
				To:	15-646	<u> </u>				
	0.06	70	Б	From:	15-1717			NA	NIA	1000
(1716)	0.00	70	R	To:	15-1715			INA	NA	1998
				From:	Dead End	i				
(1717)	0.14	60	R	<u> </u>				NA	NA	1998
$\bigcirc$				To: From:	15-1716					
(1717)	0.14	110	R					NA	NA	1998
				To:	15-1715					

					Campbell Maintenance Area							
Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1T	rail 2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Campbell County						· ·						
(9069)	0.31	700	R	From:	Dead End			NA		NA		09/18/2001
9009				To:	15-636							
	0.45			From:	US 460 BUS							4000
9070	0.45	2300	R	To:	Dead End			NA		NA		1998
Town of Brookneal				I	Detta Enta							
	0.00	470	_	From:	15-1101			NIA		NIA		00/40/2004
(9071)	0.09	170	R	To:	Dead End			NA		NA		09/18/2001
Campbell County						<u> </u>						
	0.17	220	_	From:	SR 24			NA		NA		1998
9073)	0.17	220	R	To:	SR 24			INA		INA		1990
				From:	US 501 SOUTH							
9074)	0.12	650	R					NA		NA		1998
				To: From:	0.12 MN US 501							
9074	0.11	700	R	To:	US 501 NORTH			NA		NA		1998
				From:	SR 24; 15-967							
9075)	0.04	NA			51(21, 15 )07			NA		NA		
				To:	Dead End							
	0.15	770	R	From:	US 29			NA		NA		1998
9076	0.15	770	K	To:	0.15.145.145.00	<del>1</del>		INA		INA		1990
9076)	0.41	520	R	From:	0.15 ME US 29			NA		NA		1998
3070				To:	SR 24							
				From:	15-682							
9077)	0.12	240	R	To:	Dead End			NA		NA		09/18/2001
				From:	Dead End							
9488)	0.31	620	R					NA		NA		1998
				To:	SR 24							
Town of Altavista				From:	Dead End	1						
9489 Ninth St	0.14	720	R		Doug Eng			NA		NA		09/18/2001
				To:	SR 43 Bedford Ave							
Campbell County				From:	SR 24; 15-9075	1						
9675)	0.12	320	R		51021, 10 7070			NA		NA		1998
				To:	SR 24							
	0.29	1800	R	From:	US 460 BUS			NA		NA		1998
9898	0.29	1000	IX.	To:	Dead End			INA		INA		1990
City of Lynchburg												
1 Pawnee Dr	0.86	240	F	From: 82%	Long Meadow Dr 5% 13% 0% 0°	% 0%	F	40	F	250	F	2001
1 Fawriee Di	0.00	240	г	To:	Sandusky Dr	70 070	,	40		230		2001
				From:	Church St							
2 9Th St	0.18	1100	F	81%		% 0%	С	140	F	1100	F	2001
				To: From:	Jefferson St	<u> </u>						
3 Alta Lane	0.85	1600	F	98%	Del Ray Circle  1% 1% 0% 0	% 0%	С	200	F	1700	F	2001
118				To:	Wards Rd		-					
OTI 6:				From:	Park Ave	0/ 00:		4-0	_	1000	_	0001
5 8Th St	0.59	1600	F	95% To:	1% 3% 1% 0° Court St	% 0%	С	150	F	1600	F	2001
					Court St							

				4		ell Maintena	Truck-				Design	C: -	A A = =		
Route	Length	AADT	QA	4Tire	Bus	2Axle 3	+Axle 1	Trail	2Trail	QC	Hour	QK	AAWDT	QW	Year
City of Lynchburg				From:		Boonsboro R	\d		T						
6002 118 Trents Ferry Rd	1.88	1500	F	95%	1%	4%	0% (	0%	0%	С	160	F	1600	F	2001
118				To:	E	Bedford County									
C Link Dd	0.70	0000	_	From:	40/	Old Forest R		20/	]	_	000	_	0500	_	2004
6003 Link Rd	0.78	8200	F	97% To:	1%	2% Cranehill D		0%	0% 7	F	800	F	8500	F	2001
				From:		Cranehill Ro									
6003 Link Rd	1.32	7000	F	97%	1%	2%	0% (	0%	0%	F	700	F	7300	F	2001
				To:		Rivermont A	ve								
Miggington Dd	1.04	4000	_	96%	1%	Old Forest R 2%		0%	0%	F	540	F	4400	F	2001
