### 2002

# Virginia Department of Transportation Daily Traffic Volume Estimates Including Vehicle Classification Estimates

where available

### **Jurisdiction Report**

**07** 

Augusta County City of Staunton City of Waynesboro Town of Craigsville

Prepared By

Virginia Department of Transportation Mobility Management Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

### Virginia Department of Transportation Mobility Management 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, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; 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; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, 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 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".

Also available are 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 reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

### **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 Mobility Management 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

Peak Hour: The estimate of the traffic volume for the 30<sup>th</sup> highest traffic volume occurring in a one-year period divided by the AADT for the same one-year period.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B Factor based on 30th Highest Hour Observed During Less than 12 Months of Continuous Traffic Data
- Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of 30th Highest Hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the Peak Hour..

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

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,

### 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 Route

(600) Secondary Route

### **Special Routes**

Bus Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route
ALT ALT - Alternate Route
Wve - Wve 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.

					,	gusta Mantenan	100 / 11 00								
Route	Length	AADT	QA	4Tire	Bus	Tri 2Axle 3+Axle		2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Augusta County				From:		Rockbridge County	Line	i							
11)	0.04	3700	G	95%	1%	2% 1%	2%	0%	F	0.089	F	0.537	3700	G	2002
••				To:		SR 56 Steeles Tay	vern								
11)	5.24	3600	G	97%	0%	2% 1%	1%	0%	F	0.099	F	0.551	3600	G	2002
<u> </u>				To: From:		07-675									
11	2.59	6500	G	97%	0%	2% 1%	1%	0%	F	0.088	F	0.681	6500	G	2002
<u></u>				To:		I-81 North of Green	nville	-							
(11)	4.45	3800	G	90%	0%	2% 7%	1%	0%	F	0.1	F	0.686	3900	G	2002
~				From:		07-654									
11)	3.44	8900	G	90%	0%	2% 7%	1%	0%	F	0.085	F	0.627	9000	G	2002
~~~				From:		SR 262									
[11]	0.68	18000	N	96% To:	1%	2% 1%	1%	0%	N	0.084	N	0.519	19000	N	2002
						SCL Staunton									
City of Staunton				From:		SCL Staunton									
11 Greenville Ave	0.68	18000	G	96%	1%	2% 1%	1%	0%	F	0.084	F	0.519	19000	G	2002
				To: From:		SR 261 Statler B	lvd								
11 Greenville Ave	0.50	16000	G	96%	1%	2% 1%	1%	0%	С	0.085	F	0.579	17000	G	2002
<u></u>				To: From:		Hampton St		}							
11 Greenville Ave	0.32	12000	G	96 <u>%</u>	1%	2% 1%	1%	0%	F	0.087	F	0.545	13000	G	2002
<u> </u>				To: From:		US 250 Richmond US 250 Augusta									
11 Commerce Rd	0.07	19000	G	96%	1%	2% 1%	1%	0%	F	0.085	F	0.519	20000	G	2002
<u></u>				To		US 250, SR 25		1.							
11 Commerce Rd	0.68	3100	G	96%	0%	2% 2%	1%	0%	С	0.1	F	0.558	3300	G	2002
<u></u>				To:		SR 254									
11 Commerce Rd	0.15	3300	G	96%	0%	2% 2%	1%	0%	F	0.094	F	0.558	3500	G	2002
				To:		SR 261									
11 Commerce Rd	1.25	6600	G	94%	1%	3% 2%	1%	0%	F	0.093	F	0.524	6900	G	2002
<u> </u>				To		Bells Lane									
11 Commerce Rd	0.67	5900	G	94%	1%	3% 2%	1%	0%	С	0.094	F	0.586	6200	G	2002
<u> </u>				To: From:		US 11 BUS									
11 Commerce Rd	0.49	14000	G	96%	0%	2% 1%	1%	0%	С	NA			14000	G	2002
$\smile$				To: From:		SR 275									
11 Commerce Rd	0.88	15000	G	95%	1%	1% 1%	2%	0%	F	0.093	F	0.542	16000	G	2002
<u> </u>				To:		NCL Staunton	l								
Augusta County				From:		NOT C									
11)	1.09	15000	G	95%	1%	NCL Staunton	2%	0%	F	0.087	F	0.511	15000	G	2002
	1.00	10000		Tai	170				•	0.007	•	0.011	10000	Ü	2002
(11)	5.17	10000	G	95%	1%	07-612 Verona	2%	0%	F	0.087	F	0.507	10000	G	2002
[11]				To:		07-750									
11)	2.12	7900	G	95%	1%	1% 1%	2%	0%	F	0.091	F	0.596	8000	G	2002
				To:		SR 256 South of Burl									
11)	1.90	6000	G	From: 95%	1%	1% 1%	2%	0%	F	0.094	F	0.6	6000	G	2002
···				Ta	. , ,	Rockingham County									
City of Staunton															
Bus				From:	0.5.	US 11, SR 254 NEV		22.			_		10		
11 250 Johnson St	0.18	12000	G	97% To:	0%	1% 1% AUGUSTA ST	0%	0%	F	0.078	F	0.564	13000	G	2002
Bus				From:		JOHNSON ST									
11) (250) New St	0.14	2400	G	98%	0%	1% 1%	0%	0%	F	0.092	F		2500	G	2002
Combir	ned Traffic:	8900	G	98%	0%	1% 1%	0%	0%	F	NA			9300	G	
				To:		FREDERICK S	T								

Route	Length	AADT	QA	4Tire	Bus	2Axle	TrTr 3+Axle	uck 1Trail	 2Trail	- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Staunton				-												
Bus	0.00		_	From:	00/		DERICK S		00/	_	0.400	_		000	•	0000
11 250 New St	0.36	890	G	98%	0%	1%	1%	0%	0%	С	0.108	F		930	G	2002
Combine	ed Traffic:	4200	G	97%	0%	1%	1%	0%	0%	С	NA			4300	G	
Bus				From:		CHURC	HVILLE .	AVE								
Augusta St	0.41	8200	G	98%	0%	1%	0%	0%	0%	F	0.091	F	0.500	8500	G	2002
Bus				From:		Edg	ewood Rd	l								
11 Augusta St	0.28	9500	G	98%	0%	1%	0%	0%	0%	F	0.084	F	0.51	9900	G	2002
Bus				From:		La	mbert St									
11 Augusta St	1.14	8500	G	98%	0%	1%	0%	0%	0%	С	0.090	F	0.576	8900	G	2002
$\bigcirc$				To: From:		C	oalter St									
Bus Augusta St	0.71	7000	G	98%	0%	1%	0%	0%	0%	F	0.000	F	0.502	9200	G	2002
11 Augusta St	0.71	7900	G	90 70 To:	070		nmerce Ro		0%	Г	0.099	Г	0.503	8300	G	2002
				ı		Con	illierce Kc	1	1							
Augusta County				From:		Rockhrid	ge County	Line	I							
42)	0.27	2000	N	90%	1%	3%	4%	3%	0%	N	0.087	N	0.552	2000	N	2002
72	<b></b> •			To						••		• •				
40	0.11	2000	N	90%	1%	3%	Craigsville 4%	3%	0%	N	0.087	N	0.552	2000	N	2002
42	0.11	2000	14	JU /0	1 /0				0 /0	IN	0.001	ı N	0.002	2000	14	2002
$\overline{}$	4.04	2022		From:	40/		Craigsville		00/		0.007		0.550	2000		0000
42	1.91	2000	G	90% To:	1%	3%	4%	3%	0%	F	0.087	F	0.552	2000	G	2002
				10.		SCL	Craigsvill	ie								
Town of Craigsville				From:		CCI	C::11	1-								
40	0.58	2000	N	90%	1%	3%	Craigsvill 4%	3%	0%	N	0.087	N	0.552	2000	N	2002
42	0.56	2000	IN	90 /6	1 /0			3 /0	0 /6	IN	0.007	IN	0.552	2000	IN	2002
				From:			7-1101					_				
42)	1.12	3100	G	93%	1%	2%	2%	1%	0%	F	0.089	F	0.648	3100	G	2002
<u> </u>				To:		CL	Craigsville	2								
Augusta County				r		NO	G : '''									
	3.06	3100	N	93%	1%	2%	Craigsvill 2%	1%	0%	NI	0.089	N	0.648	3100	N	2002
42	3.00	3100	IN	93%	170	2%	2%	170	0%	N	0.069	IN	0.040	3100	IN	2002
				From:			07-811		ŀ							
(42)	8.18	4200	G	93%	1%	2%	2%	1%	0%	F	0.095	F	0.528	4300	G	2002
				To: From:		SR 254 N	ear Buffal	lo Gap								
42	2.43	2500	G	92%	1%	3%	1%	2%	0%	F	0.114	F	0.657	2500	G	2002
				To			07-720									
42)	2.82	3100	G	92%	1%	3%	1%	2%	0%	F	0.1	F	0.542	3200	G	2002
72	2.52		-	- /·	. 70					•	···	•	12	2_30	-	_502
	0.47	7500	^	From:	40/		Churchv		00/		0.004	г	0.700	7600		2000
42 250	0.47	7500	G	95%	1%	2%	1%	1%	0%	F	0.091	F	0.726	7600	G	2002
				From:		US 250 No										
42)	8.06	2000	G	92%	2%	2%	1%	3%	0%	F	0.117	F	0.691	2000	G	2002
				To: From:			07-607									
42	5.41	3800	G	92%	2%	2%	1%	3%	0%	F	0.098	F	0.795	3800	G	2002
				To:		Rockingh	am County	y Line								
				From:		Nelson	County L	ine			<del></del>		<del></del>			
8 Blue Ridge Parkway	15.97	1200	0								NA			NA		2002
,				To:		,	IC 250									
(48) Skyline Drive	18.17	1600	М	From:		(	US 250				NA			NA		2002
48 Skyline Drive	10.17	1000	IVI	To:		Alhemor	le County	Line			14/4			INA		2002
	0.47	4200	^	From:	00/		Steeles Ta		00/	_	0.00	_	0.570	1200	_	2000
56)	0.17	1300	G	96% To:	0%	2%	1%	0%	0%	F	0.09	F	0.578	1300	G	2002
				To:		Rockbrid	ge County	Line								

					Au			ice Area								
Route	Length	AADT	QA	4Tire	Bus			uck 1Trail		QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Augusta County				From:		Rockbrid	ge Counts	I ino	1							
East North 81	7.44	21000	Α	64%	1%	2%	0%	31%	2%	Α	0.129	Α		20000	Α	2002
64 81	Combined Traffic:	41000	A	64%	1%	2%	1%	30%	2%	Α	0.065	Α		39000	Α	2002
	Combined Traine.	71000	^		1 /0			30 /0	270		0.005			33000	^	
East North				From:			US 11									
( <del>64</del> ) ( <del>81</del> )	4.74	21000	G	64%	1%	2%	0%	31%	2%	F	0.072	F		21000	G	2002
	Combined Traffic:	41000	G	64%	1%	2%	1%	30%	2%	F	0.073	F	0.507	41000	G	
				To:			07-654									
East North				From:												
64) (81)	2.47	24000	G	64%	1%	2%	0%	31%	2%	F	0.071	F		24000	G	2002
$\smile$	Combined Traffic:	42000	G	64%	1%	2%	1%	30%	2%	F	0.07	F	0.530	42000	G	
Coot North				To- From:		Ş	SR 262		-							
East North	1.31	26000	G	64%	1%	2%	0%	31%	2%	F	0.073	F		26000	G	2002
64 81	Combined Traffic:		G	64%	1%	2%	1%	30%	2%	F	0.072	F	0.516	50000	G	2002
	Combined Trainc.	30000	•	0470	1 /0				2 /0	'	0.072	•	0.510	30000	J	
East				From:		I-81 Eas	st Intercha	inge								
64)	4.14	21000	G	85%	1%	2%	1%	11%	0%	F	0.074	F		19000	G	2002
$\smile$	Combined Traffic:	37000	G	85%	1%	2%	1%	11%	0%	F	0.075	F		35000	G	
				To:		-	07-608									
East				From:											_	
64)	3.11	17000	G	85%	1%	2%	1%	11%	0%	F	0.075	F		15000	G	2002
	Combined Traffic:	31000	G	85%	1%	2%	1%	11%	0%	F	0.073	F		30000	G	
				To:		WCL	Waynesbo	oro								
ity of Waynesbor	0															
East	0.00	47000	_	From:	40/		Waynesbo		00/	_	0.075	_		45000	0	0000
64)	0.23	17000	G	85%	1%	2%	1%	11%	0%	F	0.075	F		15000	G	2002
~	Combined Traffic:	31000	G	85%	1%	2%	1%	11%	0%	F	0.073	F		30000	G	
East				From:		J	JS 340		-							
64)	1.95	16000	Α	85%	1%	2%	1%	11%	0%	Α	0.107	Α		15000	Α	2002
04)	Combined Traffic:		Α	85%	1%	2%	1%	11%	0%	Α	0.108	Α	0.569	31000	Α	
	Combined Trame.	02000		. T						,,	0.100	,,	0.000	01000	,,	
East				From:	136-	-5118 Delp	hine Ave	To 07-624	1							
64)	0.70	14000	G	85%	1%	2%	1%	11%	0%	F	0.077	F		13000	G	2002
	Combined Traffic:	27000	G	85%	1%	2%	1%	11%	0%	F	0.074	F		26000	G	
				To:		ECL V	Waynesbo	ro								
ugusta County																
East				From:		ECL V	Waynesbo	ro								
64)	2.31	14000	G	85%	1%	2%	1%	11%	0%	F	0.077	F		13000	G	2002
	Combined Traffic:	27000	G	85%	1%	2%	1%	11%	0%	F	0.074	F		26000	G	
				To: From:		US 25	0 Afton N	Лt	1							
East	0.20	44000	•		10/				00/	_	0.071	_		12000	_	2002
64	0.38	14000	G	85%	1%	2%	1%	11%	0%	F	0.071	F	0.004	13000	G	2002
	Combined Traffic:	27000	G	85% To:	1%	2%	1% County L	11%	0%	F	0.083	F	0.604	26000	G	
West South	7.00	20000		From:	40/	Rockbrid			20/	^	0.404	٨		40000		2002
64 (81)	7.96	20000	Α	65%	1%	2%	1%	29%	2%	A	0.121	Α		19000	A	2002
	Combined Traffic:	41000	Α	64%	1%	2%	1%	30%	2%	Α	0.065	N		39000	Α	
Vest South				From:	•		US 11	_								
64) (81)	4.64	19000	G	65%	1%	2%	1%	29%	2%	F	0.07	F		19000	G	2002
01)	Combined Traffic:		G	64%	1%	2%	1%	30%	2%	F	NA	•		41000	G	_002
	Combined Halle.	71000	3	U+ /0	1 /0			JU /0	∠ /0	,	INA			71000	J	
West South				From:		(	07-654		-							
	0.50	19000	G	65%	1%	2%	1%	29%	2%	F	0.079	F		19000	G	2002
64) (81)	2.56	10000														
64 (81)	2.56 Combined Traffic:		G	64%	1%	2%	1%	30%	2%	F	NA			42000	G	

					Au	gusta M	laintenan	ce Area								
Route	Length	AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle		2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Augusta County				From:			SR 262		Ī							
West South	0.65	24000	G	65%	1%	2%	1%	29%	2%	F	0.075	F		24000	G	2002
64 81	Combined Traffic:	50000	G	64%	1%	2%	1%	30%	2%	F	NA	•		50000	G	2002
	Combined Trainc.	50000	G	04 %	1 70				270	Г	INA			30000	G	
West				From:		I-81 Ea	st Intercha	nge								
( <del>64</del> )	4.86	16000	G	85%	1%	2%	1%	11%	0%	F	0.088	F		16000	G	2002
	Combined Traffic:	37000	G	85%	1%	2%	1%	11%	0%	F	NA			35000	G	
				To:			07-608									
West				From:												
64)	2.62	15000	G	85%	1%	2%	1%	11%	0%	F	0.079	F		15000	G	2002
	Combined Traffic:	31000	G	85%	1%	2%	1%	11%	0%	F	NA			30000	G	
				To:		WCL	Waynesbo	о	ļ							
City of Waynesbor	0															
West	2.42	45000	_	From:	407		Waynesbo		001	_	0.070	_		45000	_	0000
64	0.43	15000	G	85%	1%	2%	1%	11%	0%	F	0.079	F		15000	G	2002
	Combined Traffic:	31000	G	85%	1%	2%	1%	11%	0%	F	0.073	F		30000	G	
Nest				To: From:			US 340									
West	2.15	16000	Α	85%	1%	2%	1%	11%	0%	Α	0.117	Α		15000	Α	2002
64	Combined Traffic:	32000	A	85%	1%	2%	1%	11%	0%	A	NA	~		31000	A	2002
	Combined Haille.	32000	A	05%	1 70				U 70	A	INA			31000	А	
West				From:		07-624	Delphine A	lve								
64)	0.30	13000	G	85%	1%	2%	1%	11%	0%	F	0.094	F		13000	G	2002
	Combined Traffic:	27000	G	85%	1%	2%	1%	11%	0%	F	0.074	F		26000	G	
				To		ECL	Waynesboi									
Augusta County																
West				From:		ECL	Waynesboi	0								
64	2.47	13000	G	85%	1%	2%	1%	11%	0%	F	0.094	F		13000	G	2002
	Combined Traffic:	27000	G	85%	1%	2%	1%	11%	0%	F	NA			26000	G	
				To:		US	250 Afton									
West	0.40	4 4000	_	From:	40/			4.40/	00/	_	0.000	_		4.4000	_	0000
64)	0.18	14000	G	85%	1%	2%	1%	11%	0%	F	0.098	F		14000	G	2002
	Combined Traffic:	27000	G	85%	1%	2%	1%	11%	0%	F	0.083	F	0.604	26000	G	
						Nelsor	n County L	ne								
North				From:			lge County									
81)	7.44	21000	Α	64%	1%	2%	0%	31%	2%	Α	0.129	Α		20000	Α	2002
	Combined Traffic:	41000	Α	64%	1%	2%	1%	30%	2%	Α	0.065	Α		39000	Α	
North				To:			US 11									
North	4.74	21000	G	64%	1%	2%	0%	31%	2%	F	0.072	F		21000	G	2002
81													0.507		G	2002
	Combined Traffic:	41000	G	64%	1%	2%	1%	30%	2%	F	0.073	F	0.507	41000	G	
North				From:			07-654		}							
81)	2.47	24000	G	64%	1%	2%	0%	31%	2%	F	0.071	F		24000	G	2002
	Combined Traffic:		G	64%	1%	2%	1%	30%	2%	F	0.07	F	0.530	42000	G	
North				From:			SR 262									
(81)	1.31	26000	G	64%	1%	2%	0%	31%	2%	F	0.073	F		26000	G	2002
$\sim$	Combined Traffic:	50000	G	64%	1%	2%	1%	30%	2%	F	0.072	F	0.516	50000	G	
<del> </del>				To: From:			I-64		1							
North	4.4.2	00000	_		401	001		050/	001	_	0.071	_		00000	^	0000
81	1.14	28000	G	70%	1%	2%	1%	25%	2%	F	0.071	F		28000	G	2002
~	Combined Traffic:	59000	G	71%	1%	2%	1%	24%	2%	F	0.071	F		58000	G	
North				To: From:			US 250									
North			_		1%	20/	10/	250/	00/	_	0.070	_		25000	G	2002
	2 72	26000	C÷						70/~	-		-				
81	2.72	26000	G	70%		2%	1%	25%	2%	F	0.073	F				2002
81	2.72 Combined Traffic:		G G	70% 71% To:	1%	2%	1% 1% SR 275	24%	2%	F	0.073	F		52000	G	2002

					Au	gusta Ma	amtenano	se Area								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
ugusta County				From:			R 275		ī							
North 81	2.08	24000	G	70%	1%	2%	1%	25%	2%	F	0.07	F		24000	G	2002
01)	Combined Traffic:	49000	G	71%	1%	2%	1%	24%	2%	F	0.07	F	0.507	48000	G	2002
	Combined Traine.	40000	·	Tai	1 70			2-170		•	0.07	•	0.007	40000	Ü	
North				From:		0	07-612									
(81)	7.73	21000	G	70%	1%	2%	1%	25%	2%	F	0.064	F		21000	G	2002
	Combined Traffic:	43000	G	71%	1%	2%	1%	24%	2%	F	0.067	F	0.542	42000	G	
Jorth				To: From:		S	R 256		-							
North 81	1.84	19000	G	70%	1%	2%	1%	25%	2%	F	0.080	F		19000	G	2002
01)	Combined Traffic:	41000	G	71%	1%	2%	1%	24%	2%	F	0.080	F		40000	G	
	Combined Traine.			To:	170	Rockingha				•	0.000	·		10000	Ŭ	
South				From:		Rockbride	ge County	Line								
81)	7.96	20000	Α	65%	1%	2%	1%	29%	2%	Α	0.121	Α		19000	Α	2002
	Combined Traffic:	41000	Α	64%	1%	2%	1%	30%	2%	Α	0.065	N		39000	Α	
				To:		T	JS 11									
South				From:												
81)	4.64	19000	G	65%	1%	2%	1%	29%	2%	F	0.07	F		19000	G	2002
	Combined Traffic:	41000	G	64%	1%	2%	1%	30%	2%	F	NA			41000	G	
South				To: From:		0	7-654		-							
81)	2.56	19000	G	65%	1%	2%	1%	29%	2%	F	0.079	F		19000	G	2002
31)	Combined Traffic:	42000	G	64%	1%	2%	1%	30%	2%	F	NA			42000	G	
				To:			R 262									
South				From:												
81)	0.65	24000	G	65%	1%	2%	1%	29%	2%	F	0.075	F		24000	G	2002
$\smile$	Combined Traffic:	50000	G	64%	1%	2%	1%	30%	2%	F	NA			50000	G	
South				To: From:			I-64		-							
81)	1.36	30000	G	72%	1%	2%	1%	23%	2%	F	0.076	F		30000	G	2002
31)	Combined Traffic:	59000	G	71%	1%	2%	1%	24%	2%	F	NA			58000	G	
				To:		T.	JS 250									
South			_	From:						_		_			_	
81)	3.10	27000	G	72%	1%	2%	1%	23%	2%	F	0.063	F		26000	G	2002
	Combined Traffic:	52000	G	71%	1%	2%	1%	24%	2%	F	NA			52000	G	
South				From:		S	R 275									
81)	2.11	25000	G	72%	1%	2%	1%	23%	2%	F	0.071	F		25000	G	2002
	Combined Traffic:	49000	G	71%	1%	2%	1%	24%	2%	F	NA			48000	G	
				To:		0	07-612									
South			_	From:						_		_			_	
81	7.56	22000	G	72%	1%	2%	1%	23%	2%	F	0.073	F		21000	G	2002
	Combined Traffic:	43000	G	71%	1%	2%	1%	24%	2%	F	NA			42000	G	
South				From:		S	R 256									
81)	1.53	22000	G	72%	1%	2%	1%	23%	2%	F	0.07	F		22000	G	2002
	Combined Traffic:	41000	G	71%	1%	2%	1%	24%	2%	F	0.080	F		40000	G	
				To:		Rockingha	ım County	Line								
				From:		Highland	d County L	ine								
250	6.50	1500	G	89%	5%	3%	1%	2%	0%	F	0.085	F	0.561	1500	G	2002
~)				To:		07-629 V	West Augu	ısta								
250	6.86	2800	G	94%	1%	2%	1%	2%	0%	F	0.091	F	0.686	2900	G	2002
				To:				-								
250	3.16	3200	G	94%	1%	2%	07-736 1%	2%	0%	F	0.095	F	0.654	3200	G	2002
250	3.10	3200	9	J <del> 7</del> 70					J /0		0.030	'	0.004	3200	J	2002
~	<u> </u>			From:		SR 42 Wes					0.00:		0 ====	=000		
250	0.47	7500	G	95%	1%	2%	1%	1%	0%	F	0.091	F	0.726	7600	G	2002
				To: From:		SR 42	Churchvill	le								
250	3.45	8000	G	95%	1%	2%	1%	1%	0%	F	0.089	F	0.700	8100	G	2002
~				To-		0	7-732									

					Au	gusta Maintenani	JE AIEa								
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle		2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Augusta County				From:		07-732		1							
250	1.48	8900	G	95%	1%	2% 1%	1%	0%	F	0.103	F	0.773	9000	G	2002
250				To	.,,	WCL Staunton	.,,								
City of Staunton															
~~~~ a				From:	10/	WCL Staunton	10/						44000		
(250) Churchville Ave	1.23	10000	G	96%	1%	1% 1%	1%	0%	С	0.089	F	0.554	11000	G	2002
Church illa Aus	0.00	44000		From:	1%	Grubert Ave	40/	00/		0.000		0.005	12000		2002
Churchville Ave	0.99	11000	G	96%	170	1% 1%	1%	0%	F	0.088	F	0.605	12000	G	2002
250 Churchville Ave	0.32	11000	G	96%	0%	Thornrose Ave	0%	0%	С	0.090	F	0.619	11000	G	2002
250 Churchville Ave	0.52	11000	J	To:	0 70	Augusta St	0 70	0 70	C	0.030	•	0.019	11000	U	2002
~~~				From:		Churchville Ave									
Augusta St	0.45	3300	G	97%	0%	1% 1%	0%	0%	С	0.095	F	0.797	3400	G	2002
Combine	ed Traffic:	4200	G	97%	0%	1% 1%	0%	0%	С	0.095	F	0.797	4300	G	
	0.40	0.400		From:	00/	Beverly St	00/	00/		0.070		0.500	0700		0000
Augusta St	0.13	6400 8900	G	97%	0% 0%	1% 1% 1% 1%	0% 0%	0% 0%	F F	0.079	F F	0.586	6700 9300	G G	2002
Combine	ed Traffic:	8900	G	98% To:	0%	1% 1% Johnson St	0%	0%	г	0.079	г	0.586	9300	G	
~~~				From:		Augusta St									
250 Johnson St	0.18	12000	G	97%	0%	1% 1%	0%	0%	F	0.078	F	0.564	13000	G	2002
~~~				To: From:		US 11, SR 254 Nev		-							
250 (11) Commerce Rd	0.07	19000	G	96%	1%	2% 1%	1%	0%	F	0.085	F	0.519	20000	G	2002
~~				From:		JS 11 GREENVILLE									
250 Richmond Rd	0.75	12000	G	96%	0%	2% 1%	1%	0%	F	0.083	F	0.529	12000	G	2002
~~				From:		Statler Blvd									
(250) Richmond Rd	0.96	22000	G	96%	0%	2% 1%	1%	0%	F	0.083	F	0.518	23000	G	2002
~~~				From:		Frontier Rd									
250 Richmond Rd	0.44	27000	G	96% To:	0%	2% 1%	1%	0%	С	0.084	F	0.513	28000	G	2002
				10.		ECL Staunton									
Augusta County				From:		ECL Staunton									
250	0.07	30000	G	98%	0%	2% 0%	0%	0%	F	0.079	F	0.518	31000	G	2002
				To:		I-81 East of Staum	ton								
(250)	2.51	18000	G	98%	0%	2% 0%	0%	0%	F	0.085	F	0.548	18000	G	2002
				To: From:		07-1316									
(250)	2.01	19000	G	98%	0%	2% 0%	0%	0%	F	0.084	F	0.504	19000	G	2002
				To		07-608 Fishersvil	le	-							
(250)	2.17	19000	Α	98%	0%	2% 0%	0%	0%	Α	0.103	Α	0.503	20000	Α	2002
				To:		WCL Waynesbor	0								
City of Waynesboro				- 1											
Oso Main St	0.84	21000	G	98%	Ω0/	WCL Waynesbor	0%	0%	F	U U8E	F	0.500	22000	G	2002
250 Main St	0.64	<b>2 1000</b>	G	90%	0%		U%	U%	г	0.085	г	0.508	22000	G	2002
Main St	0.20	22000		From:	00/	Carman Ave	00/	00/		0.004		0.500	24000		2002
250 Main St	0.30	23000	G	98%	0%	2% 0%	0%	0%	F	0.081	F	0.502	24000	G	2002
Mair Ct	0.07	45000		From:	00/	Hopeman Pkwy				0.000	_	0.547	10000		2000
250 Main St	0.67	15000	G	98%	0%	2% 0%	0%	0%	F	0.089	F	0.517	16000	G	2002
( Main Ct	0.05	12000		From:	00/	US 340 Rosser A		00/		0.000	_	0.500	14000		2002
250 Main St	0.25	13000	G	98%	0%	2% 0%	0%	0%	F	0.086	F	0.538	14000	G	2002
Ornari Ot	0.50	44000		From:	00/	Poplar Ave	00/			0.007	_	0.504	14000		2000
250 Broad St	0.50	14000	G	98%	0%	2% 0%	0%	0%	F	0.087	F	0.534	14000	G	2002
~~~~	<b>2</b> / <b>2</b>	44000		From:	601	Wayne Ave	601			0.05=	_	0 == :	400		000-
250 Broad St	0.12	11000	G	98%	0%	2% 0%	0%	0%	F	0.087	F	0.571	12000	G	2002
~~~_				From:		Arch Ave								_	
250 Broad St	0.44	7800	G	96%	0%	2% 0%	1%	0%	С	0.083	F	0.536	8000	G	2002
				To:		US 340 Main St									

Route	Length	AADT	QA	4Tire	Bus	T 2Axle 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Waynesboro	1			From:		******	~	1							
250 Main St	0.19	13000	G	96%	0%	US 340 Broad 2% 0%	1%	0%	F	0.084	F	0.524	14000	G	2002
250)	0.10	.0000	Ū	To	070	US 340 Delphine			·	0.001	•	0.021	11000	Ü	2002
~~			_	From:		Delphine Av					_			_	
250 Main St	1.00	7900	G	94%	0%	3% 0%	2%	0%	F	0.098	F	0.581	8200	G	2002
~~				From:		Hunter St									
250 Main St	0.44	6500	G	94% To:	0%	3% 0%	2%	0%	С	0.099	F	0.58	6800	G	2002
						ECL Waynesb	ого								
Augusta County				From:		ECL Waynesb	oro								
250	1.76	6300	G	94%	0%	3% 0%	2%	0%	F	0.102	F	0.613	6400	G	2002
<del></del>				To:		I-64 Afton Mou	ntain								
250	0.23	6400	G	90%	0%	2% 4%	3%	1%	F	0.091	F	0.526	6500	G	2002
				To:		Nelson County	Line								
City of Staunton															
~	2.22			From:	001	Churchville A		001	_	0.400	_		000		0000
250 New St	0.36	890	G	98%	0%	1% 1%	0%	0%	С	0.108	F		930	G	2002
	Combined Traffic:	4200	G	97%	0%	1% 1%	0%	0%	С	NA			4300	G	
	0.4.1	0400		From:	00/	Frederick St		00/		0.000			0500		0000
250 New St	0.14	2400	G	98%	0%	1% 1%	0%	0%	F	0.092	F		2500	G	2002
•	Combined Traffic:	8900	G	98% To:	0%	1% 1% Johnson St	0%	0%	F	NA			9300	G	
4.6.4						Johnson St									
Augusta County				From:		Rockbridge Count	y Line								
252)	0.69	170	G	95%	1%	3% 0%	1%	0%	F	0.105	F	0.765	170	G	2002
				To:		N 07-620		<u> </u>							
252)	2.54	350	G	95%	1%	3% 0%	1%	0%	F	0.099	F	0.708	360	G	2002
				To:		07-682									
252	4.50	510	G	95%	1%	3% 0%	1%	0%	F	0.082	F	0.636	520	G	2002
252				To:		07-670 Middleb	rook								
252	7.52	1900	G	95%	0%	2% 2%	1%	0%	F	0.097	F	0.632	1900	G	2002
252									•		•				
252	1.77	4300	G	From: 95%	0%	N 07-693 2% 2%	1%	0%	F	0.093	F	0.695	4400	G	2002
252	1.77	4000		Tn:	070	SCL Staunto		070	•	0.000	•	0.000	4400	Ü	2002
City of Staunton				•											
atv or standion				From:		SCL Staunto	n								
<sub>252</sub> ) Middlebrook I	Rd 1.08	3800	G	95%	0%	3% 1%	1%	0%	С	0.111	F	0.527	3900	G	2002
				To: From:		Bridge St									
252) Middlebrook /	Ave 0.60	4000	G	95%	0%	3% 1%	1%	0%	F	0.097	F	0.576	4100	G	2002
				To: From:		Lewis Stree	į								
													3900		
Beverly	, St 0.11	3700	G		Λ%	LEWIS ST	O%	O%	F	0.006	F			C	2002
252 254 Beverly		3700	G	97%	0%	1% 1%	0%	0%	F	0.096	F			G G	2002
252 254 Beverly	St 0.11 Combined Traffic:		G G		0% 0%	1% 1% 1% 0%	0% 0%	0% 0%	F F	0.096 0.082	F F		11000	G G	2002
				97% 98%		1% 1%									2002
	Combined Traffic:	10000	G	97% 98% To:	0%	1% 1% 1% 0% US 250 SR 42 Near Buffa	0% lo Gap	0%	F	0.082	F		11000	G	
Augusta County				97% 98% Ta-		1% 1% 1% 0% US 250	0%					0.706			
Augusta County	Combined Traffic:  2.66	3300	G	97% 98% To:  97% From: 97%	0%	1% 1% 1% 0% US 250 SR 42 Near Buffa 1% 1% 07-876 Westvi	0% lo Gap 0%	0%	F	0.082	F		3300	G G	2002
Augusta County	Combined Traffic:	10000	G	97% 98% To:  97%  From: 97%  To: 97%	0%	1% 1% 1% 0% US 250 SR 42 Near Buffa 1% 1% 07-876 Westvi 1% 1%	0% lo Gap 0% ew 0%	0%	F	0.082	F	0.706 0.647	11000	G	2002
Augusta County	Combined Traffic:  2.66	3300	G	97% 98% To:  97% From: 97%	0%	1% 1% 1% 0% US 250 SR 42 Near Buffa 1% 1% 07-876 Westvi	0% lo Gap 0% ew 0%	0%	F	0.082	F		3300	G G	2002
252 254 Beverly  Augusta County  254  254  City of Staunton	Combined Traffic:  2.66	3300	G	97% 98% Tri 97% 97% To	0%	1% 1% 1% 0% US 250 SR 42 Near Buffa 1% 1% 07-876 Westvi 1% 1% WCL Staunto	0% lo Gap 0% ew 0%	0%	F	0.082	F		3300	G G	2002
Augusta County  254  254  City of Staunton	Combined Traffic:  2.66  4.52	3300 4700	G G	97% 98% To 97% To 97% To From:	0%	1% 1% 1% 0% US 250  SR 42 Near Buffa 1% 1% 07-876 Westvi 1% 1% WCL Staunto  WCL Staunto	0% lo Gap 0% ew 0% on	0%	F F	0.082 0.094 0.092	F		3300 4800	G G	2002
Augusta County  254  254  City of Staunton	Combined Traffic:  2.66	3300	G	97% 98% Tri 97% 97% To	0%	1% 1% 1% 0% US 250  SR 42 Near Buffa 1% 1% 07-876 Westvi 1% 1% WCL Staunte 1% 2%	0% lo Gap 0% ew 0%	0%	F	0.082	F		3300	G G	2002
Augusta County 254 254	Combined Traffic:  2.66  4.52	3300 4700	G G	97% 98% To 97% To 97% To From:	0%	1% 1% 1% 0% US 250  SR 42 Near Buffa 1% 1% 07-876 Westvi 1% 1% WCL Staunto  WCL Staunto	0% lo Gap 0% ew 0% on	0%	F F	0.082 0.094 0.092	F		3300 4800	G G	2002 2002 2002 2002 2002

