

**2005**

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

where available

**Jurisdiction Report**

**81**

Rockbridge County  
City of Buena Vista  
City of Lexington  
Town of Glasgow  
Town of Goshen

Prepared By

**Virginia Department of Transportation  
Traffic Engineering Division**

In Cooperation With

**U.S. Department of Transportation  
Federal Highway Administration**

Virginia Department of Transportation  
Traffic Engineering Division  
Traffic Monitoring Section

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

One of these booklets, 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 of the VDOT Traffic Engineering Division 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.

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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 Traffic Engineering Division 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

**K Factor:** The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

**QK:** Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design 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



Interstate Route

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



US Route



Virginia State Route



Frontage Road (F precedes frontage route number)



Secondary Route

## Special Routes



Bus - Business Route

Bypas - Bypass Route

Truck - Truck Route



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

Virginia Department of Transportation  
Traffic Engineering Division  
2005  
Annual Average Daily Traffic Volume Estimates By Section of Route  
Rockbridge Operational Area

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	
							2Axle	3+Axle	1Trail	2Trail							
11 81	From: Botetourt County Line To: Rockbridge County		1.95														
	See I-81 for directional traffic volume estimates for this segment. Combined Traffic Estimates for 2 Parallel Roadways on this Route: <b>37000</b> <b>G</b> 64% 1% 1% 1% 31% 3% F NA 35000 G																
11	S Lee Highway	Rockbridge County	1.73	<b>2200</b>	<b>G</b>	94%	1%	1%	1%	3%	0%	C	0.095	F	0.566	2300	G
11	S Lee Highway	Rockbridge County	3.47	<b>3200</b>	<b>G</b>	94%	1%	1%	1%	3%	0%	F	0.089	F	0.512	3300	G
11	S Lee Highway	Rockbridge County	8.45	<b>3400</b>	<b>G</b>	96%	0%	1%	1%	1%	0%	F	0.088	F	0.54	3500	G
11	S Lee Highway	Rockbridge County	1.02	<b>8400</b>	<b>G</b>	96%	0%	1%	1%	1%	0%	C	0.090	F	0.682	8700	G
11	S Lee Highway	Rockbridge County	0.32	<b>8400</b>	<b>N</b>	96%	0%	1%	1%	1%	0%	N	0.090	N	0.682	8700	N
11	S Lee Highway	City of Lexington	0.59	<b>9300</b>	<b>G</b>	96%	1%	1%	2%	1%	0%	C	0.097	F	0.505	10000	G
11	N Lee Highway	City of Lexington	0.04	<b>9600</b>	<b>G</b>	96%	1%	1%	2%	1%	0%	F	0.088	F	0.508	11000	G
11	N Lee Highway	City of Lexington	0.08	<b>19000</b>	<b>G</b>	97%	0%	1%	1%	1%	0%	F	0.085	N	0.508	20000	G
11	N Lee Highway	Rockbridge County	0.88	<b>18000</b>	<b>G</b>	97%	0%	1%	1%	1%	0%	C	0.085	F	0.508	19000	G
11	N Lee Highway	Rockbridge County	4.02	<b>7400</b>	<b>G</b>	92%	0%	2%	1%	4%	0%	C	0.087	F	0.545	7600	G
11	N Lee Highway	Rockbridge County	5.53	<b>4400</b>	<b>G</b>	96%	0%	1%	1%	1%	0%	C	0.097	F	0.502	4600	G
11	N Lee Highway	Rockbridge County	5.40	<b>3400</b>	<b>G</b>	96%	0%	1%	1%	1%	0%	F	0.093	F	0.528	3500	G
Bus 11		Rockbridge County	0.03	<b>7100</b>	<b>G</b>	98%	0%	1%	1%	0%	0%	F	0.083	N	0.533	7200	G
Bus 11	Main St	City of Lexington	0.39	<b>3400</b>	<b>G</b>	98%	0%	1%	1%	0%	0%	C	0.083	F	0.533	3700	G
Bus 11	Main St	City of Lexington	0.16	<b>5200</b>	<b>G</b>	98%	0%	1%	1%	0%	0%	F	0.093	F	0.56	5700	G
Bus 11	Main St	City of Lexington	0.31	<b>4600</b>	<b>G</b>	98%	0%	1%	1%	0%	0%	F	0.092	F	0.588	5100	G

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Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
Bus 11	From: [Redacted] White St															
Main St	City of Lexington	0.31	3600	G	99%	0%	1%	0%	0%	0%	F	0.108	F	3900	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		6500	G	99%	0%	1%	0%	0%	0%	F	0.095	F	7100	G	
Bus 11	To: [Redacted] Nelson St															
Main St	City of Lexington	0.24	4500	G	99%	0%	1%	0%	0%	0%	F	0.094	F	4900	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		9700	G	99%	0%	1%	0%	0%	0%	F	NA		11000	G	
Bus 11	To: [Redacted] Jefferson St															
Main St	City of Lexington	0.37	8900	G	99%	0%	1%	0%	0%	0%	F	0.092	F	0.536	9700	G
Bus 11	To: [Redacted] Letcher St															
Main St	City of Lexington	0.34	9400	G	99%	0%	1%	0%	0%	0%	C	0.095	F	0.545	10000	G
Bus 11	To: [Redacted] US 11															
Bus 11	From: [Redacted] Bus US 11 Main St															
	City of Lexington	0.35	2800	G	99%	0%	1%	0%	0%	0%	F	0.111	F	3100	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		6500	G	99%	0%	1%	0%	0%	0%	F	0.095	F	7100	G	
Bus 11	To: [Redacted] US 60 Nelson St															
	City of Lexington	0.24	5300	G	99%	0%	1%	0%	0%	0%	C	0.096	F	5800	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		9700	G	99%	0%	1%	0%	0%	0%	F	NA		11000	G	
Bus 11	To: [Redacted] Bus US 11 Main St															
39 42	From: [Redacted] Bath County Line															
	Town of Goshen (Maint: 81)	2.47	1800	G	93%	0%	2%	1%	3%	0%	C	0.097	F	0.593	1900	G
39	To: [Redacted] SR 42 Goshen															
	Town of Goshen (Maint: 81)	1.34	1900	G	95%	0%	1%	1%	3%	0%	C	0.090	F	0.528	2000	G
39	To: [Redacted] 81-780 South of Goshen															
	Town of Goshen (Maint: 81)	0.07	890	G	95%	0%	1%	1%	3%	0%	F	0.087	F	0.503	920	G
39	To: [Redacted] SCL Goshen															
	Rockbridge County	8.62	890	N	95%	0%	1%	1%	3%	0%	N	0.087	N	0.503	920	N
39	To: [Redacted] E 81-602															
	Rockbridge County	2.34	1200	G	96%	0%	1%	2%	1%	0%	C	0.104	F	0.508	1300	G
39	To: [Redacted] SR 252															
	Rockbridge County	7.55	1500	G	96%	0%	1%	2%	1%	0%	F	0.099	F	0.582	1600	G
ALT 39	To: [Redacted] US 11 North of Lexington															
	From: [Redacted] SR 42 Goshen															
	Town of Goshen (Maint: 81)	0.35	1400	G	93%	0%	1%	1%	4%	0%	C	0.089	F	0.556	1500	G
42 39	To: [Redacted] SR 39															
	From: [Redacted] Bath County Line															
	Town of Goshen (Maint: 81)	2.47	1800	G	93%	0%	2%	1%	3%	0%	C	0.097	F	0.593	1900	G
	To: [Redacted] SR 39 Goshen															



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							2Axle	3+Axle	1Trail	2Trail						
	From: SR 39 Goshen															
42	Town of Goshen (Maint: 81)	0.06	2100	G	95%	0%	1%	1%	2%	0%	C	0.096	F	0.57	2200	G
	To: ECL Goshen															
42	Rockbridge County	5.92	2100	N	95%	0%	1%	1%	2%	0%	N	0.096	N	0.57	2200	N
	To: Augusta County Line															
	From: Amherst County Line															
48	Blue Ridge Parkway Rockbridge County (Maint: US )	0.15	1200	O	88%	1%	1%	1%	9%	0%	F	NA		NA		
	To: US 60															
48	Blue Ridge Parkway Rockbridge County (Maint: US )	18.29	1200	O	88%	1%	1%	1%	9%	0%	F	NA		NA		
	To: Nelson County Line															
	From: Augusta County Line															
56	Rockbridge County	1.52	1200	G	96%	1%	2%	1%	1%	0%	C	0.095	F	0.655	1200	G
	To: 81-608 Vesuvius															
56	Rockbridge County	3.74	430	G	97%	0%	1%	2%	1%	0%	C	0.114	F	0.531	440	G
	To: Nelson County Line															
	From: Alleghany County Line															
60 64	Rockbridge County	1.92														
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		8400	G	74%	1%	1%	1%	23%	1%	F	0.074	F	0.52	7800	G
	To: 81-780															
60 64	Rockbridge County	7.38														
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		8700	B	74%	1%	1%	1%	23%	1%	C	0.125	A	0.524	8200	B
	To: US 60															
	From: I-64, 81- 623 Near Kerrs Creek															
60	Rockbridge County	0.43	1700	G	94%	1%	2%	2%	2%	0%	C	0.099	F	0.508	1800	G
	To: 81-631															
60	Rockbridge County	3.09	2200	G	97%	0%	1%	1%	1%	0%	C	0.087	F	0.774	2200	G
	To: 81-641 West of Lexington															
60	Rockbridge County	2.08	4200	G	97%	0%	1%	1%	1%	0%	F	0.085	F	0.83	4400	G
	To: WCL Lexington															
60	Nelson Street City of Lexington	0.25	5000	G	98%	0%	1%	0%	0%	0%	C	0.094	F	0.657	5500	G
	To: Woods Creek															
60	Nelson Street City of Lexington	0.33	5600	G	98%	0%	1%	0%	0%	0%	F	0.088	F	0.624	6100	G
	To: Glasgow Street															
60	Nelson Street City of Lexington	0.14	5300	G	98%	0%	1%	0%	0%	0%	F	0.098	F	0.548	5900	G
	To: Lee Street															
60	Nelson Street City of Lexington	0.17	7500	G	98%	0%	1%	0%	0%	0%	F	0.095	F	0.506	8200	G
	To: Randolph Street															
60	Nelson Street City of Lexington	0.21	9100	F	98%	0%	1%	0%	0%	0%	F	0.092	F	0.523	10000	F
	To: Spotswood Dr															

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							2Axle	3+Axle	1Trail	2Trail						
60 Nelson Street	From: Spotswood Dr															
	City of Lexington	0.35	12000	G	98%	0%	1%	0%	0%	0%	F	NA		13000	G	
60	To: ECL Lexington															
	Rockbridge County	2.15	12000	G	94%	0%	1%	3%	2%	0%	C	0.085	F	0.529	12000	G
60	To: I-81 East of Lexington															
	Rockbridge County	2.17	14000	G	90%	1%	1%	2%	6%	0%	C	0.082	F	0.515	15000	G
60	To: W 81-608															
	Rockbridge County	0.90	12000	G	90%	1%	1%	2%	6%	0%	F	0.089	F	0.502	13000	G
60 Lexington Ave	To: WCL Buena Vista															
	City of Buena Vista	0.08	11000	G	92%	1%	1%	1%	6%	0%	F	0.082	F	0.505	12000	G
60 Lexington Ave	To: Alleghany Ave															
	City of Buena Vista	0.53	9600	G	92%	1%	1%	1%	6%	0%	C	0.083	F	0.513	11000	G
60 29th Street	To: Beech Ave															
	City of Buena Vista	1.31	3100	F	86%	0%	1%	1%	11%	0%	C	0.1	F	0.564	3300	F
60	To: ECL Buena Vista															
	Rockbridge County	3.12	1400	G	86%	0%	1%	1%	11%	0%	F	0.100	F	0.565	1400	G
East 64 60	To: Amherst County Line															
	Rockbridge County	1.92	4100	G	75%	1%	1%	1%	22%	1%	F	0.075	F		3800	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			8400	G	74%	1%	1%	1%	23%	1%	F	0.074	F	0.52	7800	G
East 64 60	To: 81-780															
	Rockbridge County	7.38	4300	B	75%	1%	1%	1%	22%	1%	C	0.141	A		4100	B
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			8700	B	74%	1%	1%	1%	23%	1%	C	0.125	A	0.524	8200	B
East 64	To: US 60															
	Rockbridge County	5.39	4900	G	75%	1%	1%	1%	22%	1%	F	0.073	F		4500	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			9700	G	74%	1%	1%	1%	23%	1%	F	0.075	F	0.533	9000	G
East 64	To: US 11															
	Rockbridge County	0.98	6200	G	75%	1%	1%	1%	22%	1%	F	0.08	F		5800	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			12000	G	74%	1%	1%	1%	23%	1%	F	0.073	F	0.563	11000	G
East 64	To: I-81 West Interchange															
	Rockbridge County	0.57	4100	G	75%	1%	1%	1%	22%	1%	F	0.087	F		3800	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			7300	G	74%	1%	1%	1%	23%	1%	F	0.081	F	0.593	6800	G
East North 64 81	To: I-81 N															
	Rockbridge County	3.30	21000	G	66%	1%	1%	0%	30%	2%	F	0.067	F		20000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			42000	G	67%	1%	1%	1%	29%	2%	F	0.067	F	0.509	39000	G

