2001

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

Jurisdiction Report 62

Nelson County

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.

					Nelso	n Mainte	nance Ar	ea							
Route	Length	AADT	QA	4Tire	Bus		Tru			QC	Design	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail		Hour				
Nelson County				From:		US 250 A	Afton								
6	3.72	930	G	98%	1%	1%	0%	0%	0%	С	100	G	930	G	2001
				To: From:		SR 151									
(6)(151)	6.22	7600	G	89%	0%	1%	4%	4%	1%	F	670	G	7100	G	2001
				To: From:		R 151 Mart									
(6)	5.79	3100	G	84%	1%	3%	1%	11%	0%	С	270	G	3100	G	2001
$\overline{\bigcirc}$				To: From:		US 29 V									
6 29	3.94	9300	G	85%	1%	2%	1%	10%	0%	F	720	G	9300	G	2001
				From:	40/	US 29 F		22/] 				4=00		
6	3.43	1600	G	90% To:	1%	6% lbemarle Co	1%	2%	0%	С	170	G	1700	G	2001
				From:											
(20)	4.47	9800	G	85%	1%	Amherst Cou 2%	1%	10%	_ 0%	F	790	G	9800	G	2001
29		0000		To:					¬ ~ ~	•			0000		
29	4.28	13000	G	From: 85%	1%	SR 56 Near 2%	1%	10%	0%	F	990	G	13000	G	2001
(29)				To		S 29 South			٦	-					
29	0.82	11000	G	From: 85%	1%	2%	1%	10%	0%	F	880	G	11000	G	2001
20				To:		s US 29 N I									
29	6.51	12000	Α	From: 85%	1%	2%	1%	10%	0%	Α	1300	Α	12000	Α	2001
20)				To		R 6 South In	tarcation								
29	3.94	9300	G	85%	1%	2%	1%	10%	0%	F	720	G	9300	G	2001
				To:		R 6 North In									
29	1.44	8300	G	85%	1%	2%	1%	10%	0%	F	760	G	8300	G	2001
				To:	A	lbemarle Co	ounty Line								
Bus				From:		S 29 South	of Lovingst								
29	0.30	2900	G	95%	1%	3%	0%	1%	0%	F	270	G	2900	G	2001
Bus				To: From:		SR 5	6								
29	0.63	3100	G	95%	1%	3%	0%	1%	0%	F	280	G	3100	G	2001
				To:	US	29 North of	Lovingston	l							
				From:		ockbridge C	ounty Line								
(56)	8.65	130	G	95%	0%	2%	2%	0%	0%	F	20	G	130	G	2001
				From:		62-687 1									
56	7.65	890	G	93%	1%	2%	3%	1%	0%	F	90	G	890	G	2001
				From:		62-680 Mas									
56	1.96	1200	G	93%	1%	2%	3%	1%	0%	F	110	G	1200	G	2001
				From:		151 South o									
56 151	2.56	2300	G	91% To:	1%	3%	3%	2%	0%	F	200	G	2100	G	2001
				From:		NORTH OF 151 South of		VEK							
56	0.20	420	G	93%	1%	3%	1%	1%	0%	F	50	G	420	G	2001
				To: From:	SR 15	1 Y North	of Piney Riv	ver							
56	4.83	1300	G	93%	1%	3%	1%	2%	0%	F	140	G	1300	G	2001
				To: From:	1	US 29 Near	Colleen								
(56) (29)	4.28	13000	G	85%	1%	2%	1%	10%	0%	F	990	G	13000	G	2001
\circ				To: From:	RT 29 S	OUTH OF	LOVINGS	ΓΟΝ]——						
56) (29)	0.30	2900	G	95%	1%	3%	0%	1%	0%	F	270	G	2900	G	2001
23)				To					¬						
56	3.79	1900	G	From: 96%	1%	29 BUS LO' 2%	1%	1%	0%	F	190	G	1900	G	2001
56				To:	. , •	62-639 Sh		•	¬						
56	8.03	780	G	From: 96%	1%	2%	1%	1%	0%	F	80	G	780	G	2001
				To:		62-62									

						Nelso	n Mainte	nance Ar	ea							
Route	ı	ength.	AADT	QA	4Tire	Bus		Trι	ıck		QC	Design	OK	AAWDT	QW	Year
Noute	L	.engui	AADI	QA	41116	Dus	2Axle	3+Axle	1Trail	2Trail	QC	Hour	QIN	AAWDI	QVV	i cai
Nelson County					From:		(2.62									
F 0		2.72	310	G	62%	0%	62-62 33%	1%	4%	 0%	F	40	G	310	G	2001
56		2.72	010	•	To:		kingham C		770	7	•	40	O	010	Ü	2001
					From:	A	mherst Cou	inty Line		i						
60		6.33	1800	G	79%	1%	3%	2%	15%	0%	F	160	G	1800	G	2001
					To:	App	omattox C	ounty Line								
East					From:	A	ugusta Cou	inty Line								
64		1.36	13000	G	84%	1%	2%	1%	12%	0%	F	920	G	12000	G	2001
	Combined	Traffic:	25000	G	84%	1%	2%	1%	12%	0%	F	2200	G	24000	G	2001
					To:	Al	bemarle Co	unty Line								
West					From:		ugusta Cou									
64		1.36	13000	G	84%	1%	2%	1%	12%	0%	F	1300	G	13000	G	2001
\sim	Combined	Traffic:	25000	G	84%	1%	2%	1%	12%	0%	F	2200	G	24000	G	2001
					To:	Al	bemarle Co	unty Line								
		1 10	0500	_	From:		mherst Cou	-	20/		_	000	_	2200	_	2004
(151)		1.46	2500	G	91%	1%	3%	4%	2%	0%	F	230	G	2300	G	2001
					From:		1 Y North o									
151		0.21	3300	G	91%	1%	3%	3%	2%	0%	F	290	G	3000	G	2001
					To: From:		S SR 5]						
(151)		2.56	2300	G	91%	1%	3%	3%	2%	0%	F	200	G	2100	G	2001
$\stackrel{\smile}{=}$					To: From:		N SR :	56								
(151)		2.30	1600	G	94%	0%	3%	1%	1%	0%	F	230	G	1500	G	2001
					To: From:		62-66	6		—						
(151)		8.09	1300	G	94%	1%	3%	1%	1%	0%	F	110	G	1200	G	2001
\bigcirc					To:		62-66	4								
151		5.52	4300	G	94%	1%	3%	1%	1%	0%	F	320	G	4000	G	2001
					To:		SR 6 Martir	ns Store								
(151)		6.22	7600	G	89%	0%	1%	4%	4%	1%	F	670	G	7100	G	2001
					To:		SR 6 A	uon								
(151)		1.41	7600	G	From: 89%	0%	1%	4%	4%	1%	F	610	G	7000	G	2001
(131)				•	To:		bemarle Co		. , ,	٦	•	0.0				
Albemarle County					•			•		•						
					From:	N	Nelson Cou	nty Line								
(151) Critzers Shop F	₹d	1.11	7900	G	89%	0%	1%	4%	4%	1%	F	680	G	7400	G	2001
					To:	US	250 Rockfi	sh Gap Rd								
Nelson County					F		an 1			_						
Wye		0.23	910	G	92%	1%	SR 15	3%	2%	0%	F	90	G	920	G	2001
151		0.23	310	G	92 /0 To:	1 /0	SR 50		2 /0	7 0 /8		90	G	920	G	2001
					From:											
(250)		1.27	6200	М	90%	0%	ugusta Cou 2%	4%	3%	1%	F	NA		NA		2001
(230)			5200		To:	3,0			J /0	- · · ·	•					_001
250 Rockfish Gap T	rnnk	0.13	6400	G	From: 95%	0%	SR 6 At	fton 0%	1%	0%	F	610	G	6300	G	2001
(250) NOCKIISII Gap I	πρκ	0.10	U4UU	G	95 76 To:		Albemarle (1 /0	7 70	'	010	3	0000	J	200 I
					From:		FR-17	'2								
(250) Rockfish Gap T	rnpk	1.45	6400	N	95%	0%	3%	0%	1%	0%	Ν	610	Ν	6300	Ν	2001
$\overline{}$					To: From:		SR 15	1								
250 Rockfish Gap T	rnpk	4.00	6400	N	95%	0%	3%	0%	1%	0%	Ν	610	Ν	6300	Ν	2001
					To:		FR-85									
					From:		Dead E	nd								
600		0.60	50	R						_		NA		NA		05/07/2002
					To	().60 ME De	ead End		—						
600		0.10	40	R	From:					_		NA		NA		1999
					To:		SR 6	,								

