

2001

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

Jurisdiction Report

55

Lunenburg County
Town of Kenbridge
Town of Victoria

Virginia Department of Transportation
Traffic Engineering Division
Traffic Monitoring Section

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

One of these booklets includes a list of all Interstate and Primary highway segments with the estimated Annual Average Daily Traffic (AADT). AADT is the total annual traffic estimate divided by the number of days in the year. This book is titled "Average Daily Traffic Volumes on Interstate, Arterial and Primary Routes".

The second booklet includes the same information as the first, along with some additional information such as an estimate of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks. This booklet also includes the estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; and a "Design Hour" estimate which is a value used by planners to formulate design criteria. This book is titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes".

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

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

Available this year is a compact disc (CD) that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. One disc will include both Primary and Interstate publications as well as each of the 100 Jurisdiction Reports. The CD will also include a number of summary reports not available in the printed version.

Publication Notes

Parallel Roads

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

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

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

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

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

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

Glossary of Terms:

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

Length: Length of the traffic segment in miles.

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

QA: Quality of AADT:

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

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

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

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

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

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

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

QC: Quality of Classification Data:

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

Design Hour: The estimate of the traffic volume for the 30th highest traffic volume occurring in a one-year period.

QK: Quality of the Design Hour estimate:

- A 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B 30th Highest Hour Observed During Less than 12 Months of Continuous Traffic Data
- F Factored Highest Hour Collected at in a 48 Hour Weekday Period
- G Factored Highest Hour Collected at in a 48 Hour Weekday Period with Growth Element
- M Manual Estimate of 30th Highest Hour
- N Design Hour of Similar Neighboring Traffic Link
- O Provided by External Source

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





QW: Quality of AAWDT:

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





Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is “R”, the year is the year that the raw traffic count was collected, and if available, the actual date that the count was obtained is provided. All other AADT data are factored to be accurate for the year of the report.

Route Shield Legend

Route Systems

- North
 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
-  Secondary Route

Special Routes

- Bus
 Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route
- ALT
 ALT - Alternate Route
Wye - Wye Route connector
-  P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.
-  The VDOT 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
2001
Annual Average Daily Traffic Volume Estimates By Section of Route
Lunenburg Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Lunenburg County															
40	12.70	840	F	90%	0%	4%	1%	5%	0%	C	70	F	840	F	2001
				From: Charlotte County Line											
				To: SR 49											
40	0.14	2300	F	92%	0%	3%	1%	4%	0%	F	180	F	2300	F	2001
				From: 55-675											
				To: WCL Victoria											
40	2.17	2800	F	92%	0%	3%	1%	4%	0%	C	220	F	2800	F	2001
Town of Victoria															
40	1.08	2800	N	92%	0%	3%	1%	4%	0%	N	220	N	2800	N	2001
				From: WCL Victoria											
				To: SR 49 Lunenburg Court House											
40	0.81	5800	F	93%	0%	3%	1%	3%	0%	F	500	F	5800	F	2001
				From: 55-1009											
				To: ECL Victoria											
40	0.02	5000	F	93%	0%	3%	1%	3%	0%	C	430	F	5000	F	2001
Lunenburg County															
40	3.74	5000	N	93%	0%	3%	1%	3%	0%	N	430	N	5000	N	2001
				From: ECL Victoria											
				To: WCL Kenbridge											
Town of Kenbridge															
40	1.33	5000	N	93%	0%	3%	1%	3%	0%	N	430	N	5000	N	2001
				From: WCL Kenbridge											
				To: 55-697											
40	0.89	5900	F	93%	0%	3%	1%	3%	0%	F	530	F	5900	F	2001
				From: SR 137, SR 138											
				To: ECL Kenbridge											
40	0.66	3400	F	93%	0%	3%	1%	3%	0%	F	310	F	3400	F	2001
Lunenburg County															
40	4.00	3400	N	93%	0%	3%	1%	3%	0%	N	310	N	3400	N	2001
				From: ECL Kenbridge											
				To: Nottoway County Line											
49	11.28	940	F	89%	0%	4%	1%	6%	0%	C	90	F	940	F	2001
				From: Mecklenburg County Line											
				To: S SR 40											
49 40	0.14	2300	F	92%	0%	3%	1%	4%	0%	F	180	F	2300	F	2001
				From: 55-675											
				To: CL Victoria											
49 40	2.17	2800	F	92%	0%	3%	1%	4%	0%	C	220	F	2800	F	2001
Town of Victoria															
49 40	1.08	2800	N	92%	0%	3%	1%	4%	0%	N	220	N	2800	N	2001
				From: CL Victoria											
				To: N SR 40											
49	0.51	3900	F	92%	0%	4%	1%	3%	0%	F	330	F	3900	F	2001
				From: 55-1017											
				To: NCL Victoria											
49	0.65	2900	F	92%	0%	4%	1%	3%	0%	C	250	F	2900	F	2001
Lunenburg County															
49	4.88	2900	N	92%	0%	4%	1%	3%	0%	N	250	N	2900	N	2001
				From: NCL Victoria											
				To: Nottoway County Line											
Town of Kenbridge															
137	1.13	4500	F	87%	1%	4%	0%	8%	0%	F	410	F	4500	F	2001
				From: SR 40											
				To: ECL Kenbridge											

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 Lunenburg Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Lunenburg County															
(137)	0.74	4500	N	87%	1%	4%	0%	8%	0%	N	410	N	4500	N	2001
				From:	ECL Kenbridge										
				To:	55-601										
(137)	1.93	3200	F	87%	1%	4%	0%	8%	0%	F	290	F	3200	F	2001
				From:	SR 138 Lafoons Corner										
				To:	Brunswick County Line										
(137)	4.67	1000	F	87%	1%	4%	1%	8%	0%	C	90	F	990	F	2001
				From:	Mecklenburg County Line										
				To:	SR 137 Lafoons Corner										
(138)	9.83	2100	F	90%	1%	3%	1%	5%	0%	C	200	F	2100	F	2001
(138) (137)	1.93	3200	F	87%	1%	4%	0%	8%	0%	F	290	F	3200	F	2001
				From:	55-601										
(138) (137)	0.74	4500	N	87%	1%	4%	0%	8%	0%	N	410	N	4500	N	2001
				To:	CL Kenbridge										
Town of Kenbridge															
(138) (137)	1.13	4500	F	87%	1%	4%	0%	8%	0%	F	410	F	4500	F	2001
				From:	CL Kenbridge										
				To:	SR 40										
Lunenburg County															
(600)	0.90	220	R								NA		NA		1998
				From:	SR 40										
				To:	55-601 SOUTH										
(600)	1.00	160	R								NA		NA		1998
				From:	55-601 NORTH										
				To:	1.00 ME 55-601										
(600)	1.30	80	R								NA		NA		03/19/2001
				From:	55-627										
(601)	2.00	750	F	93%	0%	3%	1%	2%	0%	C	70	F	750	F	2001
				From:	SR 137										
				To:	55-714										
(601)	0.90	690	F	93%	0%	3%	1%	2%	0%	F	70	F	690	F	2001
				From:	55-600 North										
				To:	SR 40										
(601)	1.60	620	F	93%	0%	3%	1%	2%	0%	F	60	F	620	F	2001
				From:	55-621										
				To:	55-668										
(602)	2.10	20	R								NA		NA		05/03/2001
				From:	55-638 SOUTH										
				To:	55-638 NORTH										
(602)	1.70	130	R								NA		NA		05/03/2001
				From:	55-638 SOUTH										
				To:	55-638 NORTH										
(602)	0.20	70	R								NA		NA		05/03/2001
				From:	0.50 MN 55-638										
				To:	55-619										
(602)	0.50	50	R								NA		NA		05/10/2001
				From:	55-619										
				To:	55-696										
(602)	1.30	49	R								NA		NA		1998
				From:	55-696										
				To:	55-616										
(602)	2.50	130	R								NA		NA		1998
				From:	55-616										
				To:	55-608										
(602)	0.30	90	R								NA		NA		1998
				From:	55-608										
				To:	SR 137										

