2002

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

where available

Jurisdiction Report

66

Northumberland County

Prepared By

Virginia Department of Transportation Mobility Management Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Mobility Management Division Traffic Monitoring Section

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

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

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

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

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

Publication Notes

Parallel Roads

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

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

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

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

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

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

Glossary of Terms:

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

Length: Length of the traffic segment in miles.

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

QA: Quality of AADT:

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

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

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

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

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

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

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

QC: Quality of Classification Data:

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

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

QK: Quality of the Peak Hour estimate:

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

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

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

QW: Quality of AAWDT:

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

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

Route Shield Legend

Route Systems

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

29 US Route

7 Virginia State Route

(600) Secondary Route

Special Routes

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

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

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

					Northu	mberland	d Mainte	nance A	rea							
Route	Length	AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle		2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Northumberland County				From:		Lamanatas	. Country I	ina	ī							
200	5.09	4200	F	93%	1%	4%	1%	2%	0%	F	0.085	F	0.563	4200	F	2002
200	5.09	4100	F	93% _{To:}	1%	4%	6-609 1% Burgess P	2% O	0%	С	0.083	F	0.562	4100	F	2002
				From:			r County I									
201	6.92	1600	F	91%	1%	3%	3% (S 360	2%	0%	F	0.084	F	0.606	1600	F	2002
				From:		Westmorela	and Count	v Line	Ī							
202	3.52	2700	F	89% To:	1%	4%	2% 60 Callao	4%	0%	С	0.086	F	0.507	2700	F	2002
				From:		Richmon	d County I	Line								
360	3.19	5700	F	93%	0%	3%	1% R 202	3%	0%	F	0.085	F	0.559	5700	F	2002
360	2.85	7200	F	94%	1%	3%	1%	2%	0%	F	0.077	F	0.539	7200	F	2002
360	4.28	5800	F	From: 94%	1%	3%	1%	2%	0%	F	0.086	F	0.514	5800	F	2002
(360)	7.91	4200	F	From: 94%	1%	3%	R 201 1%	2%	0%	С	0.091	F	0.509	4300	F	2002
360	3.05	4700	F	From: 94%	1%	3%	R 200 1%	2%	0%	F	0.084	F	0.507	4700	F	2002
(360)	2.14	2600	F	From: 94%	1%	3%	66-646 1%	2%	0%	F	0.09	F	0.563	2700	F	2002
360	0.45	850	F	From: 94%	1%	3%	6-657 1%	2%	0%	F	0.101	F	0.563	850	F	2002
$\overline{\qquad}$				To:		6	6-644									
603	0.01	NA		From:		Northumb	erland Co	Line			NA			NA		
317				To:		51-6	15 West									
6,15	0.20	550	N	92%	2%	3%	R 201 1%	2%	0%	N	0.081	N	0.511	560	N	2002
				To: From:		Lancas	ter Co Lin	e	-							
615	0.07	550	N	92%	2%	3% Lancas	1% ter Co Lin	2% le	0%	N	0.081	N	0.511	560	N	2002
6,15	0.26	550	N	92%	2%	3%	1% ter Co Lin	2%	0%	N	0.081	N	0.511	560	N	2002
615	0.13	550	N	92%	2%	3%	1%	2%	0%	N	0.081	N	0.511	560	N	2002
615	0.02	550	N	92%	2%	Lancas 3%	ter Co Lin 1%	2%	0%	N	0.081	N	0.511	560	N	2002
615	0.05	420	N	From: 92%	2%	3%	6-609 1%	2%	0%	N	0.084	N	0.577	420	N	2002
				To:			r County I	ine								
600	1.10	690	F	93%	1%	3%	6-604 1%	3%	0%	F	0.111	F	0.571	690	F	2002
600	0.90	1100	F	From: 93%	1%	66-61: 3%	2 NORTH 1%	3%	0%	F	0.101	F	0.614	1200	F	2002
600	2.69	1200	F	From: 93%	1%	3%	6-614 1%	3%	0%	С	0.104	F	0.629	1200	F	2002
				To: From:			60 EAST									
600	0.10	1400	F	96%	1%	1%	0%	2%	0%	F	0.105	F	0.631	1400	F	2002
			_	From:			6-617					_			_	
600	1.60	660	F	96% To:	1%	1% 66-61	0% 8 NORTH	2%	0%	С	0.116	F	0.563	660	F	2002