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	 2Trail	QC	Design Hour	QK AAWDT	QW Yea
Nelson County						Z 11 dii		i ioui		
(601)	0.48	100	R	From:	SR 6			NA	NA	199
(601)	0.10			To:	62-632				10.	100
				From:	62-626					
602	0.21	330	R					NA	NA	04/24/2
				To:	Buckingham County Line					
				From:	Rockbridge County Line					0=11.11
603	0.55	80	R			_		NA	NA	05/14/2
	0.22	400		From:	62-813	_		NIA	NIA	05/14/
603)	0.23	120	R	To:	SR 56	\exists		NA	NA	05/14/2
				From:	62-626	1				
(604)	3.10	50	R		02-020	_		NA	NA	04/24/2
004)				To:	62-646					
				From:	Dead End					
(605)	0.50	60	R			<u> </u>		NA	NA	04/24/2
				To: From:	62-848	7 ——				
(605)	0.60	80	R	From:				NA	NA	04/24/2
				To:	62-639					
				From:	62-626 SOUTH					
(606)	0.05	50	R					NA	NA	04/22/2
				To: From:	62-607	<u> </u>				
606)	3.45	150	R					NA	NA	04/22/2
$\bigcup_{i=1}^{n}$				To:	62-626 NORTH					
\bigcirc				From:	62-626					
(607)	0.10	20	R					NA	NA	04/22/2
0				From:	62-606					
(607)	0.80	10	R	_		_		NA	NA	04/22/2
				To:	Dead End					
	0.00			From:	Dead End			NIA	N 1.0	05/07/
608	0.90	80	R			_		NA	NA	05/07/2
\bigcirc	0.10			From:	62-783					05/07/
608	0.40	120	R	To:	(2,600	_		NA	NA	05/07/2
				From:	62-609	<u> </u>				
600	2.00	110	R	rioiii.	Dead End			NA	NA	05/07/2
609	2.00	110	IX	. —		_		INA	IVA	00/01/2
	0.40	210	R	From:	62-608			NA	NA	05/07/2
609	0.40	210	K	To:	SR 151	\neg		INA	INA	03/01/2
				From:	Augusta County Line					
(610)	1.98	280	R		Augusta County Line	_		NA	NA	05/07/2
010				To:	Blue Ridge Pkwy					
				From:	62-635					
611	4.30	60	R					NA	NA	05/07/2
				To:	62-636					
				From:	SR 151					
612	0.50	180	R			_		NA	NA	05/09/2
				To: From:	62-613 NORTH 62-613 SOUTH	+				
612	0.05	270	R		02 010 DOOTH			NA	NA	05/14/2
				To:	62-788					
612)	0.95	30	R	From:	02-768			NA	NA	05/14/2
612	0.00			To:	Dead End	\neg		. 47 1	14/1	00/14/2
				From:	62-776	<u> </u>				
613)	2.25	50	R		02 110	_		NA	NA	05/14/2
				To:	2.25 MN 62-776					
613	2.25	50	R	То:		_ 		NA	NA	05/14/2

						Maintena					Desim				
Route	Length	AADT	QA	4Tire	Rus	2Axle 3				QC	Design Hour	QK	AAWDT	QW	Year
Nelson County				From:		25 MN 62-			1						
(613)	0.35	240	R		۷.	23 IVIIN 02-	-770				NA		NA		1999
				To: From:		2-634 SOU 2-634 NOR									
613)	2.85	70	R	<u> </u>	0.	2-034 1101	<u> </u>				NA		NA		05/14/2002
				To: From:	6.	2-612 SOU	TH]						
613)	0.45	110	R								NA		NA		1999
	0.40	230	R	From:	62	2-612 NOR	RTH				NA		NIA		05/09/2002
613	0.40	230	ĸ	To:	SI	R 151 NOF	RTH				NA		NA		05/09/2002
	0.85	240		From:		R 151 SOU					NIA		NIA		1000
613	0.85	240	R	To:		Dead End	<u> </u>				NA		NA		1999
				From:		62-616									
614)	1.40	50	R						_		NA		NA		05/01/2002
				To:		Dead End	d								
(AF)	0.03	30	R	From:		US 29					NA		NA		1999
615)	0.00	- 50	11	To:	0	04 MNI 116	2.20				14/ (1471		1000
615)	0.64	9	R	From:	0.	.04 MN US	5 29				NA		NA		05/01/2002
				To:		Dead End	d								
			_	From:		US 29									1000
616	1.02	150	R						_		NA		NA		1999
	1.70	170	R	From:		62-614					NA		NA		1999
616	1.70	170	IX	To:		62-634					INA		INA		1999
				From:	Albei	marle Cour	nty Line								
617	0.45	60	R								NA		NA		1999
				To: From:		62-693]						
617	0.29	520	R						_		NA		NA		1999
	4.22	150	G	From: 96%	3%	62-800 0%	0%	1%	0%	С	NA		150	G	2001
617	7.22	130	G	30 /0				1 70	7	O	INA		130	U	2001
617)	5.33	310	G	From: 96%	3%	2-639 SOU 0%	0%	1%	0%	F	NA		310	G	2001
				To: From:		US 29			—						
(617)	0.23	90	R	From:							NA		NA		1999
				To: From:	0.	.23 MN US	S 29]——						
(617)	0.17	110	R								NA		NA		05/01/2002
	1.40			From:		62-618					NIA		NIA		05/04/0000
617)	1.40	80	R	To:		Dead End	1		7		NA		NA		05/01/2002
				From:		62-617									
618)	0.20	30	R	<u> </u>							NA		NA		05/01/2002
				To: From:	0.	20 MN 62-	-617]						
618	0.35	20	R						_		NA		NA		05/01/2002
				To: From:		Dead End									
619	1.10	230	R	TOM.		US 29; SR	. 6				NA		NA		1999
9.9				To:		2-634 SOU									
610	1.80	40	R	From:	62	2-634 NOR	RTH				NA		NA		05/01/2002
619	1.00			To:		62-810									
				From:		62-623									
620	0.60	80	R								NA		NA		1999
				To:		62-640									

					Nelsc	n Mainte	nance A	rea							
Route	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle		 2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Nelson County				r I				TTTGII	211411		rioui				
620	0.54	60	R	From:		62-64	40				NA		NA		04/29/2002
620	0.31	10	R	To: From:		62-83	31				NA		NA		04/29/2002
620	0.45	60	R	From:	De	ad End; Ga	p Terminus				NA		NA		1999
	0.20	90	R	To: From:		62-6	89		<u> </u>		NA		NA		1999
620	0.20		N.	To: From:		62-617 V					INA		INA		1999
620	1.80	40	R						- 		NA		NA		05/01/2002
620	0.30	220	R	From:		62-6			_ 		NA		NA		1999
	0.00			To: From:		SR 6 W SR 6 E	AST AST				NIA		NIA.		4000
620	0.20	280	R	To:		62-63	32				NA		NA		1999
(621)	0.14	2	R	From:		62-62	23				NA		NA		04/29/2002
				To: From:		Dead			1						
622	1.40	260	R	rion.	F	Amherst Co	unty Line				NA		NA		1999
622	1.00	150	G	From: 93%	1%	62-63 3%	56 3 %	0%	0%	С	NA		150	G	2001
(622)	0.60	170	R	To: From:		US 6	60		_		NA		NA		04/22/2002
022)				To:		62-62	26								
(623)	0.55	50	R	From:		SR 1	51				NA		NA		05/09/2002
				To: From:	De:	ad End; Ga	p Terminus p Terminus	1							
623	2.10	47	R	Т				,	_ _		NA		NA		05/01/2002
623	1.00	180	R	From:		62-62	25				NA		NA		1999
623	2.20	330	R	From:		62-7:					NA		NA		1999
				To: From:		US 29 SO US 29 No	OUTH ORTH								
623	0.43	320	R	To		62-62	24		¬		NA		NA		1999
623)	0.75	290	R	From:					_		NA		NA		1999
623)	3.65	230	R	From:		62-70			_		NA		NA		1999
				To: From:		62-6 US 2			<u> </u>						
624	0.26	450	R	To:					_		NA		NA		1999
624	0.90	40	R	From:		62-70			_		NA		NA		04/29/2002
				From:		62-62									
625	2.00	50	R	To:		Dead 1	End				NA		NA		05/01/2002
				From:		US 6									
626	1.10	140	G	97% To:	0%	2% 62-606 S	1% OUTH	0%	0%	С	NA		140	G	2001

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trai		QC	Design Hour	QK AAWDT	QW Year
Nelson County				From:		ZIIGII		rioui		
626	2.40	230	R	From:	62-606 SOUTH			NA	NA	1999
626	2.70	70	R	To: From:	62-721			NA	NA	04/22/2002
				To: From:	62-606 NORTH					2.1/22/22
626	4.49	100	R	To:	62-647 EAST			NA	NA	04/22/2002
626)	2.70	90	R	From:	02-04/ EAS1			NA	NA	04/22/2002
626	8.07	130	R	From:	SR 56			NA	NA	04/24/2002
				To:	Albemarle County Line					
627)	1.62	49	R	From:	Dead End			NA	NA	05/14/2002
627)	1.68	190	R	From:	1.62 ME Dead End			NA	NA	05/14/2002
				To: From:	SR 151					
627)	1.60	60	R	From:				NA	NA	05/14/2002
627)	0.35	20	R	From:	62-664			NA	NA	05/14/2002
021)				To:	Dead End					
628)	0.60	1	R	From:	Dead End			NA	NA	05/14/2002
628		•		To:	62-794					
628	0.60	40	R	From:	32,77			NA	NA	05/14/2002
	1.20	100	R	To: From:	62-764			NA	NA	05/14/2002
628	1.20	100	ĸ	To:	SR 151			INA	NA	03/14/2002
				From:	Dead End					
629	1.29	30	R	To:				NA	NA	05/14/2002
				From:	62-634	<u> </u>				
(630)	0.09	70	R	Troni.	62-617			NA	NA	1999
				To: From:	0.09 MN 62-617					
630	0.96	40	R	To:	All I C . I I	_		NA	NA	04/24/2002
				From:	Albemarle County Line 62-840					
(631)	2.30	190	R	<u> </u>	02-840			NA	NA	05/07/2002
				To:	SR 6					
\bigcirc				From:	62-639					
(632)	1.35	30	R					NA	NA	04/29/2002
632)	0.30	150	R	From:	62-601			NA	NA	04/29/2002
				To: From:	62-620					
632	1.00	260	R					NA	NA	04/29/2002
	0.20	260	R	From:	62-774 SOUTH			NA	NA	04/29/2002
632				To	62-774 NORTH					
632	0.70	260	R	From:	VZ //TIVICIII			NA	NA	04/29/2002
$\overline{\bigcirc}$				To:	Albemarle County Line					
	, ==			From:	Dead End					
633	1.35	140	R	To:	CD 151, CD (N	_		NA	NA	1999
					SR 151; SR 6 N					