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 Lunenburg Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Lunenburg County															
603	2.30	30	R			From: 55-602; 55-618					NA		NA		03/19/2001
						To: 55-617 West									
603	1.80	150	R			From: 55-617 East					NA		NA		1998
						To: SR 137 South									
603	0.90	240	R			From: SR 137 North					NA		NA		1998
						To: 55-616 East									
603	1.50	70	R			From: 55-616 West					NA		NA		1998
						To: 55-711									
603	1.20	80	R			From: 55-645					NA		NA		03/19/2001
						To: SR 137									
604	0.35	250	R			From: SR 137					NA		NA		03/19/2001
						To: 55-616									
604	2.15	200	R			From: 55-616					NA		NA		03/19/2001
						To: 55-645									
604	2.50	400	R			From: 55-645					NA		NA		03/19/2001
						To: 55-601									
605	2.20	30	R			From: SR 137					NA		NA		03/19/2001
						To: 55-645									
606	0.50	50	R			From: Dead End					NA		NA		03/19/2001
						To: SR 137									
607	1.50	90	R			From: 55-609					NA		NA		04/30/2001
						To: 1.50 MW 55-609									
607	2.10	340	R			From: 1.50 MW 55-609					NA		NA		1998
						To: SCL KENBRIDGE									
608	0.35	60	R			From: Dead End					NA		NA		03/19/2001
						To: 55-616									
608	0.20	40	R			From: 55-616					NA		NA		03/19/2001
						To: 55-602									
609	3.80	140	R			From: 55-613					NA		NA		04/30/2001
						To: SR 137									
610	3.70	240	R			From: SR 138					NA		NA		05/10/2001
						To: 55-602									
611	3.00	60	R			From: SR 138 SOUTH					NA		NA		05/03/2001
						To: SR 138 NORTH									
612	2.10	120	R			From: SR 138					NA		NA		05/03/2001
						To: 55-718									
612	2.90	46	R			From: 55-718					NA		NA		05/03/2001
						To: 55-613									
613	2.90	110	R			From: 55-635					NA		NA		04/18/2001
						To: 55-637									
613	2.90	140	F	89%	0%	5%	1%	5%	0%	F	20	F	140	F	2001
						To: 55-609									

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 Lunenburg Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
Lunenburg County																
613	1.90	190	F	89%	0%	5%	1%	5%	0%	C	20	F	190	F	2001	
				From:	55-609											
				To:	SR 138											
614	2.90	110	R								NA		NA		04/18/2001	
				From:	55-635											
				To:	55-637											
615	3.60	120	R								NA		NA		03/19/2001	
				From:	55-601											
				To:	Brunswick County Line											
616	2.40	260	F	88%	1%	5%	1%	5%	0%	C	20	F	260	F	2001	
				From:	55-602											
				To:	SR 137											
616	1.50	220	F	88%	1%	5%	1%	5%	0%	F	20	F	220	F	2001	
				From:	55-602											
				To:	Brunswick County Line											
617	2.50	340	R								NA		NA		03/19/2001	
				From:	SR 138											
				To:	55-602											
617	1.84	180	R								NA		NA		03/19/2001	
				From:	55-602											
				To:	Brunswick County Line											
618	0.90	160	R								NA		NA		03/19/2001	
				From:	55-602											
				To:	Brunswick County Line											
619	1.80	90	R								NA		NA		1998	
				From:	SR 138											
				To:	55-610 NORTH											
619	1.10	80	R								NA		NA		05/10/2001	
				From:	55-610 SOUTH											
				To:	55-696											
619	0.90	30	R								NA		NA		05/10/2001	
				From:	55-696											
				To:	55-602											
619	0.70	40	R								NA		NA		1998	
				From:	55-602											
				To:	Brunswick County Line											
620	2.20	45	R								NA		NA		05/03/2001	
				From:	55-621											
				To:	55-638											
620	0.30	60	R								NA		NA		1998	
				From:	55-638											
				To:	Brunswick County Line											
621	0.50	80	R								NA		NA		05/03/2001	
				From:	Mecklenburg County Line											
				To:	55-602											
621	0.10	80	R								NA		NA		05/03/2001	
				From:	55-602											
				To:	55-620											
621	0.50	60	R								NA		NA		05/03/2001	
				From:	55-620											
				To:	Brunswick County Line											
622	4.35	30	R								NA		NA		03/12/2001	
				From:	Dead End											
				To:	55-712											
622	0.60	60	R								NA		NA		1998	
				From:	55-712											
				To:	55-634											
622	3.19	40	R								NA		NA		1998	
				From:	55-634											
				To:	55-677											
622	0.40	320	R								NA		NA		1998	
				From:	55-577											
				To:	SR 49											

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						2Axle	3+Axle	1Trail	2Trail						
Lunenburg County															
622	2.80	360	F	90%	1%	4%	3%	3%	0%	C	40	F	360	F	2001
				From:	SR 49										
				To:	55-692										
622	2.60	530	F	90%	1%	4%	3%	3%	0%	F	90	F	530	F	2001
				From:	55-691										
				To:	Charlotte County Line										
623	4.41	230	R								NA		NA		03/12/2001
				From:	55-695										
				To:	55-630										
624	0.40	40	R								NA		NA		04/24/2001
				From:	55-625										
				To:	Prince Edward County Line										
625	4.70	160	R								NA		NA		04/24/2001
				From:	55-662										
				To:	Nottoway County Line										
626	3.10	140	R								NA		NA		03/15/2001
				From:	SR 40										
				To:	55-683										
626	3.72	250	F	94%	1%	2%	1%	1%	0%	C	20	F	250	F	2001
				From:	55-666										
				To:	55-662 WEST										
626	1.20	100	F	94%	1%	2%	1%	1%	0%	F	10	F	100	F	2001
				From:	55-662 EAST										
				To:	55-723 SOUTH										
626	5.40	250	R								NA		NA		04/24/2001
				From:	55-723 NORTH										
				To:	Nottoway County Line										
627	1.90	30	R								NA		NA		03/19/2001
				From:	55-645										
				To:	55-600										
627	0.90	50	R								NA		NA		03/19/2001
				From:	55-615 WEST										
				To:	55-615 EAST										
627	0.77	160	R								NA		NA		1998
				From:	Nottoway County Line										
				To:	Charlotte County Line										
628	1.60	200	R								NA		NA		03/15/2001
				From:	55-687 WEST										
				To:	55-687 WEST; 55-688										
628	0.50	210	R								NA		NA		03/15/2001
				From:	55-687 EAST										
				To:	55-685										
628	2.21	230	R								NA		NA		03/15/2001
				From:	Charlotte County Line										
				To:	55-688										
629	2.80	150	R								NA		NA		04/09/2001
				From:	Charlotte County Line										
				To:	55-632										
630	0.95	370	R								NA		NA		03/12/2001
				From:	55-632										
				To:	55-631 EAST										
630	2.18	110	F	96%	0%	4%	1%	0%	0%	F	20	F	110	F	2001
				From:	55-631 EAST										
				To:	SR 49										
630	2.52	250	F	96%	0%	4%	0%	0%	0%	C	30	F	250	F	2001
				From:	SR 49										
				To:	SR 49										