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							2Axle	3+Axle	1Trail	2Trail						
East North 64 81	From: US 11															
	Rockbridge County	5.57	23000	G	66%	1%	1%	0%	30%	2%	F	0.065	F		22000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			44000	G	66%	1%	1%	1%	29%	2%	F	0.066	F	0.513	41000	G
East North 64 81	From: 81-710															
	Rockbridge County	4.49	19000	G	66%	1%	1%	0%	30%	2%	F	0.065	F		18000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			38000	G	67%	1%	1%	1%	29%	2%	F	0.065	F	0.531	36000	G
East North 64 81	From: 81-606															
	Rockbridge County	0.59	21000	A	66%	1%	1%	0%	30%	2%	C	0.127	A		20000	A
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			43000	A	67%	1%	1%	1%	29%	2%	C	0.064	A		40000	A
East 64	From: I-64 E															
	Ramp From I-64 E Exit 56 to I-81 S at Exit 191	0.37	2200	G	75%	1%	1%	1%	22%	1%	F	NA			340	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			4800	G	74%	1%	1%	1%	23%	1%	F	NA			670	G
West 64 60	From: Alleghany County Line															
	Rockbridge County	2.42	4300	G	73%	1%	1%	1%	25%	1%	F	0.074	F		4000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			8400	G	74%	1%	1%	1%	23%	1%	F	0.074	F	0.52	7800	G
West 64 60	From: 81-780															
	Rockbridge County	6.94	4400	B	73%	1%	1%	1%	25%	1%	C	0.139	A		4200	B
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			8700	B	74%	1%	1%	1%	23%	1%	C	0.125	A	0.524	8200	B
West 64	From: US 60, 81-623															
	Rockbridge County	5.90	4800	G	73%	1%	1%	1%	25%	1%	F	0.08	F		4500	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			9700	G	74%	1%	1%	1%	23%	1%	F	0.075	F	0.533	9000	G
West 64	From: US 11															
	Rockbridge County	0.61	5800	G	73%	1%	1%	1%	25%	1%	F	0.076	F		5500	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			12000	G	74%	1%	1%	1%	23%	1%	F	0.073	F	0.563	11000	G
West 64	From: I-81 West Interchange															
	Ramp I-81 S Exit 191 to I-64 W at Exit 56	0.23	3300	G	73%	1%	1%	1%	25%	1%	F	0.076	F		3100	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			7300	G	74%	1%	1%	1%	23%	1%	F	0.081	F	0.593	6800	G
West South 64 81	From: I-81 S															
	Rockbridge County	3.66	21000	G	67%	1%	1%	1%	28%	2%	F	0.069	F		19000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			42000	G	67%	1%	1%	1%	29%	2%	F	0.067	F	0.509	39000	G
West South 64 81	From: US 11															
	Rockbridge County	5.59	20000	G	67%	1%	1%	1%	28%	2%	F	0.07	F		19000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			44000	G	66%	1%	1%	1%	29%	2%	F	0.066	F	0.513	41000	G

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Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
West South 64 81	From: _____		81-710													
	Rockbridge County	4.41	20000	G	67%	1%	1%	1%	28%	2%	F	0.067	F	18000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			38000	G	67%	1%	1%	1%	29%	2%	F	0.065	F	0.531	36000	G
West South 64 81	From: _____		81-606													
	Rockbridge County	0.33	21000	A	67%	1%	1%	1%	28%	2%	C	0.122	A	20000	A	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			43000	A	67%	1%	1%	1%	29%	2%	C	NA		40000	A	
North 81 11	From: _____		Botetourt County Line													
	Rockbridge County	1.95	18000	G	64%	1%	1%	1%	32%	2%	F	0.071	F	17000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			37000	G	64%	1%	1%	1%	31%	3%	F	NA		35000	G	
North 81	From: _____		US 11 South of Natural Bridge													
	Rockbridge County	4.46	17000	G	64%	1%	1%	1%	32%	2%	F	0.062	F	16000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			34000	G	64%	1%	1%	1%	31%	3%	F	0.067	F	0.547	31000	G
North 81	From: _____		US 11 North of Natural Bridge													
	Rockbridge County	8.36	18000	G	64%	1%	1%	1%	32%	2%	F	0.065	F	16000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			34000	G	64%	1%	1%	1%	31%	3%	F	0.067	F	0.527	32000	G
North 81	From: _____		US 60													
	Rockbridge County	3.01	24000	G	64%	1%	1%	1%	32%	2%	F	0.063	F	22000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			42000	G	64%	1%	1%	1%	31%	3%	F	0.065	F	0.528	39000	G
North East 81 64	From: _____		I-64													
	Rockbridge County	3.30	21000	G	66%	1%	1%	0%	30%	2%	F	0.067	F	20000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			42000	G	67%	1%	1%	1%	29%	2%	F	0.067	F	0.509	39000	G
North East 81 64	From: _____		US 11 North of Lexington													
	Rockbridge County	5.57	23000	G	66%	1%	1%	0%	30%	2%	F	0.065	F	22000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			44000	G	66%	1%	1%	1%	29%	2%	F	0.066	F	0.513	41000	G
North East 81 64	From: _____		81-710													
	Rockbridge County	4.49	19000	G	66%	1%	1%	0%	30%	2%	F	0.065	F	18000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			38000	G	67%	1%	1%	1%	29%	2%	F	0.065	F	0.531	36000	G
North East 81 64	From: _____		81-606													
	Rockbridge County	0.59	21000	A	66%	1%	1%	0%	30%	2%	C	0.127	A	20000	A	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			43000	A	67%	1%	1%	1%	29%	2%	C	0.064	A	40000	A	
North 81	From: _____		I-81 N													
	Ramp From I-81 N Exit 191 to I-64 W at Exit 56	0.37	2600	G	73%	1%	1%	1%	25%	1%	F	NA		330	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			4800	G	74%	1%	1%	1%	23%	1%	F	NA		670	G	
North 81	From: _____		I-64 W													



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							2Axle	3+Axle	1Trail	2Trail						
South 81 11	From: Botetourt County Line To: Rockbridge County	1.86	19000	G	64%	1%	1%	1%	31%	3%	F	0.073	F	18000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		37000	G	64%	1%	1%	1%	31%	3%	F	NA		35000	G	
South 81	From: US 11 South of Natural Bridge To: Rockbridge County	5.24	17000	G	64%	1%	1%	1%	31%	3%	F	0.072	F	15000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		34000	G	64%	1%	1%	1%	31%	3%	F	0.067	F	0.547	31000	G
South 81	From: US 11 North of Natural Bridge To: Rockbridge County	7.97	17000	G	64%	1%	1%	1%	31%	3%	F	0.070	F	15000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		34000	G	64%	1%	1%	1%	31%	3%	F	0.067	F	0.527	32000	G
South 81	From: US 60 To: Rockbridge County	2.67	18000	G	64%	1%	1%	1%	31%	3%	F	0.07	F	17000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		42000	G	64%	1%	1%	1%	31%	3%	F	0.065	F	0.528	39000	G
South East 81 64	From: I-64 To: Rockbridge County	3.66	21000	G	67%	1%	1%	1%	28%	2%	F	0.069	F	19000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		42000	G	67%	1%	1%	1%	29%	2%	F	0.067	F	0.509	39000	G
South East 81 64	From: US 11 North of Lexington To: Rockbridge County	5.59	20000	G	67%	1%	1%	1%	28%	2%	F	0.07	F	19000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		44000	G	66%	1%	1%	1%	29%	2%	F	0.066	F	0.513	41000	G
South East 81 64	From: 81-710 To: Rockbridge County	4.41	20000	G	67%	1%	1%	1%	28%	2%	F	0.067	F	18000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		38000	G	67%	1%	1%	1%	29%	2%	F	0.065	F	0.531	36000	G
South East 81 64	From: 81-606 To: Rockbridge County	0.33	21000	A	67%	1%	1%	1%	28%	2%	C	0.122	A	20000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		43000	A	67%	1%	1%	1%	29%	2%	C	NA		40000	A	
130	From: Augusta County Line To: Rockbridge County	3.19	2400	G	95%	1%	1%	1%	3%	0%	F	0.087	F	0.521	2500	G
130	From: 81-759 To: Rockbridge County	1.25	3500	G	95%	1%	1%	1%	3%	0%	C	0.096	F	0.656	3600	G
130	From: WCL Glasgow To: Town of Glasgow (Maint: 81)	1.60	3500	N	95%	1%	1%	1%	3%	0%	N	0.096	N	0.656	3600	N
130	From: ECL Glasgow To: Wert Faulkner Hwy	0.26	3500	N	95%	1%	1%	1%	3%	0%	N	0.096	N	0.656	3600	N
130 501	From: US 501 Glasgow Hwy To: Rockbridge County	2.43	2000	G	84%	1%	2%	1%	12%	0%	F	0.088	F	0.616	2100	G
	To: Amherst County Line															

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							2Axle	3+Axle	1Trail	2Trail						
Wye 130 Wert Faulkner Hwy	From: US 501 Glasgow Hwy Rockbridge County To: SR 130 Wert Faulkner Hwy	0.08	2500	G	92%	1%	1%	1%	6%	0%	F	0.116	F	0.619	2600	G
251	From: 81-770 Rockbridge County To: 81-675 Murat	4.43	930	G	95%	0%	1%	1%	2%	0%	F	0.102	F	0.753	960	G
251	From: 81-675 Murat Rockbridge County To: 81-764 South of Lexington	3.85	1900	G	95%	0%	1%	1%	2%	0%	C	0.097	F	0.73	2000	G
251	From: 81-764 South of Lexington Rockbridge County To: WCL Lexington McCormick Ave	1.05	3500	G	95%	0%	1%	1%	2%	0%	F	0.097	F	0.688	3600	G
251 Thornhill Rd	From: WCL Lexington McCormick Ave City of Lexington To: Link Rd	0.38	3800	G	97%	0%	1%	1%	1%	0%	C	0.096	F	0.627	4200	G
251 Link Rd	From: Link Rd City of Lexington To: Thornhill Rd Main St	0.24	4600	G	95%	0%	1%	3%	1%	0%	C	0.088	F	0.568	5000	G
252	From: SR 39 Rockbridge County To: 81-722	6.03	530	G	96%	0%	2%	1%	0%	0%	F	0.088	F	0.667	550	G
252	From: 81-722 Rockbridge County To: Augusta County Line	4.22	290	G	96%	0%	2%	1%	0%	0%	C	0.11	F	0.594	300	G
501 130 Glasgow Hwy	From: Amherst County Line Rockbridge County To: SR 130 Wert Faulkner Hwy	2.43	2000	G	84%	1%	2%	1%	12%	0%	F	0.088	F	0.616	2100	G
501 Glasgow Hwy	From: SR 130 Wert Faulkner Hwy Rockbridge County To: SCL Buena Vista	6.34	3700	G	91%	1%	1%	1%	6%	0%	C	0.104	F	0.562	3800	G
501 Magnolia Ave	From: SCL Buena Vista City of Buena Vista To: 2nd St	0.97	3800	G	92%	1%	1%	1%	5%	0%	C	0.093	F	0.605	4100	G
501 Magnolia Ave	From: 2nd St City of Buena Vista To: 15Th St	1.09	10000	G	95%	0%	1%	1%	3%	0%	C	0.093	F	0.595	11000	G
501 Magnolia Ave	From: 15Th St City of Buena Vista To: 25Th St	0.71	6900	G	92%	1%	1%	1%	5%	0%	F	0.132	F	0.575	7500	G
501 Park Ave	From: 25Th St City of Buena Vista To: Beech Ave	0.28	4700	G	92%	1%	1%	1%	5%	0%	F	0.101	F	0.593	5100	G
501 Beech Ave	From: Beech Ave City of Buena Vista To: Park Ave 29Th St	0.12	11000	G	92%	1%	1%	1%	5%	0%	F	0.09	F	0.572	12000	G
ALT 501 Beech Ave	From: Park Ave City of Buena Vista To: 22nd St	0.37	8000	G	94%	1%	1%	1%	4%	0%	C	0.085	F	0.504	8800	G

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							2Axle	3+Axle	1Trail	2Trail						
ALT  Sycamore Ave	From: _____ City of Buena Vista						22nd St									
		0.38	<b>6100</b>	<b>G</b>	94%	0%	1%	1%	4%	0%	C	0.084	F	0.536	6700	G
ALT  Sycamore Ave	From: _____ City of Buena Vista						18th St									
		0.03	<b>5900</b>	<b>G</b>	94%	0%	1%	1%	4%	0%	F	0.081	F	0.54	6400	G
	To: _____ To: _____						16th St									

