2002

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

where available

Jurisdiction Report

09

Bedford County City of Bedford

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 30th 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.

					De	edford Maintenance Area	1							
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trai		QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Bedford County							ZITAII		Tioui		i actor			
	0.08	21000	G	96%	0%	Roanoke County Line 2% 1% 1%	0%	F	0.096	F	0.717	21000	G	2002
24	0.00	21000	G	30 /0	0 70		070	ı	0.030	'	0.717	21000	O	2002
24	4.90	16000	G	From: 96%	0%	80-651 East of Vinton 2% 0% 1%	0%	F	0.093	F	0.764	17000	G	2002
(24)				To:		09-635								
24	2.04	9000	G	96%	0%	2% 0% 1%	0%	F	0.091	F	0.76	9100	G	2002
				To: From:		W 09-755								
24	2.15	7800	G	96%	0%	2% 0% 1%	0%	F	0.087	F	0.714	7900	G	2002
				To: From:		09-746 Near Chamblissburg								
24	4.57	3600	G	96%	0%	2% 0% 1%	0%	F	0.087	F	0.637	3700	G	2002
	2.00	2400		From:	00/	09-801	00/		0.000		0.504	2400		2002
24	3.69	2100	G	96%	0%	2% 0% 1%	0%	F	0.083	F	0.564	2100	G	2002
24	5.51	2000	G	From: 96%	0%	SR 122 Davis Mill 2% 0% 1%	0%	F	0.085	F	0.535	2000	G	2002
24	5.51	2000	•	70 70	0 70	W SR 43		'	0.003	'	0.000	2000	0	2002
24	2.58	2300	G	From: 90%	1%	5% 1% 4%	0%	F	0.091	F	0.512	2300	G	2002
24				To:		E SR 43								
24	7.59	2300	G	94%	0%	3% 1% 2%	0%	F	0.092	F	0.729	2400	G	2002
				To:		Campbell County Line								
	- 10		_	From:	10/	Campbell County Line	201	_						
43	5.13	430	G	96%	1%	2% 0% 1%	0%	F	NA			450	G	2002
	2.49	2700	G	From: 93%	1%	09-626 3% 2% 2%	0%	F	0.088	F	0.591	2700	G	2002
(43)	2.49	2700	G	93%	1 70		076	Г	0.000	F	0.591	2700	G	2002
(12) (24)	2.58	2300	G	90%	1%	SR 24 Gillespie 5% 1% 4%	0%	F	0.091	F	0.512	2300	G	2002
(43) (24)	2.00	2000	Ŭ	To:				•	0.001	•	0.012	2000	Ü	2002
43)	8.32	1700	G	From: 97%	1%	R 24 WEST OF GILLESPIE 1% 0% 1%	0%	F	0.083	F	0.672	1700	G	2002
40				To-		SCL Bedford								
City of Bedford														
(43) South Street	0.96	1800	G	97%	1%	SCL Bedford 1% 0% 1%	0%	С	0.108	F	0.58	1900	G	2002
43) Codin Greek	0.00	1000		To:	170	SR 43 P Talbott St			0.100		0.00	1000		2002
(43) South Street	0.14	1100	G	97%	0%	1% 0% 0%	0%	С	0.111	F	0.669	1200	G	2002
	ned Traffic:	1800	G	97%	1%	1% 0% 1%	0%	F	0.104	F	0.637	1900	G	
				To: From:		Washington St								
43 South Street	0.06	700	G	97%	1%	1% 0% 1%	0%	F	0.13	F		730	G	2002
Combi	ned Traffic:	1700	G	97%	1%	1% 0% 1%	0%	F	0.118	F	0.767	1800	G	
Bus				From:		Main St								
43) (460) E Main St	0.08	6600	G	96%	1%	2% 0% 1%	0%	F	0.095	F	0.588	6900	G	2002
				To: From:		RT 460 BUS & RT 221								
43 (221) N Bridge St	0.16	6000	G	95%	1%	2% 1% 1%	0%	F	0.090	F	0.63	6300	G	2002
				To: From:		BEDFORD AVE								
43 221 N Bridge St	0.11	9200	G	95% To:	1%	2% 1% 1%	0%	С	0.087	F	0.569	9600	G	2002
_				From:		RT 221 N Bridge St								-
43 Peaks Street	0.62	3400	G	96%	1%	2% 1% 1%	0%	F	0.098	F	0.502	3500	G	2002
				To: From:		Laurel St								
43 Peaks Street	0.94	3000	G	96%	1%	2% 1% 1%	0%	С	0.096	F	0.558	3100	G	2002
				To		NCL Bedford	l							
Bedford County				From:		NCL Bedford	1							
(43)	3.79	2400	G	96%	1%	2% 1% 1%	0%	F	0.085	F	0.514	2500	G	2002
\smile				To:		09-643 Near Peaksville								

						Be	edford Maintenan	ce Area								
Route		Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle		 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Bedford County					From:		00 (42 N Pl	:11 -	1							
43		5.03	830	G	98%	1%	09-643 Near Peaks	0%	0%	F	0.102	F	0.535	840	G	2002
12		0.11	400	G	From: 98%	1%	Blue Ridge Parky	way 0%	0%	F	0.095	F	0.561	400	G	2002
43		0.11	400		To:	170	Botetourt County		070	'	0.000		0.001	400		2002
City of Bedford					From:		Cth Ctt									
Talbot Street		0.05	690	G	97%	1%	South Street 1% 1%	1%	0%	F	0.091	F	0.575	720	G	2002
P	Combined	d Traffic:	1800	G	97%	1%	1% 0%	1%	0%	F	NA			1900	G	
					To: From:		Otey Street Talbot St									
(43) Otey Street	0 1:	0.14	1000	G	97%	1%	1% 1%	1%	0%	С	0.111	F	0.589	1100	G	2002
	Combined	d Frattic:	1700	G	97% To:	1%	1% 0% Bus US 460 E Mai	1% in St	0%	F	NA			1800	G	
Bedford County																
(48) Blue Ridge Pa	arkwav	2.18	1200	o	From:		Botetourt County	Line			NA			NA		2002
40)					To:		SR 43		ļ							
Blue Ridge Pa	arkway	1.80	1200	0	From:		~~~				NA			NA		2002
(48) Blue Ridge Pa	arkway	10.61	1200	0	From:		Botetourt County	Line			NA			NA		2002
					To: From:		US 501									
(48) Blue Ridge Pa	arkway	0.19	1200	0	To:		Amherst County I	ine	1		NA			NA		2002
					From:		Franklin County I									
122		3.77	6100	G	91%	1%	2% 1%	5%	0%	F	0.086	F	0.519	6200	G	2002
122		2.83	5600	G	From: 91%	1%	09-608 Moneta 2% 1%	5%	0%	F	0.083	F	0.533	5600	G	2002
					From:		09-801									
122		2.09	4300	G	91%	1%	2% 1%	5%	0%	F	0.081	F	0.541	4400	G	2002
122)		4.06	5100	G	From: 91%	1%	SR 24 Davis Mi 2% 1%	ill 5%	0%	F	0.083	F	0.583	5200	G	2002
122					To: From:		09-747									
122		3.19	7000	G	91%	1%	2% 1%	5%	0%	F	0.088	F	0.613	7100	G	2002
City of Dodfood					To:		SCL Bedford									
City of Bedford					From:		SCL Bedford									
122 Burks Hill Rd		0.54	9500	G	92% To:	1%	4% 1% US 460	3%	0%	С	0.09	F	0.625	9900	G	2002
Bedford County							05.00									
~~~		0.50	40000		From-	00/	US 460	00/	00/	_	0.070	г	0.525	19000		2002
122 460		0.50	18000	G	87% To:	0%	2% 1% SCL Bedford	9%	0%	F	0.078	F	0.535	18000	G	2002
City of Bedford																
122)(460)		0.94	18000	G	From: 87%	0%	SCL Bedford 2% 1%	9%	0%	F	0.078	F	0.535	18000	G	2002
$\bigcirc \bigcirc$					To:											
Bus 122 460 E Main	St	0.20	6300	N	96%	1%	US 460 2% 0%	1%	0%	N	0.092	N	0.597	6600	N	2002
122 (400) =				-	To: From:		E MAIN ST		<u>-</u>	•		•				
122 Independence	e Blvd	1.02	9500	G	92%	1%	3% 1%	3%	0%	F	0.089	F	0.575	9900	G	2002
122 Independence	e Blvd	0.29	9600	G	From: 92%	1%	Orange St 3% 1%	3%	0%	С	0.094	F	0.562	10000	G	2002
					To: From:		Dawn Dr									
122 Independence	e Blvd	0.50	8400	G	92%	1%	3% 1%	3%	0%	F	0.090	F	0.519	8700	G	2002
~					To:		Longwood Ave	e								

					ЪС	uloru Mairiteriano	c Aica								
Route	Length	AADT	QA	4Tire	Bus	Truc		2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Bedford				From:		T 1 1 4		ī							
122 Longwood Ave	0.65	5200	G	92%	2%	Independence Ave	2%	0%	С	0.119	F	0.519	5400	G	2002
122) 13				To:		NCL Bedford									
Bedford County															
				From:	201	NCL Bedford	201				_				
122	8.08	3000	G	92%	2%	3% 0%	2%	0%	F	0.085	F	0.599	3000	G	2002
				From:		N 09-639			_		_				
122	8.72	1700	G	92% To:	2%	3% 0% US 501 Near Big Isla	2%	0%	F	0.088	F	0.51	1700	G	2002
CI. 4D 14 1						US 301 Near Big Isia	anu								
City of Bedford Bus				From:		US 460									
122 Crenshaw St	0.96	5100	G	95%	1%	2% 1%	1%	0%	С	0.096	F	0.558	5400	G	2002
				To: From:		W Main St		-							
Bus 122) 221 W Main St	0.19	7000	G	97%	1%	1% 1%	1%	0%	F	0.092	F	0.519	7300	G	2002
122 221 W Main St	0.10	7000	Ū	To:	170	N BRIDGE ST	170	070	•	0.002	•	0.010	7000	Ü	2002
Bus				From:		E MAIN ST									
122 (221) N Bridge St	0.16	6000	G	95%	1%	2% 1%	1%	0%	F	0.090	F	0.63	6300	G	2002
Bus				To: From:		BEDFORD AVE									
122 221 N Bridge St	0.11	9200	G	95%	1%	2% 1%	1%	0%	С	0.087	F	0.569	9600	G	2002
				To:		PEAKS ST									
Bus Languaged Ava	0.74	0400	_	From:	40/		10/	00/		0.000		0.540	0000		2022
122 221 Longwood Ave	0.71	8400	G	95% To:	1%	2% 1% OAKWOOD ST	1%	0%	F	0.096	F	0.540	8800	G	2002
Bus				From:		OAKWOOD SI									
122)(221) Longwood Ave	0.47	10000	G	96%	1%	2% 1%	1%	0%	С	0.093	F	0.508	11000	G	2002
				To:		FOREST RD									
Bedford County				r											
~~~~~~	4.18	17000	G	From:	0%	Botetourt County Li 2% 1%	ne 9%	0%	F	0.079	F	0.575	18000	G	2002
221 (460)	4.10	17000	G	07 /0	0 70		9 /0	0 /0		0.079		0.575	10000	G	2002
~~~~~	7.69	15000	G	From: 87%	0%	11-695 2% 1%	9%	0%	F	0.077	F	0.508	15000	G	2002
221 (460)	7.09	15000	G		076		970	070	Г	0.077	г	0.506	13000	G	2002
~~~~	2.75	17000	G	To: From: 87%	0%	09-831 2% 1%	9%	0%	F	0.077	F	0.538	17000	G	2002
221 (460)	2.75	17000	G	O7 70	076	270 170	970	070	Г	0.077	г	0.556	17000	G	2002
City of Bedford				<u> </u>											
City of Bediord				From:		WCL Bedford									
221 (460)	0.67	20000	G	87%	0%	2% 1%	9%	0%	F	0.077	F	0.603	21000	G	2002
				To: From:		US 460 OLD TNPK	RD								
221	0.33	8100	N	97%	1%	1% 1%	1%	0%	Ν	0.088	Ν	0.552	8400	Ν	2002
				To: From:		Oakcrest St									
221	0.68	8100	G	97%	1%	1% 1%	1%	0%	С	0.088	F	0.552	8400	G	2002
				To: From:		4th St									
221 W Main St	0.07	6000	G	97%	1%	1% 1%	1%	0%	F	0.096	F	0.501	6300	G	2002
<u> </u>				To		Crenshaw St									
221 W Main St	0.19	7000	G	97%	1%	1% 1%	1%	0%	F	0.092	F	0.519	7300	G	2002
<i></i>				To:		N Bridge St									
221 N Bridge St	0.16	6000	c	95%	1%	E Main St 2% 1%	1%	0%	E	0.090	F	0.62	6300	G	2002
221 N Bridge St	0.10	8000	G	90%	1 70		1 70	U%	F	0.090	г	0.63	0300	G	2002
N Deider Ct	0.44	0000		From:	40/	Bedford Ave	10/	00/		0.007	_	0.500	0000		2022
N Bridge St	0.11	9200	G	95%	1%	2% 1%	1%	0%	С	0.087	F	0.569	9600	G	2002
~~, · · ·	<u> </u>	• • • •		From:	4	Peaks St	46:				_		2555		
221 Longwood Ave	0.71	8400	G	95%	1%	2% 1%	1%	0%	F	0.096	F	0.540	8800	G	2002
~~~				From:		Oakwood St									
(221) Longwood Ave	0.47	10000	G	96%	1%	2% 1%	1%	0%	С	0.093	F	0.508	11000	G	2002
~				To:		Forest Road									

					Ве	dford Ma	aintenanc	e Area								
Route	Length	AADT	QA	4Tire	Bus	2Axle	True 3+Axle		 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Bedford				r 1												
221 Forest Rd	0.68	5800	G	93% To-	1%	3%	0% Bedford	2%	0%	С	0.095	F	0.512	6000	G	2002
Bedford County				From:												
221	2.22	5700	G	93%	1%	3%	0%	2%	0%	F	0.094	F	0.528	5700	G	2002
221	9.23	6500	G	93%	1%	3%	O%	2%	0%	F	0.091	F	0.589	6600	G	2002
221	2.77	18000	G	95% To:	1%	2%	errowville 1% man Bridge	2%	0%	F	0.092	F	0.612	18000	G	2002
<u></u>	1.42	26000	G	From: 95% To:	1%	09-1425 ( 2%	Graves Mill 1%		0%	F	0.092	F	0.591	27000	G	2002
				From:			Lynchburg t County Li	ne	1							
460	4.18	17000	G	87%	0%	2%	1% 1-695	9%	0%	F	0.079	F	0.575	18000	G	2002
460	7.69	15000	G	87%	0%	2%	1%	9%	0%	F	0.077	F	0.508	15000	G	2002
460	2.75	17000	G	From: 87% To:	0%	2%	1% L Bedford	9%	0%	F	0.077	F	0.538	17000	G	2002
City of Bedford									-							
460	0.67	20000	G	From: 87%	0%	WCI 2%	L Bedford 1%	9%	0%	F	0.077	F	0.603	21000	G	2002
460	0.18	14000	G	From: 87%	0%	2%	1% Bedford	9%	0%	F	0.076	F	0.556	14000	G	2002
Bedford County				ı		ECI	Bediord									
460	0.24	15000	G	87% To:	0%	2%	1% L Bedford	9%	0%	F	0.076	F	0.553	15000	G	2002
City of Bedford																
<u>460</u>	0.90	15000	G	87% To:	0%	2%	1% Bedford Bedford	9%	0%	F	0.078	F	0.557	15000	G	2002
Bedford County				ı												
460	0.06	15000	G	87%	0%	ECI 2%	Bedford 1%	9%	0%	F	0.078	F	0.553	15000	G	2002
460	0.50	18000	G	From: 87%	0%	2%	1% Bedford	9%	0%	F	0.078	F	0.535	18000	G	2002
City of Bedford				1		501										
(460)	0.94	18000	G	87%	0%	SCI 2%	Bedford 1%	9%	0%	F	0.078	F	0.535	18000	G	2002
460	0.28	19000	G	From: 87%	S 0%	2%	221, Bus U	S 460 9%	0%	F	0.076	F	0.533	20000	G	2002
D 16 1 C				10.		ECI	Bedford									
Bedford County  (460)	4.40	14000	G	From: 87%	0%	ECI 2%	Bedford 1%	9%	0%	F	0.079	F	0.545	15000	G	2002
<u>(460)</u>	7.88	16000	G	From: 87%	0%	2%	09-803 1%	9%	0%	F	0.075	F	0.533	16000	G	2002
				To:		Campbel	ll County L	ne								
City of Bedford Bus (460)(221)	0.33	8100	N	97%	1%	US 460 1%	Old Tnpk F 1%	td 1%	0%	N	0.088	N	0.552	8400	N	2002
				To:			kcrest St									

					Be	atora Maintena	nce Area								
Route	Length	AADT	QA	4Tire	Bus	T 2Axle 3+Axl		2Trail	- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Bedford				From:		0.1		ī							
Bus	0.68	8100	G	97%	1%	Oakcrest St 1% 1%	1%	0%	С	0.088	F	0.552	8400	G	2002
(460)(221)	0.00	0100	ŭ	To:	170		170	070	Ü	0.000	•	0.002	0400	Ü	2002
Bus	0.07		_	From:	40/	4th St	40/	00/		0.000	_	0.504	2222	_	2222
(460) (221) W Main St	0.07	6000	G	97%	1%	1% 1%	1%	0%	F	0.096	F	0.501	6300	G	2002
Bus				From:		Crenshaw S	St .								
(460)(221) W Main St	0.19	7000	G	97%	1%	1% 1%	1%	0%	F	0.092	F	0.519	7300	G	2002
Bus				To: From:		N Bridge S	t								
(460) E Main St	0.08	6600	G	96%	1%	2% 0%	1%	0%	F	0.095	F	0.588	6900	G	2002
<u> </u>				To: From:		South St		1							
Bus 460 E Main St	0.27	7400	G	96%	1%	2% 0%	1%	0%	F	0.096	F	0.548	7700	G	2002
(460) L Wall St	0.21	1400	Ū	To:	170		170	<u> </u>	•	0.000	•	0.040	7700	Ü	2002
Bus				From:		Orange St									
460 E Main St	0.71	6300	G	96%	1%	2% 0%	1%	0%	С	0.092	F	0.597	6600	G	2002
Bus				To: From:		US 221, SR 1	22								
(460) E Main St	0.20	6300	N	96%	1%	2% 0%	1%	0%	Ν	0.092	Ν	0.597	6600	Ν	2002
$\smile$				To:		US 460									
Bedford County				From:		WCL I 11									
(501)	3.64	2900	G	94%	0%	WCL Lynchb 2% 0%	urg 3%	0%	F	0.101	F	0.505	2900	G	2002
(301)	0.0 .			To:	0,0	09-651			•	0	•	0.000			
501	6.32	2700	G	94%	0%	2% 0%	3%	0%	F	0.097	F	0.558	2700	G	2002
(501)				To:		SR 122									
501	4.33	1500	G	From: 80%	1%	4% 2%	14%	0%	F	0.09	F	0.611	1500	G	2002
				To:		Amherst County	Line								
				From:		SR 122									
600	0.25	120	R							NA			NA		1998
				From:		0.25 MN SR	122								
600	0.30	100	R							NA			NA		1998
				To: From:		0.55 MN SR	122								
600	0.65	60	R							NA			NA		1998
				From:	JEF	FERSON NATL F	OR BNDY	·							
600	1.10	60	R	_				_		NA			NA		1998
				From:		09-772									1000
600	0.90	100	R	To:		US 501				NA			NA		1998
				From:		Dead End									
(601)	0.70	50	R			Dead End				NA			NA		05/29/200
(001)				To:		09-820									
(601)	1.10	190	R	From:		07-020				NA			NA		1998
				To:		SR 122									
				From:		NATL PARK	RD								
602	1.60	110	R	, —		an	***			NA			NA		1998
				From:		SR 122 NOR' SR 122 SOU'									
602	1.40	230	R	<u> </u>		210122 5000				NA			NA		1998
				Tn·		09-637									
$\overline{}$				From:		09-635									
603	1.70	40	R	, I						NA			NA		07/25/200
				10:		Botetourt Count									
	0.80	210	R	From:		US 501 SOU	ſΉ			NA			NA		1998
604)	0.00	210	ĸ	To		US 501 EAS	ST			INA			INA		1990
						55 551 E/IL									

					DE	euloru iviairiteria	nce Area								
Route	Length	AADT	QA	4Tire	Bus	T 2Axle 3+Axl			$\alpha$ C	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Bedford County				From:		Dead End									
605)	0.20	40	R			Dead End				NA			NA		1998
				Tn·		09-610									
606	0.60	120	R	From:		09-698				NA			NA		1998
606)				To:		09-780									
606	0.11	260	R	From:						NA			NA		1998
				To:		09-695									
607	1.90	130	R	From:		Botetourt County	Line			NA			NA		07/23/2001
				To:		09-616 EAS	Т								
607	2.07	190	R	rioin.						NA			NA		07/23/2001
				To: From:		2.07 MN 09-616	EAST							-	
607)	0.10	190	R						Ī	NA			NA		07/23/2001
607	1.50	190	R	From:		2.17 MN 09-616	EAST			NA			NA		07/23/2001
(007)				To:		US 460; US 2									
(607)	0.05	650	R	From:		US 460; US 2	21			NA			NA		1998
001)				To:		09-770 SOUT	TH								
(607)	0.55	290	R	From:					ļ	NA			NA		1998
				To:		09-695								<del></del>	
608)	8.70	310	R	From:		Pittsylvania Coun	ty Line			NA			NA		07/02/2001
000				To: From:		09-734 Sout	h								
608	1.09	1500	G	91%	1%	6% 0%	2%	0%	F	0.083	F	0.565	1500	G	2002
			_	From:		09-740									
608	2.70	1400	G	91% To:	1%	6% 0% 09-626 Sout	2% h	0%	F	0.092	F	0.561	1500	G	2002
			_	From:		09-626 Nort	h								
608	2.84	2900	G	91%	1%	6% 0%	2%	0%	С	0.092	F	0.518	2900	G	2002
(608)	3.00	2000	G	From: 91%	1%	09-654 6% 0%	2%	0%	F	0.082	F	0.526	2000	G	2002
(606)	0.00			To:	170	SR 122 Sout	h	070		0.002		0.020	2000		2002
(609)	4.10	40	G	91%	1%	SR 122 Nort 6% 0%	h 2%	0%	F	0.243	F	0.5	40	G	2002
(608)				To:		09-748				0.2.10		0.0			
608)	1.20	130	G	91%	1%	6% 0%	2%	0%	F	0.105	F	0.759	130	G	2002
				To: From:		09-749 Sout 09-749 Nort									
608)	0.40	660	G	91%	1%	6% 0%	2%	0%	F	0.112	F	0.535	680	G	2002
				To: From:		09-757									
608)	0.95	1300	G	91% To:	1%	6% 0% SR 24	2%	0%	F	0.098	F	0.857	1300	G	2002
				From:		09-811									
609	2.18	1000	R	_						NA			NA		1998
				To:		Dead End									
610	0.40	200	R	From:		US 501				NA			NA		1998
610			-	To		Dead End				-					
		400	_	From:		Dead End									4000
611)	0.50	180	R	To:		US 501				NA			NA		1998
				From:		Dead End									
612	1.45	20	R						ı I	NA			NA		05/31/2001
				To:		US 501									

					Ве	edford Maintenand				Peak		Dir			
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Axle			QC	Hour	QK	Factor	AAWDT	QW	Year
Bedford County				From:		09-637									
613	0.20	140	R			09-637				NA			NA		05/31/2001
	3.58	30	R	To: From:		09-615				NA			NA		05/31/2001
613)				To: From:		3.58 MN 09-61:	5	}							
613)	1.81	40	R	To:		US 501				NA			NA		1998
				From:		09-680		1							
614)	1.30	80	R							NA			NA		1998
614)	3.80	50	R	From:		09-687				NA			NA		05/23/2001
				To:		Blue Ridge Parkw	vay								
$\bigcirc$	0.50		_	From:		09-638									05/04/0004
615)	2.50	50	R	To:		09-613		1		NA			NA		05/31/2001
				From:		Dead End									
616	3.57	440	R	<u></u>		Doud End				NA			NA		07/11/2001
	0.20	1800		From: 97%	00/	09-655 SOUTH		00/	F	0.000	F	0.540	4000		2002
616	0.20	1000	G	9/ %	0%	2% 0% 09-655 NORTH	0%	0%	F	0.093	Г	0.549	1800	G	2002
616)	2.41	1100	G	From: 97%	0%	2% 0%	0%	0%	F	0.103	F	0.862	1200	G	2002
010				To:		09-757 EAST									
(616)	2.53	220	G	97%	0%	09-757 WEST 2% 0%	0%	0%	С	0.105	F	0.6	230	G	2002
616	2.00	220		57 /0	070	SR 24	0 70	070		0.100		0.0	200		2002
616	0.44	270	R	From:		SK 24				NA			NA		07/18/2001
				To: From:		09-653									
616	1.74	170	R							NA			NA		07/18/2001
				To: From:		1.74 MN 09-65	3								
616	2.35	170	R							NA			NA		07/18/2001
	0.46	120	R	From:		09-755 SOUTH	I	·		NA			NA		07/18/2001
616	0.40	120	IX.	To		09-755 NORTH	т			INA			INA		0771072001
616)	1.21	180	R	From:		09-733 NORTE	1			NA			NA		07/18/2001
9.9				To:		09-619 SOUTH									
(616)	0.40	80	R	From:		09-619 NORTH	<u> </u>			NA			NA		07/23/2001
010	0.10			To:		09-787									0112012001
(616)	5.10	20	R	From:		0,707				NA			NA		07/23/2001
				To: From:		09-774									
616	0.10	150	R							NA			NA		07/23/2001
				To: From:		09-607 EAST 09-607 WEST									
(616)	1.50	50	R			0, 00,				NA			NA		07/23/2001
				To:		Botetourt County I	Line								
	0.00	600	В	From:		09-695				NIA			NIA		1000
617)	0.80	600	R							NA			NA		1998
(617)	1.30	520	R	From:		09-829				NA			NA		1998
617)	1.00	<b>-</b> _		To:		09-696		1							
617)	1.10	300	R	From:		07-070				NA			NA		1998
				To		09-697		ļ							
(617)	0.97	60	R	From:						NA			NA		1998
$\sim$				To:		09-729									

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Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Bedford County				From:		(	9-729		1							
617)	1.30	45	R								NA			NA		05/21/200
				To-			9-693									
	0.20	80	R	From:			SR 24				NA			NA		07/25/200
618)	0.20	00	K	To:		De	ead End				INA			INA		011231200
				From:			9-634									
(619)	2.97	1400	G	96%	0%	2%	0%	1%	0%	F	0.098	F	0.656	1400	G	2002
				To: From:			Gap Termi Gap Termi									
619	1.94	4000	G	96%	0%	2%	0%	1%	0%	С	0.095	F	0.719	4000	G	2002
019				To:			35 WEST		1							
619	1.31	3100	G	96%	0%	2%	0%	1%	0%	F	0.09	F	0.692	3200	G	2002
				To:		(	9-839									
619	1.65	2000	G	96%	0%	2%	0%	1%	0%	F	0.107	F	0.697	2000	G	2002
				To: From:		(	9-699									
619	0.66	1600	G	96%	0%	2%	0%	1%	0%	F	0.101	F	0.628	1600	G	2002
				From:		09-61	6 SOUTH	I								
619	0.40	1100	G	96%	0%	2%	0%	1%	0%	F	0.108	F	0.643	1100	G	2002
				From:		09-61	6 NORTH		-							
619	0.99	750	G	96%	0%	2%	0%	1%	0%	F	0.111	F	0.602	760	G	2002
0				From:		(	9-726									
(619)	0.42	250	R								NA			NA		07/18/200
619 619				To: From:		0	9-1470									
(619)	1.70	200	R	To:		00.7	1 COLITI	т	1		NA			NA		07/18/2001
				From:			1 SOUTE 1 NORTE									
619	1.45	30	R								NA			NA		07/18/2001
				To:		(	9-690									
	0.22	000	_	From:		(	9-661				NIA			NIA		00/44/000
620	0.22	230	R	To:		ī	JS 221		1		NA			NA		06/11/2001
				From:			9-644									
621)	4.05	150	G	98%	0%	1%	0%	0%	0%	F	0.117	F	0.528	150	G	2002
				To		(	9-662									
(621)	0.83	300	G	98%	0%	1%	0%	0%	0%	F	0.123	F	0.523	320	G	2002
				To: From:		(	9-884		-							
621)	0.73	460	G	98%	0%	1%	0%	0%	0%	F	0.123	F	0.6	480	G	2002
				To: From:			9-1240		-							
621)	0.16	1500	G	98%	0%	1%	0%	0%	0%	F	0.117	F	0.586	1500	G	2002
				From:			9-660									
621)	0.43	4200	G	98%	0%	1%	0%	0%	0%	F	0.115	F	0.625	4400	G	2002
				To: From:			9-1201									
621)	0.23	5100	G	98%	0%	1%	0%	0%	0%	F	0.112	F	0.682	5300	G	2002
$\bigcirc$	0.05	5000		From:	00/		9-1204	00/	00/		0.444		0.007	0400		0000
621)	0.35	5900	G	98% To-	0%	1%	0% JS 221	0%	0%	С	0.114	F	0.697	6100	G	2002
				From:			09-646		I							
622)	1.10	200	R			(	,,-0-0				NA			NA		1998
				To:		(	9-810		1.							