The course New Year   The Course New Year						Au	gusta ivid	annenan	ce Area								
The muse Are   The	Route	Length	AADT	QA	4Tire	Bus					QC		QK		AAWDT	QW	Year
254 Beverly St	City of Staunton				E					-							
Severty St   0.25	Davis and v. Ct	0.05	0000	_		00/				00/	_	0.004	_	0.500	0000	_	2002
Severty St	254 Beverly St	0.25	0000	G	97%	0%	170	170	0%	0%	Г	0.064	Г	0.560	9000	G	2002
SB   Severty St																	
254   Beverty St	254 Beverly St	0.25	4000	G	97%	0%	1%	1%	0%	0%	F	0.085	F		4200	G	2002
Severty St					To		SF	R 254 P									
Combined Traffic:   4700   G   97%   09%   19%   09%   09%   9%   F   0.085   F   4900   G	254 Beverly St	0.23	2000	G		0%	1%	1%	0%	0%	F	0.085	F		2000	G	2002
Severty St		Combined Traffic:	4700	G	97%	0%	1%	0%	0%	0%	F	0.085	F		4900	G	
Severty St					To:												
Combined Traffic:   10000   G   98%   0%   1%   0%   0%   0%   0%   0%   0	Beverly St	0.11	3700	G		0%			0%	0%	F	0 096	F		3900	G	2002
Severty St	254 Bevery or																2002
Severty St		Combined Traint.	10000	G	90 /0	0 /6			0 70	0 /0		0.002			11000	G	
Combined Traffic:   8100   N   97%   0%   1%   0%   0%   0%   N   0.082   N   8500   N																	
New No.	254 Beverly St	0.06	3700	N	97%	0%	1%	1%	0%	0%	N		Ν		3900	N	2002
Beverly St		Combined Traffic:	8100	N	97%	0%	1%	0%	0%	0%	Ν	0.082	Ν		8500	N	
Beverly St					To:		N	lew St		]-							
Combined Traffic: 6300   G   98%   0%   1%   0%   0%   0%   F   0.093   F   6600   G	254 Beverly St	0.16	1900	G		0%			0%	0%	F	0.103	F		2000	G	2002
Contbined Traffic:   Conduct St   Contbined Traffic:   Contbined Traff			6300	G		0%					F	0.093	F		6600	G	
254   Coalter St					To:												
US 11 US 250 Commerce RI	<del></del>				<u> </u>												
11   Commerce Rd   0.68   3100   G   96%   0%   2%   2%   1%   0%   C   0.1   F   0.558   3300   G   2002	254) Coalter St	0.16	5300	G	97%	0%	1%	1%	0%	0%	F	0.098	F	0.594	5500	G	2002
11   Commerce Rd   0.68   3100   G   96%   0%   2%   2%   1%   0%   C   0.1   F   0.558   3300   G   2002					To:	ι	JS 11 US 2	50 Comm	erce St	].							
Sect   Statustion   Sect   Statustion   Sect   Statustion   Sect   Statustion   Sect   Sect	254) 11 Comme	erce Rd 0.68	3100	G	96%					0%	С	0.1	F	0.558	3300	G	2002
New Hope Rd	257 (1)				To:												
Second	Now Hope Bo	3 245	1100	G		10/				00/		0 117		0.705	1200		2002
SEC   Staunton   Sec	254 New Hope Ru	u 2.45	1100	G		1 70			0%	076	C	0.117	Г	0.705	1200	G	2002
Second Properties   Seco							ECL	Staumon									
1.59   1200   G   91%   1%   3%   3%   2%   0%   F   0.102   F   0.627   1200   G   2002	Augusta County				From:		ECI	Staunton		Ī							
SR 275   S	254	1 59	1200	G		1%			2%	0%	F	0 102	F	0.627	1200	G	2002
3.92 5700 G 93% 0% 2% 3% 2% 0% F 0.104 F 0.591 5700 G 2002  3.45 4800 G 93% 0% 2% 3% 2% 0% F 0.101 F 0.527 4800 G 2002  254 0.93 5100 G 93% 0% 2% 3% 2% 0% F 0.101 F 0.527 4800 G 2002  254 0.93 5100 G 93% 0% 2% 3% 2% 0% F 0.101 F 0.627 5200 G 2002  254 0.93 5100 G 93% 0% 1% 2% 1% 0% 0% C 0.095 F 0.653 7100 G 2002  254 0 0.93 5100 G 94% 1% 2% 1% 1% 0% 0% C 0.095 F 0.653 7100 G 2002  254 0 0.93 5100 G 94% 1% 2% 1% 1% 0% F 0.094 F 0.505 7300 G 2002  255 0 0.95 F 0.653 7100 G 2002  255 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	254)	1.00	1200	J	J170	1 70			270	070	'	0.102	'	0.021	1200	O	2002
3.45   4800   G   93%   0%   2%   3%   2%   0%   F   0.101   F   0.527   4800   G   2002																	
254   3.45   4800   G   93%   0%   2%   3%   2%   0%   F   0.101   F   0.527   4800   G   2002	254 <i>)</i>	3.92	5700	G	93%	0%	2%	3%	2%	0%	F	0.104	F	0.591	5700	G	2002
3.45   4800   G   93%   0%   2%   3%   2%   0%   F   0.101   F   0.527   4800   G   2002					To:		0	7-608		-							
254   Poplar Ave   0.07   3800   G   97%   0%   2%   1%   1%   0%   0%   0%   0%   1%   0%   0	254)	3.45	4800	G		0%	2%	3%	2%	0%	F	0.101	F	0.527	4800	G	2002
254   Ny St   1.19   6800   G   94%   1%   2%   1%   1%   1%   1%   0.09   F   0.101   F   0.627   5200   G   2002					To		0	7 640									
To   WCL Waynesboro	254	0.93	5100	G		0%			2%	0%	F	0 101	F	0.627	5200	G	2002
Sity of Waynesboro   Sity of Waynesboro   Sity of Staunton   Sity of S	204)	0.00	5.00	_		J /0				- 7.0 - 1		0.701	•	0.021	0200	9	2002
Second Property   Second Pro	224 C.W.						02	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,									
1.19   6800   G   94%   1%   2%   1%   1%   0%   C   0.095   F   0.653   7100   G   2002	<u>ity of wavnesboro</u>	1			From:		WCL V	Wayneshor	0	I							
Hopeman Pkwy   254   Ivy St   0.52   7000   G   94%   1%   2%   1%   1%   0%   F   0.094   F   0.505   7300   G   2002	254 Jvv St	1.19	6800	G	94%	1%				0%	С	0.095	F	0.653	7100	G	2002
254   Poplar Ave   0.52   7000   G   94%   1%   2%   1%   1%   0%   F   0.094   F   0.505   7300   G   2002	254), 51					. , ,						0.000	•	0.000			
Sing Ave	) Ct	0.50	7000			40/				00/		0.004		0.505	7000		0000
Poplar Ave   0.30   12000   G   97%   0%   2%   1%   1%   0%   C   0.091   F   0.556   12000   G   2002	254 IVy St	0.52	7000	G	94%	1%	2%	1%	1%	υ%	F	0.094	F	0.505	7300	G	2002
Poplar Ave   0.30   12000   G   97%   0%   2%   1%   1%   0%   C   0.091   F   0.556   12000   G   2002					From:		Ki	_									
Poplar Ave   0.07   3800   G   97%   0%   2%   1%   1%   0%   F   0.094   F   0.562   4000   G   2002	254) Poplar Ave	0.30	12000	G		0%	2%	1%	1%	0%	С	0.091	F	0.556	12000	G	2002
Poplar Ave   0.07   3800   G   97%   0%   2%   1%   1%   0%   F   0.094   F   0.562   4000   G   2002	$\smile$				Tax		R	road St		].							
City of Staunton	254 Poplar Ave	0.07	3800	G		0%			1%	0%	F	0.094	F	0.562	4000	G	2002
City of Staunton   Front   Jefferson St     Jefferson St       Jefferson St       Jefferson St       Jefferson St       Jefferson St       Jefferson St       Jefferson St     Jefferson St     Jefferson St     Jefferson St     Jefferson St     Jefferson St     Jefferson St	2037			-							•					-	
Frederick St   0.35   2700   G   98%   0%   1%   0%   0%   0%   0%   C   0.101   F   2800   G   2002	ity of Ctot																
Frederick St 0.35 2700 G 98% 0% 1% 0% 0% 0% C 0.101 F 2800 G 2002 Combined Traffic: 4700 G 97% 0% 1% 0% 0% 0% 0% F NA 4900 G  To Central St  Combined Traffic: 10000 G 98% 0% 1% 0% 0% 0% F NA 11000 G					From:		Jeff	ferson St		I							
Combined Traffic: 4700 G 97% 0% 1% 0% 0% 0% F NA 4900 G    To   Central St   254   Frederick St   0.11 6700 G 98% 0% 1% 0% 0% 0% F 0.085 F 7000 G 2002	254 Frederick St	0.35	2700	G		0%			0%	0%	С	0.101	F		2800	G	2002
Central St   Cen	284												•				
Prederick St 0.11 <b>6700 G</b> 98% 0% 1% 0% 0% 0% F 0.085 F 7000 G 2002 Combined Traffic: <b>10000 G</b> 98 <u>% 0% 1% 0% 0% 0%</u> F NA 11000 G		Johnshieu Haille.	7100	9		U /0			J /0	J /0	1	1 1/7			7300	J	
Combined Traffic: <b>10000 G</b> 98 <u>% 0% 1% 0% 0% 0%</u> F NA 11000 G															_,		
Combined Traffic: <b>10000 G</b> 98 <u>% 0% 1% 0% 0% 0%</u> F NA 11000 G	254 Frederick St			G		0%			0%	0%			F			G	2002
US 250 P, New St		Combined Traffic:	10000	G	98%	0%	1%	0%	0%	0%	F	NA			11000	G	
					To:		US 250	0 P, New S	St								

					Au	gusta Mainte	nance Are	а							
Route	Length	AADT	QA	4Tire	Bus		Truck Axle 1Trai	2Trail	- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Staunton				-				·							
Erodoriok St	0.24	4400	G	98%	0%	US 250 P, 1 1% 0	% 0%	0%	F	0.085	F		4600	G	2002
Frederick St Combinee		6300	G	98%	0%		% 0%	0%	F		'		6600	G	2002
Combine	ı manıc.	6300	G	90 70 To:	076	Coalter		070	Г	NA			0000	G	
Augusta County				From:		110.1		1							
250	0.14	9700	G	90%	1%	US 1 2% 5	% 3%	0%	F	0.079	F	0.605	9800	G	2002
256	0.14	0700	Ū	T	170		70 070	070	•	0.070	•	0.000	0000	Ü	2002
256	1.22	8400	G	90%	1%	I-81 2% 5	% 3%	0%	F	0.086	F	0.562	8500	G	2002
				To: From:		SR 27	6								
(256)	4.50	5400	Α	92%	1%	3% 1	% 3%	0%	Α	0.104	Α	0.717	5700	Α	2002
				To-		Rockingham C	ounty Line								
City of Staunton															
Statler Blvd	0.84	9400	G	95%	0%	Old Greenv	ille Rd % 1%	1%	С	0.094	F	0.569	9800	G	2002
261 Statler Blvd	0.04	3400	G	95 /6	0 70			1 /0	C	0.094	'	0.509	9000	G	2002
Ctation Divid	0.70	42000		From:	00/	Richmon		00/		0.000		0.507	14000		2002
Statler Blvd	0.78	13000	G	95%	0%	1% 3	% 1%	0%	С	0.099	F	0.507	14000	G	2002
				From:	201	New Hop							4=000		
Statler Blvd	0.14	15000	G	95%	0%	1% 3	% 1%	0%	F	0.09	F	0.525	15000	G	2002
				To: From:		Commerc									
(261) Statler Blvd	0.25	11000	G	95%	0%	1% 3	% 1%	0%	F	0.087	F	0.528	12000	G	2002
				To: From:		Beverly	St	}							
261 Statler Blvd	0.20	10000	G	95 <u>%</u>	0%	1% 3	% 1%	0%	F	0.086	F	0.546	11000	G	2002
				To:		Coalter	St								
Augusta County				From:		110.1									
000	3.08	11000	G	95%	0%	2% 1	% 2%	0%	F	0.097	F	0.599	11000	G	2002
262	3.00	11000	·	To:	070	I-81	70 270	070	•	0.007	'	0.000	11000	J	2002
City of Staunton				L.											
City of Staumon				From:		US 25	0								
275	2.07	8600	G	92%	0%	2% 4	% 2%	0%	F	0.098	F	0.684	9000	G	2002
				To: From:		07-613 Sprin	g Hill Rd	ŀ							
275)	1.74	11000	G	92%	0%		% 2%	0%	С	0.099	F	0.697	11000	G	2002
				To: From:		US 11 Comm	nerce Rd								
275 Woodrow Wilson Pkwy	1.34	13000	G	92%	0%		% 2%	0%	F	0.092	F	0.579	13000	G	2002
,				To:		ECL Stat									
Augusta County															
				From:		ECL Star								_	
275	0.18	13000	G	92%	0%	2% 4	% 2%	0%	F	0.092	N	0.579	14000	G	2002
				To: From:		I-81									
275)	0.80	4700	G	95%	0%		% 1%	0%	F	0.101	F	0.532	4700	G	2002
				To:		SR 25									
	4		_	From:	00/	SR 25		40/	_	0.400	_	0.500	0.400	•	0000
276	1.77	3300	G	92% To:	0%	1% 3 Rockingham C	% 3%	1%	F	0.102	F	0.522	3400	G	2002
				From:											
005	1.85	14000	G	95%	1%	07-608; 0 3% 1	7-935 % 1%	0%	С	0.087	F	0.575	14000	G	2002
285	1.00	1-1000	G	95% To:	1 /0	US 250; 0		0 /0	C	0.007	1.	0.575	14000	G	2002
				From:		US 1									
(340)	5.84	6500	G	98%	0%		% 1%	0%	F	0.087	F	0.591	6500	G	2002
340	5.04	5500	•	T	J /0				•	0.007	•	0.001	5500	9	2002
(m)	0.85	12000	c	From:	0%	07-65 <b>2%</b> 1		∩0/	F	0.070	F	0.620	12000	C	2002
340	0.85	12000	G	96%	U%		% 1%	0%	r	0.079	r	0.629	12000	G	2002
	- ·-	4.555		From:	22.	07-60			_		_	0 ====	4.0		
340	3.47	14000	G	96%	0%		<u>% 1%</u>	0%	F	0.09	F	0.539	14000	G	2002
				To:		07-63	2								