					Northumberland Maintenance Area							
Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Trail	- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Northumberland County				From:			. ioui		. 30101			
600	0.70	430	R	rioii.	66-618 NORTH		NA			NA		03/06/2002
600	0.20	310	R	To: From:	66-790		NA			NA		03/06/2002
600	0.20			To:	Westmoreland Count Line							00/00/2002
				From:	Lancaster County Line							
601)	1.40	9	R	_		Ī	NA			NA		04/01/2002
601	0.70	10	R	From:	66-611 EAST		NA			NA		04/01/2002
601)				To:	66-611 WEST							
(601)	4.70	340	R	From:			NA			NA		03/25/2002
				To: From:	US 360 WEST							
(601)	1.10	40	R		US 360 EAST		NA			NA		06/03/2002
(001)				To:	Dead End							00/00/2002
				From:	66-610							
(602)	1.00	140	R				NA			NA		1999
				To:	Dead End							
Lancaster County												
				From:	51-615 East							
(603)	0.04	NA		To:	Newthern London d Co. Line	Ī	NA			NA		
					Northumberland Co Line							
Northumberland County				From:	51-615 Lancaster County Line							
(603)	3.10	90	R	<u> </u>	31-013 Laneaster County Line		NA			NA		04/03/2002
(003)				To	(((42							
(603)	0.82	160	R	From:	66-642		NA			NA		04/03/2002
(603)	0.02	100		To:	Road		147 (14/1		0-1/00/2002
				From:	66-600; 79-600							
(604)	2.60	360	R	<u> </u>	00-000, 79-000		NA			NA		03/25/2002
004)				To:	66-601 NORTH							
				From:	66-601 SOUTH							
(604)	1.80	130	R	т	an and Manager	Ī	NA			NA		03/25/2002
				From:	SR 201 NORTH SR 201 SOUTH							
(604)	2.78	300	F	94%	5% 2% 0% 0% 0%	С	0.123	F	0.541	300	F	2002
004)				To:	US 360 SOUTH							
				From:	US 360 NORTH							
(604)	4.00	540	R	To:		i	NA			NA		06/10/2002
				From:	66-640 SOUTH 66-640 NORTH							
(604)	2.55	290	R	<u> </u>			NA			NA		05/13/2002
				To	66-740							
604)	0.94	120	R	From:	00-170		NA			NA		05/13/2002
004)				To:	66-1220							
604)	0.11	20	R	From:	00-1220		NA			NA		05/13/2002
004)	• • • • • • • • • • • • • • • • • • • •			To:	(6.1222	i						
<u></u>	0.06	8	R	From:	66-1222		NA			NA		05/13/2002
604)	0.00	·		To:	66-1221		147 (14/1		00/10/2002
				From:	51-615 Lancaster County Line							
(605)	1.60	340	F	96%	0% 1% 1% 1% 0%	С	0.102	F	0.667	340	F	2002
				To:	SR 200							
605	1.25	180	R	From:	SK 200		NA			NA		04/15/2002
605)	1.20		• • •	т	CCCO WEAT	Ī	. • • •					J 10/2002
	5.08	110	R	From:	66-669 WEST		NA			NA		06/12/2002
605	0.00		1	To:	Dead End		14/7			INA		JUI 1212002
					Vuu III							

