### 2002

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

where available

### **Jurisdiction Report**

**55** 

Lunenburg County Town of Kenbridge Town of Victoria

Prepared By

Virginia Department of Transportation Mobility Management Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

### Virginia Department of Transportation Mobility Management Division Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

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

### **Publication Notes**

### Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a "Combined Traffic Estimates for Parallel Roadways on this Route" or "Combined Traffic" identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate "NA" for not available.

VDOT's traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating "NA" for not available. It is the intention of the VDOT's Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate "NA" for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

**4Tire**: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

**2Axle Truck**: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

**3+Axle Truck**: Percentage of the traffic volume made up of single unit trucks with three or more axles

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

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

QK: Quality of the Peak Hour estimate:

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

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

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

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

### Route Shield Legend

### Route Systems

North
81 Interstate Route Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.

29 US Route

7 Virginia State Route

(600) Secondary Route

### **Special Routes**

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

P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.

The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Rote   Length   AADT   QA   4 Tire   Bus   2Avie   3+Avie   11 rail   2Trail   CC   Hour   CR   Factor   AAWDT   QW   Veser						Lun	enburg Maintena		а							
40	Route	Length	AADT	QA	4Tire	Bus			 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
40	Lunenburg County				P				-							
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440 0.14 2400 G 92% 0% 3% 1% 4% 0% F 0.076 F 0.070 Z400 G 2002  440 2.17 2900 G 92% 0% 3% 1% 4% 0% F 0.075 F 0.594 2900 G 2002  ***Town of Victoria***  440 1.08 2900 N 92% 0% 3% 1% 4% 0% N 0.075 N 0.594 2900 N 2002  ***Town of Victoria**  440 0.81 5900 G 93% 0% 3% 1% 4% 0% 0% F 0.065 F 0.516 5900 G 2002  ***Town of Victoria**  440 0.81 5900 G 93% 0% 3% 1% 3% 0% 5% F 0.065 F 0.516 5900 G 2002  ***Town of Victoria**  440 0.81 5900 G 93% 0% 3% 1% 3% 0% 0% F 0.065 F 0.516 5900 G 2002  ***Town of Victoria**  440 0.82 5100 N 93% 0% 3% 1% 3% 0% 0% F 0.064 F 0.54 5100 N 2002  ***Town of Kenhrider**  440 0.83 5100 N 93% 0% 3% 1% 3% 0% 0% N 0.064 N 0.54 5100 N 2002  ***Town of Kenhrider**  440 0.83 5100 N 93% 0% 3% 1% 3% 0% 0% F 0.088 F 0.517 6000 G 2002  ***Town of Kenhrider**  440 0.85 6000 G 93% 0% 3% 1% 3% 0% 0% F 0.088 F 0.517 6000 G 2002  ***Town of Kenhrider**  440 0.85 6000 G 93% 0% 3% 1% 3% 0% 0% F 0.088 F 0.517 6000 G 2002  ***Town of Kenhrider**  440 0.85 6000 G 93% 0% 3% 1% 3% 0% 0% F 0.088 F 0.517 6000 G 2002  ***Town of Kenhrider**  440 0.85 6000 G 93% 0% 3% 1% 3% 0% 0% F 0.088 F 0.517 6000 G 2002  ***Town of Kenhrider**  440 0.85 6000 G 93% 0% 3% 1% 3% 0% 0% F 0.088 F 0.517 6000 G 2002  ***Town of Kenhrider**  440 0.85 6000 G 93% 0% 3% 1% 3% 0% 0% F 0.088 F 0.517 6000 G 2002  ***Town of Kenhrider**  440 0.85 000 N 93% 0% 3% 1% 3% 0% 0% F 0.088 F 0.517 6000 G 2002  ***Town of Kenhrider**  440 0.85 000 N 93% 0% 3% 1% 3% 0% 0% F 0.082 F 0.517 960 G 2002  ***Town of Kenhrider**  440 0.85 000 N 93% 0% 3% 1% 3% 0% 0% F 0.082 F 0.517 960 G 2002  ***Town of Kenhrider**  440 0.85 000 G 92% 0% 3% 1% 1% 3% 0% 0% F 0.082 F 0.517 960 G 2002  ***Town of Kenhrider**  440 0.85 000 G 92% 0% 3% 1% 1% 3% 0% 0% F 0.082 F 0.517 960 G 2002  ***Town of Kenhrider**  440 0.85 000 G 92% 0% 3% 1% 1% 3% 0% 0% F 0.082 F 0.517 960 G 2002  ***Town of Kenhrider**  440 0.85 000 G 92% 0% 4% 1% 1% 3% 0% 0% F 0.082 F 0.517 4000 G 2002  ***Town of Kenhrider**  440 0.85 000 G 92% 0% 3% 1% 1% 3% 0% 0% F 0.082 F 0.574 4000 G 2002  ***Town of Ke	40)	12.70	000	G	90%	070		3%	U70	Г	0.073	Г	0.012	000	G	2002
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					Lun	enburg	Maintena	ance Are	ea							
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Lunenburg County				r												
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(137)	4.67	1000	G	From: 87%	1%	4%	0%	8%	0%	F	0.088	F	0.630	1000	G	2002
107				To:		Brunsw	rick County	Line								
				From:		Mecklen	burg Count	v Line								
(138)	9.83	2200	G	90%	1%	3%	1%	5%	0%	F	0.089	F	0.587	2200	G	2002
100				т												
	1.93	3300	G	From: 87%	1%	4%	Lafoons C 0%	orner 8%	0%	F	0.085	F	0.553	3300	G	2002
138 137	1.93	3300	G	01 70	1 70	470	0%	070	0%	F	0.063	Г	0.555	3300	G	2002
				From:			55-601		•							
\138/\137/	0.74	4700	N	87%	1%	4%	0%	8%	0%	N	0.086	N	0.564	4700	N	2002
				To:		CL	Kenbridge	2								
Town of Kenbridge																
				From:			Kenbridge			_		_			_	
(138/(137)	1.13	4700	G	87%	1%	4%	0%	8%	0%	F	0.086	F	0.564	4700	G	2002
<u> </u>				To:			SR 40		ļ							
Lunenburg County																
			_	From:			SR 40									
(600)	0.90	220	R								NA			NA		1998
				To: From:			601 SOUT									
(000)	1.00	160	R			33-0	501 NORT	Н			NA			NA		1998
(600)	1.00	100	ĸ								INA			INA		1990
$\overline{}$				From:		1.00	ME 55-60	)1								
600	1.30	80	R								NA			NA		03/19/2001
				To-			55-627									
				From:			SR 137									
601)	2.00	770	G	93%	0%	3%	1%	2%	0%	С	0.095	F	0.521	770	G	2002
				To:			55-714									
601)	0.90	710	G	93%	0%	3%	1%	2%	0%	F	0.095	F	0.617	700	G	2002
001)				To:												
	1.60	630	G	93%	0%	3%	-600 North 1%	2%	0%	F	0.092	F	0.62	630	G	2002
601)	1.00	630	G	93 70 To:	070	3%	SR 40	270	0%	F	0.092	Г	0.02	030	G	2002
	0.40	-00	_	From:			55-621				N1.0			NIA		05/00/000
(602)	2.10	20	R								NA			NA		05/03/200
				To: From:			55-668		]							
602	1.70	130	R								NA			NA		05/03/200
$\bigcup$				To:		55-0	638 SOUT	Н								
(602)	0.20	70	R	From:		33 (	030 800 1				NA			NA		05/03/200
(002)	0.20	. •	••													00/00/200
$\bigcirc$	0.50	50	_	From:		55-6	638 NORT	H			NIA			NIA		05/40/000
602	0.50	50	R								NA			NA		05/10/200
				To: From:		0.50	MN 55-63	38	]							
602	0.20	50	R								NA			NA		1998
				To:			55-619		- 1							
(602)	1.30	49	R	From:							NA			NA		1998
602		-		т			55.606		-							
	0.50	400	-	From:			55-696				A I A			N I A		4000
602	2.50	130	R								NA			NA		1998
				To: From:			55-616	_								
(602)	0.30	90	R								NA			NA		1998
				To			55-608									
(602)	2.00	160	R	From:			JJ-000				NA			NA		1998
602	2.00	.50	11	To:			SR 137				14/7			11/7		1000
							JIC 13/									

Route	l enath	AADT	ΟΔ	4Tire	Lunenburg Maintenance AreaTruckBus	OC.	Peak	QK	Dir	AAWDT	OW	Year
Lunenburg County	2011941	, , , ,	٠.	11.10	2Axle 3+Axle 1Trail 2Trail	QU	Hour	Q. (	Factor	70.000	α	. Gai
			_	From:	55-602; 55-618							
(603)	2.30	30	R	To:	55 617 West	l	NA			NA		03/19/2001
				From:	55-617 West 55-617 East							
(603)	1.80	150	R				NA			NA		1998
$\overline{}$				To: From:	SR 137 South							
602	0.90	240	R		SR 137 North		NA			NA		1998
603	0.00		•••	To:	55-616 East							.000
				From:	55-616 West							1000
603	1.50	70	R			_	NA			NA		1998
				From:	55-711							0011010001
603	1.20	80	R	To:	55.645		NA			NA		03/19/2001
				From:	55-645							
	0.35	250	R	From:	SR 137		NA			NA		03/19/2001
604)	0.55	230	1	. —			INA			INA		03/13/2001
	2.15	200	R	From:	55-616		NA			NA		03/19/2001
604)	2.15	200	K				INA			INA		03/19/2001
	2.50	400		From:	55-645		NIA			NIA		02/40/2004
604)	2.50	400	R	To:	55-601		NA			NA		03/19/2001
				From:								
(605)	2.20	30	R		SR 137		NA			NA		03/19/2001
(605)	2.20	30	1	To:	55-645		14/-1			14/-3		03/13/2001
				From:	Dead End							
(606)	0.50	50	R	<u> </u>	Dead End		NA			NA		03/19/2001
000				To-	SR 137							
				From:	55-609							
607	1.50	90	R			-	NA			NA		04/30/2001
				From:	1.50 MW 55-609							
(607)	2.10	340	R	T TOME.			NA			NA		1998
				To:	SCL KENBRIDGE							
				From:	Dead End							
608)	0.35	60	R				NA			NA		03/19/2001
				From:	55-616							
608	0.20	40	R				NA			NA		03/19/2001
				To:	55-602							
$\bigcirc$				From:	55-613							
609	3.80	140	R	To:	SR 137		NA			NA		04/30/2001
				From:								
(610)	3.70	240	R		SR 138		NA			NA		05/10/2001
(810)	0.70		•••	To:	55-602					10.0		00/10/2001
				From:	SR 138 SOUTH							
<b>611</b> )	3.00	60	R		511 130 500 111		NA			NA		05/03/2001
				To:	SR 138 NORTH							
				From:	SR 138							
612	2.10	120	R				NA			NA		05/03/2001
				To: From:	55-718							
(612)	2.90	46	R			_	NA			NA		05/03/2001
				To-	55-613							
$\bigcirc$				From:	55-635							
613	2.90	110	R				NA			NA		04/18/2001
				To: From:	55-637	ļ —						
(613)	2.90	150	G	89%	0% 5% 1% 5% 0%	F	0.119	F	0.55	150	G	2002
				To-	55-609							

