2001

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

Jurisdiction Report 55

Lunenburg County Town of Kenbridge Town of Victoria

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.

					Lunenb	ourg Main	tenance /	Area							
Route	Length	AADT	QA	4Tire	Bus		Tru			QC	Design	QK	AAWDT	QW	Year
Lunenburg County						2Axle	3+Axle	1 I rail	2Trail		Hour				
Cunendary County				From:		Charlotte Co	_								
40)	12.70	840	F	90%	0%	4%	1%	5%	0%	С	70	F	840	F	2001
				To: From:		SR 4			<u> </u>						
40)	0.14	2300	F	92%	0%	3%	1%	4%	0%	F	180	F	2300	F	2001
				To: From:		55-67									
40)	2.17	2800	F	92% To:	0%	3%	1%	4%	0%	С	220	F	2800	F	2001
						WCL Vio	Horia								
Town of Victoria				From:		WCL Vio	ctoria								
40	1.08	2800	N	92%	0%	3%	1%	4%	0%	Ν	220	Ν	2800	Ν	2001
				To: From:	SR 49	9 Lunenburg	Court Hou	se							
40	0.81	5800	F	93%	0%	3%	1%	3%	0%	F	500	F	5800	F	2001
$\overline{}$				To: From:		55-100	09								
(40)	0.02	5000	F	93%	0%	3%	1%	3%	0%	С	430	F	5000	F	2001
				To:		ECL Vic	toria								
Lunenburg County				From:		ECL Vic	torio								
40)	3.74	5000	N	93%	0%	3%	1%	3%	0%	N	430	N	5000	N	2001
40				To:		WCL Ken	bridge								
Town of Kenbridge															
	4.00			From:	00/	WCL Ken		00/			400		5000		2004
40	1.33	5000	N	93%	0%	3%	1%	3%	0%	N	430	N	5000	N	2001
	0.00	5000		From:	00/	55-69		20/	00/		F20		5000		2004
40)	0.89	5900	F	93%	0%	3%	1%	3%	0%	F	530	F	5900	F	2001
	0.66	3400	F	From: 93%	0%	SR 137, S 3%	R 138 1%	3%	0%	F	310	F	3400	F	2001
40	0.00	3400	Г	93 76 To:	0 %	ECL Kenl		370	7 0%	Г	310	г	3400	Г	2001
Lunenburg County						BOB IIO	J. Lago		· ·						
Lunenburg County				From:		ECL Kenl	oridge								
(40)	4.00	3400	N	93%	0%	3%	1%	3%	0%	Ν	310	N	3400	N	2001
				To:		lottoway Co									
	11.28	940	F	89%	Ме	ecklenburg C 4%	County Line 1%	6%	」 ○%	С	90	F	940	F	2001
49	11.20	340	Г	0970	0 70			0 70		C	30	'	340	ı	2001
	0.14	2300	F	From: 92%	0%	S SR 4	1%	4%	0%	F	180	F	2300	F	2001
49 40	0.14	2300	Г	32 /0	0 70			7 /0		'	100	'	2300	ı	2001
40 40	2.17	2800	F	From: 92%	0%	55-67 3 %	1%	4%	0%	С	220	F	2800	F	2001
49 40	2.11	2000	•	To:	0 70	CL Vict		770	٦	Ü	220	•	2000	•	2001
Town of Victoria				-					-						
				From:		CL Vict									
49 40	1.08	2800	N	92%	0%	3%	1%	4%	0%	N	220	N	2800	N	2001
$\overline{\bigcirc}$				From:		N SR									
49	0.51	3900	F	92%	0%	4%	1%	3%	0%	F	330	F	3900	F	2001
$\overline{\bigcirc}$				To: From:		55-10									
49)	0.65	2900	F	92% To:	0%	4%	1%	3%	0%	С	250	F	2900	F	2001
· . ~						NCL Vic	шпа								
Lunenburg County				From:		NCL Vic	toria								
(49)	4.88	2900	N	92%	0%	4%	1%	3%	0%	Ν	250	Ν	2900	N	2001
$\overline{}$				To:	N	lottoway Co	unty Line								
Town of Kenbridge															
(107)	1 10	4500	_	From:	1%	SR 4 4%		00/		F	410	_	4500	_	2004
137	1.13	4500	F	87% To:	1 70	ECL Kenl	0% oridge	8%	0% □	Г	410	F	4500	F	2001
						LCL KUII	Ji luge								

Route	Length	AADT	QA	4Tire	Bus	ourg Maini		uck		QC	Design	Oĸ	AAWDT	O\\\	Year
	Lengin	AADI	QA	41116	bus	2Axle	3+Axle	1Trail	2Trail	QC	Hour	QK	AAWDI	QVV	real
Lunenburg County				From:		ECL Kenl									
(137)	0.74	4500	N	87%	1%	4%	0%	8%	0%	N	410	N	4500	N	2001
(137)	1.93	3200	F	87%	1%	55-60 4%	0%	8%	0%	F	290	F	3200	F	2001
				To: From:		R 138 Lafoo]						
(137)	4.67	1000	F	87% To:	1% B	4% runswick Co	1% ounty Line	8%	0%	С	90	F	990	F	2001
				From:		ecklenburg C		;							
138	9.83	2100	F	90%	1%	3%	1%	5%	0%	С	200	F	2100	F	2001
(138)(137)	1.93	3200	F	From: 87%	1%	R 137 Lafoo 4%	ns Corner 0%	8%	0%	F	290	F	3200	F	2001
				To: From:		55-60]						
138 137	0.74	4500	N	87% To:	1%	4% CL Kenb	0%	8%	0%	N	410	N	4500	N	2001
Town of Kenbridge				l		CETTORIO	nage								
	1.13	4500	F	From: 87%	1%	CL Kenb 4%	ridge 0%	8%	0%	F	410	F	4500	F	2001
138 137	1.10	7000	•	To:	170	SR 4		070	<u> </u>	•	710	•	4000	•	2001
Lunenburg County				From:		SR 40	0		1						
(600)	0.90	220	R			SK 4	0				NA		NA		1998
				To: From:		55-601 SC 55-601 NC									
600	1.00	160	R			33-001 NC	ЭКП				NA		NA		1998
	1.30	80	R	From:		1.00 ME 5	55-601				NA		NA		03/19/200
600	1.50	00	IX.	To:		55-62	:7				INA		IVA		03/19/200
				From:		SR 13									
601)	2.00	750	F	93%	0%	3%	1%	2%	0%	С	70	F	750	F	2001
601)	0.90	690	F	From: 93%	0%	55-71 3 %	4 1%	2%	0%	F	70	F	690	F	2001
				To: From:		55-600 N	Vorth		_						
601)	1.60	620	F	93% To:	0%	3%	1%	2%	0%	F	60	F	620	F	2001
				From:		SR 40 55-62			1						
(602)	2.10	20	R	l .		33-02	.1		_		NA		NA		05/03/200
	1.70	420		From:		55-66	8				NA		NIA		05/03/200
(602)	1.70	130	R	To		55-638 SC	MITH		_		NA		NA		05/03/200
(602)	0.20	70	R	From:		33-038 30	<i>7</i> 01n				NA		NA		05/03/200
				From:		55-638 NO	ORTH								
(602)	0.50	50	R	To		0.50.101.5	5.620		_		NA		NA		05/10/200
602	0.20	50	R	From:		0.50 MN 5	5-638				NA		NA		1998
				From:		55-61	9								
602	1.30	49	R	To		c-			_		NA		NA		1998
(602)	2.50	130	R	From:		55-69	0				NA		NA		1998
				To: From:		55-61	6								
602	0.30	90	R						_		NA		NA		1998
602	2.00	160	R	From:		55-60	8				NA		NA		1998
002)			•••	To:		SR 13	37		7						
		·									·			_	·

					Lunenbu						Doo!				
Route	Length	AADT	QA	4Tire	Bus		Trı 3+Axle		 2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Lunenburg County						ZAXIC	JIANIC	TITAL	ZIIali		rioui				
	2.20	20		From:		55-602; 5	5-618				NIA		NIA		02/40/200
(603)	2.30	30	R	To:		55-617 V	West		_		NA		NA		03/19/200
_				From:		55-617									
603	1.80	150	R						_		NA		NA		1998
				To: From:		SR 137 S									
603	0.90	240	R	<u> </u>		SK 13/1	NOTHI				NA		NA		1998
603				To:		55-616	East		7						
	4.50	70	_	From:		55-616 V	West				N.1.0				4000
603	1.50	70	R						_		NA		NA		1998
$\overline{}$	4.00		_	From:		55-71	1		_		NIA		NIA		00/40/000
603	1.20	80	R	To:		55-64	15		_		NA		NA		03/19/200
				From:											
604	0.35	250	R	Tioni.		SR 13	3 /				NA		NA		03/19/200
604)	0.00	200		т					_		10.		101		00/10/200
604	2.15	200	R	From:		55-61	.6				NA		NA		03/19/200
604)	2.10	200	IX						_		INA		IVA		03/13/200
	2.50	400	R	From:		55-64	15		_		NA		NA		03/19/200
604)	2.50	400	ĸ	To:		55-60	11		_		NA		INA		03/19/200
				From:		SR 13			1						
605)	2.20	30	R			5K 13	5 /		_		NA		NA		03/19/200
(003)				To:		55-64	15								
				From:		Dead I									
(606)	0.50	50	R				-				NA		NA		03/19/200
				To:		SR 13	37								
				From:		55-60	19								
607	1.50	90	R								NA		NA		04/30/200
				To: From:		1.50 MW :	55-609								
607	2.10	340	R						_		NA		NA		1998
				To:	S	CL KENB	RIDGE								•
				From:		Dead I	End								00//0/000
608	0.35	60	R								NA		NA		03/19/200
$\overline{\bigcirc}$			_	From:		55-61	6								
608	0.20	40	R	To:		55.60			_		NA		NA		03/19/200
						55-60									
	3.80	140	R	From:		55-61	.3				NA		NA		04/30/200
609	3.00	140	K	To:		SR 13	37		7		INA		INA		04/30/200
				From:		SR 13									
610	3.70	240	R	<u> </u>		SK I.	76		_		NA		NA		05/10/200
010				To:		55-60)2								
				From:		SR 138 S0	OUTH								
611)	3.00	60	R						_		NA		NA		05/03/200
				To:		SR 138 N	ORTH								
				From:		SR 13	38								
612	2.10	120	R								NA		NA		05/03/200
				To: From:		55-71	.8]						
612	2.90	46	R						_		NA		NA		05/03/2001
				To:		55-61			<u> </u>						<u></u>
\bigcirc	2.22	440		From:		55-63	5				h		h		04/40/000
613)	2.90	110	R						_		NA		NA		04/18/200
	2			From:	001	55-63		F0/					4.40		
613)	2.90	140	F	89%	0%	5%	1%	5%	0%	F	20	F	140	F	2001
				To:		55-60	19								