Wiggington Rd	1.04	4200	F	90%	1 70			J 70	U% ¬	Г	540	Г	4400	Г	2001
Wiggington Pd	0.76	2200	F	From: 96%	1%	Lynchburg E		0%	0%	С	380	F	3400	F	2001
Wiggington Rd	0.76	3300	г	90%	1 70			J 70	U% ¬	C	360	Г	3400	Г	2001
(6004) Wiggington Rd	1.82	1200	F	From: 96%	1%	Chadwick D		0%	0%	F	140	F	1200	F	2001
(6004) Wiggington Rd	1.02	1200	-	To:	1 /0	Hawkins Mill		J 70	7	'	140	'	1200	'	2001
				From:		Wiggington I	Rd		<u> </u>						
(6004) Hawkins Mill Rd	0.36	1600	F	95%	1%		1% (	0%	0%	С	240	F	1700	F	2001
				To: From:		Coffee Rd Hawkins Mill	Rd		1						
6004 118 Coffee Rd	1.22	1900	F	95%	1%			0%	0%	F	250	F	2000	F	2001
118				To:		Boonsboro R	ld								
				From:		JS 460 Bus For									
Graves Mill Rd	0.60	5400	F	96%	1%	2%	0% 1	1%	0%	F	620	F	5700	F	2001
				To: From:		Old Mill Ro			]						
G009 Graves Mill Rd	0.66	4300	F	96%	1%	2%	0% 1	1%	0%	F	510	F	4500	F	2001
				To: From:		Nationwide I			}——						
Graves Mill Rd	0.27	7300	F	96%	1%	2%	0% 1	1%	0%	F	810	F	7600	F	2001
				From:		1 Lynchburg E			]						
Graves Mill Rd	0.18	22000	F	96%	1%	2%	0% 1	1%	0%	С	2300	F	23000	F	2001
				To: From:		Old Graves Mil			]						
6009 Graves Mill Rd	1.04	18000	F	96% To:	1%			1%	0% 7	F	1900	F	18000	F	2001
				From:	WC	CL Lynchburg 0	19-1425		1						
6012) Church St	0.30	4100	F	98%	0%	Pearl St 1%	0% 1	1%	J 0%	С	510	F	4200	F	2001
6012 118 Church St	0.00	4100	•	To:			0,0	. , ,	7	Ū	0.0	•	1200		2001
6012) Church St	0.40	6200	F	From: 96%	1%	11Th St 2%	0% 1	1%	0%	F	630	F	6400	F	2001
6012 Church St	00	0200	•	To:	. , ,			. , ,	7	•		•	0.00	•	_00.
6012) Rivermont Ave	0.90	15000	F	96%	1%	5Th St 2%	0% 1	1%	0%	С	1500	F	16000	F	2001
6012 Rivermont Ave			-	To:		Bedford Ave E		.,.	1			-		•	
O D 15 14	2.00		_	From:		Rivermont Ave		20/		_	500	_	<b>5</b> 400	_	0004
6012 Bedford Ave	0.96	4900	F	94% To:	1%	3% Rivermont Ave		2%	0% 7	С	500	F	5100	F	2001
				From:		Bedford Ave W									
6012 118 Rivermont Ave	1.01	16000	F	94%	1%			2%	0%	F	1600	F	17000	F	2001
(118)				To:		Rivermont Terr	race								
O =-:				From:		Bedford Ave W			]						
Rivermont Ave	1.11	8900	F	94% To:	1%			2%	0% 7	F	950	F	9300	F	2001
				From:		Bedford Ave E			<u> </u>						
(6022) Hollins Mill Rd	1.16	3500	F	94%	1%	Bedford Av		2%	J 0%	F	380	F	3600	F	2001
6022 Hollins Mill Rd	1.10	2000	•	To:	1 /0			_ , ,	7.0	•	500	•	5000	•	2001
6022) Federal St	0.40	4300	F	From: 94%	1%	Hollins St 3%	0% 2	2%	0%	F	410	F	4500	F	2001
6022 118 Federal St	J. <del>-</del> TU	-000	•	To:	1 /0	5Th St	2,0 2	- / 3	7	•	710	•	.000	•	2001
				From:		Lakeside D	r								
6023 Murrell Rd	0.37	8000	F	94%	1%			2%	0%	F	810	F	8300	F	2001
Murrell Rd															

					Campa	bell Mainte									
Route	Length	AADT	QA	4Tire	Bus	2Avlo	Tru	ıcк 1Trail	 2Trail	QC	Design Hour	QK	AAWDT	QW	Year
City of Lynchburg						ZAXIC	JTAXIC	TITAL	ZIIali		Hour				
				From:		Kemper									
6027 12th St	0.80	5600	F	96%	1%	2%	0%	1%	0%	F	580	F	5900	F	2001
				To: From:		Clay S									
6027 12th St	0.25	5400	F	96%	1%	2%	0%	1%	0%	F	570	F	5600	F	2001
				To:		Commerce	e St.								