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Lunenburg Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Lunenburg County															
631	1.10	30	R			From: Mecklenburg County Line To: 55-632					NA		NA		03/12/2001
631	1.60	30	R			From: 55-632; 55-717 To: 1.60 MN 55-632					NA		NA		03/12/2001
631	0.10	30	R			From: 55-630 WEST To: 55-630 EAST					NA		NA		1998
631	2.00	60	R			From: 55-694 To: 55-744					NA		NA		03/12/2001
631	2.50	80	R			From: 55-744 To: 55-622					NA		NA		03/12/2001
632	1.50	180	R			From: Mecklenburg County Line To: 55-631; 55-717					NA		NA		03/12/2001
632	1.60	350	R			From: 55-630; 55-760 To: Mecklenburg County Line					NA		NA		03/12/2001
633	1.46	40	R			From: Mecklenburg County Line To: 1.46 MN of CL					NA		NA		06/14/2001
633	0.84	90	R			From: 1.46 MN of CL To: SR 49					NA		NA		06/14/2001
634	2.66	160	R			From: Mecklenburg County Line To: 55-622					NA		NA		1992
635	1.08	340	R			From: Mecklenburg County Line To: 55-641					NA		NA		04/18/2001
635	2.39	350	R			From: 55-640 To: 55-639					NA		NA		04/18/2001
635	0.41	470	F	93%	1%	4%	1%	2%	0%	F	47	F	470	F	2001
635	4.44	480	F	93%	1%	4%	1%	2%	0%	F	49	F	480	F	2001
635	2.00	270	F	93%	1%	4%	1%	1%	0%	F	30	F	270	F	2001
635	3.28	810	F	93%	1%	4%	1%	2%	0%	C	80	F	820	F	2001
636	0.93	260	R			From: Mecklenburg County Line To: 55-640					NA		NA		05/03/2001
636	2.10	150	R			From: 55-637 To: Mecklenburg County Line					NA		NA		05/03/2001
637	1.79	430	R			From: Mecklenburg County Line To: 55-718					NA		NA		05/03/2001
637	2.47	340	R			From: 55-636 To: 55-613					NA		NA		05/03/2001
637	2.29	440	F	95%	0%	3%	0%	2%	0%	F	48	F	440	F	2001
637	3.13	420	F	95%	0%	2%	0%	1%	0%	F	40	F	420	F	2001
						From: 55-647 To:									

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						2Axle	3+Axle	1Trail	2Trail						
Lunenburg County															
637	2.15	670	F	95%	0%	3%	0%	1%	0%	F	70	F	670	F	2001
				From:	55-647										
				To:	55-655										
637	1.41	1300	F	95%	0%	2%	0%	1%	0%	F	120	F	1300	F	2001
				From:	55-1129										
				To:	SCL Kenbridge										
Town of Kenbridge															
637	0.57	1600	N	95%	0%	2%	0%	2%	0%	N	130	N	1600	N	2001
				From:	SCL Kenbridge										
				To:	SR 40										
Lunenburg County															
638	1.80	130	R								NA		NA		1998
				From:	SR 138										
				To:	55-696										
638	0.10	80	R								NA		NA		1998
				From:	0.10 ME 55-696										
638	0.50	90	R								NA		NA		05/10/2001
				From:	55-602 SOUTH										
				To:	55-602 NORTH										
638	1.00	30	R								NA		NA		05/10/2001
				From:	55-620										
639	1.20	90	R								NA		NA		04/18/2001
				From:	55-635										
				To:	1.20 ME 55-635; GT										
639	0.50	30	R								NA		NA		04/18/2001
				From:	Dead End; Gap Terminus										
				To:	55-637										
640	3.10	260	R								NA		NA		04/18/2001
				From:	55-636										
				To:	55-635										
641	2.50	100	R								NA		NA		04/19/2001
				From:	55-635										
				To:	55-640										
642	1.90	60	R								NA		NA		04/18/2001
				From:	Dead End										
				To:	55-655										
643	2.70	30	R								NA		NA		04/18/2001
				From:	55-640										
				To:	55-635 NORTH										
643	2.70	60	R								NA		NA		04/18/2001
				From:	55-635 SOUTH										
643	1.28	120	R								NA		NA		04/18/2001
				From:	55-644										
643	2.22	130	R								NA		NA		04/18/2001
				From:	1.28 M FRM 55-644										
643	2.20	210	R								NA		NA		05/03/2001
				From:	55-655										
				To:	55-635										
644	1.90	40	R								NA		NA		04/18/2001
				From:	55-643										
				To:	55-635										
645	3.40	150	F	97%	0%	1%	0%	1%	0%	C	30	F	150	F	2001
				From:	SR 137										
645	1.60	180	R								NA		NA		03/19/2001
				From:	55-627										
				To:	Brunswick County Line										

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						2Axle	3+Axle	1Trail	2Trail						
Lunenburg County															
(646)	0.70	120	R			From: 55-655					NA		NA		05/03/2001
(646)	2.60	80	R			From: 55-647					NA		NA		05/03/2001
(646)	0.35	90	R			From: 55-637					NA		NA		03/27/2001
(646)	0.75	60	R			From: 55-756					NA		NA		03/27/2001
						To: Dead End									
(647)	0.90	30	R			From: 55-635					NA		NA		05/03/2001
(647)	1.80	100	R			From: 55-646					NA		NA		05/03/2001
(647)	1.00	80	R			From: 55-637					NA		NA		03/27/2001
(647)	1.50	60	R			From: 55-648					NA		NA		03/27/2001
						To: 55-609									
(648)	1.75	80	R			From: 55-647					NA		NA		03/27/2001
(648)	0.06	120	R			From: 1.76 MN 55-647					NA		NA		03/27/2001
						To: 55-637									
(649)	2.00	160	R			From: SR 40					NA		NA		03/19/2001
						To: Dead End									
(650)	1.05	45	R			From: 55-651					NA		NA		05/10/2001
						To: Dead End									
(651)	3.20	160	R			From: 55-653					NA		NA		05/10/2001
						To: 55-652									
(652)	2.30	350	F	95%	1%	3%	1%	1%	0%	F	30	F	350	F	2001
						From: SR 40 EAST									
(652)	1.33	210	F	95%	0%	3%	0%	0%	0%	C	30	F	220	F	2001
						From: 55-663									
(652)	1.40	190	R			From: 55-653 WEST					NA		NA		04/30/2001
						To: 55-653 EAST									
(652)	1.40	200	R			From: 55-651					NA		NA		04/30/2001
						To: SR 49									
Town of Victoria															
(653)	1.02	380	F			From: SR 49					40	F	380	F	2001
						To: ECL Victoria									
Lunenburg County															
(653)	2.37	380	N			From: ECL Victoria					40	N	380	N	2001
						To: 55-652 WEST									
(653)	4.23	730	F			From: NCL KENBRIDGE					80	F	730	F	2001
						To: NCL KENBRIDGE									

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						2Axle	3+Axle	1Trail	2Trail						
Town of Kenbridge															
(653)	0.28	910	F			From: NCL KENBRIDGE					90	F	910	F	2001
(653)	0.22	840	F			From: 55-1136				C	80	F	840	F	2001
(653)	0.12	1100	F			From: 55-1135					100	F	1100	F	2001
						To: SR 40									
Lunenburg County															
(654)	2.90	130	R			From: 55-635					NA		NA		05/03/2001
						To: 55-655									
(655)	1.59	160	R			From: 55-635					NA		NA		04/18/2001
(655)	8.80	180	R			From: 55-642					NA		NA		04/18/2001
(655)	3.37	570	F			From: 55-635 NORTH				C	48	F	570	F	2001
						To: 55-637									
(656)	1.90	40	R			From: Dead End					NA		NA		03/24/2001
						To: 55-626									
(657)	1.50	40	R			From: Dead End					NA		NA		04/18/2001
						To: 55-655									
(658)	1.60	60	R			From: 55-712					NA		NA		06/14/2001
						To: 55-671									
(659)	1.29	100	R			From: 55-675					NA		NA		1998
(659)	1.71	130	R			From: 1.30 MS 55-675					NA		NA		1998
(659)	0.29	120	R			From: 3.01 MN 55-675					NA		NA		1998
(659)	0.73	120	R			From: 3.30 MN 55-675					NA		NA		05/03/2001
(659)	1.40	120	R			From: 55-770					NA		NA		1998
						To: 55-643									
(660)	0.80	10	R			From: Dead End					NA		NA		05/10/2001
						To: SR 138									
(661)	2.13	260	R			From: 55-635					NA		NA		05/10/2001
						To: SCL Victoria									
Town of Victoria															
(661)	0.57	260	R			From: SCL Victoria					NA		NA		05/10/2001
(661)	0.05	1100	R			From: 55-734					NA		NA		05/10/2001
(661)	0.18	2600	R			From: 55-1024					NA		NA		05/10/2001
						To: SR 40									
(662)	0.07	20	R			From: Dead End					NA		NA		04/17/2001
						To: 55-1011									