					Luii	enburg Mainten									
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Axle			$-\alpha c$	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Lunenburg County				From:		55-609		ì							
(613)	1.90	190	G	89%	0%	5% 1%	5%	0%	С	0.097	F	0.571	190	G	2002
<u></u>				To:		SR 138									
				From:		55-635		1							
614)	2.90	110	R							NA			NA		04/18/200
$\bigcup$				To:		55-637									
_				From:		55-601									
615	3.60	120	R							NA			NA		03/19/200
				To:		Brunswick County	/ Line								
				From:		55-602									
616)	2.40	260	G	88%	1%	5% 1%	5%	0%	С	0.087	F	0.625	260	G	2002
				To: From:		SR 137									
616)	1.50	230	G	88%	1%	5% 1%	5%	0%	F	0.101	F	0.642	230	G	2002
				To:		Brunswick County	Line								
				From:		SR 138									
617)	2.50	340	R							NA			NA		03/19/200
				To:		55-602									
617)	1.84	180	R	From:		22 002				NA			NA		03/19/200
617)				To:		Brunswick County	/ Line								
				From:		55-602		i							
618)	0.90	160	R			33 002				NA			NA		03/19/200
010	0.00			To:		Brunswick County	Line								00/ 10/200
				From:		SR 138		1							
(610)	1.80	90	R			SK 136				NA			NA		1998
619	1.00	•	•••	To:		55-610 NORT	Ή	1					10.		1000
_				From:		55-610 SOUT									
619	1.10	80	R							NA			NA		05/10/200
				To:		55-696									
619	0.90	30	R	From:						NA			NA		05/10/200
				To:		55-602									
610	0.70	40	R	From:		33-002				NA			NA		1998
619	0.70		•••	To:		Brunswick County	Line						10.		1000
				From:		55-621									
(620)	2.20	45	R			33-021				NA			NA		05/03/200
(020)	0			. —											00,00,200
$\bigcirc$	0.20			From:		55-638				NIA			NIA		4000
620	0.30	60	R	To:		Brunswick County	, Lina			NA			NA		1998
	0.50	90	В	From:		Mecklenburg Coun	ty Line			NΙΛ			NIA		05/02/202
621)	0.50	80	R							NA			NA		05/03/200
$\overline{}$			_	From:		55-602									
(621)	0.10	80	R							NA			NA		05/03/200
				To: From:		55-620									
621)	0.50	60	R	110111.						NA			NA		05/03/200
				To:		Brunswick County	/ Line								
				From:		Dead End									
622	4.35	30	R	<u></u>						NA			NA		03/12/200
				To:		55-712									
(622)	0.60	60	R	From:		33-/12				NA			NA		1998
622	0.00	-	• • • • • • • • • • • • • • • • • • • •	_						14/7			1 1/-1		1000
		45	_	From:		55-634									4000
622	3.19	40	R	т		55 5				NA			NA		1998
				To: From:		55-677 55-577									
(632)	0.40	320	R	<u> </u>		33-377				NA			NA		1998
622	5.40	323	• • •	To:		SR 49				14/3			14/1		1000
				1		51( 7)									

					Luii	enburg Maintena									
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle			-0C	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Lunenburg County				From:		SR 49		ı							
622)	2.80	370	G	90%	1%	4% 3%	3%	0%	С	0.112	F	0.558	370	G	2002
				To:		55-692									
622	2.60	540	G	From: 90%	1%	4% 3%	3%	0%	F	0.159	F	0.791	540	G	2002
				To:		55-691									
622	3.57	380	G	90%	1%	4% 3%	3%	0%	F	0.106	F	0.671	380	G	2002
				To:		Charlotte County	Line								
				From:		55-695									
623)	4.41	230	R	To:		55.620				NA			NA		03/12/200
				From:		55-630									
(24)	0.40	40	R	T TOILL		55-625				NA			NA		04/24/200
624)	0.40	70		To:		Prince Edward Coun	ty Line			14/4			IVA		04/24/200
				From:		55-662									
625)	4.70	160	R							NA			NA		04/24/200
				To:		Nottoway County	Line								
				From:		SR 40									
626	3.10	140	R							NA			NA		03/15/200
				From:		55-683									
626 626	3.72	260	G	94%	1%	2% 1%	1%	0%	С	0.099	F	0.72	260	G	2002
<u> </u>				From:		55-666									
(626)	1.20	100	G	94%	1%	2% 1%	1%	0%	F	0.119	F	0.542	100	G	2002
				From:		55-662 WEST 55-662 EAST									
626	5.40	250	R			00 002 E. 101				NA			NA		04/24/200
				To:		55-723 SOUTI									
	1.84	150	В	From:		55-723 NORTI	H			NΙΔ			NΙΔ		04/24/200
626	1.04	150	R	To:		Nottoway County	Line			NA			NA		04/24/200
				From:		55-645		l							
627)	1.90	30	R			33 013				NA			NA		03/19/200
<u>627</u>				Tax		55-600		1							
627)	0.90	50	R	From:		22 000				NA			NA		03/19/200
				To:		55-615 WEST									
	0.77	160	ь	From:		55-615 EAST				NA			NA		1998
627	0.77	160	R	To:		Nottoway County	Line			INA			INA		1990
				From:		Charlotte County									
628)	1.60	200	R			Charlotte County	Line			NA			NA		03/15/200
				To:		55-687 WEST									
	0.50	210	R	From:		55-687 WEST; 55	-688			NA			NA		03/15/200
628	0.50	210	K	_						INA			INA		03/13/200
<u></u>	2.21	230	R	From:		55-687 EAST				NA			NA		03/15/200
628	2.21	230	K	To:		55-685				INA			INA		03/13/200
				From:		Charlotte County	I ine	1							
629	2.80	150	R			Charlotte County	Line			NA			NA		04/09/200
				To:		55-688									
				From:		Charlotte County	Line								
630	0.95	370	R							NA			NA		03/12/200
				To: From:		55-632									
630	2.18	120	G	96%	0%	3% 1%	0%	0%	F	0.152	F	0.59	120	G	2002
				To: From:		55-631 EAST									
(630)	2.52	260	G	96%	0%	3% 1%	0%	0%	С	0.127	F	0.613	260	G	2002
				To:		SR 49									

Route	Length	AADT	QA	4Tire	Bus		Trı 3+Axle		2Troil	- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Lunenburg County									ZITAII		Hour		Factor			
(631)	1.10	30	R	From:		Mecklenb	ourg Count	y Line			NA			NA		03/12/200
				To: From:			55-632	-								
(631)	1.60	30	R				532; 55-717	/			NA			NA		03/12/200
				To: From:		1.60	MN 55-63	2								
631)	0.10	30	R	To			CONTROL	•	1		NA			NA		1998
				From:			630 WEST 630 EAST									
631)	2.00	60	R								NA			NA		03/12/200
	2.50	80	R	From:			55-694				NA			NA		03/12/200
631)	2.00			To:			55-744				1471			147.		00/12/200
631)	0.20	100	R	From:			33-744				NA			NA		03/12/200
				To:			55-622									
632)	1.50	180	R	From:		Mecklenb	ourg Count	y Line			NA			NA		03/12/200
632				To:		55-€	531; 55-717	7								
632	1.60	350	R	From:							NA			NA		03/12/200
				To: From:			530; 55-760									
633)	1.46	40	R	rioin.		Mecklenb	ourg Count	y Line			NA			NA		06/14/200
				To: From:		1.46	MN of CI	L								
633)	0.84	90	R	To:							NA			NA		06/14/200
				From:			SR 49 ourg Count	y I ino								
634)	2.66	160	R			MECKICIII	ourg Count	y Line			NA			NA		1992
				To:			55-622									
635)	1.08	340	R	From:		Mecklenb	ourg Count	y Line			NA			NA		04/18/200
635				To: From:			55-641									
635)	2.39	350	R	rioiii.							NA			NA		04/18/2001
				From:	10/		55-640	201	201			_				
635)	0.41	480	G	93%	1%	4%	1%	2%	0%	F	0.093	F	0.646	480	G	2002
(635)	4.44	490	G	From: 93%	1%	4%	55-639 1%	2%	0%	F	0.099	F	0.53	490	G	2002
				To: From:			55-655									
635	2.00	280	G	93%	1%	4%	1%	2%	0%	F	0.101	F	0.55	280	G	2002
	3.28	840	G	From: 93%	1%	4%	55-643 1%	2%	0%	С	0.097	F	0.582	840	G	2002
635)	3.20	040	G	93 70 To:	170		SR 40	Z 70	0%	C	0.097	Г	0.362	040	G	2002
				From:		Mecklent	ourg Count	y Line								
636	0.93	260	R								NA			NA		05/03/2001
	2.10	150	R	From:			55-640				NA			NA		05/03/2001
636)	2.10		.``	To:			55-637									00/00/200
$\bigcirc$				From:		Mecklenb	ourg Count	y Line								07/00/000
637)	1.79	430	R								NA			NA		05/03/2001
637)	2.47	340	R	From:			55-718				NA			NA		05/03/2001
				To- From:			55-636									
637)	2.29	450	G	95%	0%	2%	0%	2%	0%	F	0.105	F	0.633	450	G	2002
	0.10	400		From:	001		55-613	001	001		0.400		0.540	400		
637)	3.13	430	G	95% To:	0%	2%	0% 55-647	2%	0%	F	0.102	F	0.546	430	G	2002