<u> </u>				From:		5Th S			<b>」</b>						
6028 Commerce St	0.33	5700	F	96%	1%	2%	0%	1%	0%	F	660	F	5900	F	2001
<u> </u>				To: From:		10Th S			]						
6028 Commerce St	0.30	3700	F	96%	1%	2%	0%	1%	0%	F	510	F	3800	F	2001
				To:		Main S	St								
$\sim$				From:		Wadsworth									
6029 Fort Ave	0.43	6700	F	96%	1%	2%	0%	1%	0%	F	590	F	6900	F	2001
				To: From:		Kemper	St								
6029 118 Park Ave	0.28	8800	F	96%	1%	2%	0%	1%	0%	F	690	F	9100	F	2001
118)				To		9Th S	t		<b>—</b>						
6029 Park Ave	0.36	6500	F	96%	1%	2%	0%	1%	0%	F	550	F	6800	F	2001
6029 Park Ave				To:		5Th St	t								
				From:		Oakley A	Ve								
6031 Lakeside Dr	0.41	12000	F	96%	1%	2%	0%	1%	0%	F	1200	F	12000	F	2001
118				To:		Murrell	DA								
6031 Lakeside Dr	0.34	5900	F	96%	1%	2%	0%	1%	0%	С	590	F	6100	F	2001
6031 Lakeside Dr	0.04	3300	•	T -	1 70			1 70	7	O	000	•	0100	•	2001
O Dark Ave	0.00	7200		From:	40/	Memorial		00/	00/		700		7000		2004
6031 Park Ave	0.36	7300	F	86% To:	1%	12%	0%	0%	<b>0</b> %	F	730	F	7600	F	2001
						Langhorne									
A Martin Ot	0.05	0.400	_	From:	40/	Florida A		00/		_	000	_	0500	_	0004
6032 Main St	0.25	3400	F	86%	1%	12%	0%	0%	0%	F	380	F	3500	F	2001
				From:	Ly	nchburg Exp Lynchburg			+						
6032 Main St	0.28	9400	F	86%	1%	12%	0%	0%	0%	F	1100	F	9800	F	2001
118				To:			14		_						
6032 Main St	0.55	6800	F	From: 86%	1%	12Th S	0%	0%	0%	F	740	F	7100	F	2001
6032 Main St	0.00	0000	•	To:	170	5Th St		070	7 70	•	7-10	•	7 100	•	2001
				From:											
6033 Florida Ave	1.28	4300	F	86%	1%	Campbell 12%	0%	0%	0%	С	470	F	4400	F	2001
118	1.20	4000	•		170			070	7	Ū		•	1100	•	2001
Clarida Ava	0.00	2700	_	From:	10/	Augusta		00/	00/	г	410	г	2000	г	2001
6033 Florida Ave	0.88	3700	F	86% To:	1%	12% Main S	0%	0%	0%	F	410	F	3900	F	2001
Martin Ct	0.50	4400	_	From:	10/	Florida A		0%		F	140	F	1400	F	2004
6034 Martin St	0.58	1400	F	86% To:	1%	12%	0%	0%	□ 0%	Г	140	Г	1400	Г	2001
						ECL Lynch			1						
6035) Candler Mtn Rd	1.09	3000	F	From:		SCL Lynch	nburg				300	F	3000	F	2001
6035 Candler Mtn Rd	1.09	3000	r						_		300	Г	3000	r	200 I
O 0 11 11 - 1	<u> </u>			From:		p From US 4					4=0=		400		
6035 Candler Mtn Rd	0.74	15000	F	86%	1%	12%	0%	0%	0%	F	1500	F	16000	F	2001