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						2Axle	3+Axle	1Trail	2Trail							
<b>Rockbridge County</b>																
(F55)	2.07	NA					From: Botetourt County Line					NA		NA		
							To: US 11, S Lee Highway									
(F231)	0.31	NA					From: 81-693					NA		NA		
							To: Dead End									
(F232)	0.27	NA					From: Dead End					NA		NA		
							To: US 11 RAMP FROM I-81									
(F233)	0.63	NA					From: Dead End					NA		NA		
							To: 81-680									
(F234)	0.35	NA					From: Dead End					NA		NA		
							To: 81-699									
(F235)	0.32	NA					From: Dead End					NA		NA		
							To: 81-1302									
(F236)	0.10	NA					From: 81-606					NA		NA		
							To: Dead End									
(F319)	0.10	NA					From: Dead End					NA		NA		
							To: US 11; 81-684									
(F739)	0.17	NA					From: Dead End					NA		NA		
							To: Dead End									
(F740)	0.54	NA					From: US 60 MCCORKLE DR					NA		NA		
							To: SCL LEXINGTON									
(F741)	0.35	NA					From: 81-818					NA		NA		
							To: 81-671									
(F742)	0.46	NA					From: US 60; 81-699 MEMORIAL DR					NA		NA		
							To: Dead End									
(F743)	0.06	NA					From: US 60 HILL TOP LANE					NA		NA		
							To: Dead End									
(F879)	0.47	NA					From: US 60 BARES WOOD LANE					NA		NA		
							To: Dead End									
(600)	4.06	170	R				From: SR 39					NA		NA		09/01/2004
							To: 81-614									
(600)	2.90	90	R				From: Augusta County Line					NA		NA		08/23/2001
							To: SR 39									
(601)	1.75	150	R				From: SR 39					NA		NA		09/01/2004
							To: 81-617									
(601)	3.66	100	R				From: 81-614					NA		NA		09/01/2004
							To: 81-614									
(601)	3.17	190	R				From: Augusta County Line					NA		NA		09/01/2004
							To: Augusta County Line									



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						2Axle	3+Axle	1Trail	2Trail							
<b>Rockbridge County</b>																
602	3.56	170	R				81-631				NA		NA		08/30/2001	
602	2.20	48	R				81-727				NA		NA		09/20/2004	
602	2.61	320	G	97%	0%	1%	2%	0%	0%	F	0.096	F	0.667	330	G	2005
602	0.03	20	R				SR 39 WEST; Gap Terminus 81-732; Gap Terminus				NA		NA		09/20/2004	
602	1.24	310	G	97%	0%	1%	2%	0%	0%	C	0.079	F	0.63	320	G	2005
602	1.00	280	G	97%	0%	1%	2%	0%	0%	F	0.093	F	0.51	280	G	2005
602	0.02	220	G	97%	0%	1%	2%	0%	0%	F	0.103	F	0.692	220	G	2005
602	1.26	250	R				81-731 SOUTH				NA		NA		09/22/2004	
602	5.80	160	R				81-724 SOUTH				NA		NA		08/23/2001	
602	0.30	100	R				81-725				NA		NA		09/22/2004	
<b>Augusta County</b>																
602	0.10	100	N				Rockbridge County Line				NA		NA		09/22/2004	
<b>Rockbridge County</b>																
603	8.05	270	R				81-608				NA		NA		07/12/2001	
603	3.45	70	R				81-605				NA		NA		10/04/2004	
603	2.35	45	R				3.45 ME 81-605				NA		NA		10/04/2004	
604	0.12	70	R				81-606				NA		NA		09/27/2004	
604	1.50	20	R				81-720				NA		NA		09/27/2004	
605	2.30	30	R				Augusta County Line				NA		NA		10/04/2004	
606	1.01	330	R				Amherst County Line				NA		NA		10/04/2004	
606	2.38	410	R				81-603				NA		NA		08/20/2001	
606	1.42	660	G	84%	0%	2%	5%	9%	1%	F	0.090	F	0.562	680	G	2005
606	1.51	1400	G	84%	0%	2%	5%	9%	1%	C	0.079	F	0.584	1500	G	2005
607	4.62	30	R				I-81 US 11				NA		NA		08/18/2004	
<b>Amherst County</b>																
607	4.62	30	R				ECL Buena Vista				NA		NA		08/18/2004	

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						2Axle	3+Axle	1Trail	2Trail							
<b>Rockbridge County</b>																
608	1.82	60	R			Botetourt County Line					NA			NA		07/26/2004
608	0.34	90	R			1.82 MN of CL					NA			NA		07/26/2001
608	2.00	100	R			81-708					NA			NA		07/26/2004
608	2.09	300	R			SR 130 SOUTH SR 130 NORTH					NA			NA		07/16/2001
608	0.47	420	G	98%	0%	0%	1%	0%	0%	F	0.117	F	0.546	440	G	2005
608	3.54	580	G	95%	0%	1%	3%	0%	0%	C	0.096	F	0.533	600	G	2005
608	1.63	1000	G	98%	0%	0%	1%	0%	0%	F	0.094	F	0.505	1000	G	2005
608	1.67	1200	G	98%	0%	0%	1%	0%	0%	F	0.098	F	0.563	1200	G	2005
608	2.31	2100	G	98%	0%	0%	1%	0%	0%	F	0.085	F	0.567	2200	G	2005
608	2.00	410	R			US 60 WEST US 60 EAST					NA			NA		08/16/2004
608	0.92	40	R			81-703 Gap Terminus Dead End; Gap Terminus					NA			NA		08/18/2004
608	0.18	110	R			0.92 MN Dead End 0.92 MN OF Dead End					NA			NA		07/12/2001
608	1.62	1100	R			81-631					NA			NA		08/23/2004
608	1.46	1200	R			GW Natl For Bndy					NA			NA		07/12/2001
608	3.02	600	R			81-820					NA			NA		08/18/2004
608	3.29	370	R			81-714					NA			NA		07/12/2001
608	4.06	260	R			81-709					NA			NA		10/04/2004
608	0.31	410	G	98%	0%	0%	1%	0%	0%	C	0.122	F	0.528	430	G	2005
609	1.90	80	R			Augusta County Line; 07-608 Botetourt County Line					NA			NA		07/26/2004
609	0.89	160	G	98%	1%	0%	1%	0%	0%	C	0.131	F	0.591	160	G	2005
609	0.69	120	R			81-692 EAST 81-692 NORTH					NA			NA		07/26/2004
609	1.81	180	R			81-691					NA			NA		07/30/2001
610	0.03	130	R			81-690 Botetourt County Line					NA			NA		07/26/2004

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						2Axle	3+Axle	1Trail	2Trail							
<b>Rockbridge County</b>																
610	2.85	100	R			From: 81-694					NA			NA		07/30/2001
610	3.08	110	G	100%	0%	From: 81-692				F	0.092	F	0.609	110	G	2005
610	2.86	130	G	100%	0%	From: 81-690				C	0.130	F	0.611	140	G	2005
610	2.14	190	G	100%	0%	From: 81-682				F	0.117	F	0.702	200	G	2005
610	1.30	210	G	100%	0%	From: 81-678				F	0.104	F	0.886	210	G	2005
610	0.91	360	G	100%	0%	From: 81-753				F	0.093	F	0.686	370	G	2005
611	2.10	250	R			From: Botetourt County Line					NA			NA		08/09/2004
611	1.40	200	R			From: 81-738					NA			NA		08/02/2001
611	5.41	200	R			From: 81-661					NA			NA		08/09/2004
612	2.04	30	R			From: Botetourt County Line					NA			NA		08/11/2004
612	0.66	49	R			From: 2.04 MN of CL					NA			NA		08/11/2004
612	1.60	100	R			From: 81-807					NA			NA		08/06/2001
612	1.50	250	R			From: 81-662					NA			NA		08/09/2004
612	3.88	640	G	97%	0%	1%	0%	1%	0%	C	0.095	F	0.767	660	G	2005
613	1.03	820	G	95%	0%	1%	1%	2%	0%	C	0.086	F	0.690	850	G	2005
613	2.70	650	R			From: 81-724					NA			NA		10/06/2004
613	0.90	320	R			From: 81-917					NA			NA		09/05/2001
614	3.10	20	R			From: Dead End					NA			NA		09/01/2004
614	1.22	270	R			From: SR 42 SOUTH SR 42 NORTH					NA			NA		08/20/2001
615	1.40	40	R			From: Dead End					NA			NA		09/01/2004
615	3.00	30	R			From: SR 42 SOUTH SR 42 NORTH					NA			NA		09/01/2004
616	1.00	70	R			From: SR 42					NA			NA		09/01/2004
						To: Dead End										

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						2Axle	3+Axle	1Trail	2Trail							
<b>Rockbridge County</b>																
(617)	0.20	10	R													09/01/2004
(618)	0.40	6	R													09/01/2004
(619)	0.12	4	R													09/20/2004
(620)	3.35	70	R													09/22/2004
(620)	0.20	30	R													09/22/2004
(620)	0.40	30	R													09/22/2004
(621)	0.30	30	R													09/20/2004
(621)	0.30	120	R													09/20/2004
(622)	0.52	230	R													08/16/2001
(622)	0.60	30	R													08/25/2004
(622)	0.80	60	R													08/25/2004
(622)	1.60	360	G	97%	0%	1%	1%	1%	0%	C	0.104	F	0.59	370	G	2005
(622)	2.19	10	R													09/20/2004
(622)	1.56	70	R													08/23/2004
(622)	0.20	180	R													08/23/2004
(622)	0.69	100	R													08/16/2001
(622)	1.40	40	R													08/23/2004
(622)	0.41	150	R													08/16/2001
(623)	1.06	800	G	92%	0%	3%	2%	4%	0%	C	0.093	F	0.623	830	G	2005
(623)	0.38	300	R													08/25/2004
(623)	1.00	200	R													08/16/2001
(623)	1.89	50	R													09/20/2004

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						2Axle	3+Axle	1Trail	2Trail							
<b>Rockbridge County</b>																
623	0.20	100	R				81-621 EAST					NA		NA		08/13/2001
623	0.60	50	R				0.20 MN 81-621					NA		NA		09/20/2004
623	0.60	40	R				81-621 WEST					NA		NA		09/20/2004
623	0.50	90	R				0.60 MN 81-621					NA		NA		09/01/2004
							SR 39									
624	0.60	40	R				81-631					NA		NA		08/23/2004
624	0.20	20	R				0.60 MN 81-631					NA		NA		09/30/2004
624	0.65	20	R				0.80 MN 81-631					NA		NA		08/25/2004
624	0.05	20	R				1.45 MN 81-631					NA		NA		08/25/2004
624	2.15	20	R				81-625 EAST 81-625 WEST					NA		NA		09/30/2004
624	0.90	300	G	96%	0%	2%	1%	1%	0%	C	0.102	F	0.636	310	G	2005
							81-602									
625	0.25	280	R				81-631					NA		NA		08/25/2004
625	1.10	210	R				81-624 WEST					NA		NA		08/13/2001
625	1.30	130	R				81-624 EAST					NA		NA		09/20/2004
							81-602									
626	0.60	200	R				81-622					NA		NA		08/16/2001
626	0.80	70	R				0.60 MN 81-622					NA		NA		08/25/2004
626	1.00	40	R				81-755					NA		NA		08/25/2004
							Dead End									
627	0.10	490	R				81-850					NA		NA		08/25/2004
627	0.86	490	R				81-638					NA		NA		08/16/2001
627	1.29	130	R				81-622					NA		NA		08/13/2001
627	0.70	40	R				81-628					NA		NA		08/25/2004
627	0.80	10	R				81-755					NA		NA		08/25/2004
							Dead End									
628	0.80	80	R				81-627					NA		NA		08/25/2004
							Dead End									
629	0.40	30	R				Dead End					NA		NA		08/30/2004
							81-821									

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						2Axle	3+Axle	1Trail	2Trail							
<b>Rockbridge County</b>																
629	1.70	130	R				81-821					NA		NA		08/30/2004
629	1.40	46	R				81-850					NA		NA		08/09/2001
629	0.73	20	R				1.40 ME 81-850					NA		NA		08/30/2004
629	0.71	40	R				2.13 ME 81-850					NA		NA		08/09/2001
629	1.21	49	R				2.84 ME 81-850					NA		NA		08/30/2004
629	0.95	80	R				4.05 ME 81-850					NA		NA		08/09/2001
629							5.00 ME 81-850									
630	0.19	70	R				Dead End					NA		NA		08/16/2004
630							US 11									
631	0.80	30	R				Dead End					NA		NA		08/25/2004
631	0.11	30	R				81-634					NA		NA		08/25/2004
631	0.53	100	R				0.11 ME 81-634					NA		NA		08/13/2001
631	0.76	30	R				81-638 WEST					NA		NA		08/25/2004
631	0.71	80	R				81-638 EAST					NA		NA		08/13/2001
631	0.17	130	R				0.71 ME 81-638					NA		NA		08/25/2004
631	0.77	490	G	98%	0%	1%	0%	0%	0%	F	0.115	F	0.595	510	G	2005
631	3.23	210	G	98%	0%	1%	0%	0%	0%	F	0.129	F	0.593	220	G	2005
631	2.40	740	G	98%	0%	1%	0%	0%	0%	F	0.106	F	0.609	770	G	2005
631	1.73	2300	G	98%	0%	1%	0%	0%	0%	F	0.087	F	0.663	2300	G	2005
631	0.59	1700	G	98%	0%	1%	0%	0%	0%	F	0.091	F	0.696	1800	G	2005
631	2.02	1300	G	98%	0%	1%	0%	0%	0%	F	0.101	F	0.636	1400	G	2005
631	0.71	2000	G	98%	0%	1%	0%	0%	0%	F	0.1	F	0.539	2100	G	2005
631	2.15	2400	G	98%	0%	1%	0%	0%	0%	C	0.095	F	0.587	2500	G	2005
631							NCL Buena Vista									
632	0.50	5	R				Dead End					NA		NA		08/13/2001
632							81-638									
633	2.90	80	R				Bath County Line					NA		NA		09/01/2004
633							81-780									