Route	Length	AADT	QA	4Tire	Bus	2Axle		ıck 1Trail		QC	Design Hour	QK	AAWDT	QW	Year
Lunenburg County				From:		55-609)		1						
613)	1.90	190	F	89% To:	0%	5% SR 138	1%	5%	 	С	20	F	190	F	2001
				From:											
(614)	2.90	110	R			55-635)				NA		NA		04/18/200
				To:		55-637	7								
				From:		55-601									
615)	3.60	120	R	To:					7		NA		NA		03/19/200
				From:	Bru	nswick Cou									
616)	2.40	260	F	88%	1%	55-602 5%	1%	5%	0%	С	20	F	260	F	2001
				To: From:		SR 13]						
616)	1.50	220	F	88% To:	1%	5%	1%	5%	0%	F	20	F	220	F	2001
				From:	Bru	nswick Cou									
(047)	2.50	340	R	From:		SR 138	3				NA		NA		03/19/200
617	2.00	040	• • • • • • • • • • • • • • • • • • • •	To:		55.600			_		147 (10.		00/10/200
617)	1.84	180	R	From:		55-602	2				NA		NA		03/19/200
017		.00	•••	To:	Bru	nswick Cou	ınty Line		7						00/10/200
				From:		55-602	2								
618)	0.90	160	R								NA		NA		03/19/200
				To:	Bru	nswick Cou	ınty Line								
\bigcirc				From:		SR 138	3								
619	1.80	90	R	To:		55 (10 NO	DTH				NA		NA		1998
				From:		55-610 NO 55-610 SO									
619	1.10	80	R								NA		NA		05/10/2001
				To:		55-696	5		7						
(619) (619)	0.90	30	R								NA		NA		05/10/2001
				From:		55-602	2]——						
(619)	0.70	40	R						_		NA		NA		1998
				To:	Bru	nswick Cou	ınty Line								
	0.00		_	From:		55-621					NIA		NI A		05/00/000
620	2.20	45	R						_		NA		NA		05/03/2001
	0.20	60		From:		55-638	3				NΙΛ		NΙΔ		1000
(620)	0.30	60	R	To:	Bru	nswick Cou	ıntv Line				NA		NA		1998
				From:		klenburg Co									
621)	0.50	80	R		111001	ung Ct	Jane, Line		_		NA		NA		05/03/200
				To: From:		55-602	2		7						
621)	0.10	80	R	From:							NA		NA		05/03/2001
				To: From:		55-620)		T						
621)	0.50	60	R	Troin.							NA		NA		05/03/2001
$\bigcup_{i=1}^{n}$				To:	Bru	nswick Cou	unty Line								
\bigcirc				From:		Dead E	nd								00//0/000
622	4.35	30	R						_		NA		NA		03/12/2001
	0.00		-	From:		55-712	2		_		NIA		NIA		1000
622	0.60	60	R								NA		NA		1998
	0.40	40	-	From:		55-634	1		_		NI A		N1A		4000
622	3.19	40	R	To:		55-677	7				NA		NA		1998
				From:		55-577									
622	0.40	320	R						1		NA		NA		1998
				To:		SR 49									

Route	Length	AADT	QA	4Tire	Bus	2Axle		ıck 1Trail		QC	Design Hour	QK	AAWDT	QW	Year
Lunenburg County				From:		SR 49			ı						
622	2.80	360	F	90%	1%	4%	3%	3%	0%	С	40	F	360	F	2001
622	2.60	530	F	90%	1%	55-692 4 %	3%	3%	0%	F	90	F	530	F	2001
622	3.57	370	F	From: 89%	1%	55-691 4%	3%	3%	0%	F	40	F	370	F	2001
				From:	C	harlotte Cou 55-695									
523	4.41	230	R	To:		55-630			_ 		NA		NA		03/12/20
				From:		55-625									
524	0.40	40	R	_					_		NA		NA		04/24/20
				To:	Prin	ce Edward C		9							
225	4.70	160	R	From:		55-662	2				NA		NA		04/24/20
625	4.70	100		To:	N	ottoway Cou	nty Line				147 (14/ (0-1/2-1/20
_				From:		SR 40	ı								
626	3.10	140	R								NA		NA		03/15/20
				From:		55-683] 						
626) 626)	3.72	250	F	94%	1%	2%	1%	1%	0%	С	20	F	250	F	2001
626)	1.20	100	F	From: 94%	1%	55-666 2%	1%	1%	0%	F	10	F	100	F	2001
520)	0			To:	. , ,	55-662 W		.,,		•		•			
	5.40	250	R	From:		55-662 EA	AST				NA		NA		04/24/20
526	3.40	250	K	To:		55-723 SO	UTH		1		INA		INA		04/24/20
$\overline{}$				From:		55-723 NO									
526)	1.84	150	R	To:	N	ottoway Cou	inty I ine		7		NA		NA		04/24/20
				From:	11	55-645									
527)	1.90	30	R			33-042	,				NA		NA		03/19/20
				To: From:		55-600)								
627)	0.90	50	R						_		NA		NA		03/19/20
				To: From:		55-615 W									
327)	0.77	160	R						_		NA		NA		1998
				To:	N	ottoway Cou	nty Line								
$\overline{}$	4.00			From:	C	harlotte Cou	nty Line				NIA		NIA		00/45/00
628)	1.60	200	R	To:		55-687 W	FST		1		NA		NA		03/15/20
				From:	55	5-687 WEST									
628)	0.50	210	R								NA		NA		03/15/20
	2.04			From:		55-687 EA	AST								0011-100
528	2.21	230	R	To:		55-685			7		NA		NA		03/15/20
				From:		harlotte Cou			1						
629	2.80	150	R			nariotte Cou	nty Line				NA		NA		04/09/20
				To		55-688	3								
				From:	C	harlotte Cou	nty Line								
630	0.95	370	R								NA		NA		03/12/20
				From:	221	55-632		061]						
630	2.18	110	F	96%	0%	4%	1%	0%	0%	F	20	F	110	F	2001
	0.50	050		From:	00/	55-631 EA		001					050	_	6001
630	2.52	250	F	96% To:	0%	4% SR 49	0%	0%	0%	С	30	F	250	F	2001

Length	AADT	QA	4Tire	Bus	Avia 0:			OT	QC	Design	QK	AAWDT	QW	Year
							ııralı	2 i raii		Hour				
1 10	30	R	From:	Meckler	nburg Count	ty Line				NA		NA		03/12/200
1.10			To:		55-632]						00/12/200
1.60	30	R	From:	55-	-632; 55-71	7				NA		NA		03/12/200
			To:	1.60	0 MN 55-63	32								
0.10	30	R						_		NA		NA		1998
			From:											
2.00	60	R						_		NA		NA		03/12/200
2.50	80	R	From:		55-694					NA		NA		03/12/200
			To		55-744			7						
0.20	100	R						- -		NA		NA		03/12/200
				Maaklar		ty Lina		1						
1.50	180	R		WIECKIEI	iourg Count	ly Line				NA		NA		03/12/200
			From:	55-	-631; 55-71	7]——						
1.60	350	R	To:	55-	-630: 55-76	0		¬		NA		NA		03/12/200
			From:											
1.46	40	R						_		NA		NA		06/14/200
0.84	90		To: From:	1.4	6 MN of CI	L]		NΛ		NΙΔ		06/14/200
0.04	30	N.	To:		SR 49					INA		INA		00/14/200
			From:	Meckler	nburg Count	ty Line								
2.66	160	R	To:		55-622			7		NA		NA		1992
			From:	Meckler		ty Line		1						
1.08	340	R						_		NA		NA		04/18/200
2.20	250	_	From:		55-641					NΙΛ		NIA		04/19/200
2.39	350	ĸ	To:		55 (40)			٦		INA		NA		04/18/200
0.41	470	F	93%	1%		1%	2%	0%	F	47	F	470	F	2001
			To: From:		55-639									
4.44	480	F	93%	1%	4% 1	1%	2%	0%	F	49	F	480	F	2001
2 00	270	F	From: 93%	1%	55-655 4% 1	1%	1%	0%	F	30	F	270	F	2001
2.00	2.0	•	To:	170		. , ,	1 70	¬	•					
3.28	810	F	93%	1%	4% 1	1%	2%	0%	С	80	F	820	F	2001
								+						
0.93	260	R	Piolii.	Meckler	iburg Count	ty Line				NA		NA		05/03/200
			To:		55-640]——						
2.10	150	R			55 (27			_		NA		NA		05/03/200
			From:	Meckler		ty I ine		1						
1.79	430	R		Weekler	louig Count	у шис		_		NA		NA		05/03/200
			To: From:		55-718]						
2.47	340	R						_		NA		NA		05/03/200
2.29	440	F	From: 95%	0%		0%	2%	0%	F	48	F	440	F	2001
		•	To:	- / -				7	•		•		•	
3.13	420	F	95%	0%		0%	1%	0%	F	40	F	420	F	2001
	1.10 1.60 0.10 2.00 2.50 0.20 1.50 1.60 1.46 0.84 2.66 1.08 2.39 0.41 4.44 2.00 3.28 0.93 2.10 1.79 2.47 2.29	1.10 30 1.60 30 0.10 30 2.00 60 2.50 80 0.20 100 1.50 180 1.60 350 1.46 40 0.84 90 2.66 160 1.08 340 2.39 350 0.41 470 4.44 480 2.00 270 3.28 810 0.93 260 2.10 150 1.79 430 2.29 440	1.10 30 R 1.60 30 R 0.10 30 R 2.00 60 R 2.50 80 R 0.20 100 R 1.50 180 R 1.60 350 R 1.46 40 R 0.84 90 R 2.66 160 R 2.39 350 R 0.41 470 F 4.44 480 F 2.00 270 F 3.28 810 F 0.93 260 R 2.10 150 R 1.79 430 R 1.79 430 R 1.79 430 R 2.29 440 F	1.10 30 R To From 1.60 30 R 1.60 30 R 0.10 30 R To From 2.00 60 R 2.50 80 R 0.20 100 R To From 1.50 180 R 1.60 350 R To From 1.46 40 R 0.84 90 R 1.08 340 R 2.39 350 R 1.08 340 R 2.39 350 R 0.41 470 F 93% 4.44 480 F 93% 4.44 480 F 93% 3.28 810 F 93% 3.28 810 F 93% 1.70 From 1.70 From 1.70 From 1.70 Prom 1.	1.10 30 R	1.10 30 R	Length AADT QA 4Tire Bus 2Axle 3+Axle	1.10 30 R	Length AADT QA 4Tire Bus 2Axle 3+Axle 1Trail 2Trail	1.10	1.10 30 R 1.60 Mecklenburg County Line NA	Length AADT QA 4Tire Bus 2Axle 3+Axle 1Trail 2Trail QC Hour All Color Colo	1.10 30 R	1.10 30 R