(622)	4.77	1600	R	From:			., 0.0				NA			NA		1998
				To:		0	9-1515									
622 622 622	0.35	2100	R	From:							NA			NA		1998
$\bigcup$				То:		09-8	11 WEST									

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Route	Length	AADT	QA	4Tire	Bus	Tri 2Axle 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Bedford County				From:		09-811 EAST		1							
(622)	0.90	8600	G	97%	0%	2% 1%	0%	0%	С	0.099	F	0.515	8900	G	2002
622	0.00	0000	Ū	To:	0 70	Campbell County		070	O	0.000	•	0.010	0000	Ü	2002
				From:		Campbell County		·							
(22)	1.24	1400	R			Campben County	Line			NA			NA		1998
623	1.27	1400		To:		09-811				147 (			1473		1000
				From:		09-644									
(00)	1.78	120	R			09-044				NA			NA		1998
624	1.70	120	1	To:		09-658				INA			INA		1990
				From:											
	0.50	70	R	r tom.		09-711				NIA			NIA		1998
625	0.50	70	ĸ	To:		Campbell County	Lina			NA			NA		1998
							Lille								
			_	From:	40/	Dead End		201	_		_			_	
626	2.15	440	G	90%	1%	3% 3%	3%	0%	F	0.122	F	0.529	450	G	2002
				To: From:		09-656									
626	0.97	1400	G	90%	1%	3% 3%	3%	0%	F	0.092	F	0.541	1500	G	2002
				To:		09-888									
600	2.20	1700	G	From: 90%	1%	3% 3%	3%	0%	С	0.087	F	0.51	1700	G	2002
626	2.20	1700	•	30 /0	1 /0			070	C	0.007	'	0.51	1700	J	2002
				From:		09-608 North									
626	3.28	1100	G	90%	1%	3% 3%	3%	0%	F	0.093	F	0.541	1100	G	2002
				From:		09-805									
<u>626</u>	1.59	1200	G	92%	1%	4% 1%	3%	0%	F	0.102	F	0.579	1200	G	2002
020				To:											
	1.06	4500		From:	10/	09-630	20/	00/		0.000		0.600	1500	G	2002
(626)	1.96	1500	G	92%	1%	4% 1%	3%	0%	F	0.098	F	0.609	1500	G	2002
				From:		09-833 SOUTI									
626	3.04	1500	G	92%	1%	4% 1%	3%	0%	С	0.093	F	0.622	1600	G	2002
				To:		SR 43									
626	0.88	800	G	92%	1%	4% 1%	3%	0%	F	0.103	F	0.532	810	G	2002
020				To:		09-628									
	2.20	380	R	From:		09-628				NA			NA		1998
626	2.20	300	ĸ							INA			INA		1990
				From:		09-627									
(626)	2.00	420	R							NA			NA		1998
				To:		Campbell County	Line								
				From:		Dead End									
(627)	0.30	20	R							NA			NA		06/18/200
				To:		09-626									
(627)	2.48	180	R	From:		07 020				NA			NA		1998
627	2.40	.00		To:		SR 24				, .					1000
				From:			r :	-							
	2 40	1200	•		10/	Campbell County		00/	_	0.006	_	0.550	1200	_	2002
628	3.10	1200	G	87%	1%	5% 1%	6%	0%	С	0.096	F	0.558	1200	G	2002
				From:		09-626									
628	1.00	910	G	90%	1%	5% 1%	3%	0%	С	0.095	F	0.506	920	G	2002
				To		SR 43		1							
628)	0.40	70	R	From:						NA			NA		06/20/200
020		-		т		00.000									
	1.00	20	Б	From:		09-826				NIA			NI A		06/20/202
628	1.90	30	R	Te-		00.707				NA			NA		06/20/200
				From:		09-727 09-727 SOUTH	1								
(620)	1.04	30	R			07-121 500 11				NA			NA		06/20/200
628	1.04	-		_				-		14/7			14/1		00,20,200
$\overline{}$				From:		1.04 MS 09-727	S	}							
628	0.05	40	R							NA			NA		06/20/200
$\sim$				To:		SR 24									

Route	Length	AADT	QA	4Tire			Truck		- QC	Peak	QK	Dir	AAWDT	QW	Year
Bedford County						2Axle 3+A		ZTrall		Hour		Factor			
(20)	0.60	20	R	From:		Campbell Cour	nty Line			NA			NA		06/18/200
(629)	0.00	20		To		09-628				147 (			147 (		00/10/200
				From:		09-626									
630	2.42	120	R							NA			NA		1998
				From:		2.42 ME 09	-626								
630	3.40	40	R							NA			NA		06/20/200
	1.54	270	R	From:		09-733				NA			NA		1998
630	1.04	210		To:		00.621				14/-1			14/4		1330
630	0.20	450	R	From:		09-631				NA			NA		1998
				To:		Campbell Cour	nty Line								
$\bigcirc$			_	From:		Campbell Cour	nty Line								
631)	1.30	200	R	To:		09-630				NA			NA		1998
				From:		Dead En									
632	1.30	6	R	<u> </u>		Deau Ell	u			NA			NA		06/20/200
				To:		Campbell Cour	nty Line								
$\bigcirc$	0.45	000		From:		Dead En	d			NIA			NIA		07/05/00/
633	2.45	830	R	To:		09-634				NA			NA		07/25/200
				From:		Roanoke Cour									
634	0.22	3900	G	96%	0%	2% 0%	ú 1%	0%	F	0.099	F	0.707	3900	G	2002
(634) (634)	2.56	4700	G	96%	0%	09-720 SOU 2% 0%		0%	F	0.098	F	0.697	4700	G	2002
	0.70	F400		From:	00/	09-788	40/	00/		0.00		0.000	F400		2002
(634)	0.70	5400	G	96%	0%	2% 0%	₆ 1%	0%	F	0.09	F	0.690	5400	G	2002
(624)	0.69	6400	G	From: 96%	0%	09-619 2% 0%	6 1%	0%	С	0.11	F	0.729	6500	G	2002
(634)	0.00	0.00		To:	0,0	09-635 WI		0,0		0.11		0.720	0000		2002
634)	0.81	7800	G	96%	0%	2% 0%		0%	С	0.106	F	0.723	7900	G	2002
				To-		Roanoke Cour	ty Line								
$\bigcirc$	4.50			From:		09-633									07/05/00/
635	1.50	220	R	To:		09-634 EA	ST			NA			NA		07/25/200
				From:		09-634 WI									
(635)	0.54	900	R							NA			NA		07/25/200
$\bigcirc$				From:		09-1630	)								0=10=100
635)	0.96	900	R	To:		SR 24 EA	ST			NA			NA		07/25/200
				From:		SR 24 WE									
635	1.65	890	R							NA			NA		07/25/200
	0.04	440	_	From:		09-1040	)			NIA.			NIA		07/05/000
635	0.94	110	R	. —				1		NA			NA		07/25/200
(005)	2.31	110	R	From:		0.94 MN 09	1040			NA			NA		07/25/200
635)				To:		09-603		1							
635)	1.33	70	R	From:		09-003				NA			NA		07/25/200
				To:		1.33 ME 09	-603								
635	3.49	250	R	From:						NA			NA		07/25/200
				To: From:		09-619 WF 09-619 EA									
635)	1.80	600	G	93%	2%	4% 0%		0%	С	0.122	F	0.578	600	G	2002
				To:		SR 24 WE									

						eatora Ma	intenand	e Area								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Bedford County				From:		SR '	24 EAST		1							
635)	1.50	100	R	<u> </u>		gic.	ETEROT				NA			NA		07/11/2001
				To: From:		1.50	MS SR 24									
635)	1.37	40	R								NA			NA		07/11/2001
				From:			7 NORTH 7 SOUTH									
635)	0.40	80	R	<u> </u>		07 72	7 500 111				NA			NA		07/11/200
				To:		De	ad End									
				From:		De	ad End									
636	0.65	80	R								NA			NA		07/11/2001
				To: From:		C	9-852									
636	0.05	550	R								NA			NA		07/11/200
				To:		C	9-757									
$\bigcirc$				From:		C	9-670									
637	2.50	140	R	To:		00.6	44 E 4 CE				NA			NA		1998
				From:			44 EAST 44 WEST									
637)	1.00	40	R			07 0	II WEST				NA			NA		06/13/2001
001)				To:		1.00 N	ИN 09-644									
637	0.60	70	R	From:		1.00 1	VII V 02-04-				NA			NA		1998
637)	0.00		••	To:		09-6	43 EAST									
				From:		09-6	43 WEST									
637	4.30	40	R								NA			NA		06/13/2001
				To: From:		09-63	8 SOUTH		•							
637)	0.90	340	G	91%	2%	6%	1%	1%	0%	С	0.105	F	0.757	340	G	2002
				To: From:		09-63	8 NORTH									
(637)	0.90	190	R								NA			NA		1998
(637) (637)				To: From:		0	9-613									
(637)	4.80	80	R	r tom.							NA			NA		1998
				To:		S	R 122									
				From:		C	9-640									
638)	0.70	90	R								NA			NA		1998
				From:		S	R 122									
638)	2.40	300	G	91%	1%	6%	1%	0%	0%	С	0.106	F	0.594	300	G	2002
				To: From:			7 NORTH 7 SOUTH									
(638)	0.60	310	G	91%	1%	6%	1%	0%	0%	F	0.129	F	0.768	310	G	2002
(030)	0.00	0.0	•	T	1 /0			070	<del></del>	•	0.120	•	0.700	010	Ü	2002
	4.00	340	G	From: 91%	1%	6%	9-615 1%	0%	0%	F	0.119	F	0.833	340	G	2002
(638)	4.00	340	0	To:	1 /0		9-644	0 70	0 70	'	0.119	'	0.000	340	O	2002
				From:			9-643		1							
639	3.54	60	R				7-0-13				NA			NA		06/13/2001
039				To:		2.54 N	ИN 09-643									
(620)	0.31	120	R	From:		3.54 P	/IN 09-643	1			NA			NA		1998
639	0.01	.20	•••	To:		SR 12	2 SOUTH							10.		1000
				From:		SR 12	2 NORTH	[								
639	1.60	400	R								NA			NA		1998
				From:		C	9-783									
639	0.20	240	R								NA			NA		1998
				To:			9-640									
$\bigcirc$				From:		SR 12	2 SOUTH									
640	2.85	400	R								NA			NA		1998
				To: From:			3 NORTH 3 SOUTH									
640	1.00	380	R			09-64	:3 300 IH				NA			NA		1998
640	1.00	300	• • •	To		(	9-850									1000
							. 000		ı							

Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Bedford County				From:		09-850		1							
640	2.20	180	R	<u>.                                    </u>		07 050				NA			NA		1998
	2.80	30	R	To: From:		09-766				NA			NA		05/29/200
640	2.00			To:		09-765				IVA			14/4		03/23/200
640	1.70	120	R	From:		** , **				NA			NA		1998
	3.04	60	R	From:		09-639				NA			NA		05/29/200
640	0.04			To: From:		09-764				IVA			IVA		00/20/200
640	0.20	60	R	FIOIII.						NA			NA		1998
	0.60	50	R	From:		09-638		•		NA			NA		05/29/200
640	0.00			To:		SR 122 NORTH	ł								
	0.90	50	R	From:		Dead End				NA			NA		05/23/200
641)	0.90			To:		SR 43				INA			INA		03/23/200
	2.00	80	R	From:		Dead End				NA			NA		05/23/200
642	2.00	00	К.	To:		SR 43				INA			INA		03/23/200
	0.20	40		From:		SR 43 SOUTH				NΙΔ			NIA		1000
643	0.20	10	R	To:		SR 43 NORTH	ſ			NA			NA		1998
643)	0.70	610	G	96%	2%	1% 0%	0%	0%	С	0.116	F	0.536	620	G	2002
	2.07	220		From:	20/	09-640 EAST	00/	00/		0.402		0.540	220		2002
643	3.97	330	G	96% To:	2%	1% 0% SR 122 SOUTH		0%	F	0.103	F	0.546	330	G	2002
643)	5.47	270	G	96%	2%	SR 122 NORTH	1 0%	0%	F	0.101	F	0.532	270	G	2002
643				To: From:		09-644									
643)	3.75	670	G	96%	2%	1% 0%	0%	0%	F	0.091	F	0.594	680	G	2002
643)	1.23	240	R	From:		US 221				NA			NA		1998
				To: From:		09-762									
643)	4.22	50	R							NA			NA		06/18/200
(643)	1.70	550	R	From:		09-704 WEST		•		NA			NA		1998
643)	1.70			To:		09-811									
	2.58	620	G	From: 95%	1%	SR 43 2% 0%	1%	0%	F	0.122	F	0.516	630	G	2002
(644)	2.50	020		To:	1 /0	SR 122	1 70		'	0.122	'	0.510	030		2002
(644)	0.42	1900	G	95%	1%	2% 0%	1%	0%	С	0.094	F	0.57	2000	G	2002
<u> </u>	2.71	180	G	From: 95%	1%	09-671 2% 0%	1%	0%	F	0.1	F	0.902	190	G	2002
(644)	2.7 1	100		To: From:	1 /0	09-675	170		'	0.1	'	0.502	130		2002
644)	0.79	120	G	95%	1%	2% 0%	1%	0%	F	0.162	F	0.524	120	G	2002
644) 644) 644) 644) 644) 644)	0.69	46	G	From: 95%	1%	09-674 <b>2% 0%</b>	1%	0%	F	0.117	F	0.667	47	G	2002
(044)	0.09	70		To:	1 /0	09-637 WEST	1 /0	- 0 /0 	Г	0.117	'	0.007	+1		2002
(644)	1.14	20	G	95%	1%	2% 0%	1%	0%	F	0.394	F	0.546	20	G	2002
	4.00	400		From:	40/	09-637 EAST	40/	00/		0.440		0.500	400		2000
(644)	1.32	100	G	95% To:	1%	2% 0% 09-670	1%	0%	F	0.149	F	0.588	100	G	2002

					Бе	atora Maintenar	ice Area								
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Bedford County				From:		09-670		i							
644)	2.75	160	G	95%	1%	2% 0%	1%	0%	F	0.124	F	0.522	170	G	2002
_				To: From:		09-638									
644)	1.48	710	G	95%	1%	2% 0%	1%	0%	F	0.112	F	0.690	720	G	2002
644)	2.41	350	G	From: 95%	1%	09-663 2% 0%	1%	0%	F	0.11	F	0.554	350	G	2002
				To:		09-657									
644)	0.97	360	G	95%	1%	2% 0%	1%	0%	F	0.119	F	0.653	360	G	2002
	0.05	200		From:	40/	09-621	40/	-00/		0.445	_	0.504	200		0000
644	0.95	390	G	95%	1%	2% 0%	1%	0%	F	0.115	F	0.584	390	G	2002
644)	1.66	500	G	95%	1%	09-624 2% 0%	1%	0%	F	0.121	F	0.641	510	G	2002
<u> </u>				To:		WCL LYNCHBU									
$\bigcirc$	4.20	00	_	From:		Dead End				NIA			NIA		4000
645)	1.30	80	R	To:		00.651				NA			NA		1998
645)	1.60	60	R	From:		09-651				NA			NA		1998
				To: From:		09-761									
645)	3.10	430	G	97%	1%	1% 0%	1%	0%	С	0.104	F	0.571	440	G	2002
				From:		WCL LYNCHBU US 221 WES									
646	1.10	480	R	<u> </u>		CS 221 WES	ı			NA			NA		1998
				To: From:		US 221 MID		-							
646	1.00	300	R	To:		110 221 F A 07		1		NA			NA		1998
				From:		US 221 EAST									
647)	0.15	480	R			03 301		III		NA			NA		1998
				To: From:		09-856		}							
647)	0.30	400	R							NA			NA		1998
	0.35	120	R	To: From:		09-719				NA			NA		1998
647)	0.55	120	- 1	To:		09-761				INA			INA		1990
				From:		SR 122									
648	0.40	60	R	To:		Dead End				NA			NA		1998
				From:		09-711									
649	0.35	70	R							NA			NA		06/18/20
				From:		09-858		-							
649	0.05	350	R	To:		US 460		1		NA			NA		1998
				From:		09-75 SOUTI	ł								
650	0.18	40	R							NA			NA		07/23/20
				To: From:		09-755 NORT	H								
651)	1.00	50	R	rioin.		09-657				NA			NA		05/31/20
				To: From:		US 501 SOUT US 501 NORT	Н								
651	1.46	160	R			US SUI NUKI	11			NA			NA		1998
				To:		09-645									
	0.00		ь	From:		09-657				NIA			NIA		05/31/20
652	0.80	5	R	Te		00.752		1		NA			NA		05/31/20
652	0.86	50	R	From:		09-752				NA			NA		05/31/20
				To:		0.86 MN 09-75	52								

Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Bedford County				From:		0.86	MN 09-752	2								
652	1.17	160	R	To:		1	US 501				NA			NA		1998
				From:			ead End		l							
653)	1.28	300	R	<u>L</u>		D	caa Ena				NA			NA		07/16/200
				To: From:			655 WEST 655 EAST									
653	1.48	1600	G	94%	0%	3%	1%	3%	0%	С	0.095	F	0.611	1700	G	2002
				To: From:		09-	757 EAST 757 WEST									
653	0.03	300	R	<u>L</u>		09-	737 WEST				NA			NA		07/11/200
				To: From:			09-877									
653	1.08	190	R								NA			NA		07/11/200
	0.40	400		From			09-756				NIA			NIA		07/44/000
653	2.40	400	R								NA			NA		07/11/200
653	0.10	520	R	From:			SR 24				NA			NA		07/18/200
(033)	0.10			To:			09-616									017107200
				From:		D	ead End									
654	1.60	820	R	_							NA			NA		06/25/200
	2.02	2300	G	From: 93%	0%	09-0 4%	0%	2%	0%	С	0.090	F	0.532	2400	G	2002
654)	2.02	2300	G	93 76 To:	070			270	0%	C	0.090	Г	0.332	2400	G	2002
654)	3.10	300	R	From:			09-608				NA			NA		07/02/200
				To: From:			05 SOUTH									
(654)	0.70	790	R	From:		09-8	05 NORTH				NA			NA		1998
654)				To:			SR 122									
				From:		D	ead End									
655)	0.80	80	R	_							NA			NA		07/11/200
	0.17	380	R	From:		09-0	553 WEST				NA			NA		07/11/200
(655)	0.17	300		To:		00	652 EAST				INA			INA		07/11/200
(655) (655)	1.13	1300	G	From: 93%	0%	4%	653 EAST 1%	2%	0%	F	0.086	F	0.539	1300	G	2002
				To: From:			16 SOUTH									
(655)	3.81	3100	G	93%	0%	4%	16 NORTH 1%	2%	0%	С	0.087	F	0.509	3100	G	2002
(039)				To:		SR 1	22 NORTH									
(CFF)	2.23	1400	G	From: 92%	0%	SR 1 5%	22 SOUTH 1%	2%	0%	С	0.090	F	0.562	1400	G	2002
(655)	2.20	1400		To:	070	09-0	554 WEST	270	070		0.000	į	0.002	1400	J	2002
(F)	2.22	700	R	From:		09-	654 EAST				NA			NA		06/25/200
655	2.22	700	IX.	To:			0 1510				INA			INA		00/23/200
655)	0.73	320	R	From:		(	09-1518				NA			NA		06/25/200
				To:		(	09-1501									
655	0.05	200	R	rioiii.							NA			NA		06/25/2001
				From:		(	9-1502		<u></u>							
655)	0.10	48	R	To:		D	10.1				NA			NA		06/25/200
				From:			ead End									
656)	0.07	10	R	"		L	ead End				NA			NA		07/02/200
				To		0.07 N	IE Dead Er	nd								
656	0.04	20	R	riom:					•		NA			NA		07/02/200
				From		(	9-1305									
(656)	0.03	40	R				0.1000				NA			NA		07/02/200
				To:		(	09-1306									

					Be	dford Maintenan									
Route	Length	AADT	QA	4Tire	Bus	Tri 2Axle 3+Axle			- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Bedford County				. 1											
656	0.23	180	R	From:		09-1306				NA			NA		07/02/2001
				To: From:		09-1304 EAST									
656	0.77	420	R	To:		09-626		1		NA			NA		07/02/2001
				From:		09-644									
657)	4.00	45	R							NA			NA		05/31/2001
657)	2.50	30	R	From:		09-652				NA			NA		05/31/2001
	0.70			From:		09-651				NIA.			NIA.		4000
657	0.70	80	R	To:		US 501		1		NA			NA		1998
				From:		Dead End		Ī							
658)	1.30	120	R							NA			NA		1998
	1.02	1200	R	From:		09-624		-		NA			NA		1998
658	1.02	1200	K	To:		00.1016		1		INA			INA		1990
658)	0.25	1500	R	From:		09-1016				NA			NA		1998
				To:		WCL LYNCHBU	RG								
				From:		09-660									
659	1.46	1100	G	95% To:	1%	3% 0%	1%	0%	С	0.109	F	0.545	1100	G	2002
				From:		WCL LYNCHBU	RG	<u> </u>							
(660)	1.25	3000	G	96%	1%	09-621 2% 1%	1%	0%	С	0.119	F	0.704	3100	G	2002
660	20			To:	.,,	09-1220	.,,			00	•		0.00		
660	1.05	1900	G	96%	1%	2% 1%	1%	0%	F	0.128	F	0.663	2000	G	2002
				To: From:		09-659		-							
660	0.50	420	R							NA			NA		1998
				From:		09-1225									
660	1.70	50	R	To:		00.644				NA			NA		06/06/2001
				From:		09-644									
(661)	0.32	4100	G	98%	0%	09-811 2% 0%	0%	0%	F	0.126	F	0.733	4300	G	2002
001)				To:		09-1576 SOUT									
	0.96	4400	G	98%	0%	09-1576 2% 0%	0%	0%	F	0.122	F	0.827	4600	G	2002
(661)	0.30	4400	G	30 /0	0 70		0 70	070		0.122		0.027	4000	O	2002
(661)	0.85	6000	G	From: 98%	0%	09-620 2% 0%	0%	0%	С	0.12	F	0.699	6300	G	2002
(001)				To:		09-1415									
				From:		Dead End									
662	0.28	60	R							NA			NA		06/11/2001
				To: From:		0.28 MN Dead E	nd								
(662)	0.31	60	R	To:		00 ((2 NOPT)	T	1		NA			NA		06/11/2001
				From:		09-663 NORTI 09-663 SOUTI									
662	0.41	480	R	<u>-</u>				-		NA			NA		1998
				To: From:		0.41 MN 09-66	3								
662	2.29	80	R							NA			NA		1998
				To:		09-621									
(662)	0.90	9000	G	95%	2%	US 221 2% 0%	1%	0%	С	0.131	F	0.509	9400	G	2002
663				To:	£ /0			- J		0.101		<u> </u>	<del></del>		
663	1.40	4200	G	95%	2%	09-662 NORTI 2% 0%	1%	0%	F	0.102	F	0.628	4200	G	2002
				To		09-1430									

					Ве	dford Maintena	nce Area	l							
Route	Length	AADT	QA	4Tire	Bus	T 2Axle 3+Axl			$\alpha$	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Bedford County				From:		00 1420		ī							
663)	2.10	1200	G	95%	2%	09-1430 2% 0%	1%	0%	F	0.116	F	0.745	1300	G	2002
(000)				To		09-644									
				From:		09-646									
664)	0.95	40	R						- ·	NA			NA		06/13/2001
				To:		Dead End									
	2 20	60	R	From:		09-668				NIA			NΙΔ		06/12/2001
665	3.30	60	ĸ	_					1	NA			NA		06/13/2001
	3.00	60	R	From:		09-644		ļ		NA			NA		05/31/2001
665	3.00	00	IX.	To:		Dead End				IVA			INA		03/31/2001
				From:		09-646									
666	1.90	70	R							NA			NA		06/11/2001