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						2Axle	3+Axle	1Trail	2Trail							
<b>Rockbridge County</b>																
633	1.35	60	R					81-780				NA		NA		09/01/2004
633	0.08	60	R					1.35 ME 81-780				NA		NA		09/01/2004
634	0.30	3	R					Dead End				NA		NA		08/25/2004
635	0.80	80	R					Dead End				NA		NA		08/30/2004
635	0.12	130	R					81-718				NA		NA		08/13/2001
635	0.10	250	R					81-850				NA		NA		08/30/2004
636	0.40	2	R					81-646				NA		NA		08/30/2004
637	0.25	6	R					Dead End				NA		NA		08/30/2004
638	0.80	60	R					81-641				NA		NA		08/25/2004
638	0.30	160	R					81-639 SOUTH				NA		NA		08/25/2004
638	1.80	40	R					81-639 NORTH				NA		NA		08/25/2004
638	0.40	100	R					81-631 EAST				NA		NA		08/25/2004
638	0.60	110	R					81-631 WEST				NA		NA		08/25/2004
638	0.25	20	R					81-632				NA		NA		08/13/2001
638	0.07	20	R					81-627				NA		NA		08/25/2004
639	0.90	80	R					Dead End				NA		NA		08/25/2004
639	0.90	220	R					81-638 SOUTH				NA		NA		08/02/2001
639	1.70	160	R					81-638 NORTH				NA		NA		08/25/2004
640	0.70	50	R					US 60 WEST				NA		NA		08/25/2004
641	1.00	46	R					US 60 MID				NA		NA		08/25/2004
641	0.40	40	R					US 60 EAST				NA		NA		08/25/2004
641	0.70	50	R					US 60				NA		NA		08/02/2001
641	1.00	46	R					81-676				NA		NA		08/02/2001
641	0.40	40	R					1.00 MN 81-676				NA		NA		08/11/2004
641								81-672 SOUTH								

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						2Axle	3+Axle	1Trail	2Trail							
<b>Rockbridge County</b>																
(641)	1.40	70	R				From: 81-672 NORTH							NA		08/02/2001
(641)	1.00	160	R				To: 81-644							NA		08/16/2004
(641)	0.60	270	R				From: 81-643							NA		08/02/2001
(641)	1.60	310	R				To: 81-642							NA		08/16/2004
(641)	1.40	460	R				From: 81-673							NA		08/02/2001
(642)	0.80	110	R				To: US 60							NA		08/16/2004
(643)	0.25	40	R				From: Dead End							NA		08/16/2004
(644)	0.50	120	R				To: 81-641							NA		08/16/2004
(644)	0.30	80	R				From: 81-612							NA		08/09/2004
(644)	1.50	70	R				To: 81-660							NA		08/09/2004
(644)	0.60	120	R				From: 81-659 SOUTH							NA		08/09/2004
(644)	1.20	40	R				To: 81-659 NORTH							NA		08/09/2004
(644)	1.70	50	R				From: SR 251 SOUTH SR 251 NORTH							NA		08/11/2004
(644)	0.90	8	R				To: 81-672 EAST 81-672 WEST							NA		08/11/2004
(644)	1.00	90	R				From: 81-777							NA		08/11/2004
(644)	1.00	90	R				To: Dead End: Gap Terminus							NA		08/16/2004
(645)	3.25	800	R				From: SR 39							NA		08/23/2004
(646)	1.55	270	G	99%	0%	0%	0%	0%	0%	C	0.15	F	0.667	280	G	2005
(646)	2.10	190	R				To: 81-770							NA		08/09/2001
(646)	4.19	300	R				From: 81-651							NA		08/11/2004
(647)	0.20	70	R				To: 81-647							NA		08/11/2004
(647)	1.10	30	R				From: 81-850							NA		08/11/2004
(648)	0.50	10	R				To: 81-646							NA		08/11/2004
(648)	0.50	10	R				From: 81-648; 81-749							NA		08/11/2004
(648)	0.50	10	R				To: Dead End							NA		08/11/2004
(648)	0.50	10	R				From: Dead End							NA		08/11/2004
(648)	0.50	10	R				To: 81-647; 81-749							NA		08/11/2004



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						2Axle	3+Axle	1Trail	2Trail							
<b>Rockbridge County</b>																
649	1.10	50	R											NA		08/11/2004
650	0.70	40	R											NA		08/11/2004
650	1.00	30	R											NA		08/11/2004
651	0.50	90	R											NA		08/09/2001
651	1.50	60	R											NA		08/11/2004
652	0.50	220	R											NA		08/09/2001
653	0.06	30	R											NA		07/26/2004
654	1.00	40	R											NA		08/11/2004
654	0.55	40	R											NA		08/09/2001
654	1.15	40	R											NA		08/11/2004
655	1.79	90	R											NA		08/11/2004
655	0.25	110	R											NA		08/11/2004
655	0.76	160	R											NA		08/09/2001
655	0.70	160	R											NA		08/11/2004
655	1.60	270	R											NA		08/06/2001
656	0.40	5	R											NA		08/09/2004
657	0.25	30	R											NA		08/09/2004
657	1.70	140	R											NA		08/06/2001
657	0.20	140	R											NA		08/06/2001
657	0.15	450	G	96%	0%	2%	2%	1%	0%	C	0.085	F	0.692	470	G	2005
657	1.00	40	R											NA		08/09/2004
657	0.70	10	R											NA		08/09/2004

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						2Axle	3+Axle	1Trail	2Trail							
<b>Rockbridge County</b>																
(658)	0.30	40	R				From: 81-770				NA		NA		08/09/2004	
(658)	0.40	10	R				From: 0.30 MN 81-770				NA		NA		08/09/2004	
							To: Dead End									
(659)	2.60	70	R				From: 81-644				NA		NA		08/09/2004	
							To: 81-644									
(660)	0.40	20	R				From: Dead End				NA		NA		08/09/2004	
							To: 81-644									
(661)	0.10	100	R				From: 81-611				NA		NA		08/02/2001	
(661)	0.45	100	R				From: 0.10 MN 81-611				NA		NA		08/02/2001	
(661)	0.25	100	R				From: 0.55 MN 81-611				NA		NA		08/02/2001	
(661)	1.50	60	R				From: 81-662				NA		NA		08/09/2004	
							To: Dead End									
(662)	2.20	170	R				From: 81-661				NA		NA		08/09/2004	
							To: 81-612									
(663)	0.45	230	R				From: US 501 SOUTH				NA		NA		07/12/2001	
(663)	4.62	160	R				From: 81-841				NA		NA		08/18/2004	
(663)	1.56	310	R				From: 1.63 MN GW For Bndy				NA		NA		07/12/2001	
							To: US 501 NORTH									
(664)	0.05	50	R				From: Dead End				NA		NA		08/23/2001	
(664)	0.71	60	R				From: 0.05 ME Dead End				NA		NA		08/23/2004	
							To: 81-631									
(665)	0.05	60	R				From: 81-669				NA		NA		08/02/2001	
(665)	1.45	40	R				From: 0.05 MN 81-669				NA		NA		08/02/2001	
							To: Dead End									
(666)	0.40	340	R				From: 81-670; 117-4262				NA		NA		1998	
							To: US 60									
(667)	1.30	100	R				From: Dead End				NA		NA		08/06/2001	
							To: 81-612									
(668)	0.24	50	R				From: SR 39 WEST				NA		NA		09/20/2004	
							To: SR 39 EAST									
(669)	0.40	640	G	97%	0%	2%	0%	0%	0%	C	0.092	F	0.590	660	G	2005
							From: US 60 WEST									
(669)	0.15	30	R				From: US 60 MID				NA		NA		08/02/2001	
							To: 0.15 ME US 60									

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						2Axle	3+Axle	1Trail	2Trail							
<b>Rockbridge County</b>																
(669)	0.10	30	R			From: 0.15 ME US 60					NA			NA		08/02/2001
(669)	0.15	3	R			From: Dead End; Gap Terminus					NA			NA		1998
(669)	0.40	70	R			From: 81-665					NA			NA		08/02/2001
						To: US 60 EAST										
(670)	0.50	20	R			From: Dead End					NA			NA		08/16/2004
						To: SR 251 EAST										
(670)	3.50	120	R			From: SR 251 WEST					NA			NA		08/02/2001
(670)	0.95	290	R			From: 81-674					NA			NA		08/16/2004
						To: 81-672 EAST										
(670)	1.10	430	G	98%	0%	1%	1%	0%	0%	C	0.09	F	0.575	440	G	2005
						To: 81-669										
(670)	1.57	270	G	98%	0%	1%	1%	0%	0%	F	0.137	F	0.8	280	G	2005
						To: WCL Lexington										
(671)	0.52	100	R			From: Dead End					NA			NA		08/04/2004
(671)	0.30	130	R			From: 81-786					NA			NA		08/04/2004
(671)	1.00	240	R			From: 0.30 MN 81-786					NA			NA		07/16/2001
(671)	0.15	350	R			From: 81-735					NA			NA		08/04/2004
(671)	0.30	390	R			From: 0.15 MN 81-735					NA			NA		07/16/2001
(671)	0.60	110	R			From: 81-801					NA			NA		08/04/2004
(671)	1.59	190	G	99%	0%	1%	0%	0%	0%	C	0.124	F	0.6	190	G	2005
						To: SCL Lexington										
(672)	0.90	160	R			From: SR 251; 81-770					NA			NA		08/09/2004
(672)	0.70	170	R			From: 81-644 SOUTH					NA			NA		08/09/2001
(672)	0.50	120	R			From: 81-644 NORTH					NA			NA		08/11/2004
(672)	0.20	230	R			From: 81-641 SOUTH					NA			NA		08/02/2001
(672)	1.80	150	R			From: 81-641 NORTH					NA			NA		08/16/2004
(672)	1.90	310	R			From: 81-676					NA			NA		08/02/2001
						To: 81-670 WEST										
(672)	2.29	310	G	100%	0%	0%	0%	0%	0%	C	0.105	F	0.514	320	G	2005
						To: WCL Lexington										
(673)	0.90	40	R			From: 81-672					NA			NA		08/16/2004
						To: 81-641										

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						2Axle	3+Axle	1Trail	2Trail							
<b>Rockbridge County</b>																
(674)	0.15	30	R											NA	NA	08/09/2004
(674)	1.50	70	R											NA	NA	08/09/2004
(674)	0.10	20	R											NA	NA	08/02/2001
(674)	0.80	20	R											NA	NA	08/09/2004
(674)	1.30	310	R											NA	NA	08/02/2001
(674)	0.50	130	R											NA	NA	08/09/2004
(674)	0.89	70	R											NA	NA	08/09/2004
(674)	0.21	90	R											NA	NA	08/09/2004
(675)	1.92	490	R											NA	NA	08/09/2004
(675)	1.20	120	R											NA	NA	08/09/2004
(676)	0.50	140	R											NA	NA	08/02/2001
(676)	0.40	120	R											NA	NA	08/16/2004
(676)	1.20	80	R											NA	NA	08/02/2001
(676)	0.50	120	R											NA	NA	08/16/2004
(677)	0.28	90	R											NA	NA	08/02/2001
(677)	1.89	620	R											NA	NA	08/04/2004
(678)	0.37	10	R											NA	NA	08/04/2004
(678)	1.00	90	R											NA	NA	08/04/2004
(678)	0.29	100	R											NA	NA	07/16/2001
(678)	0.21	90	R											NA	NA	08/04/2004
<b>Town of Glasgow</b>																
(679)	0.07	30	R											NA	NA	08/02/2004
(679)	0.06	150	R											NA	NA	07/16/2001

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Glasgow</b>																
(679)	0.07	500	R													08/02/2004
<b>Rockbridge County</b>																
(679)	3.12	580	R													07/16/2001
(679)	0.60	520	R													08/02/2004
(679)	1.60	60	R													08/04/2004
(679)	0.29	100	R													08/04/2004
(680)	3.10	560	G	97%	0%	0%	2%	0%	0%	C	0.106	F	0.544	580	G	2005
(681)	0.79	350	R													1995
(682)	0.20	50	R													08/04/2004
(682)	0.20	40	R													08/04/2004
(683)	1.29	20	R													08/02/2004
(683)	0.21	30	R													07/30/2001
<b>Town of Glasgow</b>																
(684)	0.50	90	R													07/28/2004
(684)	0.18	3700	G	96%	0%	0%	1%	2%	0%	C	0.101	F	0.672	3800	G	2005
(684)	0.14	1900	G	96%	0%	0%	1%	2%	0%	F	0.09	F	0.6	1900	G	2005
(684)	0.26	1100	G	96%	0%	0%	1%	2%	0%	F	0.092	F	0.690	1200	G	2005
(684)	0.36	930	G	96%	0%	0%	1%	2%	0%	F	0.1	F	0.686	960	G	2005
<b>Rockbridge County</b>																
(684)	1.83	850	G	96%	0%	0%	1%	2%	0%	F	0.098	F	0.738	880	G	2005
(684)	2.01	620	G	96%	0%	0%	1%	2%	0%	F	0.095	F	0.744	640	G	2005
(686)	0.46	70	R													07/26/2004
(686)	0.60	180	R													07/16/2001
(686)	0.60	440	R													07/26/2004