					Lun	enburg Maintena									
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Lunenburg County				From:											
637)	2.15	690	G	95%	0%	55-647 2% 0%	2%	0%	F	0.100	F	0.65	690	G	2002
(601)				To: From:		55-655									
637	1.41	1300	G	95%	0%	2% 0%	2%	0%	F	0.088	F	0.540	1300	G	2002
	0.04	4000		From:	00/	55-1129	20/	00/		0.005	_	0.004	1000		2002
637)	0.01	1600	G	95% To:	0%	2% 0% SCL Kenbridge	2%	0%	С	0.085	F	0.694	1600	G	2002
Town of Kenbridge															
(637)	0.57	1600	N	From: 95%	0%	SCL Kenbridge 2% 0%	2%	0%	N	0.085	N	0.694	1600	N	2002
007)				To:		SR 40									
Lunenburg County				From:		SR 138		Т							
638)	1.80	130	R			SK 130				NA			NA		1998
				To: From:		55-696		-							
638	0.10	80	R							NA			NA		1998
	0.50	90	R	From:		0.10 ME 55-690	5			NA			NA		05/10/2001
638	0.50	90	ĸ	To		55-602 SOUTH	I			NA			INA		05/10/2001
	1.00	30	R	From:		55-602 NORTH	I			NA			NA		05/10/2001
638)	1.00	30	K	To		55-620				INA			INA		03/10/2001
				From:		55-635									
639	1.20	90	R	To:		1.20 ME 55-635;	GT			NA			NA		04/18/2001
				From:		Dead End; Gap Terr									
639	0.50	30	R	To:		55-637				NA			NA		04/18/2001
				From:		55-636									
(640)	3.10	260	R	- <del>-</del>						NA			NA		04/18/2001
				To: From:		55-635 55-635									
(641)	2.50	100	R			33-033				NA			NA		04/19/2001
				To:		55-640									
(642)	1.90	60	R	From:		Dead End				NA			NA		04/18/2001
642				To:		55-655									
	0.70		_	From:		55-640									0.4/4.0/0.004
643)	2.70	30	R	To:		55-635 NORTH	I			NA			NA		04/18/2001
	2.70	60	_	From:		55-635 SOUTH	[			NΙΔ			NIA		04/18/2001
643	2.70	60	R	To:		55.644				NA			NA		04/16/2001
643)	1.28	120	R	From:		55-644				NA			NA		04/18/2001
				To: From:		1.28 M FRM 55-6	544								
643	2.22	130	R							NA			NA		04/18/2001
	2.20	240		To: From:		55-655				NIA			NIA		05/02/2004
643)	2.20	210	R	To		55-635		1		NA			NA		05/03/2001
				From:	•	55-643	•								
644)	1.90	40	R	To:		55 (25				NA			NA		04/18/2001
				From:		55-635 SR 137		<u> </u>							
645)	3.40	150	G	97%	0%	2% 0%	1%	0%	С	0.153	F	0.593	150	G	2002
				To: From:		55-627									
645	1.60	180	R	To:		Drungwiels C	Line	<del></del> 1		NA			NA		03/19/2001
						Brunswick County	Line	<u> </u>							

						enburg Mantena	100 7 11 0	<b>u</b>							
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			-0C	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Lunenburg County				From:		55-655		Ī							
646)	0.70	120	R	<u> </u>		33-033				NA			NA		05/03/200
				To: From:		55-647									
646)	2.60	80	R							NA			NA		05/03/200
646	0.35	90	R	From:		55-637				NA			NA		03/27/200
646)				To: From:		55-756		ŀ							
646	0.75	60	R					1		NA			NA		03/27/200
				To: From:		Dead End 55-635									
647)	0.90	30	R			33-033				NA			NA		05/03/200
				To: From:		55-646									
647)	1.80	100	R							NA			NA		05/03/200
	1.00	80	R	From:		55-637				NA			NA		03/27/200
647)	1.00	00	K	To:		55-648		1		INA			INA		03/21/200
647	1.50	60	R	From:		33-048				NA			NA		03/27/200
				To:		55-609									
649	1.75	80	R	From:		55-647				NA			NA		03/27/200
648)	•		•••	To:		1.76 MN 55-64	7	ļ							
648)	0.06	120	R	From:						NA			NA		03/27/200
				To:		55-637									
649	2.00	160	R	From.		SR 40				NA			NA		03/19/200
				To:		Dead End									
	1.05	45	R	From:		55-651				NA			NA		05/10/200
650)	1.00			To:		Dead End				INA			14/3		00/10/200
$\bigcirc$				From:		55-653									
(651)	3.20	160	R	To:		55-652		1		NA			NA		05/10/200
				From:		55-655									
652	2.30	360	G	95%	0%	3% 0%	0%	0%	F	0.095	F	0.727	360	G	2002
_				From:		SR 40 EAST SR 40 WEST									
652	1.33	220	G	95%	0%	3% 0%	0%	0%	С	0.142	F	0.5	220	G	2002
<u> </u>	1.40	190	R	From:		55-663				NA			NA		04/30/200
652	1.40	190	K	To:		55-653 WEST				INA			INA		04/30/200
(EF2)	1.40	200	R	From:		55-653 EAST				NA			NA		04/30/200
652	1.40			To:		55-651							1471		04/00/200
652	1.90	280	G	95%	0%	3% 0%	0%	0%	F	0.111	F	0.590	290	G	2002
				To:		SR 49									
Town of Victoria				From:		SR 49									
653	1.02	390	G	97% To:	0%	2% 0% ECL Victoria	1%	0%	F	0.106	F	0.544	390	G	2002
Lunenburg County				1		ECL VICIONA		Ţ							
		25.5		From:	001	ECL Victoria	461	001		0.455		0.5	000		
(653)	2.37	390	N	97%	0%	2% 0%	1%	0%	N	0.106	N	0.544	390	N	2002
653	4.23	750	G	From: 97%	0%	55-652 WEST 2% 0%	1%	0%	F	0.108	F	0.646	750	G	2002
			•	To:		NCL KENBRIDO									•

					Lun	enburg Maintena	nce Are	ea							
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Kenbridge															
653	0.28	930	G	97%	0%	NCL KENBRID	GE 1%	0%	F	0.098	F	0.604	930	G	2002
<b>653</b>	0.22	870	G	From: 97%	0%	55-1136 <b>2% 0%</b>	1%	0%	С	0.098	F	0.518	870	G	2002
653	0.12	1100	G	From: 97%	0%	55-1135 2% 0%	1%	0%	F	0.092	F	0.574	1100	G	2002
				To:		SR 40									
Lunenburg County				From:		55-635									
654)	2.90	130	R	To:		55-655				NA			NA		05/03/2001
				From:		55-635									
655	1.59	160	R	To:		55-642				NA			NA		04/18/2001
655)	8.80	180	R	From:		33-042				NA			NA		04/18/2001
655)	3.37	590	G	From: 95%	1%	55-635 NORTH 3% 1%	1%	0%	С	0.081	F	0.583	590	G	2002
				To:		55-637									
656	1.90	40	R	From:		Dead End				NA			NA		03/24/2001
				To:		55-626									
$\bigcirc$	4.50	40	-	From:		Dead End				NIA			NIA		0.4/4.0/0.004
657	1.50	40	R	To		55-655				NA			NA		04/18/2001
				From:		55-712									
658)	1.60	60	R			33-712				NA			NA		06/14/2001
				To:		55-671									
				From:		55-675									
659	1.29	100	R							NA			NA		1998
				To: From:		1.30 MS 55-67	5								
659	1.71	130	R	_				_		NA			NA		1998
				To: From:		3.01 MN 55-67	5								
659	0.29	120	R							NA			NA		1998
	0.73	120	R	To: From:		3.30 MN 55-67	5	-		NA			NA		05/03/2001
(659)	0.73	120		To		55 770				INA			IVA		00/00/2001
(659)	1.40	120	R	From:		55-770				NA			NA		1998
(009)	1.10	.20	• • • • • • • • • • • • • • • • • • • •	To:		55-643									1000
				From:		Dead End									
(660)	0.80	10	R							NA			NA		05/10/2001
				To:		SR 138									
	2.13	260	R	From:		55-635				NA			NA		05/10/2001
661)	2.13	200	K	To:		SCL Victoria				INA			INA		03/10/2001
Town of Victoria															
				From:		SCL Victoria									
(661)	0.57	260	R							NA			NA		05/10/2001
				To: From:		55-734									0=11-11-11
(661)	0.05	1100	R	P						NA			NA		05/10/2001
	0.10	2600		From:		55-1024				NI A			NIA		05/10/2004
661)	0.18	2600	R	To		SR 40		1		NA			NA		05/10/2001
				From:		Dead End		i							
662	0.07	20	R	<u> </u>		Doug End				NA			NA		04/17/2001
				To:		55-1011									

					Luii	eriburg Mairiteria									
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			(.)(:	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Victoria				From:		55-1011		1							
662	0.13	100	G	96%	0%	2% 0%	1%	0%	F	0.157	F	0.75	100	G	2002
	0.26	210	G	From: 96%	0%	55-1038 2% 0%	1%	0%	F	0.125	F	0.623	210	G	2002
(662)	0.20			To- From:	0,0	55-1015	170			0.120	•	0.020			
662	0.06	480	G	96%	0%	2% 0%	1%	0%	F	0.095	F	0.660	480	G	2002
	0.10	540	G	From: 96%	0%	55-1002 2% 0%	1%	0%	F	0.129	F	0.527	540	G	2002
662				To: From:		SR 49	.,,				•				
662	0.46	1600	G	96%	0%	2% 0%	1%	0%	С	0.097	F	0.628	1600	G	2002
(662)	0.22	1400	G	From: 96%	0%	55-1034 2% 0%	1%	0%	F	0.096	F	0.636	1400	G	2002
002				To:	0,0	WCL Victoria					•				
Lunenburg County				From:		WCL Victoria									
662	0.42	1400	N	96%	0%	2% 0%	1%	0%	N	0.096	Ν	0.636	1400	N	2002
	2.75	1100	R	From:		55-716; 55-737	1			NA			NA		05/10/200
662	2.70	1100		To: From:		55-666				14/1			107		00/10/200
662	1.15	440	R	From:						NA			NA		04/09/200
	4.29	310	R	From:		55-626				NA			NA		04/09/200
662	4.23	310		To: From:		55-625				INA			IVA		04/03/200
662	1.20	370	R	From:						NA			NA		04/09/200
				From:		Prince Edward Count SR 40	y Line	<u> </u>							
(663)	2.12	440	R	<u> </u>						NA			NA		05/10/200
	1.25	120	R	From:		2.12 MN SR 40	)			NA			NA		05/10/200
(663)	1.23	120	IX.	To		55-652				INA			INA		03/10/200
$\bigcirc$	2.50	00	_	From:		SR 49				NIA			NIA		04/04/000
664	3.50	80	R	To:		55-626				NA			NA		04/24/200
				From:		55-626									
665	2.60	110	R	To:		55-625		1		NA			NA		04/24/200
				From:		55-662		1							
(666)	1.50	290	G	95%	1%	3% 1%	1%	0%	С	0.081	F	0.6	290	G	2002
				To: From:		55-626									
(667)	1.39	100	R	rioiii.		55-662				NA			NA		05/07/200
				To:		1.39 ME 55-662	2	-							
(667)	0.91	180	R							NA			NA		05/07/200
	0.54	90	R	To: From:		55-669				NA			NA		1998
667	0.54		11	To		WCL VICTORI	A			13/7			INA		1090
Town of Victoria				From:		WCL VICTORI	Δ	ı							
(667)	0.26	180	R				л.			NA			NA		1998
				To:		55-1008	_								
Lunenburg County				From:		55-602									
668	1.70	220	R	To		CD 120				NA			NA		05/03/2001
				10.		SR 138									