					Lunenb	ourg Maint					D- :				
Route	Length	AADT	QA	4Tire	Bus	2Avle	Tru סאטאב	uck 1Trail	 2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Lunenburg County						ZAXIC	JTAXIC	TITAL	ZIIali		rioui				
637)	2.15	670	F	95%	0%	55-64 ¹ 3%	0%	1%	0%	F	70	F	670	F	2001
637)	1.41	1300	F	95%	0%	55-65: 2 %	0%	1%	0%	F	120	F	1300	F	2001
637)	0.01	1600	F	95% To:	0%	55-112 2% SCL Kenb	0%	2%	0%	С	130	F	1600	F	2001
Town of Kenbridge				ı		SCE Hemo									
637)	0.57	1600	N	95% To:	0%	SCL Kenb 2% SR 40	0%	2%	0%	N	130	N	1600	N	2001
Lunenburg County															
638)	1.80	130	R	From:		SR 13					NA		NA		1998
638)	0.10	80	R	From:		55-69					NA		NA		1998
638)	0.50	90	R	From:		0.10 ME 5 55-602 SO					NA		NA		05/10/2001
638	1.00	30	R	From:		55-602 NO	ORTH				NA		NA		05/10/2001
				To: From:		55-62									
639	1.20	90	R	To:	1	.20 ME 55-6					NA		NA		04/18/2001
639	0.50	30	R	From:	De	ad End; Gap					NA		NA		04/18/2001
(640)	3.10	260	R	From:		55-63					NA		NA		04/18/2001
040				To:		55-63:	5								
(641)	2.50	100	R	From:		55-63:					NA		NA		04/19/2001
				To: From:		55-64									
642)	1.90	60	R	To:		Dead E					NA		NA		04/18/2001
				From:		55-64									
643	2.70	30	R	To: From:		55-635 NC					NA		NA		04/18/2001
643)	2.70	60	R	rion.		55-635 SO					NA		NA		04/18/2001
643)	1.28	120	R	From:		55-64	4				NA		NA		04/18/2001
643)	2.22	130	R	From:	1	1.28 M FRM					NA		NA		04/18/2001
643)	2.20	210	R	From:		55-65] 		NA		NA		05/03/2001
<u></u>	1.90	40	R	From:		55-63: 55-64:					NA		NA		04/18/2001
				To:		55-63									
645)	3.40	150	F	97%	0%	SR 13 1%	0%	1%	0%	С	30	F	150	F	2001
645)	1.60	180	R	From:	D.	55-62					NA		NA		03/19/2001
					Bı	runswick Co	unty Line								

Route	Length	AADT	QA	4Tire	Bus	2Axle 3				QC	Design Hour	QK	AAWDT	QW	Year
Lunenburg County				From:		55-655			I						
646	0.70	120	R	<u> </u>					_		NA		NA		05/03/200
_	2.60	80	R	To: From:		55-647					NA		NA		05/03/200
646)				To: From:		55-637]						
646	0.35	90	R						_		NA		NA		03/27/200
646)	0.75	60	R	From:		55-756					NA		NA		03/27/200
				To: From:		Dead End]						
647)	0.90	30	R	rioin.		55-635			_		NA		NA		05/03/200
	4.00	400		To: From:		55-646]——		NIA		NIA		05/00/000
647)	1.80	100	R	To		55-637					NA		NA		05/03/200
647)	1.00	80	R	From:		33-037			_		NA		NA		03/27/200
	1.50	60	R	From:		55-648]		NA		NA		03/27/200
647)	1.50			To:		55-609]		INA		INA		03/2//200
640	1.75	80	R	From:		55-647					NA		NA		03/27/200
648	1.70			To: From:		1.76 MN 55-	647		7——						00/21/200
648)	0.06	120	R	To:		55-637			7		NA		NA		03/27/200
_				From:		SR 40									
649	2.00	160	R	To:		Dead End			7		NA		NA		03/19/200
<u> </u>				From:		55-651			_						
650	1.05	45	R	To:		Dead End	<u> </u>		7		NA		NA		05/10/200
				From:		55-653									0=//0/00
651)	3.20	160	R	To:		55-652					NA		NA		05/10/200
$\overline{}$	2.20	050	_	From:	40/	55-655	40/	40/		_	20	_	250	_	2004
652	2.30	350	F	95% To:	1%	3% SR 40 EAS		1%	0%	F	30	F	350	F	2001
652)	1.33	210	F	95%	0%	SR 40 WES 3%	0%	0%	0%	С	30	F	220	F	2001
<u> </u>				To: From:		55-663]——						
652	1.40	190	R	To:		55-653 WES	ST		7		NA		NA		04/30/200
652)	1.40	200	R	From:		55-653 EAS					NA		NA		04/30/200
002)				To: From:		55-651			_						
652	1.90	280	F	95% To:	0%	3% SR 49	0%	0%	0%	F	30	F	280	F	2001
Town of Victoria															
653)	1.02	380	F	From:		SR 49					40	F	380	F	2001
				To:		ECL Victor	ria]						
Lunenburg County				From:		ECL Victor	ia								
(653)	2.37	380	N	To:		55 (50 WE)	OTE		7		40	N	380	N	2001
653	4.23	730	F	From:		55-652 WES			_		80	F	730	F	2001
				To:	N	CL KENBRI	DGE								

					Lunenb	urg Maint					De-!				
Route	Length	AADT	QA	4Tire	Bus		Trι 3+Axle		 2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Town of Kenbridge				r T				. maii			. ioui				
653)	0.28	910	F	From:	1	NCL KENB			_		90	F	910	F	2001
653	0.22	840	F	97%	0%	55-113 2 %	0%	1%	0%	С	80	F	840	F	2001
653	0.12	1100	F	From:		55-113 SR 40			_ 		100	F	1100	F	2001
Lunenburg County						SIC II	,								
(654)	2.90	130	R	From:		55-63 55-65					NA		NA		05/03/2001
655)	1.59	160	R	From:		55-63					NA		NA		04/18/2001
	8.80	180	R	From:		55-64	2]—		NA		NA		04/18/2001
(655) (655)	3.37	570	F	From: 95%	1%	55-635 NO 3%	ORTH 1%	1%	0%	С	48	F	570	F	2001
				To:		55-63									
656	1.90	40	R	From:		Dead E 55-62			」 ¬		NA		NA		03/24/2001
<u>(657)</u>	1.50	40	R	From:		Dead E]		NA		NA		04/18/2001
				To:		55-65	5								
658	1.60	60	R	From:		55-71			」 ¬		NA		NA		06/14/2001
659	1.29	100	R	From:		55-67			<u>-</u>		NA		NA		1998
659	1.71	130	R	To: From:		1.30 MS 5	5-675]—		NA		NA		1998
659	0.29	120	R	From:		3.01 MN 5	5-675				NA		NA		1998
\bigcirc	0.73	120	R	From:		3.30 MN 5	5-675		<u> </u>		NA		NA		05/03/2001
(659)				To: From:		55-77	0								
659	1.40	120	R	To:		55-64			_ 		NA		NA		1998
(660)	0.80	10	R	From:		Dead E					NA		NA		05/10/2001
				To: From:		SR 13			1						
<u>661</u>	2.13	260	R	To:		SCL Vic			_ 		NA		NA		05/10/2001
Town of Victoria				From:		COL IV									
(661)	0.57	260	R			SCL Vict			_ 		NA		NA		05/10/2001
661)	0.05	1100	R	From:		55-73					NA		NA		05/10/2001
<u>661</u>	0.18	2600	R	From:		55-102			_ ¬		NA		NA		05/10/2001
				From:		SR 40 Dead E									
662	0.07	20	R	To:		55-101					NA		NA		04/17/2001
		·													· · · · · · · · · · · · · · · · · · ·

											Design				
Route	Length	AADT	QA	4Tire	Bus			1Trail		QC	Hour	QK	AAWDT	QW	Year
Town of Victoria				From:		55-101	1								
662	0.13	100	F	96%	0%	2%	0%	1%	0%	F	20	F	100	F	2001
662	0.26	200	F	From: 96%	0%	55-103 2 %	0%	1%	0%	F	30	F	200	F	2001
				To: From:		55-101			J						
662	0.06	460	F	96%	0%	2%	0%	1%	0%	F	50	F	460	F	2001
662	0.10	530	F	96%	0%	55-100 2%	0%	1%	0%	F	60	F	530	F	2001
662	0.46	1500	F	From: 96%	0%	SR 49 2%	0%	1%	0%	С	150	F	1500	F	2001
				To: From:		55-103									
662	0.22	1400	F	96% To:	0%	2% WCL Vic	0% toria	1%	0%	F	130	F	1400	F	2001
Lunenburg County															
(662)	0.42	1400	N	96%	0%	WCL Vic	toria 0%	1%	0%	N	130	N	1400	N	2001
(662)				To		55-716; 55			¬—						
662	2.75	1100	R	riom.							NA		NA		05/10/2001
662)	1.15	440	R	From:		55-660	6				NA		NA		04/09/2001
				To: From:		55-620	6]						
662	4.29	310	R	To:		55.60			_		NA		NA		04/09/2001
(662)	1.20	370	R	From:		55-62:	5				NA		NA		04/09/2001
				To:	Prin	ice Edward C		e	1						
(663)	2.12	440	R	From:		SR 40)				NA		NA		05/10/2001
				To: From:		2.12 MN S	SR 40								
663	1.25	120	R	To:		55-652	2		7		NA		NA		05/10/2001
				From:		SR 49									
(664)	3.50	80	R	т					_		NA		NA		04/24/200
				From:		55-620									
(665)	2.60	110	R			33-020	<u> </u>		_		NA		NA		04/24/200
				To:		55-62:									
(666)	1.50	280	F	95%	1%	55-662 3 %	2 1%	1%	0%	С	20	F	280	F	2001
(000)				To:		55-620									
	1.00		_	From:		55-662	2								05/07/000
667)	1.39	100	R						_		NA		NA		05/07/2001
(667)	0.91	180	R	From:		1.39 ME 5	5-662				NA		NA		05/07/2001
				To: From:		55-669	9]——						
667)	0.54	90	R	To:		WCL VICT	ORIA		7		NA		NA		1998
Town of Victoria															
(667)	0.26	180	R	From:		WCL VICT	ORIA				NA		NA		1998
007	0.20			To:		55-100	18				,, \				.500
Lunenburg County				From:		55-602	<u> </u>								
(668)	1.70	220	R	<u> </u>		33-002			_		NA		NA		05/03/2001
				To:		SR 13	8								