					Au	gusta Maintenanc	e Area								
Route	Length	AADT	QA	4Tire	Bus	True		2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Augusta County				From:		07. (22		i							
340	1.64	19000	G	96%	0%	07-632 2% 1% WCL Waynesbord	1%	0%	F	0.085	F	0.501	20000	G	2002
City of Waynesboro															
				From:		WCL Waynesboro									
Rosser Ave	0.34	19000	G	96%	0%	2% 1% I-64	1%	0%	F	0.085	F	0.506	20000	G	2002
(340) Rosser Ave	0.56	21000	G	98%	0%	1% 0%	1%	0%	F	0.086	F	0.505	22000	G	2002
(340) Rosser Ave	0.71	13000	G	98%	0%	Lew Dewitt Blvd 1% 0%	1%	0%	С	0.088	F	0.505	14000	G	2002
~				From:		Northgate Ave									
Rosser Ave	0.61	11000	G	98%	0%	1% 0% Forrest Dr	1%	0%	F	0.087	F	0.502	12000	G	2002
(340) Rosser Ave	0.56	8600	G	98% To:	0%	1% 0% US 250 Main St	1%	0%	F	0.082	F	0.54	8900	G	2002
				From:		Rosser Ave									
340 Main St	0.38	9900	G	98%	0%	1% 0%	1%	0%	F	0.086	F	0.504	10000	G	2002
(340) Main St	0.35	7600	G	From: 98%	0%	New Hope Rd	1%	0%	F	0.087	F	0.544	8000	G	2002
<del>*</del>				To: From:		Wayne Ave									
Main St	0.14	5800	G	98%	0%	1% 0%	1%	0%	F	0.088	F	0.512	6100	G	2002
(340) Main St	0.39	8700	G	98%	0%	1% 0%	1%	0%	F	0.085	F	0.531	9100	G	2002
Main St	0.10	42000		From:	00/	US 250 Broad St	10/	00/		0.004		0.524	14000		2002
340 250 Main St	0.19	13000	G	96%	0%	2% 0% Main St	1%	0%	F	0.084	F	0.524	14000	G	2002
Olimpia (340) Delphine Ave	0.25	11000	G	94%	1%	2% 1%	2%	0%	F	0.089	F	0.56	12000	G	2002
(340) Delphine Ave	0.60	11000	G	From: 94%	1%	7th St 2% 1%	2%	0%	F	0.088	F	0.557	11000	G	2002
<del>*</del>				To: From:		Second St									
Delphine Ave	0.81	9100	G	94%	1%	2% 1%	2%	0%	F	0.087	F	0.555	9500	G	2002
340 Delphine Ave	0.25	9100	G	From: 94%	1%	Hopeman Pkwy 2% 1%	2%	0%	С	0.087	F	0.627	9500	G	2002
340 Delprine Ave	0.23	3100	•	70:	1 70	NCL Waynesboro		0 70	C	0.007	'	0.021	9300	J	2002
Augusta County															
(340)	4.69	8600	G	94%	1%	NCL Waynesbord	2%	0%	F	0.096	F	0.552	8700	G	2002
<u></u>			_	To: From:		07-612								_	
(340)	4.66	5200	G	93%	1%	3% 2%	2%	0%	F	0.093	F	0.525	5200	G	2002
340	2.69	5000	G	93% To:	1%	N 07-778 3% 2%	2%	0%	F	0.094	F	0.626	5100	G	2002
Town of Grottoes						SCL Grottoes									
~~~	0.05	5000	NI	From:	1%	SCL Grottoes 3% 2%	2%	0%	N!	0.004	NI -	0 626	5100	NI	2002
(340)	0.05	5000	N	93% To:	170	3% 2% Rockingham County I		U%	N	0.094	N	0.626	5100	N	2002
Augusta County				D		110 **		-							
340 Wye	0.12	4000	G	93% To:	1%	US 11 2% 3% US 340	2%	0%	F	0.092	F	0.640	4100	G	2002
				From:		Rockbridge County I	ine	<u> </u>							
(600)	0.70	70	R	<u> </u>		Rockoringe County I				NA			NA		06/04/2001
				To: From:		07-687									00/5:::::
(600)	4.09	110	R	To:		4.09 MN 07-687				NA			NA		06/04/2001

Route	Length	AADT	QA	4Tire	BusTruck	()(;	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Augusta County				From:		1						
600	3.75	140	R		4.09 MN 07-687	J	NA			NA		06/04/200
				To: From:	07-692	ļ						
600	0.60	150	R	From:		1	NA			NA		1998
				To: From:	07-691	<del></del>						
600	0.80	420	R	To:	07.620	1	NA			NA		06/04/200
				From:	07-629	l I						
601)	1.00	440	R		Rockbridge County Line	l	NA			NA		1998
001)				To:	07-683	]						
601)	6.06	540	R	From:	07 003	1	NA			NA		05/29/200
				To:	07-811							
				From:	07-681							
602	3.50	80	R				NA			NA		1998
				To: From:	07-682 South	-						
602	2.55	240	R				NA			NA		06/11/200
	2.22	400	_	From:	07-677							4000
602	2.63	130	R	To:	07-876	1	NA			NA		1998
				From:	07-601	<u> </u>						
603	0.70	70	R		07-001	J	NA			NA		05/29/200
000				To	Dead End	]						
603	0.30	NA		From:	Dead End	1	NA			NA		
				Ta	07-602	ļ						
603	0.89	46	R	From:	0, 002	1	NA			NA		06/07/200
				To: From:	0.89 ME 07-602	<b> </b>						
603	1.31	60	R	rioiii.			NA			NA		1998
				To: From:	07-677							
603	0.50	400	R				NA			NA		06/07/200
				Tn·	SR 252							
	1.60	30	R	From:	Rockbridge County Line		NA			NA		06/11/200
604)	1.60	30	K	To:	07-620 South	1	INA			INA		00/11/200
				From:	07-620 North							
(604)	0.61	60	R				NA			NA		06/11/200
<u> </u>				To: From:	07-670	<b> </b>						
(604)	2.40	60	R			_	NA			NA		06/11/200
$\bigcirc$	4.04	470		From:	07-675 South	}	NIA			NIA		00/44/000
(604)	1.94	170	R			-	NA			NA		06/11/200
	1.00	200		From:	07-662		NIA			NΙΔ		1000
604)	1.90	280	R	To:	07-701	1	NA			NA		1998
				From:	07-608	1						
605)	0.60	40	R	<u></u>	07-000	I	NA			NA		04/23/200
				To:	07-865 South							
(COE)	2.21	140	R	From:	07-865 North		NA			NA		04/23/200
605	۲.۲۱	1-70		Te-	1 21 101 07 770	1	. */ `			INA		J-1/201/200
605	0.10	140	R	From:	1.21 MN 07-770		NA			NA		04/23/200
605	J. 10			To:	SR 256 East	<u></u>						
$\bigcirc$	*		_	From:	SR 256 West						_	1000
605)	0.59	600	R	Te	Dooleinghom County Line	1	NA			NA		1998
				To:	Rockingham County Line	<u> </u>						

					Au	gusta Maintenan	ce Area								
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
ugusta County				From:		Dead End		1							
606	0.27	240	R			Dead End				NA			NA		1998
				To: From:		0.27 MS Dead E	nd				—				
606)	0.27	240	R	To:		07.660				NA			NA		1998
				From:		07-660		1							
607	0.19	410	G	95%	1%	07-731 3% 1%	1%	0%	F	0.098	F	0.538	420	G	2002
607)	0.10		Ū	To:	170		170		•	0.000	•	0.000	120	Ū	2002
607	0.83	910	G	95%	1%	SR 42 3% 1%	1%	0%	С	0.089	F	0.529	920	G	2002
607				Tay		07-843									
607)	2.62	650	G	95%	1%	3% 1%	1%	0%	F	0.100	F	0.638	660	G	2002
001)				To:		07-739									
607)	0.99	710	G	95%	1%	3% 1%	1%	0%	F	0.098	F	0.617	720	G	2002
001)				To:		07-613									
				From:		Rockbridge County	Line								
608)	11.80	2400	G	94%	1%	2% 2%	1%	0%	С	0.091	F	0.58	2400	G	2002
				To: From:		07-656									
608)	1.27	1200	G	94%	1%	2% 2%	1%	0%	F	0.095	F	0.545	1200	G	2002
				To: From:		1.27 Mi From 07-	656	ŀ							
608)	0.91	2400	G	94%	1%	2% 2%	1%	0%	F	0.088	F	0.630	2400	G	2002
				To: From:		07-610		-							
608)	0.21	8900	G	89%	1%	1% 2%	5%	3%	F	0.088	F	0.609	9200	G	2002
				To: From:		0.21 Mi From 07-	610								
608	0.22	11000	G	89%	1%	1% 2%	5%	3%	F	0.088	Ν	0.609	12000	G	2002
				To: From:		0.43 Mi From 07-	610	1							
608)	0.24	11000	G	89%	1%	1% 2%	5%	3%	С	0.085	F	0.507	11000	G	2002
				To: From:		07-1511									
608)	0.06	13000	G	89%	1%	1% 2%	5%	3%	F	NA			13000	G	2002
				To: From:		0.06 M From 07-1	511								
608	0.16	11000	G	89%	1%	1% 2%	5%	3%	F	0.079	F	0.585	12000	G	2002
				To:		07-1510									
608)	0.27	11000	G	89%	1%	1% 2%	5%	3%	F	0.08	F	0.556	12000	G	2002
				To		07-1502		1							
608	0.13	12000	G	89%	1%	1% 2%	5%	3%	F	0.081	F	0.584	12000	G	2002
				To: From:		07-1517									
608)	0.03	12000	G	89%	1%	1% 2%	5%	3%	F	0.081	F	0.579	12000	G	2002
				To: From:		07-1506									
608)	0.05	13000	G	89%	1%	1% 2%	5%	3%	F	0.084	F	0.603	13000	G	2002
				To		07-1519									
608	0.09	13000	G	From: 89%	1%	1% 2%	5%	3%	F	0.082	F	0.56	13000	G	2002
				To:		US 340									
608	0.80	6500	G	93%	1%	3% 2%	2%	0%	F	0.091	F	0.532	6700	G	2002
				To: From:		0.80 M From US	340								
608)	1.66	6300	G	93%	1%	3% 2%	2%	0%	F	0.084	F	0.599	6400	G	2002
				To: From:		07-648									
608)	0.91	6200	G	93%	1%	3% 2%	2%	0%	F	0.084	F	0.559	6300	G	2002
						07-637									
608)	1.10	5800	G	From: 93%	1%	3% 2%	2%	0%	С	0.083	F	0.614	5900	G	2002
uuo)	1.10	2000	_	7T	1 /0		<b>2</b> /0	J /0	5	5.000	•	0.017	3000	J	2002
				10.1		07/01/									
608	0.19	9300	G	93%	1%	07-914 3% 2%	2%	0%	F	0.081	F	0.624	9400	G	2002

					Au	igusta Maintena	nce Area								
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Augusta County				From:		US 250; Gap Terr	i	ī							
608)	0.53	4200	G	93%	1%	3% 2%	2%	0%	F	0.081	F	0.604	4200	G	2002
	2.04	1600	G	To: From: 93%	1%	07-796 3% 2%	2%	0%	F	0.093	F	0.551	1600	G	2002
608)	2.01	1000		To:	1,0	07-795	270		•	0.000		0.001			2002
608)	2.02	1500	G	93%	1%	3% 2%	2%	0%	F	0.098	F	0.555	1500	G	2002
608	2.17	1600	Α	97%	0%	SR 254 2% 1%	1%	0%	Α	0.117	Α	0.642	1700	Α	2002
				To: From:		07-612		<u> </u>							
608)	1.29	1400	G	97%	0%	2% 1%	1%	0%	F	0.102	F	0.552	1500	G	2002
608)	1.06	1300	G	97%	0%	07-616 North 2% 1%	1%	0%	F	0.104	F	0.561	1300	G	2002
608	3.54	1100	G	From: 97%	0%	07-778 South	1%	0%	F	0.102	F	0.5	1100	G	2002
000)				To:		07-865									
	0.25	180	R	From:		07-651				NA			NA		1998
609	0.25	100	K	To:		07-608				INA			INA		1990
_				From:		07-608									
610	1.08	2900	G	96%	0%	2% 1%	1%	0%	С	0.092	F	0.577	3000	G	2002
610	0.47	2600	G	From: 96%	0%	07-887 2% 1%	1%	0%	F	0.087	F	0.561	2600	G	2002
				To:		0.47 Mi From 07									
610	3.61	2600	G	96%	0%	2% 1%	1%	0%	F	0.1	F	0.527	2600	G	2002
	0.24	490	R	From:		07-664				NA			NA		04/16/200
610 610				From:		07-623		-							
610)	3.13	140	R							NA			NA		04/16/200
610	1.61	30	R	From:		3.13 MN 07-6	23			NA			NA		04/16/200
				To: From:		GW NATL FOR I	BNDY								
610	0.80	40	R	To:		Nelson County l	r :			NA			NA		04/16/20
				From:		07-828	Line								
(611)	1.35	260	G	96%	0%	1% 2%	1%	0%	F	0.094	F	0.542	260	G	2002
				To: From:		07-865 SOUT 07-865 NORT									
611	0.45	1700	G	96%	0%	1% 2%	1%	0%	С	0.098	F	0.546	1800	G	2002
<u>(611)</u>	2.90	210	G	From: 96%	0%	US 340 1% 2%	1%	0%	F	0.111	F	0.563	220	G	2002
				To: From:		07-622									
611)	0.10	150	R	To:		D IF I		1		NA			NA		04/16/200
				From:		Dead End									
612	1.12	1300	G	93%	1%	SR 254 2% 2%	2%	0%	F	0.095	F	0.504	1300	G	2002
		1000		From:	401	07-720	601	221		0.00=		0.500	1000		0005
612	1.90	1900	G	93% To:	1%	2% 2% US 250 EAS	2% T	0%	F	0.097	F	0.529	1900	G	2002
				From:		US 250 WES	T								
612	1.78	780	G	93% To:	1%	2% 2%	2%	0%	F	0.094	F	0.614	790	G	2002
				From:		07-742 WES 07-742 EAS		<u> </u>							
612	1.39	850	G	93%	1%	2% 2%	2%	0%	F	0.105	F	0.692	860	G	2002
				To:		07-613 SOUT									

					Au	gusta Ma	aintenan	ce Area								
Route	Length	AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle		2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Augusta County				From:			3 NORTH									
612	1.88	1700	G	93%	1%	2%	2%	2%	0%	F	0.103	F	0.760	1700	G	2002
	0.99	3000	G	From: 93%	1%	2%	)7-626 2%	2%	0%	F	0.095	F	0.692	3100	G	2002
612	0.99	3000	G	93 76 To:	1 70		7-1912	270	U%	Г	0.095	Г	0.092	3100	G	2002
612)	0.20	3800	G	93%	1%	2%	2%	2%	0%	F	0.092	F	0.686	3900	G	2002
612)	0.28	6000	G	From: 93%	1%	07-8 2%	2%	2%	0%	F	0.091	F	0.646	6100	G	2002
<u>612</u>	0.60	15000	G	From: 93%	1%	2%	US 11 2%	2%	0%	С	0.089	F	0.533	15000	G	2002
				To:			7-1921		1							
612	0.22	6000	G	93%	1%	2%	2%	2%	0%	F	0.091	F	0.506	6100	G	2002
612)	0.51	8600	G	From:			I-81				0.082	F	0.569	8800	G	2002
<u>612</u>	0.98	6300	G	To: From:		(	)7-792				0.091	F	0.537	6400	G	2002
				To: From:		(	07-790									
612	2.86	2600	G	95%	0%	2%	1%	1%	0%	F	0.093	F	0.598	2700	G	2002
612)	1.14	2600	G	95%	0%	2%	07-617 1%	1%	0%	F	0.097	F	0.514	2600	G	2002
	3.06	1700	G	From: 95%	0%	2%	07-608 1%	1%	0%	F	0.106	F	0.623	1700	G	2002
612)	3.00	1700		To:	0%		07-865	1 70	0%	Г	0.100	Г	0.023	1700	<u> </u>	2002
612	1.61	1900	G	95%	0%	2%	1%	1%	0%	С	0.104	F	0.6	2000	G	2002
612	1.29	660	R	From:		l	JS 340				NA			NA		04/16/2001
<u>612</u>	0.80	420	R	From:		(	07-663				NA			NA		04/26/2001
				To:			ead End									
613)	0.08	70	R	From:		(	07-662				NA			NA		1998
613	0.66	40	R	From:		(	07-817				NA			NA		06/14/2001
				To- From:		0.66 1	MN 07-81	7	-							
613	0.98	40	R	т							NA			NA		06/14/2001
613)	1.88	190	R	From:		(	07-701				NA			NA		1998
613)	2.46	250	R	From:		(	)7-694				NA			NA		07/05/2001
				From:		07-69	7 NORTH	[	-							
613)	1.28	380	R	To:			)7-872				NA			NA		1998
613)	0.56	790	G	97%	0%	1%	1%	0%	0%	F	0.087	F	0.630	810	G	2002
613)	2.23	360	G	From: 97%	0%	1%	07-871 1%	0%	0%	F	0.109	F	0.580	370	G	2002
			_	From:			7-1447		<u> </u>	_		_				
613)	0.72	1500	G	97% To:	0%	1% SCL S	1% TAUNTO	0% N	0%	F	0.144	F	0.532	1600	G	2002
$\bigcirc$	2.25	0455		From:	001	NCL S	TAUNTO	N	001		0.000	_	0.5.0	0.100	^	0000
613)	0.38	2100	G	97% To:	0%	1%	1% 07-626	0%	0%	С	0.096	F	0.549	2100	G	2002

Route	Longth	AADT	ΟΛ	4Tire	Bus	gusta M	Tri			- QC	Peak	QK	Dir	AAWDT	OW	Year
	Lengui	AADI	QА	41116	Dus	2Axle	3+Axle	1Trail	2Trail	QC	Hour	QK	Factor	AAWDI	QVV	real
Augusta County				From:		(	07-626		Ī							
613	1.32	890	G	97%	0%	1%	1%	0%	0%	F	0.101	F	0.692	910	G	2002
	0.11	1600	G	From: 97%	0%	07-6 1%	12 SOUTE 1%	1 0%	0%	F	0.098	F	0.540	1600	G	2002
613	0.11	1000		31 /0	0 70		1 70 12 NORTI			'	0.030	'	0.540	1000	U	2002
613	1.99	640	G	97%	0%	1%	1%	0%	0%	F	0.122	F	0.719	640	G	2002
				From:			42 SOUTH					_				
613	1.83	1000	G	97%	0%	1%	1%	0%	0%	F	0.122	F	0.562	1000	G	2002
613)	0.28	930	G	From: 97%	0%	07-73 1%	32 NORTI 1%	0%	0%	F	0.123	F	0.62	940	G	2002
019				To: From:			07-607									
613)	6.56	160	R								NA			NA		05/14/2001
	0.00	40		From:			SR 42				NIA			NIA		05/04/0004
613	0.89	40	R	To:		0.00	MW CD 4				NA			NA		05/21/2001
613)	0.14	80	R	From:		0.90	MW SR 4	2			NA			NA		05/21/2001
				To: From:			47 SOUTH									
613)	1.37	70	R			0/-/4	47 NORTI	1			NA			NA		05/21/2001
				To:		Rockingh	am County	Line								
	1.22	510	R	From:		Ţ	US 340				NA			NA		04/23/2001
614)	1.22	310		To:			07-615				14/-3			IVA		04/25/2001
614)	0.70	170	R	From:		<u>'</u>	07-013				NA			NA		04/23/2001
				To:			ead End									
(615)	2.15	140	R	From:		Ţ	JS 340				NA			NA		09/13/2001
(013)				To:		(	07-614									
	0.00	242	_	From:		(	07-732									4000
616)	2.36	240	R								NA			NA		1998
(616)	0.33	860	R	From:		•	07-804				NA			NA		05/14/2001
				To:		(	07-626									
616	1.93	1500	G	96%	1%	2%	1%	0%	0%	С	0.091	F	0.686	1500	G	2002
	0.44	040		From:	40/		US 11	40/	00/		0.4		0.004	000		
(616)	0.44	940	G	97%	1%	2%	0%	1%	0%	F	0.1	F	0.624	960	G	2002
(616)	2.89	720	G	From: 97%	1%	2%	07-777 <b>0%</b>	1%	0%	С	0.100	F	0.587	730	G	2002
				To: From:			07-927									
616)	1.47	600	G	97%	1%	2%	0%	1%	0%	F	0.108	F	0.533	610	G	2002
				To: From:			08 SOUTE 08 NORTE									
616)	2.69	250	G	97%	1%	2%	0%	1%	0%	F	0.117	F	0.571	260	G	2002
				To: From:			65 SOUTE 65 NORTE									
616	0.27	30	R								NA			NA		04/26/2001
	0.64	230	R	From:		0.27	ME 07-86	5			NA			NA		04/26/2001
616	0.04	230	r\	To:		0.01	ME 07-86	5			INA			INA		U <del>T</del> 12U12UU I
616)	0.59	230	R	From:		0.91	IVIE U/-80	<i>.</i>			NA			NA		04/26/2001
				To: From:		Į	US 340									
616	0.33	390	R	To:			07.070				NA			NA		1998
				10.		-	07-870									

						gusta Mai		e Area ck			Peak		Dir			
Route	Length	AADT	QA	4Tire	Bus			1Trail 2		QC	Hour	QK	Factor	AAWDT	QW	Year
Augusta County				From:		07	'-870		1							
616)	0.03	110	R			07	070				NA			NA		04/23/2001
	0.05	440		To: From:		0.04 M	E 07-870		_		NIA			NIA		04/00/0004
616	0.85	110	R	To:		Dea	nd End				NA			NA		04/23/2001
				From:			-907									
617	0.04	50	R								NA			NA		05/03/2001
<u></u>	1.26	110	R	From:		07	'-612				NA			NA		05/03/2001
617)	1.20			To:			SOUTH				1471			147.		00/00/2001
617	0.65	390	R	From:		07-608	NORTH				NA			NA		04/23/2001
617	0.00			Tax		07	'-784									0 1/20/2001
617)	0.60	300	R	From:		07	-704				NA			NA		04/23/2001
				To: From:		07	'-783									
617)	1.80	100	R	т		0= 0.0					NA			NA		04/26/2001
				From:			SOUTH NORTH									
(617)	0.69	60	R								NA			NA		04/23/2001
				To: From:		0.69 ME 0	7-865 NO	RT								
(617)	0.21	60	R	To:		0.7	1.620				NA			NA		04/23/2001
				From:			7-628									
(618)	0.70	90	R			Dea	d End				NA			NA		05/31/2001
010				To:		07	-731									
				From:		SF	R 254									
619	2.19	580	G	91%	2%	2%	4%	0%	0%	С	0.134	F	0.615	590	G	2002
				From:			SOUTH NORTH									
619	0.85	20	R								NA			NA		04/26/2001
				To: From:		5 ME 07-86 MW US 34										
(619)	0.85	110	R		0.63	WW US 34	o iv, Gap i	emmus			NA			NA		04/23/2001
0.0				To:		US 340 NO	RTH; 07-	672								
(619)	2.10	600	R	From:		US 340	SOUTH				NA			NA		04/16/2001
(619)	2.10	000		To:		07	'-611				IVA			INA		04/10/2001
				From:		Rockbridge	County L	ine								
(620)	0.80	40	R								NA			NA		06/11/2001
				To: From:			SOUTH NORTH									
(620)	3.94	160	R			510202					NA			NA		06/11/2001
				To:		07-604	NORTH									
620	2.00	340	R	110111							NA			NA		1998
				From:		07-91	9 WEST									
620	0.15	490	G	92%	1%	1%	4%	2%	0%	С	0.114	F	0.648	500	G	2002
				To: From:		07-91	9 EAST									
620	0.70	330	R								NA			NA		06/11/2001
	1.00	200		From:	10/		'-671 20/	10/	00/		0.100		0.527	400		2002
620	1.89	390	G	92%	1%	<b>4%</b> U	2% S 11	1%	0%	С	0.100	F	0.537	400	G	2002
				From:			S 340		i							
(621)	1.30	750	R								NA			NA		04/05/2001
				To:			nd End									
	2.00	400	_	From:	10/		'-611	10/	00/		0.000	_	0.507	400	<u> </u>	2000
(622)	3.60	460	G		1%				U%	C	U.U98	г	U.58/	400	G	2002
(621) (622)	3.60	750 460	R G		1%		'-611 3%		0%	С	0.098	F	0.587	460	G	

Route	l enath	AADT	QΔ	4Tire	Bus	gusta Maintenan Trt	ıck		- QC	Peak	QK	Dir	AAWDT	OW	Year
Augusta County	Longur	ולאטו	Q,r	71110	Duo	2Axle 3+Axle	1Trail	2Trail	QU	Hour	QIV	Factor	700001	QVV	rcai
_	1.55	230	R	From:		Gap Terminus				NA			NA		1998
622				To		Dead End									
				From:		Dead End									
623)	1.10	200	R							NA			NA		04/16/200
				To: From:		07-610									
(624)	0.91	1100	0	86%	2%	07-634 3% 5%	3%	0%	F	NA			NA		2002
624	0.01	1100		To:	270	07-971	070		•	117.			1471		2002
624	1.97	1300	0	From: 86%	2%	3% 5%	3%	0%	F	NA			NA		2002
024)				To:		07-664 South									
	0.17	1100	0	From: 86%	2%	07-664 North 3% 5%	3%	0%	F	NA			NA		2002
624	0.17	1100	U	00%	270		370	070	г	INA			INA		2002
	0.76	4300	0	From: 86%	2%	07-894 3% 5%	3%	0%	F	NA			NA		2002
(624) (624)	0.70	1000		To:					•						2002
624	0.42	4000	G	86%	2%	07-1607 3% 5%	3%	0%	С	0.095	F	0.617	4100	G	2002
024)	0			To:		SCL Waynesbor				0.000	•	0.0			
				From:		Dead End									
625)	0.21	40	R							NA			NA		1998
				To:		SR 208 < Old Rt 6	08>								
	2.40	020	•	From:	00/	07-613	00/	00/	0	0.000	_	0.550	040	0	2002
626	2.18	930	G	97%	0%	2% 1%	0%	0%	С	0.098	F	0.558	940	G	2002
	2.27	250	G	From: 97%	0%	07-612 2% 1%	0%	0%	F	0.109	F	0.670	260	G	2002
626	2.21	250	G	9/%	0%		U%	U%	Г	0.109	Г	0.679	200	G	2002
	1.18	210	G	From: 97%	0%	07-744 2% 1%	0%	0%	F	0.119	F	0.646	220	G	2002
626	1.10	210	Ü		070		0 70	<del></del> -	•	0.115	•	0.040	220	O	2002
(626)	1.36	490	G	From: 97%	0%	07-742 2% 1%	0%	0%	F	0.121	F	0.681	500	G	2002
626	1.00	.00		To:	0,0	07-616	070		•	0.121	•	0.001	000	Ü	2002
626	1.47	680	G	From: 97%	0%	2% 1%	0%	0%	F	0.122	F	0.716	690	G	2002
020				To:		US 11									
				From:		Dead End									
(627)	0.38	350	R							NA			NA		1998
				To:		SR 285 < Old Rt 6	08>								
	2.70	440	R	From:		07-612				NA			NA		1998
(628)	2.70	440	K	_						INA			INA		1990
(m)	0.20	10	R	From:		US 340 SOUTE	1			NA			NA		1988
(628)	0.20	10	IX	т						INA			INA		1900
(620)	0.57	90	R	From:		07-617				NA			NA		04/23/200
628	0.07	•		To:		US 340 NORTI	I								0 11201200
$\bigcirc$	0.05	400		From:		US 340 MID									0.4/00/000
628	0.35	180	R	To:		Dead End				NA			NA		04/23/200
				From:		Bath County Lin	10								
(629)	3.94	220	G	97%	0%	2% 0%	0%	0%	F	0.105	F	0.745	230	G	2002
				Tor		07-600	-					-	-		-
(629)	3.24	230	G	97%	0%	2% 0%	0%	0%	F	0.097	F	0.617	230	G	2002
				To:		07-808									
629)	1.26	230	G	97%	0%	2% 0%	0%	0%	F	0.095	F	0.609	240	G	2002
				To: From:		07-688 SOUTH		ļ.							
629	0.03	220	G	97%	0%	2% 0%	0%	0%	F	0.121	F	0.684	230	G	2002
				To:		07-688 NORTH	I								

					Au	gusta Maintenar	ice Area								
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Augusta County				From:		07 (00 NODE)		i							
(000)	1.09	240	G	97%	0%	07-688 NORT	<u>н</u> 0%	0%	F	0.122	F	0.627	240	G	2002
629	1.03	240	J	31 /U	070		070	070		0.122	•	0.027	240	J	2002
<u></u>	2.09	220	G	From: 97%	0%	07-716 2% 0%	0%	0%	С	0.123	F	0.724	220	G	2002
629	2.09	220	0	70 To:	0 70	US 250	0 70	0 70	C	0.123	•	0.724	220	O	2002
				From:		Dead End									
630	0.70	100	R	<u> </u>		Dead End				NA			NA		1998
(030)				To:		07-640									
				From:		SR 285 <old 6<="" rt="" td=""><td>508&gt;</td><td>1</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></old>	508>	1							
631)	1.75	340	G	94%	1%	2% 2%	1%	0%	F	0.090	F	0.574	340	G	2002
				To: From:		07-834		L							
631)	1.01	2800	G	94%	1%	2% 2%	1%	0%	С	0.094	F	0.51	2800	G	2002
				To		US 340		1.							
631)	0.87	4900	G	94%	1%	2% 1%	2%	1%	С	0.099	F	0.534	4900	G	2002
(001)				To:		07-664									
				From:		US 340		1							
632	0.40	1200	R	<u> </u>						NA			NA		1998
				To:		07-970		1							
632	1.48	1100	R	From:		07-570				NA			NA		1998
002)				To:		07-664									
				From:		07-610									
633	1.00	880	R	<u></u>						NA			NA		04/16/2001
				To:		07-634									
				From:		07-610									
634)	1.80	540	R	<u> </u>						NA			NA		04/16/2001
				To		07-624		-							
634)	0.30	1100	R	riom.						NA			NA		1998
				To:		07-633		1							
634)	1.15	2200	R	From:		07 033				NA			NA		04/16/2001
<u></u>				To:		07-639									
634)	0.70	720	R	From:		07-039				NA			NA		1998
(034)	00		•••	To		09-970									
				From:		07-639									
(635)	1.30	6100	G	96%	0%	1% 2%	0%	0%	F	NA			6400	G	2002
				To:		US 340 SOUT									
			_	From:	201	US 340 NORT		201	_		_				
(635)	1.47	380	G	96%	0%	1% 2%	0%	0%	F	0.088	F	0.530	390	G	2002
$\overline{\bigcirc}$				From:		07-643		-							
635	0.92	350	G	96%	0%	1% 2%	0%	0%	F	0.083	F	0.525	350	G	2002
				To: From:		07-608		-							
635	1.40	350	G	96%	0%	1% 2%	0%	0%	F	0.089	F	0.574	360	G	2002
				To: From:		07-637 WEST		}							
635	3.38	300	G	96%	0%	1% 2%	0%	0%	F	0.096	F	0.569	300	G	2002
$\overline{}$				To: From:		07-1428									
635	0.56	300	G	96%	0%	1% 2%	0%	0%	F	0.089	F	0.704	300	G	2002
				To		07-644									
(635)	0.43	3700	G	From: 96%	0%	1% 2%	0%	0%	С	0.1	F	0.575	3800	G	2002
033)	0.10		•	To:	3,0	SCL STAUNTO			J	J. 1	•	0.070	-500	_	
				From:		US 250		i							
636)	0.12	440	R			05 230				NA			NA		03/22/2001
000				To:		0.12 Me He 24	:0								
(626)	1.38	340	R	From:		0.12 MS US 25	0			NA			NA		03/22/2001
636)	1.50	J-10	11	To:		1.50 MS US 25	50			13/7			INA		JUIZZIZUU I
						1.50 1115 05 25	-								

					Au	gusta Maintenar	nce Area	1							
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle			$\cap$ C	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Augusta County				From:		1.50 MS US 2:	50	ĺ							
636)	1.09	380	G	98%	0%	1% 1%	0%	0%	С	0.124	F	0.553	380	G	2002
030				To:		SR 285 <old 6<="" rt="" td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></old>									
				From:		07-608									
637)	1.00	860	G	97%	1%	2% 0%	1%	0%	С	0.119	F	0.576	870	G	2002
				To: From:		07-635 WEST 07-635 EAST									
637)	1.44	120	R	<u> </u>		07-033 EAST	•			NA			NA		03/19/200
(607)				To:		1.44 MN 07-63	35								
637)	1.06	220	R	From:		1.1111111070	<i></i>			NA			NA		03/19/200
				То:		US 250									
				From:		Dead End									
638	0.60	1800	R	_				1		NA			NA		1998
				To:		US 250									
			_	From:	40/	07-608	201	201	_		_		4=00		
639	0.72	1500	G	95%	1%	2% 0%	0%	0%	F	0.089	F	0.585	1500	G	2002
				From:		0.72 M FRM 07-					_				
639	1.68	1200	G	95% To:	1%	2% 0%	0%	0%	С	0.101	F	0.650	1200	G	2002
						07-634									
	1.44	470	G	94%	1%	SR 285 < Old Rt 6	508> 1%	0%	F	0.081	F	0.564	480	G	2002
640	1.44	470	G	94 70	1 70		1 70	076	Г	0.061	Г	0.304	400	G	2002
	4.00	400		From:	40/	07-834	40/	00/		0.004		0.557	470		0000
640	1.00	460	G	94% To:	1%	2% 2% US 250 EAST	1%	0%	F	0.084	F	0.557	470	G	2002
				From:		US 250 WES									
640	1.26	2400	G	94%	1%	2% 2%	1%	0%	С	0.098	F	0.612	2500	G	2002
				To:		07-795									
640	1.61	1600	G	94%	1%	2% 2%	1%	0%	F	0.102	F	0.644	1600	G	2002
				To: From:		US 254									
640	0.53	1300	R	From:						NA			NA		1998
				To:		07-828									
				From:		07-1360									
641)	0.57	370	R							NA			NA		04/05/200
				To:		07-608									
(641)	0.11	70	R	r tom.				-		NA			NA		1998
				To:		Dead End									
	0.15	90	R	From:		07-805				NA			NA		03/22/200
(641)	0.13	30	IX.	To:		Dead End				INA			INA		03/22/200
				From:		07-608									
(642)	0.55	1300	R	<u> </u>		07-000				NA			NA		1998
042)				To:		0.55 MN 07-60	10								
642)	0.50	860	R	From:		0.33 MIN 07-00	J6			NA			NA		03/22/2001
(642)	0.00		••	To:		110.250									00/22/200
(40)	0.80	190	R	From:		US 250				NA			NA		1998
642	0.00	100								147 (			14/ (		1000
	1.80	210	R	From:		07-794		ļ		NA			NA		04/26/2001
642	1.00	210	^							11/7			INA		UT1201200
$\bigcirc$	0.70	170	Р	From:		07-795				NIA			NΙΛ		04/26/2004
642	0.70	170	R							NA			NA		04/26/2001
$\bigcirc$	2.25	445		From:		07-797									0.4/00/2007
(642)	0.87	110	R							NA			NA		04/26/2001
				From:		0.87 MW 07-7	97								
(642)	0.03	150	R							NA			NA		04/26/2001
				To:		SR 254									

					Au	igusta Maintena	nce Area								
Route	Length	AADT	QA	4Tire	Bus	T 2Axle 3+Axl			- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Augusta County				From:		SR 254		1							
642	0.48	430	R							NA			NA		1998
	0.40	242		To: From:		07-839									0.4/0.0/0.00
642	0.10	340	R	т		07.704				NA			NA		04/26/200
642)	2.20	460	R	From:		07-786				NA			NA		04/26/200
012				To:		07-612 SOUT									
642	0.50	20	R			07-612 NORT	.Н			NA			NA		04/26/200
<u> </u>				To:		Dead End									
(12)	0.50	2800	G	From:		07-649				0.11	N	0.651	2900	G	2002
643)	0.50	2000		To:		0.50 M FRM 07	-649			0.11		0.001	2500		2002
643	0.76	3000	G	97%	0%	1% 0%	1%	0%	С	0.11	F	0.651	3000	G	2002
				To:		07-635									
644	0.79	5100	G	From: 91%	0%	US 11 1% 6%	1%	0%	С	0.087	F	0.506	5100	G	2002
644)	0.73	3100		To:	070	SCL STAUNT		070		0.007		0.500	3100		2002
				From:		07-613									
645)	0.19	10	R	To:		Dead End				NA			NA		1998
				From:		SR 42									
646	2.96	370	G	96%	0%	2% 0%	2%	0%	F	0.123	F	0.571	380	G	2002
	4.00			From:	00/	07-698	20/	201		0.400	_	0.570	200		2222
646	1.93	350	G	96%	0%	2% 0%	2%	0%	F	0.132	F	0.579	360	G	2002
646)	2.17	350	G	From: 96%	0%	07-732 2% 0%	2%	0%	F	0.123	F	0.637	350	G	2002
040)				To: From:		07-749									
646	0.70	380	G	96%	0%	2% 0%	2%	0%	С	0.129	F	0.608	390	G	2002
				To: From:		US 11									
(647)	0.38	1300	G	92%	0%	US 11 4% 3%	0%	0%	С	0.111	F	0.577	1300	G	2002
				To: From:		07-648									
647)	1.29	120	R							NA			NA		1998
				To: From:		Dead End 07-647									
(648)	3.74	990	G	86%	3%	6% 4%	1%	0%	С	0.130	F	0.594	1000	G	2002
				To:		07-608									
(40)	0.70	5000	G	From: 95%	1%	US 340 1% 2%	1%	0%	С	0.097	F	0.637	5200	G	2002
(649)	0.70	3000		To:	1 /0	07-643	1 /0			0.007		0.007	3200		2002
649	0.50	780	G	95%	1%	1% 2%	1%	0%	F	0.09	F	0.555	810	G	2002
				To: From:		0.50 MN 07-6		-							
649	0.60	750	G	95%	1%	1% 2%	1%	0%	F	0.096	F	0.551	780	G	2002
	0.14	820	G	From: 95%	1%	1.10 MN 07-6 1% 2%	1%	0%	F	0.095	F	0.512	860	G	2002
649	0.14	020		70·	1 /0	07-608	1 /0	J /0	1	0.000	1	0.012			2002
$\overline{}$				From:		07-654									
<b>651</b>	1.00	80	R							NA			NA		09/13/2001
	1.30	150	R	From:		07-652				NA			NA		07/02/2001
(651)	1.30	100	11	To:		07-653				11/7			IN/A		311021200
(651)	0.38	800	R	From:						NA			NA		1998
$\bigcirc$				To:		0.38 M FRM 07	-653								

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Route	Length	AADT	QA	4Tire	Bus	2Axle 3+			2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Augusta County				From:		0.38 M FR	M 07-653	3	1							
(651)	0.12	820	R								NA			NA		1992
				From:		07-6										
652	0.66	170	R	From:		Dead	End				NA			NA		1998
				To:		07-608 S	OUTH									
652	1.80	110	R								NA			NA		06/14/2001
				From:		07-657 \ 07-657 \										
652	0.07	120	R								NA			NA		1998
(652)	1.13	130	R	From:		0.07 MW 07-	-657 EAS	ST			NA			NA		07/02/2001
(032)	1.10			To:		US 340										0770272001
(6F2)	0.40	580	R	From:		US 3	40				NA			NA		1998
652	0.10			To:		0.40 MW US	340 WE	ST								1000
652	0.80	490	R	From:		0.1011111 05	310 WE	01			NA			NA		06/14/2001
				From:		07-8	31									
652	0.30	140	R	_							NA			NA		06/14/2001
(652)	0.45	130	R	From:		07-6	54				NA			NA		06/14/2001
652				To		07-6	51									
652	1.75	130	R	From:		07 0	<u> </u>				NA			NA		06/14/2001
				To: From:		1.76 MN	07-651									
652	0.06	180	R	To:		07-6	08		1		NA			NA		06/14/2001
				From:		07-8										
(653)	1.00	590	R								NA			NA		1998
				To:		07-6										
(654)	0.68	3000	G	94%	1%	3%		1%	0%	С	0.089	F	0.507	3000	G	2002
				To: From:		I-81 SB	RAMP									
(654)	0.15	6700	G	94%	1%			1%	0%	F	0.082	F	0.56	6800	G	2002
	4.45			From:	40/	I-81 NB		40/	-00/		0.004		0.505	2000		2222
654)	1.15	5900	G	94%	1%			1%	0%	F	0.084	F	0.595	6000	G	2002
654)	2.74	5600	G	From: 94%	1%	3%		1%	0%	F	0.086	F	0.511	5700	G	2002
				To:		US 3										
	1.60	530	R	From:		US	11				NA			NA		06/14/2001
655	1.00	550	K	To:		US 3	40				INA			INA		00/14/2001
				From:		07-6	08									
656	0.67	3100	G	95%	0%			1%	0%	С	0.098	F	0.659	3100	G	2002