				To:	SR	128; Mayflo									
Olavi Ot	0.50	4000	_	From:	001	5Th St		00/		~	400	_	4000	_	0001
6036 Clay St	0.50	1800	F	95%	0%	4%	1%	0%	0%	С	190	F	1900	F	2001
				To: From:		12Th S	St		]						
6036 118 Grace St	0.88	4800	F	95%	1%	3%	0%	1%	0%	С	520	F	5000	F	2001
				То:		Florida A	Ave								
				From:		Wythe									
6037 118 Stadium Dr	0.38	4700	F	95%	1%	3%	0%	1%	0%	F	480	F	4900	F	2001
118				To:		Carroll A	lve		1						

Route	Length	AADT	QA	4Tire	Bus		ruck		QC	Design	Oĸ	AAWDT	O\\\	Yea
Noute	Lengui	AADI	QA	41116	bus	2Axle 3+Ax	e 1Trail	2Trail	QC	Hour	QI	AAWDI	QVV	ı ca
City of Lynchburg				From:		Fort Ave		1						
Wythe St	0.27	7700	F	93%	2%	3% 1%	1%	0%	С	770	F	8000	F	2001
118				To:		Stadium Dr								
				From:		Stadium Dr								
6040 James St	0.22	4000	F	95%	2%	2% 1%	1%	0%	С	390	F	4100	F	2001
118				To:		Carroll Ave								
				From:		Langhorne Rd								
6042 Cranehill Dr	1.04	2300	F	98%	1%	1% 0%	0%	0%	С	360	F	2400	F	200
				To:		Link Rd								
$\sim$				From:		501 NW Expressw								
Old Forest Rd	0.94	20000	F	98%	1%	1% 0%	0%	0%	F	2100	F	21000	F	200
				To: From:		Forrest Brook Rd								
01d Forest Rd	0.45	20000	F	98%	1%	1% 1%	0%	0%	С	2000	F	21000	F	200
118/				To:		Link Rd		Ъ						
6044) Old Forest Rd	0.21	15000	F	98%	1%	1% 1%	0%	0%	F	1600	F	16000	F	200
Old Forest Rd				To:				¬						
6044) Old Forest Rd	1.61	10000	F	From: 98%	1%	Linkhorne Dr 1% 1%	0%	0%	F	1100	F	11000	F	200
Old Forest Rd	1.01	10000	•	To:	170	Lakeside Dr	070	٦	•	1100	•	11000	•	
				From:		Oakdale Dr								
6045) Greenwood Dr	0.38	3800	F	97%	1%	1% 0%	0%	0%	С	460	F	4000	F	200
G045 Greenwood Dr		- <del> •</del>	-	To:	. , •		- / •	¬ - · ·	_	•	-		-	
6045) Thomas Dr	0.71	4800	F	From: 97%	1%	Perrymont Ave 1% 0%	0%	0%	F	650	F	5100	F	200
Thomas Dr	0.71	4000	r	9170	1 70	170 0%	U 70	U 70	r	030	r	3100	I.,	200
O 5: 1 15:	0.05	4000		From:	40/	Langhorne Ln	00/			500		5000	_	
Richmond Rd	0.35	4800	F	97% To:	1%	1% 1%	0%	→ 0%	С	520	F	5000	F	200
						Oakley Ave								
O a made and the Dire	0.77	0.400	_	From:	40/	Greenwood Dr	00/		_	440	_	0000	_	000
Sandusky Dr	0.77	3400	F	98%	1%	1% 0%	0%	0%	С	410	F	3600	F	200
<u> </u>				To: From:		Pawnee Dr		<del>]</del>						
6046 Sandusky Dr	0.49	4900	F	97%	1%	1% 0%	0%	0%	С	530	F	5100	F	200