Route	Length	AADT	QA	4Tire	Bus	2Axle :	Tru 3+Axle	ıck 1Trail	2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Lunenburg County				From:		55-670									
669	0.20	50	R	<u> </u>		20 070			_		NA		NA		04/09/200
	2.10		_	To: From:		55-722					NIA		NIA		04/00/200
669	2.10	50	R	To:		55-667			1		NA		NA		04/09/200
				From:		Dead En									
670	0.70	40	R						_		NA		NA		04/09/200
				To: From:		SR 40 WE SR 40 EA			-						
670	2.80	190	R			SK 40 LA	51		_		NA		NA		1998
				To:		55-680									
	2.00	90	_	From:		55-655					NΙΔ		NΙΔ		04/19/200
671)	3.00	80	R						_		NA		NA		04/18/200
671)	1.90	160	R	From:		55-672					NA		NA		04/18/200
071)				To:		55-675									0 11 10/200
				From:		Dead En	d								
672	1.60	40	R	To:		55 (51			7		NA		NA		04/18/200
				From:		55-671									
673)	1.30	20	R			Dead En	a		_		NA		NA		04/18/200
013				To:		55-671									
				From:		SR 49									
674)	0.85	60	R								NA		NA		04/18/200
	0.05	40		From:		0.85 ME SF	R 49				NIA		NIA		4000
674)	0.05	49	R	To:		55-675			7		NA		NA		1998
				From:		Dead En									
675)	1.60	70	R						_		NA		NA		04/18/200
				To: From:	1.	.60 MN Dea	d End]						
675	0.10	70	R								NA		NA		1998
	0.00			From:		55-674]						4000
675)	0.90	140	R						_		NA		NA		1998
(275)	1.40	330	F	From: 98%	0%	55-671 1%	0%	1%	0%	F	30	F	330	F	2001
675	1.40	330	•	To:	0 70	55-659		170	7		00	•	000	•	2001
675)	0.50	670	F	From: 98%	0%	1%	0%	1%	0%	С	60	F	670	F	2001
				To:		SR 49									
\bigcirc				From:		55-622									
676	0.90	20	R	To:		Dead En	d		7		NA		NA		03/12/200
				From:		Dead En									
677)	0.77	60	R			Dead En	u		_		NA		NA		03/12/200
				To: From:	0.	.77 MN Dea	ıd End		1—						
677)	0.03	60	R						_		NA		NA		03/12/200
				To:		55-622									
670	2.50	60	R	From:		55-680			_		NA		NA		03/15/200
678				To:		55-626 WE	EST		l		13/-1		13/7		
\bigcirc	0.00	400	_	From:		55-626 EA	ST				NIA		N. A		4000
678)	0.60	190	R	_					_		NA		NA		1998
	0.40	160	R	From:		55-679					NA		NA		1998
678	0.40	100	1	To:		55-704			7		14/7		14/7		1990

					Lunenbu	urg Mainte									
Route	Length	AADT	QA	4Tire	Bus	2Axle	Tru 3+4×10		 2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Lunenburg County								IIIali	ZIIali		rioui				
(678)	0.15	40	R	From:		55-704					NA		NA		1998
				To:		0.15 MN 55	5-704								
678	4.45	60	R	To	ъ.	F1 10			_		NA		NA		03/15/2001
				To: From:	Princ	e Edward Co 55-678		<u> </u>							
(679)	0.85	80	R			33-076			_		NA		NA		04/09/2001
				To: From:		0.85 MN 55	5-678								
679	0.07	80	R	To:		55-662	,		_		NA		NA		1998
				From:		55-690									
(680)	0.90	48	R								NA		NA		04/09/2001
				To: From:		55-689									
680	2.10	60	R						_		NA		NA		04/09/2001
680	0.50	60	R	From:		55-681					NA		NA		04/09/2001
000)				To		0.50 MN 55	5-681								
(680)	0.40	70	R	From:							NA		NA		1998
				To: From:		SR 40									
680	0.10	80	R	To:		0.10 MN S	R 40		7		NA		NA		1998
\bigcirc			_	From:		0.10 N SR									0011=10001
(680)	0.20	80	R						_		NA		NA		03/15/2001
680	1.50	90	R	From:		55-678					NA		NA		03/15/2001
680				To		1.50 MN 55	5-678		_						
680	0.20	90	R	From:							NA		NA		1998
				To: From:		55-670]—						
680	0.90	140	R	. —					_		NA		NA		1998
(680)	0.05	70	R	From:		55-666					NA		NA		1998
				To:		55-662									
	0.10	110	R	From:		55-680					NA		NA		04/09/2001
681)	0.10	110	ĸ	To:		SR 40			1		INA		INA		04/09/2001
				From:		SR 40									
682	1.50	70	R	To:		55-626			_		NA		NA		03/15/2001
				From:		55-626									
683	3.47	180	F	90%	2%	6%		1%	0%	С	20	F	180	F	2001
				From:		55-758]						
683)	2.23	370	F	90% To:	2% Princ	6% e Edward Co	0% ounty Line	1%	0%	F	40	F	370	F	2001
				From:		55-685									
684)	1.90	70	R						_		NA		NA		03/15/2001
				To: From:		55-701 55-683									
685)	4.20	80	R			33-083					NA		NA		03/15/2001
				To: From:		55-684			_						
685)	1.44	500	R	To:		110 200	`		_		NA		NA		03/15/2001
				From:		US 360 Dead En			 						
686	1.40	47	R	<u> </u>					<u> </u>		NA		NA		05/03/2001
				To:		55-637			1						

Douto	- المصدا	AADT	O 4	4T:	D		Tru	ıck			Design	Old	A A \ A \ C T	OW	V
Route	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Hour	QK	AAWDT	QW	Year
Lunenburg County				From:		SR 4	0								
687)	1.60	260	R	<u> </u>		DIC 1	0		_		NA		NA		1998
				To:	5	55-628 W;									
697	2.60	20	R	From:		55-628 E	EAST				NA		NA		03/15/200
687)	2.00	20	• • • • • • • • • • • • • • • • • • • •	To:		55-68	35		7		14/1		1471		00/10/200
				From:		55-63	30								
688	1.30	120	R						_		NA		NA		1998
				To: From:		55-623 V 55-623 E	VEST		-						
688	3.80	190	R	<u> </u>		33-623 E	EAST				NA		NA		1998
000				To:		55-622 V									
	2.42	250	ъ.	From:		55-622 E	EAST				NA		NA		1998
688	2.42	250	R	To:		SR 40 E	AST		7		INA		INA		1990
				From:		SR 40 W									
(688)	2.50	200	R	. —					_		NA		NA		03/15/2001
				To:		55-68									
	2.29	100	R	From:		55-68	30				NA		NA		05/10/2001
689	2.29	100	K	. —					_		INA		INA		03/10/200
	1.01	120	R	From:		2.30 MN 5	55-680				NA		NA		05/10/2001
689	1.01	120	IX.	To:		SR 40 W	/EST		1		INA		INA		03/10/200
$\overline{}$				From:		SR 40 E									
689	1.00	40	R	To:		55 (2	16		_		NA		NA		03/15/2001
				Erom		55-62									
600	1.60	50	R			SR 4	9				NA		NA		04/09/2001
690				To:		55-69	12		_						0 1.700.200
690	1.70	60	R	From:		33-09	12		_		NA		NA		04/09/2001
690				To		55-68	20								
690	2.50	60	R	From:		33-00					NA		NA		04/09/2001
				To		55-69	01								
690	1.30	210	R	From:							NA		NA		04/09/2001
				To:		SR 4	0								
\bigcirc				From:		55-62	22								
691)	2.70	150	R	To:		55.00	10		_		NA		NA		04/09/2001
				From:		55-69									
602	1.50	90	R	Troni.		55-62	2.2				NA		NA		1998
692				To		1.50 ME 5	55 622								
692	1.70	60	R	From:		1.50 WIE :	03-022				NA		NA		04/09/2001
				To:		55-69	90								
				From:		SR 4	9								
693)	0.35	49	R						_		NA		NA		04/24/2001
				To:		55-56									
604)	2.40	40	R	From:		55-62	2.5		_		NA		NA		03/12/2001
094)	2.70			To		55.00)1								
694) 694)	2.10	48	R	From:		55-63	71				NA		NA		03/12/2001
				To:		SR 4	0						·		
694)	1.35	30	R	From:		5K 4	7				NA		NA		03/12/2001
				To:		Dead I	End								
				From:		55-62	23								
695)	2.60	120	R	_					_		NA		NA		04/09/2001
				To:		55-62	22								

Route	Length	AADT	QA	4Tire	Rue	Tru 3+Axle			QC	Design Hour	QK	AAWDT	QW	Year
Lunenburg County				From:	55-6			I						
696)	1.20	70	R	<u> </u>	33 0	30				NA		NA		05/10/2001
	1.40	30	R	To: From:	55-6	19				NA		NA		05/10/2001
696)	1.40	30	ĸ	To:	55-6	02				INA		INA		03/10/2001
Town of Kenbridge				From:	GD.	10								
697)	0.13	430	R	rion.	SR	10				NA		NA		1998
				To:	NCL Kei	nbridge								
Lunenburg County				From:	NCL Ker	nbridge		1						
697)	0.87	430	N		1,0210	ionago				NA		NA		1998
				To: From:	1.00 MN	SR 40								
697)	0.60	30	R	To:	Dead	End		_		NA		NA		03/19/2001
				From:	Dead			1						
698)	0.50	110	R					<u></u>		NA		NA		03/15/2001
				To:	55-6									
(700)	1.60	80	R	From:	55-6	85				NA		NA		03/15/2001
700	1.00			To:	55-6	83				147 (107.		00/10/200
				From:	US 360	WEST								
701)	0.70	80	F	81%	1% 10%	1%	5%	0%	С	10	F	80	F	2001
	2.00	380	F	To: From:	55-6 2% 10%	1%	5%	0%	F	40	F	380	F	2001
701)	2.00	300	г	81% To:	Prince Edward			7 070	Г	40	Г	360	Г	2001
				From:	55-6									
702	0.90	90	R							NA		NA		03/12/2001
	0.00		_	From:	55-7	42				NIA		NIA.		00/40/0004
702)	0.30	20	R	To:	Dead	End		7		NA		NA		03/12/2001
				From:	Dead									
(703)	0.20	90	R					_		NA		NA		03/15/2001
				To: From:	55-7			<u> </u>						
704)	1.20	60	R	rioin.	Dead	End		_		NA		NA		03/15/2001
				To:	55-6	78								
\bigcirc	0.40		_	From:	Dead	End								00/40/000
705	2.10	50	R	To:	55-6	513		7		NA		NA		03/19/2001
				From:	SR 4									
706)	0.70	46	R	-				_		NA		NA		04/09/2001
				To: From:	Dead			<u> </u>						
707)	0.05	110	R	From:	55-99)24				NA		NA		05/14/2001
(101)				To:	SR 40 I	EAST]						
\bigcirc	0.00		_	From:	55-6	10								00/10/225
708)	0.80	80	R	To:	Dead	End		_		NA		NA		03/19/2001
				From:	SR 4			1						
709	0.89	250	R		Sit	-		_		NA		NA		1998
				To: From:	0.90 ME	SR 49								
709)	2.26	90	R	To:	EE 751	55 652		_		NA		NA		1998
				10.	55-651;	33-652								