				To: From:		07-6			1							
(657)	0.01	3400	R	FIOIII.		US	11				NA			NA		1994
(657)				To		07-12	205									
657	0.40	260	R	Tion.							NA			NA		07/02/2001
	0.10	050		To: From:		0.40 MN	07-1205		-		A I A			h 1 ^		07/00/000
657	0.40	250	R	т		05.3	50				NA			NA		07/02/2001
657	1.70	280	R	From:		07-6	39				NA			NA		07/02/2001
931)		-		To:		07-6	58									
(657)	1.30	330	R	From:							NA			NA		07/02/2001
				To:		07-652	WEST									

					Au	gusta iviali iteriari	JE AI Ca								
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			$\cap$ C	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Augusta County				From:		07-652 WEST		1							
657)	0.20	350	R							NA			NA		1998
				To: From:		07-652 EAST									
657	1.56	350	G	94%	1%	3% 1%	1%	0%	F	0.102	F	0.507	350	G	2002
	0.65	3700	G	From: 94%	1%	07-656 3% 1%	1%	0%	С	0.096	F	0.609	3700	G	2002
657	0.00			To:	170	US 340	170			0.000		0.000	0.00		
$\bigcirc$				From:		07-657									
658	1.45	100	R	To:		07-608				NA			NA		07/02/200
				From:		US 11									
659	0.20	170	R							NA			NA		06/14/200
				To: From:		07-657									
660	1.40	1500	R	From.		Dead End				NA			NA		1992
000)				To:		07-610									
$\bigcirc$			_	From:		Dead End									0.1/00/000
661)	0.90	180	R	. —						NA			NA		04/23/200
661)	1.20	120	R	From:		07-778		<u>_</u>		NA			NA		04/23/200
661)				Tav		1.20 MN 07-778	3								
661)	1.15	80	R	From:						NA			NA		04/23/200
				To:		Rockingham County	Line								
(662)	3.43	380	R	From:		07-693				NA			NA		06/11/200
662				To:		07-613									
(662)	0.75	540	R	From:		0, 013				NA			NA		1998
(662) (662)				To: From:		US 11									
(662)	0.03	330	G	91% To:	2%	2% 5% 07-1205 NORTH	0%	0%	F	0.133	F	0.522	330	G	2002
				From:		07-1205 NORTI									
662	1.66	1400	G	91%	2%	2% 5% 07-608	0%	0%	С	0.09	F	0.597	1400	G	2002
				From:		Dead End									
663	0.50	140	R	<u> </u>						NA			NA		1998
$\overline{\bigcirc}$				To: From:		US 340									
(663)	0.69	340	R							NA			NA		04/16/200
	0.42	340	R	From:		0.69 MN US 34	0	ŀ		NA			NA		04/16/200
663	0.42	340	K	To:		07-612				INA			INA		04/10/200
				From:		Nelson County Li									
(664)	2.14	240	G	96%	0%	1% 1%	1%	0%	F	0.107	F	0.632	240	G	2002
	4.56	240	G	From: 96%	0%	07-814 1% 1%	1%	0%	F	0.103	F	0.82	240	G	2002
664)	4.00	<u> </u>		30 70 To:	0 /0	07-610	1 /0	U /0	ı.	0.103	1'	0.82	<b>24</b> 0		2002
664)	3.61	2800	G	From: 96%	0%	1% 1%	1%	0%	С	0.098	F	0.612	2800	G	2002
				To: From:		07-624 North									
664	0.94	3600	0	96%	0%	1% 1%	1%	0%	F	NA			NA		2002
	2 :2	0.100		From:	001	07-632	401	201		<b>.</b>			***		2222
664)	0.43	3400	0	96%	0%	1% 1%	1%	0%	F	NA			NA		2002
	0.36	520	G	From: 96%	0%	07-631 1% 1%	1%	0%	F	0.086	F	0.537	530	G	2002
664)	5.00	3_9	•	To:	5 /0	WCL Waynesbor		7.0	•	2.000	•	2.001	000	9	_002

					Au	igusta Maintenan	ice Area								
Route	Length	AADT	QA	4Tire	Bus	Tr			- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Augusta County				From:		Dead End		1							
(665)	0.40	30	R			Doud End				NA			NA		06/07/200
				To		07-695									
$\bigcirc$	4.00	FF0	•	From:	40/	US 11	00/	00/		0.405	_	0.704	500	•	2002
666	1.80	550	G	94% To:	1%	2% 2% 07-608	0%	0%	С	0.105	F	0.704	560	G	2002
				From:		07-608									
667)	2.07	400	R							NA			NA		1998
				To:		US 11									
	0.20	80	В	From:		07-902				NΙΛ			NIA		04/22/200
668	0.20	80	R	To:		Rockingham County	Line			NA			NA		04/23/200
				From:		SR 256		Ī							
669	0.81	150	R							NA			NA		05/03/200
				To: From:		0.81 MN SR 25	56								
669	0.55	90	R	T tolli.						NA			NA		05/07/200
				To: From:		07-996									
669	0.10	NA		To		D 1: 1 G	T .			NA			NA		
				From:		Rockingham County	Line								
670	1.20	60	R	r toin.		07-604				NA			NA		06/11/200
670	0			To:		07-675 SOUTI	ı								00/11/200
670	0.50	140	R	From:		07-073 800 11	1			NA			NA		06/11/200
670				To:		07-675 NORTI	1	- 1							
670 670	1.20	60	R	From:		07 075 110111				NA			NA		09/13/2001
				From:		07-674									
(670)	1.20	70	R	rioiii.						NA			NA		06/11/2001
				To: From:		07-693									
670	1.65	290	R							NA			NA		06/11/2001
				To:		SR 252									
(274)	2.62	210	R	From:		07-620				NA			NA		07/02/200
671)	2.02	210		To:		ED 215				INA			IVA		01/02/200
(671)	0.49	290	R	From:		FR-215				NA			NA		06/11/2001
071)				To:		FR-214									
671)	0.55	300	R	From:		1 K-214				NA			NA		1998
				To:		US 11									
$\bigcirc$				From:		US 340									
672	0.90	580	R	To:		Dead End				NA			NA		04/16/2001
				From:		Dead End Dead End									
673)	0.80	310	R			Dead End				NA			NA		06/11/2001
6,0				To:		07-662									
				From:		07-670									
674)	2.10	20	R	To:		07 (75				NA			NA		06/11/2001
				From:		07-675 07-693									
675)	1.74	40	R			07-093				NA			NA		06/11/2001
675				To:		07-726 SOUTI	I								
<u></u>	0.00	40	Б	From:		07-726 NORTI	I			NI A			NIA.		06/44/0004
675)	0.96	40	R	To:		07-670 SOUTI	1			NA			NA		06/11/2001
				From:		07-670 NORTI									
675	1.73	160	R	<sub>T</sub>						NA			NA		06/11/2001
				To:		07-674									

Route	Length	AADT	QA	4Tire	Bus	Tr				Peak	QK	Dir	AAWDT	QW	Year
Augusta County						2Axie 3+Axie	1 I rail	21 rail		Hour		Factor			
	0.24	230	R	From:		07-674				NA			NA		06/11/200
675)	0.24	200	• • • • • • • • • • • • • • • • • • • •	To:		07-604 WEST	,			1473			14/1		00/11/200
$\bigcirc$				From:		07-604 EAST									4000
675)	0.47	360	R							NA			NA		1998
	1.26	700		From:	10/	07-919	10/	00/	С	0.115		0.640	700		2002
675)	1.36	780	G	93% To:	1%	4% 1% US 11	1%	0%	C	0.115	F	0.640	780	G	2002
				From:		07-726		<u> </u>							
676	1.00	60	R			07 720				NA			NA		09/13/200
				To-		07-670									
<u> </u>				From:		07-602									
677	2.20	300	R							NA			NA		06/07/200
				To:		07-603									
070	0.30	10	R	From:		Dead End				NA			NA		06/07/200
678)	0.30	10	K							INA			INA		00/01/200
070	0.20	20	R	From:		0.30 MN Dead E	ind			NA			NA		1998
678)	0.20	20	IX.	To:		07-677		1		INA			INA		1990
				From:		07-681		Ì							
679	2.65	50	R							NA			NA		06/11/200
				To:		07-893									
679	0.25	70	R	rioni.						NA			NA		06/11/200
				To:		07-682									
$\overline{}$				From:		07-696									
680	2.10	200	R							NA			NA		1998
				To: From:		US 11 NORTI	ł								
680	0.26	30	R	To:		LIC 11 COLUE	т			NA			NA		05/07/200
				From:		US 11 SOUTH	1								
601	1.80	50	R			07-602				NA			NA		06/11/200
681)				To:		07-679									00/11/200
681)	0.55	120	R	From:		07-079				NA			NA		1998
001)				To:		SR 252									
				From:		07-601									
682	0.60	150	R							NA			NA		05/29/200
				From:		0.60 ME 07-60	1								
682	4.90	80	R							NA			NA		06/11/200
				To: From:		07-602									
682	2.76	160	R							NA			NA		1998
				To:		SR 252									
	1.50	60	R	From:		07-687				NA			NA		06/04/200
683	1.50	00	IX.	To:		Dead End				INA			INA		00/04/200
				From:		07-684									
683	0.15	240	R							NA			NA		05/29/200
				To: From:		07-601									
683	0.50	70	R	To:		Day I F., J				NA			NA		05/29/200
				From:		Dead End									
694)	2.27	460	G	98%	0%	07-601 1% 1%	0%	0%	F	0.126	F	0.516	460	G	2002
684)	2.21	-700	3	JU /0	0 /0		0 /0	0 /0	•	0.120		0.010	700	J	2002
684)	0.10	680	G	98%	0%	07-685 1% 1%	0%	0%	С	0.094	F	0.523	690	G	2002
(UO <del>4</del> )	5.10	550	•	To:	<b>U</b> /U	SCL Craigsvill		U /U	9	5.007	•	0.020	000	9	2002

					Au	gusta Maintenar									
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Craigsville				From:		SCI C::									
(684)	0.31	680	N	98%	0%	SCL Craigsvill	e 0%	0%	N	0.094	N	0.523	690	N	2002
004)				To		07-687									
Augusta County				From:		07.604									
(685)	1.04	60	R	From:		07-684				NA			NA		05/29/200
(003)				To:		SR 42									00/20/200
				From:		07-694									
(686)	0.62	150	R							NA			NA		06/14/200
				From:		Dead End									
687)	0.05	30	R			07-600				NA			NA		06/04/200
001)				To:		0.05 MN 07-60	00	1							
687	3.85	60	R	From:		0.05 1111 07 00	,,,			NA			NA		09/13/200
				To: From:		GW NATL FOR B	NDY	ŀ							
(687)	0.65	140	R							NA			NA		06/04/200
				To: From:		SR 42 SOUTI SR 42 MID	I								
(687)	1.66	160	R	<u> </u>		510 12 11115				NA			NA		05/21/200
				To:		SCL Craigsvil	e								
Town of Craigsville				From:		SCL Craigsvil		-							
(687)	0.82	320	R			SCL Craigsvii	e			NA			NA		05/24/200
(001)				To:		07-684		1							
(687)	0.33	170	G	96%	0%	3% 1%	0%	0%	С	0.095	F	0.625	170	G	2002
				To:		SR 42 NORT	I								
Augusta County				From:		Dead End		1							
(688)	0.90	80	R			Dead Elid				NA			NA		06/04/200
				To:		07-629 SOUT									
(600)	0.60	120	R	From:		07-629 NORT	H			NA			NA		1998
688	0.00	120		To:		07-689				1471			147 (		1000
(688)	6.59	110	R	From:		07-009				NA			NA		06/04/2001
				To: From:		6.59 ME 07-68	19	1							
(688)	0.61	150	R	From:						NA			NA		05/29/2001
				To:		SR 42									
	1.70	30	R	From:		Dead End				NA			NA		06/04/2001
(689)	1.70	30	K	To:		07-688				INA			INA		00/04/200
				From:		07-698									
(690)	1.40	200	R							NA			NA		1998
				To: From:		07-696 SOUT	Н	-							
690	0.20	340	R							NA			NA		05/10/2001
				To: From:		07-696 NORT	H								
690	0.90	160	R	To:		Rockingham Count	y I ino	1		NA			NA		1998
				From:		Dead End	, Line	<u> </u>							
(691)	1.00	46	R	<u> </u>		Dodd Liid				NA			NA		06/04/2001
$\bigcirc$				To		07-600									
$\bigcirc$			_	From:		Dead End									00/01/00=
692	0.54	80	R							NA			NA		06/04/2001
	0.50	110	R	From:		0.54 MN Dead I	End			NA			NA		06/04/2001
692)	0.50	110	ĸ	To		07-600				INA			INA		00/04/2001
						07 000		I							

					Au	igusta Mai	ntenan	ce Area								
Route	Length	AADT	QA	4Tire	Bus	2Axle				- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Augusta County				From:		SR 252	SOUTH	I	Î							
693)	0.10	100	R	<u>.                                    </u>							NA			NA		06/11/200
				To: From:		07	-675									
693)	3.00	60	R	_							NA			NA		06/11/200
	0.50	280	R	From:		07	-670				NA			NA		06/11/200
693)				To:		07	'-662		1							
693)	2.20	80	R	_					1		NA			NA		06/14/200
				To: From:			SOUTH									
693	1.40	50	R	т		0= 0					NA			NA		09/13/200
				To: From:			4 WEST 4 EAST									
693	3.84	220	R								NA			NA		07/02/200
	1.50	E00	R	From:		07	-872				NΙΔ			NIA		1000
693)	1.50	500	ĸ	To:		SR 252	NORTH	ł			NA			NA		1998
	1.85	1300	G	92%	1%	SR 2:	52 MID 5%	0%	0%	F	0.123	F	0.541	1300	G	2002
693	1.00	1300		32 /0	1 70		7-703	0 70	<u> </u>	'	0.123	'	0.541	1300	O .	2002
693)	1.30	1600	G	92%	1%	1%	5%	0%	0%	С	0.106	F	0.589	1600	G	2002
				To:			R 254									
(604)	0.80	80	R	From:		07	'-712				NA			NA		06/11/200°
694)	0.00			To:		07	'-711									00/11/200
694)	2.30	310	R	From:		07	,11				NA			NA		06/07/200
				To: From:			NORTH SOUTH									
(694)	1.00	70	R	<u> </u>							NA			NA		07/02/200
				To: From:			SOUTH									
694)	0.51	130	R								NA			NA		06/14/200
				To: From:		0.51 ME 07	7-695 NO	RTH								
694)	0.12	150	R								NA			NA		06/14/2001
(694)	2.43	210	R	From:		07-69	3 WEST		•		NA			NA		1998
004)		-		To: From:			SOUTH									
(694)	0.27	350	R	rioni.		USII	NORTH				NA			NA		07/05/2001
				To: From:		07	'-686		}							
694)	0.93	80	R	To:		***	2.2.40				NA			NA		07/05/2001
				From:			S 340 '-701									
695)	1.10	49	R	<u> </u>		07	-/01				NA			NA		06/14/2001
				To: From:		07-694	SOUTH	[								
695	1.15	60	R						_		NA			NA		06/14/2001
(COE)	0.25	90	R	From:		07	-697				NA			NA		06/14/2001
(695)	0.20		.,	To:		0.25 M	N 07-69	7			14/7			INC		33, 17,200
(695)	1.45	110	R	From:							NA			NA		06/14/2001
				To: From:			R 252 P NORTH	- <u></u>								
(695)	0.75	300	R	<u> </u>		518 232					NA			NA		1998
				From:		07-710	SOUTH	[	ŀ							
695)	0.65	230	R	To:		07	'-700		<del></del> 1		NA			NA		06/07/2001
						07	-/00									

					Augusta Maintenance Area		Peak		Dir			
Route	Length	AADT	QA	4Tire	Bus  2Axle 3+Axle 1Trail 2Trail	O.C.	Hour	QK	Factor	AAWDT	QW	Year
Augusta County				From:	07-700							
(695)	1.10	48	R		37,700	_	NA			NA		06/11/2001
				To-	Dead End							
	2.20	00	_	From:	US 11		NIA			NIA		05/10/2001
696	2.20	80	R	_		ı	NA			NA		05/10/2001
(606)	0.20	210	R	From:	07-852		NA			NA		1998
696	0.20	210		To:	07-749		147 (			14/ (		1000
696)	1.22	20	R	From:	07-749		NA			NA		05/10/2001
				To:	07-646 EAST							
(696)	1.40	80	R	From:	07-646 WEST		NA			NA		05/10/2001
(696)	1.40			To:	07-690 SOUTH		147 (			14/ (		00/10/2001
$\bigcirc$	0.40	242		From:	07-690 NORTH							05/40/0004
696)	0.40	210	R	To:	Rockingham County Line		NA			NA		05/10/2001
				From:	07-695							
697)	0.50	50	R		07 075		NA			NA		09/13/2001
				To:	07-693 SOUTH							
(697)	1.20	50	R		07-693 NORTH		NA			NA		09/27/2001
(097)	0			To:	07-613 NORTH							
	1 10	400	_	From:	07-613 SOUTH		NIA			NIA		4000
697)	1.40	460	R	To:	US 11 NORTH		NA			NA		1998
				From:	US 11 MID							
697)	0.20	60	R	To:	US 11 COUTH	ì	NA			NA		06/14/2001
				From:	US 11 SOUTH							
608	0.04	200	R	r toni.	07-646		NA			NA		1998
698)				To:	07-690							
698)	0.80	40	R	From:	07-070		NA			NA		05/10/2001
				To:	Rockingham County Line							
$\bigcirc$				From:	07-613							
699	1.90	60	R			-	NA			NA		05/14/2001
	0.00		_	From:	07-753 SOUTH		NI A			NIA		05/44/0004
699	0.20	80	R	_		i	NA			NA		05/14/2001
<u></u>	0.80	100	R	From:	07-753 NORTH		NA			NA		1998
(699)	0.00	100		To:	07.754	Ì	IVA			IVA		1550
699	1.90	160	R	From:	07-754		NA			NA		05/14/2001
039				To:	07-646 EAST							
	1.00	660	G	94%	07-646 WEST 0% 2% 3% 2% 0%	С	0.098	F	0.688	670	G	2002
(699)	1.00	000	G	94 /0 To:	Rockingham County Line		0.090	•	0.000	070	G	2002
				From:	07-876							
(700)	1.90	20	R				NA			NA		07/02/2001
				To: From:	07-694							
700	1.40	160	R			1	NA			NA		06/07/2001
				To:	07-695							
(701)	4.04	1400	G	From: 89%	US 11 3% 3% 3% 1% 0%	C	0.106	F	0.632	1400	G	2002
701)		00	_	To:	SR 252	L	0.100	_'	0.002	1700	_	
				From:	07-608							
(702)	0.70	100	R				NA			NA		07/02/2001
				To:	Dead End							

Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Augusta County				From:			SR 42									
703	0.30	520	R								NA			NA		05/29/200
	2.10	340	R	To: From:			07-705				NA			NA		1998
703)	2.10	340	K	To:		07-8	878 WEST				INA			INA		1990
	2.60	240	R	From:		07-	876 EAST				NA			NA		06/04/200
703	2.00	240	K	To		07.7	708 WEST		1		INA			INA		00/04/200
703)	0.20	500	G	91%	5%	3%	1%	1%	0%	F	0.083	F	0.567	510	G	2002
				To: From:			708 EAST									
703)	0.84	590	G	91% To:	5%	3%	1% 593 SOUTH	1%	0%	F	0.082	F	0.641	600	G	2002
				From:		07-6	93 NORTH	I								
703	1.46	670	G	91% To:	5%	3%	1% STAUNTO	1%	0%	С	0.157	F	0.635	680	G	2002
				From:			07-693	JIN .								
(704)	0.67	1300	G	90%	2%	2%	5%	1%	0%	С	0.102	F	0.76	1300	G	2002
				To:			SR 254									
(705)	1.90	100	R	From:			07-707				NA			NA		06/07/200
(705)				To:			07-706		1							
705)	1.00	180	R	From:							NA			NA		06/04/200
				To: From:			07-869									
705)	0.90	220	R	To:			07-703				NA			NA		06/07/200
				From:			07-705									
706)	0.90	110	R	_							NA			NA		06/07/200
				To: From:			07-703									
(707)	0.25	120	R	From:			07-876				NA			NA		06/07/200
(0)				To: From:			07-713									
707	1.00	70	R	rion.							NA			NA		1998
				To: From:			07-705									00/07/000
707)	0.80	60	R	To:		07-8	376 SOUTH	[	1		NA			NA		06/07/200
$\bigcirc$			_	From:			76 NORTH									00/07/000
707	1.40	30	R	To:			07-708				NA			NA		06/07/200
				From:			07-876									
708)	1.70	470	G	94%	1%	0%	5%	1%	0%	F	0.09	F	0.611	480	G	2002
	0.50	400		From:	10/		07-707	10/	00/		0.006	F	0.551	490		2002
708	0.50	480	G	94%	1%	0%		1%	0%	F	0.096	Г	0.551	480	G	2002
708)	0.60	450	G	94%	1%	0%	07-711 <b>5%</b>	1%	0%	F	0.087	F	0.622	460	G	2002
				To: From:			07-710									
708	0.50	780	G	94%	1%	0%	5%	1%	0%	С	0.096	F	0.692	790	G	2002
				To: From:			703 WEST 703 EAST									
708)	0.80	500	R	To:			CD 254				NA			NA		02/26/200
				From:			SR 254 07-710		l							
709	2.10	300	R	<u> </u>			0/-/10				NA			NA		1998
				To:			SR 252		]							
	0.80	40	R	From:			SR 252				NA			NA		09/13/200
710	0.60	40	ĸ	To:		07-6	95 SOUTH	[			INA			14/4		03/13/200

					Au	gusta Maintenar									
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle		 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Augusta County															
710	2.10	130	R	From:		07-695 NORT	<u>H</u>			NA			NA		06/07/200
				To: From:		07-709									
710	0.50	410	R	To:		07.700				NA			NA		06/04/200
				From:		07-708									
711)	0.90	130	R	rion.		07-694				NA			NA		1998
(711)	2.40	210	R	To: From:		07-841				NA			NA		06/07/200
				From:		2.40 MN 07-84	41	1							
(711)	1.00	210	R	То:		07-708				NA			NA		06/07/200
				From:		07-876									
712	1.00	40	R							NA			NA		06/07/200
	0.70	<b>E</b> 0		From:		07-694				NIA			NΙΛ		06/07/200:
712	0.70	50	R	To:		Dead End				NA			NA		06/07/200
				From:		07-876		1							
(713)	2.20	20	R			07-870				NA			NA		06/07/200
(713)				To:		07-707									
				From:		NCL Staunton	1								
(714)	0.39	300	G	85%	1%	5% 8%	1%	0%	F	0.131	F	0.564	300	G	2002
				To:		07-742									
				From:		SR 250									
(715)	3.50	260	R							NA			NA		1998
				To:		Dead End									
$\sim$				From:		07-629									
716	2.40	120	R	. —		****				NA			NA		06/04/2001
				To:		US 250									
	0.20	00	_	From:		US 11 SOUT	Η			NIA			NIA		00/44/000
717	0.20	90	R	To:		US 11 S MID	1			NA			NA		06/14/200
				From:		US 11 N MII									
(717)	0.60	150	R							NA			NA		06/14/200
				To:		US 11 NORT	Н								
				From:		Dead End									
(718)	1.00	180	R	-						NA			NA		1998
				To:		07-730									
	0.40	00	_	From:		Rockingham Count	y Line						NIA		05/40/0004
719	0.40	60	R	To:		07-696				NA			NA		05/10/2001
				From:											
	2.25	420	G	98%	0%	US 250 2% 0%	0%	0%	F	0.098	F	0.713	430	G	2002
720	2.25	720	J	3070	070		070	070	•	0.000	•	0.7 13	430	J	2002
	0.61	340	R	From:		07-725				NA			NA		05/29/2001
720	0.01	340	K	_						INA			INA		03/29/200
	0.77	260		From:		07-724				NIA			NΙΛ		1000
720	0.77	260	R							NA			NA		1998
720	1.25	720	G	From: 98%	0%	07-868 2% 0%	0%	0%	F	0.093	F	0.739	730	G	2002
				To:		SR 42									
720	2.31	860	G	98%	0%	2% 0%	0%	0%	F	0.094	F	0.539	880	G	2002
	4.04	050		From:	001	07-833	00/	00/		0.004		0.045	000		2000
720	4.04	850	G	98% To:	0%	2% 0%	0%	0%	F	0.084	F	0.615	860	G	2002
						07-612									

					Au	gusta Maintenance Area								
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail		QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Augusta County							۱۱d۱۱ <u>- ۱</u>		i ioui		i aciUi			
	1.04	1400	G	From: 98%	0%	07-612 2% 0% 0%	0%	С	0.09	F	0.642	1400	G	2002
(720)	1.04	1400	G	To:	0 70	WCL STAUNTON	0 70	C	0.03	'	0.042	1400	J	2002
				From:		Dead End	Ī							
721	1.20	170	R						NA			NA		02/26/2001
				To: From:		1.20 MN Dead End	-							
721)	0.30	210	R	. —		**************************************			NA			NA		02/26/2001
				To: From:		US 250 WEST US 250 EAST								
721)	0.60	180	R						NA			NA		1998
				To:		0.60 MN US 250								
$\bigcirc$	2.40	440		From:		US 250 WEST			NIA			NIA		00/00/000
722	2.10	110	R	To:		US 250 EAST			NA			NA		02/26/2001
				From:		07-720								
723	1.20	320	R	<u> </u>		· · · · · ·			NA			NA		1998
				To-		07-725								
$\bigcirc$				From:		07-720								0=105::
724)	0.60	220	R	To:		07-723			NA			NA		05/29/2001
				From:		07-720								
725)	1.00	460	R	<u> </u>		07-720			NA			NA		1998
(729)				To:		07-723								
725	0.78	700	R	From:		01 723			NA			NA		05/29/2001
				To:		SR 42								
$\bigcirc$				From:		Rockbridge County Line								
726	1.05	7	R	To:		07-620 SOUTH			NA			NA		06/11/2001
				From:		07-620 SOUTH 07-620 NORTH								
726	1.40	40	R						NA			NA		06/11/2001
				From:		07-675 SOUTH	-							
726	0.07	50	R						NA			NA		06/11/2001
				To: From:		07-675 NORTH								
726	2.95	40	R						NA			NA		06/11/2001
$\bigcirc$	0.60	440		From:		07-676			NIA			NIA		07/02/2004
(726)	0.60	110	R	To:		SR 252			NA			NA		07/02/2001
				From:		07-731								
727	1.40	80	R						NA			NA		06/04/2001
				To: From:		07-762	-							
727	0.28	450	R						NA			NA		05/31/2001
				To: From:		07-730 NORTH 07-730 SOUTH								
(727)	0.54	1600	G	93%	0%	2% 1% 3%	0%	С	0.095	F	0.715	1600	G	2002
				To:		Rockingham County Line								
$\bigcirc$		<b>A</b>		From:		US 250								00116:555
728	3.50	60	R						NA			NA		09/13/2001
	0.45			From:		07-730			NIA			NIA		00/47/0004
728	0.15	50	R						NA			NA		09/17/2001
	0.95	70	R	From:		GW NATL FOR BNDY			NA			NA		06/04/2001
728	0.53	70	^	To.		07.750			INA			INA		JU/U+/2001
(728)	1.90	160	R	From:		07-759			NA			NA		1998
728	1.00			To:		SD 42								
728)	3.70	120	R	From:		SR 42			NA			NA		05/14/2001
20	30			To:		07-734								

					Au	gusta Maintenar	ice Area								
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle			- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Augusta County				From:		07-734		Ī							
728	1.71	150	R							NA			NA		1998
				From:		07-732 NORTI 07-732 SOUTI									
728)	1.53	770	G	82%	2%	4% 9%	2%	0%	С	0.1	F	0.549	780	G	2002
				To:		07-742									
(700)	0.40	60	R	From:		07-766				NA			NA		06/04/200
729	0.40			To:		Rockingham County	/ Line			1471			147.		00/04/200
$\widehat{}$				From:		07-728									
730	1.27	45	R							NA			NA		09/13/200
	0.54	60	R	From:		07-756		-		NA			NA		06/04/200
730	0.54	00	IX.	To:		07.7(1		1		INA			INA		00/04/200
730	1.25	130	R	From:		07-761				NA			NA		06/04/200
				To: From:		1.25 MS 07-76	1								
730	0.08	150	R	From:						NA			NA		06/04/200
				To: From:		07-747									
730	2.31	480	R							NA			NA		1998
	2.56	790	R	From:		07-764				NA			NA		05/31/200
730	2.30	790	ĸ	т		07 721 001 777				INA			NA.		05/31/200
(730)	2.37	1300	G	From: 96%	0%	07-731 SOUTI 1% 1%	2%	0%	С	0.094	F	0.639	1300	G	2002
(730)				To:		07-727 SOUTI		1							
730	0.96	540	G	96%	0%	1% 1%	2%	0%	F	0.099	F	0.561	540	G	2002
				To:		Rockingham County	Line								
	0.30	260	G	97%	0%	SR 42 2% 1%	1%	0%	F	0.136	F	0.657	260	G	2002
(731)	0.30	200	•	31 /0	0 70		1 /0	070	•	0.150	•	0.037	200	J	2002
731)	2.20	670	G	97%	0%	07-607 2% 1%	1%	0%	F	0.120	F	0.587	680	G	2002
				To: From:		07-756									
731)	0.25	890	G	97%	0%	2% 1%	1%	0%	F	0.107	F	0.51	900	G	2002
				To: From:		07-747		ŀ							
(731)	1.00	1100	G	97% To:	0%	2% 1% 07-730 SOUTI	1%	0%	С	0.110	F	0.573	1100	G	2002
				From:		07-730 SOCTI									
(731)	0.92	310	R							NA			NA		05/31/200
	0.00	000		From:		07-765 EAST				NIA.			NIA		4000
731)	0.90	200	R			0.5.5.4.77.4.07				NA			NA		1998
(731)	1.10	200	R	From:		07-764 EAST				NA			NA		05/31/200
(131)				To:		07-618									
(731)	1.30	120	R	From:		07 010				NA			NA		1998
				To:		Rockingham County	Line								
	1.87	790	G	From: 92%	0%	US 250 3% 3%	1%	0%	С	0.083	F	0.559	800	G	2002
732	1.07	. 30			U /0			U /0		0.003		U.JJB			
(732)	0.43	770	G	From: 92%	0%	07-728 SOUTI	1%	0%	F	0.091	F	0.658	780	G	2002
				Tay		07-736									
732	3.90	180	R	From:						NA			NA		05/10/200
				To: From:		07-613 WEST 07-613 EAST									
(732)	0.98	360	R	<u></u>		07-013 EAST				NA			NA		1998
$\bigcup$				To:		07-745									

					Augusta Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	OC 1	QK Dir Factor	AAWDT G	W Year
Augusta County				From:	07-745	Ī			
732	3.00	160	R		07-7-5	NA		NA	05/10/200
				To: From:	07-753	]			
732	0.70	200	R			NA		NA	1998
	0.50	420		From:	07-804	]———NA		NΙΔ	05/10/200
732	0.50	430	R	To:	07-646	] NA		NA	05/10/200
				From:	07-736				
733	1.00	160	R			NA		NA	1998
	4.00		_	From:	07-734	<b></b>		NIA	05/44/000
733	1.60	80	R			NA T		NA	05/14/200
733	1.00	80	R	From:	07-835	NA		NA	05/14/200
100				To:	07-739				
$\bigcirc$				From:	07-728				
734)	0.50	30	R			NA		NA	09/13/200
724	0.60	50	R	From:	07-736	NA NA		NA	05/14/200
734)	0.00			To:	07-733	]			00/11/200
$\widehat{}$				From:	07-728				
735	0.40	60	R	To:	07-736	NA T		NA	05/14/200
				From:	US 250	<u> </u>			
736	3.40	560	R		03 230	NA		NA	05/14/200
				To: From:	SR 42 NORTH SR 42 SOUTH				
736	1.00	190	R	<u> </u>	SR 42 SOUTH	NA NA		NA	1998
				To: From:	07-835 WEST	1			
736	2.30	260	R	110		NA		NA	05/14/200
				To: From:	07-734 WEST	]			
736	0.10	420	R			NA -		NA	1998
	0.75	390	R	From:	07-734 EAST	NA NA		NA	02/26/200
736	0.70			To:	07-733	1		1471	02/20/200
736)	0.41	700	R	From:	01 133	NA		NA	1998
				To:	07-732				
	1.80	20	R	From:	07-736	NA		NA	05/14/200
737)	1.00	20	K	To:	SR 42	]		INA	03/14/200
				From:	Dead End				
738)	0.70	30	R	To:	GD 49	NA		NA	05/14/200
				From:	SR 42				
739	1.50	360	R		SR 42	NA NA		NA	05/17/200
				To- From:	07-741	1			
739	0.70	130	R	rioni.		NA		NA	05/14/200
				To: From:	07-733	<u> </u>			#=·· ·-
739	1.70	120	R	To:	07-607	NA T		NA	05/14/200
				From:	Dead End	<u> </u>			
740	0.70	150	R	<u> </u>		NA		NA	02/26/200
				To:	07-742				
741	0.86	90	R	From:	07-739			NA	05/14/200
(741)	0.00	90	IX.	To:	0.86 MN 07-739	]		INA	03/14/200

Route	Length	AADT	QA	4Tire	Bus		Tri 3+Axle		2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Augusta County				From:		0.86	MN 07-73	9	1							
741)	0.54	140	R	т							NA			NA		05/14/2001
				From:			07-607									
742	0.23	1700	N	85%	1%	5%	L Staunton 8%	1%	0%	N	0.089	N	0.652	1800	N	2002
(742)	0.80	1700	G	From: 85%	1%	5%	07-714 8%	1%	0%	С	0.089	F	0.652	1800	G	2002
742)	0.63	1600	G	From: 85%	1%	07- 5%	612 EAST 8%	1%	0%	F	0.102	F	0.694	1600	G	2002
742)	3.15	230	G	From: 85%	1%	5%	07-728 <b>8%</b>	1%	0%	F	0.117	F	0.623	240	G	2002
	1.30	210	R	To: From:			513 NORTI 513 SOUTI				NA			NA		05/10/2001
742)	1.30	210	K	To			07-743				INA			NA		05/10/2001
742	1.20	200	R	From:							NA			NA		05/10/2001
742)	0.60	260	R	From:			MN 07-74	13			NA			NA		05/10/2001
742	0.90	920	R	From:			07-745		b		NA			NA		05/10/2001
742)	2.00	140	R	From:			44 NORTI				NA			NA		05/10/2001
				From:			11 NORTH 11 SOUTH									
742	0.20	170	R	To:			ME US 1				NA			NA		05/03/2001
742	0.23	110	R	From:							NA			NA		05/03/2001
742)	0.07	110	R	From:		0.44	ME US 1	1			NA			NA		05/03/2001
(742)	2.50	80	R	From:			07-816		•		NA			NA		05/03/2001
				To: From:			07-927									
743)	0.50	150	R				07-612				NA			NA		03/01/2001
(743)	0.70	20	R	From:		Е	Dead End				NA			NA		05/10/2001
(743)				To:			07-742									
				From:			07-626									
744)	0.09	120	R								NA			NA		02/26/2001
744)	0.50	60	R	From:			MN 07-62	26			NA			NA		02/26/2001
(744)	0.40	70	R	From:			07-781	· ·	•		NA			NA		02/26/2001
	0.00	040		From:			742 SOUTI 742 NORTI				NIA.			NIA.		4000
744	0.80	940	R	To			07-616				NA			NA		1998
				From:			07-732									
745	0.70	300	R	To:			07-746				NA			NA		1998
745)	0.90	390	R	From: To:							NA			NA		05/10/2001
				From:			07-742									
(746)	1.70	80	R				07-745				NA			NA		05/14/2001
				To:			07-616									

						iyusta ivi	Tri	uck			Peak		Dir			
Route	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Hour	QK	Factor	AAWDT	QW	Year
Augusta County				From:			07-616		1							
746)	0.60	47	R				07 010				NA			NA		05/10/200
				To-			07-804									
$\bigcirc$			_	From:	201		07-730	201	201	_					_	
747)	3.40	670	G	95%	0%	1%		2%	0%	F	0.092	F	0.697	680	G	2002
	3.26	1100	G	From: 95%	0%	1%	07-731 <b>0</b> %	2%	0%	С	0.099	F	0.708	1100	G	2002
(747) (747)	3.20	1100	Ü	70 70	0 70			2 /0	070	ı	0.000		0.700	1100	O	2002
(747)	0.09	80	R	From:			07-809				NA			NA		05/21/200
(14)				To		0.09	MN 07-80	9	1							
747)	0.61	60	R	From:		0.07	1111 07 00				NA			NA		05/21/200
				To:		Rockingh	am County	Line								
$\bigcirc$				From:			07-626									
748	0.70	50	R	To:			07-696		1	ĺ	NA			NA		05/10/200
				From:			ead End									
749	0.40	70	R	<u> </u>		Б	eau Enu				NA			NA		05/10/200°
(1-9)				To:			07-696		1							
749	1.00	390	R	From:			07 070				NA			NA		1998
				To:			07-646									
$\bigcirc$				From:			US 11								_	
750	1.29	2300	G	92%	0%	2%		2%	1%	С	0.101	F	0.564	2300	G	2002
	4.50	0500		From:	00/		07-778	00/	40/	_	0.400		0.500	0500		0000
750	1.53	2500	G	92% To:	0%	2%	4% SR 256	2%	1%	F	0.103	F	0.569	2500	G	2002
				From:			AYNESBO	ORO								
(751)	0.60	180	R								NA			NA		04/05/200
				To:		D	ead End									
$\bigcirc$				From:			07-753									
752	1.90	120	R	To:			07-646		1	I	NA			NA		05/14/200
				From:			SR 42									
(753)	2.10	120	R				SK 42				NA			NA		05/14/200
				To:			13 SOUTI									
	1.10	49	R	From:		07-6	13 NORTI	1			NA			NA		05/31/200
(753)	1.10	73	IX.	To:		07-6	99 SOUTI	1			INA			INA		03/31/200
				From:		07-6	99 NORTI	I								
(753)	2.40	40	R	To:			07-732			Ī	NA			NA		05/10/200
				From:			07-731									
(754)	1.60	40	R				07-731			l	NA			NA		05/21/200
				To: From:			SR 42									
(754)	0.80	90	R	From:							NA			NA		05/14/2001
				To: From:			13 NORTI									
(754)	0.90	20	R			07-0	13 SOUTI	1			NA			NA		05/14/2001