					Nelsor	n Mainte	nance Ar								
Route	Length	AADT	QA	4Tire	Bus	2 A v.l	Tru		OTrc:1	QC	Design	QK	AAWDT	QW	Year
Nelson County						ZAXIE	3+Axle	ııralı	2Trail		Hour				
	0.29	60	R	From:		SR 151; \$	SR 6 S				NA		NA		05/09/2002
633)	0.29	60	ĸ	To:		62-635 V	VEST				INA		NA		05/09/2002
				From:		62-635 E									
633	1.50	230	R						_		NA		NA		05/09/2002
	0.60	90	R	From:		62-69	92				NA		NA		05/09/2002
633	0.60	90	ĸ	To		0.601/15	(2.602		7		INA		INA		03/09/2002
633)	2.10	100	R	From:		0.60 ME 6	52-692				NA		NA		05/09/2002
000				To:	Alb	emarle Co	ounty Line								
				From:		Dead I	End								
634)	1.41	2200	R	To:		CD 151 N	OBTH				NA		NA		05/14/2002
				From:		SR 151 N SR 151 S									
634)	1.70	710	R	<u> </u>							NA		NA		05/14/2002
				To: From:		62-62	29								
634)	3.00	580	R	To		an and	D.T.I.		_		NA		NA		05/14/2002
				From:		SR 6 NO	UTH								
634)	0.56	460	R	-							NA		NA		1999
				To: From:		62-619 SC	OUTH								
634)	0.50	60	R								NA		NA		1999
				To: From:		62-619 N	ORTH								0=10110000
634	1.70	110	R								NA		NA		05/01/2002
	1.40	45	R	To: From:		62-75	54				NA		NA		05/01/2002
634)	1.40	45	K	т					_		INA		INA		03/01/2002
634)	1.00	40	R	From:		62-61	.6				NA		NA		05/01/2002
034)				To:			p Terminus								00/0 // 2002
	0.45	150	R	From:	Albem	arle CL; C	Sap Termini	us			NA		NA		05/01/2002
634)	0.43	130	K	To:		62-63	35				INA		INA		03/01/2002
				From:		Dead I									
(635)	0.20	20	R	-							NA		NA		05/07/2002
				To: From:		62-80)2								
635)	0.65	300	R								NA		NA		05/07/2002
				To: From:		151; SR 6	SOUTH NORTH								
635	1.34	1200	G	98%	0%	2%	0%	0%	0%	С	NA		1200	G	2001
				To: From:		62-633 E	EAST								
635)	0.80	580	G	98%	0%	2%	0%	0%	0%	F	NA		580	G	2001
				From:		62-61]						
635)	1.65	330	G	98% To:	0%	2%	0% ounty Line	0%	0%	F	NA		330	G	2001
				From:	Alu	62-63			1						
636	1.20	340	R			02-03	,,,				NA		NA		05/07/2002
				To:	Alb	emarle Co	ounty Line								
				From:		62-75	50								
637	0.20	50	R	To:	Alb	amarla Co	ounty Line		7		NA		NA		05/07/2002
				From:			6 SOUTH		1						
638	1.87	390	R	<u> </u>	Ы	, DK	. 500111		_		NA		NA		05/07/2002
				To:	SR	151; SR (6 NORTH								
\bigcirc				From:		62-74	17								04/00/000=
639	0.05	90	R	To:		SR 56 W	/FCT		7		NA		NA		04/29/2002
						SK 36 W	E31								

Route	Length	AADT	QA	4Tire	Bus			ıck		QC	Design	Oĸ	AAWDT	٥١٨/	Year
	Lengui	AADI	QA	41116	Du8	2Axle	3+Axle	1Trail	2Trail	QC	Hour	QN	AAWDI	QVV	real
Nelson County				From:		SR 56 E.	AST								
639	2.41	700	G	93%	1%	3%	1%	2%	0%	С	NA		700	G	2001
639	2.65	440	G	93%	1%	62-71 3%	1%	2%	0%	F	NA		450	G	2001
	3.22	200	G	From: 93%	1%	62-64 3 %	1%	2%	0%	F	NA		210	G	2001
639	0.22	200		To:	170	62-617 SC	OUTH	270	7		147.		210		2001
639	2.19	320	R			62-617 NO			_		NA		NA		04/29/200
				To: From:		SR 6									
640	2.00	20	R	Pioin.		62-64	·1				NA		NA		04/29/2002
640	3.40	30	R	From:		2.00 MN 6	52-641				NA		NA		04/29/2002
				To: From:		5.40 MN 6	52-641]——						
640	1.90	130	R						_		NA		NA		04/29/2002
640	0.70	60	R	From:		62-62	.0				NA		NA		04/29/2002
				To:		62-62	3								
641)	0.15	130	R	From:		US 2	9				NA		NA		1999
				To: From:		0.15 ME U	US 29		_						
641)	2.92	60	R						_		NA		NA		04/29/2002
641)	3.01	20	R	From:		3.07 ME U	US 29				NA		NA		04/29/2002
				To: From:		62-64	0		1						
641)	0.61	60	R	To:		62-63	Q		_		NA		NA		04/29/2002
				From:		SR 50									
(642)	0.35	30	R						_		NA		NA		04/22/2002
				To: From:		Dead E									
643)	0.60	20	R	rioin.		62-63	9				NA		NA		04/24/2002
				To:		Dead E			1						
(644)	1.40	10	R	From:		Dead E	End				NA		NA		04/24/2002
(644)	1.40	10		To:		62-62	.6				INA		IVA		04/24/2002
				From:		62-722 SC	OUTH								
645)	0.90	40	R								NA		NA		04/22/2002
645)	0.20	50	R	From:		62-646 W	/EST				NA		NA		04/22/2002
049				To: From:		62-646 E	AST								
645)	0.07	30	R	From:							NA		NA		04/22/2002
(645)	2.34	20	R	From:		0.07 MN 62	2-646 E				NA		NA		04/22/2002
				To: From:		2.41 MN 62	2-646 E								
(645)	1.70	60	R						_ _		NA		NA		04/22/2002
				To: From:		62-722 NO			<u> </u>						
646)	2.20	110	R	rioni.		SR 5	6		_		NA		NA		1999
				To:		62-60	14								
646	2.00	40	R	From:					<u>-</u>		NA		NA		04/22/2002
				To:		62-645 E	AST								

Route	Length	AADT	QA	4Tire	Bus					QC	Design	QK	AAWDT	QW	Year
Nelson County	-					2Axle	3+Axle	1 I rail	21 rail		Hour				
	0.90	2	R	From:		62-645 W	EST				NA		NA		05/14/2002
646	0.90	2	K	To:		Dead Er	nd		7		INA		INA		03/14/2002
				From:		Dead Er									
647)	0.30	20	R								NA		NA		04/22/2002
				To: From:		SR 56 EA	AST								
647	3.50	200	R	To:		(2.(2(.E)	. C.T.		_		NA		NA		1999
				To: From:		62-626 EA									
647)	4.00	46	R								NA		NA		04/22/2002
				To: From:		62-722 EA	AST								
647)	0.20	120	R								NA		NA		04/22/2002
				To: From:		62-722 W	EST]						
647)	2.40	230	R	т		an *			_		NA		NA		1999
				To:		SR 56									
649	0.80	100	R	From:		SR 56 WI	EST		_		NA		NA		04/22/2002
648	0.00	100		To		62.716			_						0 1/22/2002
648	0.20	47	R	From:		62-719	,				NA		NA		04/22/2002
648				To:		62-703	1								
648	0.50	40	R	From:		02-703	,				NA		NA		04/22/2002
				To:		SR 56 EA	AST								
				From:		62-639 SO	UTH								
649	0.32	60	R								NA		NA		04/22/2002
				To: From:		62-771]						
(649) (649)	0.70	45	R								NA		NA		04/22/2002
				From:		62-694	1								0.1/00/0000
(649)	0.10	90	R	To:		62-639 NO	рти		_		NA		NA		04/22/2002
				From:		62-653									
650	0.07	30	R			02-033	,				NA		NA		04/22/2002
				To:		62-710)								
650	1.64	1100	R	From:		02 /10	,		<u></u>		NA		NA		04/24/2002
				To: From:		SR 56 WI									
(650)	0.30	610	R	Fion.		SR 56 EA	AST				NA		NA		04/22/2002
(630)	0.00	0.0	•••	To:		(2,772	`		_						0
650	1.60	60	R	From:		62-772	2				NA		NA		04/22/2002
030)				To:		Dead Er	nd								
				From:		SR 29	ı								
(651)	1.70	240	R								NA		NA		04/24/2002
0				From:		62-718	3]						
(651)	0.70	100	R								NA		NA		04/29/2002
				To: From:		62-793	3]						0.1/00/0000
651)	0.10	70	R						_		NA		NA		04/29/2002
	0.34	60		From:		62-717	7		_		NA		NA		04/20/2002
651)	0.34	60	R	. —					_		INA		NA		04/29/2002
654	0.96	40	R	From:		0.35 MN 62	2-717				NA		NA		04/29/2002
651	0.90	40	ĸ	To:		Dead Er	nd				INA		INA		U412312UU2
				From:		Dead Er									
652	1.15	50	R								NA		NA		04/29/2002
				To:		62-653	3								