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK	AAWDT	QW	Year
Lunenburg County				From:		1		· ioui				
(710)	0.01	150	R	rioni.	SR 40			NA		NA		03/27/2001
				То:	WCL KENBRIDGE							
Town of Kenbridge				From:	WCL KENBRIDGE							
(710)	0.04	140	R			-		NA		NA		03/27/2001
<u> </u>				To:	NCL KENBRIDGE							
Lunenburg County				From:	NCL KENBRIDGE							
710	0.04	140	R					NA		NA		03/27/2001
<u> </u>	0.74	80	R	From:	55-772			NA		NA		03/27/2001
710	0.74	80	K	To:	Dead End			INA		INA		03/21/2001
				From:	55-603							
(711)	0.80	80	R	To:	D :10 + 1:	_		NA		NA		03/19/2001
				From:	Brunswick County Line 55-622	<u> </u>						
(712)	0.60	70	R	<u> </u>	33-022			NA		NA		1998
				To: From:	0.60 ME 55-622							
712	1.90	100	R					NA		NA		04/18/2001
	0.20			From:	2.50 ME 55-622			NIA		NIA		4000
712	0.30	80	R	To	55.650	-		NA		NA		1998
712)	1.09	80	R	From:	55-658			NA		NA		1998
				Tor	55-655	1						
\bigcirc	0.00	40	_	From:	Dead End			NIA		NIA		00/07/0004
713	0.60	40	R	To:	55-637	7		NA		NA		03/27/2001
				From:	55-601							
(714)	1.30	30	R					NA		NA		03/19/2001
				To: From:	Dead End]						00/40/0004
(714)	0.80	40	R	To:	55-645	ī		NA		NA		03/19/2001
				From:	55-626							
(715)	0.70	50	R			_		NA		NA		04/09/2001
				To: From:	Dead End	1						
(716)	0.69	320	R		55-662; 55-737	_		NA		NA		1998
				To: From:	0.70 MN 55-662	<u> </u>						
(716)	0.41	40	R	To:	2.17.1	_		NA		NA		1998
				From:	Dead End Dead End							
(717)	1.00	60	R		Dead Elid			NA		NA		03/12/2001
				To:	55-631; 55-632							
	2.10	40	R	From:	55-637			NA		NA		06/14/2001
718)	2.10	40	K	To:	55-612	7		INA		INA		00/14/2001
				From:	55-630							
719	1.50	40	R					NA		NA		03/12/2001
	0.20	ΕΛ		To: From:	1.50 MN 55-630	_		NIA		NIA		02/12/2004
719	0.20	50	R	To:	170 101 77 722	_		NA		NA		03/12/2001
719	0.30	70	R	From:	1.70 MN 55-630			NA		NA		03/12/2001
				To:	55-623							

					Lunenb	ourg Main									
Route	Length	AADT	QA	4Tire	e Bus		Trι 3+Axle		 2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Lunenburg County															
(720)	0.80	100	R	From:		Dead I	End				NA		NA		03/15/200
(720)	0.00			To:		55-70)1								00/10/200
				From:		55-66	52								
(721)	2.80	50	R	т					_		NA		NA		04/09/200
				To: From:		55-62			_						
(722)	0.90	60	R	FIOIII.		SR 4	.0				NA		NA		04/09/200
722	0.00			To:		55-66	59								0 11 001 200
				From:		SR 4									
723)	1.55	1200	F	93%	1%	2%	1%	3%	0%	С	120	F	1200	F	2001
				From:		55-73] 						
723)	3.00	1200	F	93% To:		2% Jottoway Co	1%	3%	□ 0%	F	110	F	1200	F	2001
				From:	11	Dead I									
(724)	1.00	170	R			Dead I	- Tid				NA		NA		05/03/200
				To:		55-63	35								
\bigcirc				From:		Dead I	End								
725	0.40	70	R	To:		55-65	52		7		NA		NA		04/30/200
T						33-03	02								
Town of Victoria				From:		SR 4	.9								
(726)	0.25	150	R	. —					_		NA		NA		1998
				To:		NCL Vio	etoria								
Lunenburg County				From:		NCL Vio	etoria								
(726)	0.29	150	N						_		NA		NA		1998
				To:		Dead I	End								
	0.50	•	_	From:		SR 4	.9				NIA		NΙΔ		02/12/200
727)	0.50	6	R	To:		Dead I	∃nd		7		NA		NA		03/12/200
				From:		55-60									
(728)	0.50	40	R								NA		NA		03/19/200
				To:		Dead I	End								
\bigcirc	0.00	70	_	From:		Dead I	End				NIA		NIA		02/40/200
729	0.60	70	R	To:		SCL KENE	RIDGE		7		NA		NA		03/19/200
Town of Kenbridge						OCE TELL	ind GE								
				From:		SCL KENE	BRIDGE								
(729)	0.20	100	R	To:		SR 4	0		_		NA		NA		03/19/200
I C						5K 4	.0								
Lunenburg County				From:		Dead I	End								
(730)	0.31	40	R	. —					_		NA		NA		04/30/200
				To:		55-65									
(721)	0.30	70	R	From:		Dead I	∃nd				NA		NA		03/12/200
731)	0.00	70		To:		SR 4	.9				14/1		107.		00/12/200
				From:		Dead I	End								
732)	0.60	20	R						-		NA		NA		04/09/200
				To: From:		0.60 MN D	ead End]						
732	1.00	110	R	To:		55.65	12		_		NA		NA		04/09/200
				From:		55-62									
733)	0.50	30	R	. will		Dead I	≾na		_		NA		NA		04/19/200
1.00				To:		55-64	11						<u> </u>		

Route	Length	AADT	QA	4Tire	e Bus	2Axle 3				QC	Design Hour	QK	AAWDT	QW	Year
Lunenburg County				From:		55-635									
734	1.25	740	F	98% To:	0%		0% IIA	1%	0% 	С	70	F	740	F	2001
Town of Victoria				From:		EGI MIGTOR	T 4								
734)	0.95	420	F	98% To:	0%	1% 55-1008	0%	0%	0%	F	40	F	430	F	2001
Lunenburg County				From:											
735)	0.60	20	R	To:		55-622 Dead End			_J _]		NA		NA		04/09/2001
				From:		Dead End									
(736)	0.52	120	R	To:		SR 40			7		NA		NA		1998
				From:		55-662 WES	T								
(737)	0.65	130	R						-		NA		NA		05/10/2001
				To: From:		55-662 EAS	T								
738	0.11	40	R	rion.		Dead End					NA		NA		04/02/2001
				To:		WCL VICTOR	RIA								
Town of Victoria				From:		WCL VICTOR	DIA		1						
(738)	0.20	90	R	<u> </u>		WCL VICTOR	XIA		_		NA		NA		04/02/2001
				To:		SR 40									
Lunenburg County				From:		0.35 MW 55-7	723		1						
(739)	0.35	50	R	<u> </u>		,			_		NA		NA		03/24/2001
				To: From:		55-723									
739	0.50	60	R	To:		Dead End			_		NA		NA		03/24/2001
				From:		Dead End Dead End			1						
(740)	0.50	30	R			Deut Ent					NA		NA		03/12/2001
				To:		55-622									
	0.35	40	R	From:		Dead End					NA		NA		04/09/200
(741)	0.00	40	- 1	To:		55-662					14/-3		11/-1		04/03/200
				From:		Dead End									
742	0.90	20	R	To:		55-702			_		NA		NA		03/12/2001
				From:		Dead End									
743)	0.40	10	R			Dette Ente			_		NA		NA		03/19/2001
				To:		SR 40									
744	0.60	40	R	From:		Dead End					NA		NA		03/12/2001
744)	0.00			To:		55-631									00/12/2001
\sim				From:		55-622									
745)	0.25	20	R	To:		Dead End			7		NA		NA		03/12/2001
				From:		SR 40									
746)	0.10	210	R	<u> </u>		-			_		NA		NA		1998
				To: From:		0.10 MN SR 4	40]——						
746	0.10	20	R	To:		Dead End			7		NA		NA		05/03/2001
				From:		Dead End Dead End									
747	0.25	30	R	<u> </u>					_		NA		NA		03/19/2001
				To:		SR 137									

			<u> </u>		Truck		Design		
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	Ω	C Hour	QK AAWDT	QW Year
Town of Kenbridge				From:	Dead End				
(748)	0.15	170	R				NA	NA	03/14/2001
				To:	SR 40				
Lunenburg County				From:	55-622				
(749)	0.15	20	R			_	NA	NA	03/12/2001
				To: From:	Dead End				
(750)	0.80	60	R	Piolii.	Dead End		NA	NA	03/15/2001
1,000				To:	US 360				
\bigcirc	0.05		_	From:	Dead End		NIA	NIA	00/45/0004
751)	0.25	30	R	To:	55-685	7	NA	NA	03/15/2001
				From:	55-622				
752	0.30	20	R			-	NA	NA	04/09/2001
				To: From:	Dead End				
(753)	0.40	20	R	From:	Dead End		NA	NA	03/19/2001
(700)				To:	SR 138				
$\widehat{}$				From:	SR 40				
754)	0.35	30	R	To:	Dead End		NA	NA	04/09/2001
				From:	SR 40 SOUTH				
755)	0.80	340	R		510 10 50 0 111		NA	NA	1998
				To:	SR 40 NORTH				
(756)	0.25	20	R	From:	Dead End		NA	NA	03/27/2001
(756)	0.20	20		To:	55-646		IVA	N/A	03/21/2001
Town of Kenbridge						•			
(757)	0.11	210	R	From:	Dead End		NA	NA	1998
(131)	• • • • • • • • • • • • • • • • • • • •			To:	SR 40				
Lunenburg County						T			
(758)	1.50	48	R	From:	55-683		NA	NA	03/15/2001
(730)				To:	Dead End				
\bigcirc				From:	Dead End				
759	0.80	80	R	To:	SR 40	\neg	NA	NA	04/09/2001
				From:	Dead End				
(760)	0.50	47	R			-	NA	NA	03/12/2001
				To:	55-630; 55-632				
Town of Kenbridge				From:	SR 40				
(761)	0.25	40	R			_	NA	NA	03/27/2001
				To:	NCL Kenbridge				
Lunenburg County				From:	NCL Kenbridge				
(761)	0.45	40	R			-	NA	NA	03/27/2001
				To:	Dead End				
(762)	0.15	48	R	From:	SR 40	_	NA	NA	03/19/2001
762	0.10			To:	Dead End			177	
				From:	SR 40				
763	0.10	49	R	To:	Dood End	7	NA	NA	03/19/2001
					Dead End				