				To:		Fort Ave								
<u> </u>				From:		US 29 Bus Fort Ave		<b>⅃</b>	_		_		_	
6048 Perrymont Ave	0.84	3800	F	97%	1%	2% 0%	0%	0%	С	480	F	3900	F	200
				To:		Greenwood Dr		1						
O 0115 " 51			_	From:		nchburg Expresswa			_	0.10	_		_	
0050 Odd Fellows Rd	0.60	8700	F	83%	2%	6% 2%	7%	0%	F	840	F	9000	F	200
				From:		Mayflower Dr								
Odd Fellows Rd	0.67	850	F	83%	2%	6% 2%	7%	0%	С	100	F	880	F	200
				To:		Dead End								
<u> </u>				From:		12Th St						_		
6052 Campbell Ave	0.33	7800	F	96%	1%	3% 1%	1%	0%	С	740	F	8100	F	200
				To: From:		17Th St								
6052 Campbell Ave	0.41	7900	F	96%	1%	3% 1%	1%	0%	F	790	F	8200	F	200
<u> </u>				To:		Kemper St		1						
				From:		60 Fenwick & Sheff								
6054 118 Fenwick Dr	0.96	4500	F	94%	1%	3% 1%	1%	0%	F	470	F	4700	F	200
				To	-	CBus 29 Wards Rd								
				From:		WCL Lynchburg								
6056 118 Greenview Dr	1.29	11000	F	94%	1%	3% 1%	1%	0%	С	1100	F	12000	F	200
				To:	-	Leesville Rd								
				From:		SCL Lynchburg								
6066 118 Leesville Rd	1.14	7400	F	98%	1%	1% 0%	0%	0%	F	810	F	7700	F	200
				To: From:		North St		$\overline{}$						
6066 Leesville Rd	1.15	8600	F	98%	1%	1% 0%	0%	0%	С	880	F	8900	F	200
(1187				To:		Timberlake Rd								

						Deli Mairiteriance								
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle	uck 1Trail	 2Trail	QC	Design Hour	QK	AAWDT	QW	Year
City of Lynchburg														
6071) Harvard St	0.08	260	F	94%	1%	Wards Ferry Rd 3% 1%	2%	<b>」</b> 0%	F	40	F	280	F	2001
Harvard St	0.00	200	•	To:	1 70	College Park Dr	2 /0	٦ ٠٠٠	•	40	'	200	'	2001
				From:		Timberlake Rd		1						
Old Graves Mill Rd	1.70	11000	F	94%	1%	3% 1%	1%	0%	С	1000	F	11000	F	2001
Old Graves Mill Rd				To:		Graves Mill Rd								
				From:		Graves Mill Rd								
Mcconville Rd	1.80	3700	F	97%	1%	1% 0%	0%	0%	С	450	F	3900	F	2001
118/				To:		Wyndale Dr		]						
Myndala Dr	0.24	3600	F	97%	1%	McConville Rd 1% 1%	0%	<b>」</b> ○%	С	380	F	3700	F	2001
Wyndale Dr	0.24	3600	г	91 70 To:	1 70	1% 1%  Lakeside Dr	070	7 0%	C	360	Г	3700	Г	2001
				From:				1						
Evergreen Rd	0.33	2600	F	98%	1%	Link Rd 1% 0%	0%	0%	С	290	F	2700	F	2001
Evergreen Rd	0.00	2000	•	To:	170	Indian Hill Rd	070	7 ~~	Ŭ	200	•	2,00	•	200.