				To:		0.39 ME 09-1	)44								
666	0.05	180	R	From:		0.57 1.112 07 1				NA			NA		1998
				To:		0.44 M FRM 09	-1044								
666	1.25	180	R	From:		0.11111111110)	1011			NA			NA		1998
				To:		1.69 ME 09-1	044	1							
666	0.30	680	R	From:		1.07 WIL 07-1	<del>) 1 1</del>			NA			NA		1998
000				To:		US 221									
				From-		Dead End									
667	0.40	10	R						•	NA			NA		06/27/2001
				To:		0.40 ME Dead	End								
(667)	0.10	10	R	riom					_	NA			NA		06/27/2001
				To:		SR 43									
				From:		09-709									
668	1.39	280	R							NA			NA		1998
				From		1.39 MN 09-7	'09								
668	3.13	280	R	_				1	Ī	NA			NA		1998
				To: From:		US 460 EAS US 460 WES									
668	4.10	510	G	96%	1%	3% 0%	1%	0%	F	0.137	F	0.592	510	G	2002
000				To:		09-703		i							
(668)	1.23	580	G	96%	1%	3% 0%	1%	0%	F	0.126	F	0.587	580	G	2002
000				To:											
668	0.60	1200	G	96%	1%	09-762 NOR 3% 0%	1%	0%	С	0.11	F	0.752	1200	G	2002
000	0.00			To:	.,,	US 221	.,,			• • • • • • • • • • • • • • • • • • • •	•	002			
668	1.70	900	R	From:		US 221				NA			NA		1998
668	0			To:		00.642									.000
660	1.50	60	R	From:		09-643				NA			NA		06/13/2001
668	1.00	•	•••	To:		00.665		1	ì				10.		00/10/2001
<u></u>	1.30	380	R	From:		09-665				NA			NA		1998
668	1.50	300		To:		09-646		1		14/3			IVA		1550
				From:		09-643									
669	1.95	60	R	<u> </u>		0, 0.5				NA			NA		05/31/2001
				To		Dead End									
				From:		US 221							<u> </u>		
670	0.50	450	R							NA			NA		1998
				To: From:		09-637									
670	3.50	130	R						•	NA			NA		1998
				To-		09-644									
				From:		09-644									
671	2.36	1500	G	93%	1%	2% 2%	1%	0%	С	0.098	F	0.563	1500	G	2002
				To-		US 221									

					Ве	dford Maintena	nce Area								
Route	Length	AADT	QA	4Tire	Bus	T 2Axle 3+Axl	ruck e 1Trail	2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Bedford County				From:		US 221		1							
(671)	2.17	1000	G	93%	1%	2% 2%	1%	0%	F	0.084	F	0.568	1000	G	2002
				To:		09-715									
				From:		Dead End									
672	0.12	40	R							NA			NA		1998
				From:		US 501									
672	0.25	20	R							NA			NA		05/31/2001
	4.04			From:		0.25 MS US 5	501			NI A			NIA		05/04/0004
672	1.61	20	R	To:		09-752				NA			NA		05/31/2001
				From:		09-732		<u>-</u>							
673	1.53	50	R			09-071				NA			NA		06/13/200
073			• •	To:		09-644									00/10/200
				From:		09-644									
674)	2.10	60	R							NA			NA		06/13/200
				To:		09-643									
$\sim$				From:		Dead End									
675	0.40	60	R							NA			NA		05/23/2001
				To: From:		09-643									
675)	1.20	290	R							NA			NA		1998
				To: From:		SR 122									
675)	2.80	350	R							NA			NA		1998
				To:		09-644									
$\bigcirc$				From:		09-675									0=1001000
676)	0.90	30	R	To:		D IF I		i		NA			NA		05/29/2001
						Dead End									
	1.00	80	R	From:		Dead End				NΙΛ			NA		05/25/2001
677	1.00	00	K	To:		SR 43		1		NA			INA		03/23/200
				From:		Dead End		]							
(678)	2.65	290	R			Dead End				NA			NA		1998
010				To:		SR 43									
				From:		Dead End									
(679)	0.40	120	R							NA			NA		07/16/2001
				To:		WCL BEDFO	RD								
				From:		09-746									
(680)	2.04	40	R							NA			NA		07/16/2001
0				To: From:		09-744									
(680)	2.50	940	R							NA			NA		07/16/2001
				To: From:		US 460; US 2	21	-							
680	3.00	360	R							NA			NA		1998
				To: From:		09-681		-							
680	1.55	230	R							NA			NA		1998
				To: From:		09-682		-							
680	0.10	750	G	94%	1%	3% 1%	1%	0%	С	0.11	F	0.621	760	G	2002
$\overline{}$				To:		09-684		F							
(680)	2.29	260	R							NA			NA		1998
				To: From:		09-614									
(680)	0.50	30	R	rout.						NA			NA		05/23/2001
				To		0.50 MW 09-	514								
(680)	3.50	20	R	From:				·		NA			NA		05/21/2001
				To:		09-695 SOU									
	0.70	00	_	From:		09-695 NOR	TH			N 1 A			h ! A		05/04/0004
680	0.70	80	R	To:		00 602 NOP	TH			NA			NA		05/21/2001
						09-693 NOR	17	J							

					DC	dford Maintenai	ice Area								
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Bedford County				From:		09-693 SOUT	Ή	1							
(680)	0.65	40	R							NA			NA		05/21/200
				To-		Dead End									
	1.50	740	R	From:		09-684				NA			NA		07/18/200
681)	1.50	740	IX.	To:		US 460				INA			INA		077107200
$\bigcirc$	0.00	00	-	From:		09-831				NIA			NIA		05/00/000
681)	2.30	20	R	To:		09-680		1		NA			NA		05/23/200
				From:		09-680									
682	3.55	740	G	95%	1%	3% 0%	1%	0%	С	0.096	F	0.611	750	G	2002
				To: From:		SR 43 NORT									
682	0.25	100	R			SR 43 SOUT	п			NA			NA		1998
682				To:		0.25 ME SR 4	12								
(682)	0.64	60	R	From:		0.23 ME SIC-	13			NA			NA		05/23/200
				To: From:		0.89 ME SR 4	13	-							
(682) (682)	0.81	100	R	From:			-			NA			NA		1998
$\bigcup_{i=1}^{n}$				To:		09-640									
$\bigcirc$	0.00		_	From:		09-682 WES	Т								4000
683	2.88	70	R	To:		09-682 EAS	Г			NA			NA		1998
				From:		09-746	1	1							
684)	2.09	160	R	<u> </u>		07-740				NA			NA		07/23/200
				To:		2.10 MN 09-7	46								
684)	0.67	160	R	From:		2.10 1/11 ( 0) /				NA			NA		07/23/200
				To: From:		09-753		-							
684)	1.70	50	R	r tom.						NA			NA		07/18/2001
				To: From:		09-691 WES	Т	ĺ							
684	0.20	70	R							NA			NA		07/18/2001
				To: From:		09-691 EAS	Γ								
684	2.89	190	R							NA			NA		07/18/200
				To: From:		2.89 MS 09-6	91	-							
684)	0.04	190	R							NA			NA		07/18/2001
_	1 20	40		From:		09-681		-		NΙΛ			NΙΔ		07/10/2004
684)	1.20	48	R							NA			NA		07/18/2001
	0.14	200	R	From:		09-755				NA			NA		07/18/200
(684)	0.14	200	K	Tai		TIG AGO TIG O	.01	-		INA			INA		07/10/200
694)	0.23	220	R	From:		US 460; US 2	21			NA			NA		07/18/2001
684)				To:		09-831		L							
684)	3.00	510	G	94%	2%	4% 1%	1%	0%	С	0.105	F	0.567	520	G	2002
				To:		09-680									
				From:		09-688									
685	1.10	30	R	To:		00.604				NA			NA		05/23/2001
				From:		09-684									
686)	1.79	50	R	····L_		09-692				NA			NA		1998
686				To:		1.79 ME 09-6	92	L		-					
686	1.99	160	R	From:		1.79 IVIE 09-0	12			NA			NA		1998
				To:		09-688									
$\sim$				From:		09-680									
687	1.10	60	R	т.		1 10 3 5 7 00 0	00			NA			NA		1998
				To-		1.10 MN 09-6	80								

					Bediord Maintenance Area					
Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Trail	(.)(.	()	Oir Factor	AAWDT	QW Year
Bedford County				From:	1.10.101.00.000					
007	1.18	20	R	Pion.	1.10 MN 09-680	l N	Δ		NA	05/23/200
687	1.10	20		To-	09-614		٦.		11/5	03/23/200
				From:	09-689					
688	1.60	300	R	<u> </u>	07 007	N	A		NA	1998
000				To:	09-692					
688	1.00	480	R	From:	07-072	N	A		NA	1998
(000)				To:	09-684					
				From:	US 460 WEST					
689	2.30	160	R			N	A		NA	1998
				To: From:	US 460 MID					
	2.10	610	R	rioii.	US 460 EAST	l N	Δ		NA	07/18/20
689	2.10	010	IX	To:	Dead End		~		INA	077107200
				From:	09-755					
690	1.90	320	R	<u> </u>	07-133	l N	Α		NA	07/18/200
030)				To:	LIC 460, LIC 221		-			
(600)	0.03	480	R	From:	US 460; US 221	N	A		NA	1998
690	0.00	.00	•••	To:	09-689		•		10.	1000
				From:	US 460; US 221					
691)	2.70	600	R	<u> </u>	65 160, 65 221	N	A		NA	07/18/200
001)				To-	09-726 NORTH					
			_	From:	09-726 SOUTH					
691)	1.20	230	R			N	A		NA	07/18/200
				From:	09-619 WEST					
691	0.51	130	R			N	A		NA	07/18/200
<u> </u>				From:	09-619 EAST					
691)	0.70	250	R			N	A		NA	07/23/200
				To: From:	09-755 SOUTH 09-755 NORTH					
691	3.90	40	R	<u> </u>	07-733 NORTH	N N	Α		NA	07/18/200
(031)				To:	09-684 WEST		-			
$\bigcirc$				From:	09-684 EAST					
691)	1.60	180	R	To:	00 T44 GOVERN	N	A		NA	07/18/200
				From:	09-746 SOUTH 09-746 NORTH					
(691)	2.25	40	R		07 7 10 110 1111	N	A		NA	07/16/200
001)				To:	09-747					
				From:	09-688					
(692)	2.10	50	R			N	A		NA	05/23/200
				To:	09-686					
692	0.40	40	R	From:		N	A		NA	05/23/200
				To:	09-717					
692	0.50	20	R	From:	** ***	N	A		NA	05/23/200
				To:	Dead End					
				From:	09-695					
693)	1.30	80	R			N	A		NA	1998
				To: From:	09-617					
693)	0.50	40	R	riom'		N	A		NA	05/21/200
				To:	09-694					
693	1.00	50	R	From:	07-07 <del>1</del>	N	A	_	NA	05/21/200
693				To	00 (00 00) 1711	<u>.                                  </u>				
(603)	0.30	40	R	From:	09-680 SOUTH	N	Δ		NA	05/21/200
693)	0.50	<del>-1</del> 0				IN	•		14/7	03/21/200
	1 20	60	D	From:	09-680 NORTH	N.I	۸		NA	05/04/000
693	1.20	60	R	To:	Dead End	N I	Α		INA	05/21/200
					Dead Ellu					

Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Bedford County				From:			09-695		Ī							
694)	0.20	170	R								NA			NA		1998
(694)	1.80	40	R	From:		-	09-693				NA			NA		05/21/200
004)				To		D	ead End									
$\bigcirc$				From:			60; US 22								_	
(695)	0.54	1700	G	96%	0%	2%	0%	1%	0%	С	0.109	F	0.714	1700	G	2002
695)	0.41	950	G	96%	0%	2%	09-617 0%	1%	0%	F	0.116	F	0.713	960	G	2002
695)	2.65	790	G	From: 96%	0%	2%	09-812 0%	1%	0%	F	0.115	F	0.670	810	G	2002
	0.40	540		From:	00/		09-693	40/	00/		0.400		0.000	550		2002
695)	2.46	540	G	95%	0%	4%	0%	1%	0%	С	0.102	F	0.696	550	G	2002
(605)	3.95	170	G	From: 95%	0%	<u>09-6</u> <b>4</b> %	80 SOUTH 0%	1%	0%	F	0.127	F	0.571	170	G	2002
695)	0.00	•		To:	070		rt County I		070	•	0.121		0.07 1			2002
				From:			09-617									
696)	0.60	70	R	To:			00.605		1		NA			NA		05/21/200
				From:			09-695	1								
697)	1.60	490	R			US 4	60; US 22	1			NA			NA		1998
(091)				To:		D	ead End									
697)	0.30	20	R	From:			caa Ena				NA			NA		05/21/200
				To:			09-617									
$\bigcirc$	0.40			From:		D	ead End									4000
698)	0.18	80	R								NA			NA		1998
	0.02	70	R	From:		US 460;	US 221 W	EST			NA			NA		1998
698)	0.02	70	K	To			00.002				INA			INA		1990
(698)	2.27	160	R	From:			09-802				NA			NA		1998
090				To:		09-8	43 SOUTH	ī								
(698)	0.27	270	R	From:		07-0	+5 500 111				NA			NA		07/23/200
				To: From:			EAST VILI									
(609)	0.15	6	R	Fiolii.	US 460	; US 221	MID VILL	AMONT	RD		NA			NA		05/21/200
(698)	0.10		• • • • • • • • • • • • • • • • • • • •	To:		Dood End	l; Gap Terr	minuc			1471					00/21/200
698)	0.27	30	R	From:		Dead End	, Gap ren	illius			NA			NA		05/21/200
				To: From:			09-606									
698)	0.83	130	R								NA			NA		1998
				To:			09-697									
(699)	4.45	600	R	From:		Botetou	rt County I	Line			NA			NA		07/23/200
(099)				To:			09-619									0.7207200
_				From:		D	ead End									
(700)	0.90	90	R								NA			NA		07/23/200
				From:			09-619									
(701)	1.05	380	R	. rout.			09-759				NA			NA		07/25/200
				To:		D	ead End				-			-		
$\widehat{}$				From:			09-668									
702	1.00	450	R	To:		~					NA			NA		1998
				From:			ead End									
703)	0.80	100	R			D	ead End				NA			NA		1998
	5.55			To:			09-668									

						dford Maintenand TruTru				Peak		Dir			
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Axle			QC	Hour	QK	Factor	AAWDT	QW	Year
Bedford County				From:		09-705		i							
704)	1.80	150	R	<u> </u>		07-703				NA			NA		1998
				To: From:		09-643 WEST									
(704)	1.10	300	R	r tolii.		09-643 EAST				NA			NA		1998
(704)				To:		09-811									
				From:		09-668									
705)	2.30	120	R	To:		00.642		1		NA			NA		1998
				From:		09-643 US 460									
706)	0.11	80	R			03 400				NA			NA		1998
				To- From:		0.11 MN US 460	)								
706	2.41	60	R	From:						NA			NA		06/18/200
				To:		09-668									
	4.00	4400	•	From:	40/	SR 43	20/	00/	0	0.400	_	0.004	4400	0	2002
707	1.02	1100	G	94% To:	1%	2% 0% SR 24 WEST	2%	0%	С	0.103	F	0.634	1100	G	2002
$\bigcirc$			_	From:		SR 24 EAST									
707	2.14	110	R	To:		09-714 SOUTH				NA			NA		1998
				From:		09-714 SOC TH									
(707)	2.20	45	R	. —						NA			NA		06/20/200
				To: From:		09-715									
700	1.80	400	R	FIOIII.		Dead End				NA			NA		1998
708	1.00	100	.`	To:		US 460									1000
				From:		SR 24									
709	3.70	1600	G	95%	0%	2% 1%	2%	0%	С	0.096	F	0.744	1600	G	2002
				To: From:		09-811									
(710)	0.81	180	R	From:		Dead End				NA			NA		07/11/200
(110)	0.0.			To:		09-755									
				From:		SR 24									
(711)	2.00	400	R							NA			NA		1998
				From:		09-811									00/10/00
711)	2.30	1000	R							NA			NA		06/18/200
744)	0.20	1200	R	From:		09-649		-		NA			NA		1998
711)	0.20	1200	K	To:		US 460				INA			INA		1990
				From:		09-808									
712	1.00	60	R							NA			NA		06/20/200
				To:	_	Dead End									
740	2.57	170	R	From:		SR 24				NA			NA		1998
713)	2.51	110	.,	To:		09-626				1 1/7			19/7		1000
				From:		SCL BEDFORD									
714)	2.07	2000	G	93%	1%	4% 1%	1%	0%	С	0.094	F	0.695	2100	G	2002
				To: From:		09-723									
714)	1.17	1100	G	93%	1%	4% 1%	1%	0%	F	0.102	F	0.694	1100	G	2002
	4.54	700		From:	40/	09-784	40/	00′		0.404		0.075	700		2000
(714)	1.51	780	G	93%	1%	4% 1%	1%	0%	F	0.101	F	0.675	790	G	2002
(714)       (714)	4.26	290	G	From: 93%	1%	09-715 WEST 4% 1%	1%	0%	F	0.119	F	0.703	300	G	2002
(114)	4.20	230	_		1 /0		1 /0	U /0		0.118	_ r	0.103	300	_	2002
714)	2.81	230	G	From: 93%	1%	09-808 EAST 4% 1%	1%	0%	F	0.119	F	0.586	230	G	2002
			-	Tn	. 70	SR 24	. , 0	J / U	•	5		3.300	_00	_	_00_

					Ве	edford Ma	intenanc	e Area								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Bedford County				From:			ID 42		i							
745	3.40	250	R	FIOIII.		S	SR 43				NA			NA		1998
(715)	3.40	200	11	To:		09-71	14 WEST				INA			IVA		1330
_				From:			14 EAST									
715)	1.55	80	R								NA			NA		06/27/2001
				To: From:		0	9-716		-							
(715) (715) (715)	2.40	360	R								NA			NA		1998
	0.50	30	R	From:		U	S 460				NA			NA		06/13/2001
(715)	0.50	30	ĸ	_							INA			INA		00/13/2001
	1.10	1200	G	93%	1%	3%	9-803 <b>3%</b>	1%	0%	C	0.095	F	0.628	1200	G	2002
(715)	1.10	1200	G	9370	170			1 70	U70	С	0.093	Г	0.020	1200	G	2002
	2.12	400		From:		0	9-671		-		NIA			NIA		1000
715)	2.12	400	R	To:		11	S 221		1		NA			NA		1998
				From:												
	1.50	120	R			0	9-715				NA			NA		1998
716	1.50	120	K	To:		De	ad End				INA			INA		1990
				From:												
747	1.29	120	R			0	9-689				NA			NA		1998
717	1.20	120		. —							14/ (			14/ (		1000
	4.21	40	R	From:		1.29 N	1N 09-689				NA			NA		05/23/2001
717	4.21	40	ĸ	To:		0	9-692				NA			INA		05/23/2001
				From:												
	0.50	750	G	97%	1%	1%	BEDFORD 0%	1%	0%	С	0.113	F	0.593	760	G	2002
718	0.50	750	G	9170	170			1 70	U 70	C	0.113	Г	0.595	700	G	2002
				To: From:		0	9-890		-							1000
718	2.20	300	R	To:		0	0.651				NA			NA		1998
							9-671									
	0.45	40	_	From:		0	9-647									4000
719	0.15	48	R	To:		D-	ad End				NA			NA		1998
$\bigcirc$	0.60	<b>50</b>	В	From:		09-63	4 SOUTH				NIA			NΙΔ		07/05/0004
720	0.60	50	R	To:		00 63	4 NORTH		1		NA			NA		07/25/2001
				From:												
	0.80	350	R	Piolii.		S	R 122				NA			NA		1998
(721)	0.00	330	K	To:		0	9-722		1		INA			INA		1990
				From:			9-731		<u> </u>							
(722)	1.20	280	R	<u> </u>		0	9-/31				NA			NA		1998
(722)	1.20	200		₋ —							14/ (			14/ (		1000
	0.90	250	R	From:		S	SR 24				NA			NA		1998
(722)	0.90	250	K								INA			INA		1990
				From:		0	9-725									00/0=/000/
722	0.60	30	R								NA			NA		06/27/2001
				From:		0	9-819		-							
722	1.80	130	R								NA			NA		1998
				To: From:		0	9-747		-							
722	1.70	40	R			<u></u>					NA			NA		06/27/2001
				To: From:		0	9-723									
(722)	1.97	180	R	road p							NA			NA		1998
$\bigcup$				To:		S	SR 43									
				From:		0	9-860									
723	1.70	220	R	-							NA			NA		1998
				To:		n	9-722		<u>l</u>							
723	1.60	30	R	From:		0	. , <del></del>				NA			NA		06/27/2001
23			- •	To:		SR 43	SOUTH				•			•		

							ce Area								
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Bedford County				From:		SR 43 NORTH	ſ	Ī							
723)	1.19	540	R	<u> </u>		SK 15 TOKT	•			NA			NA		1998
				To		09-714									
$\sim$				From:		09-722; 09-723									
724)	2.01	30	R							NA			NA		06/27/20
				From:		2.01 ME 09-722	2								
724)	0.09	40	R	To:		SR 43				NA			NA		06/27/20
				From:		09-722		L							
725) 725)	1.50	50	R	<u>.                                    </u>		09-122				NA			NA		06/27/20
120				To:		1.50 ME 09-722	)								
725)	1.50	60	R	From:		1.50 1412 07 722				NA			NA		1998
				To:		SR 43 SOUTH									
705	2.49	100	R	From:		SR 43 NORTH				NA			NA		1998
725	2.40	100	• • • • • • • • • • • • • • • • • • • •	To:		09-714				147 (			147 (		1000
				From:		09-619									
726	3.90	460	G	95%	0%	2% 1%	2%	0%	С	0.104	F	0.592	470	G	2002
				To:		US 460; US 22	1								
$\bigcirc$	4.40	450		From:		09-626									1000
727)	4.16	450	R	To		SR 24				NA			NA		1998
				From:		Dead End		L							
728	1.50	3	R	<u>.                                    </u>		Dead End				NA			NA		06/18/20
120				To:		SR 43									
				From:		09-617									
729	0.20	20	R	_						NA			NA		05/21/20
				To:		Dead End									
$\odot$	0.60	20	R	From:		09-732				NA			NA		06/20/20
730)	0.00	20	K	To:		Dead End				INA			INA		00/20/20
				From:		SR 122		i							
731)	1.29	30	R							NA			NA		06/27/20
				To- From:		1.30 ME SR 12	2								
731)	1.01	80	R	riom.						NA			NA		1998
				To: From:		09-735									
731)	1.40	60	R	110111.						NA			NA		06/27/20
				To: From:		09-722									
731)	1.10	60	R							NA			NA		1998
				To: From:		09-732 SOUTH 09-732 NORTH									