(134)		_		To:			07-699									
				From:			07-730									
755	0.40	190	R			D	~	T.	-	l	NA			NA		05/31/2001
				In:			am County	Line								
750	0.60	30	R	From:			07-730			l	NA			NA		06/04/2001
756	0.00	30	1	Ta:		07.7	50 COL 127	т	1	1	1 11/7			INA		30/04/200
(756)	0.10	50	R	From:		07-7	59 SOUTI	1			NA			NA		05/17/2001
730				To		07-7	59 NORTI	I		<u>L.</u>						
			_		_	_					_			_		

					Augusta Mainten	ance Area							
Route	Length	AADT	QA	4Tire	Rue	Truck de 1Trail 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Augusta County				From:	07 750 NOD	TH							
(756)	1.00	40	R		07-759 NOR	.1H		NA			NA		05/21/2001
(730)				To:	07-760 SOU								
$\bigcirc$	4.00	40	_	From:	07-760 NOR	TH		N.1.0			NIA		05/47/0004
756	1.90	40	R					NA			NA		05/17/2001
	0.00	040		From:	07-758 EAS	ST		N10			NIA		4000
756	0.30	240	R					NA			NA		1998
	0.40	40		From:	07-758 WE	ST		NIA.			NIA		05/47/0004
756)	2.10	40	R	To:	07-731			NA			NA		05/17/2001
				From:	Dead End	1							
(757)	0.40	90	R	<u> </u>	Dead Enc			NA			NA		05/17/2001
(131)				To:	07-758								
				From:	SR 42								
758)	0.60	370	R					NA			NA		05/17/2001
				To:	07-756 EAS								
750	0.60	200	R		07-756 WE	81		NA			NA		1998
758)	0.00		•••	To:	07.757								1000
750	0.90	260	R	From:	07-757			NA			NA		05/17/2001
758)	0.50	200	1	. —				IVA			IVA		03/11/2001
750	1.10	70	R	From:	07-747			NA			NA		05/17/2001
758	1.10	70	K	To:	07-730 SOU	TH		IVA			INA		03/11/2001
				From:	07-730 NOR								
758	2.00	170	R					NA			NA		05/31/2001
				To:	07-764								
	4.40		_	From:	07-728								05/44/0004
759	1.40	47	R	To:	07-756 SOU	TH		NA			NA		05/14/2001
				From:	07-756 NOR								
759	0.80	60	R					NA			NA		06/04/2001
				To:	07-761								
				From:	SR 42								
(760)	3.50	400	R	To:	07-747			NA			NA		1998
				From:									
(761)	0.30	40	R	T TOILL	07-730			NA			NA		06/04/2001
(761)	0.00	40		To:	07.750			14/1			147.		00/04/2001
(761)	1.10	130	R	From:	07-759			NA			NA		05/31/2001
(701)	0	.00	•••	To:	07.747								00/01/2001
(761)	0.30	150	R	From:	07-747			NA			NA		06/04/2001
(701)	0.00	.00		To:	07-763						10.		00/01/2001
				From:	07-731								
(762)	1.20	210	R					NA			NA		1998
				To:	07-727								
				From:	07-730								
763	0.40	180	R					NA			NA		05/31/2001
_				To: From:	GW NATL FOR	BNDY							
(763)	0.69	180	R					NA			NA		05/31/2001
0				To: From:	0.69 ME NATL	BNDY							
(763)	0.21	180	R					NA			NA		05/31/2001
				To: From:	07-761								
763	1.10	80	R					NA			NA		05/21/2001
				To:	07-747								

Dir K AAWDT QW Factor	Year
NA 05/	5/31/2001
NA 05/	5/31/2001
NA 05/	5/31/2001
INA US/	0/31/2001
NA 05/	5/31/2001
NA 05/	5/31/2001
14/1 00/	70172001
NA 05/	5/31/2001
NA	1998
NA 06	2/04/2001
INA UU	5/04/2001
NA 05/	5/31/2001
NA 06/	6/04/2001
NA 05/	5/31/2001
NA 05/	5/21/2001
NA 03/	7/2 1/200 T
NA 05/	5/07/2001
NA	1998
NA 05/	5/03/2001
NA 05/	5/13/2001
NA 04/	1/26/2001
107	.,20,200 1
NA 04	1/26/2001
NA 04	1/23/2001
NIA OF	5/07/2001
INA US/	,, O, 1, Z, O, O, T
NA 05/	5/07/2001
NIA OF	107/2004
INA U5/	5/07/2001
	NA 05 NA 05

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	(.)(;	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Augusta County				From:	07-847	1						
(771)	0.39	850	R			•	NA			NA		1998
				To-	SR 256							
$\bigcirc$	0.70			From:	Dead End							1000
(772)	0.70	90	R	To:	07-769 WEST	1	NA			NA		1998
				From:	07-769 EAST							
772	0.34	70	R	-		-	NA			NA		05/03/200
				To: From:	0.34 MN 07-769 E	<del> </del>						
772	0.07	70	R				NA			NA		1998
				From:	SR 256	}						
772	0.05	140	R				NA			NA		05/07/200
				From:	0.06 MS SR 256	}						0=1001000
772	0.54	150	R	To:	07-996	1	NA			NA		05/03/200
				From:		l I						
(773)	0.12	80	R		07-775	l.	NA			NA		1998
(113)	0			To:	0.12 MN 07-775	1						
(773)	1.51	30	R	From:	0.12 IVIN 07-7/3	ı	NA			NA		05/07/200
773)				To:	07-778	1						00/01/200
773	1.10	80	R	From:	07-778	ı	NA			NA		1998
(119)				To:	07-774	]						
773	0.10	160	R	From:	07-774	1	NA			NA		05/07/200
(119)				To:	07-771	]						
(773)	0.80	200	R	From:	0/-//1	J	NA			NA		1998
(119)				To:	07-847 WEST	]						
$\bigcirc$	0.45	440	_	From:	07-847							4000
773	0.15	110	R			_	NA			NA		1998
	0.40		_	From:	SR 256	}	NIA.			NIA		05/07/000
773)	0.10	220	R			•	NA			NA		05/07/200
	4.05	440		From:	0.10 MN SR 256	ŀ	NI A			NIA		05/02/200
773	1.25	110	R	To:	07-996	1	NA			NA		05/03/200
				From:	07-608	! 						
774)	0.30	130	R	<u> </u>	07-008	1	NA			NA		05/03/200
				To:	07-777	1						
774)	1.80	60	R	From:	07-777	ı	NA			NA		05/07/200
				To:	07-775 SOUTH	]						
	4.00	40	_	From:	07-775 NORTH	J	N.1.A			NIA		00/40/000
774)	1.80	40	R	To:	07-773	1	NA			NA		09/13/200
				From:	US 11	! 						
775)	0.55	530	R		03 11	l .	NA			NA		05/10/200
(119)				To	07-773	1						
775)	1.88	440	R	From:	07-773	J	NA			NA		05/07/200
(119)				To:	07-778	1						
775	0.80	240	R	From:	07-170	1	NA			NA		1998
				To:	07-774 NORTH	1						
775	0.80	60	R	From:	VI II II VAIII	1	NA			NA		05/03/2001
				To:	07-900							
(775)	1.40	60	R	From:	07-200	1	NA			NA		05/03/200
9	-			To:	07-608 NORTH							
$\bigcirc$	4.00		_	From:	07-608 SOUTH		N: A			N 1 A		04/00/000
775	1.30	80	R	To:	07-865	1	NA			NA		04/23/2001
					U/-803	<u>!</u>						

Route	I ength	AADT	QA	4Tire		gusta Ma	Tru	ıck		- QC	Peak	QK	Dir	AAWDT	ΟW	Year
Augusta County	_0g		•		240	2Axle	3+Axle	1Trail	2Trail	~~	Hour	٠.٠	Factor	, , , , , ,	٠	
				From:		0	7-608									
(776)	1.60	40	R	To:		0	7-865		1		NA			NA		04/23/200
				From:			7-616		1							
777	2.63	250	R	<u> </u>			7-010				NA			NA		05/03/200
				To:			8 NORTH									
	0.25	50	R	From:		07-77	8 SOUTH	I			NA			NA		05/03/200
777	0.23	30	IX.	т							INA			INA		03/03/200
777	0.65	120	R	From:		De	ad End				NA			NA		05/03/200
				То:		0	7-774									
				From:		0	7-750									
778)	0.97	180	R								NA			NA		1998
				From:		0	7-773									
778	1.17	220	R								NA			NA		05/07/200
				To: From:		0	7-775		ŀ							
778	1.06	200	R								NA			NA		1998
	2.20	240	_	From:		07-77	7 NORTH	I	ŀ		NΙΛ			NIA		05/02/200
(778)	2.28	310	R	To:		07-60	8 SOUTH	I			NA			NA		05/03/2001
$\widehat{}$				From:		07-60	8 NORTH	I								
778	0.98	350	G	95%	0%	2%	1%	1%	0%	F	0.087	F	0.581	360	G	2002
				From:	201		7-782	10/	201							
778	1.52	370	G	95%	0%	2%	1%	1%	0%	С	0.096	F	0.543	380	G	2002
	0.70	200		From:	00/		7-865	40/	00/		0.000		0.500	200		2002
778	0.76	360	G	95%	0%	2%	1%	1%	0%	F	0.089	F	0.563	360	G	2002
	0.66	350	G	From: 95%	0%	2%	7-779 1%	1%	0%	F	0.082	F	0.632	360	G	2002
778	0.00	330	Ü	JJ 70	070			1 /0	070	•	0.002		0.002	300	O	2002
779	0.20	380	G	From: 95%	0%	2%	7-825 1%	1%	0%	F	0.082	F	0.703	390	G	2002
(778)				To-			0 NORTI									
	1.87	1100	В	From:		US 34	0 SOUTE	I			NA			NA		04/26/200
(778)	1.07	1100	R	To:		0	7-661				INA			INA		04/20/200
				From:			7-865									
(779)	1.20	46	R	_							NA			NA		04/26/2001
				To:		0	7-778									
$\bigcirc$	0.04	000		From:		0	7-781				NIA			NIA		4000
780	0.31	260	R								NA			NA		1998
	0.05	150	R	From:		07	7-1916				NA			NA		02/26/2001
(780)	0.05	150	K								INA			INA		02/20/200
(700)	0.65	110	R	From:		0.05 N	IE 07-191	6			NA			NA		02/26/2001
780	0.00		.,	To:		0	7-906				10.					02/20/200
				From:		De	ad End									
(781)	2.55	190	R								NA			NA		02/26/2001
				From		0	7-780									
(781)	0.75	450	R								NA			NA		1998
				From:		J	JS 11									
781)	0.99	420	R								NA			NA		02/26/2001
	. = .			From:		0.11 M	IN 07-104	15						***		105-
781	1.51	70	R	To:		0	7-744				NA			NA		1992
_				-0.		0	/-/ <del>44</del>									

					Augusta	Maintenance Ar	ea							
Route	Length	AADT	QA	4Tire	Rus	Truck xle 3+Axle 1Tra		QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Augusta County				r		an								
(700)	2.10	300	R	From:		SR 254			NA			NA		1998
(782)	2.10	300		To-		07-619 EAST			14/-1			IVA		1330
				From:		07-619 WEST								
782	1.20	40	R						NA			NA		04/26/2001
				To: From:		07-785 WEST 07-785 EAST								
702)	1.10	70	R			07-765 EAST			NA			NA		05/03/2001
782	1.10	. •	•	To:		07.612								00/00/200
700	1.10	130	R	From:		07-612			NA			NA		04/26/2001
782	1.10	150	11	_					11/1			IVA		04/20/2001
	4.00	40		From:		07-617			NIA			NIA		04/00/0004
(782)	1.20	40	R	To:		07 616 EAST			NA			NA		04/23/2001
				From:	(	07-616 EAST 07-616 WEST	+							
(782)	1.00	130	R	<u> </u>					NA			NA		04/23/2001
				To:		07-778								
				From:		07-784								
783	0.25	110	R						NA			NA		04/23/2001
				To:		07-617								
				From:		07-785 EAST								
784	1.30	170	R						NA			NA		1998
				To:		07-612								
(784)	0.40	160	R	From:		07 012			NA			NA		04/23/2001
784				To:		07 792								
784)	0.60	40	R	From:		07-783			NA			NA		04/23/2001
(784)	0.00	40	1	To:		07-617			INA			INA		04/23/2001
				From:										
705	1.00	430	R			07-608			NA			NA		04/26/2001
785	1.00	700	1	_					11/7			IVA		04/20/2001
	0.70	200		From:		07-784			NIA			NIA		0.4/00/0000
785)	0.70	220	R						NA			NA		04/26/2001
				To: From:		07-782 EAST	-							
785	1.20	160	R	_					NA			NA		04/26/2001
				To:		07-619								
$\bigcirc$				From:		07-839								
(786)	0.70	560	R						NA			NA		1998
				To: From:		07-788								
786	1.40	470	R						NA			NA		04/26/2001
<u> </u>				To:		07-608								
_				From:		07-642								
787	0.80	140	R						NA			NA		04/26/2001
				To: From:		07-788 WEST								
707	1.10	60	R	r roll.		07-788 EAST			NA			NA		05/03/2001
787)	1.10	00	ĸ	To:		07-907			INA			INA		00/00/200 I
				From:			<u>_</u>							
(700)	0.74	90	R			07-612 EAST			NA			NA		04/26/2001
788	0.74	30	.,						14/-1			INA		J-1/20/2001
$\overline{}$	0.15	40		From:	(	07-612 WEST			N1.0			h ! ^		05/00/000
788	0.15	40	R	To:	ъ 11	End. Co. T-			NA			NA		05/03/2001
				From:		End; Gap Terminus End; Gap Terminus								
(788)	0.10	50	R	<u> </u>	Dead	and, Sup Terminus			NA			NA		04/26/2001
788	55			т		oa ana wirom	1		•					
	0.30	120	ь	From:	(	07-787 WEST			NΙΛ			NIA		04/26/2004
788	0.30	120	R						NA			NA		04/26/2001
			_	From:		07-787 EAST								
(788)	0.70	160	R			0.7.70			NA			NA		04/26/2001
				To:		07-786								

Route	Length	AADT	QA	4Tire	Bus	2Axle 3+/			2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Augusta County								Iali	ZIIali		i ioui		i actor			
789)	1.65	290	R	From:		07-79	2				NA			NA		1998
				To		07-61	2									
$\overline{}$	0.00		_	From:		SR 27	5									4000
790	0.09	70	R	_							NA			NA		1998
700	0.10	40	R	From:		07-93	0				NA			NA		03/22/20
790				To:		07-93										00,,
700	0.05	20	R	From:		07-79	2				NA			NA		03/19/20
790	0.00			To:		0.05 ME 0	7_792									00/10/20
790	0.93	20	R	From:		0.03 1412 0	7 172				NA			NA		03/19/20
				To:		07-61	2									
<u></u>	0.12	90	R	From:		US 34	0				NA			NA		04/05/20
791)	0.12	30	IX.	To:		Dead E	nd				INA			INA		04/03/20
				From:		07-142	.7									
792	0.02	4800	R								NA			NA		03/19/20
	4.56	460	G	From: 96%	0%	US 25 3% 0		%	0%	F	0.084	F	0.655	470	G	2002
792	4.50	400	G	90 /0	0 70	SR 25		70	U /0	ı	0.004	ı	0.055	470	G	2002
792	2.19	1800	G	96%	0%			%	0%	С	0.089	F	0.585	1800	G	2002
				To: From:		07-61										
792	0.17	180	R	rioin.							NA			NA		1998
				To: From:		07-190	18		-							
792)	0.40	200	R								NA			NA		03/19/20
792) 792)	0.37	180	R	From:		07-190	19				NA			NA		1998
792)	0.07	100		To:		Dead E	nd				INA			14/4		1330
				From:		07-79	2									
794)	1.79	220	R								NA			NA		03/19/20
	2.21	400		From:		1.80 ME 0	7-792				NIA			NIA		02/10/20
794)	2.31	100	R	To:		07-64	2				NA			NA		03/19/20
				From:		SR 254 E										
(795)	0.61	110	R								NA			NA		1998
	0.00			From:		SR 254 W	EST									05/00/00
795)	2.96	650	R								NA			NA		05/03/200
(705)	1.16	340	R	From:		07-60	8				NA			NA		1998
795				To:		07-79	6									
795	1.46	320	G	93%	0%			2%	0%	F	0.093	F	0.516	330	G	2002
				To: From:		07-64			-							
(795)	0.63	330	G	93% To:	0%			2%	0%	С	0.098	F	0.515	340	G	2002
				From:		WCL WAYN		1	<u> </u>							
796	3.40	990	G	96%	1%			1%	0%	С	0.109	F	0.76	1000	G	2002
				To- From:		SR 25	4									
796	0.75	520	R								NA			NA		04/26/20
	<u> </u>			To: From:		07-88	8							***		
796	0.52	290	R	_							NA			NA		1998
	0.80	150	R	From:		07-78	2				NA			NA		04/26/200
796	0.00	130	11	To		07-828 NO	RTH		1		14/7			INA		J-1/20/200

					Augusta Maintenance Area							
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Augusta County							rioui		- Gotor			
700	0.94	270	R	From:	07-828 SOUTH	]	NA			NA		1998
(796)	0.54	210		To	07-865	]	IVA			14/4		1000
				From:	07-642							
797)	0.70	70	R				NA			NA		04/26/200
				To: From:	07-608	}						
797)	1.20	110	R	To:	07-796	1	NA			NA		05/03/200
				From:	07-799	l						
798)	0.62	90	R	<u> </u>	07-177	J	NA			NA		04/05/200
				To: From:	0.62 MN 07-799	1						
798)	0.48	80	R	From:		_	NA			NA		04/05/200
				To:	07-611							
$\bigcirc$	٥.55	450	_	From:	07-827		NIA			NIA		04/05/000
799	0.55	150	R	_		7	NA			NA		04/05/200
	0.05	200	R	From:	07-798		NA			NA		04/05/200
799	0.00	200	.,	To:	NCL WAYNESBORO	]	147 (			1471		04/00/200
				From:	07-717							
800	0.05	160	R			<b>-</b>	NA			NA		06/14/200
				To: From:	US 11 SOUTH	<b>]</b> ——						
800	0.82	80	R				NA			NA		06/14/200
	4.0-			From:	07-654							1000
800	1.05	530	R	To:	US 11 NORTH	1	NA			NA		1998
				From:	US 250							
(801)	2.10	60	R	<u> </u>	05 250	J	NA			NA		03/01/200
				To:	07-835							
				From:	07-693							
802	0.55	160	R	To:	SR 252	1	NA			NA		02/26/200
				From:	07-865							
(803)	0.60	10	R	<u> </u>	07-303	J	NA			NA		04/23/200
				To:	Dead End							
$\bigcirc$			_	From:	07-616							
804)	0.60	430	R			_	NA			NA		1998
	0.30	220		From:	07-852	<b>—</b>	NA			NΙΔ		05/10/200
804)	0.30	320	R	. —		1	INA			NA		05/10/200
(904)	1.10	250	R	From:	07-746		NA			NA		1998
804)	1.10	200	.,	To:	07-732	]	147 (			14/ (		1000
				From:	US 250; 07-608							
805	0.05	150	R			-	NA			NA		1998
				To:	07-641 Gap Terminus							
	0.60	50	R	From:	Dead End	J	NA			NA		06/07/200
806	0.00	90	ĸ	To-	07-707	1	INA			INA		00/01/200
				From:	Dead End	Ì						
807)	0.60	80	R	_		_	NA			NA		04/26/200
				To:	07-795							
$\bigcirc$	0.10		-	From:	07-629		h.: 4					00/04/222
808	0.10	4	R	To:	07-689	1	NA			NA		06/04/200
				.0.	U/ <b>-</b> 089	l						

					Au	gusta Maintenan	ce Area								
Route	Length	AADT	QA	4Tire	Bus	Tri 2Axle 3+Axle			- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Augusta County				From:		05.545									
(000)	0.18	1500	G	97%	0%	07-747 1% 1%	1%	0%	С	0.100	F	0.736	1500	G	2002
809	0.10	1000	Ū	To:	070	SR 42	170	070	J	0.100	•	0.700	1000	O	2002
				From:		Dead End		Ī							
810	0.27	NA								NA			NA		
				To:		07-635									
	0.07	440	_	From:		SR 42									1000
<b>811</b> )	2.27	410	R							NA			NA		1998
	0.05	070		From:		07-601				NIA			NIA		05/20/2004
811)	0.25	970	R							NA			NA		05/29/2001
	0.23		R	From:		SR 42				NIA			NIA		4000
811)	0.23	60	ĸ	To:		Dead End		1		NA			NA		1992
				From:		07-601		1							
812	0.35	100	R	<u> </u>		07-001				NA			NA		05/29/2001
612				To:		Dead End									
				From:		07-626									
813)	0.25	70	R							NA			NA		1998
				To: From:		07-612									
(40)	0.94	300	R	rioiii.		07-612 WEST				NA			NA		03/12/2001
813	0.94	300	IX.	. —						INA			INA		03/12/2001
	0.06	1500	R	From:		07-1930				NA			NA		03/19/2001
813)	0.00	1300	IX.	To:		07-612 EAST				INA			INA		03/13/2001
				From:		Nelson County L									
814)	3.30	510	G	91%	3%	2% 3%	1%	0%	С	0.107	F	0.611	510	G	2002
<u> </u>				To:		07-664									
				From:		US 11		ſ							
815	0.14	100	R					•		NA			NA		07/05/2001
				To:		Dead End									
$\bigcirc$				From:		Dead End									0=1001000
816	0.70	30	R	To:		07-742				NA			NA		05/03/2001
				From:											
(817)	2.35	90	R			07-741				NA			NA		06/14/2001
(617)	2.00	00		To:		07-604 NORTI	I			14/ (			14/ (		00/14/2001
$\bigcirc$				From:		07-604 SOUTI	ł								
817	0.05	40	R							NA			NA		06/11/2001
				From:		0.05 ME 07-604 SC	UTH								
817	0.41	40	R							NA			NA		06/11/2001
				To: From:		0.46 ME 07-604 SC	UTH								
817	0.01	40	R	т						NA			NA		06/11/2001
				To:		07-613									
	0.27	3200	R	From:		07-612				NIA			NA		03/12/2001
818	0.27	3200	ĸ	To:		US 11				NA			NA		03/12/2001
				From:		SR 252		1							
819	0.50	120	R	<u>.                                    </u>		SK 232				NA			NA		06/14/2001
819				To:		Dead End									
				From:		SR 254 WEST									
820	0.51	120	R	-						NA			NA		1998
				To- From:		07-889		$\neg$							
820	0.28	200	R	1 10111.						NA			NA		1998
$\bigcup$				To		SR 254 EAST									
820	1.00	450	R	From:						NA			NA		04/26/2001
				To:		1.00 MN SR 25	4								

198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198						AL	igusta ivid	annenan	ce Area								
100 MS   S2   NA		Length	AADT	QA	4Tire	Bus					$^{\circ}$		QK		AAWDT	QW	Year
QCC	Augusta County				From:		1.00 M	MN SR 25.	4	1							
	820)	0.48	200	R	<u> </u>		1.001	III OIC 23	•			NA			NA		04/26/200
198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198					To:		(	)7-785									
Dead End   Dead End   NA					From:		(	)7-727									
Dead End   Dead End   NA	821)	0.19	200	R								NA			NA		1998
									Line								
1982   1983   1984   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985		0.40	260	В	From:		De	ead End				NΙΔ			NΙΔ		02/10/200
1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982   1982	822)	0.40	260	ĸ	To:		ī	IS 250				INA			INA		03/19/200
1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988   1988					From:												
198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198	823)	0.34	700	R								NA			NA		1998
198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198   198					To:												
Second   S		0.10	90	ъ	From:		0	7-1620				NIA			NIA		1000
Second   S	823)	0.19	80	ĸ	To:		Cu	ıl-de-Sac		1		NA			NA		1998
22										1							
1.90   200   G   95%   0%   2%   1%   1%   0%   F   0.112   F   0.532   200   G   2002	924)	0.17	60	R				SK 2/0				NA			NA		05/07/200
1.90   200   G   95%   0%   2%   1%   1%   0%   F   0.112   F   0.532   200   G   2002	024)				To:		D	ead End									
1.90   200   G   95%   0%   2%   1%   1%   0%   F   0.112   F   0.532   200   G   2002					From:		(	07-778									
10	825)	1.90	200	G	95%	0%			1%	0%	F	0.112	F	0.532	200	G	2002
10					To		(	07-770									
10	825)	1.00	210	G		0%			1%	0%	С	0.122	F	0.577	210	G	2002
10					To:		Rockingha	am County	Line								
SR 254 WEST   O.31 270 G 94% 1% 3% 2% 0% 0% 0% C 0.123 F 0.576 270 G 2002					From:		07-77	78 SOUTH	[								
SR 254 WEST   O.31 270 G 94% 1% 3% 2% 0% 0% 0% C 0.123 F 0.576 270 G 2002	826)	0.37	10	R								NA			NA		04/23/200
SR 254 WEST   O.31 270 G 94% 1% 3% 2% 0% 0% 0% C 0.123 F 0.576 270 G 2002					To: From:		07-77	/8 NORTH	I								
SR 254 WEST   O.31 270 G 94% 1% 3% 2% 0% 0% 0% C 0.123 F 0.576 270 G 2002	826)	0.04	40	R								NA			NA		04/23/200
0.31 270 G 94% 1% 3% 2% 0% 0% 0 C 0.123 F 0.576 270 G 2002  0.02 1700 R NA NA 04/05/20  0.28 1200 R NA NA NA 1998  0.85 200 G 95% 2% 2% 0% 0% 0% 0% F 0.122 F 0.542 200 G 2002  0.828 0.85 200 G 95% 2% 2% 0% 0% 0% 0% F 0.122 F 0.542 200 G 2002  0.828 0.85 200 G 95% 2% 2% 0% 0% 0% 0% F 0.121 F 0.542 200 G 2002  0.828 0.50 200 G 95% 2% 2% 0% 0% 0% 0% F 0.121 F 0.542 200 G 2002  0.828 0.50 200 G 95% 2% 2% 0% 0% 0% 0% F 0.121 F 0.542 200 G 2002  0.828 0.50 200 G 95% 2% 2% 0% 0% 0% 0% F 0.121 F 0.542 200 G 2002  0.828 0.50 200 G 95% 2% 2% 0% 0% 0% 0% NA NA 1998  0.50 200 G 95% 2% 2% 0% 0% 0% 0% NA NA 1998  0.50 200 G 95% 2% 2% 0% 0% 0% 0% NA NA 1998  0.50 200 G 95% 2% 2% 0% 0% 0% 0% NA NA NA 1998  0.50 30 R NA NA NA 1998  0.50 30 R NA NA NA 1998					To:		D	ead End									
1.00   1100   G   95%   2%   2%   0%   0%   0%   0%   F   0.122   F   0.542   200   G   2002				_		40/			201	20/			_			_	
1.00   1100   G   95%   2%   2%   0%   0%   0%   0%   F   0.122   F   0.542   200   G   2002	827)	0.31	270	G	94%	1%	3%	2%	0%	0%	C	0.123	F	0.576	270	G	2002
1.00   1100   G   95%   2%   2%   0%   0%   0%   0%   F   0.122   F   0.542   200   G   2002					From:		(	)7-828									0.1/0=/000
1.00   1100   G   95%   2%   2%   0%   0%   0%   0%   F   0.122   F   0.542   200   G   2002	827)	0.02	1700	ĸ								NA			NA		04/05/200
1.00   1100   G   95%   2%   2%   0%   0%   0%   0%   F   0.122   F   0.542   200   G   2002	$\overline{}$				From:		(	)7-779									1000
1.00   1100   G   95%   2%   2%   0%   0%   0%   0%   F   0.122   F   0.542   200   G   2002	827)	0.28	1200	R	To:		CD (	DEA EAST				NA			NA		1998
288   0.85   200   G   95%   2%   2%   0%   0%   0%   F   0.122   F   0.542   200   G   2002																	
1.00   1100   G   95%   2%   2%   0%   0%   0%   0%   C   0.111   F   0.677   1100   G   2002	(000)	0.85	200	G		2%			0%	0%	F	0 122	F	0 542	200	G	2002
1.00 1100 G 95% 2% 2% 0% 0% 0% C 0.111 F 0.677 1100 G 2002    10	828)	0.00	200	J	33 70 T	2 /0			0 70	070	•	0.122		0.542	200	O	2002
0.50   200   G   95%   2%   2%   0%   0%   0%   0%   F   0.121   F   0.542   200   G   2002		1.00	1100	G		20/-			Λ0/-	∩0/ <sub>-</sub>		0 111	_	0.677	1100	G	2002
0.50   200   G   95%   2%   2%   0%   0%   0%   0%   F   0.121   F   0.542   200   G   2002	828)	1.00	. 100	3		∠ /0				J /0	U	V. 111	'	0.011	1100	9	2002
NA NA 1998   NA	<u></u>	0.50	200	G	From:	20%				Nº/2	F	N 121	F	0.542	200	G	2002
Dead End   NA   NA   1998	828)	0.50	200	G		2 /0			0 70	0 70	'	0.121	'	0.542	200	U	2002
829 0.10 30 R																	
830 0.40 160 R US 340 NA NA 04/23/20    To   Dead End   Dead End	820	0.10	30	R	<u> </u>		Di	Jau Enu				NA			NA		1998
830 0.40 160 R Dead End NA NA 04/23/20    To Dead End   Dead End	029				To		1	SR 42									
830 0.40 160 R Dead End NA NA 04/23/20  831 0.59 700 R NA NA 1998  831 0.91 400 R NA NA 1998  831 0.91 670 R NA NA NA 06/14/20					From:		J	JS 340									
831) 0.59 <b>700</b> R NA NA 1998  831) 0.91 <b>400</b> R NA NA 1998  107-652 NA NA NA 1998  107-653 NA NA NA 06/14/20	830)	0.40	160	R	<u> </u>							NA			NA		04/23/200
0.59 <b>700 R</b> NA NA 1998  0.91 <b>400 R</b> NA NA NA 1998  07-652 NA NA NA NA 1998  07-653 NA NA NA NA NA 06/14/20					To:		D	ead End									
0.91 <b>400 R</b> NA NA 1998  0.91 <b>670 R</b> NA NA 06/14/20					From:		(	)7-654									
0.91 <b>400 R</b> NA NA 1998  0.91 <b>670 R</b> NA NA 06/14/20	831)	0.59	700	R						_		NA			NA		1998
831) 0.91 <b>400 R</b> NA NA 1998 831) 0.91 <b>670 R</b> NA NA 06/14/20					To: From:		(	)7-652		}							
831) 0.91 <b>670 R</b> 07-653 NA NA 06/14/20	831)	0.91	400	R			_					NA			NA		1998
0.91 <b>670 R</b> NA NA 06/14/20					To:		(	07-653		$\neg$							
US 340	831)	0.91	670	R	r rom.							NA			NA		06/14/200
·					To		J	JS 340									

					Au	gusta Mair	itenan	ce Area								
Route	Length	AADT	QA	4Tire	Bus	2Axle 3				OC.	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Augusta County				From:		Dead	d End		1							
832	0.60	170	R								NA			NA		1998
				To- From:		07-720	EAST WEST									
832	0.50	80	R	<u> </u>		07-720	WLDI				NA			NA		05/29/200
				To:		Dead	d End									
$\bigcirc$				From:		SR	254									
833	1.20	500	R								NA			NA		1998
	0.00		R	From:		07-	720				NIA			NIA		05/00/000
833	0.80	80	ĸ	To:		Dead	d End				NA			NA		05/29/200
				From:			631		ĺ							
834)	1.30	840	G	96%	1%	2%	1%	0%	0%	С	0.094	F	0.571	850	G	2002
				To:		07-	640									
				From:	40/		250	201	201			_				
835	1.60	640	G	91%	1%	1%	5%	2%	0%	С	0.104	F	0.632	650	G	2002
	0.50	460	R	From:		07-	801				NA			NA		05/14/2001
835)	0.50	460	K								INA			INA		03/14/200
(025)	1.40	60	R	From:		07-	728				NA			NA		05/14/2001
835)	1.40	00		To:		07-736	SOUTH	[			1471			147 (		00/14/200
$\bigcirc$				From-		07-736	NORTH	[								0=11.11000
835	1.65	20	R	To:		07	733				NA			NA		05/14/2001
				From:			d End		1							
836	0.50	60	R	<u> </u>		Deac	ı Ena				NA			NA		09/13/2001
000				To:		0.50 MN	Dead F	nd								
836)	0.80	160	R	From:		0.50 1411	Dead L	iid.			NA			NA		05/29/2001
				To:		SR	42									
$\bigcirc$				From:		07-	728									
837)	1.52	100	R	To:		CD	42				NA			NA		05/14/2001
				From:			. 42									
838)	1.60	70	R			0/-	604				NA			NA		06/11/2001
000				To:		07-	850									
838)	0.60	40	R	From:		07-	050				NA			NA		06/11/2001
				To:		07-	919									
				From:		SR	254									
839	0.51	600	R								NA			NA		05/03/2001
	0.47	440	_	From:		07-	786									1000
839	0.17	140	R	To:		07	642				NA			NA		1998
				From:		US 250										
(840)	0.70	110	R	<u> </u>		03 230	WEST				NA			NA		02/26/2001
				To:		US 250	) EAST									
				From:		07-	876									
(841)	1.00	49	R	To-		07					NA			NA		06/07/2001
				From:			711	r								
(942)	0.60	250	R	110111.		07-608	SOUTH	<u> </u>			NA			NA		1992
(842)	0.00			Tar		0.0034	2.07.60	)			11/7					1002
842	0.40	220	R	From:		0.60 MS	o u /-608	)			NA			NA		06/14/2001
842				To:		1.00 MS	3 07 609	2								
842)	0.90	120	R	From:		1.00 1/13	5 0 /-000	,			NA			NA		06/14/2001
	·			To:		07-608	NORTH	[								
									_							

					Augusta Maintenance Area							
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	OC.	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Augusta County				From:	Dead End							
843)	0.80	80	R		Dead End		NA			NA		05/14/200
				To:	07-607							
$\bigcirc$	0.00		_	From:	Dead End							0.4/00/000
844)	0.20	240	R				NA			NA		04/23/200
	0.30	610	R	From:	07-825		NA			NA		04/23/200
844)	0.30	010	IX	To:	Rockingham County Line		INA			INA		04/23/200
				From:	Dead End							
845)	0.66	50	R			•	NA			NA		05/29/200
				To:	SR 42							
(A)	0.11	NA		From:	Dead End		NA			NA		
846)	0.11	IVA		To	07-635		INA			INA		
				From:	SR 256							
847)	0.30	460	R			-	NA			NA		05/07/200
				To: From:	07-773 WEST							
(847)	0.05	270	R				NA			NA		1998
				To: From:	07-773 EAST							0=10=1000
(847)       (847)	0.68	170	R	To:	07-771	l	NA			NA		05/07/200
				From:	07-610							
848)	0.80	280	R		07-010		NA			NA		1998
040				To:	Dead End							
				From:	Dead End							
849	1.15	370	R	To:	27.622	1	NA			NA		06/14/2001
				From:	07-608							
(850)	0.11	100	R	-111111	07-838		NA			NA		1998
(650)	<b>3.1.1</b>			To:	07-620							
				From:	Rockbridge County Line							
(851)	0.13	160	R				NA			NA		07/02/200
				To:	US 11							
(0F2)	1.30	230	R	From:	07-804		NA			NA		1998
852	1.00	200		To:	07-696							1000
				From:	US 11							
853	1.00	200	R			•	NA			NA		1998
				To:	Dead End							
(PEA)	0.10	1100	R	From:	US 11		NA			NA		03/12/200
854)	0.10	1100	IX	To	DEGRIT COD	1	INA			INA		03/12/200
(95A)	0.35	700	R	From:	BEGIN LOOP		NA			NA		1998
854)				To:	07-1901							
854)	0.40	140	R	From:	07-1901		NA			NA		03/12/2001
				To:	END LOOP							
$\overline{}$				From:	Dead End							
855)	0.70	150	R	To	07.612	ı	NA			NA		1998
				From:	07-610							
856)	0.65	150	R		US 340	l	NA			NA		04/23/2001
				To:	Dead End							
				From:	Dead End							
857)	0.30	80	R				NA			NA		1998
				To-	US 11							

Route	Length	AADT	QA	4Tire	Bus	2Axle				- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Augusta County				From:		Dea	nd End									
858	0.50	30	R								NA			NA		05/14/2001
				To: From:			7-754									
859	0.17	80	R	FIOIII.		0/	7-811				NA			NA		05/29/200
				To:		S	R 42									
	0.05	80	R	From:		07	7-703				NA			NA		1998
860	0.00			To:		0.05 M	N 07-703				11/-3			IVA		1330
860       860	1.25	60	R	From:		0.05 141	11 07 703				NA			NA		05/29/200
				To: From:		07-	-2210									
(860)	0.20	160	R	To:		07	7-876				NA			NA		05/29/200
				From:			7-340									
861)	0.23	60	R								NA			NA		04/23/2001
				From:			nd End 7-601									
862	0.19	70	R			07	-001				NA			NA		05/29/2001
				To:			nd End									
864)	0.30	6	R	From:		07	7-699				NA			NA		05/14/2001
(804)				To:		Dea	nd End									
				From:		NCL WAY						_				
865	1.17	1200	G	94%	1%	3%	2%	1%	0%	F	0.091	F	0.598	1200	G	2002
(965)	0.73	1200	G	From: 94%	1%	07-611 <b>3</b> %	SOUTH 2%	1%	0%	F	0.119	F	0.666	1200	G	2002
865)				To:	.,,		7-796	.,,	0,0	·		·	0.000			
865	2.23	1000	G	94%	1%	3%	2%	1%	0%	F	0.117	F	0.571	1000	G	2002
				From:	10/		NORTH		20/		<del>-</del>			1000		
(865)	1.23	1000	G	94%	1%	3%	2%	1%	0%	F	0.137	F	0.693	1000	G	2002
865 865	2.40	660	G	From: 94%	1%	3%	7-612 <b>2</b> %	1%	0%	F	0.097	F	0.559	670	G	2002
				To:			SOUTH									
865)	3.03	660	G	94%	1%	3%	2%	1%	0%	F	0.107	F	0.587	670	G	2002
	4.04			From:	40/		SOUTH		00/		0.407		0.700	500		
865	1.04	580	G	94%	1%	3%		1%	0%	F	0.107	F	0.732	580	G	2002
865)	1.03	1200	G	From: 94%	1%	3%	7-608 <b>2%</b>	1%	0%	С	0.099	F	0.716	1200	G	2002
				To:		SF	R 256									
	0.07	150	R	From:		Dea	nd End				NA			NA		05/29/2001