Length	AADT	QA	4Tire	Bus					()()	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
			From:		5	5 670									
0.20	50	R	<u> </u>		<u> </u>	3-070				NA			NA		04/09/200
			To: From:		5	5-722									
2.10	50	R	To			5-667				NA			NA		04/09/200
			From:					1							
0.70	40	R	<u> </u>		БС	au Liiu				NA			NA		04/09/200
			To:		SR 4	0 WEST									
2 80	190	R	rioni.		SR 4	10 EAST				NA			NA		1998
2.00			To:		5	5-680									1000
			From:		5	5-655									
3.00	80	R								NA			NA		04/18/200
			To: From:		5	5-672		j							
1.90	160	R								NA			NA		04/18/200
1 60	40	R	From:		De	ad End				NΔ			NΑ		04/18/200
1.00	70		To:		5	5-671				IVA			INA		04/10/200
			From:												
1.30	20	R								NA			NA		04/18/200
0.05	60		From:		S	SR 49				NIA			NIA		04/40/200
0.85	60	ĸ	_							NA			NA		04/18/200
0.05	40	В	From:		0.85	ME SR 49				NΑ			NΙΛ		1998
0.03	43	K	To		5	5-675		1		INA			INA		1990
			From:		De	ad End									
1.60	70	R								NA			NA		04/18/200
			To: From:		1.60 M	N Dead Er	nd								
0.10	70	R								NA			NA		1998
			To: From:		5	5-674									
0.90	140	R								NA			NA		1998
			From:												
1.40	340	G	98%	0%			1%	0%	F	0.085	F	0.567	340	G	2002
0.50			From:	00/			40/	20/		0.000		0.507			0000
0.50	680	G	98% To:	0%			1%	0%	C	0.088	F	0.587	680	G	2002
			From:					1							
0.90	20	R	<u> </u>			0 022				NA			NA		03/12/200
			To:		De	ad End									
			From:		De	ad End									
0.77	60	R								NA			NA		03/12/200
0.00			To: From:		0.77 M	N Dead Er	nd			NIA			NIA		00/40/000
0.03	60	ĸ	To:		5	5-622		1		NA			NA		03/12/200
			From:					<u>_</u>							
2.50	60	R				2 000				NA			NA		03/15/200
			To:												
0.60	100	P	From:		55-6	26 EAST				NΔ			NΙΔ		1998
0.00	130	N								INA			INA		1330
			To-		-	E (50									
0.40	160	R	From:		5	5-679				NA			NA		1998
	0.20 2.10 0.70 2.80 3.00 1.90 1.60 0.85 0.05 1.60 0.10 0.90 1.40 0.50 0.77 0.03	0.20 50 2.10 50 0.70 40 2.80 190 3.00 80 1.90 160 1.60 40 1.30 20 0.85 60 0.05 49 1.60 70 0.10 70 0.90 140 1.40 340 0.50 680 0.90 20 0.77 60 0.03 60	0.20 50 R 2.10 50 R 0.70 40 R 2.80 190 R 3.00 80 R 1.90 160 R 1.60 40 R 0.85 60 R 0.05 49 R 0.10 70 R 0.10 70 R 0.10 70 R 0.90 140 R 1.40 340 G 0.50 680 G 0.90 20 R 0.77 60 R 0.03 60 R	0.20   50   R	0.20   50   R	Company   Comp	Color	Carrell	Content   Cont	Dead End   Dead End	Company   Comp	Company   Comp	AADT   QA   41   Fe   Bus   2   2   2   2   2   4   4   1   Trail   2   2   Trail   2   1   4   6   1   4   6   1   4   6   6   6   6   6   6   6   6   6	Add	AAD     AAD     AAD     AAD     AAD     AAD

							-									
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			$\alpha$	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Lunenburg County				From:			55-704									
678)	0.15	40	R							<u> </u>	NA			NA		1998
			_	To: From:		0.15 N	MN 55-704	4								
678)	4.45	60	R	To:	P	Prince Edw	vard Count	v Line		Ī	NA			NA		03/15/2001
				From:			55-678	y Eme								
679	0.85	80	R								NA			NA		04/09/2001
				To: From:		0.85 N	MN 55-678	8								4000
679	0.07	80	R	To:			55-662			1	NA			NA		1998
				From:			55-690									
680	0.90	48	R								NA			NA		04/09/2001
				To: From:		5	55-689									0.1/00/0001
(680)	2.10	60	R							1	NA			NA		04/09/2001
680	0.50	60	R	From:		5	55-681				NA			NA		04/09/2001
000)				To:		0.50 1	MN 55-68	1								
680	0.40	70	R	From:					U.	<u> </u>	NA			NA		1998
				To: From:			SR 40									
680	0.10	80	R	To:		0.10	MN SR 40	)			NA			NA		1998
$\bigcirc$				From:		0.10	) N SR 40	,								
680	0.20	80	R	_					-	1	NA			NA		03/15/2001
680	1.50	90	R	From:		5	55-678				NA			NA		03/15/2001
680	1.00			To:		1 50 1	MN 55-678	8								00/10/2001
680	0.20	90	R	From:				-	l l		NA			NA		1998
				To: From:		5	55-670									
680	0.90	140	R							1	NA			NA		1998
(680)	0.05	70	R	From:		5	55-666				NA			NA		1998
(000)	0.00			To:		5	55-662									1000
$\bigcirc$			_	From:		5	55-680									
681)	0.10	110	R	To:			SR 40			Ī	NA			NA		04/09/2001
				From:			SR 40									
(682)	1.50	70	R	_							NA			NA		03/15/2001
				To: From:			55-626									
683	3.47	190	G	90%	2%	6%	55-626 0%	1%	0%	С	0.105	F	0.55	190	G	2002
				To- From:			55-758									
683	2.23	380	G	90%	2%	6%	0%	1%	0%	F	0.108	F	0.551	380	G	2002
				To: From:	Р		vard Count 55-685	y Line								
684)	1.90	70	R				13-063				NA			NA		03/15/2001
				To:		5	55-701									
	4.20	80	R	From:		5	55-683				NA			NA		03/15/2001
(685)	7.20		11	To:			55-684				11/7	_		INA		33/ 13/200 I
685	1.44	500	R	From:		3	13-004				NA			NA		03/15/2001
				To:			JS 360									
<u></u>	1.40	47	R	From:		De	ead End				NA			NA		05/03/2001
686	1.70			To		5	55-637				11/7					30,00,200 I
<del></del>																

					Lunenburg Maintenance Area						
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	$\cap$ C	(.)K	Dir Factor	AAWDT	QW	Year
Lunenburg County				From:	SR 40						
(687)	1.60	260	R			N/	١		NA		1998
				To: From:	55-628 W; 55-688						
(687)	2.60	20	R		55-628 EAST	l N <i>A</i>			NA		03/15/200
(667)	2.00		••	To:	55-685		•				00/10/200
				From:	55-630						
688	1.30	120	R			N/	١		NA		1998
				To: From:	55-623 WEST 55-623 EAST						
688	3.80	190	R	<u> </u>	55-025 EAS1	I NA			NA		1998
000				To:	55-622 WEST						
	2.42	250	R	From:	55-622 EAST	l NA			NA		1998
688	2.42	250	K	To:	SR 40 EAST		1		INA		1990
				From:	SR 40 WEST						
688	2.50	200	R	_		N/	١		NA		03/15/200
				To:	55-687						
	2.20	400	В	From:	55-680	NI/			NΙΔ		05/40/200
689	2.29	100	R			N <i>A</i>	١		NA		05/10/2001
	1.01	120	R	From:	2.30 MN 55-680	N/			NA		05/10/200
689	1.01	120	K	To:	SR 40 WEST				INA		03/10/200
				From:	SR 40 EAST						
689	1.00	40	R	To:		N.A	١		NA		03/15/200
					55-626						
	1.60	50	R	From:	SR 49	l NA			NA		04/09/200
690	1.00	50		т		147			IVA		04/03/200
600	1.70	60	R	From:	55-692	N/			NA		04/09/200
690	1.70	00		Tai	55 (00	1 1	•		147.		04/00/200
690	2.50	60	R	From:	55-680	N/			NA		04/09/200
090				To:	55-691		-				
690	1.30	210	R	From:	33-071	I NA			NA		04/09/200
000				To-	SR 40						
				From:	55-622						
691)	2.70	150	R			N.A	١		NA		04/09/2001
				10:	55-690						
	1.50	90	R	From:	55-622	l NA			NA		1998
692	1.50	30	IX.			1 N.F	,		INA		1990
600	1.70	60	R	From:	1.50 ME 55-622	N/			NA		04/09/2001
692	•			To:	55-690		•				0 00, 200
				From:	SR 49						
693)	0.35	49	R			N/	١		NA		04/24/2001
				To:	55-562						
$\bigcirc$	0.40	40	_	From:	55-623				h 1 A		00/40/000
694)	2.40	40	R			N <i>A</i>	١.		NA		03/12/2001
	2.10	40		From:	55-631	N17			NΙΛ		02/12/2024
694)	2.10	48	R			NA	١.		NA		03/12/2001
	1 25	20		From:	SR 49	N17			NΙΛ		02/12/2004
694)	1.35	30	R	To:	Dead End	NA I	١		NA		03/12/2001
				From-	55-623						
695)	2.60	120	R		55-045	I NA			NA		04/09/200
				To	55-622						

						enburg Mantena		_							
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			$\cap$	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Lunenburg County				From:		55-638		1							
696)	1.20	70	R			33-038				NA			NA		05/10/200
				To: From:		55-619									
696)	1.40	30	R	To-		55-602				NA			NA		05/10/200
Town of Kenbridge								u.							
	0.13	430	R	From:		SR 40				NA			NA		1998
697	0.13	+50		To:		NCL Kenbridge	e			INA			IVA		1990
Lunenburg County				From:		Not It 1 :1		1							
697)	0.87	430	N	Piolii.		NCL Kenbridge	2			NA			0	N	1998
				To: From:		1.00 MN SR 40	)								
697)	0.60	30	R					-		NA			NA		03/19/200
				To: From:		Dead End									
(698)	0.50	110	R	110111.		Dead End				NA			NA		03/15/200
000				To:		55-628									
	1.60	00	-	From:		55-685				NIA			NIA		02/45/200
700	1.60	80	R	To		55-683		1		NA			NA		03/15/200
_				From:		US 360 WEST	i								
701)	0.70	80	G	82%	2%	10% 1%	5%	0%	С	0.154	F	0.6	80	G	2002
	0.00	200		From:	00/	55-684	F0/	00/		0.405		0.075	200		0000
701)	2.00	390	G	82% To:	2%	10% 1% Prince Edward Count	5% y Line	0%	F	0.105	F	0.675	390	G	2002
				From:		55-622									
702	0.90	90	R							NA			NA		03/12/200
	0.20	20		From:		55-742				NIA			NIA		02/42/200
702	0.30	20	R	To-		Dead End				NA			NA		03/12/200
_				From:		Dead End									
(703)	0.20	90	R	To:		55.706				NA			NA		03/15/200
				From:		55-726 Dead End									
704)	1.20	60	R	<u> </u>		Dead End				NA			NA		03/15/200
				To:		55-678									
705	2.10	50	R	From:		Dead End				NA			NA		03/19/200
705	2.10	30	IX.	To:		55-613				INA			IVA		03/19/200
				From:		SR 40									
706)	0.70	46	R	To:		Dead End		1		NA			NA		04/09/2001
				From:		55-9924		<u> </u>							
707)	0.05	110	R			******				NA			NA		05/14/200
				Tn·		SR 40 EAST									
708)	0.80	80	R	From:		55-610				NA			NA		03/19/200
700				To:		Dead End									
				From:		SR 49									
709)	0.89	250	R							NA			NA		1998
(700)	2.26	90	R	To: From:		0.90 ME SR 49	)			NA			NA		1998
709	2.20	-		To:		55-651; 55-652	!			. 47 (			. 17.1		1000