731)	2.10	30	R			07 752 1101111	•			NA			NA		06/20/20
				To:		09-727 SOUTH									
	1.90	45	R	From:		09-727 NORTH	I			NA			NA		06/20/20
731)	1.50	70		To:		09-626 SOUTH	1			IVA			INA		00/20/20
				From:		09-626 NORTH									
731)	0.36	20	R							NA			NA		06/20/20
				From:		0.36 ME 09-626 NC	RTH	-							00/00/5
731)	0.05	20	R							NA			NA		06/20/20
				From:		0.41 ME 09-626 NC	RTH			<b>.</b>			<b>.</b>		00/00/0
731)	0.89	20	R	To:		SR 43				NA			NA		06/20/20
				From:		09-734		L							
732)	1.10	30	R			09-734				NA			NA		07/02/20
7321															

						uloru Mairiteria	1100 7 11 00								
Route	Length	AADT	QA	4Tire	Bus	T 2Axle 3+Axl			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Bedford County				From:		09-739		1							
732	1.10	80	R			07-137				NA			NA		1998
102				To-		09-626 SOUT	Ή								
$\bigcirc$	2.20	00	_	From:		09-626 NORT	H			NIA			NIA		4000
732	2.20	90	R							NA			NA		1998
	0.40		_	From:		09-737		-		NIA			NIA		00/07/000
732	0.18	60	R							NA			NA		06/27/200
			_	From:		09-735									00/07/00/
732	0.80	50	R							NA			NA		06/27/200
_				From		09-771									
732)	3.90	120	R	To:		GD 24				NA			NA		1998
						SR 24									
	0.80	6	R	From:		Dead End				NA			NA		06/20/20
733	0.60	0	K							INA			INA		00/20/20
$\overline{}$	4.50	400		From:		09-834				NIA			NIA		4000
733)	1.50	120	R	To:		09-630				NA			NA		1998
				From:											
724	2.50	790	R	r toni.		Dead End				NA			NA		07/02/20
734)	2.50	750		To		09-608 SOUT	Н			INA			INA		01/02/20
_				From:		09-608 NORT									
734)	5.40	320	R							NA			NA		1998
				To-		09-626 NORT	H								
$\overline{}$		_		From:		09-732									
735)	0.50	50	R							NA			NA		06/27/20
				To: From:		09-817									
735)	1.14	80	R							NA			NA		06/27/20
				From:		1.14 MN 09-8	17								
735)	2.16	200	R							NA			NA		1998
				To: From:		09-731									
735)	1.30	410	R	rioni.						NA			NA		1998
				To:		SR 24									
735)	0.70	900	G	91%	1%	2% 1%	5%	0%	С	0.09	F	0.546	910	G	2002
				To:		SR 122									
				From:		Dead End									
736)	0.67	40	R							NA			NA		07/16/20
				To: From:		0.67 MS Dead	End	-							
736	0.93	160	R	110111.						NA			NA		1998
				To:		SR 122									
736)	1.20	180	R	From:						NA			NA		1998
				To:		Dead End									
				From:		09-608									
737)	1.50	60	R							NA			NA		07/02/20
<u> </u>				To:		1.50 ME 09-6	08	1							
737)	1.59	60	R	From:						NA			NA		07/02/20
				To:		09-805									
737)	2.09	30	R	From:		07 003				NA			NA		06/27/200
				To:		2.09 ME 09-8	05	1							
737)	0.05	30	R	From:		4.07 IVIE 09-8	0.0			NA			NA		06/27/200
131)				To:		09-732									
				From:	_	09-626									
738)	1.70	40	R	<u></u>		0, 020				NA			NA		1998
:/				To:		09-805									

					Be	edford Maintenar	ice Area								
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Bedford County				From:		09-608		1							
(739)	2.10	30	R			09-008				NA			NA		07/02/200
(739)		•	••	To		09-732									0.702/200
				From:		Dead End		Ī							
740	0.92	100	R							NA			NA		07/02/200
				To:		09-608									
$\bigcirc$				From:		US 460; US 22	21								
741)	0.80	250	R							NA			NA		1998
				From:		09-812									
741)	1.00	10	R	To:		00.605				NA			NA		05/21/200
				From:		09-695									
<del></del>	0.60	40	R	From:		Dead End				NA			NA		05/31/200
742)	0.00	40	K	To-		09-644				INA			INA		03/3 1/200
				From:		09-654		1							
743)	2.20	120	R			07-03-1				NA			NA		07/02/200
(149)				To:		09-805									
				From:		09-680		Ī							
744)	1.29	30	R	<u> </u>						NA			NA		07/18/200
				To: From:		1.29 MS 09-68	30								
744)	0.51	120	R	From:						NA			NA		07/18/200
				To:		09-681									
				From:		09-747									
745)	2.10	40	R							NA			NA		07/16/200
$\bigcup$				To:		09-746 SOUT									
745	1.00	60	R			09-746 NORT	Н			NA			NA		07/16/200
745	1.00	00		To:		Dead End		1		147 (			14/ (		077107200
				From:		SR 24									
(746)	3.55	720	G	95%	0%	3% 0%	1%	0%	F	0.096	F	0.799	740	G	2002
				To		09-749		1.							
746	0.60	660	G	95%	0%	3% 0%	1%	0%	F	0.113	F	0.558	670	G	2002
				To:		09-801									
746	2.70	510	G	95%	0%	3% 0%	1%	0%	F	0.106	F	0.504	520	G	2002
740						09-691 WEST									
746	1.60	560	G	From: 95%	0%	3% 0%	1%	0%	F	0.103	F	0.616	560	G	2002
746	1.00	000	Ū	_	070		170	<u> </u>	•	0.100	•	0.010	000	Ü	2002
740	3.80	890	G	From: 95%	0%	09-680 3% 0%	1%	0%	С	0.088	F	0.671	910	G	2002
746	3.00	030	0	To:	0 70	SR 122	1 /0	0 70	C	0.000	•	0.071	310	U	2002
				From:		SR 24									
(747)	6.60	800	R			510 24				NA			NA		07/16/200
(747)       (747)       (747)				To		SR 122									
747	0.07	330	R	From:		SK 122				NA			NA		1998
(141)	0.07	000	•••	To		00.000.001							147		1000
	2.20	150	R	From:		09-860 SOUT	H			NA			NA		1998
(41)	2.20	130	11	To:		09-722		1		14/7			INA		1990
				From:		09-608		Ī							
748	2.45	60	R			07-000				NA			NA		07/09/200
				To:		2.45 MNI 00.77	18	1							
748	1.00	170	R	From:		2.45 MN 09-60	70			NA			NA		07/09/200
748				To:		SR 24		1							
				From:		09-655									
749	2.79	45	R							NA			NA		07/09/200
				To		2.79 MN 09-65	55								
						2. /9 MN 09-65	))								

						dford Maintena				Dast		D:-			
Route	Length	AADT	QA	4Tire	Bus	T 2Axle 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Bedford County				From:		2.79 MN 09-6	55	1							
749	0.61	80	R	<u> </u>		2.77 14114 05-0	33			NA			NA		07/09/200
				To: From:		09-608 SOUT	Н	ŀ							
749	0.60	300	R							NA			NA		07/09/200
	0.80	380	R	From:		09-608 NORT	Ή			NA			NA		07/09/200
749	0.00	300	- 1\	To:		SR 24				INA			IVA		011031200
749	1.66	60	R	From:		5K 24				NA			NA		07/18/200
				To:		09-746		ĺ							
<del>(75</del> )	3.50	800	R	From:		Cul-de-Sac				NA			NA		07/11/200
750	3.30	000	K	To:		09-655		1		INA			INA		07/11/200
				From:		US 460; US 2	21								
751)	1.00	40	R							NA			NA		05/21/200
				To: From:		Dead End		l.							
(752)	1.70	20	R	From:		09-652				NA			NA		05/31/200
(752)				To:		09-672		1							
752	0.70	20	R	From:		07 072				NA			NA		05/31/200
				To:		US 501									
	1.90	48	ь	From:		09-754				NA			NA		07/18/200
(753)	1.90	40	R	To:		09-684				INA			INA		07/10/200
				From:		09-746									
754)	3.50	220	R							NA			NA		07/18/200
				From:		09-753		-							
754)	1.00	60	R	To:		09-755		1		NA			NA		07/18/200
				From:		09-757									
755	3.52	1200	R			07-131				NA			NA		07/11/200
				To: From:		SR 24 WES									
(755)	1.83	700	R			SR 24 EAST		ļ		NA			NA		07/23/200
				To: From:		09-650 NORT	Ή								
755)	0.46	400	R	riom.						NA			NA		07/23/200
$\overline{}$				From:	(	0.46 MN 09-650 N	ORTH	-							
(755)	1.46	80	R	To:		00 616 901 17	11	ĺ		NA			NA		07/23/200
_				From:		09-616 SOUT 09-616 NORT									
(755)	2.70	30	R							NA			NA		07/18/200
	4.07			From:		09-754		-							07/10/000
(755)	4.67	330	R							NA			NA		07/18/2001
(Tes	0.70	30	R	From:		09-689		-		NA			NA		07/18/200
755	0.70			To:		09-684				147 (			107.		077107200
				From:		09-653									
(756)	1.80	50	R	т						NA			NA		07/11/200
				To: From:		09-616									
(757)	0.25	5100	G	96%	0%	SR 24 2% 1%	1%	0%	F	0.095	F	0.72	5200	G	2002
(131)	5.20			To:		09-619	. 70		<u> </u>	2.000		J., L	0200		
(757)	3.48	3800	G	From: 96%	0%	2% 1%	1%	0%	С	0.092	F	0.759	3800	G	2002
				To		09-758									
757	1.90	2800	G	96%	0%	2% 1%	1%	0%	F	0.095	F	0.695	2800	G	2002
				To:		09-1535									

						ediora iviaimeriano				Peak		Dir			
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Axle			$\cap$	Hour	QK	Dir Factor	AAWDT	QW	Year
Bedford County				From:		09-1535		1							
757)	1.47	2500	G	96%	0%	2% 1%	1%	0%	F	0.093	F	0.644	2500	G	2002
	1.62	200	R	To: From:		09-653 EAST				NA			NA		07/11/200
757	1.02			To: From:		09-616 SOUTH		]		14/1			14/ (		077117200
757	0.58	270	G	96%	0%	2% 1%	1%	0%	F	0.09	F	0.712	270	G	2002
757)	0.86	1300	G	From: 96%	0%	09-616 NORTH 2% 1%	1%	0%	F	0.093	F	0.819	1300	G	2002
(131)				To:		09-608									
(758)	2.81	1200	R	From:		Dead End				NA			NA		07/11/200
				To:		09-757									
759	0.10	490	R	From:		09-619				NA			NA		07/25/200
				To: From:		09-701									
759	2.15	100	R	To:		Dead End				NA			NA		07/25/200
				From:		09-634									
760	1.00	410	R							NA			NA		07/25/200
760)	0.50	6	R	From:		1.00 ME 09-634				NA			NA		07/25/200
				To:		Dead End									
(761)	0.75	250	R	From:		Dead End				NA			NA		1998
				To: From:		US 501									
761)	0.90	680	G	91%	1%	5% 1%	2%	0%	С	0.093	F	0.567	690	G	2002
(761)	0.80	280	R	From:		09-645 SOUTH				NA			NA		1998
				To: From:		09-645 NORTH									
761)	1.40	100	R	To:		Dead End		1		NA			NA		1998
				From:		Dead End									
762	1.00	50	R	To:		09-668 SOUTH		1		NA			NA		06/18/200
(762)	1.00	150	R	From:		09-668 NORTH				NA			NA		1998
(762)	1.00	130		To:		09-643 NORTH				INA			INA		1990
<del>(200</del> )	0.10	20	R	From:		US 501				NA			NA		1998
763	0.10	20		To-		Dead End				IVA			14/3		1000
	1.70	10	R	From:		Dead End				NA			NA		05/29/200
764)	1.70	10	IX.	To:		09-640				INA			INA		03/29/200
	2.00	40	R	From:		Dead End				NA			NA		05/29/200
765	2.00	40	, K	To:		09-640				INA			INA		03/29/200
(20)	2.20	40	R	From:		Dead End				NA			NA		05/29/200
766	2.20	40	Λ.	To:		09-640				INA			INA		001281200
	0.45	400	P	From:		ECL BEDFORE	)			NIA			NA		06/27/202
767)	0.45	100	R	To:		Dead End				NA			NA		06/27/200
	0.00	E0		From:		Dead End				NIA			NIA		06/04/000
768	0.60	50	R	To:		09-645				NA			NA		06/04/200
<del></del>			_												

					Bediord Maintenance Area							
Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Trai	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Bedford County				From:		1						
769	1.60	150	R		09-671		NA			NA		1998
				To:	Dead End							
$\bigcirc$				From:	09-607	]						
770	0.36	280	R	To:	Dead End	7	NA			NA		1998
				From:	09-732							
(771)	0.04	20	R	<u> </u>	07-732	_	NA			NA		06/27/2001
				To:	Dead End							
$\widehat{}$				From:	Dead End							
772	0.09	6	R				NA			NA		05/29/2001
				From:	09-875	]						
772	0.25	40	R	To:	00.600	7	NA			NA		1998
				From:	09-600	1						
773)	0.30	100	R		09-609	_	NA			NA		1998
(113)				To:	US 221	1						
				From:	Dead End	]						
774	0.80	100	R	_		-	NA			NA		07/23/2001
				To:	09-616							
	0.20	120	R	From:	09-699		NA			NA		1998
775)	0.20	120	IX		0.20.149.00.400	7	INA			INA		1990
(775)	0.49	120	R	From:	0.20 MS 09-699		NA			NA		1998
775)	0.10	0		To:	00.1400	7						1000
775)	0.81	60	R	From:	09-1490		NA			NA		07/23/2001
(75)	0.0.			To:	Dead End	1						0172072001
				From:	US 501							
(776)	0.10	190	R			_ =	NA			NA		1998
				To:	09-604							
	1.00	250		From:	US 460		NIA			NA		1000
(777)	1.00	350	R	To:	Dead End	7	NA			NA		1998
				From:	Dead End							
(778)	0.25	60	R		2000	_	NA			NA		1998
				To:	09-623							
$\bigcirc$				From:	US 221							
779	0.31	NA		To:	Dood End	7	NA			NA		
				From:	Dead End 09-698							
780	0.70	40	R		09-098	_	NA			NA		05/21/2001
(700)				To:	09-606	1						
				From:	09-644	]						
781)	0.80	100	R				NA			NA		1998
				To: From:	0.80 ME 09-644	}						
781	0.60	60	R	т	20.701	7	NA			NA		06/06/2001
				To: From:	09-621	<u> </u>						
(702)	0.20	20	R	erom:	SR 122	J	NA			NA		05/29/2001
782				To:	Dead End	<b>1</b>						
				From:	09-639							
783	0.10	3	R			_ _	NA			NA		05/29/2001
				To:	Dead End	<u> </u>						
	0.00	200	_	From:	09-714		NIA.			N1A		1000
784)	2.60	290	R	To:	09-715 SOUTH	7	NA			NA		1998
					0,710,000111							

					DC	culoru Mairiteriari	ce Alea								
Route	Length	AADT	QA	4Tire	Bus	Tr			()(;	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Bedford County				From:		09-715 NORTI	H	1							
784)	1.90	250	R	-						NA			NA		1998
				To:		US 460									
	0.06	20	R	From:		09-622				NA			NA		1998
785	0.00	20	IX.	To:		Dead End				INA			INA		1990
				From:		09-671									
786	1.20	30	R	_						NA			NA		06/13/2001
				To:		09-715									
	0.50	20	R	From:		Dead End				NA			NA		07/23/2001
787	0.50	20	K	To:		09-616		1		INA			INA		011231200
				From:		09-634		1							
788	0.50	50	R					,		NA			NA		07/25/2001
				To:		Dead End									
$\bigcirc$	0.40			From:		US 501				NI A			NIA		4000
789	0.10	20	R	To:		Dead End		1		NA			NA		1998
				From:		Dead End		1							
790	0.50	130	R			Doud End				NA			NA		07/16/2001
				To:		09-746									
				From:		Dead End								_	
791)	0.20	100	G	98%	0%	1% 0%	0%	0%	С	0.221	F	0.56	110	G	2002
791)	0.33	49	G	From: 98%	0%	09-619 1% 0%	0%	0%	F	0.198	F	0.667	49	G	2002
				To:		SR 24									
791)	0.20	80	R	From:		-				NA			NA		07/11/2001
				To: From:		0.20 ME SR 24	4								
791)	0.50	50	R							NA			NA		07/11/2001
				To:		Dead End									
700	0.15	30	R	From:		Dead End				NA			NA		06/20/2001
792	0.15	30	IX.	т.		GD 24				INA			INA		00/20/2001
(702)	0.36	150	R	From:		SR 24				NA			NA		1998
792				To:		0.36 ME SR 24	1								
(792)	0.94	50	R	From:		0.50 WIL SIC 2-	T			NA			NA		06/18/2001
				To:		Dead End									
				From:		09-608									
793)	2.00	30	R	To:		09-806				NA			NA		07/09/2001
				From:											
(794)	1.20	210	R			09-645				NA			NA		06/04/2001
(794)				To:		Dead End									
				From:		SR 122									
(795)	0.70	50	R	Tai		D 15 1				NA			NA		05/29/2001
				From:		Dead End									
796)	0.32	400	R	·····L		SR 24				NA			NA		07/25/2001
(130)				To:		09-635							<b>*</b>		
				From:		09-608									
797	0.03	20	R		_			_		NA			NA		07/09/2001
				To: From:		0.03 ME 09-60	8								
797	1.07	10	R	To:		D 10 1				NA			NA		07/09/2001
				10.		Dead End									

					Ве	edford Maintenar									
Route	Length	AADT	QA	4Tire	Bus	Tı 2Axle 3+Axle			ιν.	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Bedford County								1							
798)	0.50	100	R	From:		09-707				NA			NA		1998
	0.00	00		To: From:		0.50 ME 09-70	07			NΙΔ			NIA		00/40/0004
798)	0.90	80	R	To:		Dead End				NA			NA		06/18/2001
				From:		US 221									
799	0.30	150	R			03 221				NA			NA		1998
				To		Dead End									
				From:		Dead End									
800	1.10	130	R							NA			NA		07/11/200
				To:		09-758									
	2.25	4000	_	From:	20/	SR 122	20/	0%	_	0.000	_	0.540	1000	0	2002
801)	3.35	1900	G	93%	2%	3% 1%	2%	0%	С	0.099	F	0.542	1900	G	2002
	0.75	520	R	From:		SR 24				NA			NA		06/16/200
801)	0.75	320	K							INA			INA		00/10/200
	1.00	410	R	From:		09-747				NA			NA		07/16/200
801)	1.00	410	K	To:		09-746		1		INA			INA		07/10/200
				From:		US 460; US 221 V	VEST								
802	0.35	270	R	<u> </u>		03 400, 03 221 V	VEST			NA			NA		07/23/200
(602)				To:		US 460; US 221 I	EAST								
				From:		US 460									
803)	0.50	1200	G	93%	1%	2% 3%	1%	0%	С	0.094	F	0.619	1200	G	2002
000				To-		09-715									
				From:		Dead End									
804)	0.62	20	R							NA			NA		06/27/200
				To: From:		0.62 MN Dead	End								
804)	1.54	180	R							NA			NA		1992
				To-		09-714									
$\bigcirc$				From:		SR 122									
805	7.44	380	R	. —						NA			NA		07/02/200
				To:		09-626									
	1.20	90	R	From:		SR 122; 09-90	44			NA			NA		07/09/200
806	1.20	90	K	. —						INA			INA		07/09/200
$\bigcirc$	2.20	20		From:		09-793				NIA			NA		07/00/200
806	2.29	30	R	<u></u>						NA			NA		07/09/200
$\overline{}$	0.54	400		From:		2.29 MN 09-7	93			NI A			NIA		07/00/000
806)	0.51	100	R	To:		09-801				NA			NA		07/09/200
				From:		09-801									
807)	1.19	70	R			09-801				NA			NA		07/09/200
(607)			••	To:		GD 24		1							0.700/200
(007)	1.73	20	R	From:		SR 24				NA			NA		07/16/2001
807	1.70	20		. —		4 = 2 1 fg ap 2				147 (			14/ (		011101200
	0.05	20	R	From:		1.73 MS SR 2	.4			NA			NA		07/16/2001
807)	0.03	20	IX	To:		09-747				INA			INA		07/10/200
				From:		09-715		<u>'</u>							
808)	2.40	30	R	<u> </u>		07-113				NA			NA		06/20/2001
				To:		09-714 WES									
$\bigcirc$				From:		09-714 EAST									00/55/5
808	1.50	50	R							NA			NA		06/20/2001
0				From:		1.50 MS 09-714	EAS		}						
808	0.90	120	R							NA			NA		06/20/2001
<u> </u>				To:		09-712									

				ь										
Length	AADT	QA	4Tire	Bus				$\circ$	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
			From:		09-712									
0.10	200	R	To:		CD 24				NA			NA		06/20/2001
			From:											
0.06	30	R	<u> </u>		09-004				NA			NA		05/31/2001
			To:		Dead End	l								
0.00	•	_	From:		Dead End	l			NIA			NIA		00/44/0004
0.20	3	К	To:		09-622				NA			NA		06/11/2001
			From:			ty Line								
1.18	850	G	94%	1%			0%	С	0.103	F	0.552	860	G	2002
			To: From:		09-709									
1.57	3100	G	94%	0%	2% 1%	2%	0%	С	0.097	F	0.636	3200	G	2002
0.47	4400		From:	40/	US 460	40/	20/		0.400		0.540	4500		
0.47	4400	G	95%	1%		1%	0%	F	0.108	F	0.548	4500	G	2002
3 1/1	4200	G	From:	1%		10/2	O%	F	0 101	F	0.578	4200	G	2002
3.14	4200	G	33 70 Ta:	1 /0			070	į	0.101	•	0.570	4200	O	2002
0.48	10000	G	95%	1%			0%	С	0.098	F	0.612	11000	G	2002
			To:											
0.16	11000	G	95%	1%			0%	F	0.103	F	0.733	12000	G	2002
			To:		09-661									
0.99	9800	G	95%	1%		1%	0%	F	0.106	F	0.675	10000	G	2002
			To:		US 221									
0.70	200	В	From:		09-695				NΙΛ			NΙΔ		05/21/2001
0.70	200	K	To:		09-741				INA			INA		03/21/2001
			From:		Dead End	l								
0.50	10	R							NA			NA		06/27/2001
			To:											