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						2Axle	3+Axle	1Trail	2Trail								
<b>Rockbridge County</b>																	
687	2.28	380	G	99%	0%	1%	0%	0%	0%	C	0.105	F	0.738	400	G	2005	
						From: 81-674											
						To: WCL Lexington											
688	0.08	160	R								NA		NA			07/28/2004	
						From: 81-773											
688	2.10	160	G	99%	0%	1%	1%	0%	0%	C	0.109	F	0.5	170	G	2005	
						From: 81-772											
						To: 81-608											
689	0.90	1500	R								NA		NA			07/26/2004	
						From: 81-743											
						To: SR 130											
690	1.92	230	R								NA		NA			07/30/2001	
						From: 81-610											
690	0.61	450	R								NA		NA			07/26/2004	
						From: 81-653											
						To: 81-686											
691	0.30	10	R								NA		NA			07/26/2004	
						From: Dead End											
						To: 81-610 NORTH											
691	2.00	40	R								NA		NA			07/26/2004	
						From: 81-610 SOUTH											
						To: 81-609											
692	1.45	130	G	99%	0%	0%	1%	0%	0%	C	0.113	F	0.6	130	G	2005	
						From: 81-610											
						To: 81-609 NORTH											
692	0.06	170	G	99%	0%	0%	1%	0%	0%	F	0.117	F	0.571	180	G	2005	
						From: 81-609 SOUTH											
692	0.05	170	R								NA		NA			07/26/2004	
						From: 0.05 ME 81-609											
692	0.04	40	R								NA		NA			07/26/2004	
						From: Dead End											
693	0.50	80	R								NA		NA			07/26/2004	
						From: Dead End											
						To: 81-610 WEST											
693	0.80	150	R								NA		NA			08/06/2001	
						From: 81-610 EAST											
693	0.22	210	R								NA		NA			07/26/2004	
						From: FR-231											
						To: FR-55											
694	0.10	10	R								NA		NA			07/26/2004	
						From: Dead End											
						To: 81-610											
695	0.20	60	R								NA		NA			08/18/2004	
						From: Dead End											
						To: 81-608											
696	0.30	50	R								NA		NA			08/09/2001	
						From: 81-655											
						To: 81-654											
697	0.90	170	R								NA		NA			07/16/2001	
						From: Dead End											
						To: 81-699											
698	1.50	30	R								NA		NA			08/04/2004	
						From: 81-700											
						To: 81-608											

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						2Axle	3+Axle	1Trail	2Trail							
<b>Rockbridge County</b>																
699	3.90	480	G	99%	0%	US 60; FR-742				C	0.105	F	0.694	500	G	2005
						81-608 SOUTH										
699	1.20	110	R			81-608 NORTH								NA		08/18/2004
						Dead End										
700	0.70	50	R			Dead End								NA		08/04/2004
						81-608 NORTH										
						81-608 SOUTH										
700	0.10	130	R											NA		08/04/2004
						81-795										
700	0.80	130	R											NA		08/04/2004
						81-698										
700	2.00	120	R											NA		08/04/2004
						2.00 MN 81-698										
700	1.50	240	R											NA		07/16/2001
						81-699 SOUTH										
						81-699 NORTH										
700	0.49	180	R											NA		08/04/2004
						Dead End										
701	0.15	60	R			US 11								NA		07/16/2001
						0.15 ME US 11										
701	0.85	60	R											NA		08/04/2004
						81-671										
702	0.10	240	R			US 60								NA		07/30/2001
						81-744										
702	0.02	590	R											NA		07/30/2001
						Dead End										
						Dead End										
703	0.26	30	R											NA		08/18/2004
						81-608										
703	0.40	330	R											NA		08/18/2004
						0.40 MW 81-608										
703	1.03	310	R											NA		1998
						81-631										
703	3.70	180	R											NA		08/23/2004
						81-716										
704	1.80	390	R			NCL Buena Vista								NA		07/12/2001
						81-631 NORTH										
						81-631										
705	3.06	320	R											NA		08/23/2004
						81-703										
705	1.60	130	R											NA		07/12/2001
						81-706										
705	0.70	90	R											NA		08/23/2004
						Dead End										
						81-631										
706	3.38	500	G	98%	0%	1%	1%	0%	0%	F	0.107	F	0.547	520	G	2005
						81-716										
706	1.72	500	G	98%	0%	1%	1%	0%	0%	F	0.114	F	0.532	520	G	2005
						81-714										

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						2Axle	3+Axle	1Trail	2Trail							
<b>Rockbridge County</b>																
(706)	1.40	170	R													07/12/2001
(706)	1.30	120	R													10/04/2004
(706)	0.60	340	R													07/12/2001
(706)	1.20	170	R													10/04/2004
(706)	0.20	160	R													07/12/2001
(706)	1.10	170	R													10/06/2004
(706)	1.40	190	R													07/12/2001
(706)	0.15	670	G	98%	0%	1%	1%	0%	0%	C	0.084	F	0.638	700	G	2005
(706)	1.70	770	G	98%	0%	1%	1%	0%	0%	F	0.086	F	0.5	800	G	2005
(707)	1.09	170	R													07/12/2001
(707)	0.37	40	R													10/06/2004
(708)	2.55	160	R													07/26/2001
(708)	0.14	280	R													07/28/2004
(709)	1.60	40	R													10/04/2004
(710)	1.80	560	R													08/16/2001
(710)	0.40	680	R													09/29/2004
(710)	0.95	2000	G	94%	1%	1%	2%	1%	0%	F	0.08	F	0.534	2100	G	2005
(710)	0.41	4000	G	94%	1%	1%	2%	1%	0%	C	0.092	F	0.520	4100	G	2005
(710)	1.67	380	R													09/05/2001
(710)	1.03	410	R													10/04/2004
(711)	0.80	630	R													07/12/2001
(711)	0.50	80	R													10/04/2004



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						2Axle	3+Axle	1Trail	2Trail							
<b>Rockbridge County</b>																
712	1.30	20	R				81-602					NA		NA		09/20/2004
712	0.25	120	R				81-729 SOUTH					NA		NA		09/22/2004
712	0.80	100	R				81-729 NORTH					NA		NA		09/20/2004
712	0.20	120	R				0.80 ME 81-729					NA		NA		09/20/2004
712	0.40	220	R				81-726					NA		NA		08/20/2001
712	2.20	190	G	97%	1%	1%	1%	1%	0%	F	0.104	F	0.684	200	G	2005
712	1.67	430	G	97%	1%	1%	1%	1%	0%	C	0.109	F	0.636	440	G	2005
712	1.10	250	R				US 11 SOUTH US 11 NORTH					NA		NA		07/12/2001
712	0.40	70	R				81-706					NA		NA		10/04/2004
713	1.40	40	R				81-714					NA		NA		09/29/2004
714	1.30	590	G	98%	1%	0%	1%	0%	0%	C	0.105	F	0.738	610	G	2005
714	0.60	120	R				81-706 SOUTH 81-706 NORTH					NA		NA		09/29/2004
714	1.30	60	R				81-713					NA		NA		09/29/2004
715	1.24	60	R				81-608					NA		NA		09/29/2004
715	0.40	130	R				US 11					NA		NA		09/29/2004
715	0.40	130	R				1.24 MN US 11					NA		NA		07/12/2001
716	3.71	650	G	97%	0%	1%	1%	0%	0%	C	0.105	F	0.565	670	G	2005
716	3.20	430	G	97%	0%	1%	1%	0%	0%	F	0.114	F	0.596	450	G	2005
716	1.94	230	G	97%	0%	1%	1%	0%	0%	F	0.136	F	0.54	240	G	2005
717	0.07	100	R				US 11					NA		NA		08/16/2001
717	1.45	40	R				0.07 MN US 11					NA		NA		08/23/2004
717	0.02	140	R				81-716 WEST 81-716 NORTH					NA		NA		09/20/2004
717	2.38	80	R				0.02 MN 81-716					NA		NA		09/20/2004
717							2.40 MN 81-716									

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						2Axle	3+Axle	1Trail	2Trail							
<b>Rockbridge County</b>																
(717)	0.10	80	R			From: 2.40 MN 81-716					NA			NA		09/20/2004
(717)	0.10	230	G	94%	2%	2%	1%	0%	0%	F	0.115	F	0.647	240	G	2005
(717)	0.40	210	R			From: 81-712 SOUTH					NA			NA		09/29/2004
(717)	0.34	190	R			From: 81-712 NORTH					NA			NA		08/16/2001
(717)	1.66	280	R			From: 81-808					NA			NA		09/29/2004
(717)	0.30	1800	G	94%	2%	2%	1%	0%	0%	C	0.121	F	0.559	1800	G	2005
(717)	2.10	990	G	94%	2%	2%	1%	0%	0%	F	0.142	F	0.517	1000	G	2005
(717)	0.70	100	R			From: 81-710 SOUTH					NA			NA		09/27/2004
(717)	1.50	40	R			From: 81-710 NORTH					NA			NA		09/27/2004
(717)	0.90	30	R			From: 81-724 NORTH					NA			NA		09/27/2004
(717)	0.90	30	R			From: 81-719					NA			NA		09/27/2004
(717)	0.90	30	R			From: 81-721					NA			NA		09/27/2004
(718)	0.07	7	R			From: SR 252					NA			NA		08/30/2004
(718)	0.07	7	R			From: Dead End					NA			NA		08/30/2004
(719)	1.30	110	R			From: 81-635					NA			NA		09/27/2004
(719)	1.30	110	R			From: 81-717					NA			NA		09/27/2004
(720)	0.50	40	R			From: 81-613					NA			NA		09/27/2004
(720)	0.50	40	R			From: 81-604					NA			NA		09/27/2004
(721)	0.90	30	R			From: Dead End					NA			NA		09/27/2004
(721)	0.90	30	R			From: 81-717					NA			NA		09/27/2004
(722)	0.80	60	R			From: 81-606					NA			NA		09/22/2004
(722)	0.80	60	R			From: SR 252					NA			NA		09/22/2004
(723)	0.40	30	R			From: 81-726					NA			NA		09/22/2004
(723)	0.40	30	R			From: 81-710					NA			NA		09/29/2004
(724)	1.55	60	R			From: 81-717					NA			NA		09/29/2004
(724)	1.55	60	R			From: Dead End					NA			NA		09/22/2004
(724)	1.90	110	R			From: 81-602 NORTH					NA			NA		09/22/2004
(724)	1.90	110	R			From: 81-602 SOUTH					NA			NA		09/22/2004
(724)	0.30	200	R			From: 81-731 WEST					NA			NA		08/23/2001
(724)	0.30	200	R			From: 81-731 EAST					NA			NA		08/23/2001
(724)	2.37	260	G	96%	0%	2%	1%	0%	0%	F	0.087	F	0.72	270	G	2005
(724)	2.10	320	G	96%	0%	2%	1%	0%	0%	C	0.117	F	0.564	330	G	2005
(724)	0.85	160	R			From: SR 252 SOUTH					NA			NA		09/29/2004
(724)	0.85	160	R			From: SR 252 NORTH					NA			NA		09/29/2004
(724)	0.85	160	R			From: 81-717 NORTH					NA			NA		09/29/2004
(724)	0.85	160	R			From: 81-717 SOUTH					NA			NA		09/29/2004
(724)	0.85	160	R			From: 0.85 ME 81-717 S					NA			NA		09/29/2004

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						2Axle	3+Axle	1Trail	2Trail								
<b>Rockbridge County</b>																	
724	0.35	220	R			From: 0.85 ME 81-717 S					NA			NA		09/29/2004	
						To: 81-613											
725	1.50	20	R			From: 81-602					NA			NA		09/22/2004	
						To: 81-620 NORTH											
						From: 81-620 SOUTH											
725	1.20	10	R			To: SR 252					NA			NA		09/22/2004	
726	1.20	120	R			From: 81-712					NA			NA		09/20/2004	
						To: 81-729 SOUTH											
726	0.40	60	R			From: 81-729 NORTH					NA			NA		09/20/2004	
726	1.80	30	R			To: 81-730					NA			NA		09/22/2004	
726	0.05	70	R			From: 0.05 MN 81-730					NA			NA		09/22/2004	
						To: 81-724 WEST											
						From: 81-724 EAST											
726	1.30	30	R			To: 81-722					NA			NA		09/22/2004	
726	0.30	70	R			From: 81-620					NA			NA		08/20/2001	
726	0.80	100	R			To: 0.80 MN 81-620					NA			NA		09/22/2004	
						From: SR 252 WEST											
						To: SR 252 EAST											
726	1.90	30	R			From: Augusta County Line					NA			NA		09/27/2004	
727	1.20	20	R			To: 81-602					NA			NA		09/20/2004	
727	0.80	30	R			From: Dead End; Gap Terminus					NA			NA		09/20/2004	
						To: SR 39 NORTH											
						From: SR 39 SOUTH											
727	2.70	100	R			To: 81-716					NA			NA		09/20/2004	
727	1.20	90	R			From: 1.20 MN 81-716					NA			NA		08/16/2001	
						To: 81-712 WEST											
						From: 81-712 EAST											
727	1.20	20	R			To: SR 252					NA			NA		09/20/2004	
728	1.20	70	R			From: 81-622					NA			NA		08/23/2004	
						To: 81-645											
729	1.15	120	R			From: SR 39					NA			NA		08/23/2001	
						To: 81-712 WEST											
						From: 81-712 EAST											
729	1.70	20	R			To: 81-726 NORTH					NA			NA		09/22/2004	