Route	Length	AADT	QA	4Tire	Bus			uck 1Trail		QC	Design Hour	QK	AAWDT	QW	Year
Nelson County				From:		62-65	5								
653	2.32	50	R						_		NA		NA		04/22/200
_	0.36	70	R	To: From:		2.32 MN 6	2-655				NA		NA		1999
(653)				To: From:		62-65	0								
653	0.15	80	R	_					_		NA		NA		04/22/2002
653)	1.97	950	G	From: 89%	1%	62-71 5%	1%	4%	0%	С	NA		960	G	2001
653)	3.10	290	R	From:		US 29; S	R 56				NA		NA		04/24/2002
(653)	1.80	60	R	From:		62-71]——		NA		NA		04/29/2002
				To: From:		Dead E 62-65									
654)	1.00	100	R						⊒ =		NA		NA		1999
654)	1.90	80	R	From:		1.00 ME 6	2-657				NA		NA		04/22/2002
654)	1.60	48	R	From:		62-66	1]		NA		NA		04/22/2002
654)	2.81	280	R	From:		1.60 ME 6	2-661				NA		NA		04/22/2002
				To:		62-65									
655)	0.33	170	R	From:		62-62			_ _		NA		NA		04/24/2002
655)	2.46	170	R	From:		62-825 W	EST				NA		NA		1999
655)	1.68	230	R	From:		62-72	2				NA		NA		04/22/2002
<u>(655)</u>	2.68	250	R	To: From:		62-65	3]—		NA		NA		05/09/2002
	2.85	830	G	From: 89%	1%	62-66 3%	5 5%	2%	0%	F	NA		840	G	2001
655	2.00	650		To:	1 70	US 29		2 /0	7		INA		040		2001
655	0.75	800	R	To:		SR 56 E			 		NA		NA		04/24/2002
				From:		SR 56 W	EST		<u> </u>						
655	4.02	1200	G	89% To:	1%	3% SR 15	5%	2%	0%	С	NA		1200	G	2001
				From:		US 60									
656	2.36	210	G	98% To:	1%	1% 62-62	0%	0%	0%	С	NA		210	G	2001
				From:		Amherst Cou									
657	2.23	850	G	59%	1%	3%	2%	34%	0%	С	NA		860	G	2001
657)	0.37	260	G	From: 86%	3%	6%	1%	4%	0%	С	NA		260	G	2001
(657)	2.93	220	G	From: 86%	3%	62-82 6%	0 1%	4%	0%	F	NA		220	G	2001
<u>657</u>	3.65	320	G	From: 86%	3%	62-72 6%	1%	4%	0%	F	NA		320	G	2001
$\overline{}$				To:		62-73									
658	1.20	40	R	From:	1	Amherst Cou	inty Line				NA		NA		04/22/2002
030	0		••	To:		62-65	7		7		•		•		

Route	Length	AADT	QA	4Tire	Bus	2Axle	I rı 3+Axle	uck 1Trail	2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Nelson County				From:		SR 15									
659	0.10	70	R			5K 15	1				NA		NA		05/09/200
				To:		Dead E	nd								
\bigcirc				From:		62-657	7								0.1/00/000
660	0.50	30	R	To:		Dead E	nd		7		NA		NA		04/22/200
				From:		Dead E			1						
661)	0.50	60	R			Deau Ei	iiu				NA		NA		04/22/200
				To:		62-654	1								
661)	2.40	120	R	From:		02 03					NA		NA		1999
				To: From:		62-662 SO	UTH		T						
661)	1.55	230	R	From:							NA		NA		04/24/200
				To:		62-655	5								
$\overline{}$				From:		62-739)								
662	4.00	50	R	To:		(2 ((1 (0	T IOUT T		_		NA		NA		04/24/200
				From:		62-661 SO 62-661 N; 6									
662	0.20	130	R								NA		NA		04/24/200
				To: From:		62-663	3		—						
662	0.40	70	R	110111.					<u> </u>		NA		NA		1999
				To: From:		0.40 MN 62	2-663		-						
662	0.03	50	R	110111							NA		NA		1999
				To:		62-655	5								
\bigcirc	0.00	400	_	From:		Dead E	nd								1000
663	0.30	120	R								NA		NA		1999
	0.05	400		To: From:		62-730)				NIA		NIA		04/04/000
663	0.25	430	R	To:		62-661 W	ECT		_		NA		NA		04/24/200
				From:		62-661 EA									
663	0.10	70	R						_		NA		NA		1999
				To:		62-662	2								
\bigcirc	4.00	740	_	From:		ugusta Cou		00/		_	NIA		740	_	2004
664)	4.33	710	G	96% To:	0%	2% 62-680	1%	0%	0%	F	NA		710	G	2001
				From:		62 680									
664)	0.45	2300	G	96%	0%	2%	1%	0%	0%	С	NA		2300	G	2001
				To: From:		62-767	7								
(664)	1.03	2500	Α	97%	0%	2%	1%	0%	0%	Α	400	Α	2300	Α	2001
				To: From:		SR 15	1]						
(664)	0.20	200	R	To:					_		NA		NA		05/14/200
						62-627									
605	0.30	70	R	From:		62-674	1				NA		NA		04/29/200
(665)	0.00	,,		To:		0.20.1007.6	2 (71		_		1471		147.		0-11201200
665	1.20	60	R	From:		0.30 MW 6	2-6/4				NA		NA		04/29/200
(665)				To:		1.50 MW.	2 674								
665)	0.30	100	R	From:		1.50 MW 6	∠ - 0/4				NA		NA		04/29/200
665)				To:		62-757	7						<u> </u>		
665	1.96	120	R	From:		02-13	'				NA		NA		04/29/200
				To:	_	US 29 SO	UTH								
<u></u>	4 40	440		From:	40/	US 29 NO		40/			N/A		440	_	2004
665	1.40	440	G	95%	1%	1%	1%	1%	0%	С	NA		440	G	2001
(665)	4.05	400		From:	40/	62-668 W		40/	00/		NIA		400		2004
(665)	1.25	400	G	95% To:	1%	2%	2%	1%	0%	F	NA		400	G	2001

Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	Design Hour	QK	AAWDT	QW	Year
Nelson County								TITAII	ZITAII		noui				
	1.25	370	G	97%	1%	Amherst Co	unty Line 1%	0%	0%	С	NA		380	G	2001
666	1.25	370	G	To:		erst County			7 0 /%	C	INA		300	G	2001
				From:	05-8	27; Amherst	t County Li	ne							
666	1.83	30	G	92%	0%	4%	0%	0%	0%	F	NA		30	G	2001
	0.74			From:	40/	1.83 ME (40/					400		0004
666	0.74	100	G	93%	1%	5%	0%	1%	0%	F	NA		100	G	2001
	0.45	400		From:	40/	62-67		40/			NIA		400		0004
666	0.45	120	G	93%	1%	5%	0%	1%	0%	F	NA		120	G	2001
	1 12	220		From:		62-679 V	VEST		_		NΙΔ		NIA		05/07/200
666	1.43	320	R						_		NA		NA		05/07/2002
	0.20	240		From:	10/	62-679 I		00/	00/		NΙΔ		310	G	2001
666	0.20	310	G	93% To:	1%	6% SR 56 SC	0%	0%	0%	С	NA		310	G	2001
				From:		SR 56 SOU									
666	0.37	220	R								NA		NA		05/07/2002
				To: From:		SR 56 NOR SR 56 NO									
666	1.39	170	G	93%	1%	5%	0%	1%	0%	С	NA		170	G	2001
				To:		SR 1:	51								
				From:		SR 5	6								
667	1.29	240	R								NA		NA		05/14/2002
				To: From:		1.30 MN	SR 56								
667)	1.81	20	R						_		NA		NA		05/14/2002
				To:		Dead I									
\bigcirc	0.20	40	_	From:		Dead I	End				NIA		NIA		04/04/000
668	0.30	40	R	To:		62-665 V	VECT		_		NA		NA		04/24/2002
				From:		62-665 I									
668	0.89	40	R								NA		NA		04/24/2002
				To: From:		0.90 MN	62-665								
668	0.41	80	R								NA		NA		1999
				To: From:		62-65	55								
(668)	1.70	100	R								NA		NA		1999
				To:		62-65									
\bigcirc	0.04	70	_	From:		62-67	71				NIA		NIA		4000
(669)	0.64	70	R	To:		US 2	9		7		NA		NA		1999
				From:		62-62									
670)	0.30	80	R	<u> </u>		02-02	20		_		NA		NA		1999
				To:		SR 6 SO									
	1.00	70	R	From:		SR 6 NC	ORTH				NA		NA		1999
670	1.00	70	K	_					_		INA		INA		1999
(m)	0.70	4	R	From:		62-77	74				NA		NA		05/01/2002
670	0.70	4	K	To:	A	Ibemarle Co	ounty Line		7		INA		INA		03/01/2002
				From:		Dead I			i						
671)	0.33	30	R								NA		NA		1999
				To:		62-66	59		7						
(671)	0.50	40	R	From:		2= 00					NA		NA		1999
\bigcup				To		0.50 ME	62-669		—						
(671)	0.90	80	R	From:		0.00 1111					NA		NA		1999
				To: From:		62-65	55								
(671)	0.10	100	R	From:		52 0t	. =1				NA		NA		1999
				To:		US 2	.9		7						

Route	Length	AADT	QA	4Tire	Bus 2Axle	Tru 3+Axle		2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Nelson County				From:	62-65	5								
672	0.50	180	R		02 00			_		NA		NA		05/07/2002
672	3.00	47	R	To: From:	62-724 E	AST]		NA		NA		05/07/2002
			_	From:	62-67	3								
672	2.10	80	R	To:	SR 15	51		<u> </u>		NA		NA		05/07/2002
\bigcirc	1.00	4=0		From:	SR 15	;1				NIA.		NIA		05/07/000/
673	1.80	150	R	To:	62-67	12		¬		NA		NA		05/07/2002
673)	0.40	30	R	From:				<u>-</u> -		NA		NA		05/07/2002
				To: From:	Dead E			<u> </u>						
674)	0.02	110	R					_		NA		NA		04/29/2002
674	0.60	120	R	From:	62-66	5]——		NA		NA		04/29/2002
674)				To:	62-67	'5								
674	0.05	100	R					_ _		NA		NA		04/29/2002
674)	0.65	200	R	From:	62-82	1				NA		NA		04/29/2002
				To: From:	62-67	'8								
674)	0.10	240	R					_		NA		NA		04/24/2002
674)	1.10	80	R	From:	SR 56 SO	UTH				NA		NA		04/24/2002
				To: From:	1.09 MN S	SR 56								
674)	0.70	70	R	To:	SR 151 S; SF	R 56 MID				NA		NA		04/29/2002
674	0.04	240	R	From:	SR 151 N; SI					NA		NA		05/09/2002
674)				To: From:	62-67	6		_						
674	1.00	180	R					_		NA		NA		04/29/2002
(674)	1.10	30	R	From:	62-78	0				NA		NA		05/07/2002
				To:	SR 56 NC	ORTH								
(675)	0.43	2	R	From:	62-67	4				NA		NA		04/29/2002
0/9				To: From:	0.43 MW 6 0.43 ME 6									
675)	0.07	2	R	<u> </u>	0.43 WIL 0	2-074		_		NA		NA		04/29/2002
<u> </u>	1.40	380	R	From:	0.50 MW 6	52-674]—		NA		NA		04/29/2002
675)	1.40	300	K	To	SR 151; S	SR 56		1		INA		INA		04/29/2002
(675)	0.30	430	R	From:						NA		NA		1999
				To:	62-77									
676)	3.51	140	G	95%	1% 4%	0%	0%	0%	С	NA		140	G	2001
				To: From:	SR 15									
677	0.15	160	R		62-67	0				NA		NA		1999
	0.95	90		To: From:	0.15 MN 6	2-676				NΙΛ		NΙΛ		1000
677	0.85	80	R	To:	Dead E	End				NA		NA		1999
	4.40		_	From:	62-67	4				A 1 A		A.I.A.		04/00/000
678	1.10	40	R	To:	SR 151	V				NA		NA		04/29/2002