Route	Length	AADT	QA	4Tire	Bus	2Axle 3	Truck 3+Axle 1			- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Northumberland County				From:	SR	200 Lancas	ter County	Line								
606	0.60	360	R								NA			NA		04/15/2002
	1.50	310	R	To: From:		66-	-669				NA			NA		04/15/2002
(606)	1.50	310	K	To		66-605	SOUTH				INA			INA		04/13/2002
(606)	0.65	40	R	From:		66-605	NORTH				NA			NA		04/29/2002
000				To:		Dead	d End									
Lancaster County				From:		CD	200									
(607)	0.04	770	F	98%	0%	2%		0%	0%	F	0.086	F	0.507	770	F	2002
				To:	No	orthumberla	nd County	Line								
Northumberland County				From:		Lancaster (County Line	2								
(607)	1.16	510	F	98%	0%	2%		0%	0%	С	0.105	F	0.544	510	F	2002
				From:			E; 66-725									
607)	1.10	230	R	To:							NA			NA		04/15/2002
				From:			d End									
608	2.19	1500	F	96%	0%	3%		1%	0%	С	0.091	F	0.589	1500	F	2002
				To: From:		66-669	SOUTH									
608	1.50	100	R	To:		D	d End		1		NA			NA		1999
				From:			-615									
(609)	2.48	1200	F	96%	0%	3%		1%	0%	С	0.091	F	0.521	1200	F	2002
				To: From:			200									
609	1.45	1900	F	95%	0%	3%		1%	0%	С	0.086	F	0.594	1900	F	2002
(609)	0.82	630	F	From: 95%	0%	66-665 3 %	WEST 1%	1%	0%	F	0.112	F	0.574	630	F	2002
009				To:			EAST	.,,		•		•			•	
(609)	1.55	390	R	From:							NA			NA		04/29/2002
<u> </u>				To: From:		66-	1010		ļ							
(609)	0.50	170	R	To:		66-	1031		1		NA			NA		04/29/2002
				From:			-615									
(610)	1.30	950	F	97%	0%	2%	1%	1%	0%	С	0.089	F	0.578	950	F	2002
	1 10	240		From:		66-	-642				NΙΔ			NIA		04/45/2002
<u>(610)</u>	1.10	340	R	To:		66	-748		1		NA			NA		04/15/2002
610	0.50	170	R	From:		00-	-/48				NA			NA		04/15/2002
				To: From:		66-	-602									
610	0.70	48	R	To:		D	J.D., J				NA			NA		04/15/2002
				From:			d End -600									
611)	1.20	100	R								NA			NA		04/01/2002
				To: From:			WEST EAST									
(611)	1.80	6	R								NA			NA		04/01/2002
				To: From:			201	т:]							
612)	3.10	330	R	riom:	66-	-600 Richmo	ond County	Line			NA			NA		03/25/2002
	-			To: From:		US	360									
612	0.16	90	R								NA			NA		03/25/2002
				To:		Future	66- 824									

Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Northumberland County				From:		Future 66- 824		1							
612	0.31	180	R			ruture 00- 824				NA			NA		06/03/200
612)	0.60	100	R	To: From:		66-613				NA			NA		06/03/2002
	0.00			To: From:		0.60 ME 66-613				NIA			NIA.		00/00/000
612)	0.20	20	R	То:		Dead End				NA			NA		06/03/200
$\overline{}$				From:		66-612									
613	0.60	20	R	To:		Dead End				NA			NA		06/03/200
				From:		66-600									
614)	2.99	580	F	94% To:	3%	3% 0% US 360 SOUTH	1%	0%	С	0.105	F	0.533	580	F	2002
				From:		US 360 NORTH									
614)	1.30	1100	F	94%	1%	3% 1%	1%	0%	С	0.088	F	0.578	1100	F	2002
614)	1.01	830	F	94%	1%	66-629 EAST 3% 1%	1%	0%	F	0.096	F	0.689	840	F	2002
014)				To: From:		66-627 SOUTH									
614)	0.20	460	R	FIOIII.						NA			NA		05/20/2002
	2.00			From:		66-627 NORTH									05/00/000
614)	0.80	260	R	To:		Dead End		1		NA			NA		05/20/200
				From:	66	5-600 Richmond Cour	ty Line								
616	0.39	700	R			****				NA			NA		03/06/200
				To: From:		US 360									
617)	1.70	650	F	96%	1%	66-600 2% 0%	1%	0%	С	0.098	F	0.585	650	F	2002
				To: From:		66-619 SOUTH		ļ							
617)	1.30	700	F	96%	1%	2% 0%	1%	0%	F	0.103	F	0.71	700	F	2002
				From:		SR 202 SOUTH SR 202 MID									
617)	0.20	20	R							NA			NA		03/06/200
				To: From:		SR 202 NORTH									00/00/000
617)	1.10	230	R	To:	•	Westmoreland County	Line			NA			NA		03/06/200
				From:		Richmond County I									
618)	0.50	300	R	т		(((00 GOLUTIA				NA			NA		03/06/200
				To: From:		66-600 SOUTH 66-600 NORTH									
618)	2.50	220	R	To:		(((15				NA			NA		03/06/200
				From:		66-617									
619	1.20	210	R			00-016				NA			NA		03/06/200
				To: From:		66-617 NORTH 66-617 SOUTH									
(619)	0.90	320	R			00-017 500 111				NA			NA		03/06/2002
				To:		SR 202									
(20)	1.50	160	R	From:		66-622				NA			NA		03/25/200
620	1.50	100		To:		66-621 SOUTH				14/7			INA		33,23,200,
<u></u>	0.95	150	R	From:		66-621 NORTH				NA			NA		03/25/2002
620	0.85	130		To:		66-724		1		14/4			INA		00/20/2002
620	0.05	30	R	From:		00-724				NA			NA		03/25/2002
				To:		Dead End									

Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle				Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Northumberland County				From:				TITAL	ZIIali		rioui		i actor			
621)	3.07	240	F	89%	0%	6%	SR 202 1%	4%	0%	С	0.123	F	0.643	240	F	2002
				To:			Dead End									
(22)	0.85	480	F	From: 96%	1%	2%	66-712 1%	0%	0%	С	0.11	F	0.566	480	F	2002
622	0.00	400		To:	1 70		66-620	070	070	0	0.11	į.	0.000	400	'	2002
622)	1.80	280	F	96%	1%	2%	1%	0%	0%	F	0.108	F	0.661	280	F	2002
				To:		Ι	Dead End									
	1.50	230	R	From:			66-624				NA			NA		05/20/2002
623)	1.50	230	K	To:		Γ	Dead End		1		INA			INA		03/20/2002
				From:			US 360									
624)	1.30	1300	F	94%	1%	4%	1%	1%	0%	С	0.09	F	0.504	1300	F	2002
				From:	10/		66-623	10/	201							
624)	2.70	880	F	94%	1%	4%	1%	1%	0%	F	0.089	F	0.509	880	F	2002
	1.98	260	F	From: 94%	1%	4%	66-625 1%	1%	0%	F	0.110	F	0.581	260	F	2002
624)	1.90	200	•	34 /0	1 70			1 70	070	•	0.110	'	0.501	200	'	2002
624	0.90	40	F	94%	1%	4%	egin Loop 1%	1%	0%	F	0.170	F	0.75	40	F	2002
				To:		F	End Loop									
\bigcirc	0.05	252	_	From:			66-624									05/00/0000
625)	0.65	270	R	_							NA			NA		05/20/2002
	1.05	80	R	From:			66-742				NA			NA		05/20/2002
625)	1.05	00	1	To:		Γ	Dead End				INA			INA		03/20/2002
				From:			US 360									
626	1.20	160	R								NA			NA		05/20/2002
				To:			Dead End									
627	0.50	100	R	From:		L	Dead End				NA			NA		05/20/2002
627				To:			66-728									
627)	0.80	130	R	From:			00-720				NA			NA		05/20/2002
				To: From:			514 NORTH 514 SOUTH									
(627)	0.90	660	R			00-0	014 SOUTE				NA			NA		05/20/2002
027)				To:			66-685									
627)	0.10	290	R	From:							NA			NA		05/20/2002
				To:			Dead End									
	0.70	120	R	From:			66-629				NA			NA		05/20/2002
628	0.70	120	K	To:		Γ	Dead End				INA			INA		03/20/2002
				From:		Γ	Dead End									
629	0.15	80	R								NA			NA		05/20/2002
<u> </u>				To: From:			66-840									
(629)	1.14	280	R	To:		((C14 WEST				NA			NA		05/20/2002
				From:			614 WEST 614 EAST									
629	0.43	230	R	-							NA			NA		05/20/2002
				To: From:			66-628									00/05/27
629	0.40	70	R								NA			NA		06/03/2002
	1 70	110	R	From:		Bu	ndick Ferry				NA			NA		06/03/2002
629	1.70	110	ĸ	Ter			(((2)				INA			INA		00/03/2002
(629)	0.90	330	R	From:			66-634				NA			NA		06/03/2002
023				To:		66-6	30 SOUTH	[[