1 15	70	В	From:		Dead End	l			NΙΛ			NΙΔ		05/20/2001
1.13	70	K	To:		SR 122				INA			INA		05/29/2001
			From:		09-715									
0.60	80	R							NA			NA		06/13/2001
			To:											
0.80	48	Р	From:		Dead End	l			NΔ			NΔ		07/18/2001
0.00	40	IX.	To:		09-754				INA			INA		07/10/2001
			From:		09-735									
1.80	20	R							NA			NA		06/27/2001
0.25	60	В	From:		Dead End	l			NΙΛ			NΙΔ		06/20/2001
0.33	80	K	To:		09-708				INA			INA		00/20/2001
			From:		SR 24		1							
1.20	180	R	_						NA			NA		06/27/2001
			To:											
0.10	20	D	From:		Dead Enc	l			NΙΛ			NIA		05/29/2001
0.10	30	ĸ	To:		09-601				INA			INA		U3/29/2001
			From:		SR 122									
0.30	170	R	<u> </u>						NA			NA		06/25/2001
			To-		Dead End	l								
	0.10  0.06  0.20  1.18  1.57  0.47  3.14  0.48  0.16  0.99  0.70  0.50  1.15  0.60  0.80  1.80  0.35  1.20  0.10	0.10 200  0.06 30  0.20 3  1.18 850  1.57 3100  0.47 4400  3.14 4200  0.48 10000  0.16 11000  0.99 9800  0.70 200  0.50 10  1.15 70  0.60 80  0.80 48  1.80 20  0.35 60  1.20 180	0.10 200 R  0.06 30 R  0.20 3 R  1.18 850 G  1.57 3100 G  0.47 4400 G  3.14 4200 G  0.48 10000 G  0.16 11000 G  0.99 9800 G  0.70 200 R  0.50 10 R  1.15 70 R  0.60 80 R  0.80 48 R  1.80 20 R  0.35 60 R  1.20 180 R	0.10   200   R	Length   AADT   QA   4Tire   Bus	Length   AADT   QA   4Tire   Bus     2Axle   3+Av   2Axle   3+Av   3+A	Length   AADT   QA   4Tire   Bus     Truck	Cangha   AADT   QA   4Tire   Bus   2Axle 3+Axle 1Trail 2Trail   2Trail   0.10   200   R	Length   AADT   QA   4Tire   Bus	Length   AADT   QA   4Tire   Bus	Length   AADT   QA   4 Tire   Bus	Length   AADT   QA   4Tire   Bus   2Ade 3Ade   1Trail   2Trail   2Trail	Length   AADT   QA   4Tire   Bus	Length   AADT   QA

					Bedford Maintenance Area		<u> </u>		F:			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	()(;	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Bedford County				From:	Dead End							
822	0.50	20	R	_		-' I	NA			NA		05/31/2001
				To:	09-638							
(022)	0.10	50	R	From:	Cul-de-Sac		NA			NA		06/25/200°
823)	0.10			To	09-1555							00/20/200
823)	0.36	140	R	From:	09-1333		NA			NA		06/25/200
				To: From:	09-1550							
823)	1.70	450	R	rioin.			NA			NA		06/25/2001
				To:	09-655							
	0.30	40	R	From:	09-643		NA			NA		06/13/200
824)	0.30	40	K	To:	Dead End		INA			INA		00/13/200
				From:	US 460							
825	0.15	190	R			•	NA			NA		06/20/200
				To: From:	0.15 ME US 460							
825	0.85	160	R				NA			NA		06/20/200
				To: From:	Dead End							
(026)	0.80	40	R	Fiolii.	Dead End		NA			NA		06/20/200
826	0.00			To:	09-628							00/20/200
				From:	09-695							
827)	0.30	250	R	. —			NA			NA		05/21/200
				Ta	09-770							
(020)	0.60	160	R	From:	SR 122		NA			NA		05/29/200
828	0.00	.00		To:	Dead End							00/20/200
				From:	Dead End							
829	0.30	20	R	_		-" 	NA			NA		05/21/200
				To:	09-617							
(20)	0.50	70	R	From:	US 221 WEST		NA			NA		06/13/200°
830	0.50	70		To:	US 221 EAST		INA			IVA		00/13/200
				From:	US 460; US 221 WEST							
831)	0.33	720	G	95%	2% 2% 0% 0% 0%	F	0.096	F	0.593	730	G	2002
				To: From:	09-684							
831)	0.54	930	G	95% To:	2% 2% 0% 0% 0%	С	0.105	F	0.598	940	G	2002
				From:	US 460; US 221 EAST							
832	0.70	50	R	110111.	Dead End		NA			NA		05/23/200
002				To:	SR 122							
				From:	09-626 SOUTH							
833	0.35	20	R	To	00.626.000.0000		NA			NA		06/20/2001
					09-626 NORTH							
834)	1.90	130	R	From:	Dead End		NA			NA		06/20/2001
(634)	1.00	100		To:	09-733		147 (			147.		00/20/200
				From:	Dead End							
835)	2.00	380	R	_		i	NA			NA		06/25/2001
				To:	09-608							
836)	1.40	350	R	From:	09-835	l	NA			NA		06/25/2001
030)				To:	09-654							
				From:	09-655							
837	0.30	70	R				NA			NA		06/25/2001
				To:	Dead End							

					Bedford Maintenance Area						
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	- QC Hou	()K	Dir Factor	AAWDT	QW	Year
Bedford County				From:	Dead End						
838	1.10	90	R			NA			NA		05/23/2001
				Tn·	SR 43						
(20)	1.25	190	R	From:	09-619	l NA			NA		07/23/2001
839	1.20	100	.,	To:	Dead End				147.		017207200
				From:	US 221						
840	1.20	350	R			NA			NA		06/18/2001
				To: From:	09-643						
841)	0.40	490	R	From:	09-643	l NA			NA		06/13/200
041)	0.10			To:	US 221						00/10/200
				From:	Dead End						
842	0.80	240	R	_		NA			NA		07/11/2001
				To:	09-616						
	0.27	30	R	From:	09-698 SOUTH	l NA			NA		07/23/2001
843	0.21	30	IX	To:	09-698 NORTH				INA		011231200
				From:	US 221						
845)	0.09	60	R			NA			NA		06/11/2001
				Tn·	Dead End						
	0.20	110	R	From:	US 501	l NA			NA		06/04/2001
846	0.20	110	K	To:	Dead End	INA 			INA		00/04/200
				From:	NCL LYNCHBURG						
847)	0.53	190	R			NA			NA		06/04/2001
				To-	Dead End						
$\bigcirc$	0.40	40	_	From:	09-811	NIA			NIA		00/40/0004
848)	0.13	48	R	To:	Dead End	NA I			NA		06/18/2001
				From:	09-640						
849	0.70	50	R		0, 212	NA			NA		05/23/2001
				To:	09-643						
$\bigcirc$	0.40	40	_	From:	SR 43	NIA			NIA		05/00/0004
850	0.10	10	R			NA			NA		05/23/2001
	0.30	48	R	From:	Dead End	NA			NA		05/23/2001
850	0.30	40	K	To:	09-640				INA		03/23/2001
				From:	Dead End						
851)	0.84	100	R			NA			NA		07/11/2001
				Tn-	09-758						
	0.30	70	В	From:	Cul-de-Sac	NIA.			NΙΔ		07/11/2001
852	0.30	70	R			NA			NA		07/11/2001
(0F2)	1.11	400	R	From:	09-1580	NA			NA		07/11/2001
852				To:	09-636						
				From:	Dead End						
853	2.55	520	R			NA			NA		07/03/2001
				To:	09-608						
(OF A)	0.29	1400	R	From:	US 221	l NA			NA		06/11/2001
854)	0.23	1700	11	To:	09-811	INA 			INA		JU/ 1 1/200 1
				From:	09-647						
855)	0.22	270	R			NA			NA		06/04/2001
				To:	09-856						

					Bediord Maintenance Area							
Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Bedford County				From:	09-856	1						
855)	0.45	160	R	<u> </u>	07-050	<u>.</u>	NA			NA		06/04/2001
				To-	Dead End							
650	0.30	90	R	From:	09-647		NA			NA		06/04/2001
856	0.30	30	K	To:	09-885	1	INA			INA		00/04/2001
				From:	09-635							
857	0.11	50	R	To:	D. IF. I	7	NA			NA		07/25/2001
				From:	Dead End 09-649	1						
858)	0.04	260	R	<u> </u>	07-049	_	NA			NA		06/18/2001
				To:	Campbell County Line							
$\bigcirc$	0.05	400	_	From:	09-619		N1.0			NIA		07/05/0004
859	0.05	120	R	To:	Dead End	1	NA			NA		07/25/2001
				From:	SR 122 SOUTH	l						
860	1.19	400	R			<b>-</b>	NA			NA		06/27/2001
				To:	SR 122 NORTH			_				
(OCA)	0.23	50	R	From:	SR 122		NA			NA		07/16/2001
861)	0.20			To	Dead End		147 (			147 (		0771072001
				From:	09-668							
863	0.65	480	R	To:	D 15 1	7	NA			NA		06/13/2001
				From:	Dead End 09-805	1						
864)	0.26	160	R	<u> </u>	09-803		NA			NA		07/02/2001
				To	SR 122							
	4.00			From:	Dead End							0=11110001
865)	1.30	170	R	To:	09-758	1	NA			NA		07/11/2001
				From:	09-828	<u>.</u> I						
866)	0.15	48	R			_	NA			NA		05/29/2001
				To:	Dead End							
007	0.35	20	R	From:	SR 122 SOUTH		NA			NA		07/16/2001
867	0.55	20	- 1	To:	SR 122 NORTH	1	INA			IVA		0771072001
				From:	SR 122 SOUTH							
(868)	0.30	20	R	. —		7	NA			NA		06/27/2001
				To: From:	SR 122 NORTH	1						
(869)	0.27	30	R	riom.	SR 122 SOUTH	<u> </u>	NA			NA		06/27/2001
0009				To:	SR 122 NORTH							
$\bigcirc$				From:	09-862							
870	0.06	100	R	To:	Dead End	1	NA			NA		06/11/2001
				From:	09-747	! 						
871)	0.38	60	R	<u> </u>	05 / 11	1	NA			NA		07/16/2001
				To	Dead End							
	0.00	70	-	From:	09-608		NIA			NIA		07/02/2024
872	0.90	70	R	To:	Dead End	1	NA			NA		07/02/2001
				From:	Campbell County Line							
873	0.15	500	R		•	<b>-</b>	NA			NA		06/11/2001
				To:	US 221	<u> </u>						
(074)	0.15	1400	R	From:	Campbell County Line	]	NA			NA		06/11/2001
874)	0.10	1400	ĸ	To:	US 221	1	INA			INA		00/11/2001

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC Peak QK Hour QK	Dir AAWDT (	QW Year
Bedford County				From:	09-772			
875)	0.15	6	R			NA	NA	05/29/200
				To-	Dead End			
	0.07	30	R	From:	09-811	NA NA	NA	06/11/200
876	0.07	30	K			I NA	INA	00/11/200
076	0.21	20	R	From:	0.07 ME 09-811	NA	NA	06/11/200
876	0.21			To:	Dead End	]		00/11/200
_				From:	09-653			
877)	0.05	20	R			NA	NA	07/11/200
				To:	Dead End			
070)	0.03	48	R	From:	SR 122	I NA	NA	06/27/200
878	0.00	70		To	Dead End		IVA	00/21/200
				From:	Roanoke County Line			
880	0.35	50	R			NA	NA	07/25/200
				To:	Dead End			
$\bigcirc$	0.50		_	From:	09-691 WEST			07/40/000
882	0.53	30	R	To:	09-691 EAST	NA I	NA	07/18/200
				From:	Dead End			
883)	0.58	370	R		Dead End	NA	NA	07/25/200
				To:	09-634			
				From:	09-621			
884	0.25	110	R	т	D 15 1	NA I	NA	06/06/200
				From:	Dead End			
005	0.25	70	R	From:	Cul-de-Sac	I NA	NA	07/25/200
885	0.20		• • • • • • • • • • • • • • • • • • • •	To:	09-883	]		017207200
				From:	SR 24 WEST			
886	2.05	390	R			NA	NA	07/25/200
				To:	SR 24 EAST			
	0.04	20	_	From:	09-699 SOUTH	N/A	NIA	07/00/000
887	0.21	20	R	To:	09-699 NORTH	NA I	NA	07/23/200
				From:	Dead End	!		
888)	1.77	420	R	<u> </u>	Denn End	NA	NA	07/02/200
				To: From:	ACCESS ROAD 1			
888)	1.14	200	R	r tolli.	Dead End; Gap Terminus	I NA	NA	07/02/200
000)				To	ACCESS RD 2	ı L		01702/200
888)	0.26	450	R	From:	ACCESS RD 2	NA	NA	07/02/200
				To:	09-626			
				From:	Dead End			
889	0.30	45	R	To:	22.521	NA I	NA	05/29/200
				From:	09-601			
900	0.30	130	R	rioni.	Dead End	I NA	NA	06/13/200
890	0.00		•••	To	09-718	]		00/ 10/200
				From:	SR 24			
891)	0.08	70	R			NA	NA	06/27/200
				To: From:	09-893	<del> </del>		
891)	0.02	NA			0.000	NA	NA	
				To	09-892			
892)	0.07	NA		From:	09-891	I NA	NA	
8921	0.07	IAM		To:	Dead End	IN/A	INA	

					begiord Maintenance Area							
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Bedford County				From:	Dead End	1						
893)	0.17	50	R		Dead End	ı	NA			NA		06/27/200
				To:	09-891							
$\bigcirc$	0.00	440	_	From:	Dead End		NI A			NIA		07/00/000
894	0.63	140	R	To:	09-888	1	NA			NA		07/02/2001
				From:	Dead End							
896	0.19	100	R			_	NA			NA		06/18/2001
				To:	US 460							
(007)	0.08	400	R	From:	Dead End	]	NA			NA		07/23/2001
897)	0.00	400	- 1	To:	US 460; US 221	]	14/1			14/4		017207200
				From:	Dead End							
900	0.12	48	R			1	NA			NA		07/18/2001
				To: From:	09-726							
(004)	0.09	NA		rioiii.	09-00725(B)/	1	NA			NA		
904)	0.00			To:	Dead End/							
				From:	Dead End							
905	0.18	6	R	To:	110 501	1	NA			NA		1998
				From:	US 501	l						
910	0.56	NA			Dead End/	1	NA			NA		
010				To:	SR-00122(B)/09-00721(U)/							
				From:	Dead End							
920	0.08	30	R	To:	09-626	1	NA			NA		06/20/2001
				From:	09-626							
921)	0.07	10	R		07-020	1	NA			NA		06/20/2001
				To:	Dead End							
$\bigcirc$	0.00	NIA		From:	09-00663(B)/		NIA			NIA		
930	0.32	NA		To:	Cul-de-Sac/	1	NA			NA		
				From:	Dead End							
940	0.13	20	R			•	NA			NA		1998
				To:	09-714							
	0.06	80	R	From:	09-1010	j	NA			NA		06/04/2001
1000	0.00	00	IX.	To:	09-1001	1	INA			INA		00/04/2001
				From:	Cul-de-Sac							
(1001)	0.29	48	R		20.4040	1	NA			NA		06/04/2001
				To: From:	09-1010							
(1006)	0.20	30	R	rioiii.	Cul-de-Sac	j	NA			NA		06/04/2001
(1000)				To:	09-794	<u> </u>						
				From:	09-1008							
(1007)	0.08	170	R	To:	Commball Country I in a	1	NA			NA		06/04/2001
				From:	Campbell County Line 09-1007	<u> </u>						
1008	0.23	130	R	<u> </u>	U7-1UU /	J	NA			NA		06/04/2001
				To:	Dead End							
				From:	Campbell County Line							00/05/22
1009	0.14	30	R	To:	Cul-de-Sac	1	NA			NA		06/06/2001
				From:	Campbell County Line	l						
1010	0.09	250	R	<u> </u>		1	NA			NA		06/04/2001
$\bigcup$				To:	09-1011							

Route	Length	AADT	QA	4Tire	Bus	()(')	eak lour	QK	Dir Factor	AAWDT	QW	Year
Bedford County				From:	_		- Ioui		1 actor			
(1010)	0.20	130	R		09-1011	1	NA			NA		06/04/2001
				To:	Dead End 09-1000							
1010	0.17	50	R		09-1000	' r	NΑ			NA		06/04/200
				To:	Cul-de-Sac							
$\bigcirc$	0.05	20		From:	Dead End					NIA		00/04/200
(1011)	0.05	30	R	To:	00 1012	!	NΑ			NA		06/04/200
(1011)	0.23	80	R	From:	09-1012	1	NA			NA		06/04/200
				To:	09-1010							
$\bigcirc$			_	From:	Cul-de-Sac							201211222
1012	0.03	30	R	To:	09-1011	<b>г</b>	NΑ			NA		06/04/200
				From:	Dead End							
(1013)	0.19	40	R	<u> </u>		1	NΑ			NA		06/06/200
				To: From:	09-1014							
(1013)	0.30	60	R	To:	0 1 10 4 1	1	NΑ			NA		06/06/200
				From:	Campbell County Line 09-1013							
(1014)	0.07	20	R		09-1013	1	NΑ			NA		06/06/200
				To:	Cul-de-Sac							
$\bigcirc$	0.40	200	_	From:	SR 24					NIA		07/05/000
(1015)	0.42	200	R	To:	Dead End		NΑ			NA		07/25/200
				From:	09-658							
1016	0.16	40	R			1	NΑ			NA		06/04/200
				To:	Dead End							
	0.05	48	R	From:	Cul-de-Sac	,	NΑ			NA		06/04/200
1017)	0.03	-10	IX.	Tov	09-1018	<b>'</b>	N/A			INA		00/04/200
(1017)	0.12	150	R	From:	09-1018	1	NA			NA		06/04/200
				To:	09-658							
$\bigcirc$	0.40		_	From:	09-1017							00/04/000
1018	0.16	60	R	To:	Cul-de-Sac	, , , , , , , , , , , , , , , , , , ,	NΑ			NA		06/04/200
				From:	Dead End							
(1020)	0.22	210	R			1	NΑ			NA		07/25/200
				To:	SR 24							
(1021)	0.30	160	R	From:	Cul-de-Sac	· •	NΑ			NA		07/25/200
1021)	0.00			To:	SR 24							0.720,200
				From:	SR 24							
1022	0.32	500	R	To:	Cal de See	1	NΑ			NA		07/25/200
				From:	Cul-de-Sac							
1023	0.41	240	R	<u> </u>	09-1022	' '	NA			NA		07/25/200
				To:	09-1024							
1023	0.27	80	R			ı	NΑ			NA		07/25/200
				To:	Cul-de-Sac							
1024	0.18	80	R	From:	09-1023		NΑ			NA		07/25/200
1024)	0.10			To:	Cul-de-Sac		47 \			INA		317237200
				From:	Cul-de-Sac							
1025	0.33	150	R	To:	OD 04	1	NA			NA		07/25/2001
				To:	SR 24							

					Deutoru Mairiteriance Area							
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Tra	 il QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Bedford County				From:	09-761	1						
1026	0.28	80	R	<u> </u>	07-701	_	NA			NA		06/04/200
				To:	09-1027							
$\bigcirc$				From:	09-1028							00/04/000
1027	0.06	48	R			_	NA			NA		06/04/200
	0.12	20		From:	09-1026		NIA			NΙΔ		06/04/200
(1027)	0.12	20	R	To:	Cul-de-Sac	7	NA			NA		06/04/200
				From:	09-1027	i						
1028	0.16	70	R			<b>-</b>	NA			NA		1997
				To:	Cul-de-Sac							
$\bigcirc$				From:	Dead End/							
1029	0.09	NA		To:	SR-00024(B)/	7	NA			NA		
				From:	09-658	+						
1030	0.23	360	R		07-036		NA			NA		06/04/200
				To:	09-1031	1						
1030	0.30	210	R	From:	0) 1031	_	NA			NA		06/04/200
				To: From:	09-1032	<del></del>						
1030	0.11	180	R	From:			NA			NA		06/04/200
$\bigcup$				From:	09-1033							
1030	0.47	140	R	-			NA			NA		06/04/200
				To:	Dead End							
	0.24	40	_	From:	09-1030		NIA			NIA		00/04/00/
1031)	0.21	48	R	To-	Cul-de-Sac	7	NA			NA		06/04/200
				From:	Cul-de-Sac							
1032	0.10	10	R		eur de sue	<b></b> !	NA			NA		06/04/200
				To: From:	09-1034	1						
1032	0.18	80	R			_	NA			NA		06/04/200
				To:	09-1030	<u> </u>						
	0.00	20		From:	Cul-de-Sac		NIA			NIA		06/04/200
1033	0.09	20	R	_		_	NA			NA		06/04/200
	0.15	70	R	From:	09-1034		NA			NA		06/04/200
1033	0.13	70	K	To:	09-1030	7	INA			INA		00/04/200
				From:	09-1032							
1034	0.23	20	R			_	NA			NA		06/04/200
				To:	09-1033							
$\bigcirc$				From:	Cul-de-Sac							00104100
1036	0.11	50	R	To-	09-658	7	NA			NA		06/04/200
				From:	Cul-de-Sac	1						
1040	0.23	48	R		Cui-de-Sac	_	NA			NA		07/25/200
1040				To:	09-635	1						
				From:	09-666							
1044)	0.12	40	R			_	NA			NA		06/11/200
				To:	Cul-de-Sac							
	0.22	80	R	From:	Cul-de-Sac		NA			NA		1998
1045	0.22	OU	ĸ	To:	US 221	7	INA			INA		1990
				From:	Cul-de-Sac							
1046	0.24	80	R			_	NA			NA		1998
				To-	09-646							

					Bedford Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	OC:	QK Dir Factor	AAWDT Q	N Year
Bedford County				From:	Cul-de-Sac	i			
1050)	0.32	70	R			NA		NA	07/11/200
$\bigcirc$				To:	SR 24				
$\bigcirc$	0.00	400	-	From:	09-653	]		NIA	4000
1052	0.22	130	R	To:	Cul-de-Sac	NA 1		NA	1998
				From:	09-853 SOUTH				
1055	0.33	20	R		07-633 300 111	NA		NA	07/02/20
				To:	09-853 NORTH				
<u> </u>				From:	09-1055				
1056	0.04	6	R		211.2	NA		NA	07/02/20
				To:	Cul-de-Sac				
	0.28	240	R	From:	NCL BEDFORD	) NA		NA	1994
1101	0.20	240	IX.	т	00.4400	11/7		IVA	1334
	0.14	60	R	From:	09-1102	NA		NA	1986
1101	0.14	00		To:	Dead End	]		INA	1500
				From:	Dead End				
1102	0.17	90	R			NA		NA	1986
$\bigcirc$				To:	09-1101				
$\bigcirc$	- 1-		_	From:	NCL BEDFORD	<u> </u>			4000
1103)	0.17	60	R	To:	Dead End	NA 1		NA	1986
				From:					
1104	0.40	210	R		NCL BEDFORD	NA NA		NA	1986
1009				To	09-1105				
				From:	NCL BEDFORD				
1105	0.08	800	R			NA		NA	1994
				To: From:	09-1106	<b> </b>			
1105	0.30	460	R			NA		NA	1986
				To: From:	09-1104	]			
1105	0.04	240	R			NA		NA	1986
			_	From:	09-1107	<del>}</del>			
1105	0.31	100	R	To:	09-1118	NA 1		NA	1994
				From:					
1106	0.08	200	R		09-1108	NA NA		NA	1986
				To:	09-1105				
				From:	09-1108				
1107	0.36	110	R			NA		NA	1994
<u> </u>				To:	09-1105				
	0.08	90	R	From:	09-1106	NA		NA	1986
1108	0.08	30	K	. —		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		INA	1900
1100	0.08	100	R	From:	09-1109 SOUTH	NA NA		NA	1986
1108	0.00	100	1	т	00 1100 NOPWY	11/7		INA	1900