<u> </u>				From:		Evergreen Rd								
118 Indian Hill Rd	0.98	2300	F	98%	1%	1% 0%	0%	0%	F	270	F	2400	F	2001
				To: From:		Burnt Bridge Rd								
6074) Burnt Bridge Rd	0.97	1800	F	98%	1%	Indian Hill Rd 1% 0%	0%	0%	С	240	F	1900	F	2001
Burnt Bridge Rd	0.57	1000	•	To:	1 /0	Boonsboro Rd	0 70	٦ ٠٠٠	O	240	·	1300	į.	2001
				From:		Richmond St		i						
Langhorne Lane	0.34	3300	F	97%	1%	2% 0%	0%	0%	С	370	F	3400	F	2001
Langhorne Lane		-	•	To:		Eldon St		٦ ```	_		•		-	
				From:		Langhorne Ln								
Eldon St	0.07	3400	F	97%	1%	2% 0%	0%	0%	F	380	F	3600	F	2001
				To		Memorial Ave								
<u> </u>			_	From:	40/	Old Forest Rd	201		_		_		_	
Linkhorne Rd	0.59	5400	F	97% To:	1%	2% 0%	0%	0%	F	590	F	5700	F	2001
						Cranehill Dr								
Ot	0.44	4700	_	From:	1%	7Th St 2% 0%	0%		F	220	F	4000	_	2004
Jefferson St	0.41	1700	F	97% To:	1 70	Concord Tnpk	0%	0%	Г	220	Г	1800	F	2001
				From:				1						
Washington St	0.11	1200	F	91%	1%	Main St 3%	2%	0%	F	140	F	1200	F	2001
Washington St	0.11	1200	•	5170	1 /0		2 /0	<b>-</b> 0 70		140	·	1200	į.	2001
Concord Tools	1.66	2400		From:	10/	Jefferson St	20/			400		2500		2001
Concord Tnpk	1.66	3400	F	91%	1%	3% 3%	2%	0%	F	400	F	3500	F	2001
				From:		Rockwell Rd		J						
Concord Tnpk	1.07	3400	F	91%	1%	3% 3%	2%	0%	С	400	F	3500	F	2001
<u></u>				To:		US 460		_						
Court St	0.50	1600	_	From:	10/	12Th St	20/	00/	_	100	_	1600	_	2004
Court St	0.50	1600	F	91% To:	1%	3% 3% 5Th St	2%	0%	F	180	F	1600	F	2001
				From:				1						
6081) Forest Brook Rd	0.92	3300	F	96%	1%	Lakeside Dr 1% 1%	1%	0%	С	390	F	3500	F	2001
Forest Brook Rd	0.02	5500	•	To:	1 /0	Old Forest Rd	1 /0	7	J	550	•	5500	'	2001
				From:		Old ForestT Rd		1						
6082) Hill St	0.58	4000	F	97%	1%	2% 0%	0%	0%	F	440	F	4200	F	2001
6082 Hill St			•	To:	. , •	Langhorne Rd	- / 0	٦ <i>٠</i> ٠٠	-		•		-	_001
				From:		Fort Ave								
Edgewood Ave	0.73	2200	F	97%	1%	2% 0%	0%	0%	С	230	F	2300	F	2001
118/				To:		Wards Rd								
own of Altavista														
_				From:		Bedford Ave								
1 7Th St	0.43	5100	F	97%	0%	1% 0%	0%	0%	С	520	F	5100	F	2001
				To: From:		Franklin Ave		1						
1 7Th St	0.44	2600	F	97%	0%	1% 0%	0%	0%	F	290	F	2600	F	2001

						T	ruck			Design				
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Axl	e 1Trail	2Trail	QC	Hour	QK	AAWDT	QW	Year
Town of Altavista				r										
7Th St	0.50	1800	F	97%	0%	Lola Ave 1% 0%	0%	0%	F	190	F	1800	F	2001
1 7Th St	0.50	1000	•	To:	0 70	US 29 Bus	0 70	7 0 / 0	'	190	'	1000	'	2001
				From:		Bedford Ave		1						
2 11th St	0.10	490	F	99%	1%	0% 0%	0%	0%	С	60	F	490	F	2001
(2) 11th St			-	To:		Broad St		7						
				From:		Dead End								
3 12th St	0.08	30	F	93%	4%	0% 4%	0%	0%	С	10	F	30	F	2001
162				To:		Franklin Ave								
				From:		Lola Ave Ext								
4 Avondale Dr	0.17	2500	F	96%	2%	2% 0%	0%	0%	F	280	F	2500	F	2001
162				To:		Frazier Rd								
Avondale Dr	0.60	770	F	96%	2%	2% 0%	0%	0%	С	110	F	770	F	2001
Avondale Dr				To:		Ogden Rd								
				From:		10Th St								
5 Broad St	0.13	180	F	97%	2%	1% 1%	0%	0%	С	20	F	180	F	2001
Broad St				To:		Lynch Rd								