					Lunenburg	Mainte	enance /	Area							
Route	Length	AADT	QA	4Tire	Bus		Tru			QC	Design	QK	AAWDT	QW	Year
Lunenburg County	J				2	2Axle	3+Axle	1Trail	2Trail		Hour				
				From:		Dead Er	nd								
(764)	1.65	100	R	To:		55-683	1		7		NA		NA		1998
				From:		Dead Er									
765)	0.20	40	R			Detta El			_		NA		NA		03/19/200
				To:		55-602									
766	0.60	40	R	From:		Dead Er	nd		_		NA		NA		1998
766	0.00		.``	To:		55-626	5		1		107.		107		1000
				From:		Dead Er	nd								
767)	0.80	40	R	To:		55-622	,		_		NA		NA		04/09/200
				From:		Dead Er			1						
768	0.50	80	R			Dead El	Iu		_		NA		NA		03/15/200
				To:		55-683	3								
\bigcirc	0.05			From:		55-629)								0.4/00/000
769	0.35	60	R	To:		Dead Er	nd		7		NA		NA		04/09/2001
				From:		Dead Er			1						
(770)	0.19	100	R			Dead El	.u				NA		NA		1998
				To:		55-659)								
	0.81	40	R	From:		Dead Er	nd				NA		NA		03/12/200
771)	0.01	40	K	To:		SR 49			7		INA		INA		03/12/200
				From:		Dead Er	nd								
(772)	0.30	60	R						_		NA		NA		03/27/2001
				To: From:		55-710									
(775)	0.31	30	R	110		55-622	2				NA		NA		03/12/2001
				To:		Dead Er	nd								
Town of Victoria				From:											
(1001)	0.05	650	R	T tolli.		55-105	5				NA		NA		05/07/2001
(1001)				To:		SR 40	ı								
(1001)	0.08	840	F	From:		SIC 10					90	F	840	F	2001
				To: From:		55-662	2]—						
(1001)	0.27	540	F	99%	0%	1%	0%	0%	0%	С	60	F	540	F	2001
	0.70			From:		55-101	0]		40		070		2004
1001	0.79	270	F	To:		55-653	1		7		40	F	270	F	2001
				From:	S	SR 40; SF									
1002	0.07	1400	F	94%	1%	3%	1%	1%	0%	С	130	F	1400	F	2001
				To: From:		55-662	2								
1002	0.07	670	F	94%	1%	3%	1%	1%	0%	F	80	F	670	F	2001
	0.00			From:	40/	55-102		407			440		500		0001
1002	0.08	580	F	94%	1%	3%	1%	1%	0%	F	110	F	580	F	2001
	0.61	250	F	From: 94%	1%	55-101 3%	9 1%	1%	0%	F	30	F	250	F	2001
1002	U.U1			94 /0 To:	1 /0	55-653		1 /0							
				From:		55-102									
1003	0.21	160	R								NA		NA		05/07/2001
				To: From:		55-101	9]——						0=10=10=1
(1003)	0.17	390	R	To:		55-653	<u> </u>		7		NA		NA		05/07/2001
						23-033	,		1						

										Desian				
Length	AADT	QA	4Tire	Bus					QC	Hour	QK	AAWDT	QW	Year
			Erom											
0.07	60	R	rioni.		55-10	021		_		NA		NA		05/07/200
			To: From:		55-6	62								
0.15	270	R								NA		NA		05/07/200
2.00	400		From:		55-10)19								00/04/000
0.22	160	R	To:		Dead	End		_		NA		NA		03/24/200
								1						
0.12	20	R	<u> </u>		33-10	133		_		NA		NA		04/02/200
			To:											
0.20	440	В	From:	S	SR 49 Gap	Terminus				NΙΛ		NΙΛ		05/07/200
0.20	440	K	_					_		INA		INA		03/01/200
0.18	140	В	From:		55-10)19				NΔ		NΔ		03/24/200
0.10	140	K						_		INA		INA		03/24/200
0.06	47	В	From:		55-10	006				NΔ		NΔ		03/24/200
0.00	71	IX.	To:		Dead	End		7		IVA		INA		00/24/200
			From:											
0.20	140	R						_		NA		NA		03/24/200
			To		55-10	005								
0.15	100	R	From:		00 10	.00				NA		NA		03/24/200
			To:		55-10	003								
			From:		55-10	001								
0.30	100	R						_		NA		NA		03/24/200
0.03	300	ь	From:		SR 40 V	VEST				NΔ		NΔ		05/14/200
0.03	390	K						_		INA		INA		03/14/200
0.40	110	В	From:		55-6	67				NΙΛ		NΙΛ		05/14/200
0.40	110	K						_		INA		INA		03/14/200
0.03	200	Р	From:		55-10)23				NΔ		ΝΔ		05/14/200
0.00	230	IX.						_		14/3		INA		03/14/200
0.07	320	R	From:		55-10	122				NΔ		NΑ		05/14/200
0.07	020	• • • • • • • • • • • • • • • • • • • •	To:		SR 40 E	EAST						147		00/11/200
								•						
			From:		55-7	34								
0.61	90	R	To:	-	15.16	. ·		_		NA		NA		05/07/200
			10.	De	ad End; Ga	p Terminus								
			From:	De	ad End: Ga	n Terminus								
0.16	350	R						_		NA		NA		05/07/200
			To:		SR 4	10								
			From:		55-10	11								
0.06	60	R	т		1012 G	T		_		NA		NA		04/17/200
			From:											
0.07	50	R						_		NA		NA		04/17/200
			To:		55-10	001		_						
0.20	90	R	a rout.					_		NA		NA		03/24/200
			To:		55-10	005		—						
0.07	80	R	- ront.							NA		NA		03/24/200
			To: From:		<u>55-</u> 10	004]						
0.08	80	R						_		NA		NA		03/24/200
			To:		55-10	003								
	0.15 0.22 0.12 0.20 0.18 0.06 0.20 0.15 0.30 0.03 0.40 0.03 0.07 0.61 0.16 0.06 0.07 0.20 0.07	0.07 60 0.15 270 0.22 160 0.12 20 0.20 440 0.18 140 0.06 47 0.20 140 0.15 100 0.30 100 0.30 390 0.40 110 0.03 290 0.07 320 0.61 90 0.16 350 0.06 60 0.07 50 0.20 90 0.07 80	0.07 60 R 0.15 270 R 0.22 160 R 0.12 20 R 0.20 440 R 0.18 140 R 0.06 47 R 0.20 140 R 0.15 100 R 0.30 100 R 0.30 100 R 0.03 390 R 0.40 110 R 0.03 290 R 0.07 320 R 0.061 90 R 0.06 60 R 0.07 50 R 0.20 90 R	0.07 60 R	Length AADT QA 4Tire Bus	Length AADT QA 4Tire Bus 2Axle	Length AADT QA 4Tire Bus	Length AADT QA 4Tire Bus 2Axle 3+Axle 1Trail	Length AADT QA 4Tire Bus Truck 2Axle 3+Axle 1Trail 2Trail 2Trail	Length AADT QA 4Tire Bus	Length AADT QA 4Tire Bus Truck 2Axide 3+Axide 1Trail 2Trail QC Design Hour	Length AADT QA 4Tire Bus 2Axie 3+Axie 1Trail 2Trail QC Design Hour QK	Length AADT QA 4Tire Bus 2Avis 3+Avis 1Trail 2Trail QC Design Hour QK AAWDT	Length AADT QA 4Tire Bus

					Lunenburg	Mainte	enance A	Area							
Route	Length	AADT	QA	4Tire	Bus		Tru			QC	Design	QK	AAWDT	QW	Year
	_5.19.11		٠,٠		2.	Axle	3+Axle	1Trail	2Trail	~~	Hour	~		~	. 531
Town of Victoria				From:		55-1003	3								
(1010)	0.10	40	R	To:		D 15	1		7		NA		NA		03/24/2001
				From:		Dead En	ıd		1						
1011)	0.08	450	R			SR 40					NA		NA		05/07/2001
				To: From:		55-662									
1011	0.16	180	R	From:							NA		NA		05/07/2001
				To: From:		55-1019)]						
1011)	0.08	150	R								NA		NA		05/07/2001
	0.50			From:		55-1010)				NIA		NIA		04/47/0004
1011)	0.50	30	R	To:		Dead En	ıd				NA		NA		04/17/2001
				From:	•	SR 40									
(1012)	0.32	210	R						_		NA		NA		04/24/2001
				To:		55-1010)								
	0.18	220	R	From:		SR 40					NA		NA		04/24/2001
(1013)	0.10	220	ĸ	т					_		INA		INA		04/24/2001
(1013)	0.08	40	R	From:		55-1020)				NA		NA		04/24/2001
1013				To:		55-1019)								
				From:		Dead En	ıd								
(1014)	0.26	310	R								NA		NA		03/24/2001
	0.07	70		To: From:		55-1019)				NIA		NIA		00/04/0004
1014	0.07	70	R	To:		55-1010)				NA		NA		03/24/2001
				From:		Dead En									
1015	0.02	400	R								NA		NA		05/14/2001
				To: From:		SR 40]						
1015)	0.07	440	R								NA		NA		05/14/2001
	0.00	440		From:		55-662					NIA		NIA		05/44/0004
(1015)	0.08	140	R	To:		55-1020)				NA		NA		05/14/2001
				From:		55-1021									
(1016)	0.14	120	R	<u> </u>							NA		NA		05/07/2001
				To: From:		55-1020)								
(1016)	0.08	140	R	т					_		NA		NA		05/07/2001
				To: From:		55-1019									
(1017)	0.20	230	R	110111		55-662					NA		NA		03/24/2001
				To:		SR 49									
				From:		55-1021									
1018	0.23	210	R	To:		55-1019)		7		NA		NA		04/02/2001
				From:		55-1019									
1019	0.07	30	R	<u> </u>		33-1011			_		NA		NA		04/17/2001
				To: From:		2; Gap T									
1019	0.07	30	R		33-101.	3; Gap T	ciminus				NA		NA		04/17/2001
				To:		55-1014	1		—						
(1019)	0.06	60	R	From:					_		NA		NA		05/07/2001
				To: From:		1; Gap T									
(1019)	0.08	50	R	1	55-100.	2; Gap T	CHININUS		_		NA		NA		05/07/2001
				To:		55-1005	5								