Route	Length	AADT	QA	4Tire	Truck	OC.	(.)K	Dir	AAWDT	QW	Year
Lunenburg County	_591				2Axle 3+Axle 11rail 21rail	Hou	r ~.`	Factor			. 531
	0.01	150	R	From:	SR 40	NA			NA		03/27/2001
(710)	0.01	100		To	WCL KENBRIDGE						00/2//2001
Town of Kenbridge				From:	WOLVENDRIDGE						
(710)	0.04	140	R	Pioni.	WCL KENBRIDGE	NA			NA		03/27/2001
				To:	NCL KENBRIDGE						
Lunenburg County				From:	NCL KENBRIDGE						
710	0.04	140	R	L	NOL REVORD OF	NA			NA		03/27/2001
				To: From:	55-772						
710	0.74	80	R	To:	Dead End	NA			NA		03/27/2001
				From:	55-603						
(711)	0.80	80	R			NA			NA		03/19/2001
				To-	Brunswick County Line						
740	0.60	70	R	From:	55-622	NA			NA		1998
(712)	0.00	- 10		To:	0.60 ME 55-622	147			11/-1		1550
712	1.90	100	R	From:	0.00 ME 33-022	NA			NA		04/18/2001
				To: From:	2.50 ME 55-622						
712	0.30	80	R	110111.		NA			NA		1998
				From:	55-658						1000
712	1.09	80	R	To:	55-655	NA			NA		1998
				From:	Dead End						
(713)	0.60	40	R			NA			NA		03/27/2001
				To:	55-637						
(714)	1.30	30	R	From:	55-601	NA			NA		03/19/2001
(14)				To:	Dead End						
(714)	0.80	40	R	From:	Beat End	NA			NA		03/19/2001
				To:	55-645						
(715)	0.70	50	R	From:	55-626	NA			NA		04/09/2001
(715)	0.10			To:	Dead End	147			1471		04/00/2001
				From:	55-662; 55-737						
(716)	0.69	320	R			NA			NA		1998
	0.44	40		From:	0.70 MN 55-662	NIA			NIA		4000
(716)	0.41	40	R	To:	Dead End	NA			NA		1998
				From:	Dead End						
(717)	1.00	60	R			NA			NA		03/12/2001
				To: From:	55-631; 55-632						
718)	2.10	40	R	riom.	55-637	NA			NA		06/14/2001
(1.0)				To:	55-612						
$\bigcirc$	4.50		_	From:	55-630						00/40/0004
719	1.50	40	R			NA			NA		03/12/2001
(710)	0.20	50	R	From:	1.50 MN 55-630	NA			NA		03/12/2001
719	0.20			To:	1.70 MN 55-630	INA			14/4		33, 12,2001
(719)	0.30	70	R	From:	1.70 IVIIN 33-030	NA			NA	_	03/12/2001
$\bigcirc$				To	55-623						

					Lun	enburg Maintena	nce Area	1							
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			$\cap$	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Lunenburg County							TITO	211411		rioui		1 40101			
700	0.80	100	R	From:		Dead End				NA			NA		03/15/2001
(720)	0.00	100		To-		55-701				INA			IVA		00/10/2001
				From:		55-662									
721	2.80	50	R	_						NA			NA		04/09/2001
				To:		55-626									
	0.90	60	R	From:		SR 40				NA			NA		04/09/2001
722	0.90	00	K	To:		55-669				INA			INA		04/09/2001
				From:		SR 49									
723	1.55	1300	G	93%	1%	2% 1%	3%	0%	С	0.097	F	0.618	1300	G	2002
				To: From:		55-739									
723	3.00	1200	G	93%	1%	2% 1%	3%	0%	F	0.094	F	0.647	1200	G	2002
				To:		Nottoway County	Line								
	4.00	470	_	From:		Dead End				N. A			NIA		05/00/0004
724	1.00	170	R	To:		55-635		1		NA			NA		05/03/2001
				From:		Dead End		1							
(725)	0.40	70	R	<u> </u>		Dead End				NA			NA		04/30/2001
				To:		55-652									
Town of Victoria															
<del></del>	0.25	150	R	From:		SR 49				NA			NA		1998
(726)	0.23	130	IX.	To:		NCL Victoria				INA			INA		1990
Lunenburg County				•				•							
				From:		NCL Victoria									
(726)	0.29	150	N	To		Dead End				NA			0	N	1998
				From:		SR 49									
727)	0.50	6	R			SK 49				NA			NA		03/12/2001
(121)				To:		Dead End									
				From:		55-604									
(728)	0.50	40	R							NA			NA		03/19/2001
				To:		Dead End									
(720)	0.60	70	R	From:		Dead End				NA			NA		03/19/2001
729	0.00	70		To:		SCL KENBRID	GE			14/4			IVA		00/10/2001
Town of Kenbridge															
				From:		SCL KENBRIDO	GE								0011010001
(729)	0.20	100	R	To:		SR 40		1		NA			NA		03/19/2001
I Ct						510 40									
Lunenburg County				From:		Dead End									
(730)	0.31	40	R							NA			NA		04/30/2001
				To:		55-652									
	0.30	70	R	From:		Dead End				NA			NA		03/12/2001
(731)	0.30	70	K	To:		SR 49				INA			INA		03/12/2001
				From:		Dead End		Ī							
732	0.60	20	R	<u> </u>						NA			NA		04/09/2001
				To:		0.60 MN Dead E	and	$\neg$							
732	1.00	110	R							NA			NA		04/09/2001
				To:		55-622			<u> </u>						
$\bigcirc$	0.50		_	From:		Dead End				N.I.C			N14		04/40/0001
733	0.50	30	R	To:		55-641				NA			NA		04/19/2001
						33-041									

					Lun	enburg Maintenan	ce Are	a							
Route	Length	AADT	QA	4Tire	Bus	Truc			$\cap$ C	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Lunenburg County				From:		55 625		i							
(734)	1.25	760	G	98%	0%	55-635 1% 0%	1%	0%	С	0.093	F	0.534	760	G	2002
(0)				To		ECL VICTORIA									
Town of Victoria				r -		Tot I women to									
(734)	0.95	440	G	98%	0%	ECL VICTORIA  1% 0%	1%	0%	F	0.082	F	0.614	440	G	2002
(734)				To:	0,0	55-1008	.,,					0.0			
Lunenburg County															
(735)	0.60	20	R	From:		55-622				NA			NA		04/09/200
(735)	0.00			To:		Dead End				1471			147 (		04/00/200
				From:		Dead End									
(736)	0.52	120	R							NA			NA		1998
				To:		SR 40									
(707)	0.65	130	R	From:		55-662 WEST				NA			NA		05/10/200
(737)	0.00	100		To:		55-662 EAST				1471			147.		00/10/200
				From:		Dead End									
(738)	0.11	40	R							NA			NA		04/02/200
				To:		WCL VICTORIA									
Town of Victoria				From:		WCL VICTORIA		Ī							
(738)	0.20	90	R							NA			NA		04/02/200
				To:		SR 40									
Lunenburg County				From:		0.25 \ 0.00 55 722		-							
(739)	0.35	50	R	110111.		0.35 MW 55-723				NA			NA		03/24/200
(100)				To:		55-723									
(739)	0.50	60	R	From:		00 720				NA			NA		03/24/200
				To		Dead End									
$\bigcirc$	0.50		_	From:		Dead End									00/40/000
(740)	0.50	30	R	To:		55-622				NA			NA		03/12/200
				From:		Dead End		 I							
(741)	0.35	40	R	<u> </u>		D cua Ena				NA			NA		04/09/200
				To:		55-662									
$\bigcirc$	2.22			From:		Dead End									00/40/000
742	0.90	20	R	To:		55-702		1		NA			NA		03/12/200
				From:		Dead End									
743)	0.40	10	R							NA			NA		03/19/200
				To		SR 40									
$\bigcirc$	0.00	40	_	From:		Dead End				NIA			NIA		02/42/200
744)	0.60	40	R	To		55-631				NA			NA		03/12/2001
				From:		55-622		1							
745)	0.25	20	R							NA			NA		03/12/2001
				To:		Dead End									
$\bigcirc$	0.40	040	_	From:		SR 40				N1 A					4000
746)	0.10	210	R	-						NA			NA		1998
	0.10	20	R	From:		0.10 MN SR 40				NA			NA		05/03/200
746	0.10	20	ĸ	To:		Dead End				INA			INA		03/03/200
				From:		Dead End		<u> </u>							
747)	0.25	30	R							NA			NA		03/19/200
$\sim$				To:		SR 137									