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						2Axle	3+Axle	1Trail	2Trail						
Town of Victoria															
662	0.13	100	F	96%	0%	2%	0%	1%	0%	F	20	F	100	F	2001
662	0.26	200	F	96%	0%	2%	0%	1%	0%	F	30	F	200	F	2001
662	0.06	460	F	96%	0%	2%	0%	1%	0%	F	50	F	460	F	2001
662	0.10	530	F	96%	0%	2%	0%	1%	0%	F	60	F	530	F	2001
662	0.46	1500	F	96%	0%	2%	0%	1%	0%	C	150	F	1500	F	2001
662	0.22	1400	F	96%	0%	2%	0%	1%	0%	F	130	F	1400	F	2001
Lunenburg County															
662	0.42	1400	N	96%	0%	2%	0%	1%	0%	N	130	N	1400	N	2001
662	2.75	1100	R								NA		NA		05/10/2001
662	1.15	440	R								NA		NA		04/09/2001
662	4.29	310	R								NA		NA		04/09/2001
662	1.20	370	R								NA		NA		04/09/2001
663	2.12	440	R								NA		NA		05/10/2001
663	1.25	120	R								NA		NA		05/10/2001
664	3.50	80	R								NA		NA		04/24/2001
665	2.60	110	R								NA		NA		04/24/2001
666	1.50	280	F	95%	1%	3%	1%	1%	0%	C	20	F	280	F	2001
667	1.39	100	R								NA		NA		05/07/2001
667	0.91	180	R								NA		NA		05/07/2001
667	0.54	90	R								NA		NA		1998
Town of Victoria															
667	0.26	180	R								NA		NA		1998
Lunenburg County															
668	1.70	220	R								NA		NA		05/03/2001

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Lunenburg County															
669	0.20	50	R			From: 55-670					NA		NA		04/09/2001
669	2.10	50	R			From: 55-722					NA		NA		04/09/2001
						To: 55-667									
670	0.70	40	R			From: Dead End					NA		NA		04/09/2001
						To: SR 40 WEST									
670	2.80	190	R			From: SR 40 EAST					NA		NA		1998
						To: 55-680									
671	3.00	80	R			From: 55-655					NA		NA		04/18/2001
						To: 55-672									
671	1.90	160	R			From: 55-672					NA		NA		04/18/2001
						To: 55-675									
672	1.60	40	R			From: Dead End					NA		NA		04/18/2001
						To: 55-671									
673	1.30	20	R			From: Dead End					NA		NA		04/18/2001
						To: 55-671									
674	0.85	60	R			From: SR 49					NA		NA		04/18/2001
						To: 0.85 ME SR 49									
674	0.05	49	R			From: 0.85 ME SR 49					NA		NA		1998
						To: 55-675									
675	1.60	70	R			From: Dead End					NA		NA		04/18/2001
						To: 1.60 MN Dead End									
675	0.10	70	R			From: 1.60 MN Dead End					NA		NA		1998
						To: 55-674									
675	0.90	140	R			From: 55-674					NA		NA		1998
						To: 55-671									
675	1.40	330	F	98%	0%	1%	0%	1%	0%	F	30	F	330	F	2001
						To: 55-659									
675	0.50	670	F	98%	0%	1%	0%	1%	0%	C	60	F	670	F	2001
						To: SR 49									
676	0.90	20	R			From: 55-622					NA		NA		03/12/2001
						To: Dead End									
677	0.77	60	R			From: Dead End					NA		NA		03/12/2001
						To: 0.77 MN Dead End									
677	0.03	60	R			From: 0.77 MN Dead End					NA		NA		03/12/2001
						To: 55-622									
678	2.50	60	R			From: 55-680					NA		NA		03/15/2001
						To: 55-626 WEST									
678	0.60	190	R			From: 55-626 EAST					NA		NA		1998
						To: 55-679									
678	0.40	160	R			From: 55-679					NA		NA		1998
						To: 55-704									

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						2Axle	3+Axle	1Trail	2Trail						
Lunenburg County															
(678)	0.15	40	R			From: 55-704					NA		NA		1998
(678)	4.45	60	R			From: 0.15 MN 55-704					NA		NA		03/15/2001
						To: Prince Edward County Line									
(679)	0.85	80	R			From: 55-678					NA		NA		04/09/2001
(679)	0.07	80	R			From: 0.85 MN 55-678					NA		NA		1998
						To: 55-662									
(680)	0.90	48	R			From: 55-690					NA		NA		04/09/2001
(680)	2.10	60	R			From: 55-689					NA		NA		04/09/2001
						To: 55-681									
(680)	0.50	60	R			From: 55-681					NA		NA		04/09/2001
(680)	0.40	70	R			From: 0.50 MN 55-681					NA		NA		1998
						To: SR 40									
(680)	0.10	80	R			From: SR 40					NA		NA		1998
						To: 0.10 MN SR 40									
(680)	0.20	80	R			From: 0.10 N SR 40					NA		NA		03/15/2001
						To: 55-678									
(680)	1.50	90	R			From: 55-678					NA		NA		03/15/2001
						To: 1.50 MN 55-678									
(680)	0.20	90	R			From: 55-670					NA		NA		1998
						To: 55-666									
(680)	0.05	70	R			From: 55-666					NA		NA		1998
						To: 55-662									
(681)	0.10	110	R			From: 55-680					NA		NA		04/09/2001
						To: SR 40									
(682)	1.50	70	R			From: SR 40					NA		NA		03/15/2001
						To: 55-626									
(683)	3.47	180	F	90%	2%	6%	0%	1%	0%	C	20	F	180	F	2001
						From: 55-626									
(683)	2.23	370	F	90%	2%	6%	0%	1%	0%	F	40	F	370	F	2001
						From: 55-758									
						To: Prince Edward County Line									
(684)	1.90	70	R			From: 55-685					NA		NA		03/15/2001
						To: 55-701									
(685)	4.20	80	R			From: 55-683					NA		NA		03/15/2001
						To: 55-684									
(685)	1.44	500	R			From: 55-684					NA		NA		03/15/2001
						To: US 360									
(686)	1.40	47	R			From: Dead End					NA		NA		05/03/2001
						To: 55-637									