868	0.07	130	IX	Tax		0.08 MN	I Dead Er	nd			INA			INA		03/23/2001
868	0.43	360	R	From:		0.08 WIN	Dead El	ıu			NA			NA		05/29/2001
				To:			7-720									
869	0.50	50	R	From:		Dea	nd End				NA			NA		06/04/2001
003	5.00		•••	To:		07	7-705									25.0 1/2001
$\bigcirc$		400	_	From:		07	7-616									04/00/005
870	0.60	130	R	To:		07	7-615				NA			NA		04/23/2001
				From:			7-613									
871)	0.70	800	R								NA			NA		1998
				To:		U	S 11									

					Au	igusta Mainter	ance Area	3							
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+A			$\cap$	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Augusta County				From:		07-693									
872)	1.19	730	R	<u> </u>		07-075				NA			NA		1998
				To		07-613									
$\bigcirc$				From:		07-612									
873	0.70	120	R	To:		Dead En	a		Ì	NA			NA		04/16/2001
				From:		Dead En									
875	0.25	130	R			Dead El	u			NA			NA		05/17/2001
				To:		07-739									
				From:		SR 252									
876	3.30	200	G	91%	3%	3% 2%		0%	С	0.101	F	0.75	200	G	2002
	3 30	470		From:		07-602				NIA			NΙΔ		06/07/2001
876)	3.20	170	R	. —					1	NA			NA		06/07/2001
076	4.35	190	R	From:		07-707 M	ID			NA			NA		1998
876)	1.00	.00	• • •	To:		07-860				1471					1000
876	0.55	320	R	From:		07-800				NA			NA		05/29/2001
876				To:		SR 254									
				From:		SR 358 WI	EST								
877	0.90	1900	R	т		GD 440 F		1	ı	NA			NA		03/19/2001
				To: From:		SR 358 EA									
970	0.05	440	R	r tom.		07-880				NA			NA		1998
879	0.00			To:		07-878									
879	0.05	290	R	From:		07-676				NA			NA		1998
0.0				To:		Dead Er	d								
				From:		SR 358									
880	0.05	560	R							NA			NA		03/19/2001
				From:		07-879									
880	0.03	140	R						-	NA			NA		03/19/2001
	0.11	440	_	From:		07-881				NIA			NIA		02/40/2004
880	0.11	140	R	To:		07-877				NA			NA		03/19/2001
				From:		07-882									
881)	0.04	10	R			0, 002			ı	NA			NA		1998
				To:		07-880									
$\bigcirc$	0.00	000	_	From:		SR 358				NIA			NIA		00/40/0004
882	0.28	320	R							NA			NA		03/19/2001
	0.11	150	R	From:		07-881				NA			NA		03/19/2001
882	0.11	130	K	To:		07-877				INA			INA		03/19/2001
				From:		07-811									
884	0.11	180	R	<u>.                                    </u>				· ·		NA			NA		1998
				To:		Dead Er	d								
$\bigcirc$	0.04	00		From:		07-877				NIA			NIA		4000
885	0.04	90	R	To:		SR 358			]	NA			NA		1998
				From:		07-778									
886	0.15	20	R	<u> </u>						NA			NA		04/23/2001
				To:		07-778									
		46-		From:		07-610									
887	0.36	100	R	_					•	NA			NA		1992
	0.28	100	D	To: From:		0.36 MN 07	-610			NIA			NA		1992
887)	U. <b>2</b> 8	100	R	To:		Dead En	d			NA			NA		1992
						D vuu Di	-								

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	()(:	()K	Dir Factor	AAWDT	QW Year
Augusta County						пои		Factor		
888	0.23	70	R	From:	07-796	l NA			NA	04/26/20
000)	0.20			To:	Dead End					000
				From:	Dead End					
889	0.29	100	R	т	07.000	NA			NA	04/26/20
				To: From:	07-820					
891)	0.35	100	R	T TOILL.	07-608	l NA			NA	07/02/20
091)				To:	Dead End					
				From:	Dead End					
892	0.45	120	R	To:	07.717	NA			NA	07/02/20
				From:	07-717					
893	0.40	30	R	Piolii.	Dead End	l NA			NA	06/11/20
093)	0.10			To:	07-679	10.			100	00/11/20
				From:	07-664					
894)	0.12	2700	R			NA			NA	04/16/20
				To:	07-624					
$\bigcirc$	0.00		-	From:	US 340 SOUTH	NIA			NIA	4000
895)	0.30	30	R	To:	US 340 NORTH	NA I			NA	1998
				From:	07-927					
897)	0.23	90	R		01-921	l NA			NA	05/03/20
091)				To:	Dead End					
				From:	07-608					
898)	0.60	420	R			NA			NA	07/05/20
				To	Dead End					
	0.02	700	R	From:	07-656	NI A			NIA	1000
899	0.02	780	ĸ	To:	07-608	NA I			NA	1998
				From:	07-775					
900	1.09	48	R	<u> </u>	37 770	NA			NA	05/03/20
				To: From:	1.09 MN 07-775					
900	0.55	90	R	rioii.		NA			NA	05/03/20
$\bigcup$				To: From:	1.65 MN 07-775					
900	0.06	110	R			NA			NA	05/03/20
				To:	07-769					
	0.07	NA		From:	Cul-de-Sac	NI A			NIA	
901)	0.67	NA		To:	07-612; 07-1906	NA I			NA	
				From:	SR 256 WEST					
902	0.22	60	R		5K 250 WEG1	NA			NA	1998
				To:	SR 256 EAST					
$\overline{}$				From:	07-693					
903)	0.40	70	R	To:	D 15 1	NA			NA	06/14/20
				From:	Dead End					
005	0.16	80	R	Troill.	US 340	l NA			NA	1998
905	00		•••	To:	Dead End					
				From:	Dead End					
906	0.20	80	R	B		NA			NA	05/03/20
				To: From:	07-780					
906	2.00	100	R			NA			NA	05/03/20
				To: From:	2.00 ME 07-780					
906	0.08	160	R			NA			NA	05/03/20
				To-	07-612					

					Au	igusta Maintena	nce Area	l							
Route	Length	AADT	QA	4Tire	Bus	T 2Axle 3+Axle			(.)(:	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Augusta County															
	0.04	co	_	From:		07-612 WES	Т			NIA			NΙΔ		1000
907)	0.84	60	R	To		07-612 EAS	Γ			NA			NA		1998
				From:		07-612									
908	0.18	20	R			07 012				NA			NA		1998
				To:		07-612									
				From:		Dead End									
909	0.61	2900	G	89%	0%	1% 2%	8%	1%	С	0.129	F	0.766	3000	G	2002
				To:		US 340									
010	0.50	60	R	From:		Dead End				NA			NA		05/14/2001
910	0.50	00	1	To:		07-753				INA			INA		03/14/2001
				From:		SR 42									
911)	0.18	400	R	<u>.                                    </u>		510 12				NA			NA		1998
				To:		Dead End									
				From:		07-660									
912	0.33	530	R	_				1		NA			NA		1992
				To:		07-610									
	0.70	E20	В	From:		Dead End				NIA			NΙΔ		1000
913)	0.70	530	R	To:		07-912				NA			NA		1992
				From:		07-635									
914)	0.44	60	R			07-033				NA			NA		1998
014)				To:		07-608									
				From:		US 11 WES	Γ								
915	0.54	100	R							NA			NA		02/26/2001
				To-		US 11 EAST									
				From:		Dead End									1000
916)	0.15	140	R							NA			NA		1986
				From:		07-1535									1000
916)	0.09	440	R	To:		07-610				NA			NA		1986
				From:			T i								
917)	1.59	140	R	110		Rockbridge Count	y Line			NA			NA		1998
917				To:		07-620									
				From:		Rockbridge Count	y Line								
(918)	0.22	70	R							NA			NA		07/02/2001
				To: From:		07-937									
918	0.59	70	R	110						NA			NA		07/02/2001
				To:		Dead End									
	4.00			From:		Rockbridge Count	y Line								00////000/
919	1.20	460	R	To:		07-620 SOUT	7.1			NA			NA		06/11/2001
				From:		07-620 SOCT									
(919)	3.20	420	R							NA			NA		1998
				To:		07-675									
$\bigcirc$	- · · -		_	From:		Dead End									00/44/000:
920	0.15	20	R	To:		SR 252				NA			NA		06/11/2001
				From:											
922	0.23	20	R			07-730				NA			NA		05/31/2001
922)				To:		Dead End			<u></u>						
				From:		07-792 SOUT	Н								
923	0.78	50	R	<u> </u>						NA			NA		04/05/2001
				To:		07-792 NORT	Ή								

					Augusta Maintenance Area						
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	- QC Hou	()K	Dir Factor	AAWDT	QW	Year
Augusta County				From:	Dead End						
924)	0.07	40	R	_		N/	١		NA		02/26/200
				From:	07-616						
025	0.30	30	R	From:	US 11	N/			NA		1998
925	0.00		• • • • • • • • • • • • • • • • • • • •	To:	Dead End		•				1000
				From:	07-616						
926	1.50	40	R	_		N/	١		NA		05/03/200
				To:	07-777						
	0.20	40	R	From:	Dead End	N/			NA		05/03/200
927	0.20	40	K	. —		INF			INA		03/03/200
007	0.90	200	R	From:	07-742	N/			NA		05/03/200
927)	0.50	200		To:	07-616	147			14/-3		00/00/200
				From:	US 11						
928	0.42	70	R			N/	١		NA		05/07/200
				To:	Dead End						
$\bigcirc$	0.00			From:	SR 254	N			NIA		00/40/000
929	0.23	20	R	To:	SR 275	N.A	١		NA		03/19/200
				From:	Dead End						
930	0.07	20	R		Dead End	N/			NA		03/19/200
				To:	07-790						
				From:	07-790						
931)	0.13	20	R			N/	١		NA		03/22/200
				la:	Dead End						
200	0.11	20	R	From:	Dead End	N/			NA		02/26/200
932	0.11	20		To:	0111010 15 1	147	•		14/1		02/20/200
623	0.23	110	R	From:	0.11 MN Dead End	N/			NA		02/26/200
932	0.20			To	SR 275		•				02/20/200
				From:	US 340						
933)	0.16	90	R	_		N/	١		NA		1998
				To:	Dead End						
	0.72	2000	В	From:	SR 285; 07-608	NI/			NΙΛ		03/10/200
935)	0.73	3800	R	To:	Dead End	N/	١		NA		03/19/200
				From:	07-731						
936	0.50	100	R	<u> </u>	37.100	N/			NA		1998
				To:	Dead End						
$\overline{}$				From:	Rockbridge County Line						
937	0.11	110	R	To:	07-918	N/	١		NA		07/02/200
				From:	07-684						
038)	0.75	100	R		0/-084	N/			NA		05/29/200
938				To:	Dead End		-				
				From:	07-935						
945)	0.12	180	R			N/	١.		NA		03/19/200
				To:	Cul-de-Sac						
<u> </u>	0.64	200	Б	From:	Dead End	<b>K17</b>	_		NIA		04/46/200
950	0.61	200	R	To:	07-622	N/			NA		04/16/200
				From:	07-646 WEST						
955	0.14	40	R	<u> </u>	. 010 11201	N/			NA		05/07/200
				To:	07-646 EAST						

					Aug	justa Maintenan	ice Area								
Route	Length	AADT	QA	4Tire	Bus	Tr			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Augusta County				From:		07-635		ī							
970	0.54	2500	R			07-033				NA			NA		04/05/200
				To: From:		07-971		-							
970	1.20	320	R	т		07.622				NA			NA		1998
				To-		07-632									
	1.54	160	R	From:		07-970				NA			NA		07/19/200
971)	1.54	100	IX.	To		07-624				INA			INA		01/19/200
				From:		FR-223		ĺ							
992)	0.35	50	R							NA			NA		05/07/200
	0.40	100	В	From:		07-994				NIA			NΙΛ		05/07/20/
(992)	0.40	180	R	To:	1	Rockingham County	Line			NA			NA		05/07/200
				From:		07-994	Line								
993)	0.07	620	R	<u> </u>		07-554				NA			NA		05/07/200
990)				To:		07-992		L							
993	0.05	380	R	From:		07-992				NA			NA		1998
(555)				To:	]	Rockingham County	/ Line								
				From:		US 11									
994)	1.25	670	G	94%	0%	2% 1%	2%	1%	С	0.108	F	0.667	680	G	2002
				To: From:		07-768		ŀ							
994)	0.40	48	R							NA			NA		05/07/200
				To:	]	Rockingham County	Line								
$\bigcirc$				From:		SR 276									
996)	0.15	150	R							NA			NA		05/07/200
0				From:		0.15 ME SR 27	6								
996	0.96	80	R							NA			NA		05/03/200
				From:		07-773									
996)	0.70	70	R							NA			NA		05/03/200
				To: From:		07-669 EAST									
996	1.00	80	R							NA			NA		05/07/200
				To: From:		07-772									
996)	0.10	20	R	т		B 1E 1		1		NA			NA		05/03/200
				To:		Dead End									
	0.08	220	R	From:		US 250				NA			NA		1998
(1001)	0.00	220								INA			INA		1550
	0.44	120	R	From:		07-1002				NA			NA		1998
(1001)	0.44	120	K	To:		07-640				INA			INA		1990
				From:		07-1001									
1002	0.08	90	R	<u> </u>		0, 1001				NA			NA		03/22/200
				To:		07-1003		1							
1002	0.07	140	R	From:		07 1003				NA			NA		04/05/200
				To:		07-640									
				From:		07-1002									
(1003)	0.10	120	R					·		NA			NA		1998
				To: From:		07-1004									
(1003)	0.05	110	R							NA			NA		1998
				To:		07-640									
$\bigcirc$			_	From:		07-640									00/05/55
1004)	0.07	50	R	To:		07.1003				NA			NA		03/22/200
-						07-1003									

						usta Maintena T	ruck	_	Peak		Dir			
Route	Length	AADT	QA	4Tire	Bus		e 1Trail 2Trail	QC	Hour	QK	Factor	AAWDT	QW	Year
Augusta County				From:		07-1006	i							
(1005)	0.09	60	R			07-1000			NA			NA		04/05/2001
				To: From:		07-1011								
(1005)	0.05	60	R						NA			NA		04/05/2001
4005	0.08	200	R	From:		07-1010			NA			NA		04/05/2001
1005	0.00	200		To:		US 250			IVA			TVA		04/03/2001
$\sim$				From:		Dead End								
1006	0.54	750	R						NA			NA		1998
(1006)	0.10	860	R	From:		07-1005			NA			NA		1998
(1006)	0.10			To:		US 250			IVA			TVA		1000
				From:		Cul-de-Sac								
(1007)	0.12	860	R	To:		US 250	<u> </u>		NA			NA		04/05/2001
				From:		07-1001								
(1008)	0.10	90	R			07-1001			NA			NA		04/05/2001
				To:		Cul-de-Sac								
	0.06	420	R	From:		07-1006			NA			NA		1998
1009	0.00	420	IX.	To:		07 1010	1		INA			INA		1990
1009	0.16	NA		From:		07-1018			NA			NA		
				To:		Dead End								
$\bigcirc$	0.00	<b>CO</b>		From:		Cul-de-Sac			NIA			NIA		07/00/0004
(1010)	0.06	60	R			0.5.1010	1		NA			NA		07/23/2001
1010	0.13	140	R	From:		07-1012			NA			NA		04/06/2001
(1010)				To:		07-1005								
				From:		07-1012								
(1011)	0.08	70	R	To:		07-1005	1		NA			NA		1998
				From:		07-1010								
(1012)	0.10	30	R						NA			NA		04/05/2001
				To:		07-1011								
(1013)	0.30	60	R	From:		Cul-de-Sac			NA			NA		1998
(1019)				To:		07-796								
			_	From:	,	WCL WAYNESI	BORO							0.1/0=/0001
(1015)	0.27	300	R	To:		Dead End	1		NA			NA		04/05/2001
				From:		Cul-de-Sac								
1016	0.21	180	R						NA			NA		07/23/2001
				To: From:		07-1019								
(1016)	0.15	270	R	To:		Dead End			NA			NA		07/23/2001
				From:		Cul-de-Sac								
(1017)	0.02	30	R	<u> </u>					NA			NA		04/05/2001
				To:	,	WCL WAYNESI	BORO							
1018	0.14	160	R	From:		Dead End			NA			NA		07/23/2001
	<b>0.11</b>		•••	To:		07-1019	1		, .			, .		223.2001
1018	0.08	350	R	From:					NA			NA		04/05/2001
$\overline{}$				To:		07-1009								

					Augusta Maintenance Area						
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	OC.	()K	Dir Factor	AAWDT	QW	Year
Augusta County				From:	07-1018						
(1019)	0.21	210	R	_		NA			NA		1998
				To:	07-1016						
4000	0.03	430	R	From:	NCL WAYNESBORO	NA			NA		04/05/200
1020	0.00	400	• • • • • • • • • • • • • • • • • • • •	To:	07-1022	100			147.		04/00/200
1020	0.06	390	R	From:	07-1022	NA			NA		04/05/200
				To:	07-1024						
1020	0.11	310	R	From:		NA			NA		04/05/200
$\bigcup$				To: From:	07-1025						
1020	0.04	70	R			NA			NA		04/05/200
				To:	Cul-de-Sac						
	0.50	70	R	From:	US 250	NA			NA		03/22/200
1021	0.30	70	IX.	To:	Dead End	INA			INA		03/22/200
				From:	Cul-de-Sac						
1022	0.14	120	R			NA			NA		04/15/200
				To: From:	07-1023						
1022	0.09	80	R			NA			NA		04/05/200
				To:	07-1020						
1023	0.03	70	R	From:	NCL WAYNESBORO	NA			NA		1994
1023	0.00			To:	07-1022						
_				From:	Cul-de-Sac						
1024	0.10	110	R	_		NA			NA		04/05/200
				To:	07-1020						
1025)	0.12	200	R	From:	07-1020	NA			NA		04/05/200
1025)	0.12	200		To:	Cul-de-Sac	100			147.		04/00/200
				From:	07-640						
1026)	0.53	110	R			NA			NA		1998
				To:	Cul-de-Sac						
1000	0.11	110	R	From:	07-828	NA			NA		1998
1030	0.11	110	• • • • • • • • • • • • • • • • • • • •	To:	07-1031	147 (			147.		1000
1030	0.05	30	R	From:	0/-1031	NA			NA		1998
				To:	Dead End						
$\widehat{}$				From:	07-1030						
1031	0.11	50	R	To:	Cul-de-Sac	NA			NA		1998
				From:							
1035	0.18	240	R		US 11	NA			NA		05/10/200
				To:	07-1036						
				From:	Dead End						
1036	0.12	130	R			NA			NA		05/10/200
			_	From:	07-1035						05/10/22
1036	0.06	30	R	To:	0.06 MN 07-1035	NA			NA		05/10/200
				From:	SCL WAYNESBORO F-211						
1040)	1.59	540	R	<u> </u>	SCE WATNESDORO F-211	NA			NA		04/16/200
				To:	Dead End						
$\widehat{}$				From:	Cul-de-Sac						
1043	0.20	270	R	<sub>T</sub> -	07.025	NA			NA		1998
~				To-	07-935						

Route	Length	AADT	QA	4Tire	Bus	 QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Augusta County				From:		·						
(1045)	0.21	100	R	rioni.	Dead End	j	NA			NA		02/26/2001
				To-	07-781							
$\bigcirc$	0.40	000	_	From:	US 250		<b>NIA</b>			NIA		07/00/0004
1050	0.12	630	R			7	NA			NA		07/23/2001
1050	0.28	240	R	From:	07-1051		NA			NA		1998
1050				To:	07-1052	1						
1050	0.12	150	R	From:	07 1032	1	NA			NA		1998
				To:	Cul-de-Sac							
	0.29	360	R	From:	Cul-de-Sac		NIA			NA		07/23/200
(1051)	0.29	300	K	To:	07-1050	1	NA			INA		011231200
				From:	07-1050							
(1052)	0.06	60	R	_		-	NA			NA		07/23/200
				To:	Cul-de-Sac						<del></del>	
(1053)	0.10	NA		From:	07-01050(B)/		NA			NA		
(1033)	0.10			To:	Dead End/							
_				From:	US-00250(B)/							
(1054)	0.05	NA		To:	D. IE V	1	NA			NA		
				From:	Dead End/							
(1057)	0.27	20	R		07-612	j	NA			NA		1998
(1037)				To:	Cul-de-Sac							
				From:	Cul-de-Sac							
1059	0.17	110	R	To:	07.10(0	1	NA			NA		07/19/200
				From:	07-1060							
1060	0.32	370	R		07-720	J	NA			NA		07/19/200
				To: From:	07-1061	<b>—</b>						
(1060)	0.15	20	R	rioni.		-	NA			NA		1998
				To:	Cul-de-Sac							
(1061)	0.20	80	R	From:	07-1060	j	NA			NA		07/19/200
(1061)	0.20	00		To:	Cul-de-Sac	1	INA			INA		077137200
				From:	07-720							
(1062)	0.13	40	R			1	NA			NA		07/19/200
				To: From:	Cul-de-Sac							
(1063)	0.04	390	R	FIOIII.	07-656; 07-1065	J	NA			NA		06/14/200
(1003)	0.0 .			To:	07-1064							
				From:	07-1063							
1064	0.41	380	R	To:	DedEd	1	NA			NA		06/14/2001
				From:	Dead End Cul-de-Sac							
(1065)	0.85	450	R	<u> </u>	Cui-ut-sac	J	NA			NA		07/19/200
$\overline{\bigcirc}$				To:	07-656							
$\bigcirc$	2.15	4-		From:	07-1065							07/40/202
1066	0.10	40	R	To-	Cul-de-Sac	1	NA			NA		07/19/2001
				From:	Cul-de-Sac							
(1067)	0.09	40	R			_	NA			NA		07/19/2001
				To:	07-1065							

					Augusta Maintenance Area							
Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Trai		eak our	QK	Dir Factor	AAWDT	QW	Year
Augusta County				From:		1						
(1070)	0.15	190	R	FIOIII.	Cul-de-Sac	) ]	۱A			NA		07/19/200
				To:	07-1072	1						
1070	0.17	160	R	From:	3, 10,2	١	۱A			NA		1998
				To:	07-633							
$\bigcirc$	0.00		_	From:	07-1070	]						07/10/000
(1071)	0.06	60	R	To	Cul-de-Sac	1	۱A			NA		07/19/200
				From:	07-633	<u> </u>						
1072	0.13	590	R		07-033	, ,	۱A			NA		07/19/200
				To:	07-1074	1						
(1072)	0.11	760	R	From:	0, 10, 1	N	۱A			NA		07/19/200
				To:	07-634							
				From:	07-1070							
1073	0.04	70	R	т	911.9	١ ١	۱A			NA		07/19/200
				To:	Cul-de-Sac							
	0.13	120	R	From:	07-1075	]	۱A			NA		1998
1074	0.13	120	K	To:	07-1072	]	NA			INA		1990
				From:	Cul-de-Sac	i						
(1075)	0.06	90	R			Ν	۱A			NA		1998
				To: From:	07-1074	<b></b>						
(1075)	0.19	140	R	rioiii.		Ν	۱A			NA		1998
				To: From:	07-1072	<b></b>						
1075	0.10	90	R	rioin.		Ν	۱A			NA		1998
				To:	Dead End							
$\bigcirc$			_	From:	07-1085							20/20/202
1080	0.25	450	R	To:	SR 254	,	۱A			NA		02/26/200
				From:		<u> </u>						
1081	0.13	50	R		07-1083	) 	۱A			NA		02/26/200
(1001)				To:	SR 254	1						
				From:	07-1083							
1082	0.14	70	R			N	۱A			NA		02/26/200
				To:	SR 254							
$\bigcirc$	0.40	20	_	From:	07-1082	]	1.4			NIA		00/00/000
(1083)	0.18	30	R	To:	07-1080	1	۱A			NA		02/26/200
				From:	07-1086	1						
1084	0.18	180	R		3, 3000	N	۱A			NA		02/26/200
				To:	07-1080	]						
				From:	07-1086							
1085	0.18	150	R	т	07.1000	١ ١	۱A			NA		02/26/200
				To: From:	07-1080	<u> </u>						
4000	0.06	100	R	From:	07-1085	]	۱A			NA		02/26/200
1086	0.00	100	11	To:	07-1084	] "	•/~			INA		02120120U
				From:	Cul-de-Sac	1						
1090	0.25	30	R			N	۱A			NA		1998
				To- From:	07-1091	1						
1090	0.44	80	R			N	۱A			NA		1998
				To:	07-631							
			_	From:	Cul-de-Sac	]						
(1091)	0.09	30	R	To:	07.1000	۱ ۱	۱A			NA		1998
-				***	07-1090	<u> </u>						

- <u></u>					Augusta Maintenance Area						
Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Trail	()(:	eak our	QK Dir Factor	AAWDT	QW	Year
Town of Craigsville				From:	07-687			. 20131			
(1101)	0.05	780	R	<u> </u>		, N	۱A		NA		05/24/2001
Augusta County				Tn·	SR 42						
Augusta County	0.07			From:	Dead End						4000
(1102)	0.27	20	R	To	GW NATL FOR BNDY	N L	۱A		NA		1998
(1102)	0.23	90	R	From:		N	IA		NA		1998
Town of Craigsville				To:	WCL CRAIGSVILLE						
	0.17	200	ь	From:	WCL CRAIGSVILLE		IΛ		NA		1000
(1102)	0.17	200	R	To	07-1108	ı. L	1A		NA		1998
(1102)	0.20	260	R	From:	0/-1108	N	IA		NA		1998
	0.10	240	R	To: From:	07-1111		1.0		NIA		1000
(1102)	0.19	340	ĸ	To:	SR 42		IA		NA		1998
				From:	07-687						
(1103)	0.05	170	R				IA		NA		05/24/2001
(1103)	0.08	240	R	From:	SR 42	N	IA		NA		05/24/2001
				To: From:	07-1105						
(1103)	0.13	170	R			N	lΑ		NA		05/29/2001
	0.18	100	R	From:	07-1106		IA		NA		05/29/2001
(1103)	0.10	100		To	07-1109	<u> </u>	<b>Y</b> A		IVA		03/29/2001
(1103)	0.06	40	R	From:		, N	lΑ		NA		05/29/2001
				To:	WCL CRAIGSVILLE						
Augusta County				From:	WCL CRAIGSVILLE						
(1103)	0.09	40	R	To:	Dead End	l N	1A		NA		05/29/2001
Town of Craigsville					Dead End						
_	0.07	250	R	From:	07-687		ΙA		NA		1998
(1104)	0.07	250	K	To:	SR 42	l	N/A		INA		1990
(1104)	0.08	360	R	From:	SR 42	N	lΑ		NA		1998
				To: From:	07-1105						
(1104)	0.13	230	R				ΙA		NA		1998
(1104)	0.11	160	R	From:	07-1106	N	IA		NA		1998
				To:	Dead End						
				From:	07-1109						0=10.11000.1
(1105)	0.07	100	R			ı	1A		NA		05/24/2001
(1105)	0.07	160	R	From:	07-1103	N	IA		NA		05/24/2001
				To: From:	07-1104						
(1105)	0.07	230	R				۱A		NA		05/24/2001
	0.15	280	R	From:	07-1110	<u> </u>	IA		NA		05/24/2001
(1105)	0.13		- 11	To:	07-1113	ļ	•••		14/7		30/2-7/200 T
(1105)	0.05	180	R	From:		N	lΑ		NA		05/24/2001
				To:	07-1115						

					Augusta Maintenance Area							
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Tra	$\cap$ C	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Craigsville				From:	07-1103	1						
(1106)	0.07	100	R			<b>-</b>	NA			NA		1998
				Tn·	07-1104	<u> </u>						
	0.04	110	R	From:	07-687		NA			NA		05/24/200
(1107)	0.04	110	K	To:	SR 42	7	INA			INA		03/24/200
				From:	07-1102	1						
(1108)	0.50	370	R			_	NA			NA		1998
				To:	SR 42							
$\bigcirc$	0.08	290	R	From:	SR 42		NA			NA		05/24/200
1109	0.06	290	ĸ			_	NA			NA		05/24/200
(1100)	0.27	180	R	From:	07-1105		NA			NA		05/24/200
(1109)	0.27	100		To:	07-1103		1471			14/ (		00/24/200
				From:	SR 42	_						
1110	0.08	290	R			_	NA			NA		1998
				To:	07-1105; 07-9025							
	0.09	7	R	From:	Dead End		NA			NA		05/29/200
(1111)	0.09	,	IX.	т	0.7	_	INA			INA		03/23/200
	0.08	80	R	From:	07-1114		NA			NA		05/29/200
(1111)	0.00			To:	07-1112		1471					00/20/200
(1111)	0.11	90	R	From:	07-1112		NA			NA		05/29/200
				To-	07-1102							
				From:	07-687	J						
(1112)	0.07	320	R				NA			NA		1998
				To: From:	SR 42	]						
1112	0.15	420	R			<u></u>	NA			NA		1998
	2.22		_	From:	07-1116							1000
1112	0.03	320	R			_	NA			NA		1998
	0.09	70	R	From:	07-1111	_	NA			NA		1998
(1112)	0.09	70	K	To:	MONROE ST	7	INA			INA		1990
				From:	07-687							
1113	0.07	190	R			_	NA			NA		05/24/200
				To: From:	SR 42	]——						
1113	0.30	280	R			_	NA			NA		05/24/200
				To:	Dead End							
	0.09	110	R	From:	07-1111		NA			NA		1998
(1114)	0.09	110	K		Man an an	_	INA			INA		1990
(144A)	0.05	40	R	From:	MONROE ST		NA			NA		05/29/2001
(1114)	0.00		• • •	To:	07-1124	1						00/20/200
				From:	SR 42							
1115	0.10	400	R			_	NA			NA		05/24/2001
<u> </u>				To: From:	0.10 MN SR 42	]						
(1115)	0.29	230	R	To:	NCI CDAICGUILE	7	NA			NA		05/24/2001
				To:	NCL CRAIGSVILLE							
Augusta County				From:	NCL CRAIGSVILLE							
(1115)	0.02	140	R			_	NA			NA		05/24/200
				To: From:	07-1118							
(1115)	0.06	90	R			_	NA			NA		05/24/200
				To:	07-1119							

					Augusta Maintenance Area						
Route	Length	AADT	QA	4Tire	BusTruckTrail 2Trail	OC.	QK	Dir Factor	AAWDT	QW	Year
Augusta County						11041		1 40101			
(1115)	0.03	20	R	From:	07-1119	NA			NA		09/13/2001
				To-	Dead End						
Town of Craigsville				From:	Dead End						
(1116)	0.04	30	R	To:	07-1112	NA I			NA		1998
				From:	07-684	! <u>-</u>					
1117	0.13	410	R	To	07-687	NA I			NA		1998
				From:	Cul-de-Sac						
1118	0.02	30	R	To:		NA			NA		1998
Augusta County				10.	NCL CRAIGSVILLE						
	0.00		_	From:	NCL CRAIGSVILLE						4000
(1118)	0.02	30	R	To:	07-1115	NA I			NA		1998
				From:	Cul-de-Sac						
(1119)	0.04	50	R	To:	07-1115	NA I			NA		05/24/2001
Town of Craigsville					07-1113						
	0.13	49	R	From:	07-1108	NA			NA		05/29/2001
(1120)	0.10		- 1	To:	Dead End				INA		05/25/2001
$\overline{}$	0.00	40		From:	07-1112 MONROE ST						05/00/0004
(1121)	0.08	46	R	To-	07-1102	NA I			NA		05/29/2001
				From:	07-1104						
1122	0.12	60	R	To:	Dead End	NA I			NA		05/29/2001
				From:	Dead End						
(1124)	0.05	20	R	To:	07.1114	NA			NA		05/29/2001
Augusta County				10.	07-1114						
	0.00		_	From:	Dead End						4000
(1130)	0.03	70	R	To:	SR 42	NA ]			NA		1998
				From:	07-1205						
(1201)	0.02	50	R	_		NA			NA		1998
(1201)	0.31	100	R	From:	US 11	NA			NA		1998
				To: From:	07-1202	}					
(1201)	0.08	100	R	To:	07-662	NA			NA		1998
				From:	07-1201						
1202	0.20	140	R			NA			NA		1998
				To:	US 11						
1203	0.20	20	R	From:	Dead End	NA			NA		06/14/2001
				To:	US 11	<u> </u>					
(1204)	0.10	80	R	From:	07-1206	NA			NA		06/14/2001
1204	0.10	00	11	To:	Dead End	IN/A			INA		JUI 17/2001
		=^-	_	From:	US 11						4000
1205	0.01	700	R	To:	07-1207	NA I			NA		1986

					Au	gusta Maintenance Ai	rea							
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Tr		$\Omega$ C	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Augusta County				. 1										
(1205)	0.11	650	R	From:		07-1207			NA			NA		06/14/200
(1203)				To: From:		07-1201								
(1205)	0.06	680	R	riom.					NA			NA		06/14/200
	2.00	4400		From:	00/	07-662 SOUTH	/ 00/		0.400	_	0.000	1.100		
(1205)	0.09	1400	G	98%	0%	1% 1% 0%	6 0%	С	0.103	F	0.696	1400	G	2002
1205	0.05	1400	R	From:		07-662 NORTH			NA			NA		06/14/200
				To: From:		07-1206								
1205	0.07	1400	R	riom.				!	NA			NA		06/14/200
_				To: From:		07-657								
(1205)	0.01	980	R	To:		US 11			NA			NA		1986
				From:		07-1205								
(1206)	0.02	50	R	<u>-</u>				ı	NA			NA		1998
				From:		US 11								
(1206)	0.15	150	R					ı	NA			NA		1998
4000	0.50	60	R	From:		07-1204			NA			NA		1998
(1206)	0.00			To:		Dead End			11/-1			14/4		1330
				From:		07-1205								
(1207)	0.09	60	R	To:		Dead End		1	NA			NA		06/14/200
				From:		US 11 SOUTH								
(1210)	0.20	110	R	<u> </u>		0511500111		ļ	NA			NA		06/11/200
				To: From:		07-1211 SOUTH								
(1210)	0.77	180	R						NA			NA		06/11/200
	0.22	220		From:		07-1211 NORTH			NΙΛ			NIA		06/11/200
(1210)	0.23	230	R	To-		US 11 NORTH			NA			NA		06/11/200
_				From:		07-1210								
(1211)	0.10	50	R	To:		07.1210		1	NA			NA		1998
				From:		07-1210								
(1212)	0.32	80	R			07-000			NA			NA		07/02/200
				To:		Dead End								
	0.13	80	R	From:		US 11			NA			NA		07/02/200
1220	0.13	00		To:		BLUERDG BLVD			INA			INA		077027200
				From:		Dead End								
1301	0.07	110	R						NA			NA		1998
	0.06	200	R	From:		07-1302			NA			NA		1998
1301	0.00	200	K	To:		US 250			INA			INA		1990
				From:		Dead End								
1302	0.06	70	R	To:		07.1201		Ī	NA			NA		03/22/200
				From:		07-1301 07-1312								
(1303)	0.05	80	R			0/-1312			NA			NA		1998
				To: From:		07-1304								
(1303)	0.08	80	R						NA			NA		1998
				To:		07-1314								

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	()(:	QK Dir Fact		QW Year
Augusta County				From:	07-1303				
1304)	0.07	20	R			NA		NA	03/22/200
				To: From:	07-1311	<del></del>			0011=1001
1304	0.07	50	R			NA •		NA	09/17/200
1304)	0.03	10	R	From:	07-1313	NA		NA	03/22/200
1304)				To:	Dead End	1			
$\sim$				From:	Dead End				
1305	0.22	480	R	To:	US 250	NA 1		NA	07/23/200
				From:	07-1305				
1306	0.05	390	R	<u> </u>	07-1505	NA		NA	07/23/20
				To: From:	07-1328	]			
1306	0.18	300	R			NA		NA	07/23/20
				To:	US 250	<u> </u>			
	0.09	110	R	From:	07-1308	NA		NA	03/22/20
1307	0.00	110		To:	SR 285 <old 608="" rt=""></old>			IVA	03/22/20
				From:	Dead End				
1308	0.08	100	R	•		NA		NA	1998
				From:	07-1307	]			
1308	0.11	50	R	To:	Cul-de-Sac	NA <b>1</b>		NA	1998
				From:	Dead End				
1309	0.10	230	R		Deau Enu	NA		NA	03/22/20
				To: From:	07-1310	1			
1309	0.12	340	R			NA		NA	03/22/200
				To:	US 250				
	0.14	120	R	From:	07-1314	NA		NA	1998
1310	0.14	120	IX.	To:	07-1309	]		INA	1990
				From:	07-1312				
1311)	0.08	100	R			NA		NA	04/16/20
$\frac{\circ}{\circ}$				From:	07-1304	]			
1311)	0.08	90	R	To:	07-1314	NA 1		NA	03/22/200
				From:	07-1314	1			
1312)	0.15	110	R		07-1314	NA		NA	1998
				To: From:	07-1303	1			
1312	0.09	220	R	From:		NA		NA	1998
				To: From:	07-1311	]			
1312	0.07	270	R			NA		NA	1998
				To: From:	07-1313	<del> </del>			
1312	0.09	350	R	To:	US 250	NA 1		NA	1998
				From:	07-1314	l l			
1313	0.08	60	R	<u> </u>	07 1311	NA		NA	1998
				To: From:	07-1304	]			
1313)	0.08	60	R			NA		NA	1998
				To-	07-1312	<u> </u>			
	0.07	140	R	From:	07-1312	NA		NA	03/22/200
1314)	0.07	140	ĸ	To:	07-1303	1NA 1		INA	03/22/200

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	- QC Peak Hour	QK Dir Factor	AAWDT	QW Year
Augusta County				From:	07-1303				
1314	0.03	220	R		0/-1303	NA		NA	03/22/2001
	0.04	070		To: From:	07-1310	NIA		NIA	02/22/2004
1314	0.04	270	R	To:	07-1311	NA		NA	03/22/2001
1314)	0.07	380	R	From:	0/-1311	NA		NA	03/22/2001
				From:	07-1313				
1314	0.05	530	R	To:	US 250	NA		NA	03/22/2001
				From:	SR 285 <old 608="" rt=""></old>				
1315	0.17	1200	R	To:	Dead End	NA		NA	1998
				From:	US 250				
1316)	0.06	1500	R		03 230	NA		NA	03/19/2001
				To: From:	07-1317 SOUTH				
(1316)	0.18	810	R			NA		NA	03/19/2001
	0.19	140	R	From:	07-1317 NORTH	NA		NA	03/19/2001
1316)	0.19	140	IX.	To:	Cul-de-Sac	INA		INA	03/19/2001
				From:	07-1316 SOUTH				