						nburg Mainten								
Route	Length	AADT	QA	4Tire	Bus		ruck e 1Trail 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Kenbridge				From:			- · · · · · · · · · · · · · · · · · · ·							
(748)	0.15	170	R	110111.		Dead End			NA			NA		03/14/2001
				To:		SR 40								
Lunenburg County				From:		55-622								
(749)	0.15	20	R						NA			NA		03/12/2001
				To:		Dead End								
750	0.80	60	R	From:		Dead End			NA			NA		03/15/2001
(730)				To-		US 360								
				From:		Dead End								2011=1222
751)	0.25	30	R	To:		55-685	1		NA			NA		03/15/2001
				From:		55-622								
752	0.30	20	R						NA			NA		04/09/2001
				To: From:		Dead End								
(753)	0.40	20	R	From:		Dead End			NA			NA		03/19/2001
(733)				To:		SR 138								
				From:		SR 40								0.1/00/0001
754)	0.35	30	R	To:		Dead End			NA			NA		04/09/2001
				From:		SR 40 SOUTI	Н							
(755)	0.80	340	R						NA			NA		1998
				To: From:		SR 40 NORT	Н							
756	0.25	20	R	From:		Dead End			NA			NA		03/27/2001
(730)				To:		55-646								
Town of Kenbridge				From:		D IF I								
(757)	0.11	210	R			Dead End			NA			NA		1998
				To:		SR 40								
Lunenburg County				From:		55-683								
(758)	1.50	48	R			33-083			NA			NA		03/15/2001
				То:		Dead End								
	0.80	80	R	From:		Dead End			NA			NA		04/09/2001
(759)	0.00	00	IX.	To:		SR 40			INA			INA		04/09/2001
				From:		Dead End								
(760)	0.50	47	R	To:		55-630; 55-63	2		NA			NA		03/12/2001
Town of Kenbridge						33-030, 33-03	02							
				From:		SR 40								
(761)	0.25	40	R	To:		NCL Kenbridg	ne		NA			NA		03/27/2001
Lunenburg County				<u> </u>		TVCE ICHOHA	<u> </u>							
	2 :-		_	From:		NCL Kenbridg	ge							00/07/005
(761)	0.45	40	R	To:		Dead End	1		NA			NA		03/27/2001
				From:		SR 40	J							
(762)	0.15	48	R	<u> </u>					NA			NA		03/19/2001
				To:		Dead End								
(763)	0.10	49	R	From:		SR 40			NA			NA		03/19/2001
		-		To:		Dead End								

					Lune	enburg Maintena	ince Area	l.							
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Axle			$^{\circ}$	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Lunenburg County				From:		Dead End		j							
(764)	1.65	100	R	_						NA			NA		1998
				To: From:		55-683									
765)	0.20	40	R	From:		Dead End				NA			NA		03/19/2001
(103)				To:		55-602									
$\sim$				From:		Dead End									
766	0.60	40	R	To:		55-626		1		NA			NA		1998
				From:		Dead End									
(767)	0.80	40	R			Doud End				NA			NA		04/09/200
				To:		55-622									
$\bigcirc$	0.50	00		From:		Dead End				NIA			NIA		02/45/200
768	0.50	80	R	To:		55-683				NA			NA		03/15/200
				From:		55-629		1							
769	0.35	60	R							NA			NA		04/09/200
				To:		Dead End									
770	0.19	100	R	From:		Dead End				NA			NA		1998
770	0.13	100		To		55-659				INA			INA		1330
				From:		Dead End									
771)	0.81	40	R							NA			NA		03/12/200
				To:		SR 49									
(770)	0.30	60	R	From:		Dead End				NA			NA		03/27/200
(772)	0.00			To:		55-710				1471			10.		00/21/200
_				From:		55-622									
775)	0.31	30	R	To:						NA			NA		03/12/2001
				10.		Dead End									
Town of Victoria				From:		55-1055									
(1001)	0.05	650	R							NA			NA		05/07/200
<u> </u>				To: From:		SR 40									
(1001)	0.08	860	G	99%	0%	1% 0%	0%	0%	F	0.094	F	0.577	860	G	2002
$\overline{\bigcirc}$	0.27	EEO		From:	00/	55-662	00/	00/		0.11		0.690	EEO		2002
(1001)	0.27	550	G	99%	0%	1% 0%	0%	0%	С	0.11	F	0.689	550	G	2002
(1001)	0.79	280	G	From: 99%	0%	55-1010 1% 0%	0%	0%	F	0.122	F	0.575	280	G	2002
(1001)				To:	• • • • • • • • • • • • • • • • • • • •	55-653	0,70			···	•	0.0.0			
				From:		SR 40; SR 49									
(1002)	0.07	1500	G	94%	1%	3% 1%	1%	0%	С	0.082	F	0.587	1500	G	2002
$\bigcirc$	0.07	000		From:	40/	55-662	40/	00/		0.4		0.704	000		0000
1002	0.07	690	G	94%	1%	3% 1%	1%	0%	F	0.1	F	0.734	680	G	2002
	0.08	590	G	From: 94%	1%	55-1020 <b>3</b> % <b>1</b> %	1%	0%	F	0.153	F	0.708	590	G	2002
1002	0.00	330	_		1 /0		1 /0	J /0		0.100	'	0.700	J90	_	2002
(1002)	0.61	250	G	From: 94%	1%	55-1019 <b>3</b> % <b>1</b> %	1%	0%	F	0.092	F	0.519	250	G	2002
	-	-		To		55-653						-	-	-	
				From:		55-1021									
1003	0.21	160	R	_						NA			NA		05/07/2001
	0.17	000		To: From:		55-1019				NIA.			A.I.A		05/07/222
1003	0.17	390	R	To		55-653				NA			NA		05/07/2001
				1		33-033									

					Lunc	indurg Mairite	stratice Area	и							
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+A	Truck xle 1Trail	2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Victoria				From:		55-1021	1	1							
1004)	0.07	60	R			33-1021	1			NA			NA		05/07/200
				To: From:		55-662									
1004)	0.15	270	R							NA			NA		05/07/200
	0.22	160	R	From:		55-1019	)	-		NA			NA		03/24/200
(1004)	0.22	100	K	To:		Dead En	ıd			INA			INA		03/24/200
				From:		55-1035	5								
(1005)	0.12	20	R	To:		55-1041 Gap T		1		NA			NA		04/02/200
				From:		SR 49 Gap Te									
(1005)	0.20	440	R							NA			NA		05/07/200
	0.10	140	R	From:		55-1019	)	-		NΙΛ			NΑ		03/34/300
1005	0.18	140	ĸ	To:		55 100				NA			NA		03/24/200
(1005)	0.06	47	R	From:		55-1006	)			NA			NA		03/24/200
				To:		Dead En	ıd								
$\bigcirc$	2.22	440	_	From:		55-1001	l								00/04/000
1006	0.20	140	R	_						NA			NA		03/24/200
(1006)	0.15	100	R	From:		55-1005	5			NA			NA		03/24/200
1006	0.10			To:		55-1003	3								00/2 1/200
$\bigcirc$				From:		55-1001	l								
(1007)	0.30	100	R	To:		55-653		1		NA			NA		03/24/200
				From:		SR 40 WE		i i							
(1008)	0.03	390	R	<u> </u>						NA			NA		05/14/200
				To: From:		55-667									
1008	0.40	110	R							NA			NA		05/14/200
^	0.03	290	R	From:		55-1023	3			NA			NA		05/14/200
(1008)	0.03	290	K	To:		55 102		1		INA			INA		03/14/200
(1008)	0.07	320	R	From:		55-1022	<u> </u>			NA			NA		05/14/200
				To:		SR 40 EA	.ST								
Lunenburg County				From:		55-734		I							
(1009)	0.61	90	R			33-734				NA			NA		05/07/200
				To:	I	Dead End; Gap	Terminus								
Town of Victoria				From:	Ī	Dead End; Gap	Terminus	1							
(1009)	0.16	350	R		•	Jean Ena, oup	101111111111111111111111111111111111111			NA			NA		05/07/200
$\bigcup$				To:		SR 40									
(100)	0.06	60	R	From:		55-1011	<u>i</u>	J		NA			NA		04/17/200
(1010)	0.00			To:		55-1012; Gap T				1471			1471		04/11/200
	0.07	50	R	From:		55-1014; Gap T	erminus			NA			NA		04/17/200
(1010)	0.07	30	IX	To:		55 100°	1	1		INA			INA		04/11/200
(1010)	0.20	90	R	From:		55-1001	1			NA			NA		03/24/200
				To:		55-1005	5								
(1010)	0.07	80	R	From:				-		NA			NA		03/24/200
				To- From:		55-1004	1	]-							
1010	0.08	80	R	To:		EE 100'	2			NA			NA		03/24/2001
				10.		55-1003	,	Į							

Route	l enath	AADT	ΩΔ	4Tire	TruckBus	OC.	()K	Dir	AAWDT	OW	Year
Town of Victoria	Longar	7,7,01	<b>Q</b> ,1	41110	2Axle 3+Axle 1Trail 2Trai	l GO Hoi	ır	Factor	70.000	QII	rear
				From:	55-1003	]					
(1010)	0.10	40	R	To:	DedFed	NA 1	١		NA		03/24/200
				From:	Dead End	<u> </u>					
(1011)	0.08	450	R	r tonii.	SR 40	J NA			NA		05/07/200
1011)				To:	55-662	1					
(1011)	0.16	180	R	From:	33-002	J NA			NA		05/07/200
				To:	55-1019	1					
1011)	0.08	150	R	From:		N/			NA		05/07/200
				To: From:	55-1010	<b>—</b>					
(1011)	0.50	30	R			N/	١		NA		04/17/200
<u> </u>				To:	Dead End						
$\bigcirc$				From:	SR 40	]					0.1/0.1/0.00
(1012)	0.32	210	R	To:	55-1010	N <i>A</i> 1	١		NA		04/24/2001
				From:	SR 40	1					
(1013)	0.18	220	R		SR 40	J NA			NA		04/24/2001
(1013)				To:	55-1020		-				
(1013)	0.08	40	R	From:	33-1020	J NA			NA		04/24/2001
(1013)				To:	55-1019						
				From:	Dead End						
1014	0.26	310	R			N/	١		NA		03/24/2001
				To: From:	55-1019	]					
1014)	0.07	70	R			N/	١		NA		03/24/2001
				To:	55-1010						
	0.00	400	_	From:	Dead End	]			NIA		05/44/000
(1015)	0.02	400	R			NA -	١		NA		05/14/2001
$\bigcirc$	0.07	440	R	From:	SR 40	N/			NA		05/14/2004
1015	0.07	440	ĸ	_ 1		1N <i>F</i>	1		INA		05/14/2001
	0.08	140	R	From:	55-662	N/			NA		05/14/2001
(1015)	0.00	140	IX.	To:	55-1020	] '\			INA		03/14/2001
				From:	55-1021						
(1016)	0.14	120	R			N/	١		NA		05/07/2001
				To: From:	55-1020	]					
(1016)	0.08	140	R	rioii.		N/	١		NA		05/07/2001
$\bigcirc$				To:	55-1019						
$\bigcirc$			_	From:	55-662						00/04/000
(1017)	0.20	230	R	To:	SR 49	N.A 1	١		NA		03/24/2001
				From:	55-1021	1					
1018	0.23	210	R		33-1021	J NA			NA		04/02/2001
(1010)	0.20			To:	55-1019	1	•				
				From:	55-1011	1					
1019	0.07	30	R			N/	١		NA		04/17/2001
				To: From:	55-1012; Gap Terminus 55-1013; Gap Terminus						
(1019)	0.07	30	R	<u> </u>	55-1015, Gap Tellillius	J NA			NA		04/17/2001
				To:	55-1014	1					
1019	0.06	60	R	From:	33-1014	N/			NA		05/07/2001
				To:	55-1001; Gap Terminus	1					
$\bigcirc$	0.00		_	From:	55-1002; Gap Terminus		-				05/07/000
1019	0.08	50	R	To:	55-1005	N <i>A</i> 1	١		NA		05/07/2001
				- 1	33-1003	1					