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						2Axle	3+Axle	1Trail	2Trail						
Lunenburg County															
687	1.60	260	R			From: SR 40					NA		NA		1998
						To: 55-628 W; 55-688									
687	2.60	20	R			From: 55-628 EAST					NA		NA		03/15/2001
						To: 55-685									
688	1.30	120	R			From: 55-630					NA		NA		1998
						To: 55-623 WEST									
688	3.80	190	R			From: 55-623 EAST					NA		NA		1998
						To: 55-622 WEST									
688	2.42	250	R			From: 55-622 EAST					NA		NA		1998
						To: SR 40 EAST									
688	2.50	200	R			From: SR 40 WEST					NA		NA		03/15/2001
						To: 55-687									
689	2.29	100	R			From: 55-680					NA		NA		05/10/2001
						To: 2.30 MN 55-680									
689	1.01	120	R			From: SR 40 WEST					NA		NA		05/10/2001
						To: SR 40 EAST									
689	1.00	40	R			From: 55-626					NA		NA		03/15/2001
						To: SR 49									
690	1.60	50	R			From: 55-692					NA		NA		04/09/2001
						To: 55-680									
690	1.70	60	R			From: 55-691					NA		NA		04/09/2001
						To: SR 40									
690	2.50	60	R			From: 55-622					NA		NA		04/09/2001
						To: 55-690									
690	1.30	210	R			From: 55-622					NA		NA		04/09/2001
						To: SR 40									
691	2.70	150	R			From: 55-690					NA		NA		04/09/2001
						To: 55-622									
692	1.50	90	R			From: 1.50 ME 55-622					NA		NA		1998
						To: 55-690									
692	1.70	60	R			From: SR 49					NA		NA		04/09/2001
						To: 55-562									
693	0.35	49	R			From: 55-623					NA		NA		04/24/2001
						To: 55-631									
694	2.40	40	R			From: SR 49					NA		NA		03/12/2001
						To: Dead End									
694	2.10	48	R			From: 55-623					NA		NA		03/12/2001
						To: 55-622									
694	1.35	30	R			From: 55-622					NA		NA		03/12/2001
						To: 55-623									
695	2.60	120	R			From: 55-622					NA		NA		04/09/2001
						To: 55-622									

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						2Axle	3+Axle	1Trail	2Trail						
Lunenburg County															
(696)	1.20	70	R			From: 55-638					NA		NA		05/10/2001
(696)	1.40	30	R			From: 55-619					NA		NA		05/10/2001
						To: 55-602									
Town of Kenbridge															
(697)	0.13	430	R			From: SR 40					NA		NA		1998
						To: NCL Kenbridge									
Lunenburg County															
(697)	0.87	430	N			From: NCL Kenbridge					NA		NA		1998
(697)	0.60	30	R			From: 1.00 MN SR 40					NA		NA		03/19/2001
						To: Dead End									
(698)	0.50	110	R			From: Dead End					NA		NA		03/15/2001
						To: 55-628									
(700)	1.60	80	R			From: 55-685					NA		NA		03/15/2001
						To: 55-683									
(701)	0.70	80	F	81%	1%	10%	1%	5%	0%	C	10	F	80	F	2001
(701)	2.00	380	F	81%	2%	10%	1%	5%	0%	F	40	F	380	F	2001
						To: Prince Edward County Line									
(702)	0.90	90	R			From: 55-622					NA		NA		03/12/2001
(702)	0.30	20	R			From: 55-742					NA		NA		03/12/2001
						To: Dead End									
(703)	0.20	90	R			From: Dead End					NA		NA		03/15/2001
						To: 55-726									
(704)	1.20	60	R			From: Dead End					NA		NA		03/15/2001
						To: 55-678									
(705)	2.10	50	R			From: Dead End					NA		NA		03/19/2001
						To: 55-613									
(706)	0.70	46	R			From: SR 40					NA		NA		04/09/2001
						To: Dead End									
(707)	0.05	110	R			From: 55-9924					NA		NA		05/14/2001
						To: SR 40 EAST									
(708)	0.80	80	R			From: 55-610					NA		NA		03/19/2001
						To: Dead End									
(709)	0.89	250	R			From: SR 49					NA		NA		1998
(709)	2.26	90	R			From: 0.90 ME SR 49					NA		NA		1998
						To: 55-651; 55-652									

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						2Axle	3+Axle	1Trail	2Trail						
Lunenburg County															
(710)	0.01	150	R			From: SR 40 To: WCL KENBRIDGE					NA		NA		03/27/2001
Town of Kenbridge															
(710)	0.04	140	R			From: WCL KENBRIDGE To: NCL KENBRIDGE					NA		NA		03/27/2001
Lunenburg County															
(710)	0.04	140	R			From: NCL KENBRIDGE To: 55-772					NA		NA		03/27/2001
(710)	0.74	80	R			From: 55-772 To: Dead End					NA		NA		03/27/2001
(711)	0.80	80	R			From: 55-603 To: Brunswick County Line					NA		NA		03/19/2001
(712)	0.60	70	R			From: 55-622 To: 0.60 ME 55-622					NA		NA		1998
(712)	1.90	100	R			From: 0.60 ME 55-622 To: 2.50 ME 55-622					NA		NA		04/18/2001
(712)	0.30	80	R			From: 2.50 ME 55-622 To: 55-658					NA		NA		1998
(712)	1.09	80	R			From: 55-658 To: 55-655					NA		NA		1998
(713)	0.60	40	R			From: Dead End To: 55-637					NA		NA		03/27/2001
(714)	1.30	30	R			From: 55-601 To: Dead End					NA		NA		03/19/2001
(714)	0.80	40	R			From: Dead End To: 55-645					NA		NA		03/19/2001
(715)	0.70	50	R			From: 55-626 To: Dead End					NA		NA		04/09/2001
(716)	0.69	320	R			From: 55-662; 55-737 To: 0.70 MN 55-662					NA		NA		1998
(716)	0.41	40	R			From: 0.70 MN 55-662 To: Dead End					NA		NA		1998
(717)	1.00	60	R			From: Dead End To: 55-631; 55-632					NA		NA		03/12/2001
(718)	2.10	40	R			From: 55-637 To: 55-612					NA		NA		06/14/2001
(719)	1.50	40	R			From: 55-630 To: 1.50 MN 55-630					NA		NA		03/12/2001
(719)	0.20	50	R			From: 1.50 MN 55-630 To: 1.70 MN 55-630					NA		NA		03/12/2001
(719)	0.30	70	R			From: 1.70 MN 55-630 To: 55-623					NA		NA		03/12/2001

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Lunenburg County															
(720)	0.80	100	R			From: Dead End To: 55-701					NA		NA		03/15/2001
(721)	2.80	50	R			From: 55-662 To: 55-626					NA		NA		04/09/2001
(722)	0.90	60	R			From: SR 40 To: 55-669					NA		NA		04/09/2001
(723)	1.55	1200	F	93%	1%	2%	1%	3%	0%	C	120	F	1200	F	2001
(723)	3.00	1200	F	93%	1%	2%	1%	3%	0%	F	110	F	1200	F	2001
						From: SR 49 To: 55-739 Nottoway County Line									
(724)	1.00	170	R			From: Dead End To: 55-635					NA		NA		05/03/2001
(725)	0.40	70	R			From: Dead End To: 55-652					NA		NA		04/30/2001
Town of Victoria															
(726)	0.25	150	R			From: SR 49 To: NCL Victoria					NA		NA		1998
Lunenburg County															
(726)	0.29	150	N			From: NCL Victoria To: Dead End					NA		NA		1998
(727)	0.50	6	R			From: SR 49 To: Dead End					NA		NA		03/12/2001
(728)	0.50	40	R			From: 55-604 To: Dead End					NA		NA		03/19/2001
(729)	0.60	70	R			From: Dead End To: SCL KENBRIDGE					NA		NA		03/19/2001
Town of Kenbridge															
(729)	0.20	100	R			From: SCL KENBRIDGE To: SR 40					NA		NA		03/19/2001
Lunenburg County															
(730)	0.31	40	R			From: Dead End To: 55-652					NA		NA		04/30/2001
(731)	0.30	70	R			From: Dead End To: SR 49					NA		NA		03/12/2001
(732)	0.60	20	R			From: Dead End To: 0.60 MN Dead End					NA		NA		04/09/2001
(732)	1.00	110	R			From: 55-622 To: 55-622					NA		NA		04/09/2001
(733)	0.50	30	R			From: Dead End To: 55-641					NA		NA		04/19/2001