Route	Length	AADT	QA	4Tire	Bus	 2Axle		ıck 1Trail	 2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Nelson County				From:		SR 151; S			1		11001				
678)	0.60	280	R	10000		SK 151; S	K 30		_		NA		NA		1999
				To: From:		62-676 SO 62-676 NO									
678)	3.70	140	R						_		NA		NA		05/07/2002
				To:		62-666									
(679)	1.50	60	G	96%	0%	62-666 W	EST 4%	0%	」 ○%	С	NA		60	G	2001
073				To: From:		62-666 N	1ID		7						
(679)	0.70	50	R	FIOIII.		62-666 EA	AST				NA		NA		05/07/2002
				To:		Dead E	nd								
	0.60	450	-	From:		SR 15	1				NIA		NIA		05/07/2009
680	0.60	150	R	To:		(2.052			_		NA		NA		05/07/2002
680	0.50	110	R	From:		62-972	0				NA		NA		05/07/2002
				To: From:		62-697	7		—						
680	0.40	190	R	FIOIII.					_		NA		NA		05/07/2002
				To: From:		SR 56 SO	UTH								
680	1.20	240	R						_		NA		NA		05/14/2002
690	2.90	150	R	From:		62-850)				NA		NA		05/14/2002
680	2.00	100		To:		SR 56 M									00/11/2002
690	1.28	110	R	From:		SR 56 NO	RTH				NA		NA		05/14/2002
680	1.20	110		To:		62-699)				147 (10.0		00/14/2002
680	0.51	100	R	From:		02-093	,		_		NA		NA		1999
				To: From:		049 MN 62 0.49 MN 62									
680	1.39	80	R			0.49 IVIIV 0.	2-099				NA		NA		05/14/2002
_				To: From:	(GW Natl Fo	r Bndy]						
680	1.45	80	R								NA		NA		05/14/2002
	1.90	60	R	From:		1.44 MN OF	F Bndy]		NA		NA		1999
680	1.90	60	ĸ	To:		62-664	1		ī		INA		INA		1999
				From:		62-666									
681)	0.65	110	R								NA		NA		05/09/2002
	1 75	40		From:		62-769)				NIA		NIA		05/00/2001
681)	1.75	40	R	To:		62-680)		7		NA		NA		05/09/2002
				From:		SR 56									
682	0.61	100	R								NA		NA		05/14/2002
	0.00	47		From:		0.61 MN S	SR 56				NIA		NIA		05/44/0000
682	0.39	47	R	To:		Dead E	nd		7		NA		NA		05/14/2002
				From:		Dead E	nd								
683)	1.30	140	R	To:					_		NA		NA		05/14/2002
				From:		SR 56			<u> </u>						
684)	2.00	20	R			Dead E	na		_		NA		NA		05/14/2002
				To:		62-814	1								
	4.00	00		From:		SR 56	i				N/A		N.I.A		05/44/0000
685	1.30	90	R						_		NA		NA		05/14/2002
685	0.20	30	R	From:		62-686 W	EST		_		NA		NA		05/14/2002
000	3.20			To:		62-686 EA	AST								
·	•														-

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW Year
Nelson County				From:	62-686 EAST	1				
685)	2.00	10	R		02-000 E/101	_		NA	NA	05/14/2002
				To:	Dead End					
	2.40	60	_	From:	Rockbridge County Line			NΙΔ	NA	05/14/2003
686	2.40	60	R	To:	SR 56 SOUTH	7		NA	NA	05/14/2002
				From:	SR 56 NORTH					
686	1.20	110	R					NA	NA	05/14/2002
				From:	62-687					07////000
686	0.80	60	R	To:	62-685 WEST	7		NA	NA	05/14/2002
				From:	62-685 EAST					
686	0.50	20	R	_		_		NA	NA	05/14/2002
				To:	Augusta County Line					
	7.80	440	В	From:	62-686			NΙΔ	NA	05/14/2003
687)	7.00	110	R	To:	SR 56	7		NA	NA	05/14/2002
				From:	62-655	1				
688	0.60	30	R		02-033	_		NA	NA	05/07/2002
				To:	Dead End					
				From:	Dead End					
(689)	0.20	40	R	т		_		NA	NA	04/29/2002
				To:	62-620	1				
600	0.15	50	R	From:	Dead End			NA	NA	05/14/2002
690	0.13	50	K			_		INA	NA.	03/14/2002
600	0.15	80	R	From:	62-822	_		NA	NA	05/14/2002
690	0.13	00	IX.	To:	SR 56	7		IVA	IVA	03/14/2002
				From:	Dead End					
691)	0.16	70	R	•		_		NA	NA	1999
				To:	62-656					
\bigcirc				From:	62-633					
692	0.40	9	R	To:	D1 F1	7		NA	NA	05/09/2002
				From:	Dead End	1				
(693)	1.98	390	R		62-722	_		NA	NA	1999
093)				To:	62-803					
693	0.50	560	R	From:	02-803			NA	NA	1999
000				To:	62-617					
				From:	62-649					
694)	0.90	60	R	. —		_		NA	NA	04/22/2002
				To:	Dead End					
	0.22	45	R	From:	Dead End			NA	NA	05/07/2002
695)	0.22	40	IX.	To:	SR 151	7		INA	IVA	03/01/2002
				From:	SR 56	i				
696)	0.06	47	R					NA	NA	04/22/2002
				To:	Dead End					
\bigcirc			_	From:	SR 56					0=10=1==
697)	0.40	40	R	To:	62.690	7		NA	NA	05/07/2002
				From:	62-680	1				
608	0.39	40	R		Amherst County Line	_		NA	NA	05/14/2002
698)				To:	Dead End	L				
				From:	SR 56					
699	0.03	150	R			_		NA	NA	1999
				To:	0.03 ME SR 56					

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW Year
Nelson County				From:		_				
699	0.14	130	R	rioin.	0.03 ME SR 56	_]		NA	NA	1999
				To: From:	62-807]——				
699	1.29	40	R			_		NA	NA	05/14/200
				To:	62-680					
	0.00	40	В	From:	62-623	_		NIA	NIA	04/20/200
700	0.09	10	R	_		_		NA	NA	04/29/200
<u></u>	0.38	10	R	From:	0.09 MN 62-623			NA	NA	04/29/200
700	0.50	10	IX.	To:	Dead End	7		IVA	14/4	04/25/200
				From:	Dead End					
701)	0.09	60	R			_		NA	NA	04/29/200
				To:	SR 56					
\bigcirc				From:	SR 151					
702	0.07	20	R	To:	D 1F 1	7		NA	NA	05/09/200
				From:	Dead End	1				
700	0.50	5	R	rioii.	62-648			NA	NA	04/22/200
703)	0.00	J		To:	Dead End	7		1471	10.0	0-1/22/200
				From:	62-661					
704)	0.12	30	R			_		NA	NA	1999
				To:	Dead End					
				From:	62-676					
705)	1.30	60	R	To:	D 15.1	_		NA	NA	05/07/200
				From:	Dead End	1				
700	2.30	120	R	rioii.	SR 56			NA	NA	1999
706	2.00	120		To:	62-724	7		1471	10.0	1000
				From:	SR 151	1				
707)	0.30	7	R					NA	NA	05/09/200
				To:	Dead End					
\bigcirc				From:	62-639					
708)	0.30	46	R	To:	D 1F 1	7		NA	NA	04/29/200
				From:	Dead End	+				
700	1.39	190	R	rioin.	SR 151 SOUTH	_		NA	NA	05/07/200
709)	1.00	100	• • • • • • • • • • • • • • • • • • • •	To:	12020101011	_		101	10.1	00/01/200
700	1.20	60	R	From:	1.39 MN SR 151			NA	NA	05/07/200
709)				To	2.59 MN SR 151					
709	1.11	110	R	From:	2.39 WIN SR 131			NA	NA	05/07/200
(109)				To:	SR 151 NORTH	1				
				From:	62-653					
710	0.18	900	G	88%	1% 6% 1% 4%	0%	С	NA	910	G 2001
				To:	62-650					
	0.24	000	_	From:	US 29 BUS			NIA	NIA	04/04/00
711	0.31	280	R			_		NA	NA	04/24/200
	0.11	110	- В	From:	62-1001			NA	NΙΛ	04/24/200
711)	0.11	110	R	To:	62-1004	7		INA	NA	04/24/200
				From:	SR 56					
712	0.07	70	R		SIV JU	_		NA	NA	05/14/200
				To	0.07 MN SR 56					
712	0.30	80	R	From:	0.07 MIN DIX 30	_	· <u> </u>	NA	NA	1999
				To:	Dead End	1				