1108	0.45	100	R	From:	09-1109 NORTH	NA		NA	1986
1100)	0.40			To:	09-1107	1			
				From:	09-1108 SOUTH				
1109	0.48	70	R			NA		NA	1986
				To:	09-1108 NORTH	<u> </u>			
			_	From:	09-1116	]			
1110	0.06	290	R	To	00 1114	NA 1		NA	1986
					09-1114	<u>i                                      </u>			

					Bedford Maintenance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Tra		Dir AAWDT QW actor	Year
Bedford County				From:	09-1114	<u> </u>		
1110	0.30	510	R		07-1117	NA	NA	1986
_				To: From:	09-1113	<u> </u>		
1110	0.13	990	R			NA -	NA	1994
	0.15	1200	R	From:	09-1112	NA NA	NA	1994
1110	0.15	1200	K	To:	WCL BEDFORD	1	INA	1994
_				From:	09-1114			
1111)	0.32	160	R			NA	NA	1986
_	0.40	400		From:	09-1113	]	- NA	1004
1111	0.13	120	R	To:	09-1112	NA 1	NA	1994
				From:	09-1111			
112	0.06	460	R			NA	NA	1986
				To:	09-1110			
	0.05	20	R	From:	Dead End	J NA	NA	1986
1113	0.00			To:	09-1115	1	14/ (	1000
1113	0.08	330	R	From:	07-1113	NA NA	NA	1986
				To: From:	09-1111	<del> </del>		
1113)	0.07	400	R			NA	NA	1994
				To: From:	09-1110	1		
1114	0.08	300	R	Piolii.	09-1115	J NA	NA	1994
114				To:	09-1111	1		
1114	0.07	140	R	From:	6) IIII	NA	NA	1986
				To:	09-1110			
	0.35	120	R	From:	09-1114	NA	NA	1986
1115	0.33	120	K	To:	09-1113	]	INA	1900
				From:	09-1110			
1116	0.02	480	R			NA NA	NA	1994
				To: From:	WCL BEDFORD	1		
1118	0.32	60	R	rioin.	Cul-de-Sac	J NA	NA	1998
1118)				To:	09-1105	1		
1118	0.50	100	R	From:		NA	NA	1994
				To:	Cul-de-Sac LOOP			
	0.07	100	R	From:	NCL BEDFORD	J NA	NA	1998
1119	0.07	100		To	BEGIN LOOP	1	INA	1330
1119	0.73	50	R	From:	BEGIN LOOF	NA	NA	1998
$\bigcup$				To:	END LOOP			
$\overline{}$	0.00	400	_	From:	09-718	]	NIA.	00/40/00
1120	0.08	100	R			NA T	NA	06/13/20
1120	0.05	20	R	From:	09-1121	NA	NA	06/13/20
				To:	Dead End	]		
				From:	Dead End			
1121)	0.09	50	R	To:	09-1120	NA T	NA	06/13/20
				From:	09-644	<u> </u>		
1125	0.16	70	R	<u> </u>		NA NA	NA	1994
				To:	Dead End	1		

					Bediord Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC Peak	QK Dir Factor	AAWDT QV	V Year
Bedford County				From:	SR 43 SOUTH				
1128	0.21	70	R		3K 43 300 III	NA		NA	1986
				To: From:	09-1129				
1128	0.05	80	R	110111.		NA		NA	1994
				To:	SR 43 NORTH				
	0.10	70		From:	09-1128	NIA		NΙΔ	1004
1129	0.10	70	R	To:	SR 43	NA		NA	1994
				From:	Dead End				
1130	0.42	250	R			NA		NA	07/16/200
				To: From:	09-1131				
1130	0.08	300	R	. —		NA		NA	07/16/200
				To:	09-680				
1131	0.10	60	R	From:	09-1130	NA		NA	07/16/200
1131)	0.10			To:	Dead End	101		14/1	01/10/200
				From:	09-1136				
1135	0.04	80	R			NA		NA	1986
				To-	SCL BEDFORD				
	0.00	20	В	From:	Dead End	NIA		NΙΛ	1006
1136	0.08	20	R			NA		NA	1986
	0.17	60	R	From:	09-1135	NA		NA	1986
1136	0.17	00	K	т	00.1107	INA		INA	1900
1136	0.11	30	R	From:	09-1137	NA		NA	1986
1136	• • • • • • • • • • • • • • • • • • • •			To:	Cul-de-Sac				.000
_				From:	09-1136				
1137	0.03	20	R	. —		NA		NA	1986
				To:	Cul-de-Sac				
	0.06	20	R	From:	Cul-de-Sac	NA		NA	1986
1138	0.00	20		To:	09-714	100		10.0	1000
				From:	Dead End				
1140	0.07	460	R			NA		NA	1994
				To:	US 460				
	0.27	20		From:	Cul-de-Sac	NIA		NΙΔ	1986
1141)	0.27	30	R	To:	WCL BEDFORD	NA		NA	1900
				From:	Dead End				
1142	0.10	80	R			NA		NA	1994
				To:	US 460				
$\bigcirc$	0.00	20	-	From:	09-671 WEST	NIA		NIA	4004
1146	0.09	80	R	To:	09-1147 WEST	NA		NA	1994
				From:	09-1147 EAST				
1146	0.10	90	R			NA		NA	1986
				To:	09-671 EAST				
1117	0.19	80	R	From:	09-1146	NA		NA	1986
1147	0.13	00	11	To:	09-1146	INA		1 W-1	1300
				From:	09-723				
1150	0.26	100	R			NA		NA	1998
				To: From:	09-1151				
1150	0.32	30	R			NA		NA	06/27/200
				To:	Cul-de-Sac				

					Bediord Maintenance Area						
Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Trai	(1)('	() K	Dir Factor	AAWDT	QW	Year
Bedford County				From:	Cul-de-Sac						
1151	0.12	20	R		Cui-de-sac	J NA			NA		1998
				To: From:	09-1150						
(1151)	0.16	40	R			N/	L		NA		1998
				To: From:	Cul-de-Sac	1					
(1200)	0.08	50	R		Cul-de-Sac	J NA			NA		06/06/200
				To:	09-659	1					
$\bigcirc$			_	From:	09-1206						
1201	0.08	300	R			N/	L		NA		1994
	0.09	90	R	From:	09-621	N/			NA		1986
1201)	0.03	30		To:	09-1202	1			IVA		1300
1201)	0.10	60	R	From:	09-1202	N/			NA		1986
				To:	09-1203	1					
$\bigcirc$	0.40			From:	Dead End	]					1000
1202	0.10	40	R	_		N/	L		NA		1986
1202	0.19	60	R	From:	09-1204	N/			NA		1986
1202)	0.13	- 00		To:	09-1201				IVA		1300
1202	0.12	48	R	From:	09-1201	N/	ı		NA		1986
				To-	Cul-de-Sac	1					
$\bigcirc$	0.45	20	_	From:	09-1204	]			NIA		4000
1203	0.15	20	R	_		NA •			NA		1986
4000	0.06	30	R	From:	09-1201	N/			NA		1986
1203	0.00			To	Cul-de-Sac	1			14/1		1000
				From:	09-621	]					
1204	0.09	300	R			N/			NA		1994
_	0.00			From:	09-1202	]			NIA		4000
1204	0.08	80	R			N/			NA		1986
(1204)	0.09	60	R	From:	09-1203	N/			NA		1986
1204)	0.00			To:	09-1205	1	•				
1204	0.06	20	R	From:	69 1203	N/			NA		1986
				To:	Cul-de-Sac						
	0.09	40	_	From:	Cul-de-Sac	]			NIA		1986
1205	0.09	40	R	То:	09-1204	N/ ]	L		NA		1900
				From:	Dead End						
1206	0.15	140	R			N/			NA		1994
<u> </u>				From:	09-1201	}					
1206	0.15	140	R	To:	Dead End	N/ 1			NA		1994
				From:	Dead End	1					
1207)	0.13	48	R	<u> </u>	Dena Ziiu	N/			NA		06/06/200
				To:	Dead End	<u> </u>					
$\cap$	0.40	120	D	From:	09-1207				NIA		06/06/200
1208	0.19	120	R	To-	09-1209	N/ 1	Ī		NA		06/06/200
				From:	Dead End	<u>.                                      </u>					
1209	0.58	370	R			N/			NA		06/06/200
$\overline{}$				To:	09-621	]					

					Bedford Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC Peak Hour	()K	oir AAWDT Q ctor	W Year
Bedford County				From:	09-1212				
(1210)	0.34	1000	R			NA		NA	06/06/200
				To	WCL LYNCHBURG				
$\bigcirc$	0.00		-	From:	Cul-de-Sac	]		NIA	00/00/00/
1211)	0.06	20	R	To:	09-1210	NA 1		NA	06/06/200
				From:	Cul-de-Sac				
1212	0.47	120	R		our de bue	NA		NA	06/06/20
				To:	09-1210				
$\sim$				From:	Cul-de-Sac				
1214	0.37	6	R	To:	00 1227	NA 1		NA	06/06/20
				From:	09-1227	<u> </u>			
1010	0.08	40	R	rioiii.	Dead End	NA		NA	06/06/20
1216	0.00	40	• • • • • • • • • • • • • • • • • • • •	To:	09-660	]		10/	00/00/20
				From:	Cul-de-Sac				
1217)	0.09	40	R			NA		NA	06/06/20
				To:	09-1214				
$\overline{}$				From:	09-1212				
1218)	0.20	100	R	To	Cul-de-Sac	NA 1		NA	06/06/20
				From:		<u> </u>			
1219)	0.15	50	R		09-1213	J NA		NA	06/06/20
1219)	00			To:	Cul-de-Sac	]			00/00/20
				From:	09-660				
1220	0.40	80	R			NA		NA	06/06/20
_				To: From:	09-1221	]			
1220	0.04	100	R	_		NA		NA	06/06/20
				To:	Dead End				
	0.12	200	В	From:	09-660	]		NIA	06/06/20
1221)	0.13	200	R	. —		NA 1		NA	06/06/20
	0.20	100	R	From:	09-1222	NA		NA	06/06/20
1221	0.20	100		To	09-1220	]		IVA	00/00/20
				From:	Cul-de-Sac				
1222	0.14	70	R			NA		NA	06/06/20
				To:	09-1221				
$\bigcirc$				From:	09-643				
1223	0.40	90	R	To:	09-1224	NA 1		NA	06/13/20
				From:	Cul-de-Sac	l			
1224	0.13	20	R	<u> </u>	Cui-ue-Sac	I NA		NA	06/13/20
				To:	09-1223				
				From:	09-660				
1225)	0.18	90	R	_		NA		NA	06/06/20
				To-	Cul-de-Sac				
	0.22	100	R	From:	Cul-de-Sac	] NA		NA	06/06/20
1227)	0.22	100	^	To:	09-1214	]		INA	00/00/20
				From:	Cul-de-Sac	I			
1229	0.22	110	R			NA		NA	06/11/20
$\bigcirc$				To:	09-662				
				From:	Dead End				
1231)	0.09	410	R	т	00.1000	NA 1		NA	06/11/20
				To:	09-1232				

Route	l enath	AADT	QΔ	4Tire	Bus 20-day 21-Add 47-rail 27-rail	OC Pea		Dir - , AAWDT (	QW Year
Bedford County	Lengui	AAD 1		-111C	2Axle 3+Axle 1Trail 2Trail	Hou	ır Giv F	actor	xvv I Gal
	0.47	300	R	From:	09-1231	N <i>A</i>		NA	06/11/2001
1232	0.47	300	K	To-	Cul-de-Sac	]	l	INA	00/11/2001
				From:	09-1232				
(1233)	0.16	70	R			N/		NA	06/11/2001
				To:	Cul-de-Sac				
	0.10	40	R	From:	09-1209	]		NA	06/06/2004
1238)	0.10	40	ĸ	To:	Dead End	NA I		NA	06/06/2001
				From:	09-609				
1239	0.18	1000	R			N/		NA	1998
				To: From:	09-1240				
1239	0.20	120	R			N/		NA	06/06/2001
				To: From:	Dead End 09-1246				
(1239)	0.17	30	R	<u> </u>	0)-1240	I NA		NA	06/06/2001
				To:	09-1247				
				From:	09-1439				
1240	0.46	1000	R			N/		NA	1998
				To: From:	09-1245				
1240	0.91	960	R			N/A	1	NA	1998
	2.25	1100	_	From:	09-1241	<del></del>			4000
(1240)	0.65	1100	R	To:	09-621	NA I		NA	1998
				From:	09-1240				
(1241)	0.08	30	R		07-1240	I NA		NA	1998
				To:	Cul-de-Sac				
				From:	09-1240				
(1242)	0.06	40	R			N.A	1	NA	1998
				To:	Cul-de-Sac				
	0.08	48	R	From:	Cul-de-Sac	l NA		NA	1998
1243	0.00	-10		To:	09-1240	1	•	10.0	1000
				From:	Cul-de-Sac				
(1244)	0.05	30	R			N/	1	NA	1998
				To:	09-1240				
$\bigcirc$	0.05	20	_	From:	Cul-de-Sac	]		NIA	4000
1245	0.05	20	R	To:	09-1240	N <i>A</i> 1	1	NA	1998
				From:	09-1239				
1246	0.04	20	R	<u> </u>	0) 120)	N.A		NA	06/06/2001
<u> </u>				To:	Cul-de-Sac				
$\bigcirc$				From:	Cul-de-Sac				
(1247)	0.05	10	R	To:	09-1239	NA I	1	NA	06/06/2001
				From:		<u> </u>			
1250	0.69	140	R		09-660 SOUTH	I NA		NA	06/06/2001
1230				To:	09-660 NORTH				
				From:	09-1252				
(1251)	0.21	200	R	т —	22.55	N.A		NA	06/06/2001
				To:	09-660				
(1050)	0.28	80	R	From:	Cul-de-Sac	] NA		NA	06/06/2001
(1252)	0.20	UU	^	To-	Cul-de-Sac	]	1	INA	00/00/2001
_				From:	Cul-de-Sac	<u>.                                      </u>			
1253	0.25	150	R			N/		NA	1998
				To:	09-660				

					Bedford Maintenance Area	Peak	Di-		
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC Hour	QK Dir Factor	AAWDT QV	/ Year
Bedford County				From:	Cul-de-Sac	1			
(1254)	0.24	60	R		Cui-dc-Suc	NA		NA	06/06/2001
				To: From:	09-1255	<u> </u>			
(1254)	0.18	70	R	To	09-660	NA 1		NA	1998
				From:	09-1254	<u> </u>			
1255	0.22	130	R		07-1254	NA		NA	1998
				Tn·	09-660	<u> </u>			
$\bigcirc$	0.15	420	_	From:	09-1257	NIA		NΙΔ	06/06/2004
1256	0.15	130	R	To:	09-1254	NA ]		NA	06/06/2001
				From:	Cul-de-Sac				
(1257)	0.18	80	R			NA		NA	06/06/2001
				Tn·	Cul-de-Sac	<u> </u>			
(1260)	0.19	180	R	From:	09-1261	J NA		NA	1998
(1260)	0.10	100		To:	09-663	1		14/1	1000
				From:	Cul-de-Sac				
(1261)	0.25	70	R	To:	0.1.1.0	NA 1		NA	1998
				From:	Cul-de-Sac	1			
(1270)	0.05	150	R		09-1271	J NA		NA	1998
(1.2.7.9)				To:	09-663	]			
$\bigcirc$				From:	09-1270				
(1271)	0.20	130	R	To	09-1273	NA 1		NA	1998
				From:	Cul-de-Sac	<u> </u>			
(1272)	0.05	20	R	<u> </u>	Cur-de-Sac	NA		NA	1998
				To:	09-1271				
$\bigcirc$	0.05	20		From:	Cul-de-Sac	]		NIA	4000
1273	0.05	30	R	To:	09-1271	NA <b>1</b>		NA	1998
				From:	09-662	1			
(1280)	0.40	90	R			NA		NA	1998
				To:	Cul-de-Sac				
(1290)	0.17	50	R	From:	Dead End	NA		NA	1998
(1290)	0.17	50	- 1	To:	09-1291	1		IVA	1000
1290	0.10	170	R	From:	09-1291	NA		NA	1998
				To:	US 460	]			
			_	From:	Cul-de-Sac	]			4000
1291	0.42	100	R	To:	09-1290	NA 1		NA	1998
				From:	09-626	<u>.                                    </u>			
1300	0.56	100	R			NA		NA	07/02/2001
				Tn·	Cul-de-Sac				
_	0.72	230	R	From:	Dead End	NA NA		NA	07/02/2001
(1301)	0.12	200		To:	09-626			1 1/7	0110212001
				From:	Dead End				
(1302)	0.09	20	R			NA		NA	07/02/2001
				To:	09-626	<u> </u>			
(1303)	0.15	20	R	From:	Dead End	) NA		NA	07/02/2001
	0.10			To:	09-626	1			
<u>-</u>									

					Bediord Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	- QC Pea	()K	r AAWDT QV	V Year
Bedford County				From:					
1304)	0.10	20	R	T TOILL.	09-656	NA		NA	07/02/200
1304				To:	09-656				
_				From:	09-656				
1305	0.04	20	R	_		NA		NA	07/02/200
				To:	Cul-de-Sac				
	0.20	100	R	From:	Cul-de-Sac	NA		NA	07/02/200
1306	0.20	100		To:	09-656			NA	01/02/20
				From:	Cul-de-Sac				
1307	0.15	48	R			NA		NA	07/02/20
				To: From:	09-1308				
1307	0.15	100	R			NA		NA	07/02/20
				To:	09-656				
	0.03	6	R	From:	Cul-de-Sac	NA		NA	07/02/20
1308	0.03	0	K	To:	09-1307	INA		INA	01102120
_				From:	Cul-de-Sac				
1309	0.17	40	R		0.00 0.00	NA		NA	07/02/20
				To:	09-656				
$\bigcirc$	2.42			From:	09-621				00/00/00
1319	0.16	70	R	To:	Cul-de-Sac	NA		NA	06/06/20
				From:	BEGIN LOOP				
1320	1.50	580	R		BEGIN LOOP	NA		NA	07/23/20
1320)				To-	09-619				
				From:	09-1320				
1321	0.16	60	R	_		NA		NA	07/23/20
				To:	Cul-de-Sac				
	0.13	40	R	From:	09-1320	NA		NA	07/23/20
1322	0.13	40	K	To:	Cul-de-Sac	INA		INA	01123120
				From:	09-1320				
1323	0.11	40	R			NA		NA	07/23/20
				To:	Cul-de-Sac				
$\bigcirc$	0.40		_	From:	09-1320				07/00/00
1324	0.10	30	R	To:	Cul-de-Sac	NA		NA	07/23/20
				From:	09-1320				
1325	0.06	40	R	<u> </u>	07-1320	NA		NA	07/23/20
				Tn:	Cul-de-Sac				
				From:	Cul-de-Sac/				
1335	0.22	NA		т.	00.00711.77	NA		NA	
				To:	09-00711(B)/				
1340)	0.10	270	R	From:	09-811	NA NA		NA	1998
1340)	J. 10			To:	09-1341	18/7	·	14/1	
				From:	Dead End				
1341	0.37	200	R			NA		NA	1998
<u> </u>				To:	Dead End				
$\bigcirc$	0.01	440	_	From:	09-1341			NIA	4000
1342	0.21	140	R	To:	Cul-de-Sac	NA		NA	1998
				From:	09-1342				
1343)	0.13	70	R	<u> </u>	07-13-12	NA		NA	1998
				To-	Cul-de-Sac				

					Bed	lford Maintenan	ice Area								
Route	Length	AADT	QA	4Tire	Bus	Tri 2Axle 3+Axle		(	)( :	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Bedford County				From:				-							
(1344)	0.19	NA		rioiii.		09-811				NA			NA		
(1344)	00			To:		09-1345									
$\bigcirc$				From:		Cul-de-Sac									
(1345)	0.44	NA		To:		Cul-de-Sac		_		NA			NA		
				From:		09-711									
(1346)	0.50	150	R	<u> </u>		0,711				NA			NA		1998
				To:		Cul-de-Sac									
$\bigcirc$	0.04	20	-	From:		09-1351				NIA			NIA		4000
1350	0.21	20	R	To:		09-704				NA			NA		1998
				From:		Dead End									
(1351)	0.02	6	R							NA			NA		06/18/200
<u> </u>				To: From:		09-1350		$\Box$ $\vdash$							
(1351)	0.14	20	R							NA			NA		1998
				To:		Cul-de-Sac									
(1353)	0.28	NA		From:		09-704				NA			NA		
(1353)	0.20			To:		09-1355									
				From:		09-1353									
(1354)	0.17	NA								NA			NA		
				To:		Cul-de-Sac									
(1055)	0.14	NA		From:		Cul-de-Sac				NA			NA		
(1355)	0.14	144		To-		Cul-de-Sac				1471			147 (		
				From:		Cul-de-Sac									
(1381)	0.06	40	R							NA			NA		1998
				To:		09-1380									
4000	0.12	40	R	From:		09-1425				NA			NA		1998
(1382)	0.12	40		To:		Cul-de-Sac				147 (			147 (		1000
				From:		09-1384									
(1383)	0.25	160	R							NA			NA		1998
				To:		09-1380									
(1384)	0.08	320	R	From:		09-1383				NA			NA		1998
(1364)	0.00			To:		09-1240									
				From:		09-1240									
1385	0.18	NA		т		00.1204				NA			NA		
				To: From:		09-1384	,								
(1386)	0.16	NA		rioiii.		09-01387(B)/				NA			NA		
(1300)	00			To:		09-01425(B)/	,								
				From:		Cul-de-Sac/									
1387	0.38	NA		To:		00.01200.05				NA			NA		
				To:		09-01388(B)/									
(1388)	0.20	NA				Cul-de-Sac/				NA			NA		
		-		То:		Cul-de-Sac/							-		
				From:		Cul-de-Sac									
(1400)	0.32	150	R	_T						NA			NA		1994
				To: From:		09-702									
	0.10	70	R	riom:		US 460				NA			NA		06/18/200°
(1401)				To-		09-1402									
	•					•									

					Bedford Maintenance Area		_					
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Bedford County				From:	09-1403	1						
(1402)	0.10	50	R	_		_	NA			NA		06/18/200
				Tn·	09-1401							
	0.10	40	R	From:	US 460	İ	NA			NA		06/18/200
(1403)	0.10	40	K	To:	09-1402	1	INA			INA		00/10/200
				From:	09-668							
(1404)	0.24	80	R			-	NA			NA		1998
				To:	Cul-de-Sac							
	0.22	60	R	From:	Cul-de-Sac	ļ	NA			NA		1998
(1405)	0.22	00	IX	To:	09-668	1	INA			INA		1990
				From:	Cul-de-Sac							
(1407)	0.38	70	R			-	NA			NA		06/06/200
				To:	Dead End							
$\bigcirc$	0.20	NA		From:	09-01431(R)/	]	NIA			NA		
1408	0.29	NA		To:	Shadow of:733705/	1	NA			INA		
				From:	US 221							
(1410)	0.80	210	R			_	NA			NA		06/18/200
				To-	Dead End							
$\bigcirc$	2.24	4=0	_	From:	US 221							4000
(1411)	0.04	170	R			-	NA			NA		1998
$\overline{}$	0.41	80	R	From:	09-1412	<u> </u>	NA			NA		1998
(1411)	0.41	00	K	To-	Cul-de-Sac	1	INA			INA		1990
$\bigcirc$				From:	TO BE DELETED	j						
(1411)	0.68	60	R	To:	Cul do Soo	1	NA			NA		06/13/200
				From:	Cul-de-Sac 09-1413	<u> </u>						
(1412)	0.06	90	R	<u> </u>	07-1413	1	NA			NA		1998
				To:	09-1411	]						
				From:	09-1412							
(1413)	0.26	70	R	To:	0.11.0	1	NA			NA		1998
				From:	Cul-de-Sac	<u> </u>						
(1414)	0.13	190	R	r tom.	09-1415	1	NA			NA		1998
(1414)				To:	Cul-de-Sac							
				From:	US 221							
1415)	0.29	7000	R		WIGH FYRITATION -	1	NA			NA		1994
				To:	WCL LYNCHBURG							
	0.05	100	R	From:	Cul-de-Sac	J	NA			NA		1998
1416	0.00	100		To:	09-1415	1	147 (			147 (		1000
				From:	Dead End	1						
1420	0.13	80	R			•	NA			NA		1986
				To: From:	09-1422	}						
1420	0.03	80	R			-	NA			NA		1986
				To-	Campbell County Line	<u> </u>						
	0.12	840	R	From:	US 221	J	NA			NA		1994
(1421)	0.12	040	ĸ	т	22.112.1	1	INA			INA		1994
(1424)	0.04	450	R	From:	09-1424		NA			NA		1986
(1421)	U.U <del>-</del>	-700		Ta	00.1422	<u>.                                    </u>	14/-1					1500
(1421)	0.04	310	R	From:	09-1422	,	NA			NA		1986
				To:	Campbell County Line	<u></u>						

							arrichario.									