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						2Axle	3+Axle	1Trail	2Trail							
Lunenburg County																
(734)	1.25	740	F	98%	0%	1%	0%	1%	0%	C	70	F	740	F	2001	
				From:	55-635											
				To:	ECL VICTORIA											
Town of Victoria																
(734)	0.95	420	F	98%	0%	1%	0%	0%	0%	F	40	F	430	F	2001	
				From:	ECL VICTORIA											
				To:	55-1008											
Lunenburg County																
(735)	0.60	20	R								NA		NA		04/09/2001	
				From:	55-622											
				To:	Dead End											
(736)	0.52	120	R								NA		NA		1998	
				From:	Dead End											
				To:	SR 40											
(737)	0.65	130	R								NA		NA		05/10/2001	
				From:	55-662 WEST											
				To:	55-662 EAST											
(738)	0.11	40	R								NA		NA		04/02/2001	
				From:	Dead End											
				To:	WCL VICTORIA											
Town of Victoria																
(738)	0.20	90	R								NA		NA		04/02/2001	
				From:	WCL VICTORIA											
				To:	SR 40											
Lunenburg County																
(739)	0.35	50	R								NA		NA		03/24/2001	
				From:	0.35 MW 55-723											
				To:	55-723											
(739)	0.50	60	R								NA		NA		03/24/2001	
				From:	55-723											
				To:	Dead End											
(740)	0.50	30	R								NA		NA		03/12/2001	
				From:	Dead End											
				To:	55-622											
(741)	0.35	40	R								NA		NA		04/09/2001	
				From:	Dead End											
				To:	55-662											
(742)	0.90	20	R								NA		NA		03/12/2001	
				From:	Dead End											
				To:	55-702											
(743)	0.40	10	R								NA		NA		03/19/2001	
				From:	Dead End											
				To:	SR 40											
(744)	0.60	40	R								NA		NA		03/12/2001	
				From:	Dead End											
				To:	55-631											
(745)	0.25	20	R								NA		NA		03/12/2001	
				From:	55-622											
				To:	Dead End											
(746)	0.10	210	R								NA		NA		1998	
				From:	SR 40											
				To:	0.10 MN SR 40											
(746)	0.10	20	R								NA		NA		05/03/2001	
				From:	0.10 MN SR 40											
				To:	Dead End											
(747)	0.25	30	R								NA		NA		03/19/2001	
				From:	Dead End											
				To:	SR 137											

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						2Axle	3+Axle	1Trail	2Trail						
Town of Kenbridge															
(748)	0.15	170	R			From: Dead End					NA	NA			03/14/2001
						To: SR 40									
Lunenburg County															
(749)	0.15	20	R			From: 55-622					NA	NA			03/12/2001
						To: Dead End									
(750)	0.80	60	R			From: Dead End					NA	NA			03/15/2001
						To: US 360									
(751)	0.25	30	R			From: Dead End					NA	NA			03/15/2001
						To: 55-685									
(752)	0.30	20	R			From: 55-622					NA	NA			04/09/2001
						To: Dead End									
(753)	0.40	20	R			From: Dead End					NA	NA			03/19/2001
						To: SR 138									
(754)	0.35	30	R			From: SR 40					NA	NA			04/09/2001
						To: Dead End									
(755)	0.80	340	R			From: SR 40 SOUTH					NA	NA			1998
						To: SR 40 NORTH									
(756)	0.25	20	R			From: Dead End					NA	NA			03/27/2001
						To: 55-646									
Town of Kenbridge															
(757)	0.11	210	R			From: Dead End					NA	NA			1998
						To: SR 40									
Lunenburg County															
(758)	1.50	48	R			From: 55-683					NA	NA			03/15/2001
						To: Dead End									
(759)	0.80	80	R			From: Dead End					NA	NA			04/09/2001
						To: SR 40									
(760)	0.50	47	R			From: Dead End					NA	NA			03/12/2001
						To: 55-630; 55-632									
Town of Kenbridge															
(761)	0.25	40	R			From: SR 40					NA	NA			03/27/2001
						To: NCL Kenbridge									
Lunenburg County															
(761)	0.45	40	R			From: NCL Kenbridge					NA	NA			03/27/2001
						To: Dead End									
(762)	0.15	48	R			From: SR 40					NA	NA			03/19/2001
						To: Dead End									
(763)	0.10	49	R			From: SR 40					NA	NA			03/19/2001
						To: Dead End									

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						2Axle	3+Axle	1Trail	2Trail							
Lunenburg County																
764	1.65	100	R								NA	NA			1998	
				From:	Dead End											
				To:	55-683											
765	0.20	40	R								NA	NA			03/19/2001	
				From:	Dead End											
				To:	55-602											
766	0.60	40	R								NA	NA			1998	
				From:	Dead End											
				To:	55-626											
767	0.80	40	R								NA	NA			04/09/2001	
				From:	Dead End											
				To:	55-622											
768	0.50	80	R								NA	NA			03/15/2001	
				From:	Dead End											
				To:	55-683											
769	0.35	60	R								NA	NA			04/09/2001	
				From:	55-629											
				To:	Dead End											
770	0.19	100	R								NA	NA			1998	
				From:	Dead End											
				To:	55-659											
771	0.81	40	R								NA	NA			03/12/2001	
				From:	Dead End											
				To:	SR 49											
772	0.30	60	R								NA	NA			03/27/2001	
				From:	Dead End											
				To:	55-710											
775	0.31	30	R								NA	NA			03/12/2001	
				From:	55-622											
				To:	Dead End											
Town of Victoria																
1001	0.05	650	R								NA	NA			05/07/2001	
				From:	55-1055											
				To:	SR 40											
1001	0.08	840	F								90	F	840	F	2001	
				From:	55-662											
				To:	55-662											
1001	0.27	540	F	99%	0%	1%	0%	0%	0%	C	60	F	540	F	2001	
				From:	55-1010											
				To:	55-1010											
1001	0.79	270	F								40	F	270	F	2001	
				From:	55-653											
				To:	55-653											
1002	0.07	1400	F	94%	1%	3%	1%	1%	0%	C	130	F	1400	F	2001	
				From:	SR 40; SR 49											
				To:	55-662											
1002	0.07	670	F	94%	1%	3%	1%	1%	0%	F	80	F	670	F	2001	
				From:	55-1020											
				To:	55-1020											
1002	0.08	580	F	94%	1%	3%	1%	1%	0%	F	110	F	580	F	2001	
				From:	55-1019											
				To:	55-1019											
1002	0.61	250	F	94%	1%	3%	1%	1%	0%	F	30	F	250	F	2001	
				From:	55-653											
				To:	55-653											
1003	0.21	160	R								NA	NA			05/07/2001	
				From:	55-1021											
				To:	55-1019											
1003	0.17	390	R								NA	NA			05/07/2001	
				From:	55-1019											
				To:	55-653											

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						2Axle	3+Axle	1Trail	2Trail						
Town of Victoria															
1004	0.07	60	R			From: 55-1021					NA		NA		05/07/2001
1004	0.15	270	R			From: 55-662					NA		NA		05/07/2001
1004	0.22	160	R			From: 55-1019					NA		NA		03/24/2001
						To: Dead End									
1005	0.12	20	R			From: 55-1035					NA		NA		04/02/2001
1005	0.20	440	R			From: 55-1041 Gap Terminus SR 49 Gap Terminus					NA		NA		05/07/2001
1005	0.18	140	R			From: 55-1019					NA		NA		03/24/2001
1005	0.06	47	R			From: 55-1006					NA		NA		03/24/2001
						To: Dead End									
1006	0.20	140	R			From: 55-1001					NA		NA		03/24/2001
1006	0.15	100	R			From: 55-1005					NA		NA		03/24/2001
						To: 55-1003									
1007	0.30	100	R			From: 55-1001					NA		NA		03/24/2001
						To: 55-653									
1008	0.03	390	R			From: SR 40 WEST					NA		NA		05/14/2001
1008	0.40	110	R			From: 55-667					NA		NA		05/14/2001
1008	0.03	290	R			From: 55-1023					NA		NA		05/14/2001
1008	0.07	320	R			From: 55-1022					NA		NA		05/14/2001
						To: SR 40 EAST									
Lunenburg County															
1009	0.61	90	R			From: 55-734					NA		NA		05/07/2001
						To: Dead End; Gap Terminus									
Town of Victoria															
1009	0.16	350	R			From: Dead End; Gap Terminus					NA		NA		05/07/2001
						To: SR 40									
1010	0.06	60	R			From: 55-1011					NA		NA		04/17/2001
1010	0.07	50	R			From: 55-1012; Gap Terminus 55-1014; Gap Terminus					NA		NA		04/17/2001
1010	0.20	90	R			From: 55-1001					NA		NA		03/24/2001
1010	0.07	80	R			From: 55-1005					NA		NA		03/24/2001
1010	0.08	80	R			From: 55-1004					NA		NA		03/24/2001
						To: 55-1003									