Route	Length	AADT	QA	4Tire	Rue	True	ck		QC	Design Hour	QK	AAWDT	QW	Year
Nelson County				From:										
713)	0.29	8	R	rion.	Dead	Ena				NA		NA		04/24/2002
				To: From:	0.03 MN (62-9431]						
713	0.23	160	R	To:	62-6	50		1		NA		NA		1999
				From:	Dead									
(714)	0.60	45	R					_ <u> </u>		NA		NA		04/29/2002
				To:	62-6									
715)	0.39	90	R	From:	62-6	64				NA		NA		1999
(/13)				To:	Dead	End								
\bigcirc				From:	62-6	53								
716	1.00	30	R	To:	Dead	End		- 1		NA		NA		04/29/2002
				From:	62-6.			1						
717)	0.90	8	R		02-0	31				NA		NA		04/29/2002
				To:	Dead	End								
			_	From:	62-6	51								0.1/00/000
718)	1.56	250	R	To:	US 2	29		_		NA		NA		04/29/2002
				From:	62-6			l						
719	1.62	70	R		02 0			!		NA		NA		04/22/2002
				To: From:	1.62 MN	62-648								
719	0.08	150	R	. —				_		NA		NA		04/22/2002
				To: From:	62-6									
(720)	0.15	340	R	rioni.	62-6	55				NA		NA		1999
720				To:	62-6	55								
_				From:	62-6	57								
721)	0.07	60	R							NA		NA		04/22/2002
				To: From:	0.07 ME	62-657								
721)	4.23	40	R	To:	62-6	26		7		NA		NA		04/22/2002
				From:	62-6.									
(722)	2.10	310	R	<u> </u>	02-0.	55				NA		NA		1999
				To:	62-647 \									
(722)	2.40	140	R	Troni.	62-647	EASI				NA		NA		04/22/2002
(122)				To	SR 5	56		—						
722	2.30	130	R	From:	SIC.					NA		NA		1999
				To: From:	62-8	30								
722	1.10	120	R							NA		NA		1999
			_	To: From:	62-645 S	OUTH								
722	4.60	170	R	To:	Albemarle C	ounty Lina		- 1		NA		NA		1992
				From:	62-6.			1						
723	0.87	60	R		02-0.	33				NA		NA		05/07/2002
				To:	SR 1	51								
	2.24	4.5		From:	62-655 V	WEST				N 1 4		N/ A		05/07/0000
724)	0.34	110	R					_		NA		NA		05/07/2002
	0.36	45	R	From:	0.34 ME	62-655		_		NA		NA		05/07/2002
724	0.36	40	ĸ	To:	62-672 V	WEST		1		NA		INA		03/07/2002
	<u> </u>		_	From:	62-672	EAST								05/05/55
724	2.00	90	R	To:	62-7	06		1		NA		NA		05/07/2002
					02-7	00								

					Nelson Maintenance Area					
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW Year
Nelson County				From:	62-706					
(724)	0.20	140	R	<u> </u>	02-700			NA	NA	1999
724				To:	62-655 EAST					
				From:	SR 151					
725)	0.80	30	R					NA	NA	05/07/20
				To:	Dead End					
	0.00	400	_	From:	SR 151			N1.0	NIA	05/07/0
726	0.60	120	R	To:	Dead End	╗		NA	NA	05/07/20
				From:	Dead End					
727)	0.15	20	R	<u> </u>	Dead End			NA	NA	1999
(21)				To	62-626					
727)	0.05	30	R	From:	02-020			NA	NA	1999
(121)				To:	Dead End					
				From:	Dead End					
728	1.25	70	R	·				NA	NA	05/07/20
<u> </u>				To:	62-636					
				From:	Dead End					
729	0.45	30	R	. —		_		NA	NA	05/07/20
				To:	SR 151					
	0.40	400	_	From:	Dead End			NIA	NIA	1000
730	0.43	130	R			_		NA	NA	1999
				To: From:	62-823					4000
730	0.07	200	R	To	(2.6)2	╗		NA	NA	1999
					62-663					
\bigcirc	1.00	400	В	From:	Dead End			NA	NA	05/09/20
731)	1.00	100	R	To:	62-655	7		INA	INA	05/09/20
				From:	Dead End					
732	0.70	49	R		Dead End			NA	NA	04/22/20
732				To:	62-655					
				From:	US 29					
733)	0.50	70	R			_		NA	NA	1999
				To:	0.50 MW US 29	7				
(733)	0.10	60	R	From:	0.00 1111 0.02)			NA	NA	1999
				To	0.60 MW US 29	7				
733	0.28	20	R	From:	0.00 NIW 05 2)			NA	NA	04/24/20
(700)				To:	Dead End					
				From:	Dead End					
734)	0.52	50	R			_		NA	NA	1999
				To: From:	62-835	T				
734)	0.33	140	R	From:		_		NA	NA	1999
				To:	62-661; 62-662					
				From:	62-739					
735)	0.41	46	R			_		NA	NA	04/24/20
				To:	Dead End					
$\overline{}$	0.10		_	From:	Dead End			NIA .		05/07/0
736	0.10	50	R	To:	62-638	7		NA	NA	05/07/20
-				From:		1				
727	0.85	70	R	a toni.	Dead End	_		NA	NA	05/01/20
737)	0.05	, 0	Λ.	To:	US 29	1		14/4	INA	03/01/20
				From:	62-724	†				
738)	0.35	60	R	L	02-724	_		NA	NA	1986
				To:	Dead End					
				•						

Route	Length	AADT	QA	4Tire	Rus	Tru			QC	Design	QK /	AAWDT	QW	Year
Nelson County						3+Axle	1 I rail	21rail		Hour				
739	0.30	330	R	From:	Amherst Cou	ınty Line				NA		NA		1999
(100)				To:	62-65	7		—						
739	2.16	490	G	92%	2% 5%	1%	1%	0%	С	NA		500	G	2001
	0.18	60	R	From:	US 29 SC	UTH				NA		NA		1999
739	0.16	60	K	To	0.18 MN	115 20				INA		INA		1999
739	0.22	60	R	From:	0.18 MIN	08 29				NA		NA		1999
				To: From:	0.39 MN	US 29]						
739	0.05	60	R	To:	US 29 NO)RTH		7		NA		NA		1999
				From:	62-80									
740	0.45	50	R	т				_		NA		NA		04/24/200
				To: From:	Dead F US 2									
741)	0.40	380	R		032	7				NA		NA		1999
				To: From:	62-81	1]——						
741)	0.09	80	R	_				 i		NA		NA		1999
(741)	0.60	60	R	From:	0.09 MN 6	52-811				NA		NA		1999
(/41)				To:	Dead F	end								
\bigcirc	0.45	70		From:	Dead I	end				NIA		NIA		1000
742	0.15	70	R	To:	62-78	36		1		NA		NA		1999
				From:	1.30 MS 6									
743)	1.30	50	R					_		NA		NA		04/24/2002
	1.40	70	R	To: From:	62-62	.6				NA		NA		04/24/200
743)			• • •	To:	Dead F	end								
\bigcirc	0.00		_	From:	Dead F	End				NIA		NIA		0.4/00/000
744)	0.60	20	R	To:	62-72	22		1		NA		NA		04/22/200
				From:	Dead F	End								
745)	0.50	60	R	To:	SR 5	6		1		NA		NA		04/22/200
				From:	Dead F									
746	0.50	20	R	_				_		NA		NA		04/29/2002
				To: From:	62-62 Dead F			1						
747)	0.10	3	R		Dead I	ına				NA		NA		04/29/2002
				From:	62-63	9]						
747)	0.10	20	R	To:	Dead F	End		1		NA		NA		04/29/2002
				From:	US 2									
748)	0.50	80	R	_				_ _		NA		NA		1992
				To: From:	Dead F 62-63			<u> </u>						
749	0.90	100	R	<u> </u>	02-03	<u>J</u>		_		NA		NA		05/07/2002
				To:	Dead I									
(750)	0.03	100	R	From:	SR 15	51				NA		NA		05/07/2002
750	0.00			To	62-77	/3		7		, 1				20.0772007
750	0.40	120	R	From:				_		NA		NA		05/07/200
				To:	62-83	9								

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW Year
Nelson County				From:	62-839					
750	0.15	120	R			_		NA	NA	05/07/200
				To: From:	62-637	}—				
750	0.10	140	R	To:	Albemarle County Line	7		NA	NA	05/07/200
				From:	SR 151					
(751)	2.30	190	R		SIC 131	_		NA	NA	05/14/200
				To:	Dead End					
\bigcirc	0.45	_		From:	Dead End					0=11.11000
752	0.15	8	R	To:	SR 56	7		NA	NA	05/14/200
				From:	Dead End					
753	0.15	10	R		Dead End	_		NA	NA	04/29/200
				To:	62-653					
$\overline{}$				From:	62-634					
754)	0.70	10	R	To:	Dead End	7		NA	NA	05/01/200
				From:						
755)	0.16	60	R		Dead End	_		NA	NA	04/22/200
(100)				To:	US 60					
				From:	62-623					
756	0.90	50	R	To:		_		NA	NA	05/01/200
				From:	Dead End					
757	0.30	20	R	From:	Dead End	_		NA	NA	04/29/200
757	0.00			To:	62-665	1				0 11 201 2001
				From:	62-655					
758)	0.70	40	R	. —		- 1		NA	NA	04/24/200
				To:	Dead End					
750	0.15	40	R	From:	62-617	_		NA	NA	04/29/200
759	0.10	40	.,	To:	Dead End	1		14/ (10.1	0-11201200
				From:	Dead End					
760	0.18	10	R	<u>-</u>		<u> </u>		NA	NA	05/07/200
<u> </u>				To: From:	0.18 MN Dead End	}—				
(760)	0.40	220	R	To:	OD 151	7		NA	NA	1999
				From:	SR 151	1				
761)	0.40	60	R	rioni.	SR 56	_		NA	NA	1999
761				To:	Dead End					
				From:	Dead End					
762	0.40	10	R	. —		_		NA	NA	05/01/200
				To: From:	US 29					
(762)	0.25	20	R	From:	Dead End	_		NA	NA	04/24/200
763	0.20		.,	To:	62-639	1				0 1/2 1/200/
				From:	Dead End					
764	0.60	10	R			_		NA	NA	05/14/200
				To:	62-628	1				
TOP	0.20	40	R	From:	SR 151	J		NA	NA	05/07/200
765)	0.20	40	ĸ	To:	Dead End	7		INA	INA	03/07/200
				From:	62-624	i				
766	0.48	350	R	<u>-</u>		 1		NA	NA	04/29/2002
				To:	62-834					