(1317)	0.23	200	R			NA		NA	1998
	0.09	90	R	From:	07-1316 NORTH	NA		NA	1998
1317	0.00	30		To:	Dead End	14/-1		14/3	1000
				From:	Dead End				
(1318)	0.13	150	R	To:	US 250	NA		NA	03/22/2001
				From:	US 250				
1319	0.02	180	R			NA		NA	03/22/2001
				To:	07-641				
(1320)	0.25	470	R	From:	07-608	NA		NA	03/22/2001
				To: From:	07-1321				
(1320)	0.08	200	R	To:		NA		NA	1998
				From:	07-1323 07-1320				
(1321)	0.06	250	R		07-1320	NA		NA	03/22/2001
				To: From:	07-1322				
(1321)	0.13	120	R	To:	0.11.0	NA		NA	03/22/2001
				From:	Cul-de-Sac Cul-de-Sac				
(1322)	0.16	170	R		Cui de Sue	NA		NA	03/22/2001
				To: From:	07-1321				
1322	0.04	30	R	To:	Dood End	NA		NA	03/22/2001
				From:	Dead End Begin Loop @ South 07-1324				
(1323)	0.57	210	R		Bogin Ecop (a) South of 1321	NA		NA	1998
				From:	07-1324				
1323	0.11	170	R	_		NA		NA	1998
	0.02	20	R	From:	07-1320	NA		NA	1998
1323	U.UZ			To:	Cul-de-Sac	IN/A		INA	1990
	0.44	000		From:	Dead End; Gap Terminus	NIA		N/A	00/00/0004
(1323)	0.14	660	R	To:	07-1324	NA		NA	03/22/2001

					Augusta Maintenance Area				
Route	Length	AADT	QA	4Tire	BusTruckTruck	OC:	()K	AAWDT QW	/ Year
Augusta County				From:	07-1323	1			
1324	0.16	1100	R	<u> </u>	07-1323	NA		NA	07/23/200
				To: From:	07-1327	<b></b>			
1324	0.11	370	R			NA		NA	1998
				To:	07-796				
	0.22	440		From:	07-608			NIA	1000
1325	0.23	410	R	To:	Dead End	¬ NA		NA	1998
				From:	Cul-de-Sac	1			
1326	0.10	130	R		ear de Bae	NA		NA	07/23/200
				To:	07-1309				
$\overline{}$				From:	07-1324				
1327	0.03	40	R	To-	0.1.1.0	nA NA		NA	07/23/20
				From:	Cul-de-Sac				
1000	0.12	100	R	rioiii.	07-1329	 NA		NA	07/23/20
1328	0.12	100		To:	07-1306	7		10.0	01120120
				From:	Cul-de-Sac				
1329	0.12	210	R			NA NA		NA	07/23/20
				To:	07-1305; 07-1306				
$\bigcirc$				From:	07-631				
1330	0.12	200	R			NA		NA	04/05/20
				From:	07-1331				
1330	0.09	50	R	To:	Cul-de-Sac	NA NA		NA	04/05/20
				From:					
1331)	0.10	110	R		Cul-de-Sac	NA NA		NA	04/05/20
1331)				To:	07-1330				
				From:	07-1324				
1332	0.19	40	R			NA		NA	03/22/20
				To:	07-1323				
$\bigcirc$	2.27	400	_	From:	07-1323 WEST	٠.,			00/00/00
1333	0.27	100	R	To:	07-1323 EAST	NA		NA	03/22/20
				From:	US-00250(B)/				
1334)	0.14	NA		<u> </u>	US-00230(B)/	NA NA		NA	
				To:	Dead End/				
				From:	Cul-de-Sac				
1335	0.11	60	R	_		NA		NA	04/05/20
				To:	07-664				
	0.13	620	R	From:	Cul-de-Sac	 NA		NA	07/23/20
1336	0.13	620	K	To:	07-1305			NA .	01123120
				From:	Cul-de-Sac	1			
1337	0.05	140	R	<u> </u>	car de pae	NA		NA	1998
				To:	07-1339				
1337	0.10	240	R	From:	******	NA		NA	1998
				To:	07-1338				
1337	0.08	300	R	From:	******	NA		NA	1998
				To	07-1336	<b>—</b>			
1337	0.20	140	R	From:	*****	NA NA		NA	1998
				To:	Cul-de-Sac	1			
				From:	Cul-de-Sac				
1338	0.07	80	R		OF 1	NA		NA	1998
<u> </u>				Tn-	07-1337	1			

					Augusta Mairiteriance Area							
Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Trai		Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Augusta County				From:	Cul-de-Sac	i						
1339	0.05	60	R	<u> </u>	Cur-uc-suc	J	NA			NA		1998
				To	07-1337	]						
				From:	US 340							
1340	0.10	430	R				NA			NA		04/16/200
				From:	07-1341	<u> </u>						
1340	0.18	140	R			=	NA			NA		04/16/200
$\overline{}$	0.02	<b>50</b>	R	From:	07-1342		NIA			NΙΔ		07/22/200
1340	0.02	50	K			7	NA			NA		07/23/200
	0.07	30	R	From:	0.02 MS 07-1342		NA			NA		1998
1340	0.07	30		To:	Cul-de-Sac	1	IVA			IVA		1330
				From:	07-1340							
1341	0.23	130	R				NA			NA		04/16/200
				To: From:	07-1342	]——						
1341)	0.01	100	R	110111.		_	NA			NA		09/17/200
				To: From:	0.02 MS 07-1342	}						
1341)	0.08	100	R			_	NA			NA		09/17/200
				To:	Cul-de-Sac							
	0.06	40		From:	07-1340		NIA			NIA		07/19/200
1342	0.06	40	R	To	07-1341	7	NA			NA		07/19/200
				From:	US 340	i i						
1343	0.04	380	R		05 340	_1	NA			NA		07/19/200
				To:	07-1344; 07-1345	1						
1343	0.04	10	R	From:	0. 10 1 4 0 1 10 10		NA			NA		1998
				To	Dead End							
$\sim$				From:	07-1343; 07-1345							
1344	0.10	130	R	To:	0.11.0	7	NA			NA		07/19/200
				From:	Cul-de-Sac	1						
1345	0.08	90	R		07-1343; 07-1344		NA			NA		07/19/200
1343)				To:	Cul-de-Sac	1						
				From:	07-1315							
1350	0.25	300	R			- -	NA			NA		03/22/200
				To:	Cul-de-Sac							
	0.19	NA		From:	07-01354(R)/07-01355(L)/		NIA			NA		
1352	0.19	NA		To:	07-01360(B)/	7	NA			INA		
				From:	07-01352(B)/							
1353	0.08	NA			3, 33 <b>22</b> (2);	_	NA			NA		
				To:	Cul-de-Sac/							
				From:	Cul-de-Sac/	]						
1354	0.11	NA		To:	07.01252/D\/07.01255/JD/	7	NA			NA		
					07-01352(R)/07-01355(U)/	1						
1355)	0.06	NA		From:	07-01352(R)/07-01354(U)/	J	NA			NA		
1333				To:	Cul-de-Sac/	L				. 17.1		
				From:	07-01365(B)/							
(1356)	0.25	NA		<u> </u>		_	NA			NA		
				To:	Dead End/	<u> </u>						
				From:	07-01356(B)/							
1357	0.07	NA		To:	Cul do Soo/	1	NA			NA		
					Cul-de-Sac/	1						

					Augusta Maintenance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC Peak QK Hour Fa	Dir AAWDT QV actor	V Year
Augusta County				From:	07-641	i		
1360	0.08	1600	R	<u> </u>	07-041	NA	NA	03/22/200
				To: From:	07-1361	]		
1360	0.45	1200	R			NA	NA	07/23/200
_	0.50	4000		To: From:	07-1363	]		1000
1360	0.52	1000	R	To:	07-608	NA <b>1</b>	NA	1998
				From:	07-1360			
1361)	0.24	170	R			NA	NA	03/22/200
				To: From:	Cul-de-Sac			
1362)	0.14	90	R	From:	07-1360 WEST	J NA	NA	07/23/200
1362				To:	07-1360 EAST	<u> </u>		
$\widehat{}$				From:	07-1364			
1363	0.19	120	R	To:	07 1240	NA 1	NA	1998
				From:	07-1360 07-1360			
1364)	0.08	220	R		07-1300	I NA	NA	1998
				To:	07-1363			
1364	0.21	NA				NA	NA	
				To:	07-1369			
1365	0.31	950	R	From:	07-1360	J NA	NA	03/22/200
(1365)	0.01			To:	Dead End	1		00/22/200
				From:	Cul-de-Sac	j		
1366	0.34	330	R	To:	07.1265	NA 1	NA	03/22/200
				From:	07-1365			
(1367)	0.09	110	R		Cul-de-Sac	I NA	NA	03/22/200
				To:	07-1366	1		
$\bigcirc$				From:	07-01364(R)/07-01370(L)/			
(1369)	0.02	NA		To:	Cul-de-Sac/	NA 1	NA	
				From:	07-01364(B)/			
(1370)	0.14	NA			07 0130 ((S))	NA	NA	
				To:	07-01364(U)/07-01369(L)/	]		
$\bigcirc$	0.11	400	_	From:	Dead End	NIA	NA	07/10/200
1380	0.11	400	R			NA 1	INA	07/19/200
(1380)	0.23	390	R	From:	07-1381	NA	NA	1998
(1300)	0.20			To:	07-608	1		
				From:	07-1380			
(1381)	0.09	110	R	To:	0.11.0	NA 1	NA	07/19/200
				From:	Cul-de-Sac			
1382	0.10	NA			07-1383	I NA	NA	
				To:	07-636	]		
$\overline{}$				From:	07-01384(R)/			
(1383)	0.05	NA		To:	07-01382(R)/	NA 1	NA	
				From:	07-01382(R)/ 07-1383	I		
(1384)	0.07	NA		Щ.	07-1303	I NA	NA	
$\bigcup$				To:	Cul-de-Sac			
$\bigcirc$			_	From:	07-608			
(1390)	0.14	520	R	To:	07-1391	NA 1	NA	07/23/200
					0/-1371	!		

					Augusta Maintenance Area		D'		D:-			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	ail QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Augusta County				From:	07-1391	1						
1390	0.22	330	R	<u> </u>	07-1371	_	NA			NA		1998
				To-	Cul-de-Sac							
				From:	07-1392							
1391)	0.06	330	R	т	07.1200	_	NA			NA		07/23/20
				To: From:	07-1390							
1202)	0.10	210	R	rioni.	Cul-de-Sac	_	NA			NA		07/23/20
1392	0.10	210	• • • • • • • • • • • • • • • • • • • •	Tai	07.1202	_	14/ (			147.		01120120
1202	0.12	300	R	From:	07-1393		NA			NA		1998
1392	02			To:	07-1391	1						
				From:	Cul-de-Sac							
1393)	0.04	40	R				NA			NA		07/23/20
				To:	07-1392							
$\bigcirc$				From:	Dead End							
1394	0.04	110	R				NA			NA		07/23/20
				To: From:	07-1395							
1394	0.07	170	R	To:	07 1202	7	NA			NA		07/23/20
				From:	07-1392	1						
	0.08	70	R	Piolii.	Cul-de-Sac		NA			NA		1998
1395)	0.00	70		To:	07-1394	7	14/3			IVA		1550
				From:	Cul-de-Sac	i						
1396	0.18	120	R			_	NA			NA		03/22/20
				To:	07-1390							
<u> </u>				From:	Dead End							
1401)	0.21	240	R				NA			NA		02/26/20
				From:	07-1403	]						
1401)	0.34	150	R			_	NA			NA		03/01/20
				To:	07-1402	<u> </u>						
$\bigcirc$	0.04	240	ь	From:	07-1405		NIA			NΙΔ		1000
1402	0.04	240	R			_	NA			NA		1998
$\overline{}$	0.11	600		From:	07-1401		NIA			NΙΔ		1000
1402	0.11	600	R	To:	US 11		NA			NA		1998
				From:	07-1405							
1403)	0.05	190	R		07-1403	_	NA			NA		02/26/20
				To:	07-1401	<b></b>						
1403)	0.11	520	R	From:	0, 1101	_	NA			NA		02/26/20
				To:	US 11							
				From:	07-644							
1404)	0.26	180	R			_	NA			NA		02/26/20
				To:	07-635							
$\bigcirc$	0.07	50	_	From:	Dead End		NIA			NIA		4000
1405)	0.07	50	R			_	NA			NA		1998
$\overline{}$	0.40	440		From:	07-1406		NIA			NI A		1000
1405	0.19	110	R			_	NA			NA		1998
	0.25	160		To: From:	07-1403		NI A			NΙΛ		1000
1405	0.35	160	R	To:	07-1402	7	NA			NA		1998
				From:	07-1405	<del>-</del>						
1406)	0.05	140	R	<u> </u>	07-1403	_	NA			NA		02/26/20
		-		To:	07-1401	1						

					Augusta Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	()(:	QK Dir Factor	AAWDT QV	V Year
Augusta County				From:	SR 254				
1410)	0.06	260	R	<u></u>	SK 254	NA		NA	1998
				To: From:	07-1411				
1410	0.05	200	R			NA		NA	1998
				From:	07-1412	<u> </u>			
1410	0.06	90	R	To:	Cul-de-Sac	NA		NA	1998
				From:	Cul-de-Sac				
1411)	0.16	47	R			NA		NA	1998
				To:	07-1410				
	0.12	80	R	From:	Cul-de-Sac	l NA		NA	1998
1412	0.12			To:	07-1410	107		147.	1000
				From:	Dead End				
1427	0.15	3100	R			NA		NA	03/19/200
	0.40			From:	07-792				
1427	0.10	760	R	To:	US 250	NA I		NA	03/19/200
				From:	Dead End				
1428	0.07	10	R	<u> </u>		NA		NA	02/26/200
				To:	07-635				
$\bigcirc$	0.55	240	R	From:	07-1446	NIA		NIA	02/26/20/
1440	0.55	210	ĸ	To	SR 252	NA I		NA	02/26/200
				From:	07-1440				
1446)	0.53	130	R			NA		NA	02/26/200
				To:	Cul-de-Sac				
1447)	0.29	140	R	From:	07-1450	NA NA		NA	1998
1447)	0.20	170		To:	07-1449	I IVA		IVA	1000
1447)	0.06	280	R	From:	07-1449	NA		NA	1998
				To: From:	07-1448				
1447	0.07	480	R			NA		NA	1998
				To:	07-613				•
1448)	0.29	110	R	From:	07-1450	NA NA		NA	02/26/200
1448)	0.20	110		To:	07-1447	INA		IVA	02/20/200
				From:	07-1447				
1449	0.08	80	R			NA		NA	02/26/200
				To: From:	Dead End				
1450)	0.06	190	R	r roin.	07-613	NA NA		NA	07/19/200
.1-30				To:	07-1448				
1450	0.09	100	R	From:		NA		NA	1998
				To:	Dead End				
$\bigcirc$	0.07	<b>5</b> 20	_	From:	07-1502	NIA		NIA	07/22/200
1500	0.07	520	R	т.	05 1505	NA I		NA	07/23/200
1500	0.21	150	R	From:	07-1507	NA		NA	07/23/200
1550)	V.E.			To:	Cul-de-Sac	1471			5, - 50
				From:	Dead End				
1501)	0.12	60	R			NA		NA	1986
$\overline{\bigcirc}$		400	_	To: From:	07-1502			h.1.A	1000
1501	0.25	180	R	To:	07-1504	NA I		NA	1986
-					U/=1JU <del>*</del>				

					Au	gusta Maintenar	ice Area								
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle		2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Augusta County				From:		07-1504		i							
(1501)	0.15	190	R	<u> </u>		07-1304				NA			NA		1986
				To		US 340									
	0.12	EEO	_	From:		07-608				NIA			NIA		1006
(1502)	0.13	550	R							NA			NA		1986
(1502)	0.08	540	R	From:		07-1510				NA			NA		1986
(1502)				To:		07-1501		1							
1502	0.08	420	R	From:		07 1501				NA			NA		1986
				From:		07-1503									
1502	0.06	340	R							NA			NA		1986
	0.40	242		From:		07-1513		-							1000
(1502)	0.10	340	R							NA			NA		1986
(F20)	0.15	380	R	From:		07-1500				NA			NA		1986
(1502)	0.13	300	K	To:		07.1514				INA			INA		1900
(1502)	0.10	570	R	From:		07-1514				NA			NA		1986
(1302)	00			To:		07-1516									
(1502)	0.12	680	R	From:		07-1310				NA			NA		1986
				To: From:		07-1512		1							
(1502)	0.06	130	R							NA			NA		1998
				To:		Cul-de-Sac									
$\bigcirc$	0.15	100	R	From:		Dead End				NA			NA		1986
(1503)	0.15	100	K							INA			INA		1900
(1503)	0.10	60	R	From:		07-1502				NA			NA		1986
(1503)	0.10			To:		Dead End				1471					1000
				From:		Dead End									
(1504)	0.10	90	R							NA			NA		1986
				To: From:		07-1510		-							
1504	0.08	80	R	To:		07-1501				NA			NA		1986
				From:		07-639									
(1505)	0.09	210	R	<u> </u>		0, 03,				NA			NA		1986
				To: From:		07-1509		-							
1505	0.08	50	R							NA			NA		1986
				To:		Dead End									
(F20)	0.13	460	R	From:		07-608				NA			NA		1986
1506	0.10	400		To:		07-1510				IVA			IVA		1300
				From:		07-639		Ī							
1507)	0.11	330	R							NA			NA		1992
				To: From:		07-1509		-							
1507	0.36	80	R	To:		07.1500				NA			NA		1994
				From:		07-1500									
1508)	0.08	70	R	<u> </u>		07-1507				NA			NA		07/23/2001
		-	-	To		Dead End				-					
				From:		07-1510									
1509	0.14	200	R	т		08 1505				NA			NA		1992
				To: From:		07-1505 Dead End									
1509	0.07	200	R							NA			NA		1992
$\bigcup$				To:		07-1507	-								

					Augusta Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	()(:	QK Dir Factor	AAWDT QW	Year
Augusta County				From:	07-608				
1510	0.69	510	R			NA		NA	1992
				Tn-	US 340				
	0.15	130	R	From:	Dead End	NA NA		NA	1986
1511	0.13	130	K	To:	07-608	]		INA	1900
				From:	07-1502				
1512	0.13	1000	R			NA		NA	1992
				To:	US 340				
	0.06	100	R	From:	07-1502	NA NA		NA	1986
1513	0.06	100	ĸ	To:	Dead End	INA ]		NA	1900
				From:	Dead End				
1514	0.06	30	R		2 3	NA		NA	1986
				To: From:	07-1515				
1514	0.05	140	R			NA		NA	1986
				To:	07-1502				
$\bigcirc$	0.00	00	-	From:	Cul-de-Sac	NIA.		NIA	4000
1515	0.06	80	R	To:	07-1514	NA I		NA	1986
				From:	Cul-de-Sac				
1516	0.02	40	R		Cur-ac-Sac	NA NA		NA	1986
				To:	07-1502				
				From:	Dead End				
1517)	0.20	200	R	To	07.600	NA I		NA	1986
				From:	07-608	<u> </u>			
1518)	0.09	90	R	r toin.	07-639	I NA		NA	1992
1316)	0.00			To:	Dead End				
				From:	Dead End				
1519	0.17	180	R	_		NA		NA	1986
				To:	07-608				
	0.12	160	R	From:	Cul-de-Sac	NA NA		NA	1986
1520	0.12	160	K	To:	07-649	]		INA	1900
				From:	07-643				
1521)	0.07	250	R	<u></u>		NA		NA	1986
				To: From:	07-1522				
1521	0.08	90	R	rioin.		NA		NA	1986
_				To: From:	07-1536	}			
1521	0.04	80	R			NA		NA	1994
				To: From:	07-1545				
1521	0.08	280	R			NA		NA	07/23/200
				To:	Dead End				
1522)	0.25	170	R	From:	07-1523	NA		NA	1986
1522	0.20	110	1	To:	07-1521	IN/A		INC	1900
				From:	07-649				
1523	0.06	420	R	<u> </u>		NA		NA	1986
_				To: From:	07-1522				
1523	0.06	150	R			NA		NA	1986
				To: From:	07-1536	]			
1523)	0.04	50	R			NA		NA	1994
				To:	07-1545				

Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Trail	- QC Peak Hour	QK Dir Factor	AAWDT Q\	V Year
Augusta County						Houi	racioi		
(1524)	0.10	100	R	From:	07-649	NA		NA	1986
1524)	00			To:	Dead End				
				From:	Dead End				
(1525)	0.07	90	R			NA		NA	1986
				From:	07-1526				
(1525)	0.11	790	R			NA		NA	1986
$\overline{}$	0.31	4600	R	From:	07-1538	NA		NA	1986
(1525)	0.31	1600	K	To:	07-608	INA		INA	1900
				From:	07-1561				
(1526)	0.23	230	R			NA		NA	07/19/200
<u> </u>				To: From:	07-1531				
1526	0.23	300	R			NA		NA	1986
_				To: From:	07-1528				
1526	0.10	490	R			NA		NA	1986
				To: From:	07-1527				
1526	0.16	630	R	To:	07-1525	NA		NA	1986
				From:	07-1530				
1527	0.12	400	R		07-1330	NA		NA	07/19/200
				To:	07-1538				
1527	0.07	250	R	From:	0, 1850	NA		NA	1986
				To: From:	07-1529				
1527	0.10	110	R	From:		NA		NA	1986
				To:	07-1526				
$\bigcirc$	0.00	222	_	From:	07-1529	NIA		NIA	1000
1528	0.06	220	R	To:	07-1526	NA		NA	1986
				From:	07-1561				
(1529)	0.20	100	R		07 1301	NA		NA	07/19/200
				To: From:	07-1531				
1529	0.16	160	R	rioii.		NA		NA	1986
				From:	07-1537				
1529	0.03	230	R			NA		NA	1986
				To: From:	07-1528				
1529	0.16	180	R	To:		NA		NA	1986
				From:	07-1527				
1520	0.24	150	R	rioni.	07-1561	NA		NA	07/19/200
1530	· · · · · · · · · · · · · · · · ·			To:	07-1570				017107200
1530	0.60	820	R	From:	07-13/0	NA		NA	07/19/200
				To:	07-1533				
1530	0.13	290	R	From:	-	NA		NA	1986
				To: From:	07-1532				
1530	0.11	580	R			NA		NA	1986
				To:	07-608				
4500	0.12	170	R	From:	07-1570	NA		NA	07/19/200
1531	0.12	170	11	To:	07.1520	INA		INA	011131200
(1531)	0.10	170	R	From:	07-1538	NA		NA	1986
1531	5.10			To:	07-1537	117.		177	
1531)	0.07	100	R	From:	07-1357	NA		NA	1986
				To:	07-1529				

					TruckBus		Peak	Dir Dir		
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2	Trail QC	Hour	QK Factor	AAWDT	QW Year
Augusta County				From:	07-1529	-				
(1531)	0.06	90	R				NA		NA	1986
				To:	07-1526					
(1522)	0.08	200	R	From:	07-1530		NA		NA	1986
(1532)	0.00			To:	07-1534					1000
$\overline{}$				From:	07-1575					
1533	0.21	420	R				NA		NA	07/19/200
	0.08	90	R	From:	07-1530		NA		NA	1986
(1533)	0.00			To:	07-1534		147.		147.	1000
$\overline{}$				From:	07-1561					
1534	0.52	350	R				NA		NA	07/19/200
	0.29	340	R	From:	07-1527		NA		NA	1998
(1534)	0.23	J-10		To:	07-1533		INA		IVA	1000
(1534)	0.17	140	R	From:	0/-1333		NA		NA	1998
				To:	Dead End					
$\bigcirc$	0.33	230	R	From:	07-916		NA		NA	1986
1535	0.33	230	K	To:	Dead End		INA		INA	1900
				From:	07-1523					
(1536)	0.19	140	R	т	05.1501		NA		NA	1986
				From:	07-1521 07-1529					
(1537)	0.16	90	R		07-1329		NA		NA	07/19/200
				To: From:	07-1531					
(1537)	0.22	48	R				NA		NA	1986
				From:	07-1529					
(1538)	0.20	290	R		07-1561		NA		NA	07/19/200
				To- From:	07-1531	<u> </u>				
1538	0.32	490	R	110111.			NA		NA	1986
				To: From:	07-1527					
1538	0.25	670	R	To:	07-1525		NA		NA	1986
				From:	Cul-de-Sac	l				
1539	0.40	500	R				NA		NA	07/19/200
	0.40			To: From:	07-1543					
1539	0.12	220	R	To:	07-1533		NA		NA	1998
				From:	07-1541	l				
(1540)	0.24	1200	R				NA		NA	1986
				To: From:	07-608					
(1541)	0.19	290	R	FIOIII.	Dead End		NA		NA	07/23/200
				To	07-1540	$\neg$				
(1541)	0.12	110	R				NA		NA	07/23/200
				To:	Dead End					
1542	0.20	190	R	From:	Cul-de-Sac		NA		NA	07/23/200
			-	To:	07-1541		•		-	
	0.00	465	_	From:	Cul-de-Sac		NIA.		<b>.</b>	07/10/200
1543	0.08	100	R	To:	07-1539		NA		NA	07/19/200
					u. 1002					

					Augusta Maintenance Area							
Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Trail	()(:	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Augusta County				-								
(1544)	0.07	60	R	From:	Cul-de-Sac	j	NA			NA		04/05/200
(1544)	0.01			To:	07-1539							0 11 00/200
				From:	Dead End							
1545	0.02	45	R				NA			NA		1994
	0.00		_	From:	07-1523	}	NIA			NIA		1001
(1545)	0.08	80	R	т		1	NA			NA		1994
1545)	0.08	80	R	From:	07-1546		NA			NA		1994
1040				To:	07-1521	1						
1545	0.15	60	R	From:	0, 1021	1	NA			NA		1994
				To: From:	07-1547	}						
1545	0.06	970	R			-	NA			NA		1998
				To:	07-1548	1						
(1546)	0.05	40	R	From:	Dead End	1	NA			NA		1994
(1340)	0.00			To:	07-1545	]	1471					1001
				From:	07-1521 SOUTH							
(1547)	0.19	810	R				NA			NA		07/23/2001
0				From:	07-1545	}						
(1547)	0.19	800	R	To-	07-1521 NORTH ; 07-1536	1	NA			NA		1998
				From:	07-1545 Begin Loop	1						
1548	0.15	510	R		07-1343 Begiii Loop	1	NA			NA		1998
				To: From:	07-1554 NORTH	1						
1548)	0.06	220	R	From:		•	NA			NA		1998
				To: From:	07-1556 NORTH	}						
1548	0.22	80	R				NA			NA		1998
				To: From:	07-1556 SOUTH	}						
1548)	0.06	320	R			_	NA			NA		1998
$\overline{}$	0.08	420	R	From:	07-1554 SOUTH	}	NA			NA		1998
(1548)	0.06	420	K	т		1	IVA			INA		1990
(1548)	0.06	690	R	From:	07-1549		NA			NA		04/05/2001
(1346)	0.00			To:	07-1545 End Loop							0 00 200
				From:	Cul-de-Sac							
(1549)	0.05	90	R	To:	07.1540	1	NA			NA		1998
				From:	07-1548	1						
(1550)	0.07	30	R	r tonii.	07-1509	J	NA			NA		07/23/2001
1330				To:	Cul-de-Sac							
				From:	Cul-de-Sac							
(1551)	0.12	190	R	To:	07.1520	1	NA			NA		04/16/2001
				From:	07-1539	<u> </u>						
(1552)	0.12	150	R		Cul-de-Sac	1	NA			NA		04/05/2001
	<u> </u>			To:	07-1551	<u> </u>						
$\overline{}$				From:	07-1548 SOUTH							
1554	0.07	100	R	_		_	NA			NA		1998
$\overline{}$		70		To: From:	07-1555	<del> </del>	NIA			NI A		1000
(1554)	0.06	70	R	To:	07-1548 NORTH	Ī	NA			NA		1998
					0, 10 10 HORITI							

					Augusta Maintenance Area							
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	 QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Augusta County				From:	Cul-de-Sac	1						
(1555)	0.05	60	R			<b>-</b>	NA			NA		1998
				Tn-	07-1554	<u> </u>						
	0.13	70	R	From:	07-1548 SOUTH	_	NA			NA		1998
1556	0.13	70	K	То:	07-1548 NORTH	7	INA			INA		1990
				From:	Cul-de-Sac							
1558	0.14	120	R			_	NA			NA		1998
				To:	07-1530	<u> </u>						
	0.03	NA		From:	Dead End	_	NA			NA		
1560	0.03	IVA		To:	07-1538	7	INA			INA		
				From:	Dead End							
1561	0.04	40	R				NA			NA		07/19/2001
				To: From:	07-1530	}						
1561	0.19	170	R				NA			NA		07/19/2001
				From:	07-1538	]						
(1561)	0.19	160	R			_	NA			NA		1998
	0.02	470		From:	07-1526	<u> </u>	NIA.			0	N.I.	07/40/0004
(1561)	0.03	170	N	To:	Dead End	7	NA			0	IN	07/19/2001
				From:	07-01563(R)/							
(1562)	0.28	NA			5. 5.555 <u>(2.7)</u>	_	NA			NA		
				To-	US-00340(B)/							
	0.00	NIA		From:	07-01562(L)/		NI A			NIA		
1563	0.08	NA		To:	Cul-de-Sac/	1	NA			NA		
				From:	Dead End							
(1570)	0.08	30	R	<u> </u>	Dette Ent	_	NA			NA		07/19/2001
				To:	07-1531							
$\bigcirc$				From:	Dead End							
1575	0.29	370	R			_	NA			NA		1998
	0.09	820	R	From:	07-1576		NA			NA		07/19/2001
1575)	0.09	020	K	To:	07-608	1	INA			INA		07/19/2001
				From:	07-1575							
(1576)	0.12	140	R			_	NA			NA		07/19/2001
				To:	Cul-de-Sac							
	0.24	440		From:	Cul-de-Sac		NIA			NA		1000
(1580)	0.24	110	R			_	NA			INA		1998
(1500)	0.08	240	R	From:	07-1581		NA			NA		1998
1580	0.00			To:	07-643	1				101		1000
				From:	Cul-de-Sac							
(1581)	0.03	40	R			_	NA			NA		1998
				To:	07-1580							
(1500)	0.06	NA		From	Cul-de-Sac	J	NA			NA		
(1582)	0.00	1774		To:	07-1580	7	INA			INA		
				From:	Cul-de-Sac	Ī						
(1583)	0.04	NA		_		_	NA			NA		
				To:	07-1580	<u> </u>						
$\bigcirc$	0.00	640		From:	07-1608		NIA			NIA		04/16/0004
1601	0.09	610	R	To	07-1604	1	NA			NA		04/16/2001
					0/ 1001	•						

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC Peak Hour	(.)K	. AAWDT QV	V Year
Augusta County				From:	07-1604	1			
(1601)	0.20	770	R		07-1004	NA		NA	04/16/200
				To: From:	07-1603	]			
(1601)	0.08	1000	R	To:	07.624	NA 1		NA	04/16/200
				From:	07-624 07-1604	<u> </u>			
(1602)	0.13	90	R		07-1004	NA		NA	04/16/200
				To: From:	07-1606	]			
1602	0.06	190	R			NA		NA	04/16/200
				To: From:	07-1603	<u> </u>			
(1603)	0.07	220	R		07-1601	I NA		NA	04/16/200
				To:	07-1602				
$\bigcirc$				From:	07-1605				
1604	0.06	90	R			NA -		NA	04/16/200
	0.06	120	R	From:	07-1602	NA		NA	04/16/200
(1604)	0.00	120	K	To:	07-1601	]		INA	04/10/200
				From:	07-1604				
(1605)	0.12	50	R			NA		NA	04/16/200
				To:	07-1606				
(1606)	0.06	90	R	From:	07-1605	NA		NA	04/16/200
(1606)	0.00			To-	07-1602	]		10.0	04/10/200
				From:	Dead End				
(1607)	0.32	190	R			NA 1		NA	07/05/200
				10:	07-624				
(1608)	0.03	680	R	From:	07-1601	J NA		NA	04/16/200
(1000)	0.00			To:	07-1609	1			0 11 10/200
1608	0.21	220	R	From:	07-1009	NA		NA	04/16/200
				To:	Cul-de-Sac				
$\bigcirc$	0.40	400	_	From:	Dead End			NIA	0.4.4.0.1000
(1609)	0.10	120	R			NA 1		NA	04/16/200
(1609)	0.08	420	R	From:	07-1611	NA		NA	04/16/200
(1609)	0.00	720		To:	07-1608	]		10.0	04/10/200
				From:	07-664				
1610	0.24	290	R	To:	D. IF. I	NA 1		NA	04/05/200
				From:	Dead End	<u> </u>			
(1611)	0.07	290	R		07-1609	J NA		NA	04/16/200
(61)				To:	07-1612	1			
(1611)	0.09	120	R	From:	0, 1012	NA		NA	04/16/200
				To:	Cul-de-Sac	<u> </u>			
$\bigcirc$	0.40	470	-	From:	Cul-de-Sac			NIA	04/46/000
(1612)	0.16	170	R	To:	07-1611	NA ]		NA	04/16/200
				From:	07-1615	<u> </u>			
(1614)	0.16	60	R		** ****	NA		NA	07/19/200
				To:	07-664				
	0.10		,	From:	07-1614			A I A	07/40/202
1615)	0.13	60	R	To	Cul-de-Sac	NA 1		NA	07/19/200
					Cur-uc-sac	1			

					Augusta Maintenance Area	_					
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	(11)	( ) \	Dir Factor	AAWDT	QW	Year
ugusta County				From:	Cul-de-Sac						
1620	0.19	90	R		Cui-de-Sac	N.	A		NA		1998
				To: From:	07-1621						
1620	0.14	350	R	From:	27 2022	N.	A		NA		1998
				To	07-823						
$\bigcirc$	0.00	00		From:	07-1620	l N			NIA		4000
1621)	0.23	80	R	To:	Cul-de-Sac	N/	١.		NA		1998
				From:	07-1728						
1720	0.20	90	R		37 3720	N.	A		NA		04/05/20
				To:	Dead End						
$\bigcirc$			_	From:	US 340						0.110=100
1721	0.01	1400	R			N.	4		NA		04/05/20
$\overline{}$	0.05	4200		From:	07-1728	N			NΙΔ		04/05/20
1721	0.05	1200	R			N.	١.		NA		04/05/20
	0.06	970	R	From:	07-1725	N.	\		NA		04/05/20
1721	0.00	310	K	т		1 N/	`		INA		04/03/20
1721	0.06	920	R	From:	07-1724	N.	1		NA		04/05/20
1721)	0.00	320	IX.	To	07.1722	I	`		INA		04/03/20
1721	0.08	900	R	From:	07-1723	N.	1		NA		04/05/20
1721)	0.00		.,	To	07-1722		`				0 1/00/20
				From:	Cul-de-Sac						
1722	0.09	160	R			N.	A		NA		1998
				To: From:	07-1731						
1722	0.05	320	R			N.	4		NA		07/23/20
				To: From:	07-1730						
1722	0.37	520	R			N.	A		NA		1998
				To: From:	07-1721						
1722	0.13	80	R	To:	C-1 d- S	N.	A		NA		1998
				From:	Cul-de-Sac						
1722	0.02	10	R		Dead End	l Na	4		NA		1998
1723	0.02			To-	07-1724		•				.000
1723	0.04	120	R	From:	07-1724	N.	4		NA		1998
				To:	07-1729						
1723	0.20	140	R	From:	07 1729	N.	4		NA		1998
				To:	07-1721						
				From:	07-1723						
1724	0.19	130	R	т	07.1721	N.	A		NA		1998
				To: From:	07-1721						
1725)	0.07	160	R	From:	Cul-de-Sac	l N	1		NA		1998
1725)	0.07	100		To:	07-1721		`		IVA		1330
				From:	Dead End						
1726	0.06	150	R			N.	A		NA		04/16/20
				To:	WCL WAYNESBORO	<u></u>					
$\bigcirc$		446	_	From:	US 340; FR-209			<u> </u>			04/05/05
1727)	0.04	110	R	To-	07-1728	N.	4		NA		04/05/20
				From:	07-1721						
728)	0.06	130	R		U/-1/ZI	l Na	A		NA		1998
1728		-		To:	07-1720						

						usta Maintena								
Route	Length	AADT	QA	4Tire	Bus	Ti 2Axle 3+Axle		()(:	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Augusta County				From:		07 1720		_						
1728	0.15	130	R			07-1720			NA			NA		1998
				To: From:		07-1727								
1728	0.11	60	R	To:		D 15 1			NA			NA		1998
				From:		Dead End								
(1720)	0.09	240	R			07-631			NA			NA		04/05/2001
1729	0.00			To:		07-1723								0 11 001 200
				From:		07-1722								
(1730)	0.15	300	R	_					NA			NA		07/23/200
				To:		Cul-de-Sac								
(170)	0.06	60	R	From:		07-1722			NA			NA		07/23/200
(1731)	0.00	00	K	To:		Cul-de-Sac		_	INA			INA		011231200
				From:		07-1722		i						
1732	0.08	60	R	-		*, -,			NA			NA		07/23/200
				To:		Dead End								
$\bigcirc$			_	From:		07-1730								
1733	0.25	220	R	To:		DJ.FJ		_	NA			NA		07/23/2001
				From:		Dead End								
(1724)	0.08	560	R	FIOIII.		07-631			NA			NA		07/23/2001
1734	0.00			To:		07-1735								017207200
(1734)	0.08	320	R	From:		0/-1/33			NA			NA		07/23/2001
				To:		07-1733								
				From:		Cul-de-Sac								
1735	0.17	210	R						NA			NA		07/23/2001
				To:		07-1734								
	0.13	250	В	From:		US 11			NIA			NIA		05/07/2004
1800	0.13	250	R	. —					NA			NA		05/07/2001
(1800)	0.12	130	R	From:		07-1806			NA			NA		05/07/2001
(1800)	0.12	150		To:		Dead End			IVA			IVA		03/01/2001
				From:		07-1804								
(1801)	0.16	120	R						NA			NA		05/10/2001
$\bigcup_{i=1}^{n}$				To:		07-1802								
$\bigcirc$	0.00	0=0	_	From:		07-1801								05/40/202
1802	0.06	270	R	To:		07-1803		_	NA			NA		05/10/2001
				From:		07-1806								
(1803)	0.10	200	R	<u> </u>		07-1800			NA			NA		05/10/2001
				To:		0.10 ME 07-18	206							
(1803)	0.04	40	R	From:		0.10 MIL 07-10			NA			NA		1986
<u> </u>				To:		07-1804								
1803	0.17	360	R	From:		3, 1001		_	NA			NA		05/10/2001
				To:		07-1802								
1803	0.07	660	R	From:					NA			NA		05/10/2001
				To:		US 11								
			_	From:		07-626								
1804)	0.08	200	R	_					NA			NA		05/10/2001
		•		From:		07-1801								<b>0</b> =116:55::
1804	0.06	280	R	To:		07 1002		_	NA			NA		05/10/2001
				1		07-1803		<u> </u>						

Route	Length	AADT	QA	4Tire	BusTruckTrail 2Trail	OC:	( )K	Dir Factor	AAWDT	QW	Year
Augusta County				From:	Dead End	ı					
(1805)	0.17	250	R		Dead End	J NA			NA		05/07/200
				To-	US 11						
				From:	Dead End	j					
1806	0.05	30	R			N/			NA		09/13/200
<u> </u>				From:	07-1803	}					
(1806)	0.13	70	R			N/			NA		05/14/200
			_	From:	07-1807	}					
1806	0.22	190	R			NA -			NA		05/10/200
	0.40	400		From:	07-1800	<u> </u>			NIA		05/07/00/
1806	0.18	160	R	To:	US 11	N/ 1			NA		05/07/200
				From:	07-1806						
1807)	0.03	8	R		0/-1800	J NA			NA		09/13/200
.007				To:	Dead End						
				From:	07-1902						
1901)	0.09	570	R			N/			NA		03/12/200
				To:	07-854						
$\bigcirc$	0.44	0=0		From:	07-1904	]					00/40/00
1902	0.11	270	R			NA -			NA		03/12/200