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						2Axle	3+Axle	1Trail	2Trail						
Town of Victoria															
1010	0.10	40	R	From: 55-1003						NA		NA			03/24/2001
				To: Dead End											
1011	0.08	450	R	From: SR 40						NA		NA			05/07/2001
1011	0.16	180	R	From: 55-662						NA		NA			05/07/2001
1011	0.08	150	R	From: 55-1019						NA		NA			05/07/2001
1011	0.50	30	R	From: 55-1010						NA		NA			04/17/2001
				To: Dead End											
1012	0.32	210	R	From: SR 40						NA		NA			04/24/2001
				To: 55-1010											
1013	0.18	220	R	From: SR 40						NA		NA			04/24/2001
1013	0.08	40	R	From: 55-1020						NA		NA			04/24/2001
				To: 55-1019											
1014	0.26	310	R	From: Dead End						NA		NA			03/24/2001
				To: 55-1019											
1014	0.07	70	R	From: 55-1019						NA		NA			03/24/2001
				To: 55-1010											
1015	0.02	400	R	From: Dead End						NA		NA			05/14/2001
				To: SR 40											
1015	0.07	440	R	From: SR 40						NA		NA			05/14/2001
				To: 55-662											
1015	0.08	140	R	From: 55-662						NA		NA			05/14/2001
				To: 55-1020											
1016	0.14	120	R	From: 55-1021						NA		NA			05/07/2001
				To: 55-1020											
1016	0.08	140	R	From: 55-1020						NA		NA			05/07/2001
				To: 55-1019											
1017	0.20	230	R	From: 55-662						NA		NA			03/24/2001
				To: SR 49											
1018	0.23	210	R	From: 55-1021						NA		NA			04/02/2001
				To: 55-1019											
1019	0.07	30	R	From: 55-1011						NA		NA			04/17/2001
				To: 55-1012; Gap Terminus											
1019	0.07	30	R	From: 55-1013; Gap Terminus						NA		NA			04/17/2001
				To: 55-1014											
1019	0.06	60	R	From: 55-1014						NA		NA			05/07/2001
				To: 55-1001; Gap Terminus											
1019	0.08	50	R	From: 55-1002; Gap Terminus						NA		NA			05/07/2001
				To: 55-1005											

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						2Axle	3+Axle	1Trail	2Trail						
Town of Victoria															
1019	0.16	190	R								NA		NA		05/07/2001
1019	0.22	210	R								NA		NA		04/24/2001
1019	0.16	60	R								NA		NA		04/24/2001
1020	0.03	20	R								NA		NA		04/17/2001
1020	0.18	80	R								NA		NA		03/24/2001
1020	0.20	130	R								NA		NA		05/07/2001
1020	0.40	140	R								NA		NA		04/02/2001
1020	0.07	50	R								NA		NA		04/02/2001
1021	0.21	260	F	95%	1%	4%	0%	0%	0%	C	40	F	260	F	2001
1021	0.07	160	R								NA		NA		04/02/2001
1021	0.13	100	R								NA		NA		04/02/2001
1022	0.04	110	R								NA		NA		05/14/2001
1023	0.15	49	R								NA		NA		04/02/2001
1024	0.20	290	R								NA		NA		04/17/2001
1024	0.20	510	F	88%	1%	4%	1%	6%	0%	F	46	F	510	F	2001
1024	0.38	1000	F	88%	1%	4%	1%	6%	0%	C	100	F	1000	F	2001
1025	0.04	45	R								NA		NA		04/17/2001
1025	0.19	40	R								NA		NA		04/17/2001
1025	0.07	60	R								NA		NA		04/17/2001
1025	0.07	60	R								NA		NA		04/17/2001
1025	0.32	100	R								NA		NA		04/17/2001
1026	0.06	49	R								NA		NA		04/17/2001

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						2Axle	3+Axle	1Trail	2Trail						
Town of Victoria															
1026	0.06	90	R			From: 55-1042					NA		NA		04/17/2001
						To: 55-1037; Gap Terminus									
1026	0.13	90	R			From: 55-1028; Gap Terminus					NA		NA		04/17/2001
						To: 55-1031									
1026	0.20	80	R			From: 55-1031					NA		NA		04/17/2001
						To: SR 40; SR 49									
1027	0.33	120	R			From: 55-1042					NA		NA		04/17/2001
						To: 9TH ST; Gap Terminus									
1027	0.27	130	R			From: 55-661; Gap Terminus					NA		NA		04/17/2001
						To: 55-1032									
1027	0.12	200	R			From: 55-1032					NA		NA		04/17/2001
						To: SR 40; SR 49									
1028	0.32	230	R			From: 55-661					NA		NA		04/17/2001
						To: 55-1033									
1028	0.05	420	R			From: 55-1033					NA		NA		04/17/2001
						To: SR 40; SR 49									
1029	0.19	110	R			From: 55-1027					NA		NA		04/17/2001
						To: 55-734									
1029	0.05	240	R			From: 55-734					NA		NA		04/17/2001
						To: 55-1024									
1030	0.13	40	R			From: 55-1027					NA		NA		04/02/2001
						To: 55-1025									
1030	0.07	70	R			From: 55-1025					NA		NA		04/02/2001
						To: 55-734									
1031	0.19	50	R			From: 55-1028					NA		NA		04/02/2001
						To: 55-1025									
1031	0.12	80	R			From: 55-1025					NA		NA		04/02/2001
						To: 55-1024									
1032	0.07	20	R			From: 55-1028					NA		NA		04/02/2001
						To: 55-1027									
1032	0.12	20	R			From: 55-1027					NA		NA		04/02/2001
						To: 55-1025									
1032	0.12	50	R			From: 55-1025					NA		NA		04/02/2001
						To: 55-1024									
1033	0.35	47	R			From: 55-1044					NA		NA		04/02/2001
						To: 55-734									
1033	0.07	60	R			From: 55-734					NA		NA		04/02/2001
						To: 55-1024									
1034	0.10	30	R			From: Dead End					NA		NA		04/02/2001
						To: 0.10 ME Dead End									
1034	0.10	40	R			From: 0.10 ME Dead End					NA		NA		1998
						To: 55-662									

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						2Axle	3+Axle	1Trail	2Trail						
Town of Victoria															
1035	0.09	90	R								NA	NA			04/02/2001
1036	0.04	9	R								NA	NA			04/17/2001
1036	0.12	110	R								NA	NA			04/17/2001
1037	0.06	110	R								NA	NA			04/17/2001
1037	0.11	220	R								NA	NA			04/17/2001
1037	0.05	40	R								NA	NA			04/17/2001
1038	0.08	110	R								NA	NA			03/24/2001
1038	0.09	47	R								NA	NA			03/24/2001
1039	0.05	60	R								NA	NA			04/17/2001
1039	0.07	40	R								NA	NA			04/17/2001
1040	0.19	60	R								NA	NA			04/17/2001
1041	0.07	70	R								NA	NA			04/02/2001
1041	0.16	70	R								NA	NA			04/02/2001
1042	0.20	280	R								NA	NA			04/17/2001
1042	0.05	160	R								NA	NA			04/17/2001
1043	0.14	20	R								NA	NA			03/24/2001
1044	0.11	49	R								NA	NA			04/02/2001
1044	0.05	80	R								NA	NA			04/02/2001
1045	0.06	30	R								NA	NA			03/24/2001
1046	0.25	110	R								NA	NA			03/24/2001