					∟unenb	urg Main	tenance /				Dosies				
Route	Length	AADT	QA	4Tire	Bus		3+Axle		2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Town of Victoria															
(1019)	0.16	190	R	From:		55-10	05		_		NA		NA		05/07/2001
(1019)	0.10		• • • • • • • • • • • • • • • • • • • •	To:	55	5-1003; Gap	Terminus								00/01/2001
\bigcirc	0.00	040	_	From:	S	SR 49; Gap	Terminus				NIA		NI A		0.4/0.4/0.004
(1019)	0.22	210	R						_		NA		NA		04/24/2001
\bigcirc	0.16	60	R	To: From:		55-10	46		_		NA		NA		04/24/2001
(1019)	0.10	80	K	To:		55-10	45		1		INA		INA		04/24/2001
				From:		Dead I									
1020	0.03	20	R						_		NA		NA		04/17/2001
				To: From:		55-10	11]——						
1020	0.18	80	R								NA		NA		03/24/2001
				To: From:		55-10	13]						
1020	0.20	130	R	_					_		NA		NA		05/07/2001
				To: From:		5-1015; Gap 5-1002; Gap			+						
1020	0.40	140	R								NA		NA		04/02/2001
				To: From:		55-10	18		7						
(1020)	0.07	50	R						_		NA		NA		04/02/2001
				To:		Dead I	End		1						
\bigcirc	0.04			From:	40/	SR 4		20/		_	40		222	_	0004
1021)	0.21	260	F	95%	1%	4%	0%	0%	0%	С	40	F	260	F	2001
$\overline{}$	0.07	160	R	From:		55-10	16		_		NA		NA		04/02/2001
1021	0.07	160	K						_		INA		INA		04/02/2001
(1021)	0.13	100	R	From:		THIRTEEN	NTH ST				NA		NA		04/02/2001
(1021)	0.10	100	• • • • • • • • • • • • • • • • • • • •	To:		Dead I	End		1		14/1		147.		0-1/02/2001
				From:		SR 4	.0								
(1022)	0.04	110	R						_		NA		NA		05/14/2001
				To:		55-10	08								
	0.15	40	_	From:		Dead I	∃nd		_		NA		NΙΔ		04/02/2004
1023	0.15	49	R	To:		55-10	08		7		INA		NA		04/02/2001
				From:		55-10			i						
(1024)	0.20	290	R								NA		NA		04/17/2001
				To: From:		55-10	36		—						
(1024)	0.20	510	F	88%	1%	4%	1%	6%	0%	F	46	F	510	F	2001
				To: From:		55-66	51]						
(1024)	0.38	1000	F	88%	1%	4%	1%	6%	0%	С	100	F	1000	F	2001
				To:		SR 40; S									
	0.04	45	R	From:		Dead I	∃nd				NA		NA		04/17/2001
1025	0.04	45	K	. —					_		INA		INA		04/17/2001
4005	0.19	40	R	From:		55-10	47				NA		NA		04/17/2001
(1025)	0.15	40		To		55.10	26		_		IVA		14/-3		04/11/2001
(1025)	0.07	60	R	From:		55-10	36				NA		NA		04/17/2001
1025	0.0.			To:	55	i-1040; Gap	Terminus								0 11 11 12 00 1
	0.07	00	_	From:	55	5-661; Gap	Terminus				NIA		NI A		04/47/0004
1025	0.07	60	R						_		NA		NA		04/17/2001
	0.32	100	R	From:		55-10	29				NA		NA		04/17/2001
1025	0.32	100	ĸ	To:		SR 40; S	SR 49		1		INA		INA		U4/11/2001
				From:		55-10									
1026	0.06	49	R				<u>. </u>		-		NA		NA		04/17/2001
\bigcirc				To:		55-10	42								

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK AAWDT	QW Year
Town of Victoria				From:	55-1042					
(1026)	0.06	90	R					NA	NA	04/17/200
				To: From:	55-1037; Gap Terminus 55-1028; Gap Terminus					
1026	0.13	90	R		55-1026, Gap Terminus			NA	NA	04/17/200
				To: From:	55-1031					
1026	0.20	80	R	Т	GD 40 GD 40	_		NA	NA	04/17/200
				To: From:	SR 40; SR 49					
1027	0.33	120	R	110m.	55-1042			NA	NA	04/17/200
(1021)				To:	9TH ST; Gap Terminus					
(1007)	0.27	130	R	From:	55-661; Gap Terminus			NA	NA	04/17/200
1027	0.21	100	11	To	55 1022	_		14/1	10.1	0-1117200
1027	0.12	200	R	From:	55-1032			NA	NA	04/17/200
(1021)				To:	SR 40; SR 49					
				From:	55-661					
1028	0.32	230	R					NA	NA	04/17/200
	0.05	400		From:	55-1033			NIA	NIA	04/47/200
1028	0.05	420	R	To:	SR 40; SR 49	\neg		NA	NA	04/17/200
				From:	55-1027	l				
(1029)	0.19	110	R					NA	NA	04/17/200
				To: From:	55-734	<u> </u>				
1029	0.05	240	R			_		NA	NA	04/17/200
				To:	55-1024					
(1020)	0.13	40	R	From:	55-1027			NA	NA	04/02/200
1030	0.10			To	55-1025					0 1/02/200
(1030)	0.07	70	R	From:	33-1023			NA	NA	04/02/200
				To:	55-734					
\bigcirc				From:	55-1028					0.1/0.0/0.00
1031)	0.19	50	R					NA	NA	04/02/200
(1031)	0.12	80	R	From:	55-1025			NA	NA	04/02/200
(1031)	0.12	00	IX.	To:	55-1024	\neg		IVA	IVA	04/02/200
				From:	55-1028					
(1032)	0.07	20	R					NA	NA	04/02/200
				From:	55-1027					
1032	0.12	20	R					NA	NA	04/02/2001
	0.40	50		From:	55-1025			NIA	NIA	04/02/2004
(1032)	0.12	50	R	To:	55-1024	\neg		NA	NA	04/02/200
				From:	55-1044					
(1033)	0.35	47	R					NA	NA	04/02/200
				To: From:	55-734					
1033	0.07	60	R	To:	55 1024	_		NA	NA	04/02/2001
				From:	55-1024					
1034	0.10	30	R		Dead End			NA	NA	04/02/200
1004)				To:	0.10 ME Dead End	_				
(1034)	0.10	40	R	From:	0.10 ME Dead Elld			NA	NA	1998
				To:	55-662					

							tenance . Tru			Design				
Route	Length	AADT	QA	4Tire	Bus		3+Axle		QC	Hour	QK	AAWDT	QW	Year
Town of Victoria								 						
	0.09	90	R	From:		Dead I	End			NA		NA		04/02/200
(1035)	0.09	90	ĸ	To:		55-10	08	1		INA		INA		04/02/200
				From:		Dead I								
(1036)	0.04	9	R			D vuu 1				NA		NA		04/17/200
				To: From:		55-10	25	7						
(1036)	0.12	110	R							NA		NA		04/17/200
				To:		55-10	24							
	0.06	440	_	From:		55-10	26			NIA		NIA		04/47/200
(1037)	0.06	110	R	To:		55-10	25	_		NA		NA		04/17/20
				From:		55=10								
1037	0.11	220	R							NA		NA		04/17/200
				To: From:		55-10	24]						
(1037)	0.05	40	R	To:		D 11	2 1	_		NA		NA		04/17/200
				From:		Dead I		1						
1038	0.08	110	R	rom.		SR 4	.0	_		NA		NA		03/24/200
1038				To		55-66	<u> </u>							
(1038)	0.09	47	R	From:		33-00)2			NA		NA		03/24/200
				To:		55-10	20							
				From:		55-73	34							
1039	0.05	60	R							NA		NA		04/17/20
<u> </u>				To: From:		55-10	24							
1039	0.07	40	R	То:		D 11		_		NA		NA		04/17/200
				From:		Dead I								
1040	0.19	60	R	From:		55-10	25			NA		NA		04/17/200
1040)	0.10			To:		Dead I	End			101		101		0 11 11720
				From:		55-10	08							
(1041)	0.07	70	R							NA		NA		04/02/20
				To: From:		55-10	05	<u> </u>						
(1041)	0.16	70	R					_		NA		NA		04/02/200
				To:		Dead I								
	0.20	280	R	From:		55-10	27	_		NA		NA		04/17/200
1042	0.20	200	K					_		INA		INA		04/11/200
(1042)	0.05	160	R	From:		55-73	34			NA		NA		04/17/200
1042	0.00	100		To:		55-10	24			1471		101		0 11 11 1200
				From:		SR 4	.9							
1043)	0.14	20	R					_		NA		NA		03/24/200
				To:		Dead I	End							
\bigcirc	0.44	40	_	From:		Dead I	End			NIA		NIA		0.4/0.0/0.00
1044	0.11	49	R	To:		SR 40; S	R 49	_		NA		NA		04/02/200
				From:		SR 40; S	SR 49							
1044	0.05	80	R	т.				_		NA		NA		04/02/200
				To:		55-10								
	0.06	30	R	From:		55-10	19			NA		NA		03/24/200
1045	0.00	30	ĸ	To:		55-10	46	1		INA		INA		JJ/24/200
				From:		55-10		i						
(1046)	0.25	110	R			,,,,,,,		_		NA		NA		03/24/200
1040				To:		55-10	45	1						