	2.22		_	From:	07-1903	<del>                                     </del>					4000
1902	0.02	290	R			N/ -			NA		1986
	2.22			From:	07-1901	<u> </u>					00/40/00
1902	0.03	90	R	To:	07-1939	N/ 1			NA		03/12/200
				From:							
1903)	0.07	60	R		Dead End	J NA			NA		03/12/200
1903)	0.0.			To:	07.1005	1	-				00/12/20
1903)	0.05	170	R	From:	07-1905	N/			NA		03/12/200
1303)				To:	07-1902	]					
				From:	07-1948						
1904)	0.11	190	R			N/			NA		1998
				To: From:	07-1905	]					
1904)	0.05	220	R			N/			NA		1998
				To:	07-1902						
	0.00	00	_	From:	07-1904	]			NIA		00/40/00/
1905	0.08	90	R	To:	07-1903	N/ 1			NA		03/12/200
				From:	07-612						
1906)	0.15	800	R		07-012	J NA			NA		03/12/200
				To:	Dead End						
_				From:	Dead End						
(1907)	0.06	10	R			N/			NA		03/12/200
				To: From:	07-1908	<del> </del>					
1907)	0.05	1900	R			N/			NA		03/12/200
				To:	07-612						
$\overline{}$	0.00	700	_	From:	07-1907	]			NI A		4000
1908	0.09	780	R			N/	L		NA		1998
	0.10	040		From:	07-792	<del></del>			N1 A		4000
1908	0.10	610	R			N/	L		NA		1998
$\widehat{}$	0.07	400		From:	07-1909	<u> </u>			N1 A		4000
(1908)	0.07	130	R	To:	Dead End	N/			NA		1998

					Augusta Maintenance Area							
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	()(:	eak Iour	QK	Dir Factor	AAWDT	QW	Year
Augusta County				From:	07-1908	1						
1909)	0.07	490	R			_	NA			NA		03/12/200
<u> </u>				To	07-792	<u> </u>						
	0.17	210	R	From:	Dead End	]	NA			NA		03/12/200
1910	0.17	210	ĸ			1	INA			INA		03/12/200
(1010)	0.12	300	R	From:	07-1913		NA			NA		03/19/200
1910	0			To	GEORGIA AVENUE	·						00/10/20
1910	0.10	420	R	From:	GEORGIA AVENUE	j I	NA			NA		03/12/200
				To:	07-612	<u> </u>						
$\overline{}$				From:	Cul-de-Sac	]						
1912	0.07	100	R			_	NA			NA		03/12/200
_			_	To: From:	07-1913	<del>                                     </del>						4000
1912	0.11	260	R	To:	07-612	1	NA			NA		1998
				From:	07-1910	1						
1913)	0.06	60	R		07-1710		NA			NA		03/12/200
				To:	07-1914	<b>}</b>						
1913	0.06	60	R	-10111			NA			NA		03/12/20
				To:	07-1912							
$\bigcirc$	0.47	220		From:	Dead End	]	N 1 A			NIA		4000
1914)	0.17	220	R	_		•	NA			NA		1998
$\overline{}$	0.12	280	R	To: From:	07-1913	<b>—</b>	NA			NA		1998
1914	0.12	200	K			1	INA			INA		1990
	0.05	390	R	From:	GEORGIA AVENUE		NA			NA		03/12/20
1914	0.00	000	• • •	To	07-612	]						00/12/20
				From:	Dead End							
1915	0.15	70	R			<u> </u>	NA			NA		02/26/20
				To: From:	0.15 MN Dead End	}						
1915	0.20	130	R	. —		1	NA			NA		02/26/20
				To: From:	US 11						<del></del>	
1916)	0.33	80	R	From:	07-780	]	NA			NA		03/01/20
1910)	0.00			To:	FR-220	]						00/01/20
				From:	US 11							
1917)	0.05	530	R				NA			NA		03/12/200
				To: From:	07-1918	}						
1917)	0.10	330	R	To:	D. IE I	1	NA			NA		03/12/200
				From:	Dead End	<u> </u>						
1918	0.15	80	R	110111.	07-1917	J	NA			NA		1998
				To:	Dead End							
				From:	US 11							
1919	0.12	680	R				NA			NA		03/19/200
				To: From:	07-1922	}						
1919	0.23	320	R	To:	Dead End	1	NA			NA		03/19/200
				From:	Dead End  Dead End	<del> </del>						
1920	0.10	640	R	<u> </u>	Deau Eliu	1	NA			NA		1998
			-	To:	US 11	1				-		
				From:	Dead End	<u> </u>						
921)	0.10	50	R	т	07.612	1	NA			NA		03/12/200
				To:	07-612	<u> </u>						

					Augusta Maintenance Area								
Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail		()(:	Peak Hour	QK F	Dir actor	AAWDT	QW	Year
Augusta County				From:	Dead End	1							
1922	0.15	150	R	_	Dona Dia			NA			NA		03/12/200
				To:	07-1919								
1023	0.11	100	R	From:	US 11			NA			NA		1998
1923	0.11			To:	07-915								1000
				From:	07-1934								
1924	0.07	490	R					NA			NA		03/12/200
	0.03	790	R	From:	07-1933			NA			NA		03/12/20
1924)	0.00	730		To:	07-1926			14/7			14/3		00/12/20
_				From:	Dead End								
1925	0.04	80	R					NA			NA		03/12/20
	0.00	440	_	From:	07-1934			NIA			NIA		00/40/00
1925	0.06	110	R	. —				NA			NA		03/12/200
1925	0.07	150	R	From:	07-1933			NA			NA		03/12/200
				To:	07-1929								
1925	0.05	140	R	From:	0/ 1/2/			NA			NA		03/12/200
				To: From:	07-1928								
1925	0.06	220	R					NA			NA		03/12/200
	0.40			To: From:	07-1927	-							00/40/00/
1925	0.19	320	R	_				NA			NA		03/19/200
1925	0.19	740	R	From:	07-1926			NA			NA		03/12/200
1929				То:	07-612								
$\overline{}$				From:	07-1925								
1926	0.06	410	R					NA			NA		03/19/200
	0.06	210	R	From:	07-1927			NA			NA		03/12/200
1926	0.00	210		To:	07-1928			14/7			14/3		00/12/200
1926	0.05	130	R	From:	0/-1928			NA			NA		03/12/200
				To: From:	07-1929	——							
1926	0.10	240	R	110111.				NA			NA		03/12/200
				From:	07-1924	-							
1926	0.06	1100	R	To:	07-612			NA			NA		03/12/200
				From:	07-1925								
1927	0.12	80	R					NA			NA		03/19/200
				To:	07-1926								
1928	0.10	110	R	From:	07-1925			NA			NA		03/19/200
1920)				To:	07-1926								
				From:	07-1925								
1929	0.12	130	R	To:	07-1926			NA			NA		03/19/200
				From:	07-813								
1930	0.10	1300	R		J, 013			NA			NA		1998
				To: From:	07-1931								
1930)	0.07	840	R					NA			NA		1998
1930		=0.0	_	From:	07-1932			N1.0			<b></b>		1000
1930)	0.06	700	R	To-	07-1936			NA			NA		1998
				L	07-1730								

						Justa iviairiteriarice Ai								
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Tra		( )( :	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Augusta County				From:		07-1936	-							
1930	0.27	720	R	<u> </u>		0/-1930			NA			NA		1998
				To: From:		07-1936 EAST								
1930	0.23	1100	R	. —		770.44		1	NA			NA		1998
				To-		US 11								
	0.26	200	В	From:		Cul-de-Sac			NIA			NΙΔ		07/10/200
1931	0.36	200	R						NA			NA		07/19/200
	0.35	350	R	From:		07-1932			NA			NA		03/12/200
1931)	0.33	330	K						INA			INA		03/12/200
	0.15	120	В	From:		07-1930			NA			NΙΛ		03/12/200
1931)	0.15	120	R	To:		07-1932		l	INA			NA		03/12/200
				From:		07-1931								
1023	0.35	320	R			07-1931			NA			NA		1998
1932				To:		07-1930		1						
1023	0.12	160	R	From:		07-1930			NA			NA		1998
1932	0.12		••	To:		07-1931		1						1000
				From:		07-1925								
1933	0.15	230	R				U.		NA			NA		03/19/200
				To:		07-1924								
				From:		07-1925								
1934)	0.10	160	R						NA			NA		03/12/200
				To:		07-1924								
1934	0.02	130	R				-		NA			NA		1986
				To:		07-1937								
1934	0.09	270	R	riom					NA			NA		03/12/200
				To		07-1938								
_				From:		Dead End								
1935	0.14	250	R						NA			NA		1998
				To:		US 11								
			_	From:		07-1930 EAST								1000
1936	0.18	210	R					_	NA			NA		1998
				From:		07-1942								
1936	0.09	150	R						NA			NA		1998
				From:		07-1930								
1936	0.10	70	R	To:		D 15 1		I	NA			NA		1998
						Dead End								
	0.04	50	R	From:		Cul-de-Sac			NA			NA		03/12/200
1937)	0.04	30	K	To		07-1934			INA			INA		03/12/200
				From:		Dead End								
1938)	0.08	100	R	<u> </u>		Dead Elid			NA			NA		03/12/200
				To:		07-1934								
1039	0.03	80	R	From:		07-1934			NA			NA		03/12/200
1938				To:		Dead End		L_						
				From:		Dead End								
1939	0.09	50	R			*		•	NA			NA		03/12/200
				To:		07-1902								
				From:		07-1930 WEST								
1940)	0.33	100	R						NA			NA		07/19/200
				To:		07-1930 EAST								
$\bigcirc$				From:		Cul-de-Sac								
1941)	0.20	NA		Ta-		07 1020	1		NA			NA		
				To:		07-1930								

Route	Length	AADT	QA	4Tire	Bus 20 Avio 21 Avio 4 Troil 2 Troil	()(:	eak	QK	Dir	AAWDT	QW	Year
Augusta County					2Axie 3+Axie 11raii 21raii	F	lour		Factor			
	0.09	90	R	From:	07-1936		NA			NA		07/19/200
(1942)	0.09	30	K	To	Cul-de-Sac	l '	NA			INA		07/19/200
				From:	07-1931							
1944	0.10	30	R				NA			NA		07/19/200
				To:	Cul-de-Sac							
	0.11	100	R	From:	Cul-de-Sac	١,	NA			NA		07/10/200
1948	0.11	100	K	To:	07-1904		NA			INA		07/19/200
				From:	Cul-de-Sac							
1950	0.33	50	R	_			NA			NA		1998
				To:	07-781							
	0.10	640	R	From:	07-2002	١,	NA			NA		05/07/200
2001)	0.10	040	K	To:	07-768		NA			INA		05/07/200
				From:	Dead End							
2002	0.09	80	R				NA			NA		05/07/200
				To: From:	SR 276 NORTH							
2002	0.48	420	R		SR 276 SOUTH	·	NA			NA		05/07/200
(2002)				To:	SR 256							
				From:	07-2011							
2003	0.57	170	R	_			NA			NA		1998
				To-	SR 256							
	0.06	50	R	From:	Dead End	١,	NA			NA		05/07/200
2004	0.00	30	K				NA			INA		03/01/200
	0.13	160	R	From:	07-2010	-	NA			NA		05/07/2001
2004	0.10	100		т.	07.2005	I	<b>V</b> /\			IVA		03/01/2001
2004)	0.08	260	R	From:	07-2005		NA			NA		05/07/200
(2004)	0.00		.`.	To:	SR 276					10.		00/01/200
				From:	Dead End							
2005)	0.05	60	R				NA			NA		1998
				To:	07-2004							
	0.10	200	В	From:	Dead End	١,	NA			NA		05/07/200
2006)	0.10	200	R				NA			INA		03/07/200
	0.06	340	R	From:	07-2007		NA			NA		05/07/200
2006	0.00	0.70	• • • • • • • • • • • • • • • • • • • •	To:	SR 276					14/ (		00/01/200
				From:	Dead End							
2007)	0.09	90	R	_			NA			NA		1998
				To-	07-2006							
	0.05	00	_	From:	Dead End	١.				NIA		05/07/000
2008	0.05	60	R			. '	NA			NA		05/07/2001
	0.12	190	R	From:	07-2009		NA			NA		05/07/2001
2008)	0.12	190	K	To:	SR 276		NA			INA		03/07/2001
				From:	Dead End							
2009	0.03	50	R				NA			NA		1998
				To:	07-2008							
		_	_	From:	Cul-de-Sac							
2010	0.05	8	R	To:	07 2004	l I	NA			NA		05/07/2001
				From:	07-2004							
(2011)	0.63	2000	R		Dead End	l '	NA			NA		05/17/2001
~	3.00		••	To:	SR 256		•					00 1

					Augusta Maintei	10110071100							
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+A	-Truck xle 1Trail 2T	rail QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Augusta County				From:	07-2013	2	1						
2012	0.06	230	R	<u> </u>	07-2013	)		NA			NA		1998
2012				To:	07-750	ı							
				From:	07-2014	1							
2013	0.29	140	R					NA			NA		05/07/200
				To: From:	07-2012	2							
2013	0.22	NA		. —				NA			NA		
				To:	07-2015								
	0.06	60	R	From:	07-771			NA			NA		05/07/200
2014	0.00	00	IX.	To:	07-2013	3		INA			INA		03/01/200
				From:	07-00750(								
2015)	0.23	NA		<u> </u>				NA			NA		
				To	Cul-de-Sa	ac/							
$\overline{}$				From:	07-2003	3							
2016	0.06	70	R	To:	0.1.1.0			NA			NA		07/19/200
				From:	Cul-de-S		<u> </u>						
0047	0.26	NA		rioin.	07-2018	3		NA			NA		
2017)	0.20			To:	RTE. 20	13					10.		
				From:	07-2017								
2018	0.03	NA						NA			NA		
				To:	Cul-de-S	ac							
			_	From:	07-750								
2020	0.22	400	R	To:	SD 256	-	_	NA			NA		05/07/200
				From:	SR 256		1						
2022	0.31	50	R	T TOME.	Cul-de-S	ac		NA			NA		1998
2023	0.01	•	••	To:	SR 42						10.		1000
				From:	Cul-de-S								
2030	0.86	220	R					NA			NA		05/07/200
				To:	07-742								
$\sim$				From:	07-2104	1							
2101)	0.07	180	R					NA			NA		07/19/200
				From:	07-2103	3							
2101)	0.09	410	R					NA			NA		1998
				From:	07-2102	2							1000
2101)	0.08	550	R	To:	07-778			NA			NA		1998
				From:	07-2101								
2102	0.19	140	R	110111	0/-2101	<u> </u>		NA			NA		1998
2102	00			To:	Dead En	ıd							
				From:	07-2101	l .							
2103	0.03	260	R					NA			NA		04/23/200
				To: From:	LOOP BEG	GIN	$\Box$ —						
2103	0.38	30	R				_	NA			NA		09/13/200
				To:	LOOP EN								
$\bigcirc$	2.22	4=4	_	From:	Cul-de-S	ac		N1.4			N.1.4		0.4/00/2003
2104	0.09	170	R	To:	07-210			NA			NA		04/23/200
				From:			1						
2105	0.12	120	R	. rom.	07-210-	<u>F</u>		NA			NA		04/23/200
2105	J.12			To:	Cul-de-S	ac					19/3		
				From:	07-2203								
2201)	0.14	90	R	<u> </u>				NA			NA		05/29/200
				To:	07-2202	2							

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC Peak Hour	OK	Dir AAWDT	QW Year
Augusta County				ā		noul	r	actOI	
(2201)	0.11	130	R	From:	07-2202	NA NA		NA	05/29/2001
				To	07-720				
$\bigcirc$	0.22	400	_	From:	Dead End	NIA		NA	05/20/2004
2202	0.22	190	R			NA		NA	05/29/2001
2202	0.41	400	R	From:	07-2201	NA		NA	05/29/2001
				To: From:	07-2203				
2202	0.12	880	R	To:	07-720	NA I		NA	05/29/2001
				From:	Cul-de-Sac				
(2203)	0.12	90	R		Cui-uc-sac	NA		NA	05/29/2001
				To: From:	07-2201				
2203)	0.30	210	R			NA		NA	05/29/2001
	0.06	240	_	From:	07-2204	NIA		NΑ	05/20/2004
(2203)	0.06	340	R	To:	07-2202	NA I		NA	05/29/2001
				From:	Cul-de-Sac				
2204	0.05	50	R			NA		NA	05/29/2001
				To:	07-2203				
	0.13	46	R	From:	07-860	NA		NA	1998
(2210)	0.13	40	K	To:	Cul-de-Sac	IN/A		INA	1990
				From:	SR 42				
(2212)	0.22	240	R			NA		NA	1998
				To: From:	07-2213				
2212	0.15	160	R	т	0.11.0	NA		NA	1998
				To: From:	Cul-de-Sac 07-2214				
2212	0.33	120	R	_		NA		NA	05/29/2001
				To:	Cul-de-Sac				
	0.08	20	R	From:	Cul-de-Sac	NA		NA	1998
2213	0.00	20	K	To:	07-2212	IN/A		INA	1990
				From:	Cul-de-Sac				
(2214)	0.15	80	R			NA		NA	07/19/2001
				To:	07-2212				
Town of Craigsville				From:	07-1105; 07-1110				
9025	0.07	60	R			NA		NA	05/21/2001
				To:	CRAIGSVILLE ELEM SCH				
Augusta County				From:	07-701				
9026)	0.49	1900	R			NA		NA	05/21/2001
				To:	R1VERHEADS ELEM SCH				
$\bigcirc$	0.22	2400		From:	07-649	NIA		NIA	04/05/0004
9027	0.33	2100	R	To:	STUART DRAFT HS	NA I		NA	04/05/2001
				From:	07-877				
9029	0.17	2000	R			NA		NA	03/19/2001
				To:	WILSON MEM HS				
_	0.12	640	В	From:	SR 42	NIA		NΙΔ	05/17/2004
9031)	0.13	610	R	To	NORTH RIVER ELEM SCH	NA I		NA	05/17/2001
				From:	Dead End				
9032	0.27	1400	R			NA		NA	05/10/2001
$\sim$				To:	07-616				

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail		Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Augusta County				From:	07-9032	i						
9033)	0.26	810	R	<u> </u>	07-7032	1	NA			NA		05/10/200
				To	07-616							
				From:	AUGUSTA CO LIBRARY							
9035	0.07	1500	R	_		7	NA			NA		03/22/200
				To:	US 250							
	0.09	810	R	From:	CHURCHVILLE ELEM SCHO	_	NA			NA		05/14/200
9037)	0.00	010	1	To:	US 250	1	INA			IVA		03/14/200
				From:	SR 358							
9695	0.13	1100	R			_	NA			NA		03/19/200
				To:	WILSON ELEM SCH							
$\bigcirc$				From:	07-608							
9744	0.08	900	R	To:	CHV V STUMBELEM SCH	1	NA			NA		04/16/200
				From:	GUY K. STUMP ELEM SCH							
(0000)	0.17	2100	R	110111.	07-693	ļ	NA			NA		02/26/200
9802	<u> </u>			To:	BEVERLEY MANOR INT	<u></u>						
				From:	SR 42							
9819	0.19	1800	R			_	NA			NA		05/21/200
$\bigcirc$				To	BUFFALO GAP HS							
$\bigcirc$				From:	07-616							
9820	0.18	2800	R	To:	ET DEFLANCE HE	1	NA			NA		05/10/200
				From:	FT DEFIANCE HS							
0004	0.20	570	R	From	07-701	_	NA			NA		05/21/200
9821	0.20	0/0		To	RIVERHEAD HS	1	147 (			147.		00/21/200
				From:	VERONA ELEM SCH							
(9914)	0.15	840	R			_	NA			NA		02/26/200
				To:	US 11							
$\bigcirc$	2.12		_	From:	SR 285							0.11101000
9915	0.12	780	R	To:	LADD ELEM SCH	1	NA			NA		04/16/200
				From:								
602	0.10	110	N		Rockbridge County Line	J	NA			0	N	1998
602				To:	07-602; 07-681							
City of Staunton												
			_	From:	Churchville Ave			_			_	
EnglwoodD Dr	0.34	3300	G	95% To:	1% 1% 2% 1% 0%	C 1	0.108	F	0.529	3500	G	2002
				From:	Schutterlee Mill Rd							
(4900) Hampton St	0.28	10000	G	98%	Middlebrook Ave 0% 1% 0% 0% 0%	J F	0.092	F	0.535	11000	G	2002
(4900) Hampton St	0.20		Ū	To	Greenville Ave	1	0.002	•	0.000	11000	Ū	2002
				From:	SCL Staunton							
$\bigcirc$		3200	G	98%	0% 1% 0% 0% 0%	С	0.096	F	0.58	3300	G	2002
4901) Barterbrook Rd	0.17			To:	Greenville Ave							
Barterbrook Rd	0.17											
(132)				From:	WCL Staunton							
(132)	1.00	700	G		WCL Staunton 1% 1% 5% 0% 0%	С	0.139	F	0.5	730	G	2002
4902 4902 332 Buttermilk Spring Rd	1.00	700	G	From:		c ]		F	0.5		G	2002
4902 132 Buttermilk Spring Rd			G	From: 93% To: From:	1% 1% 5% 0% 0% Pierce St	c }	0.139 NA	F	0.5	730 NA	G	2002
4902 132 Buttermilk Spring Rd	1.00	700	G	From: 93% To:	1% 1% 5% 0% 0% Pierce St SR 254	c }		F	0.5		G	2002
4902 Straith St	1.00	700 NA		From:  93%  To:  From:	1% 1% 5% 0% 0%  Pierce St  SR 254  Frederick St	]—— ] ]	NA			NA		
4902 132) Buttermilk Spring Rd	1.00	700	G	93%  To:  To:  From:  96%	1% 1% 5% 0% 0%  Pierce St  SR 254  Frederick St  0% 1% 3% 0% 0%	C } 		F	0.5		G	2002
4902 Buttermilk Spring Rd 4902 Straith St	1.00	700 NA		From:  93%  To:  From:	1% 1% 5% 0% 0%  Pierce St  SR 254  Frederick St	]—— ] ]	NA			NA		

						Au	gusta Maintena	nce Area								
Route	L	ength	AADT	QA	4Tire	Bus	T 2Axle 3+Axl		2Trail	- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Staunton																
<u> </u>				_	From:		Beverly St			_		_			_	
4905 Lewis St		0.48	5000	G	96%	1%	1% 1%	1%	0%	С	0.091	F	0.642	5200	G	2002
					To-		Churchville A	ve	J							
<u> </u>					From:		Middlebrook A									
4909 Bridge St		0.19	8700	G	98%	0%	1% 1%	0%	0%	С	0.094	F	0.583	9100	G	2002
132					To:		Stuart St									
0		0.07			From:		Bridge St				NIA			NIA		
4909 Green St		0.27	NA		To:	CD	254 16D 254 D.C.	. ·	1		NA			NA		
						SK.	254; 1SR 254-P Ga	p rerminus	S							
O 110 1 10				_	From:	10/	Beverly St	10/		_		_				
4913 N Central S	τ	0.38	3700	G	96% To:	1%	1% 1%	1%	0%	С	0.084	F	0.558	3800	G	2002
							Churchville A	ve								
	_				From:		Beverly St								_	
4915 Thornrose A	Ave	0.31	1800	G	97%	1%	2% 0%	0%	0%	С	0.101	F	0.551	1900	G	2002
					To: From:		Circle Ave									
Thornrose A	Ave	0.42	4700	G	97%	1%	2% 0%	0%	0%	F	0.088	F	0.537	4900	G	2002
1.52					To:		Churchville A	ve								
					From:		Beverly St									
4919 Grubert Ave	9	0.99	6200	G	97%	1%	1% 1%	1%	0%	С	0.089	F	0.503	6500	G	2002
132					To:		Churchville A	.ve								
					From:		WCL Staunto	on	J							
4921) Morris Mill F	Rd	0.88	3000	G	96%	0%	2% 1%	1%	0%	С	0.099	F	0.576	3100	G	2002
Morris Mill F			-		To:	-	Beverly St			•			-			
					From:		Augusta St									
4925) Lambert St		0.44	7300	G	96%	1%	1% 2%	1%	0%	С	0.09	F	0.615	7600	G	2002
4925 Lambert St		0.11	7000	•	To:	170	Donaghe St			Ü	0.00	•	0.010	7000	O	2002
					From:				<u>_</u>							
4927) Spring Hill F	24	0.76	3500	G	95%	0%	Churchville A	.ve 1%	0%	F	0.103	F	0.51	2600	G	2002
Spring Hill F	Χu	0.76	3500	G	95%	070	370 170	1 70	0%	Г	0.103	Г	0.51	3600	G	2002
					From:		Donaghe St		-							
4927 Springhill R	d	1.45	2900	G	95 <u>%</u>	0%	3% 1%	1%	0%	С	0.099	F	0.607	3000	G	2002
					To:		NCL Staunto	n								
_					From:		Commerce F	.d								
4929 Mt View Dr		0.39	490	G	98%	1%	1% 0%	0%	0%	С	0.106	F	0.685	510	G	2002
132					To:		Coalter St									
					From:		Englewood I	)r								
Schutterlee	Mill Rd	0.95	2300	G	97%	0%	1% 1%	0%	0%	С	0.095	F	0.552	2400	G	2002
132					To:		NCL Staunto									
					From:		Straith St									
4932) Pierce St		0.20	1200	G	91%	0%	2% 6%	0%	0%	С	0.105	F	0.686	1300	G	2002
4932 Pierce St		-		-	To:		Hays Ave	- 7-		-				- * -	-	
					From:		Montgomery A	IVe.	j							
4933) Peck St		0.17	6700	G	91%	0%	2% 6%	0%	0%	F	0.094	F	0.512	7000	G	2002
4933 Peck St		J. 11	0.00	-		J /0			- 70	•	5.55∓	•	0.012	, 500	9	2002
Llaur Acc		0.20	bi a		From:		Austin Ave				NI A			NIA.		
4933 Hays Ave		0.36	NA		Tar		GD 251		<del>,</del>		NA			NA		
					To:		SR 254									
<u> </u>				_	From:		Montgomery A			_		_			_	
4935 132 Stuart St		0.57	6400	G	91%	0%	2% 6%	0%	0%	F	0.096	F	0.607	6700	G	2002
					To:		Bridge St									
<u> </u>	-				From:		Jefferson S									
Johnson St		0.23	2500	G	95%	0%	1% 3%	1%	0%	С	0.09	F	0.594	2600	G	2002
132/					To:		Lewis St									
Johnson St		0.11	11000	G	95%	0%	1% 3%	1%	0%	F	0.082	F	0.617	11000	G	2002
Johnson St				_	To:		Augusta St	. 70		•		•			-	_502
					From:				1							
Prognant St	•	0.53	1400	G	97%	0%	Augusta St 1% 1%	0%	0%	С	0.096	F	0.507	1400	G	2002
4938 Prospect St	•	0.00	1-100	G	97 % To:	U /0	N Coalter S		0 /0	C	0.090	1.	0.507	1400	G	2002
							is Coallet S	ι								

						gusta iviali iteriario									
Route	Length	AADT	QA	4Tire	Bus	Tru- 2Axle 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Staunton								i							
Donagho St	0.37	5200	G	85%	2%	Churchville Ave	0%	0%	F	0.099	F	0.595	5400	G	2002
Donaghe St	0.37	5200	G	65%	270		070	070	г	0.099	Г	0.595	3400	G	2002
O Douglas Ot	0.47	0700	_	From:	00/	Lambert St	00/	-00/		0.004	_	0.00	0000		0000
Donaghe St	0.47	3700	G	85%	2%	4% 9%	0%	0%	С	0.094	F	0.63	3900	G	2002
						Spring Hill Rd									
Old Creamille Ave	0.47	4200	_	From:		SCL Staunton				0.444	_	0.505	1400	G	2002
Old Greenville Ave	0.47	1300	G	To		Greenvile Ave				0.111	F	0.505	1400	G	2002
				From:											
Cronties Dr	1.00	7400	_		0%	SCL Staunton	1%	00/	_	0.002	F	0.542	7400	_	2002
Frontier Dr	1.00	7100	G	97% To:	U%	1% 1%	170	0%	С	0.093	Г	0.543	7400	G	2002
						Richmond Rd		ı							
City of Waynesboro				From:		Shenandoah Ave		1							
1 Kirby St	0.12	320	G	94%	0%	2% 3%	0%	0%	С	0.118	F	0.561	340	G	2002
(1) Kirby St	0.12	020		To:	070	A Street	070		Ū	0.110	•	0.001	0.10	Ū	2002
				From:				<u> </u>							
2 "A" Street	0.22	1400	G	98%	0%	Kirby Ave 1%	0%	0%	С	0.091	F	0.583	1500	G	2002
2 "A" Street	0.22	1400	G	90 70 To:	070			0%	C	0.091	Г	0.363	1300	G	2002
						ECL Waynesboro	'								
Thirt-sett Ct	0.00	4000	_	From:	00/	Rosser Ave	00/	00/	_	0.000	_	0.504	4500	^	0000
Thirteenth St	0.63	4300	G	98%	0%	1% 0%	0%	0%	F	0.096	F	0.564	4500	G	2002
				From:		Pine Ave									
5100 Thirteenth St	0.43	2800	G	98%	0%	1% 0%	0%	0%	С	0.093	F	0.533	2800	G	2002
1367				To:		Arch Ave									
				From:		Northgate Ave									
5101 Davis Rd	0.09	770	G	99%	0%	1% 0%	0%	0%	F	0.097	F	0.513	790	G	2002
136				To		Vedette St									
<u> </u>				From:		Davis Rd									
Vedette Ave	0.68	780	G	99%	0%	1% 0%	0%	0%	С	0.1	F	0.561	800	G	2002
				To-		Main St									
				From:		Davis Rd									
5103 Northgate Ave	0.33	2300	G	98%	0%	1% 1%	0%	0%	С	0.086	F	0.607	2400	G	2002
130				To:		Meadowbrook Ro	ļ								
O 14 . 1 . 1 . 1 . 1 . 1	0.70	0.4.00	_	From:	00/	Northgate Ave	00/	00/	_	0.004	_	0.540	0000	_	0000
(5103) Meadowbrook Rd	0.76	3100	G	99%	0%	1% 0%	0%	0%	С	0.094	F	0.513	3200	G	2002
				To:		Lyndhurst Rd									
				From:		Main St									
5104 Hopeman Pkwy	0.89	8700	G	95%	0%	2% 1%	2%	0%	F	0.085	F	0.501	9000	G	2002
				To: From:		Ivy St									
5104 Hopeman Pkwy	0.96	7500	G	95%	0%	2% 1%	2%	0%	F	0.087	F	0.514	7900	G	2002
136			_	To:		King Ave									
(5104) Hopeman Pkwy	0.58	7200	G	From: 95%	0%	2% 1%	2%	0%	F	0.087	F	0.529	7500	G	2002
(5104) Hopeman Pkwy	0.50	. 200	•	JJ 70	J /0		<b>-</b> /0	J /0	'	0.001	•	0.020	7 500	J	2002
O 51				From:	00/	Genicom Dr	201		_		_		0.100		
Hopeman Pkwy	0.29	6100	G	95%	0%	2% 1%	2%	0%	С	0.088	F	0.630	6400	G	2002
				To:		Delphine Ave									
<u> </u>				From:		SWCL Waynesbor									
5105 Lyndhurst Rd	1.61	3000	G	97%	0%	2% 1%	0%	0%	С	0.097	F	0.631	3100	G	2002
				To		Meadowbrook Ro	]								
5105) Lyndhurst Rd	0.65	5600	G	97%	0%	2% 1%	0%	0%	F	0.094	F	0.586	5700	G	2002
(5105) Lyndhurst Rd				Tai										-	
Mayers Ave	0.07	6000		From:	00/	Woodrow Ave	00/	00/		0.000		0.044	0500	^	0000
(5105) Wayne Ave	0.37	6300	G	97%	0%	2% 1%	0%	0%	F	0.099	F	0.611	6500	G	2002
~				To: From:		13Th St		]-							
5105 Wayne Ave	0.47	5600	G	97%	0%	2% 1%	0%	0%	F	0.096	F	0.548	5800	G	2002
130				To-		US 250 Broad St									
				From:		Ohio St									
<u> </u>															
5105 Florence Ave	0.83	1800	G	97%	0%	2% 1% Bridge Ave	0%	0%	F	0.099	F	0.626	1800	G	2002

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Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail	2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Waynesboro				From:										
Now Hope Pd	0.50	NA		From:		Dead End			NA			NA		
New Hope Rd	0.59	INA		To:		Hopeman Pkwy	1		INA			IVA		
				From:		Guilford La								
5106 Whitebridge Rd	0.98	940	G	98%	0%	1% 1% 0%	0%	С	0.109	F	0.530	980	G	2002
136				To:		NCL Waynesboro								
				From:		Ivy St	1							
5107) King Ave	0.62	5500	G	98%	0%	1% 1% 0%	0%	F	0.087	F	0.591	5700	G	2002
5107 King Ave				т										
Ving Ave	0.57	3500	^	From:	00/	Bridge St 1% 1% 0%	00/		0.007	г	0.500	2700		2002
5107 King Ave	0.57	3500	G	98% To:	0%		0%	С	0.097	F	0.590	3700	G	2002
						Hopeman Pkwy								
				From:		13Th St							_	
5 <sub>108</sub> Poplar Ave	0.29	2400	G	98%	0%	1% 1% 0%	0%	F	0.09	F	0.593	2400	G	2002
				To:		Main St	ļ							
				From:		Delphine Rd								
5109 Windsor Rd	0.43	3800	G	98%	0%	1% 1% 0%	0%	С	0.098	F	0.51	3900	G	2002
130				To-		Lyndhurst Rd								
				From:		Charlotte Ave	1							
5110 4th St	0.31	1300	G	99%	0%	1% 0% 0%	0%	F	0.094	F	0.521	1300	G	2002
136				To:		Dalahina Ava								
Ath St	0.46	2400	G	From: 99%	0%	Delphine Ave 1% 0% 0%	0%		0.09	F	0.634	2500	G	2002
5110 136 4th St	0.46	2400	G	99% To:	U%		0%	С	0.09	Г	0.034	2500	G	2002
						Jackson Ave								
<u> </u>				From:		Wayne Ave		_		_			_	
5111) Arch Ave	0.85	2600	G	93%	2%	2% 2% 2%	0%	С	0.102	F	0.53	2600	G	2002
				To:		Broad St								
				From:		Hopeman Pkwy								
5112 Bridge Ave	1.02	1900	G	97%	0%	2% 0% 0%	0%	С	0.099	F	0.520	1900	G	2002
136				To:		Bath St								
Second St	0.24	4300	G	97%	0%	2% 0% 0%	0%	F	0.092	F	0.61	4500	G	2002
Second St	0.21	.000	•	To:	070	Delphine St		•	0.002	•	0.01	1000	Ū	2002
				From:			1							
Charlette Ave	0.70	2400	_		00/	Main St	00/	0	0.007	_	0.520	2200	_	2000
5113 Charlotte Ave	0.72	3100	G	95% To:	0%	2% 1% 2%	0%	С	0.097	F	0.529	3300	G	2002
				From:		3 Rd St Charlotte Ave	-							
5113) 3rd St	0.18	1400	G	95%	0%	2% 1% 2%	0%	F	0.104	F	0.636	1500	G	2002
5113) 3rd St	0.10	1400	J	To:	070	Bath Ave	070	'	0.104	•	0.000	1000	O	2002
	0.50		_	From:	00/	Delphine Ave	00/	_	0.400	_	0.5	000	_	0000
5114 Shenandoah Ave	0.58	850	G	99%	0%	1% 0% 0%	0%	С	0.100	F	0.5	880	G	2002
				To:		Kirby Ave								
				From:		SCL Waynesboro								
5118 Delphine Ave	1.22	4800	G	86%	1%	3% 2% 8%	0%	С	0.095	F	0.533	4900	G	2002
1.30				To:		I-64								
5118 Delphine Ave	2.25	8400	G	91%	1%	3% 1% 4%	0%	С	0.09	F	0.528	8700	G	2002
Delphine Ave				To:		Main St US 250								
				From:			1							
5119) Oak La	1.39	410	G	96%	0%	Delphine Ave 1% 2% 0%	0%	С	0.1	F	0.609	420	G	2002
5119 Oak La	1.59	410	G	90 /6 To:	0 /0	Lyndhurst Ave	0 /0	C	0.1		0.009	420	G	2002
							!							
O 01			_	From:	221	Hopeman Pkwy		_		_			_	
Sherwood Rd	0.18	1700	G	99%	0%	1% 0% 0%	0%	С	0.101	F	0.547	1700	G	2002
				Tn-		NCL Waynesboro								
_				From:		White Bridge Rd								
New Hope Rd	0.07	1100	G	97%	0%	1% 1% 0%	0%	F	NA			1100	G	2002
5121 New Hope Rd				To:		Guilford La								
				From:		Hampton Dr								
/ \		1700	G	97%	0%	1% 1% 0%	0%	С	0.104	F	0.549	1800	G	2002
5 <sub>121</sub> Guilford La	0.08	1700	_			1,0 1,0 0,0	- , -			•			-	

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Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
ity of Waynesboro				- 1											
Lew Dewitt Blvd	1.45	9100	G	98%	0%	Rosser Ave	1%	0%	С	0.106	F	0.567	9500	G	2002
Lew Dewitt Blvd	1.43	9100	G	90% To:	0%	Main St	170	U%	C	0.106	Г	0.567	9500	G	2002
				From:				<u> </u>							
Archer St		1200	G			Tuxedo St				0.108	F		1300	G	2002
All Grice Ot		1200	Ŭ	To:		Surrey Rd				0.100	•		1000	Ü	2002
				From:		Gypsy Ave									
Berry St		90	G	<u> </u>		Зурзу 1110				0.109	F		100	G	2002
, , , ,				To:		Parkview Ave									
				From:		Red Bud Ln									
Blue Ridge Dr		350	G							0.113	F		360	G	200
				To:		East Beverly St									
				From:		Sproul Ln									
Frasier Ln		160	G							0.127	F	0.5	170	G	200
				To:		College Circle									
				From:		West Beverly S	:								
Peyton St		530	G							0.092	F	0.634	560	G	200
				To:		Second St									
				From:		Lambert St									
Rockway St		80	G							0.161	F	0.6	80	G	200
				To-		Donaghe St									
				From:		Lyle Avenue									
Spruce Street		900	G							0.114	F	0.512	900	G	200
				To:		Spring Hill Rd									
				From-		US11 Augusta S	t							_	
Taylor St		1600	G	т						0.130	F	0.795	1700	G	200
						Oak Ln College C	ır.								
Dette Acce		4000	_	From:		2Nd St				0.404	_		4000	_	000
Bath Ave		1600	G	To:		3Rd St		1		0.101	F		1600	G	200
								J							
Dath Avanua		400	G	From:		3rd Street				0.407	_	0.50	400	0	200
Bath Avenue		400	G	To:		4th Street				0.127	Г	0.52	400	G	200
				From:				I							
Chatham Rd		230	G	r rom.		Greenbrier Rd				0.091	F		240	G	200
Onderdin No.		200	5	To:		Sunset Ln				0.031	•		270	J	200
				From:		13Th St		<u>'</u>							
Cherry Ave		200	G	<u> </u>		1311130				0.086	F		200	G	200
, · ···•		_,,	-	To:		14Th St				2.303	•			-	
				From:		12Th St									
Chestnut Ave		380	G			1211100				0.090	F		390	G	200
				To:		13Th St									
<u> </u>				From:		Route 254									
Edward Avenue		350	G	<u> </u>						0.175	F	0.758	350	G	200
				To:		Hickory Street									
				From:		Hemlock St		Ī		-					
Florence Ave		1600	G	<u>.                                    </u>						0.085	F		1700	G	200
				To:		Bridge Ave									
				From:		Bader St									-
Monticello St		190	G							0.102	F		190	G	200
				To:		Dead End									