					Nelson Maintenance Area						
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW	Year
Nelson County				From:	62-834						
766	0.12	300	R			_		NA	NA		04/29/200
_				To: From:	62-836	}——					
766)	0.24	300	R			_		NA	NA		04/29/200
				To:	62-623						
	0.28	60	R	From:	62-664	_		NA	NA		05/14/200
(767)	0.20	00	K	To:	62-664	7		INA	NA		03/14/200
				From:	Amherst CL; 62-622						
768	2.16	80	R			_		NA	NA		04/22/200
				To: From:	2.16 MN OF CL]					
768	0.09	90	R	_		_		NA	NA		1999
				To:	62-657						
	0.17	20	R	From:	62-681	J		NA	NA		05/09/200
769	0.17	20	K	To:	Dead End	7		INA	NA.		03/03/200
				From:	US 29 SOUTH	Ì					
770	0.25	80	R			_		NA	NA		04/29/200
				To:	US 29 NORTH						
\bigcirc				From:	62-639						
771)	0.20	40	R	To:	62-649	7		NA	NA		04/22/200
				From:	62-650						
772	0.45	220	R		02-030	_		NA	NA		04/22/200
112				To:	62-777	1					
772	0.05	10	R	From:	02-111	_		NA	NA		04/22/200
				To:	Dead End						
				From:	62-750						
773)	0.10	20	R	To:	D 15.1	7		NA	NA		05/07/200
				From:	Dead End	-					
774)	0.70	90	R		Albemarle County Line	_		NA	NA		04/29/200
(14)				To:	62-632 SOUTH	1					
	0.70	40		From:	62-632 NORTH	J		NIA	NIA		04/00/00
774)	0.70	40	R	To:	62-670	7		NA	NA		04/29/200
				From:	Dead End						
775)	0.15	60	R		Dead End	_		NA	NA		1999
				To	US 29	—					
775)	0.13	60	R	From:				NA	NA		1999
				To:	0.13 ME US 29						
$\overline{}$				From:	62-623						
776	1.90	50	R			_		NA	NA		05/01/200
	0.00			From:	62-613	}——					1000
776)	0.30	80	R	To:	US 29	1		NA	NA		1999
				From:	62-860						
777)	0.14	270	R		02 000			NA	NA		04/22/200
				To:	62-772	1					
\sim				From:	Amherst County Line]					
778	2.89	670	G	92% To:	1% 3% 3% 1%	0%	С	NA	680	G	2001
				From:	SR 151	 					
779	0.45	60	R		Dead End	_		NA	NA		1999
(13)				To:	US 29	l					
				_							

					Treiseri Maintenance 7 trea							
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Nelson County				From:								
(780)	0.40	50	R	rioin.	62-674			NA		NA		05/07/2002
(100)				To:	Dead End							
\bigcirc				From:	SR 151							
781	0.50	10	R	To:	Dead End	_		NA		NA		05/09/2002
				From:	62-651							
(782)	0.30	49	R		02-031			NA		NA		1999
				To:	Dead End							
\bigcirc	0.05		_	From:	62-608			NIA		NIA		05/07/0000
783	0.25	20	R	To:	Dead End	_		NA		NA		05/07/2002
				From:	Dead End	1						
784)	0.50	90	R		Doud End			NA		NA		1999
				To:	SR 151							
\bigcirc	0.40	40	_	From:	62-623			NIA		NIA		05/04/0000
785	0.42	48	R	To:	Dead End	_		NA		NA		05/01/2002
				From:	US 29							
786	0.03	100	R		002)			NA		NA		1999
				To: From:	0.03 ME US 29	_						
786	0.15	100	R	110111		<u></u>		NA		NA		05/01/2002
				To: From:	62-742	_						
786	0.20	10	R	To	D 151	_		NA		NA		05/01/2002
				From:	Dead End							
(787)	0.26	20	R	rioin.	US 29 SOUTH			NA		NA		04/24/2002
(101)				To:	US 29 NORTH							
				From:	62-612							
788	0.50	70	R	т		_		NA		NA		1999
				From:	Dead End							
789	0.30	20	R	1 toni.	62-680			NA		NA		05/14/2002
(100)				To:	Dead End							
				From:	US 29; 62-762							
790	0.15	20	R					NA		NA		05/01/2002
	0.05			From:	0.15 MN US 29			NIA		NIA		05/04/0000
790	0.25	20	R	To:	Dead End	_		NA		NA		05/01/2002
				From:	Dead End	1						
(791)	0.90	40	R		Doud End			NA		NA		04/22/2002
				To:	US 60							
\bigcirc	0.75	40	_	From:	62-817							0.4/00/0000
792	0.75	40	R	To:	Dead End	_		NA		NA		04/22/2002
				From:	Dead End							
793)	0.40	10	R					NA		NA		04/29/2002
				To:	62-651							
	0.00	00	_	From:	Dead End			NIA		B I A		05/4/4/0000
794)	0.20	20	R	To:	62-628			NA		NA		05/14/2002
				From:	SR 151							
795)	0.50	20	R	<u> </u>	J			NA		NA		05/07/2002
				To:	Dead End							

					Nelson Maintenance Area															
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW	Year									
Nelson County				From:	Dead End															
(796)	0.07	46	R		Dead End			NA	NA		1999									
				To:	62-655															
				From:	SR 151															
(797)	0.10	40	R	To:	D 15.1	_		NA	NA		05/09/200									
				From:	Dead End															
798)	0.60	100	R	Troni.	Dead End			NA	NA		05/07/200									
(190)	0.00			To:	62-840						00/0//200									
				From:	Dead End															
799	0.36	20	R					NA	NA		05/09/200									
				To: From:	0.36 ME Dead End															
799	0.03	20	R	To:	(2.(25	_		NA	NA		05/09/200									
				From:	62-635															
(000)	0.83	820	G	95%	62-617 2% 3% 0% 1%	0%	С	NA	830	G	2001									
800	0.00	020	ŭ	To:	Albemarle County Line	\neg	Ū													
				From:	62-638															
801)	0.45	70	R					NA	NA		1999									
				To:	Dead End															
\bigcirc	0.45						From:	62-635						4000						
0.15	0.15	70	R	To:	Dead End	_		NA	NA		1999									
				From:	62-693															
803	0.20	30	R		02-093			NA	NA		04/24/200									
				To:	Dead End															
				From:	Dead End															
804)	0.10	20	R					NA	NA		04/24/200									
				From:	62-805 WEST	_														
804)	0.35	70	70	70	70	70	70	R					NA	NA		04/24/200				
		200	200	200	200		To: From:	62-805 EAST												
804)	0.17					R					NA	NA		04/24/200						
	2.22			From:	62-617		NΙΔ	NIA		04/24/200										
804)	0.23	40	40	40	40	40	40	R	To:	62-800	_		NA	NA		04/24/2002				
				From:	62-804 WEST	1														
805)	0.15	80	80	80	80	80	80	80	80	80	80	R	<u> </u>	02-804 WEST			NA	NA		04/24/200
				To: From:	0.15 ME 62-804															
805)	0.06	120	R		0.13 NIL 02-00 1			NA	NA		04/24/200									
				To:	62-804 EAST															
$\widehat{}$				From:	SR 151															
806	0.20	30	R	To	D 17.1	_		NA	NA		05/07/200									
				To: From:	Dead End															
807)	0.35	50	R	rront.	62-699			NA	NA		05/14/200									
(807)				To:	Dead End															
				From:	62-800															
808)	0.40	60	R			_		NA	NA		04/24/200									
\bigcup				To:	Dead End															
$\overline{}$			_	From:	Dead End			N. A.			0.4/00/00									
809	0.50	30	R	To:	62-606			NA	NA		04/22/200									
				From:	SR 6 SOUTH															
810	0.40	30	R		3K 0 3OU111			NA	NA		1999									
0.00				To:	62-619															
<u></u>									·											

					Nelson N	Mainten	ance Ar	ea							
Route	Length	AADT	QA	4Tire	Fire Bus				QC	Design	QK	AAWDT	QW	Year	
	Longui	ו ערה	~ ^	71110	203	2Axle	3+Axle	1Trail	2Trail	Q.O	Hour	۷ı۱	/ U (VV D I	∝vv	i cai
Nelson County				From:		62-619)								
810)	0.90	60	R						_		NA		NA		05/01/2002
				To:	S	R 6 NOR	RTH								
\bigcirc	0.40			From:		Dead Er	nd								1000
811)	0.10	40	R	To:		62-741	ı		_		NA		NA		1999
				From:		62-655			1						
(R12)	0.80	260	R			02-033)				NA		NA		1999
812				To	0.6	30 MN 62	2 655								
812	0.30	160	R	From:	0.0	SU IVIIN UZ	2-033				NA		NA		1999
012				To:		Dead Er	nd								
				From:	Blu	ıe Ridge	Pkwy								
813	0.08	70	R								NA		NA		05/14/2002
				To:		62-603	3								
\bigcirc				From:		SR 56								4000	
814)	0.99	130	R						_		NA		NA		1999
				From:	0.9	99 MN S	R 56								0=////0000
814)	3.45	60	R								NA		NA		05/14/2002
				From:		62-684	ļ								
814)	0.03	100	R								NA		NA		05/14/2002
814)				From:		ie Ridge] 						
	0.37	220	G	96% To:	2%	2%	0%	0%	0%	С	NA		220	G	2001
				From:	Augi	usta Cour			1						
815)	0.40	20	R	Piolii.		Dead Er	nd				NA		NA		04/29/2002
	0.40	20	IX.	To:		SR 151	1		1		INA		INA		04/23/2002
				From:		62-613			i						
816	0.40	60	R			02 013	,				NA		NA		05/14/2002
010				To:		Dead Er	nd								
				From:		Cul-de-S	Sac								
817)	0.46	46	R								NA		NA		1999
				To: From:	0.46	MN Cul-	-de-Sac								
817)	0.04	60	R								NA	NA	NA		1999
				To: From:		62-792	2								
817)	0.25	120	R						_		NA		NA		1999
				To:		62-639									
	0.00	_	_	From:		62-631									05/07/0000
818	0.20	8	R	To:		Dead Er	a d		_		NA		NA		05/07/2002
				From:											
819	0.69	140	R	1 tolli.		62-656)				NA		NA		1999
819	0.00	140		To:		US 60	1		1		147 (14/1		1000
				From:		Dead Er									
820	0.40	40	R								NA		NA		04/22/2002
				To:		62-657	7								
				From:		62-674	1								
821)	0.20	20	R	т.					_		NA		NA		04/29/2002
				To:		Dead Er									
\bigcirc	0.40	20	_	From:		Dead Er	nd			_	NIA		NIA .		05/4//0000
822	0.40	20	R	To:		62-690)		7		NA		NA		05/14/2002
				From:					+						
823	0.23	60	R			Dead Er	iu		_		NA		NA		1999
(823)			_ ``	To:		62-730)		1						
						-									