Route	Length	AADT	QA	4Tire	Bus	2Axle	Truc 3+Axle	k 1Trail	2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Bedford County				From:		06	9-1421		1							
(1422)	0.06	240	R			0	7-1421				NA			NA		1994
				To:		09	9-1420									
				From:		De	ad End									
1423	0.06	46	R								NA			NA		1986
				To: From:		09	9-1424		-							
1423	0.10	20	R								NA			NA		1986
				To:		Campbel	l County Li	ne								
$\bigcirc$				From:		09	9-1423									
(1424)	0.06	180	R								NA			NA		1994
				To:			9-1421									
	0.57	450	_	From:		09	9-1240				NI A			NIA		4004
1425	0.57	450	R								NA			NA		1994
				From:		09	9-1427									
(1425)	0.27	3000	R								NA			NA		1986
<u> </u>				To: From:			IS 221		-							
(1425) Graves Mill Rd	0.26	16000	G	96%	1%	1%	1%	1%	0%	С	0.094	F	0.532	17000	G	2002
				To:			'NCHBUR	G								
$\bigcirc$				From:		U	IS 221									
(1426)	0.36	2400	R								NA			NA		06/11/2001
				To:			9-1425									
	0.00	4000	_	From:		U	IS 221									00/00/0004
1427	0.82	1600	R	Tai		0.0	2 1 425				NA			NA		06/06/2001
							9-1425									
	0.06	20	ь	From:		Cu	l-de-Sac				NIA			NΙΔ		1006
1428	0.06	30	R								NA			NA		1986
				To: From:		09	9-1429									1000
(1428)	0.12	100	R	Tai			0.661				NA			NA		1986
							9-661									
	0.20	co	ь	From:		09	9-1440				NIA			NΙΔ		1006
1429	0.20	60	R	To:		06	9-1428		1		NA			NA		1986
				From:												
(1430)	0.13	970	R			0	9-663				NA			NA		1994
(1430)	0.10	370	1								IVA			IVA		1334
$\bigcirc$	0.12	400	В	From:		09	9-1431				NIA			NΙΔ		1006
1430	0.13	490	R	To:		06	9-1403		1		NA			NA		1986
				From:			9-1430		 							
	0.23	1200	R			0:	9-1430				NA			NA		1994
(1431)	0.20	1200	1								IVA			IVA		1334
	0.53	290	R	From:		09	9-1434				NA			NA		1986
(1431)	0.53	230	ĸ								NΑ			INA		1900
	2 2 -	400	_	From:	-	09	9-1432	-								4000
1431)	0.35	120	R								NA			NA		1986
				To: From:		09	9-1439									
(1431)	0.12	90	R								NA			NA		1986
				To: From:		09	9-1455		-							
(1431)	0.32	20	R								NA			NA		1986
				To: From:		09	9-1407									
(1431)	0.12	NA		O.III. <u>K</u>							NA			NA		
$\bigcup$				To:		09	9-1408									
_				From:		De	ad End							<u> </u>		<u> </u>
(1432)	0.19	49	R								NA			NA		1986
$\bigcup$				To:		09	9-1433									

					Bedford Maintenance Area				
Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Tra	()(:	()K	AAWDT QW	Year
Bedford County				From:	09-1433	1			
(1432)	0.03	170	R		09-1433	J NA		NA	1986
1432				To:	09-1431	1			
(1432)	0.17	90	R	From:	07-1431	NA NA		NA	1994
1.102				To:	Dead End	1			
				From:	09-1432				
1433	0.19	90	R			NA		NA	1986
				To:	Dead End				
	0.22	640	R	From:	09-1431			NA	1994
(1434)	0.22	040	K			NA ■		INA	1994
(1434)	0.28	150	R	From:	09-1435	NA		NA	1986
(1434)	0.20	130	IX.	To:	Dead End	7		INA	1300
				From:	09-1434				
1435	0.04	400	R	<u> </u>	02 113 1	NA NA		NA	1994
				To:	09-1436	1			
(1435)	0.27	180	R	From:		NA		NA	1986
				To:	09-1437	1			
(1435)	0.15	60	R	From:		NA		NA	1986
				To:	Dead End	1			
$\bigcirc$				From:	Dead End				
(1436)	0.28	170	R	To:	00.1425	NA T		NA	1986
				From:	09-1435	1			
(497)	0.20	40	R	From:	09-1435	J NA		NA	1986
(1437)	0.20		• • • • • • • • • • • • • • • • • • • •	To	Dead End	7		10.0	1000
				From:	09-1437	l			
(1438)	0.08	30	R			NA		NA	1986
				To:	Cul-de-Sac				
				From:	Cul-de-Sac	]			
1439	0.19	40	R	To:	00 1421	NA T		NA	1986
				From:	09-1431				
(1440)	0.09	650	R		09-661	NA NA		NA	1994
1440	0.00			To:	09-1441				
(1440)	0.15	190	R	From:	09-1441	NA		NA	1986
				To:	09-1446	1			
(1440)	0.03	150	R	From:	U7-1 <del>14</del> U	NA		NA	1986
				To:	09-1442	1			
(1440)	0.11	120	R	From:	02 1112	NA		NA	1986
				To:	09-1429	1			
(1440)	0.39	110	R	From:		NA		NA	1986
				To:	09-661				
$\sim$				From:	09-1440	]			
1441)	0.08	290	R			NA		NA	1994
				To: From:	09-1443				
(1441)	0.03	90	R			NA		NA	1986
<u> </u>				To: From:	09-1444	]			
(1441)	0.09	50	R			NA		NA	1986
				To: From:	09-1445	]			
(1441)	0.13	30	R	To:	00 1442	NA T		NA	1986
					09-1442	<u> </u>			

					Bedford Maintenance Area			
Route	Length	AADT	QA	4Tire	BusTruckTruck-2Axle 3+Axle 1Trail 2Trai	()(: (	QK Dir AAWDT C Factor	W Year
Bedford County				From:	09-1440	<del>                                     </del>		
1442	0.08	240	R		0,1110	NA	NA	1994
_				To: From:	09-1447	]		
1442	0.07	49	R			NA	NA	1986
				From:	09-1448	<del></del>		4000
1442	0.06	30	R	To:	09-1441	NA <b>1</b>	NA	1986
				From:	09-1441			
1443)	0.04	20	R			NA	NA	1986
				To:	Cul-de-Sac			
	0.05	30	R	From:	Cul-de-Sac	J NA	NA	1986
1444)	0.00	30		To:	09-1441		IVA	1300
				From:	Dead End			
1445)	0.05	20	R	<u>-</u>		NA	NA	1986
				To: From:	09-1441	]		
1445)	0.02	20	R	To:	Dead End	NA 1	NA	1986
				From:	09-1440	<u> </u>		
1446	0.08	30	R		07-14-0	NA NA	NA	1986
				To:	Cul-de-Sac	1		
$\widehat{}$				From:	Dead End			
1447)	0.03	30	R			NA	NA	1986
	0.05			To: From:	09-1442	<u> </u>		4000
1447)	0.05	40	R	To:	Dead End	NA T	NA	1986
				From:	09-1442			
1448)	0.04	30	R		05 1112	NA	NA	1986
				To:	Cul-de-Sac			
$\overline{}$				From:	Cul-de-Sac	J		
1449	0.06	40	R	To:	09-661	NA T	NA	1986
				From:	09-661			
1451)	0.14	80	R	<u> </u>	07 001	NA NA	NA	06/11/20
				To:	Cul-de-Sac			
$\overline{}$				From:	09-1431	J		
1455	0.14	60	R			NA _	NA	1986
	0.40	47	В	From:	DEERTRACK DR	, NIA	NΙΛ	1000
1455	0.13	47	R	To:	Cul-de-Sac	NA T	NA	1986
				From:	Cul-de-Sac	<u>.</u>		
1457)	0.11	70	R	_		NA	NA	1998
$\bigcirc$				To:	09-1431			
	0.40	400		From:	09-1465		NIA	07/00/00
1460	0.18	190	R			NA	NA	07/23/20
	0.04	250	R	From:	09-1464	NA NA	NA	07/23/20
1460	0.04	200	17	To	00.14/2	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	INA	01123120
1460)	0.06	310	R	From:	09-1463	NA	NA	07/23/20
1400)	0.00			To:	09-1462	1	1.0.1	5.720,20
1460)	0.24	380	R	From:	U7-1 <del>'1</del> U∠	NA	NA	07/23/20
				Ta	09-1461	1		
1460)	0.31	480	R	From:	V/ 1.01	NA	NA	07/23/20
				To:	09-619	1		

					Bediord Maintenance Area						
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	()(:	( )k	Dir Factor	AAWDT	QW	Year
Bedford County				From:	Cul-de-Sac						
(1461)	0.09	30	R		Cui-de-Sac	N/	A		NA		07/23/2001
				Tn·	09-1460						
$\bigcirc$		_		From:	Cul-de-Sac						
1462	0.10	48	R	To:	09-1460	N/	A		NA		07/23/2001
				From:	Cul-de-Sac						
(1463)	0.16	48	R		Cui-de-Sac	l N	Ą		NA		07/23/2001
1403				To:	09-1460						
				From:	09-1460						
(1464)	0.09	20	R			N/	A		NA		07/23/2001
				To:	Cul-de-Sac						
	0.37	110	R	From:	Dead End	l N			NA		07/23/2001
1465)	0.37	110	K	-		IN/ I	٠		INA		07/23/2001
	0.20	70	R	From:	09-1460	N/	١		NA		07/23/2001
1465	0.20	70	IX	To:	Cul-de-Sac		٦.		INA		0112312001
				From:	09-619						
(1470)	0.22	80	R	_		N	A		NA		07/18/2001
				To:	Cul-de-Sac						
$\bigcirc$	0.40	4000		From:	US 221						1001
(1474)	0.19	1000	R	To:	09-1476	N/	4		NA		1994
				From:	US 221						
(1475)	0.18	700	R		03 221	N/	A		NA		1994
				To:	Campbell County Line						
				From:	Campbell County Line						
1476	0.17	210	R			N	Ą		NA		1986
				From:	09-1477						
(1476)	0.06	550	R	To:	00 1474	N/	A		NA		1994
				From:	09-1474						
(1477)	0.05	20	R		Cul-de-Sac	l Na	Δ		NA		1986
1477)	0.00			To:	09-1476	. <del></del>	•				
(1477)	0.02	200	R	From:	07-14/0	N/	A		NA		1998
				To:	Campbell County Line						
				From:	09-622						
(1480)	0.34	120	R			N/	4		NA		1998
				From:	09-1481						
(1480)	0.48	70	R	To:	Cul-de-Sac	N/	4		NA		1998
				From:	09-1480						
(1481)	0.29	80	R		09-1480	l Na	Ą		NA		1998
				To:	Dead End						
				From:	09-1480						
(1482)	0.25	70	R			N/	A		NA		1998
				To:	09-1481						
	0.37	290	R	From:	US 221	l N	Δ		NA		06/11/2001
1489	0.31	230	11	To:	09-666	11/	•		INA		50/ 1 1/200 I
				From:	Dead End						
(1490)	0.09	30	R			N/	A		NA		07/23/2001
				To:	09-775						
$\bigcirc$				From:	09-622						
(1491)	0.29	NA		To:	Cul-de-Sac	N/	4		NA		
					Cui-uc-Sac						

					Bedford Maintenance Area						
Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Trail	()(:	()K	Dir Factor	AAWDT	QW	Year
Bedford County				r- 1		i ioui		. 20101			
(1497)	0.25	420	R	From:	09-623	NA NA			NA		1998
(1431)				To:	Campbell County Line						
$\bigcirc$	0.45	450	_	From:	09-1497						1000
(1498)	0.15	150	R	To:	Campbell County Line	NA I			NA		1998
				From:	09-623						
(1500)	0.13	200	R			NA			NA		1994
C. I. II.C t				To:	Campbell County Line						
Campbell County				From:	Campbell County Line						
(1500)	0.11	40	R	To:	C-1 J- C	NA I			NA		1994
Bedford County				10.	Cul-de-Sac						
				From:	09-655						
(1501)	0.38	120	R	To:	Cul-de-Sac	NA I			NA		06/25/200
				From:	Cul-de-Sac						
1502	0.06	20	R	<u> </u>	Cui-dc-5ac	NA			NA		06/25/200
				To: From:	09-1503						
1502	0.14	130	R	To:	00.655	NA 1			NA		06/25/200
				From:	09-655 Dead End						
(1503)	0.12	60	R		Dead End	NA			NA		06/25/200
				To:	09-1504	]					
1503	0.10	90	R	110111.		NA			NA		06/25/200
_				To: From:	09-1502	<del></del>					
(1503)	0.15	40	R	To:	Dead End	NA I			NA		06/25/200
				From:	Cul-de-Sac						
(1504)	0.07	30	R	_		NA			NA		06/25/200
				To:	09-1503						
(1505)	0.15	48	R	From:	Cul-de-Sac	NA			NA		06/25/200
(1303)				To:	09-655						
$\bigcirc$				From:	09-1514						22/1/222
(1507)	0.70	270	R			NA			NA		06/11/200
(1507)	0.34	NA		From:	09-1508	NA			NA		
(1507)	0.04	147		To:	Cul-de-Sac	]			147.		
				From:	Cul-de-Sac						
(1508)	0.06	40	R	To:	09-1507	NA I			NA		06/11/200 ⁻
				From:	09-1507	<u>!</u>					
(1509)	0.08	40	R	<u> </u>		NA			NA		06/11/200 ⁻
$\overline{}$				To:	Cul-de-Sac						
1510)	0.18	330	R	From:	09-811	NA			NA		1994
1510	0.10		••	To:	09-1511	I					.551
(1510)	0.04	30	R	From:	07-1511	NA			NA	_	1986
				To:	Dead End						
	0.20	170	R	From:	Dead End	NA			NA		1994
(1511)	0.20	170	Λ.	To:	09-1510	INA			14/4		1334

					Bedfo	ord Maintenar	nce Area							
Route	Length	AADT	QA	4Tire	Bus	Ti 2Axle 3+Axle	rucke 1Trail 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Bedford County							i							
(1513)	0.16	40	R	From:		09-1514			NA			NA		06/11/200
(1513)	0.10	-10		To:		Cul-de-Sac			147 (			147 (		00/11/200
				From:		09-622								
(1514)	0.83	400	R						NA			NA		1998
				To:		Cul-de-Sac								
	0.40		_	From:		END LOOP	•							1000
(1515)	0.40	50	R						NA			NA		1986
	0.05	40	_	From:		09-1516			NI A			NIA		4000
(1515)	0.25	40	R						NA			NA		1986
	0.33	100	D	From:		BEGIN LOO	P		NIA			NΙΔ		1006
(1515)	0.32	100	R	To:		09-622	1		NA			NA		1986
				From:		Cul-de-Sac								
1516	0.13	40	R			Cui-de-Sac			NA			NA		1986
(1516)	00		••	To:		09-1515								
				From:		Cul-de-Sac								
(1517)	0.21	48	R						NA			NA		07/11/200
				To:		09-750								
				From:		Cul-de-Sac								
1518)	0.10	50	R						NA			NA		06/25/2001
				To: From:		09-1520								
1518	0.10	60	R						NA			NA		06/25/200
				To: From:		09-1519								
1518	0.07	80	R						NA			NA		06/25/200
				To: From:		09-1521								
1518	0.06	200	R						NA			NA		06/25/2001
				To:		09-655								
				From:		Cul-de-Sac								00/07/000
(1519)	0.05	10	R	To:		09-1518	1		NA			NA		06/25/2001
				From:			ļ							
(1500)	0.05	6	R	T TOIL.		Cul-de-Sac			NA			NA		06/25/200
1520	0.00	Ū	•••	To:		09-1518	1							00/20/200
				From:		09-1518								
(1521)	0.20	100	R						NA			NA		06/25/200
				To:		09-1523								
(1521)	0.18	60	R	From:					NA			NA		06/25/2001
				To:		09-1522								
(1521)	0.16	48	R	From:					NA			NA		06/25/2001
				To:		Cul-de-Sac								
				From:		Cul-de-Sac								
(1522)	0.10	30	R						NA			NA		06/25/2001
				To:		09-1521								
	0.40	20	Б	From:		Cul-de-Sac			NIA			NIA		06/25/202
(1523)	0.16	30	R	To:		09-1521	1		NA			NA		06/25/2001
				From:		09-655	<u> </u>							
(1524)	0.30	20	R	<u> </u>		09-033	J		NA			NA		06/25/200
				To:		Cul-de-Sac								
				From:		09-1527								
1525	0.22	120	R						NA			NA		1986
				To:		09-622								

					Bedford Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trai	OC:	QK Dir Factor	AAWDT QW	Year
Sedford County				From:	09-1527	i			
1526)	0.30	250	R		07=1327	NA		NA	1986
				To	09-622				
$\overline{}$				From:	Cul-de-Sac				4000
1527	0.37	20	R			NA -		NA	1986
	0.13	30	R	From:	09-1596	NA NA		NA	1000
1527	0.13	30	K			1N <i>F</i> A		INA	1986
1507	0.09	40	R	From:	09-1529	NA		NA	1986
1527	0.00		• • • • • • • • • • • • • • • • • • • •	To	00 1529	1			1000
1527	0.08	60	R	From:	09-1528	NA		NA	1986
				To:	09-1526	1			
1527	0.09	80	R	From:	07 1320	NA		NA	1986
				To: From:	09-1525	-			
1527	0.06	170	R	From:		NA		NA	1986
				To:	Campbell County Line				
$\overline{}$	0.07	440	-	From:	09-1527	]		NIA	4000
1528	0.37	140	R	To:	09-622	NA 1		NA	1986
				From:	09-1527				
1529	0.09	40	R		07-1327	NA		NA	1986
				To:	09-1545				
1529	0.16	50	R	From:		NA		NA	1986
				From:	09-1533				
1529	0.07	20	R			NA		NA	1986
				To:	Dead End				
$\bigcirc$	0.24	80	R	From:	Dead End	NA		NA	1986
1530	0.24	00	K	To:	09-622	]		INA	1900
				From:	Dead End	<u> </u>			
1531)	0.07	20	R	<u></u>		NA		NA	1986
				To: From:	09-1534	]			
1531)	0.09	120	R			NA		NA	1986
				To: From:	09-1532	]			
1531)	0.10	730	R			NA		NA	1994
				To:	09-622				
1500	0.13	380	R	From:	09-1531	NA NA		NA	1994
1532	0.10	000	• • • • • • • • • • • • • • • • • • • •	To:	09-1533	1		10.0	100-1
1532	0.04	30	R	From:	09-1533	NA		NA	1986
		-		To:	Cul-de-Sac	]			
				From:	Dead End	]			
1533)	0.13	40	R			NA		NA	1986
				To: From:	09-1546	]			
1533	0.09	50	R			NA		NA	1986
				To: From:	09-1529	<del> </del>			
1533	0.10	90	R			NA		NA	1986
				To: From:	09-1534	<del></del>			
1533)	0.09	300	R	To:	09-1532	NA 1		NA	1994
				From:	09-1531	<u>!</u> 			
1534	0.13	140	R	<u></u>	09-1331	) NA		NA	1986
		-		To:	09-1533	1			

Route	Length	AADT	QA	4Tire	Bus		QC Peak Hour	QK Dir Factor	AAWDT	QW	Year
Bedford County				-							
	0.12	80	R	From:	09-1533		NA		NA		1986
1534	0.12	00		To-	Cul-de-Sac		14/-3		14/-3		1300
				From:	Dead End	i					
1535)	0.46	140	R				NA		NA		07/11/200
				To:	09-757						
$\bigcirc$				From:	Cul-de-Sac						
1536	0.37	NA		To:	09-1507	_	NA		NA		
				From:	09-1536						
1537	0.10	NA		<u> </u>	09-1330		NA		NA		
1307)				To:	Cul-de-Sac						
				From:	Cul-de-Sac						
1538	0.12	80	R	'			NA		NA		07/25/200
				To: From:	09-1539						
1538	0.06	140	R				NA		NA		07/25/200
				To:	09-619						
	0.00	40	_	From:	09-1583		<b>.</b>		N.1.A		07/05/00/
1539	0.06	40	R	To:	Dead End		NA		NA		07/25/200
				From:	09-619						
1540	0.18	140	R		09-019		NA		NA		07/25/200
1340)				To:	09-1541						
1540	0.13	48	R	From:	07-1341		NA		NA		07/25/200
				To:	Dead End						
				From:	09-1540						
1541)	0.17	50	R				NA		NA		07/25/200
				To:	Dead End						
	0.04	400	_	From:	09-755		<b>.</b>		N.1.A		07/44/00/
1542	0.21	160	R				NA		NA		07/11/20
$\overline{}$	0.47	70		From:	09-1543		NIA		NIA		07/44/00/
1542	0.17	70	R	To:	Cul-de-Sac		NA		NA		07/11/200
				From:	09-1542						
1543)	0.11	40	R		0, 10.2		NA		NA		07/11/200
				To:	Cul-de-Sac						
				From:	Cul-de-Sac						
1545	0.07	40	R				NA		NA		1986
_				From:	09-1546						
1545	0.04	70	R	To:	00.1520		NA		NA		1986
				From:	09-1529						
4540	0.11	30	R	From:	09-1545		NA		NA		1986
1546	0.11	00	• • • • • • • • • • • • • • • • • • • •	To:	09-1533		14/1		1471		1000
				From:	Begin Loop						
1547	0.51	NA			<u> </u>		NA		NA		
				To: From:	09-1548	$\neg$ $\vdash$					
1547	0.46	110	R				NA		NA		07/09/200
				To-	09-655						
			_	From:	09-1547						07/00/07
1548	0.12	48	R	To:	Cul do Soo		NA		NA		07/09/200
				From:	Cul-de-Sac						
(1549)	0.10	NA			Cul-de-Sac/		NA		NA		
	0.10				09-01547(B)/		11/1		. */ `		

					bediord Maintenance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC Peak Hour QI	K Dir AAWDT Factor	QW Year
Bedford County				From:	Cul-de-Sac	i		
1550	0.10	40	R	<u> </u>	Cui-uc-Sac	NA NA	NA	06/25/200
				To: From:	09-1551	]		
1550	0.41	230	R			NA	NA	06/25/200
	0.42	240	_	From:	BENT TREE	<u> </u>		00/05/000
(1550)	0.13	240	R	To:	09-823	NA <b>1</b>	NA	06/25/200
				From:	09-1550			
(1551)	0.13	180	R			NA	NA	06/25/200
				From:	BEGIN LOOP	<del></del>		
(1551)	0.59	40	R	To:	END LOOP	NA 1	NA	06/25/200
				From:	09-823	<u> </u>		
1555	0.19	50	R		07 023	NA	NA	06/25/200
				To:	Dead End			
$\bigcirc$	0.40	00	_	From:	09-1567	N/A	NIA	4000
(1558)	0.18	80	R	To:	Campbell County Line	NA 1	NA	1986
				From:	09-1567			