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						2Axle	3+Axle	1Trail	2Trail							
<b>Rockbridge County</b>																
(729)	3.20	130	R			From: 81-726 SOUTH					NA		NA			08/20/2001
						To: 81-724										
(730)	0.90	10	R			From: 81-731					NA		NA			09/22/2004
						To: 81-726										
(731)	0.07	40	R			From: 81-602 SOUTH					NA		NA			08/23/2001
						To: 0.07 MN 81-602										
(731)	2.50	50	R			From: 81-730					NA		NA			09/22/2004
						To: 81-730										
(731)	0.20	30	R			From: 81-724 EAST					NA		NA			09/22/2004
						To: 81-724 WEST										
(731)	1.70	120	R			From: 1.70 MN 81-724					NA		NA			09/22/2004
						To: 81-602 NORTH										
(732)	0.52	60	R			From: Dead End					NA		NA			09/20/2004
						To: 0.52 ME Dead End										
(732)	0.61	120	R			From: SR 39 WEST					NA		NA			09/20/2004
						To: 81-602										
(732)	0.16	30	R			From: SR 39 EAST					NA		NA			08/20/2001
						To: 81-602										
(733)	0.09	30	R			From: 81-631					NA		NA			08/20/2001
						To: SR 39 EAST										
(733)	0.50	360	R			From: GW Natl For Bndy					NA		NA			08/18/2004
						To: 0.15 ME of Bndy										
(733)	0.15	120	R			From: Dead End					NA		NA			07/12/2001
						To: 81-610										
(734)	0.35	45	R			From: 81-610					NA		NA			08/18/2004
						To: Dead End										
(734)	0.10	30	R			From: 0.10 ME 81-610					NA		NA			07/30/2001
						To: 81-683										
(734)	1.10	80	R			From: 81-683					NA		NA			08/02/2004
						To: US 11										
(734)	1.90	130	R			From: Dead End					NA		NA			07/30/2001
						To: 81-671										
(735)	0.80	130	R			From: 81-671					NA		NA			08/04/2004
						To: 81-699										
(735)	0.40	120	R			From: Dead End					NA		NA			07/16/2001
						To: 81-602										
(736)	0.70	50	R			From: US 11					NA		NA			09/20/2004
						To: US 11										
(737)	0.30	30	R			From: 81-611					NA		NA			07/30/2001
						To: Dead End										
(738)	0.40	40	R			From: Dead End					NA		NA			08/09/2004
						To: Dead End										

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Rockbridge County</b>																
(739)	0.60	130	R											NA		08/04/2004
(740)	0.20	8	R											NA		08/25/2004
(741)	0.40	40	R											NA		08/25/2004
(742)	0.10	50	R											NA		09/20/2004
(743)	0.60	20	R											NA		07/16/2001
(743)	0.02	1500	R											NA		07/26/2004
(743)	0.85	280	R											NA		07/16/2001
(744)	0.89	420	R											NA		08/16/2004
(744)	0.71	60	R											NA		08/16/2004
(745)	0.46	2800	G	98%	0%	1%	0%	1%	0%	C	0.100	F	0.505	2900	G	2005
<b>Town of Goshen</b>																
(746)	0.40	60	R											NA		1995
(747)	0.17	340	R											NA		09/01/2004
(747)	0.21	30	R											NA		08/23/2001
(748)	0.06	310	R											NA		09/01/2004
(748)	0.37	46	R											NA		08/23/2001
(748)	0.16	46	R											NA		08/23/2001
<b>Rockbridge County</b>																
(749)	0.80	20	R											NA		08/11/2004
(750)	0.10	40	R											NA		1995
(750)	0.30	140	R											NA		08/23/2004
(750)	0.30	60	R											NA		08/16/2001

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						2Axle	3+Axle	1Trail	2Trail							
<b>Rockbridge County</b>																
(751)	0.17	60	R													08/25/2004
(752)	0.48	130	R													1995
(753)	1.10	120	R													08/09/2004
(754)	0.27	20	R													08/18/2004
(755)	0.80	10	R													08/25/2004
(756)	0.08	40	R													08/16/2004
(757)	0.60	790	R													07/12/2001
(757)	1.89	210	R													08/18/2004
(757)	1.11	190	R													08/18/2004
(758)	0.20	20	R													08/16/2004
(758)	0.50	50	R													08/16/2004
(759)	0.57	40	R													07/28/2004
(759)	0.43	110	R													07/30/2001
(759)	1.03	220	G	98%	0%	1%	0%	0%	0%	F	0.117	F	0.655	230	G	2005
(759)	0.81	920	G	98%	0%	1%	0%	0%	0%	F	0.099	F	0.511	960	G	2005
(759)	2.30	1900	G	98%	0%	1%	0%	0%	0%	C	0.088	F	0.553	2000	G	2005
(760)	2.10	200	R													07/26/2001
(761)	0.12	160	R													10/04/2004
(762)	0.13	40	R													08/20/2001
(762)	0.06	20	R													1998
(763)	1.23	140	R													1995

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						2Axle	3+Axle	1Trail	2Trail							
<b>Rockbridge County</b>																
(763)	0.10	530	R													08/23/2004
(764)	0.99	350	R													08/06/2001
(764)	1.11	660	G	98%	0%	0%	0%	2%	0%	C	0.096	F	0.563	680	G	2005
(765)	0.02	49	R													08/09/2004
(766)	0.03	70	R													08/06/2001
(768)	0.68	120	R													08/09/2004
(769)	0.24	90	R													08/13/2001
(770)	3.07	20	R													08/11/2004
(770)	0.50	40	R													08/11/2004
(770)	0.80	80	R													08/09/2001
(770)	1.45	220	R													08/11/2004
(770)	0.60	870	G	97%	0%	1%	1%	1%	0%	C	0.104	F	0.618	900	G	2005
(771)	0.60	60	R													08/04/2004
(772)	0.03	100	F	98%	1%	1%	0%	0%	0%	C	0.147	F	0.667	100	F	2005
(773)	0.46	40	R													07/26/2001
(773)	0.28	140	R													07/26/2004
(773)	0.30	240	R													07/16/2001
(773)	0.10	10	R													07/28/2004
(774)	0.15	30	R													07/16/2001
(774)	0.14	120	R													07/28/2004
(775)	0.18	50	R													07/16/2001

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						2Axle	3+Axle	1Trail	2Trail							
<b>Rockbridge County</b>																
(776)	0.11	90	R													07/28/2004
(776)	0.16	410	R													07/16/2001
(777)	0.80	2	R													08/11/2004
(778)	0.90	49	R													08/02/2004
(779)	0.45	80	R													08/18/2004
(780)	0.11	490	R													08/09/2001
(780)	0.35	990	R													08/30/2004
(780)	3.35	930	G	87%	1%	1%	1%	11%	0%	F	0.091	F	0.529	960	G	2005
(780)	5.73	830	G	87%	1%	1%	1%	11%	0%	C	0.098	F	0.512	860	G	2005
(781)	0.15	470	R													08/06/2001
(781)	0.65	470	R													08/06/2001
(781)	1.50	160	R													07/28/2004
(781)	2.00	180	R													08/06/2001
(781)	1.85	430	R													07/28/2004
(782)	0.40	1000	R													07/16/2001
(782)	1.20	820	R													07/16/2001
<b>Town of Glasgow</b>																
(783)	0.12	130	R													07/12/2001
(783)	0.30	220	R													07/28/2004
(783)	0.28	2200	R													07/16/2001
(784)	0.07	140	R													07/28/2004
(784)	0.06	290	R													07/12/2001
(784)	0.10	420	R													07/28/2004



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						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Glasgow</b>																
(784)	0.07	110	R				From: 81-783							NA		07/12/2001
							To: 81-1107									
<b>Rockbridge County</b>																
(785)	0.07	430	R				From: US 11							NA		08/23/2004
							To: 81-716 WEST									
(785)	0.10	10	R				From: 81-716 WEST							NA		07/12/2001
							To: 81-716 EAST									
(786)	0.57	30	R				From: Dead End							NA		08/04/2004
							To: 81-671									
<b>Town of Goshen</b>																
(787)	0.06	120	R				From: 81-791							NA		08/23/2001
							To: SR 39									
(787)	0.13	60	R				From: SR 39							NA		09/01/2004
							To: Dead End									
<b>Rockbridge County</b>																
(788)	0.40	80	R				From: 81-763							NA		08/23/2004
							To: Dead End									
(789)	0.25	1400	R				From: Dead End							NA		08/16/2004
							To: SR 251; 81-1010									
(790)	1.52	20	R				From: Dead End							NA		07/28/2004
							To: 81-781									
<b>Town of Goshen</b>																
(791)	0.05	160	R				From: SR 39							NA		09/01/2004
							To: 0.05 MN SR 39									
(791)	0.31	140	R				From: 0.05 MN SR 39							NA		08/23/2001
							To: 0.36 MN SR 39									
(791)	0.27	190	R				From: 0.36 MN SR 39							NA		09/01/2004
							To: 81-748									
(791)	0.10	110	R				From: 81-748							NA		08/23/2001
							To: 81-787									
(791)	0.12	110	R				From: 81-787							NA		09/01/2004
							To: 81-747									
<b>Rockbridge County</b>																
(792)	0.42	80	R				From: US 501							NA		07/12/2001
							To: US 501									
(793)	0.48	150	R				From: 81-759							NA		07/28/2004
							To: 81-774									
(793)	0.12	120	R				From: 81-774							NA		07/16/2001
							To: 81-773									
(794)	0.80	90	R				From: Dead End							NA		10/06/2004
							To: 81-706									
(795)	0.03	10	R				From: Dead End							NA		07/16/2001
							To: 81-700									

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						2Axle	3+Axle	1Trail	2Trail							
<b>Rockbridge County</b>																
796	0.50	120	R			From: 81-613					NA			NA		10/06/2004
						To: Dead End										
797	0.10	40	R			From: US 11					NA			NA		07/12/2001
						To: 0.10 MN US 11										
797	0.50	45	R			From: Dead End					NA			NA		10/06/2004
						To: Dead End										
798	0.30	150	R			From: Dead End					NA			NA		07/28/2004
						To: 81-781										
799	0.30	310	R			From: 81-759					NA			NA		07/26/2001
						To: 0.30 MN 81-759										
799	0.25	300	R			From: Dead End					NA			NA		07/28/2004
						To: Dead End										
800	0.20	60	R			From: Dead End					NA			NA		08/23/2004
						To: 81-716										
801	0.50	440	R			From: 81-671					NA			NA		08/16/2004
						To: 81-699										
802	0.82	110	R			From: Dead End					NA			NA		07/28/2004
						To: 81-759										
803	0.30	30	R			From: SR 39					NA			NA		09/20/2004
						To: Dead End										
804	0.12	50	R			From: Dead End					NA			NA		08/23/2001
						To: 81-606										
805	0.05	30	R			From: Dead End					NA			NA		08/23/2004
						To: 81-806										
805	0.03	260	R			From: 81-608					NA			NA		07/12/2001
						To: 81-608										
806	0.06	130	R			From: 81-805					NA			NA		08/23/2004
						To: Dead End										
807	0.80	10	R			From: 81-612					NA			NA		08/09/2004
						To: Dead End										
808	0.06	60	R			From: 81-717					NA			NA		09/29/2004
						To: Dead End										
809	0.10	90	R			From: Dead End					NA			NA		08/06/2001
						To: 81-770										
810	0.11	130	R			From: 81-776					NA			NA		07/28/2004
						To: 0.11 ME 81-776										
810	0.13	160	R			From: 81-759					NA			NA		07/28/2004
						To: 81-759										
811	0.19	360	R			From: 81-645					NA			NA		08/23/2004
						To: Dead End										

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						2Axle	3+Axle	1Trail	2Trail							
<b>Rockbridge County</b>																
812	0.40	10	R				From: 81-743					NA		NA		07/26/2004
							To: US 11									
813	1.70	260	R				From: US 11					NA		NA		07/26/2004
							To: 81-684									
814	0.20	120	R				From: 81-687					NA		NA		08/16/2004
							To: Dead End									
815	0.10	50	R				From: Dead End					NA		NA		10/06/2004
							To: 81-606									
816	0.14	45	R				From: 81-606					NA		NA		08/20/2001
							To: Dead End									
817	0.25	80	R				From: Dead End					NA		NA		09/01/2004
							To: SR 42									
818	0.03	30	R				From: Dead End					NA		NA		07/30/2001
							To: FR-741									
819	0.26	20	R				From: Dead End					NA		NA		08/16/2004
							To: US 60									
820	0.60	240	R				From: 81-608					NA		NA		07/12/2001
							To: Dead End									
821	0.40	10	R				From: Dead End					NA		NA		08/30/2004
							To: 81-629									
822	0.04	20	R				From: 81-710					NA		NA		07/12/2001
							To: Dead End									
823	0.50	180	R				From: Dead End					NA		NA		07/28/2004
							To: 81-781									
824	0.31	100	R				From: Dead End					NA		NA		08/16/2001
							To: 81-645									
825	0.15	130	R				From: 81-645					NA		NA		08/23/2004
							To: 81-838									
825	0.05	100	R				From: 81-838					NA		NA		08/16/2001
							To: Dead End									
<b>Town of Glasgow</b>																
826	0.05	100	R				From: SR 130					NA		NA		07/12/2001
							To: 81-1118									
826	0.12	80	R				From: 81-1118					NA		NA		07/12/2001
							To: Dead End									
<b>Rockbridge County</b>																
827	0.35	20	R				From: Dead End					NA		NA		08/02/2004
							To: 81-680									
828	0.43	110	R				From: 81-670					NA		NA		08/02/2001
							To: 81-1510									