Route	Length	AADT	QA	4Tire	Bus		Tru	ck		- QC	Peak	QK	Dir	AAWDT	OW	Year
Town of Victoria	Longui	AADI	S(A	71110	Dus	2Axle 3-	+Axle	1Trail	2Trail	Q.O	Hour	Qίλ	Factor	, u (V D I	<b>∞</b> ۷ ۷	i cai
	0.40	100	_	From:		55-1	005									05/07/000
1019	0.16	190	R	To-		55-1003; Ga	n Termi	nus	1		NA			NA		05/07/2001
				From:		SR 49; Gap										
1019	0.22	210	R								NA			NA		04/24/2001
	0.40		_	From:		55-1	046				NIA			NIA		04/04/0004
1019	0.16	60	R	To:		55-1	045				NA			NA		04/24/2001
				From:		Dead			1							
1020	0.03	20	R	-							NA			NA		04/17/2001
				To: From:		55-1	011									
1020	0.18	80	R								NA			NA		03/24/2001
				From:		55-1	013									
1020	0.20	130	R	To:		55-1015; Ga	n Tomai	*****			NA			NA		05/07/2001
				From:		55-1002; Ga										
1020	0.40	140	R								NA			NA		04/02/2001
				From:		55-1	018		]							
(1020)	0.07	50	R	To:		D 1	Б. 1				NA			NA		04/02/2001
				From:		Dead										
(1021)	0.21	270	G	95%	1%	4%	49 0%	0%	0%	С	0.143	F	0.694	270	G	2002
(1021)	0.21			To:	170	55-1		070			0.110		0.001	2.0		2002
(1021)	0.07	160	R	From:		33-1	010				NA			NA		04/02/2001
1021)				To		THIRTEE	NTH S	Т	1							
(1021)	0.13	100	R	From:			.,,,,,,	-			NA			NA		04/02/2001
				To:		Dead	End									
$\bigcirc$				From:		SR	40									
1022	0.04	110	R	To:		55-1	000				NA			NA		05/14/2001
				From:		Dead										
(1023)	0.15	49	R	<u> </u>		Dead	Liiu				NA			NA		04/02/200
				To:		55-1	800									
				From:		55-1	047									
1024	0.20	290	R								NA			NA		04/17/2001
				From:	40/	55-1		=0/								
(1024)	0.20	520	G	88%	1%		1%	7%	0%	F	0.093	F	0.52	520	G	2002
$\bigcirc$	0.38	1000	G	From: 88%	1%	55-6 4%	61 1%	7%	0%	С	0.095	F	0.505	1000	G	2002
(1024)	0.56	1000	G	To:	1 /0	SR 40;		1 /0	0 /6	C	0.095	,	0.505	1000	G	2002
				From:		Dead			1							
1025	0.04	45	R								NA			NA		04/17/2001
				From:		55-1	047									
(1025)	0.19	40	R								NA			NA		04/17/2001
				To: From:		55-1	036		}							
(1025)	0.07	60	R	т		55 1040 C	т.				NA			NA		04/17/2001
				To: From:		55-1040; Ga 55-661; Gap										
(1025)	0.07	60	R	<u></u>							NA			NA		04/17/2001
				To: From:		55-1	029									
(1025)	0.32	100	R								NA			NA		04/17/2001
				To:		SR 40;										
$\bigcirc$	0.06	40	Б	From:		55-1	047				NI A			NIA		04/17/2004
1026	0.06	49	R	To		55-1	042				NA			NA		04/17/2001
				1		33-1										

					Lunenburg Maintenance Area							
Route	Length	AADT	QA	4Tire	BusTruckTrail 2Trail	OC.	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Victoria							Tioui		1 dotoi			
	0.06	90	R	From:	55-1042	1	NA			NA		04/17/200
(1026)	0.00	90	K	To:	55-1037; Gap Terminus	1	INA			INA		04/11/200
				From:	55-1028; Gap Terminus							
(1026)	0.13	90	R				NA			NA		04/17/200
				To: From:	55-1031	}						
1026	0.20	80	R	To:	GD 40 GD 40	7	NA			NA		04/17/200
				From:	SR 40; SR 49							
	0.33	120	R	FIOIII.	55-1042	1	NA			NA		04/17/200
1027	0.00	120		To:	9TH ST; Gap Terminus	1	14/ (			14/ (		0-1/11/200
$\bigcirc$				From:	55-661; Gap Terminus							
1027	0.27	130	R				NA			NA		04/17/200
				To: From:	55-1032	]						
1027	0.12	200	R	To:	CD 40 CD 40	1	NA			NA		04/17/200
				From:	SR 40; SR 49	<u> </u>						
	0.32	230	R	From:	55-661	l	NA			NA		04/17/20
1028	0.32	230	1			7	INA			INA		04/11/200
	0.05	420	R	From:	55-1033		NA			NA		04/17/20
1028	0.03	420	1	To:	SR 40; SR 49	1	INA			INA		04/11/20
				From:	55-1027							
1029	0.19	110	R			1	NA			NA		04/17/20
				To:	55-734	1						
1029	0.05	240	R	From:		4	NA			NA		04/17/20
				To:	55-1024							
				From:	55-1027							
1030	0.13	40	R				NA			NA		04/02/200
				From:	55-1025	}						
1030	0.07	70	R			1	NA			NA		04/02/20
				To:	55-734							
	0.19	50	R	From:	55-1028	j	NA			NA		04/02/200
(1031)	0.19	30	1			7	INA			INA		04/02/200
1031)	0.12	80	R	From:	55-1025		NA			NA		04/02/200
(1031)	0.12	00	- 1	To:	55-1024	1	14/3			INA		04/02/200
				From:	55-1028							
(1032)	0.07	20	R			•	NA			NA		04/02/20
$\bigcup$				To: From:	55-1027	<b> </b>						
1032	0.12	20	R	rioii.		•	NA			NA		04/02/200
$\bigcup$				To: From:	55-1025	<b>—</b>						
1032	0.12	50	R	rioii.		•	NA			NA		04/02/200
				To:	55-1024							
$\bigcirc$				From:	55-1044							
1033	0.35	47	R				NA			NA		04/02/200
				From:	55-734	<u> </u>	,					04/00:=:
(1033)	0.07	60	R	To	55-1024	1	NA			NA		04/02/200
-				From:		<u> </u>						
(1034)	0.10	30	R		Dead End	J	NA			NA		04/02/200
1034	0.10	55	11	Tar	010165 15 1	1	14/7			INA		J-1021200
(1024)	0.10	40	R	From:	0.10 ME Dead End		NA			NA		1998
(1034)	0.10			To:	55-662	1	11/1			1 1/7		1000
					** **	•——						

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Victoria				From:	Dead End	Ī						
1035	0.09	90	R			-	NA			NA		04/02/2001
				To	55-1008							
$\bigcirc$	0.04	•		From:	Dead End	_	NIA			NIA		04/47/200
1036	0.04	9	R			7	NA			NA		04/17/200
	0.12	110	R	From:	55-1025		NA			NA		04/17/200
1036	0.12	110	K	To:	55-1024	1	INA			INA		04/11/200
				From:	55-1026	i I						
(1037)	0.06	110	R			_	NA			NA		04/17/200
				To: From:	55-1025							
(1037)	0.11	220	R		55=1025	4	NA			NA		04/17/200
(1037)				To:	55-1024	1						
1037	0.05	40	R	From:	33-1024	J	NA			NA		04/17/200
				To:	Dead End							
				From:	SR 40							
1038	0.08	110	R				NA			NA		03/24/200
				To: From:	55-662	]						
1038	0.09	47	R	To:		7	NA			NA		03/24/200
					55-1020							
	0.05	60	R	From:	55-734	J	NA			NA		04/17/200
(1039)	0.03	00	1			7	14/1			14/3		04/11/200
(1000)	0.07	40	R	From:	55-1024		NA			NA		04/17/200
1039	0.07		• • • • • • • • • • • • • • • • • • • •	To:	Dead End	1						0 11 11 12 00
				From:	55-1025							
(1040)	0.19	60	R			_	NA			NA		04/17/200
$\bigcup_{i=1}^{n}$				To:	Dead End	<u> </u>						
$\bigcirc$				From:	55-1008							
(1041)	0.07	70	R			_	NA			NA		04/02/200
$\overline{}$	0.10	70	_	From:	55-1005	<u> </u>	NIA			NIA		04/02/200
(1041)	0.16	70	R	To:	Dead End	7	NA			NA		04/02/200
				From:	55-1027	<u> </u>						
(1042)	0.20	280	R	<u> </u>	33-1027	J	NA			NA		04/17/200
				To:	55-734	1						
(1042)	0.05	160	R	From:			NA			NA		04/17/200
				To:	55-1024							
				From:	SR 49							
1043	0.14	20	R	To:	D 15.1	7	NA			NA		03/24/2001
				From:	Dead End	<u> </u>						
	0.11	49	R	From:	Dead End	J	NA			NA		04/02/200
1044	0.11		• • •	To:	SR 40; SR 49	1						0 11 02 12 00
			_	From:	SR 40; SR 49							0.4/20/22
1044	0.05	80	R	To:	55-1033	1	NA			NA		04/02/2001
				From:		1						
1045)	0.06	30	R		55-1019	ı	NA			NA		03/24/200
1049				To:	55-1046	<u></u>						
				From:	55-1019							
1046	0.25	110	R			_	NA			NA		03/24/2001
				To:	55-1045							