1559	0.08	30	R			NA	NA	1986
				To:	Cul-de-Sac			
	0.16	45	R	From:	09-622	] NA	NA	06/11/200
(1562)	0.10	40	K	To	Cul-de-Sac	]	INA	00/11/200
				From:	Cul-de-Sac			
(1563)	0.23	40	R			NA	NA	06/11/200
				To:	09-1570			
	0.19	49	R	From:	09-1573	NA	NA	1986
1564	0.19	-13	IX	To:	Dead End	1	INA	1900
				From:	09-1573			
(1565)	0.11	90	R			NA	NA	1986
				To:	Cul-de-Sac			
(1566)	0.07	30	R	From:	Cul-de-Sac	J NA	NA	1986
(1500)	0.07			To:	09-1573	]		1000
				From:	09-1573			
(1567)	0.14	510	R			NA	NA	1994
				From:	09-1572	<del></del>		
1567	0.11	490	R			NA	NA	1986
	0.09	510	R	From:	09-1559	NA	NA	1986
(1567)	0.09	310	IX	т	00.1550	1	IVA	1900
(1567)	0.09	520	R	From:	09-1558	NA	NA	1986
(1307)				To:	09-1598	]		
				From:	Cul-de-Sac	]		
1568	0.09	90	R	T	00.1570	NA	NA	1986
				To: From:	09-1573	<u> </u>		
(1569)	0.08	47	R	From:	09-1573	NA	NA	1986
1303	0.00	71		To:	Cul-de-Sac	]	LVZ	1000
				From:	09-622			<del></del>
1570	0.31	500	R			NA	NA	06/11/200
				To-	09-1573			

					Bec	dford Maintena	nce Area							
Route	Length	AADT	QA	4Tire	Bus	T 2Axle 3+Axle	ruck e 1Trail 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Bedford County				P										
	0.09	30	R	From:		09-1573			NA			NA		1986
(1571)	0.03	30		To		Cul-de-Sac	1		INA			IVA		1300
				From:		09-1573								
(1572)	0.33	240	R			** ***			NA			NA		1986
				To: From:		09-1567	-							
(1572)	0.07	50	R	rioiii.					NA			NA		1986
				To:		Dead End								
$\widehat{}$				From:		Campbell County	Line							
1573)	0.07	1800	R						NA			NA		1994
<u> </u>				To: From:		09-1565								
(1573)	0.03	1300	R						NA			NA		1986
<u> </u>				To: From:		09-1566								
1573	0.08	1100	R						NA			NA		1986
				To: From:		09-1567								
1573	0.03	1200	R						NA			NA		1986
				To: From:		09-1568								
1573	0.06	1300	R				_		NA			NA		1986
				To: From:		09-1569								
(1573)	0.03	1400	R						NA			NA		1986
				To: From:		09-1570								
1573	0.13	1500	R	<u>-</u>			-		NA			NA		1986
				To: From:		09-1571								
1573	0.10	1500	R	riom.					NA			NA		1986
				To: From:		09-1572								
1573	0.11	1600	R	riom.					NA			NA		1986
				To-		09-1564								
1573	0.14	1700	R	riom.					NA			NA		1986
<u> </u>				To: From:		09-1574	 							
(1573)	0.13	1200	R	riom.					NA			NA		1986
				To:		Dead End								
				From:		09-1573								
1574)	0.21	320	R						NA			NA		1986
<u> </u>				To: From:		09-1575								
1574)	0.26	700	R						NA			NA		1994
				To:		09-661								
	0.00	•	_	From:		Dead End			N.1.A			NIA		4000
1575	0.03	6	R	To:		09-1574	1		NA			NA		1986
				From:		09-661 WES	T							
1576	0.12	470	R			09-001 WES	1		NA			NA		1994
1576				To:		09-1578 SOU	ru L							
1576	0.06	340	R	From:		09-13/8 300	111		NA			NA		1994
1576				To:		00 1500								
1576	0.12	260	R	From:		09-1590			NA			NA		1994
(1576)				To		00.1570								
1576	0.12	180	R	From:		09-1579			NA			NA		1994
(1576)	J. 12	100		_{T.}		00.1550375			. 1/1			14/4		1007
(1576)	0.12	230	R	From:		09-1578 NOR	1H		NA			NA		1994
(15/6)	0.12	200	1	т		20 :			14/7			INA		1334
	0.27	610	R	From:		09-1577			NA			NA		1994
1576	0.21	310	ĸ	To:		09-661 EAS	Γ		INA			INA		1334
						501 2.10								

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC L	eak our	QK ,	Dir actor	AAWDT	QW	Year
Bedford County						П	oui	ſ	actor			
1577	0.13	140	R	From:	Cul-de-Sac	1	NA			NA		1994
(1577)	0.10	140		To	09-1576		•			1471		1004
				From:	09-1576 WEST							
1578	0.28	100	R	To:	00.1576.F.ACT	1	NΑ			NA		1994
				From:	09-1576 EAST 09-1576							
(1579)	0.15	130	R		07-1370	1	NΑ			NA		1994
				To:	Cul-de-Sac							
$\bigcirc$			_	From:	Cul-de-Sac							
1580	0.74	130	R	To:	09-852	Γ 	NΑ			NA		07/11/200
				From:	Cul-de-Sac							
(1581)	0.22	50	R		ou do out	1	NΑ			NA		07/11/200
				To:	09-1580							
$\bigcirc$	0.07		_	From:	09-1580					NIA		07/44/000
1582	0.07	20	R	To:	Cul-de-Sac	г 	NΑ			NA		07/11/200
				From:	Cul-de-Sac							
(1583)	0.10	20	R		3.00	1	NΑ			NA		07/11/200
				Tn·	09-1580							
$\bigcirc$	0.40			From:	Cul-de-Sac							07/44/000
1584	0.13	30	R	To:	09-1580	<b>Г</b>	NΑ			NA		07/11/200
				From:	09-758							
(1585)	0.15	70	R		07 730	1	NΑ			NA		07/11/200
				To:	Cul-de-Sac							
$\bigcirc$	0.40		_	From:	Cul-de-Sac							201111222
1586	0.18	60	R	To:	09-1527	<b>.</b>	NΑ			NA		06/11/200
				From:	09-1581							
(1587)	0.07	10	R	<u> </u>	07-1361	1	NΑ			NA		1998
				To:	Cul-de-Sac							
			_	From:	Cul-de-Sac							
(1588)	0.11	20	R			ſ	NΑ			NA		07/11/200
$\bigcirc$	0.30	100	R	From:	09-1589		NA			NA		07/11/200°
1588	0.30	100	K	To:	09-653		NA.			INA		07/11/200
				From:	Cul-de-Sac							
(1589)	0.23	30	R			1	NΑ			NA		07/11/200
				Tn·	09-1588							
$\bigcirc$	0.40	050		From:	09-661		.1.0			NIA		4000
(1590)	0.12	250	R	. —		l'	NΑ			NA		1998
(F00)	0.06	120	R	From:	09-1592	1	NA			NA		1998
1590	0.00	120		To:	00 1501		•			14/1		1000
(1590)	0.14	70	R	From:	09-1591		۱A			NA		1998
	-			To:	09-1576							
(1590)	0.05	50	R	From:	V) 10/0	1	NΑ			NA		1994
				To:	Cul-de-Sac							
			_	From:	09-1590	_				***		
(1591)	0.04	20	R	To:	Cul-de-Sac	1	NΑ			NA		1998
				From:	09-1590							
1592	0.05	20	R	<u> </u>	U7-137U	1	NΑ			NA		1998
				To:	Cul-de-Sac							

					Bedford Maintenance Area							
Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Trail	C)C:	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Bedford County												
1595)	0.14	20	R	From:	Cul-de-Sac		NA			NA		1986
				To:	09-1596							
1595	0.38	120	R	From:	07-1370		NA			NA		1986
				To-	Campbell County Line							
				From:	Dead End							
1596	0.01	3	R				NA			NA		1986
				To: From:	09-1595							
1596	0.10	20	R	To:	09-1527		NA			NA		1986
				From:	09-1567							
1598	0.15	800	R		09-1307		NA			NA		1994
				To:	Campbell County Line							
				From:	Dead End							
1600)	0.24	680	R	_			NA			NA		07/25/20
				To:	09-619							
	0.20	100	В	From:	09-1606		NIA			NΙΔ		06/19/20
1603	0.28	100	R	To:	Cul-de-Sac		NA			NA		06/18/20
				From:	09-1606							
1604	1.01	100	R		02 1000		NA			NA		06/18/20
				To:	09-1603							
$\sim$				From:	Cul-de-Sac							
1605	0.07	30	R	To:	00.1704		NA			NA		06/18/20
				From:	09-1604							
1606)	0.50	530	R	FIOIII.	Cul-de-Sac		NA			NA		1998
1606)	0.00			To:	09-811							1000
				From:	09-1606							
1607	0.08	40	R				NA			NA		1998
				To:	Cul-de-Sac							
$\bigcirc$				From:	Cul-de-Sac							1000
1608	0.15	70	R	To:	09-811		NA			NA		1998
				From:	Cul-de-Sac							
1609	0.18	100	R	<u> </u>	Cui-de-Sat		NA			NA		1998
				To:	09-811							
				From:	09-811							
1610	0.25	500	R				NA			NA		1994
				To: From:	09-1612							
1610	0.22	300	R	. —			NA			NA		1994
				To:	09-1613							
	0.08	50	R	From:	09-1610		NA			NA		1994
1612	0.00	30	IX	To:	Dead End		INA			INA		1334
				From:	Dead End							
1613	0.04	30	R	4			NA			NA		1994
				From:	09-1610							
1613	0.10	140	R				NA			NA		1994
				To: From:	09-1614							
1613	0.05	50	R				NA			NA		1994
				To:	Dead End							
$\overline{}$			_	From:	Dead End							
1614	0.08	20	R	To:	00 1712		NA			NA		1994
					09-1613							

_					Bedford Maintenance Area	Peak		Dir	
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	()(:	()K	actor AAWDT	QW Year
Bedford County				From:	09-811				
1616)	0.19	70	R			NA		NA	1998
				To:	Cul-de-Sac				
	0.10	20	R	From:	09-1616	] NA		NA	06/18/20
1617	0.10	20	ĸ	To:	Cul-de-Sac	1 NA		INA	00/10/20
				From:	Cul-de-Sac				
1620)	0.70	400	R			NA		NA	1998
				To:	09-811				
				From:	09-1620				
1621	0.25	210	R			NA		NA	1998
				To: From:	09-1622				
1621	0.21	80	R	_		NA NA		NA	1998
				To:	Cul-de-Sac				
$\bigcirc$	0.47	70	_	From:	09-1621	]		NIA	4000
1622	0.17	70	R	To:	Cul-de-Sac	NA 1		NA	1998
				From:	Cul-de-Sac	l			
(1628)	0.47	120	R		Cui-de-Sac	NA		NA	1998
1020				To:	09-635				
				From:	Cul-de-Sac				
1629	0.18	80	R	-		NA		NA	1998
				To:	09-635				
				From:	09-635				
(1630)	0.06	890	R			NA		NA	07/25/20
				To: From:	09-1637				
(1630)	0.23	500	R			NA		NA	07/25/20
				From:	09-1632	<u> </u>			
1630	0.09	370	R			NA		NA	07/25/20
				To: From:	09-1633	]			
(1630)	0.38	110	R	. —		NA		NA	07/25/20
				To:	Cul-de-Sac				
$\bigcirc$	0.20	70	ь.	From:	Cul-de-Sac	]		NIA	07/25/20
1632	0.29	70	R	To:	09-1630	NA 1		NA	07/25/20
				From:	Cul-de-Sac				
(1633)	0.16	50	R	<u> </u>	Cui-qc-3ac	NA		NA	07/25/20
1033				To:	09-1635				
(1633)	0.38	240	R	From:	07-1033	I NA		NA	07/25/20
1033)				To:	09-1634	1			
(1633)	0.06	260	R	From:	07-1034	NA		NA	07/25/20
(1633)				To:	09-1630				
				From:	Cul-de-Sac				
(1634)	0.12	40	R	-		NA		NA	07/25/20
				To:	09-1633				
$\bigcirc$				From:	09-1633				
1635)	0.20	70	R	т.	0.11.0	NA		NA	07/25/20
				To:	Cul-de-Sac				
	0.44	40	ь.	From:	Cul-de-Sac	]		N I A	07/05/04
1636	0.11	40	R	To:	09-1635	NA 1		NA	07/25/20
				From:		I			
(1637)	0.23	90	R		Cul-de-Sac	NA		NA	07/25/20
1037	0.20		.,	To:	09-1640	]		1471	31120/20
					0, 10.0				

					Be	dford Maintenar	ice Area								
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Bedford County															
1637)	0.06	180	R	From:		09-1640				NA			NA		07/25/2001
				To: From:		09-1639									
1637	0.06	330	R							NA			NA		07/25/200
				From:		09-1638									0=10=1000
1637	0.09	390	R	To:		09-1630				NA			NA		07/25/2001
				From:		09-1637									
1638	0.09	48	R	<u> </u>		07 1037				NA			NA		07/25/200
				To:		Cul-de-Sac									
$\bigcirc$	2.22	400	_	From:		Cul-de-Sac									07/05/000
1639	0.32	130	R	To:		09-1637				NA			NA		07/25/200
				From:		Cul-de-Sac									
(1640)	0.08	40	R	<u></u>		eur de Sue				NA			NA		07/25/200
				To: From:		09-1637		<del>-</del>							
(1640)	0.06	40	R	rioiii.						NA			NA		07/25/200
				To:		Cul-de-Sac									
$\bigcirc$	0.44	200		From:		09-811				NIA			NIA		1000
(1645)	0.14	200	R							NA			NA		1998
	0.38	140	R	From:		09-1646				NA			NA		1998
(1645)	0.30	140	IX.	To:		Dead End				INA			INA		1990
				From:		09-1645									
1646)	0.07	30	R							NA			NA		1998
				Tn·		Cul-de-Sac									
	0.42	50	_	From:		Cul-de-Sac				NIA			NIA		00/40/200
(1647)	0.13	50	R	To:		09-1645				NA			NA		06/18/2001
				From:		09-811									
(1710)	0.10	90	R			0, 011				NA			NA		06/18/200
				To: From:		09-1711									
1710	0.34	NA								NA			NA		
				To:		Dead End									
	0.45	80	R	From:		09-1710				NA			NA		06/18/200°
(1711)	0.43	80	K	To:		Cul-de-Sac				INA			INA		00/10/200
				From:		Montvale Bus L	оор	i							
9034)	0.17	630	R							NA			NA		05/21/2001
				To: From: SI	andow of	US 460 Gap Term 723477 Gap Termin		/AIE							
9034)	0.11	630	R	31	iadow or.	./234// Gap Termin	ius MONT v	ALE		NA			NA		05/21/2001
				To:	Shado	w of :723475 Monty	ale Bus Loo	р							
				From:		Dead End									
9038	0.34	300	R	To:		HG 221				NA			NA		1998
				From:		US 221									
9039	0.34	50	R			SR 122				NA			NA		1998
				To:		Cul-de-Sac									
_				From:		09-791									
9040	0.11	240	R		_					NA			NA		1992
				To	ST	EWARTVILLE EL	EM SCH								
(004)	0.10	210	R	From:		US 501				NA			NA		1992
9041)	0.10	210	11	To-		BOONSBORO SCI	HOOL			11/7			INC		1332
				-				-							

					Bedford Maintenance Area							
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	()(;	eak lour	QK	Dir Factor	AAWDT	QW	Year
Bedford County				From:	09-831							
9042)	0.10	210	R			ı	NA			NA		1992
				To-	THAXTON SCH							
0043	0.20	20	R	From:	US 501		NA			NA		1998
9043	0.20			To:	Cul-de-Sac	•						
				From:	SR 122							
9044	0.06	310	R	To:	MONETA SCH	ı	NA			NA		1992
				From:	09-626							
9045)	0.10	320	R		52 020	ı	NA			NA		1992
				To:	HUDDLESTON SCH							
	0.10	180	R	From:	US 501	,	NA			NA		1992
9046	0.10	100	K	To:	BIG ISLAND SCH	'	INA			INA		1992
				From:	US 460							
9047	0.10	380	R			ı	NA			NA		1992
				To: From:	MONTVALE SCH							
9752	0.13	290	R	riom.	US 221	ı	NA			NA		1992
9752				To-	OTTER RIVER SCH							
				From:	SR 24							
9753	0.20	350	R	To:	BODY CAMP SCH	ı	NA			NA		1992
				From:	SR 24							
9854)	0.51	650	R		SR 24	ı	NA			NA		1992
				To-	STAUNTON RIVER HS							
$\bigcirc$	0.00	000	_	From:	SR 122					NIA		4000
9855	0.29	800	R	To:	LIBERTY HIGH SCH	ı	NA			NA		1992
				From:	09-663							
9967)	0.20	640	R			ı	NA			NA		1992
				To:	JEFFERSON FOREST SCH							
(CF)	0.09	1900	R	From:	Bedford County Line		NA			NA		10/12/2000
651	0.00	1000		To:	SR 24; 80-1033		147 (			1471		10/12/2000
				From:	80-1031 NORTH							
1033	0.22	140	R	To:	22 1021 GOVERN	ı	NA			NA		1997
				From:	80-1031 SOUTH Bedford County Line							
1033	0.09	610	R			ı	NA			NA		1997
				To:	SR 24; 80-651							
City of Bedford				From:	Bedford Ave							
1 4Th Street	0.20	NA				ı	NA			NA		
				To: From:	College Ave Bedford Ave							
College Street	0.14	NA		_		ı	NA			NA		
141				To:	SR 43							
2 Dawn Dr	0.63	1100	G	93%	Park St 0% 3% 1% 3% 0%	C 0.	.141	F	0.536	1100	G	2002
Dawn Dr	0.03	1100	G	93% To:	Independence Blvd	U 0.	. 141	r	0.536	1100	G	2002
				From:	Grove St							
3 Orange St	0.39	880	G	89%	1% 8% 0% 1% 0%	C 0.	.116	F	0.517	920	G	2002
<u> </u>				To: From:	Gold Rd							
3 Orange St	1.47	1000	G	89%	1% 8% 0% 1% 0%	F 0.	.124	F	0.62	1100	G	2002
				To:	ECL Bedford							

							JE AI Ca								
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Bedford															
O 01 01			_	From:	201	South St	10/	201	_		_				
Otey St	0.27	520	G	93%	3%	2% 1%	1%	0%	F	0.121	F	0.526	540	G	2002
				To:		Talbot St		ļ							
^				From:		Washington St									
5 Bridge St	0.07	1900	G	93%	3%	2% 1%	1%	0%	С	0.100	F	0.526	2000	G	2002
141)				To:		W Main St									
				From:		SR 43 Peaks St									
6 Whitfield Rd	0.61	2200	G	97%	0%	1% 0%	1%	0%	С	0.097	F	0.595	2300	G	2002
141				To:		Oakwood St									
				From:		W Main St									
Washington St	0.21	1900	G	98%	1%	1% 0%	1%	0%	С	0.111	F	0.713	2000	G	2002
Washington St	0.21	1300	G	30 /0	1 /0	170 070	1 70	0 70	C	0.111	'	0.7 13	2000	O	2002
^				From:		Crenshaw St									
Washington St	0.25	2400	G	98%	1%	1% 0%	1%	0%	F	0.103	F	0.604	2500	G	2002
141)				To:		South St									
<u> </u>				From:		SR 43 South St			_		_			_	
Washington St	0.07	1400	G	98%	1%	1% 0%	1%	0%	F	0.117	F	0.645	1400	G	2002
· · ·				To:		Otey St									
				From:		SCL Bedford									
S ₀₅₁ ) Link Rd	0.58	2900	G	95%	1%	2% 1%	1%	0%	С	0.089	F	0.555	3000	G	2002
10051) Link Rd				To:		E Main St									
				From:											
9052) 4th St	0.15	7200	G	97%	1%	W Main St 1% 1%	0%	0%	С	0.101	F	0.58	7500	G	2002
052) 4th St	0.13	7200	G	97 76 To:	1 70		076	070	C	0.101	Г	0.56	7500	G	2002
				From:		Bedford Ave 4Th St									
052) Bedford Ave	0.10	5500	G	97%	1%	1% 1%	0%	0%	С	0.098	F	0.559	5800	G	2002
052) Bedford Ave	0.10	3300	G	91 /0	1 /0	170 170	0 70	0 /0	C	0.090		0.558	3000	G	2002
				To: From:		2Nd St		-							
052 Bedford Ave	0.20	4700	G	97%	1%	1% 1%	0%	0%	F	0.105	F	0.645	4900	G	2002
141/				To:		N Bridge St									
Jackson St	0.24	1000	G	From: 92%	0%	4% 2%	1%	0%	С	0.150	F	0.669	1100	G	2002
Jackson St	0.24	1000	G	92 /0 To:	0 /6		1 /0	0 /0	C	0.150		0.009	1100	G	2002
				From:		Grove St Jackson St									
Grove St	0.28	1800	G	93%	1%	2% 2%	2%	0%	С	0.121	F	0.596	1900	G	2002
Grove St	0.20	1000	G	70 70	1 /0		2 /0	070	C	0.121	'	0.550	1300	O	2002
				From:		Orange St Grove St									
Orange St	0.08	1600	G	93%	1%	2% 2%	2%	0%	F	0.108	F	0.574	1700	G	2002
Orange St	0.00	1000	Ŭ	To:	170	E Main St	270	070		0.100	•	0.07	1700	Ü	2002
								<u>_</u>							
O			_	From:		Orange St			_		_			_	
McGhee St	0.54	470	G	95%	2%	2% 0%	0%	0%	С	0.11	F	0.565	490	G	2002
				To:		Forest Rd									
				From:	141-	2 Gap Terminus Gree	enwood S	t							
Park Street	0.30	NA								NA			NA		
141				To:		US 221									
				From:			_				•				
Oakwood St	0.59	4200	G	96%	0%	Longwood Ave 2% 1%	1%	0%	С	0.089	_	0.507	4300	G	2002
Oakwood St	0.59	4200	G	90% To:	U70		1 70	0%	C	0.069	F	0.507	4300	G	2002
_						Whitfield Rd									
				From:		Oak St									
Baltimore Ave		320	G							0.123	F	0.535	330	G	2002
				To:		Park St									
				From:		Mayberry Dr									
Pinecrest Ave		520	G	<u> </u>		iviayocity Di				0.093	F	0.543	540	G	2002
I IIICOICOL AVC		320	3	To:		Morgan St				0.033	'	0.545	JTU	J	2002
				From:	_						_		· · · · · · · · · · · · · · · · · · ·		_
						Longwood Ave									
Shady Knoll Ave		380	G			Longwood Ave				0.111	F	0.560	400	G	2002