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						2Axle	3+Axle	1Trail	2Trail							
<b>Rockbridge County</b>																
828	0.10	30	R				From: 81-1510				NA			NA		1998
							To: Cul-de-Sac									
829	0.20	NA					From: 81-716				NA			NA		
							To: Dead End									
830	0.23	40	R				From: 81-608				NA			NA		07/12/2001
							To: 81-608									
831	0.41	430	R				From: Dead End				NA			NA		08/08/2004
							To: 81-704									
832	0.45	150	R				From: 81-645				NA			NA		08/16/2001
							To: Cul-de-Sac									
833	0.50	120	R				From: Dead End				NA			NA		08/04/2004
							To: US 11									
834	0.05	80	R				From: Dead End				NA			NA		07/26/2001
							To: US 11									
835	0.28	40	R				From: Dead End				NA			NA		08/23/2004
							To: 81-602									
836	0.14	30	R				From: 81-631				NA			NA		08/13/2001
							To: Dead End									
837	0.50	20	R				From: Dead End				NA			NA		10/04/2004
							To: US 11									
838	0.10	20	R				From: Dead End				NA			NA		08/16/2001
							To: 81-825									
839	0.15	7	R				From: Dead End				NA			NA		08/18/2004
							To: 81-608									
840	0.07	45	R				From: US 11				NA			NA		07/12/2001
							To: Cul-de-Sac									
841	0.35	40	R				From: 81-663				NA			NA		1998
							To: Dead End									
842	0.46	210	R				From: SR 251				NA			NA		07/30/2001
							To: Cul-de-Sac									
843	0.05	90	R				From: US 11				NA			NA		08/04/2004
							To: 0.05 ME US 11									
843	0.10	70	R				From: Dead End				NA			NA		08/04/2004
							To: Dead End									
844	0.07	40	R				From: Cul-de-Sac				NA			NA		10/04/2004
							To: 81-706									
845	0.08	470	R				From: Dead End				NA			NA		08/16/2001
							To: FR-739									

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						2Axle	3+Axle	1Trail	2Trail							
<b>Rockbridge County</b>																
(846)	0.19	160	R								NA		NA			08/02/2001
(849)	0.40	49	R								NA		NA			07/30/2001
(850)	3.12	1000	G	97%	0%	1%	2%	1%	0%	F	0.092	F	0.584	1100	G	2005
(850)	2.78	340	G	97%	0%	1%	2%	1%	0%	F	0.128	F	0.55	360	G	2005
(850)	3.94	1000	G	97%	0%	1%	2%	1%	0%	C	0.098	F	0.594	1100	G	2005
(850)	0.34	1900	G	97%	0%	1%	2%	1%	0%	F	0.096	F	0.666	2000	G	2005
(852)	0.40	180	R								NA		NA			08/16/2001
(855)	0.45	130	R								NA		NA			07/16/2001
(860)	0.06	80	R								NA		NA			07/28/2004
(860)	0.10	270	R								NA		NA			07/28/2004
(861)	0.24	290	R								NA		NA			07/28/2004
(870)	0.40	280	R								NA		NA			07/12/2001
(880)	0.10	60	R								NA		NA			07/12/2001
(917)	0.05	310	R								NA		NA			08/20/2001
(917)	0.65	290	R								NA		NA			10/06/2004
(917)	0.76	1500	R								NA		NA			08/30/2001
(917)	0.47	190	R								NA		NA			10/06/2004
(919)	0.30	450	R								NA		NA			08/20/2001
(937)	0.20	80	R								NA		NA			10/06/2004
<b>Town of Goshen</b>																
(1001)	0.16	30	R								NA		NA			09/01/2004

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						2Axle	3+Axle	1Trail	2Trail							
<b>Rockbridge County</b>																
1005	0.65	170	R				81-608				NA		NA			07/12/2001
							Cul-de-Sac									
1006	0.17	NA					81-1007				NA		NA			
							81-608									
1007	0.18	NA					Dead End				NA		NA			
							Dead End									
1009	0.05	140	R				Cul-de-Sac				NA		NA			07/30/2001
							81-1012									
1009	0.20	90	R				81-1010 SOUTH				NA		NA			07/30/2001
							81-1010 NORTH									
1009	0.23	50	R				81-1009 EAST				NA		NA			07/30/2001
							81-1012									
1010	0.07	210	R				81-1009 WEST				NA		NA			07/30/2001
							81-1011									
1010	0.16	720	R				SR 251; 81-789				NA		NA			07/30/2001
							Cul-de-Sac									
1011	0.09	140	R				81-1010				NA		NA			07/30/2001
							0.06 ME 81-1010									
1011	0.06	70	R				81-1010				NA		NA			07/30/2001
							81-1013									
1012	0.07	300	R				81-1009									
							81-1012									
1012	0.06	200	R				Cul-de-Sac				NA		NA			07/30/2001
							SCL Lexington									
1014	0.28	180	R				81-1016				NA		NA			07/30/2001
							SR 39									
1015	0.30	1200	R				81-750				NA		NA			08/23/2004
							Dead End									
1016	0.12	60	R				81-1014				NA		NA			07/30/2001
							Cul-de-Sac									
1017	0.15	140	R				US 11				NA		NA			10/06/2004
							Cul-de-Sac									
1018	0.08	47	R				81-1017				NA		NA			10/06/2004

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						2Axle	3+Axle	1Trail	2Trail							
<b>Rockbridge County</b>																
1020	0.07	200	R			From: 81-1021					NA			NA		08/23/2004
						To: 81-645										
1021	0.11	80	R			From: 81-1020					NA			NA		08/16/2001
						To: 81-1022										
1021	0.11	130	R			From: 81-1022					NA			NA		08/23/2004
						To: Cul-de-Sac										
1022	0.09	100	R			From: 81-1021					NA			NA		08/16/2001
						To: 81-645										
1025	0.22	90	R			From: US 11					NA			NA		08/23/2004
						To: Cul-de-Sac										
1030	0.20	180	R			From: 81-1034					NA			NA		08/02/2001
						To: 81-1032										
1030	0.14	370	R			From: 81-1032					NA			NA		08/02/2001
						To: 81-1031										
1030	0.06	1000	R			From: 81-1031					NA			NA		08/16/2004
						To: 81-789										
1031	0.05	30	R			From: Cul-de-Sac					NA			NA		08/02/2001
						To: 81-1030										
1032	0.16	180	R			From: Cul-de-Sac					NA			NA		08/02/2001
						To: 81-1030										
1033	0.08	110	R			From: Cul-de-Sac					NA			NA		08/02/2001
						To: 81-1032										
1034	0.20	130	R			From: Cul-de-Sac					NA			NA		08/16/2004
						To: 81-1030										
1035	0.05	NA				From: 81-1030					NA			NA		
						To: Dead End										
1040	0.13	45	R			From: Cul-de-Sac					NA			NA		07/16/2001
						To: 81-699										
1042	0.04	390	R			From: 81-631					NA			NA		08/18/2004
						To: 81-1043										
1042	0.21	300	R			From: 81-1043					NA			NA		08/18/2004
						To: 81-1044										
1042	0.25	150	R			From: 81-1044					NA			NA		08/18/2004
						To: Tiffany Drive										
1043	0.05	80	R			From: Cul-de-Sac					NA			NA		08/18/2004
						To: 81-1042										
1044	0.15	60	R			From: Cul-de-Sac					NA			NA		08/18/2004
						To: 81-1042										
1049	0.45	40	R			From: Dead End					NA			NA		07/16/2001
						To: 81-608										

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						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Glasgow</b>																
(1101)	0.06	300	R				81-783					NA		NA		1998
(1101)	0.06	480	R				81-1107					NA		NA		07/12/2001
(1101)	0.12	1000	R				81-1106					NA		NA		07/28/2004
(1101)	0.06	500	R				81-1115					NA		NA		07/12/2001
(1101)	0.06	50	R				81-1105					NA		NA		07/28/2004
(1102)	0.05	70	R				81-1109					NA		NA		07/12/2001
(1102)	0.06	420	R				81-1108					NA		NA		07/28/2004
(1102)	0.06	150	R				81-783					NA		NA		07/12/2001
(1102)	0.06	80	R				81-1107					NA		NA		1998
(1102)	0.06	90	R				81-1106 Gap Terminus 81-1119 Gap Terminus					NA		NA		07/12/2001
(1102)	0.06	170	R				81-1115					NA		NA		07/28/2004
(1102)	0.06	350	R				81-1105					NA		NA		07/12/2001
(1103)	0.10	310	R				SR 130					NA		NA		07/28/2004
(1103)	0.05	360	R				81-1109					NA		NA		07/12/2001
(1104)	0.04	460	R				81-684					NA		NA		07/28/2004
(1104)	0.12	70	R				81-1102					NA		NA		07/12/2001
(1104)	0.13	70	R				81-1101					NA		NA		07/12/2001
(1104)	0.13	70	R				81-1120					NA		NA		07/12/2001
(1104)	0.20	50	R				81-1117					NA		NA		07/28/2004
(1105)	0.12	190	R				81-1102					NA		NA		07/12/2001
(1105)	0.13	400	R				81-1101					NA		NA		07/28/2004
(1105)	0.12	470	R				81-1120					NA		NA		07/12/2001
(1105)	0.11	600	R				81-1117					NA		NA		08/02/2004
							81-1116									



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						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Glasgow</b>																
(1105)	0.10	760	R				From: 81-1116					NA		NA		07/16/2001
(1105)	0.02	310	R				To: 81-679 SOUTH					NA		NA		08/02/2004
(1105)	0.12	60	R				From: 81-679 NORTH					NA		NA		07/16/2001
							To: First Street									
(1106)	0.13	800	R				From: 81-684					NA		NA		07/28/2004
(1106)	0.12	730	R				To: 81-1102					NA		NA		07/12/2001
							To: 81-1101									
(1107)	0.10	70	R				From: 81-1114					NA		NA		07/28/2004
(1107)	0.17	180	R				To: 81-784					NA		NA		07/12/2001
(1107)	0.14	470	R				From: 81-684					NA		NA		1998
(1107)	0.12	210	R				To: 81-1102					NA		NA		07/12/2001
							To: 81-1101									
(1108)	0.24	180	R				From: Dead End					NA		NA		07/28/2004
(1108)	0.12	260	R				To: 81-1113					NA		NA		07/12/2001
(1108)	0.12	220	R				From: 81-1112					NA		NA		1998
(1108)	0.13	270	R				To: 81-1114					NA		NA		07/12/2001
(1108)	0.19	210	R				From: 81-784					NA		NA		07/28/2004
(1108)	0.12	390	R				To: 81-684 Gap Terminus					NA		NA		07/12/2001
(1108)	0.12	320	R				From: 81-1103 Gap Terminus					NA		NA		07/12/2001
(1108)	0.12	320	R				To: 81-1102					NA		NA		07/28/2004
							To: Dead End									
(1109)	0.12	80	R				From: 81-1103					NA		NA		07/12/2001
(1109)	0.08	80	R				To: 81-1102					NA		NA		07/28/2004
							To: Dead End									
(1110)	0.25	220	R				From: 81-1112					NA		NA		1986
							To: 81-784									
(1111)	0.25	80	R				From: 81-1112					NA		NA		07/28/2004
							To: 81-784									
(1112)	0.03	70	R				From: Dead End					NA		NA		07/12/2001
(1112)	0.07	180	R				To: 81-1111 Gap Terminus					NA		NA		07/28/2004
							From: 81-1110 Gap Terminus					NA		NA		07/28/2004
							To: SR 130 Gap Terminus									

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						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Glasgow</b>																
(1112)	0.07	100	R				From: 81-1108 Gap Terminus					NA		NA		07/12/2001
							To: 81-783									
(1113)	0.08	110	R				From: SR 130					NA		NA		07/28/2004
							To: 81-1108									
(1113)	0.02	40	R				From: 81-1108					NA		NA		1986
							To: Dead End									
(1114)	0.05	60	R				From: 81-1108					NA		NA		07/28/2004
							To: 81-783									
(1114)	0.06	70	R				From: 81-783					NA		NA		07/12/2001
							To: 81-1107									
(1115)	0.12	140	R				From: 81-1102					NA		NA		07/12/2001
							To: 81-1101									
(1115)	0.25	520	R				From: 81-1101					NA		NA		08/02/2004
							To: 81-1117									
(1115)	0.09	240	R				From: 81-1117					NA		NA		07/16/2001
							To: 81-1116									
(1115)	0.06	60	R				From: Dead End; Gap Terminus					NA		NA		08/02/2004
							To: 81-679 Gap Terminus									
(1115)	0.12	70	R				From: 81-679 Gap Terminus					NA		NA		07/16/2001
							To: Dead End									
(1116)	0.07	230	R				From: 81-1115					NA		NA		08/02/2004
							To: 81-1105									
(1117)	0.07	260	R				From: 81-1115					NA		NA		07/16/2001
							To: 81-1105									
(1117)	0.06	60	R				From: 81-1105					NA		NA		08/02/2004
							To: 81-1104									
(1118)	0.05	40	R				From: 81-826					NA		NA		07/12/2001
							To: Cul-de-Sac									
(1119)	0.13	100	R				From: 81-1102					NA		NA		07/12/2001
							To: 81-1101									
(1120)	0.06	10	R				From: 81-1105					NA		NA		07/28/2004
							To: 81-1104									
<b>Rockbridge County</b>																
(1125)	0.39	160	R				From: 81-631					NA		NA		08/16/2001
							To: Cul-de-Sac									
(1126)	0.03	20	R				From: Cul-de-Sac					NA		NA		08/18/2004
							To: 81-1125									
(1127)	0.24	NA					From: 81-1125					NA		NA		
							To: Dead End									
(1128)	0.07	NA					From: 81-1127					NA		NA		
							To: Dead End									