					Lune	enburg Maintena	nce Are	a							
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle		2Trail	- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Victoria				From:		55-1026		1							
(1047)	0.17	90	R	_						NA			NA		04/17/2001
				To: From:		55-1024									
(1048)	0.05	60	R	110111.		Dead End				NA			NA		04/02/2001
				To:		SR 40									
(1049)	0.04	20	R	From:		55-1007				NA			NA		05/07/2001
1049	0.04			To:		Dead End				147.			147 (		
Lunenburg County				From:		Dead End									
(1050)	0.14	46	R			Dead End				NA			NA		03/24/2001
				To:		55-726									
Town of Victoria				From:		55-661		1							
(1055)	0.33	250	R							NA			NA		05/10/2001
				To:		55-1001									
Town of Kenbridge				From:		55-1123									
(1101)	0.41	280	R							NA			NA		04/30/2001
(1101)	0.37	510	G	From: 96%	0%	55-1111 2% 1%	1%	0%	F	0.115	F	0.664	510	G	2002
(1101)	0.07	010		To		55-1110	170		•	0.110		0.004	010		
(1101)	0.32	670	G	96%	0%	2% 1%	1%	0%	F	0.094	F	0.627	670	G	2002
				From:		55-1130	10/			- · · · -					
(1101)	0.06	1000	G	96%	0%	2% 1%	1%	0%	С	0.107	F	0.505	1000	G	2002
(1101)	0.31	900	G	From: 96%	0%	SR 40 EAST 2% 1%	1%	0%	F	0.101	F	0.678	900	G	2002
				То:		SR 40 WEST									
	0.14	110	R	From:		55-653				NA			NA		03/29/2001
(1102)	0.14	110	K	То:		55-1117		1		INA			INA		03/29/2001
				From:		55-1101									
(1103)	0.15	110	R	To:		55-1108		1		NA			NA		04/30/2001
				From:		SR 40		1							
(1104)	0.11	120	R	т		55 111 (A) (OP TO	•			NA			NA		03/27/2001
				From:		55-1114 NORTH 55-1114 SOUTH									
(1104)	0.06	40	R	To:		Dead End				NA			NA		03/27/2001
				From:		55-1107									
(1105)	0.13	90	R	<u> </u>						NA			NA		03/29/2001
				To: From:		55-1106									
(1105)	0.10	80	R	To:		55-1125				NA			NA		03/29/2001
				From:		55-1128									
(1106)	0.15	430	R	To:		55 627				NA			NA		03/29/2001
				From:		55-637 SCL KENBRIDO	3E	<u> </u>							
(1107)	0.14	300	R	<u> </u>	_					NA			NA		03/29/2001
				To:		55-637									
(1108)	0.03	30	R	From:		Dead End				NA			NA		04/30/2001
1100				To: From:		55-1110									
(1108)	0.32	180	R	-						NA			NA		04/30/2001
				To:		55-1121									

					Lur	nenburg	Maintena	nce Area	đ							
Route	Length	AADT	QA	4Tire	e Bus		True 3+Axle			$^{\circ}$	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Kenbridge				From:			55-1121		1							
(1108)	0.24	340	R	<u> </u>			00 1121				NA			NA		04/30/200
				To			55-1117									
$\bigcirc$				From:			55-1126									
(1109)	0.16	260	R								NA			NA		04/30/200
	0.07	4=0		From:		SR 1	137; SR 13	8	}							0.4/00/000
(1109)	0.07	170	R	To:			55-1108				NA			NA		04/30/200
				From:			55-1101		1							
1110	0.18	280	R	<u> </u>			33-1101				NA			NA		04/30/200
				To:			55-1108									
(1110)	0.05	90	R	From:			33-1100				NA			NA		04/30/200
				To:			55-1112									
				From:		SCL I	KENBRIDO	ЗE								
1111	0.14	390	R	_							NA			NA		04/30/200
				To:			137; SR 13	8								
	0.07	60		From:		I	Dead End				NA			NIA		04/20/20
(1112)	0.07	60	R	To:		55-1110	; Gap Tern	ninus	1		INA			NA		04/30/200
				From:			d; Gap Teri									
1112	0.15	40	R								NA			NA		04/30/200
				To: From:			55-1121		}							
1112	0.06	200	R								NA			NA		04/30/200
				To:			SR 40									
	0.10	500	R	From:			SR 40				NA			NA		05/17/200
1113	0.10	500	K								INA			INA		05/17/200
	0.09	140	R	From:			55-1101				NA			NA		05/17/200
1113	0.09	140	K	To:			55-1115				INA			INA		03/11/200
				From:			55-637		i							
1114)	0.39	490	G	94%	0%	4%	1%	1%	0%	С	0.099	F	0.608	490	G	2002
				To:			SR 40									
				From:			SR 40									
(1115)	0.06	880	R								NA			NA		04/30/200
$\overline{\bigcirc}$				From:			55-1116									
1115)	0.13	180	R	To:			55-1117				NA			NA		05/07/200
				From:				II IIC								
1116	0.06	140	R			SEVE	NTH AVEN	IUE			NA			NA		05/07/200
1110	0.00		•••	To:			55-1101									00/0//200
1116	0.08	630	G	93%	1%		0%	1%	0%	С	0.110	F	0.565	630	G	2002
1116				To:			55-1115									
1116	0.15	280	G	93%	1%	4%	0%	1%	0%	F	0.102	F	0.6	280	G	2002
				To:			55-1102									
_				From:		NOR	TH STREE	T								
1117)	0.18	280	R								NA			NA		05/07/200
				From:			55-1132									
1117	0.05	290	R	· <u> </u>					_		NA			NA		05/07/200
				From:			55-1102									
1117)	0.22	120	R	_							NA			NA		05/07/200
				To:			55-1136									
$\bigcirc$	0.00	000	_	From:		<del></del>	55-637	<del></del>			N.I.A			N14		05/07/000
(1118)	0.08	320	R	To:			55-1124				NA			NA		05/07/200
							JJ-1124									

					Lunenburg Maintenance Area							
Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Trail	OC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Kenbridge												
(1118)	0.08	230	R	From:	55-1124	J	NA			NA		05/07/2001
(11)	0.00			To-	55-1119							
				From:	55-1114	]						
(1119)	0.15	200	R	To:	CD 40	1	NA			NA		05/07/2001
				From:	SR 40							
(1120)	0.28	160	R		55-1114	_	NA			NA		03/27/2001
1120				То:	Dead End	]						
				From:	SR 137; SR 138							
(1121)	0.07	200	R				NA			NA		04/30/2001
				From:	55-1108	<del> </del>						
(1121)	0.05	100	R	To:	55 1112	1	NA			NA		04/30/2001
				***	55-1112							
Lunenburg County				From:	Dead End							
(1122)	0.27	70	R			-	NA			NA		03/27/2001
				To:	55-1129							
Town of Kenbridge				From:	55-1101							
(1123)	0.09	210	R	<u> </u>	33-1101		NA			NA		04/30/2001
				To:	SR 137; SR 138							
				From:	55-1114							
1124	0.14	350	R			1	NA			NA		05/14/2001
				To:	SR 40							
(105)	0.08	120	R	From:	55-1105		NA			NA		03/29/2001
(1125)	0.00	120	IX.	Tai	55.607	1	INA			INA		03/23/2001
(1125)	0.08	290	R	From:	55-637		NA			NA		03/29/2001
(1125)	0.00			To:	55-1124					10.		00/20/2001
				From:	55-1109							
(1126)	0.15	1000	R			-	NA			NA		04/30/2001
				To:	SR 40							
	0.07	50	R	From:	SR 137; SR 138	j	NA			NA		04/30/2001
(1127)	0.07	30	IX	To:	NCL KENBRIDGE	1	INA			INA		04/30/2001
				From:	55-1106							
(1128)	0.10	460	R				NA			NA		03/29/2001
				To:	Dead End							
Lunenburg County				From:	55-637	ı						
(1129)	0.20	120	R	<u> </u>	33-037	J	NA			NA		03/27/2001
				To:	55-1122							
Town of Kenbridge												
	0.06	220	R	From:	55-1126		NA			NA		04/30/2001
(1130)	0.00	220	K	To:	55-1101	1	INA			INA		04/30/2001
				From:	55-1142							
(1131)	0.09	20	R			-	NA			NA		03/29/2001
				To: From:	55-1138	<b>]</b> ——						
(1131)	0.05	290	R			=	NA			NA		03/29/2001
				To:	SR 40	<u> </u>						
$\bigcirc$	0.40	440	_	From:	55-1116	]	NI A					05/07/000
(1132)	0.12	110	R	To:	55-1117	1	NA			NA		05/07/2001
					JJ-111/	<u> </u>						

					Lunenburg Maintenance Area							
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trai	 QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Kenbridge				From:	55 1122	+						
(1133)	0.07	40	R		55-1133		NA			NA		03/27/200
(1133)				To:	55-1134							
(1133)	0.11	140	R	From:	33 113 1	_	NA			NA		03/27/200
				To-	55-637							
$\bigcirc$				From:	Dead End							
(1134)	0.14	110	R	To:	55-1133	7	NA			NA		03/27/200
				From:	55-653	<u> </u>						
(1135)	0.31	190	R	<u> </u>	33-033	_	NA			NA		03/29/200
1100				To:	Dead End	1						
				From:	55-1117							
1136	0.09	140	R	_		_	NA			NA		03/29/200
				To-	55-653	<u> </u>						
	0.00	40	ь	From:	Dead End		NIA			NΙΔ		02/27/200
(1137)	0.08	40	R	To:	55-1133	7	NA			NA		03/27/200
				From:	Dead End	1						
(1138)	0.06	80	R		Dead Life	_	NA			NA		03/29/200
				To:	55-1131							
				From:	SR 40							
1139	0.06	310	R				NA			NA		03/29/200
				From:	55-1135	]						
1139	0.19	300	R	To:	55.652	7	NA			NA		03/29/200
				From:	55-653	1						
(1140)	0.04	80	R	Piolii.	Dead End		NA			NA		03/29/200
	0.01			To:	55-1131	1				10.		00/20/200
				From:	55-1142	1						
(1141)	0.14	50	R			_	NA			NA		03/29/200
<u> </u>				To:	SR 40	]						
$\bigcirc$				From:	55-1131	]						0=11.1000
(1142)	0.22	40	R	To:	55-1141	7	NA			NA	05/1	05/14/200
(					55-1141	1						
Lunenburg County				From:	SR 137							
1201)	0.30	90	R			_	NA			NA		03/19/200
				To:	Dead End							
	0.44	NA		From:	55-622	_	NI A			NIA		
9446	0.11	NA		To:	WEST END ELEM SCHOOL	7	NA			NA		
				From:	55-707	1						
9924	0.15	230	R		33-707		NA			NA		1998
				To:	LUNENBURG JR HS							
				From:	SR 40							
9925	0.05	680	R				NA			NA		1998
				To: From:	CENTRAL HIGH SCH	}						
9925	0.05	50	R			7	NA			NA		1998
				To:	55-663							
Town of Kenbridge				From:	55-653							
9926)	0.10	100	R	<u> </u>	55-055	_	NA			NA		1998
				To-	KENBRIDGE PRIM SCH							
		_					_	_	_			