				From:		Main St								
6 Franklin Ave	0.07	2000	F	99%	0%	1% 0%	0%	0%	F	200	F	2000	F	2001
162/				To:		7Th St		٦						
6 Franklin Ave	0.46	1400	F	98%	1%	1% 0%	0%	0%	С	140	F	1400	F	2001
6 Franklin Ave	0.10		•	To:	170	12Th St	070	٦	Ū	110	•	1100	•	2001
				From:		Avondale Rd		<u> </u>						
7 Frazier Rd	0.09	1800	F	96%	1%	1% 0%	1%	0%	F	210	F	1800	F	2001
7 Frazier Rd	0.00	1000	•		170		1 70	7	•	210	•	1000	•	2001
Cranica Dd	0.00	2222		From:	40/	Lola Ave	40/			070		2000		2004
7 Frazier Rd	0.62	2600	F	96% To:	1%	1% 0%	1%	¬ 0%	С	270	F	2600	F	2001
						Lynch Mill Rd		_						
C Lala Ava	0.07	2000	_	From:	40/	Main St	00/		_	240	_	2400	_	2004
8 Lola Ave	0.07	3200	F	98%	1%	1% 0%	0%	0%	F	310	F	3100	F	2001
<u> </u>				From:		7Th St								
8 Lola Ave	0.36	3200	F	98%	1%	1% 0%	0%	0%	F	330	F	3200	F	2001
				To: From:		11Th St								
8 Lola Ave	0.13	3500	F	98%	1%	1% 0%	0%	0%	С	360	F	3500	F	2001
162				To:		Lola Ave Ext								
				From:		11Th St								
9 Lynch Rd	0.13	280	F	98%	1%	0% 0%	0%	0%	С	30	F	280	F	2001
lh2)				To:		Broad St								
_				From:		Avondale Dr								
10 Ogden Rd	0.38	1100	F	89%	2%	3% 0%	6%	0%	С	150	F	1100	F	2001
162				To:		Lynch Mill Rd								
				From:		SCL Altavista								
Pittsylvania Ave	0.42	8400	F	95%	0%	2% 0%	2%	0%	С	730	F	8400	F	2001
				To:		Main St								
				From:		NCL Altavista								
1466 Lynch Mill Rd	0.40	4900	F	94%	1%	2% 0%	2%	0%	С	500	F	4900	F	2001
				To		Frazier Rd		7						
1466 162 Lynch Mill Rd	0.49	3600	F	94%	1%	2% 0%	2%	0%	F	390	F	3600	F	2001
162				To:		Clairon Rd								
<u> </u>				From:		Clarion Rd								
1466 Lynch Mill Rd	0.30	4000	F	94%	1%	2% 0%	2%	0%	F	360	F	4000	F	2001
				To:		Main St								
				From:		Lynch Mill Rd								
1468 ClarionRd	0.77	1400	F	90%	1%	2% 1%	7%	0%	С	130	F	1400	F	2001
102				To:		NCL Altavista								

Route	Length	AADT	QA	4Tire	Rue	3+Axle			QC	Design Hour	QK	AAWDT	QW	Year
City of Lynchburg				From:	Wise	St		1						
4th St	9.82	50	F			<u> </u>				8	F	60	F	2001
				To:	Monroe									
				From:	York	St								
Caroline St	9.82	590	F					_		60	F	620	F	2001
				To: From:	Chambe									
Chambers St	9.82	1000	F		Carolin	2 51		J		100	F	1100	F	2001
Chambers St	9.02	1000	Г	To:	2Nd S	0+		7		100		1100	•	200
				From:	Mornings			1						
Clayton Ave	9.82	640	F	-				_		120	F	670	F	2001
•				To:	Spottswo	od Pl		7						
				From:	Berkley	y Pl								
Danridge Dr	9.82	1600	F					_		170	F	1600	F	2001
				To:	Craigmo									
			_	From:	Maryland	l Ave		J			_		_	
Fairview Ave	9.82	470	F	_				_		50	F	490	F	2001
				To: From:	Macke			1						
Fleetwood Dr	9.82	1100	F		Ridgewa	y Dr				120	F	1100	F	2001
I ICCIWOOU DI	ყ.0∠	1100	г	To:	TT:11	d Dr		7		120	г	1100	Г	2001
				From:	Hillwoo Campbel			1						
Georgia Ave	9.82	400	F	<u> </u>	Campoer					40	F	420	F	2001
	0.02		•	To:	Nevada	Ave		7			•	0	•	
				From:	Glen Oa									
Gorman Dr	9.82	430	F	'				_		49	F	450	F	2001
				To:	Northwoo	od Cir								
				From:	Montgome	ery Rd								
Hawthorne Rd	9.82	160	F					_		30	F	170	F	2001
				To:	Woodcre									