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						2Axle	3+Axle	1Trail	2Trail						
Town of Victoria															
1047	0.17	90	R								NA		NA		04/17/2001
1048	0.05	60	R								NA		NA		04/02/2001
1049	0.04	20	R								NA		NA		05/07/2001
Lunenburg County															
1050	0.14	46	R								NA		NA		03/24/2001
Town of Victoria															
1055	0.33	250	R								NA		NA		05/10/2001
Town of Kenbridge															
1101	0.41	280	R								NA		NA		04/30/2001
1101	0.37	500	F	96%	0%	2%	1%	1%	0%	F	60	F	500	F	2001
1101	0.32	650	F	96%	0%	2%	1%	1%	0%	F	70	F	650	F	2001
1101	0.06	1000	F	96%	0%	2%	1%	1%	0%	C	110	F	1000	F	2001
1101	0.31	880	F	96%	0%	2%	1%	1%	0%	F	100	F	880	F	2001
1102	0.14	110	R								NA		NA		03/29/2001
1103	0.15	110	R								NA		NA		04/30/2001
1104	0.11	120	R								NA		NA		03/27/2001
1104	0.06	40	R								NA		NA		03/27/2001
1105	0.13	90	R								NA		NA		03/29/2001
1105	0.10	80	R								NA		NA		03/29/2001
1106	0.15	430	R								NA		NA		03/29/2001
1107	0.14	300	R								NA		NA		03/29/2001
1108	0.03	30	R								NA		NA		04/30/2001
1108	0.32	180	R								NA		NA		04/30/2001

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						2Axle	3+Axle	1Trail	2Trail						
Town of Kenbridge															
(1108)	0.24	340	R								NA	NA			04/30/2001
(1109)	0.16	260	R								NA	NA			04/30/2001
(1109)	0.07	170	R								NA	NA			04/30/2001
(1110)	0.18	280	R								NA	NA			04/30/2001
(1110)	0.05	90	R								NA	NA			04/30/2001
(1111)	0.14	390	R								NA	NA			04/30/2001
(1112)	0.07	60	R								NA	NA			04/30/2001
(1112)	0.15	40	R								NA	NA			04/30/2001
(1112)	0.06	200	R								NA	NA			04/30/2001
(1113)	0.10	500	R								NA	NA			05/17/2001
(1113)	0.09	140	R								NA	NA			05/17/2001
(1114)	0.39	480	F	94%	0%	4%	1%	1%	0%	C	50	F	480	F	2001
(1115)	0.06	880	R								NA	NA			04/30/2001
(1115)	0.13	180	R								NA	NA			05/07/2001
(1116)	0.06	140	R								NA	NA			05/07/2001
(1116)	0.08	620	F	93%	1%	4%	0%	1%	0%	C	70	F	620	F	2001
(1116)	0.15	270	F	93%	1%	4%	0%	1%	0%	F	30	F	270	F	2001
(1117)	0.18	280	R								NA	NA			05/07/2001
(1117)	0.05	290	R								NA	NA			05/07/2001
(1117)	0.22	120	R								NA	NA			05/07/2001
(1118)	0.08	320	R								NA	NA			05/07/2001

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						2Axle	3+Axle	1Trail	2Trail						
Town of Kenbridge															
1118	0.08	230	R			From: 55-1124					NA	NA			05/07/2001
						To: 55-1119									
1119	0.15	200	R			From: 55-1114					NA	NA			05/07/2001
						To: SR 40									
1120	0.28	160	R			From: 55-1114					NA	NA			03/27/2001
						To: Dead End									
1121	0.07	200	R			From: SR 137; SR 138					NA	NA			04/30/2001
						To: 55-1108									
1121	0.05	100	R			From: 55-1108					NA	NA			04/30/2001
						To: 55-1112									
Lunenburg County															
1122	0.27	70	R			From: Dead End					NA	NA			03/27/2001
						To: 55-1129									
Town of Kenbridge															
1123	0.09	210	R			From: 55-1101					NA	NA			04/30/2001
						To: SR 137; SR 138									
1124	0.14	350	R			From: 55-1114					NA	NA			05/14/2001
						To: SR 40									
1125	0.08	120	R			From: 55-1105					NA	NA			03/29/2001
						To: 55-637									
1125	0.08	290	R			From: 55-637					NA	NA			03/29/2001
						To: 55-1124									
1126	0.15	1000	R			From: 55-1109					NA	NA			04/30/2001
						To: SR 40									
1127	0.07	50	R			From: SR 137; SR 138					NA	NA			04/30/2001
						To: NCL KENBRIDGE									
1128	0.10	460	R			From: 55-1106					NA	NA			03/29/2001
						To: Dead End									
Lunenburg County															
1129	0.20	120	R			From: 55-637					NA	NA			03/27/2001
						To: 55-1122									
Town of Kenbridge															
1130	0.06	220	R			From: 55-1126					NA	NA			04/30/2001
						To: 55-1101									
1131	0.09	20	R			From: 55-1142					NA	NA			03/29/2001
						To: 55-1138									
1131	0.05	290	R			From: 55-1138					NA	NA			03/29/2001
						To: SR 40									
1132	0.12	110	R			From: 55-1116					NA	NA			05/07/2001
						To: 55-1117									

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						2Axle	3+Axle	1Trail	2Trail						
Town of Kenbridge															
(1133)	0.07	40	R			From: 55-1133					NA		NA		03/27/2001
(1133)	0.11	140	R			From: 55-1134					NA		NA		03/27/2001
						To: 55-637									
(1134)	0.14	110	R			From: Dead End					NA		NA		03/27/2001
						To: 55-1133									
(1135)	0.31	190	R			From: 55-653					NA		NA		03/29/2001
						To: Dead End									
(1136)	0.09	140	R			From: 55-1117					NA		NA		03/29/2001
						To: 55-653									
(1137)	0.08	40	R			From: Dead End					NA		NA		03/27/2001
						To: 55-1133									
(1138)	0.06	80	R			From: Dead End					NA		NA		03/29/2001
						To: 55-1131									
(1139)	0.06	310	R			From: SR 40					NA		NA		03/29/2001
						To: 55-1135									
(1139)	0.19	300	R			From: 55-653					NA		NA		03/29/2001
						To: 55-653									
(1140)	0.04	80	R			From: Dead End					NA		NA		03/29/2001
						To: 55-1131									
(1141)	0.14	50	R			From: 55-1142					NA		NA		03/29/2001
						To: SR 40									
(1142)	0.22	40	R			From: 55-1131					NA		NA		05/14/2001
						To: 55-1141									
Lunenburg County															
(1201)	0.30	90	R			From: SR 137					NA		NA		03/19/2001
						To: Dead End									
(9446)	0.11	NA				From: 55-622					NA		NA		
						To: WEST END ELEM SCHOOL									
(9924)	0.15	230	R			From: 55-707					NA		NA		1998
						To: LUNENBURG JR HS									
(9925)	0.05	680	R			From: SR 40					NA		NA		1998
						To: CENTRAL HIGH SCH									
(9925)	0.05	50	R			From: 55-663					NA		NA		1998
						To: 55-663									
Town of Kenbridge															
(9926)	0.10	100	R			From: 55-653					NA		NA		1998
						To: KENBRIDGE PRIM SCH									