					Lunenb	urg Mainter									
Route	Length	AADT	QA	4Tire	Bus	2Axle 3	Tru s+Axle		 2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Town of Victoria				From:			, ιλίο	· · · · · ·	- 11011		. ioui				
(1047)	0.17	90	R	From:		55-1026					NA		NA		04/17/2001
				To:		55-1024									
\bigcirc	0.05	60	-	From:		Dead End					NA		NA		04/02/200
(1048)	0.05	60	R	To:		SR 40			1		INA		INA		04/02/200
				From:		55-1007									
1049	0.04	20	R	To:		Dead End	1		- 1		NA		NA		05/07/2001
Lunenburg County						Dead End									
	0.44	40		From:		Dead End					N10		NIA		00/04/0004
(1050)	0.14	46	R	To:		55-726			7		NA		NA		03/24/2001
Town of Victoria															
	0.33	250	R	From:		55-661					NA		NA		05/10/200
(1055)	0.55	250	K	To:		55-1001					INA		INA		03/10/200
Town of Kenbridge															
(1101)	0.41	280	R	From:		55-1123					NA		NA		04/30/2001
(1101)				To:		55-1111									
(1101)	0.37	500	F	96%	0%	2%	1%	1%	0%	F	60	F	500	F	2001
				To: From:		55-1110									
(1101)	0.32	650	F	96%	0%	2%	1%	1%	0%	F	70	F	650	F	2001
(101)	0.06	1000	F	From: 96%	0%	55-1130 2%	1%	1%	0%	С	110	F	1000	F	2001
1101)	0.00		•	To		SR 40 EAS		170	¬			•	1000		2001
(1101)	0.31	880	F	96%	0%	2%	1%	1%	0%	F	100	F	880	F	2001
				To:		SR 40 WES	ST								
4400	0.14	110	R	From:		55-653					NA		NA		03/29/2001
(1102)	0.14	110		To:		55-1117					11/7		IVA		00/20/200
$\overline{}$				From:		55-1101									
(1103)	0.15	110	R	To:		55-1108			7		NA		NA		04/30/2001
				From:		SR 40			1						
(1104)	0.11	120	R						<u>-</u>		NA		NA		03/27/2001
				To: From:		55-1114 NOR 55-1114 SOU									
(1104)	0.06	40	R								NA		NA		03/27/2001
				To:		Dead End									
(1105)	0.13	90	R	From:		55-1107					NA		NA		03/29/2001
				To:		55-1106									
1105	0.10	80	R	From:					<u>-</u>		NA		NA		03/29/2001
				To:		55-1125									
(1106)	0.15	430	R	From:		55-1128					NA		NA		03/29/2001
				To:		55-637									
	0.44		_	From:		SCL KENBRI	DGE								00/00/000
1107	0.14	300	R	To:		55-637			7		NA		NA		03/29/2001
				From:		Dead End	[1						
1108	0.03	30	R	<u>-</u>					_		NA		NA		04/30/2001
				To: From:		55-1110									
(1108)	0.32	180	R	To:		55 1121			7		NA		NA		04/30/2001
				1		55-1121			L						

					Lunciio	urg Maint	Tru				Design						
Route	Length	AADT	QA	4Tire	Bus		3+Axle		2Trail	QC	Hour	QK	AAWDT	QW	Year		
Town of Kenbridge				r													
(1108)	0.24	340	R	From:		55-112	21				NA		NA		04/30/200		
1100				To:		55-11	17										
\sim				From:		55-112	26										
(1109)	0.16	260	R						_		NA		NA		04/30/200		
$\overline{}$	0.07	170	R	From:		SR 137; S	R 138				NA		NA		04/30/200		
(1109)	0.07	170	K	To:		55-110	08		1		INA		INA		04/30/200		
				From:		55-110											
(1110)	0.18	280	R								NA		NA		04/30/200		
				To: From:		55-110)8										
(1110)	0.05	90	R	To:		55-11	12		-		NA		NA		04/30/200		
				From:		SCL KENB			1								
(1111)	0.14	390	R			OCL KEND	KIDGE				NA		NA		04/30/200		
				To:		SR 137; S	R 138										
\bigcirc	0.07			From:		Dead E	and				NIA		NIA		0.4/0.0/0.00		
1112	0.07	60	R	To:	55-	-1110; Gap	Terminus		1		NA		NA		04/30/200		
\sim				From:		nd End; Gap											
1112	0.15	40	R						_		NA		NA		04/30/200		
\bigcirc	0.06	200	R	From:		55-112	21				NA		NA		04/30/200		
1112	0.00	200	K	To:		SR 40	0				INA		INA		04/30/200		
				From:		SR 40											
1113	0.10	500	R								NA		NA		05/17/200		
						To: From:		55-110)1]						
1113	0.09	140	R	To:		55 11	1.5		7		NA		NA		05/17/200		
				From:		55-63			<u> </u>								
(1114)	0.39	480	F	94%	0%	4%	1%	1%	0%	С	50	F	480	F	2001		
				To:		SR 40	0										
\bigcirc	2.22	000		From:		SR 40	0								0.4/0.0/0.00		
(1115)	0.06	880	R						_		NA		NA		04/30/200		
	0.13	180	R	From:		55-11	16				NA		NA		05/07/200		
1115	0.10	100	IX.	To:		55-11	17				IVA		IVA		03/01/200		
				From:	Sl	EVENTH A											
1116	0.06	140	R						-		NA		NA		05/07/200		
				From:		55-110]								
(1116)	0.08	620	F	93%	1%	4%	0%	1%	0%	С	70	F	620	F	2001		
(1116)	0.15	270	F	From:	10/	55-111 4 %	0%	1%	0%	F	30	F	270	F	2001		
(1116)	0.15	270	Г	93% To:	1%	55-110		1 70	7 0 76	Г	30	Г	270	Г	2001		
				From:		NORTH ST											
(1117)	0.18	280	R	_							NA		NA		05/07/200		
(1117)				To: From:		55-113	32										
(1117)	0.05	290	R						_		NA		NA		05/07/200		
	2.22	400		To: From:		55-110)2]		.				05/05/05		
1117	0.22	120	R	To:		55-113	36		7		NA		NA		05/07/200		
				From:		55-63											
(1118)	0.08	320	R			JJ-03	,		_		NA		NA		05/07/200		
\bigcirc				To:		55-112	24										

					Lunenburg Mai	ntenance.	Area							
Route	Length	AADT	QA	4Tire	Bus	Tru			QC	Design	OK	AAWDT	ΟW	Year
	Longin	AADI	Q,A	71110	2Axle	3+Axle	1Trail	2Trail	QU	Hour	QIV	AAWDI	QVV	i cai
Town of Kenbridge				From:	55-1	124								
(1118)	0.08	230	R							NA		NA		05/07/2001
				To:	55-1	119								
\bigcirc				From:	55-1	114								0-10-1000
(1119)	0.15	200	R	To:	SR	40		_		NA		NA		05/07/2001
				From:	55-1			1						
(1120)	0.28	160	R		33-1	114		_		NA		NA		03/27/2001
				To:	Dead	End								
				From:	SR 137;	SR 138								
(1121)	0.07	200	R							NA		NA		04/30/2001
				To: From:	55-1	108								
(1121)	0.05	100	R	To:				_		NA		NA		04/30/2001
				10.	55-1	112								
Lunenburg County				From:	Dead	End								
(1122)	0.27	70	R	-		-				NA		NA		03/27/2001
				To:	55-1	129								
Town of Kenbridge				From:										
(1123)	0.09	210	R	rioii.	55-1	101		_		NA		NA		04/30/2001
(1123)	0.00	210	.,	To:	SR 137;	SR 138						101		0 110012001
				From:	55-1									
(1124)	0.14	350	R					_		NA		NA		05/14/2001
				To:	SR	40								
	2.22	400	_	From:	55-1	105								00/00/0004
1125	0.08	120	R					_		NA		NA		03/29/2001
$\overline{}$	0.08	200		From:	55-	637		_		NA		NA		03/29/2001
(1125)	0.06	290	R	To:	55-1	124		7		INA		INA		03/29/2001
				From:	55-1			1						
(1126)	0.15	1000	R		33 1	10)		NA				NA		04/30/2001
				To:	SR	40								
				From:	SR 137;	SR 138								
(1127)	0.07	50	R	To	NOL VE	IDD ID CE		_		NA		NA		04/30/2001
				From:	NCL KEN			1						
(1128)	0.10	460	R	r toin.	55-1	106		_		NA		NA		03/29/2001
1126)	00		•••	To:	Dead	End								00/20/200
Lunenburg County														
		400	_	From:	55-	637								00/07/000
(1129)	0.20	120	R	To:	55-1	122		_		NA		NA		03/27/2001
T. CY. 1 11					33-1	122								
Town of Kenbridge				From:	55-1	126								
(1130)	0.06	220	R					_		NA		NA		04/30/2001
				To:	55-1									
$\overline{}$	0.00	00	_	From:	55-1	142				NIA	· <u> </u>	NIA	_	02/20/2004
(1131)	0.09	20	R					_		NA		NA		03/29/2001
	0.05	200		From:	55-1	138				N1A		NI A		02/20/2024
(1131)	0.05	290	R	To:	SR	40		1		NA		NA		03/29/2001
				From:	55-1									
(1132)	0.12	110	R		33-1	110		_		NA		NA		05/07/2001
				To:	55-1	117								

Douto	a.m.an41-	AADT		4T:		urg Maint				QC	Design	OV	A A \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	0141	V
Route	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Hour	QK	AAWDT	QW	Year
Town of Kenbridge				From:		55-113	33								
(1133)	0.07	40	R								NA		NA		03/27/2001
				To: From:		55-113	34]						
(1133)	0.11	140	R	To:		55 (2)	7		_		NA		NA		03/27/2001
				From:		55-63° Dead E			<u> </u>						
(1134)	0.14	110	R			Dead E	iiu				NA		NA	0:	03/27/2001
				To:		55-113	33								
\bigcirc				From:		55-65	3								00/00/000
1135)	0.31	190	R	To:		Dead E	nd		1		NA		NA		03/29/2001
				From:		55-111									
1136	0.09	140	R			33-111	. /				NA		NA		03/29/200
				To:		55-65	3								
				From:		Dead E	nd								
1137	0.08	40	R	To:		55 112	12		_		NA		NA		03/27/2001
				From:		55-113 Dead E									
(1138)	0.06	80	R			Dead E	ng				NA		NA		03/29/2001
				To:		55-113	31								
				From:		SR 40)								
1139	0.06	310	R								NA		NA		03/29/2001
				To: From:		55-113	35								00/00/000
1139	0.19	300	R	To:		55-653	3		_		NA		NA		03/29/2001
				From:		Dead E									
(1140)	0.04	80	R			Doug D					NA		NA		03/29/2001
				To:		55-113	31								
\bigcirc	0.44			From:		55-114	12								00/00/000
(1141)	0.14	50	R	To:		SR 40)		1		NA		NA		03/29/2001
				From:		55-113			1						
(1142)	0.22	40	R			00 110					NA		NA		05/14/2001
				To:		55-114	11								
Lunenburg County				From:		CD 12	7		1						
(1201)	0.30	90	R			SR 13	/		_		NA		NA		03/19/2001
				To:		Dead E	nd								
				From:		55-622	2								
9446)	0.11	NA		To:	WEG	E END ELE	Magnoc	NT.	_		NA		NA		
				From:	WES	Γ END ELE)L							
9924	0.15	230	R			55-70	1				NA		NA		1998
				To:	L	UNENBUR	G JR HS								
\sim				From:		SR 40)								
9925	0.05	680	R	_					_		NA		NA		1998
	2.25	F^		To: From:	CE	ENTRAL HI	IGH SCH]		N/ A		N14		4000
9925)	0.05	50	R	To:		55-663	3		1		NA		NA		1998
						33-00.									
Town of Kenbridge				From:		55-653	3								
9926	0.10	100	R	To	***	IDDIE CE -	ND 1 2 2		-		NA		NA		1998
				To:	KE	NBRIDGE F	'KIM SCH								