			_	From:	Rhonda	Dr		J			_		_	
Hayes Dr	9.82	140	F					7		20	F	140	F	2001
				To: From:	Crawfor									
John Scott Dr	0.00	420	F	97%	Old Trents I 2% 1%	0%	0%	 0%	С	60	F	440	F	2001
JOHN SCOULDI	0.00	420	•	To:	Dead F		0 70	٥/٥	C	00	'	440	•	2001
				From:	Mosby									
Leyburn Ave	9.82	290	F							30	F	300	F	2001
•				To:	Sacket	t St		7						
				From:	Bell Tave									
Locksview Dr	9.82	900	F							110	F	940	F	2001
				To:	Norvell Ho									
				From:	Craig	St					_		_	
Maryland Ave	9.82	310	F	_				_		30	F	320	F	2001
				To: From:	Fairview			<u> </u>						
McKinney Ave	9.82	440	F		ClarkE	ા				40	F	460	F	2001
wicklinies Ave	ყ.0∠	440	F	To:	Dodd	C+		7		40	г	400	Г	200
				From:	Burnt Brid			1						
Mimosa Dr	9.82	670	F		Dum Dik	-po ma				80	F	700	F	2001
**** = ·	2.0_	•	•	To:	Woodcre	st Dr		7		- •	•		-	
				From:	McGuffe			1						
Morningside Dr	9.82	520	F					_		110	F	550	F	2001
				To:	Wood			<u></u>						
		-		From:	Westvie		-							
Myrtle St	9.82	680	F					_		80	F	710	F	2001
				To:	Toledo									
			_	From:	Oakridge	Blvd					_		_	
New Hampshire Ave	9.82	430	F					_		60	F	440	F	2001
				To: From:	Tremon			-						
Ovford St	0.00	440	_		McKinne	y Ave				60	_	460	_	2004
Oxford St	9.82	440	F	To:	B 1 1 200	A		7		60	F	460	F	2001
					Radcliffe	Ave								

						chance /								
Length	AADT	QA	4Tire	Bus					QC	Design	QK	AAWDT	QW	Year
							TTTGII	ZITUII		rioui				
			From:		Hillcres	t Rd								
9.82	3200	F								310	F	3300	F	2001
			To:											
			From:		Tremon	t St								
9.82	140	F								20	F	150	F	2001
			To:											
			From:		Rhonda	Dr								
9.82	420	F								60	F	440	F	2001
			To:		Apache	Ln								
			From:		Campbel	l Ave								
9.82	330	F								40	F	340	F	2001
			To:		Nevada	Ave								
			From:		Wingfield	l Ave								
9.82	210	F								20	F	220	F	2001
			To:		Perry A	Ave								
			From:		Sourwoo	d Ln								
6.25	270	F						<del></del>		30	F	280	F	2001
			To:		Dogwoo	d Ln								
			From:											
6.25	190	F								20	F	200	F	2001
			To:		Woodhay	en Ln								
			From:											
6.25	160	F								20	F	170	F	2001
			To:		Lynch	Rd								
	9.82 9.82 9.82 9.82 9.82 6.25	9.82 <b>3200</b> 9.82 <b>140</b> 9.82 <b>420</b> 9.82 <b>330</b> 9.82 <b>210</b> 6.25 <b>270</b> 6.25 <b>190</b>	9.82 3200 F  9.82 140 F  9.82 420 F  9.82 330 F  9.82 210 F  6.25 270 F  6.25 190 F	9.82 3200 F  9.82 140 F  9.82 420 F  9.82 330 F  9.82 330 F  9.82 210 F  6.25 270 F  6.25 190 F  6.25 160 F	Section   Sect	Length   AADT   QA   4Tire   Bus   2Axle	Length   AADT   QA   4Tire   Bus	Length   AADT   QA   4Tire   Bus	Length   AADT   QA   4Tire   Bus	Length   AADT   QA   4Tire   Bus     Truck	Length   AADT   QA   4Tire   Bus   2Axle   3+Axle   1Trail   2Trail   QC   Hour	Length   AADT   QA   4Tire   Bus     2Axle   3+Axle   1Trail   2Trail   QC   Hour   QK	Length   AADT   QA   4Tire   Bus     2Axle   3+Axle   1Trail   2Trail   QC   Design   Hour   QK   AAWDT	Length   AADT   QA   4Tire   Bus     Truck   2Axle   3+Axle   1Trail   2Trail   QC   Hour   QK   AAWDT   QW