Route	Length	AADT	QA	4Tire	Truck		QC	Design	QK AAWDT	QW Year										
Nelson County					2Axie 3+Axie 11rail	2Trail		Hour												
	0.08	10	R	From:	62-655	J		NA	NA	1999										
824)	0.06	10	K	To:	Dead End	7		INA	NA	1999										
				From:	62-655 WEST	Ī														
825	0.19	2	R			_		NA	NA	05/14/2002										
				To: From:	Dead End	1														
825)	0.16	2	R					NA	NA	05/14/2002										
<u> </u>				To:	62-655 EAST															
	4.66	20	R	From:	SR 56	_		NA	NA	05/14/2002										
826	4.00	20	ĸ	To:	Dead End	7		INA	INA	05/14/2002										
				From:	Amherst County Line	i														
827)	1.02	10	R		Attimetst County Ente	_		NA	NA	05/14/2002										
				To:	Dead End															
				From:	Dead End															
828	0.51	40	R	To:	110.00	7		NA	NA	05/01/2002										
				From:	US 29															
(20)	0.20	3	R	rioii.	62-772	_		NA	NA	04/22/2002										
830	0.20	Ū		To:	Dead End	7	INA	10.	0 1/22/2002											
				From:	62-620															
831	0.17	45	R					NA	NA	04/29/2002										
\mathcal{L}				To:	Dead End															
\bigcirc				From:	Dead End															
0.19	0.19	80	R	To:	US 29	7		NA	NA	1999										
				From:	SR 151	1														
833	0.36	40	40	R		SK 131		NA	NA	05/09/2002										
833				To:	Dead End	1														
_											From:	Dead End								
834)	0.12	60	60	60	60	60	60	60	60	60	R			_	NA	NA	1999			
										To:	62-766									
	0.20	70	70	В	From:	62-734		NA	NΙΔ	NA	1999									
835)	0.20	70	R	To:	Dead End	7		INA	NA	1999										
											From:	Dead End	1							
(836)	0.12	50	50	50	50	50	50	50	50	50	50	50	R		Doug Dia	_		NA	NA	1999
				To:	62-766															
\bigcirc		_							·			From:	US 29							
837)	0.10	5	R	To:	Dead Fad	7		NA	NA	05/01/2002										
				From:	Dead End	1														
838	0.06	70	R	rioni.	US 29			NA	NA	1999										
(636)	0.00			To:	Dead End	1														
				From:	Dead End															
839	0.15	8	R			_		NA	NA	05/07/2002										
				To	62-750															
<u></u> _	0.05	25 230	Б	From:	62-638			NIA.	NIA.	1000										
840	0.25		R	_		_		NA	NA	1999										
		260	R	From:	SR 151			NΛ	NA	1000										
(840)	0.20	200	ĸ			_	NA .	NA	1999											
	1.50	250	R	From:	62-798			NA	NA	1999										
(840)	1.50	250	ĸ	Tax	(2.22	_		INA	INA	1999										
(840) (840) (840)	0.69	90	R	From:	62-631			NA	NA	1999										
	3.03	30	13	To:	Dead End	7		14/1	IVA	1000										
-						-														

Route	Length	AADT	QA	4Tire	Bus 2Aula 24Aula 4Tzeil		. 00	Design	QK AAWDT	OW	Year										
Nelson County	Lengui	AADI	ų,	41116	2Axle 3+Axle 1Trail	2Trail	QU	Hour	QK AAWDI	QVV	i cai										
	0.40	20		From:	SR 56			NIA	NIA		04/04/0000										
841)	0.40	20	R	To:	Dead End	1		NA	NA		04/24/2002										
				From:	Dead End																
842	0.41	80	R					NA	NA		1999										
				To:	US 29																
640	0.13	40	R	From:	Dead End		NA	NΙΔ	NA		1999										
843	0.13		1	To:	62-635			IVA	IVA		1000										
				From:	Dead End																
844)	0.05	60	R	To:	OD 56	_		NA	NA		1999										
				From:	SR 56																
845)	0.29	60	R		Dead End			NA	NA		05/07/2002										
040				To:	SR 151																
				From:	Dead End																
847)	0.14	48	R	To:	62-840	_	NA	NA		1999											
				From:	62-605																
848	0.05	20	R	<u> </u>	02-003			NA	NA		04/24/2002										
				To:	Dead End																
	0.20	00	20	00	00		_	From:	62-635			NIA	NIA		4000						
849	0.30	80	R	To:	Dead End		NA	NA		1999											
				From:	Dead End																
850	0.20	30	R					NA	NA		05/14/2002										
				To:	62-680																
(960)	0.25	150	150	150	R	From:	Cul-de-Sac			NA	NA		04/22/2002								
860	0.20					To	62-777			1471	10.0		0-1/22/2002								
860	0.06	20	20	20	20	R	From:	02-777		NA	NA	NA		04/22/2002							
				To:	0.06 MN 62-777																
\bigcirc	0.40			From:	Dead End		NIA				0.4/00/0000										
(1001)	0.10	460	460	460	400	R	_		_		NA	NA		04/29/2002							
(100)	0.03	550	550	550	550	550	550	550	550	550	550	550	R	From:	62-1007			NA	NA		04/29/2002
(1001)	0.00	330	11	To:	US 29	_		14/1	10.0		0-1/20/2002										
(1001)	0.17	2000	G	97%	1% 1% 0% 1%	0%	С	NA	2000	G	2001										
				To: From:	US 29 BUS	_															
(1001)	0.05	1200	R	rioni.		_		NA	NA		04/24/2002										
				To: From:	62-1003	_															
(1001)	0.05	1000	R					NA	NA		04/24/2002										
	0.40	=		To: From:	62-1002			NIA	NIA.		0.4/0.4/0.000										
(1001)	0.13	580	R			_		NA	NA		04/24/2002										
(1001)	0.07	260	R	From:	62-1006			NA	NA		04/24/2002										
1001	3.07			To:	62-1004																
(1001)	0.19	160	R	From:	02-10U T			NA	NA	_	04/24/2002										
\bigcup				To:	62-711																
	0.05	_		From:	Dead End		J	, AIA		04/04/0000											
(1002)	0.05	4	R			_		NA	NA		04/24/2002										
(1002)	0.05	110	R	From:	US 29 BUS			NA	NA		1999										
(1002)	3.00			To:	62-1001																

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	 2Trail	QC	Design Hour	QK AAWDT	QW Year		
Nelson County				From:		1						
(1002)	0.05	340	R	T.Com.	62-1001		NA	NA	NA	1999		
(1002)				To:	Dead End							
				From:	62-1001							
(1003)	0.05	20	R					NA	NA	04/24/2002		
				To:	Dead End							
				From:	62-1001							
(1004)	0.27	80	R	_ [-		_		NA	NA	04/24/200		
				To:	62-711							
\bigcirc	0.05		_	From:	Dead End			N1.0	NIA	0.4/0.4/0.00		
1005	0.05	40	R	To:	LIC 20 DITE			NA	NA	04/24/200		
					US 29 BUS							
	0.07	30	R	From:	62-1001			NA	NA	04/24/200		
1006	0.07	30	K	To:	Dead End			INA	INA	04/24/2002		
				From:								
(1007)	0.20	90	R		62-1001		NΑ	NA	NA	04/24/2002		
(1007)	0.20	00		To:	Dead End				10.	0 1/2 1/2001		
				From:	SR 6 NORTH							
(1020)	0.69	40	R		SKUNOKIII			NA	NA	05/01/2002		
				To:	SR 6 SOUTH							
0.10				From:	Cul-de-Sac							
	0.10	10	R	<u> </u>				NA	NA	05/01/2002		
				То:	62-1020							
_				From:	SR 56							
9274)	0.05	290	R			_		NA	NA	1992		
				To:	Fleetwood Elem School							
						From:	62-617					
9275)	0.05	90	R	. —		_		NA	NA	1986		
				To:	Schuyler High School							
	0.40	4600	_	From:	US 29		NIA			4000		
9276	0.18	1600	R	To:	Lovingston Elem School			NA	NA	1992		
					From:							
	0.06	170	170	170	R	riom.	62-635		NI A	NA	NA	1992
9277	0.00	170	K	To:	Rockfish Valley Elem Sch			INA	INA	1992		
				From:	Cul-de-Sac/							
(9287)	0.35	NA			Curuc-Sac/	_		NA	NA			
-				To:	US-00029(B)/							
				From:	62-713							
(9431)	0.20	220	R	<u> </u>	-			NA	NA	1999		
				To:	Ryan Primany School							
(9719)				From:	Nelson County HS							
	0.10	540	R					NA	NA	1999		
				To:	62-741							
				From:	62-680							
9720	0.09	110	R			_	NA		NA	1992		
				To:	Massies Mill Primany							
\bigcirc			_	From:	US 29					1005		
9755	0.10	390	R	To:	Madam MC 1 B C 1 2	_		NA	NA	1999		
				10.	Neelson Middle School							