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						2Axle	3+Axle	1Trail	2Trail							
<b>Rockbridge County</b>																
1129	0.07	NA					From: 81-1127					NA		NA		
							To: Cul-de-Sac									
1130	0.46	NA					From: 81-670					NA		NA		
							To: Dead End									
1135	0.17	NA					From: 81-1136					NA		NA		
							To: 81-681									
1136	0.23	NA					From: Cul-de-Sac					NA		NA		
							To: Cul-de-Sac									
1140	0.53	NA					From: Dead End					NA		NA		
							To: US 60									
1141	0.14	NA					From: Dead End					NA		NA		
							To: 81-1140									
1149	0.60	NA					From: Cul-de-Sac					NA		NA		
							To: 81-705									
1150	0.18	NA					From: 81-811					NA		NA		
							To: Dead End									
1151	0.05	NA					From: Dead End					NA		NA		
							To: 81-1150									
1204	0.09	20	R				From: Dead End					NA		NA		08/18/2004
							To: SCL Buena Vista									
1301	0.08	20	R				From: Dead End					NA		NA		08/30/2001
							To: US 11									
1302	0.25	80	R				From: 81-710					NA		NA		09/29/2004
							To: FR-235									
1303	0.25	150	R				From: Dead End					NA		NA		07/12/2001
							To: US 11; 81-710									
1304	0.25	220	R				From: SR 130					NA		NA		07/28/2004
							To: Dead End									
1305	0.10	60	R				From: 81-717					NA		NA		08/16/2001
							To: Dead End									
1401	0.06	150	R				From: 81-1402					NA		NA		08/16/2004
							To: US 60; 81-608									
1402	0.23	100	R				From: 81-1401 WEST					NA		NA		08/16/2004
							To: 0.23 MS 81-1401									
1402	0.30	100	R				From: 0.23 MS 81-1401					NA		NA		08/16/2004
							To: US 60; 81-608									
1405	0.15	160	R				From: 81-608					NA		NA		07/12/2001
							To: 81-1406									

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						2Axle	3+Axle	1Trail	2Trail							
<b>Rockbridge County</b>																
(1405)	0.17	80	R				From: 81-1406					NA		NA		07/12/2001
							To: Dead End									
(1406)	0.08	60	R				From: Cul-de-Sac					NA		NA		07/12/2001
							To: 81-1405									
(1501)	0.22	750	R				From: US 60					NA		NA		1998
							To: 81-1502									
(1501)	0.36	280	R				From: 81-1502					NA		NA		08/02/2001
							To: 81-1512									
(1501)	0.28	160	R				From: 81-1512					NA		NA		1998
							To: 81-665									
(1502)	0.24	280	R				From: 81-1501					NA		NA		08/02/2001
							To: 81-1503									
(1502)	0.06	46	R				From: 81-1503					NA		NA		1998
							To: Dead End									
(1503)	0.05	60	R				From: Cul-de-Sac					NA		NA		08/02/2001
							To: 81-1504									
(1503)	0.12	130	R				From: 81-1504					NA		NA		1998
							To: 81-1502									
(1504)	0.11	90	R				From: Cul-de-Sac					NA		NA		08/02/2001
							To: 81-1503									
(1507)	0.14	40	R				From: US 60					NA		NA		1998
							To: Cul-de-Sac									
(1510)	0.09	10	R				From: Dead End					NA		NA		08/02/2001
							To: 81-828									
(1512)	0.15	70	R				From: 81-1501					NA		NA		08/02/2001
							To: Cul-de-Sac									
(1513)	0.13	50	R				From: Cul-de-Sac					NA		NA		08/02/2001
							To: 81-1501									
<b>Town of Goshen</b>																
(9361)	0.05	80	R				From: SR 39					NA		NA		1986
							To: SR 39									
<b>Rockbridge County</b>																
(9362)	0.04	630	R				From: Fairfield Elem Sch					NA		NA		08/30/2001
							To: US 11									
(9363)	0.06	370	R				From: Effinger Elem Sch					NA		NA		08/30/2001
							To: SR 251									
(9364)	0.57	2900	R				From: 81-681					NA		NA		1995
							To: FR-739									
(9516)	0.05	230	R				From: 81-631					NA		NA		08/30/2001
							To: Mountainview Elem Sch									

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						2Axle	3+Axle	1Trail	2Trail							
<b>Rockbridge County</b>																
(9654)	0.06	50	R			From: 81-774 To: Natural Br Elem Sch					NA			NA		08/30/2001
(9714)	0.10	70	R			From: Highland Elem Sch To: 81-631					NA			NA		08/30/2001
(9801)	0.18	510	R			From: 81-717 To: Rockbridge Mid Sch					NA			NA		08/30/2001
<b>City of Buena Vista</b>																
(103) Catalpa Ave	0.31	2600	G	97%	0%	From: US 60 To: 103-3350; 34Th St				C	0.093	F	0.660	2900	G	2005
(3350) Rockbridge Ave	0.49	1600	G	98%	0%	From: 29Th St To: Catalpa Ave Rockbridge Ave				C	0.098	F	0.528	1800	G	2005
(3350) Catalpa Ave	0.45	3000	G	96%	0%	From: Rockbridge Ave To: Longhollow Rd				C	0.096	F	0.651	3300	G	2005
(3351) Long Hallow Rd	1.02	2000	G	98%	0%	From: Lexington Ave To: NCL Buena Vista				C	0.095	F	0.542	2200	G	2005
(3353) 17th Street	0.43	1300	G	98%	0%	From: Magnolia Ave To: Cedar Ave				C	0.106	F	0.555	1400	G	2005
(3354) Maple Ave	1.04	310	G	99%	1%	From: 13Th St To: 25 Half St				C	0.103	F	0.541	340	G	2005
(3354) Walnut Ave	0.34	680	G	99%	1%	From: Ridge Ave To: Walnut Ave				F	0.094	F	0.575	740	G	2005
(3354) Ridge Ave	0.28	1200	F	99%	0%	From: Walnut Ave To: 29Th St				C	0.088	F	0.586	1300	F	2005
(3355) E 24Th St	0.43	1100	G	98%	0%	From: Magnolia Ave To: Cedar Ave				C	0.102	F	0.594	1200	G	2005
(3356) Cedar Ave	0.96	360	G	98%	1%	From: 13Th St To: 24Th St				C	0.098	F	0.55	400	G	2005
(3357) E 21St Street	0.43	730	G	99%	0%	From: Magnolia Ave To: Cedar Ave				C	0.129	F	0.509	800	G	2005
(3359) 13th Street	0.47	1700	G	99%	0%	From: Magnolia Ave To: Cedar Ave				C	0.098	F	0.587	1900	G	2005
(3360) 10th Street	1.28	2600	G	98%	0%	From: WCL Buena Vista To: Magnolia Ave				C	0.098	F	0.601	2800	G	2005
<b>City of Lexington</b>																
(117) Diamond St	0.36	1400	G	99%	0%	From: Lewis St To: Main St				C	0.127	F	0.638	1600	G	2005
(2177) Lee St	0.08	1900	G	98%	0%	From: Nelson St To: Washington St				C	0.109	F	0.545	2000	G	2005
(4251) Thornhill Rd	0.38	2200	G	99%	0%	From: Link Rd To: Main St				C	0.107	F	0.78	2400	G	2005

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						2Axle	3+Axle	1Trail	2Trail							
<b>City of Lexington</b>																
(4252/117) Enfield Rd	0.43	1200	G	98%	0%	1%	0%	1%	0%	F	0.098	F	0.516	1300	G	2005
			From: WCL Lexington													
			To: Lime Kiln Rd													
(4252/117) Lime Kiln Rd	0.32	1900	G	98%	0%	1%	0%	1%	0%	C	0.101	F	0.554	2000	G	2005
			From: Enfield Rd													
			To: McLaughlin St													
(4254/117) Ross Rd	0.31	1400	G	99%	0%	0%	0%	0%	0%	F	0.111	F	0.636	1500	G	2005
			From: WCL Lexington													
			To: Jackson Ave													
(4254/117) Jackson Ave	0.27	1900	G	99%	0%	0%	0%	0%	0%	C	0.129	F	0.862	2100	G	2005
			From: Ross Rd													
			To: White St													
(4255/117) Houston St	0.40	2100	G	99%	0%	1%	0%	0%	0%	C	0.104	F	0.5	2300	G	2005
			From: SCL Lexington													
			To: Taylor St													
(4255/117) Houston St	0.15	2300	G	99%	0%	1%	0%	0%	0%	F	0.102	F	0.536	2500	G	2005
			From: Taylor St													
			To: Main St													
(4256/117) McDowell St	0.05	470	G	98%	0%	2%	0%	0%	0%	C	0.129	F	0.603	510	G	2005
			From: Main St													
			To: Jefferson St													
(4257/117) Walker St	0.40	2700	G	98%	0%	1%	0%	0%	0%	C	0.102	F	0.505	2900	G	2005
			From: Houston St													
			To: Nelson St													
(4258/117) Preston St	0.05	2100	G	98%	0%	2%	0%	0%	0%	F	0.106	F	0.915	2300	G	2005
			From: Main St													
			To: Jefferson St													
(4260/117) Henry St	0.05	1200	G	98%	1%	1%	0%	0%	0%	C	0.093	F	0.538	1300	G	2005
			From: Main St													
			To: Jefferson St													
(4261/117) Lewis St	0.08	3300	G	98%	0%	0%	0%	1%	0%	C	0.099	F	0.560	3600	G	2005
			From: Nelson St													
			To: Washington St													
(4261/117) Washington St	0.30	3200	G	98%	0%	0%	0%	1%	0%	F	0.1	F	0.537	3600	G	2005
			From: Lewis St													
			To: Main St													
(4261/117) Washington St	0.06	3900	G	98%	0%	0%	0%	1%	0%	F	0.092	F	0.684	4200	G	2005
			From: Main St													
			To: Jefferson St													
(4261/117) Washington St	0.06	5300	G	98%	0%	0%	0%	1%	0%	F	0.093	F	0.606	5800	G	2005
			From: Jefferson St													
			To: Lee St													
(4261/117) Washington St	0.21	3200	G	98%	0%	0%	0%	1%	0%	F	0.086	F	0.669	3500	G	2005
			From: Lee St													
			To: Nelson St													
(4262/117) Borden Rd	0.34	700	G	98%	0%	1%	0%	1%	0%	C	0.108	F	0.605	770	G	2005
			From: WCL Lexington													
			To: Nelson St													
(4263/117) Lewis St	0.33	1500	G	99%	0%	0%	0%	0%	0%	C	0.127	F	0.558	1600	G	2005
			From: Washington St													
			To: Diamond St													
(4266/117) Spottwood Dr	0.40	2600	G	99%	0%	1%	0%	0%	0%	C	0.093	F	0.552	2800	G	2005
			From: Houston St													
			To: Nelson St													
(4267/117) White St	0.18	1400	G	99%	0%	1%	0%	0%	0%	F	0.118	F	0.524	1500	G	2005
			From: Jefferson St													
			To: McLaughlin St													
(4267/117) McLaughlin St	0.28	2100	G	98%	0%	1%	0%	1%	0%	C	0.097	F	0.647	2300	G	2005
			From: White St													
			To: Glasgow St													

Virginia Department of Transportation  
 Traffic Engineering Division  
 2005  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 Rockbridge Operational Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>City of Lexington</b>																
4267 117 Glasgow St	0.06	1200	G	93%	0%	From: McLaughlin St				C	0.12	F	0.531	1300	G	2005
						To: Nelson St										
<b>City of Buena Vista</b>																
20th Street		410	G	From: Sycamore Ave					0.093	F		450	G	2005		
				To: Cedar Ave												
25 1/2 Street		870	G	From: Maple Ave					0.095	F		960	G	2005		
				To: Walnut Ave												
38th Street		520	G	From: Lombardy Ave					0.146	F		570	G	2005		
				To: Catalpa Ave												
4th Street		480	G	From: Linden Ave					0.089	F		530	G	2005		
				To: Sycamore Ave												
Spruce Ave		80	G	From: 23rd St					0.172	F		80	G	2005		
				To: 24th St												
<b>City of Lexington</b>																
Edmondson Ave		450	G	From: Jackson Ave					0.121	F	0.658	450	G	2005		
				To: Main St												
Taylor St		1400	G	From: Wallace St					0.116	F	0.528	1600	G	2005		
				To: Houston St												
Tucker St		500	G	From: Washington St					0.093	F		550	G	2005		
				To: Massie St												