					Northu	imberland Main	tenance P	Area							
Route	Length	AADT	QA	4Tire	Bus	T 2Axle 3+Ax			$^{\circ}$	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Northumberland County				From:		66-630 NOR	ТН								
(629)	2.30	260	R						1	NA			NA		06/10/200
				To: From:		66-636 NOR									
629	0.80	210	R	<u> </u>		00-030 300	111			NA			NA		06/10/200
023)				To:		66-713									
(629)	0.10	60	R	From:		00-713				NA			NA		06/10/200
023)				To:		Dead End									
_				From:		US 360									
(630)	2.00	780	F	95%	1%	2% 0%	2%	0%	С	0.099	F	0.571	780	F	2002
				To: From:		66-629 NOR	ГН								
(630)	2.55	220	R							NA			NA		06/03/200
				From:		66-791									
630	0.75	30	R	110						NA			NA		06/03/200
				To:		Dead End									
				From:		66-630									
(631)	1.30	120	R							NA			NA		06/03/200
<u> </u>				To: From:		66-691									
(631)	0.30	20	R							NA			NA		06/03/200
				To-		Dead End									
			_	From:		US 360									00/0=/00
632	1.00	360	R	To:		D1E-1			1	NA			NA		03/25/200
						Dead End									
	0.40	49	R	From:		Dead End				NA			NA		03/25/200
633	0.40	43	K	To		66-614				INA			INA		03/23/200
				From:		US 360									
634)	1.87	360	F	95%	1%	2% 2%	1%	0%	С	0.107	F	0.548	360	F	2002
(034)			-	To	.,,				1		-				
634)	0.48	60	R	From:		66-629				NA			NA		1999
(034)	00		••	To:		66-789									
				From:		66-636									
(635)	1.08	160	R							NA			NA		06/12/200
				To:		Dead End									
				From:		US 360									
(636)	0.20	850	R							NA			NA		06/10/200
				To: From:		66-694			ļ						
636)	2.40	580	R						-	NA			NA		06/12/200
				To: From:		66-629 NOR	ТН								
636	0.70	380	R	r tom.						NA			NA		06/12/200
				To: From:		66-635									
636)	1.23	90	R	rioiii.						NA			NA		06/12/200
				To:		66-836									
				From:		66-604									
637)	1.10	110	R							NA			NA		06/10/200
				To:		66-636									
\bigcirc	•		_	From:		66-604									00/07/27
638)	2.40	30	R	т		// /1÷		1	ı	NA			NA		03/25/200
				To:		66-612									
	0.40	40	_	From:		Dead End			l	NI A			N I A		04/04/000
639	0.46	49	R							NA			NA		04/01/200
		465		From:	-	66-1210			-						0.410.410.5
639	1.04	190	R	To:		110.300		-	Ī	NA			NA		04/01/200
				IV.		US 360									

Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			(1)('	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Northumberland County				From:		D	Dead End									
640	1.40	110	R	To		IIC:	360 WEST				NA			NA		05/08/2002
_				From:			360 WEST									
640	1.50	1100	R								NA			NA		05/08/2002
	2.55	420	R	From:		66-6	04 NORTH				NΙΛ			NIA		05/09/2004
640	2.55	430	ĸ	т.,			66.706				NA			NA		05/08/2002
640	1.35	200	R	From:			66-706				NA			NA		06/12/2002
				To:			66-777		-							
640	0.73	110	R								NA			NA		06/12/200
				To: From:			Dead End									
641)	0.70	410	R			L	Dead End				NA			NA		1999
				To			SR 200									
	4.00			From:	201		66-610	10/	20/			_			_	
642	1.20	750	F	97%	0%	1%	1%	1%	0%	F	0.091	F	0.525	750	F	2002
(42)	1.59	870	F	97%	0%	1%	66-603 1%	1%	0%	С	0.089	F	0.556	870	F	2002
642	1.00	070	•	Tn	070		SR 201	170	070		0.000	'	0.000	010		2002
				From:			66-644									
643	0.70	80	R	To:		Г	and End				NA			NA		1999
				From:			Dead End Dead End									
644)	0.43	660	F	94%	1%	3%	0%	2%	0%	F	0.114	F	0.542	660	F	2002
				To: From:		US	360 EAST		}							
644)	0.50	130	F	94%	3%	2%	1%	1%	0%	F	0.103	F	0.563	130	F	2002
				From:			66-657					_	_			
644)	1.80	300	F	94%	3%	2%	1%	1%	0%	F	0.104	F	0.557	300	F	2002
	0.60	700	F	From: 94%	3%	66-6 2%	652 WEST 1%	1%	0%	С	0.093	F	0.591	700	F	2002
644)	0.00	700		To:	070		66-651	170	070		0.000	'	0.001	700		2002
(644)	0.94	430	F	94%	3%	2%	1%	1%	0%	F	0.095	F	0.565	430	F	2002
<u></u>				To: From:		Sunn	ıybank Ferr	y	ļ							
644)	1.57	300	F	94%	3%	2%	1%	1%	0%	F	0.104	F	0.507	300	F	2002
				From:	201		649 EAST	40/				_	0.740			
(644)	0.30	630	F	94%	3%	2%	1%	1%	0%	F	0.091	F	0.519	630	F	2002
644)	1.39	810	F	From: 94%	3%	2%	649 WEST 1%	1%	0%	F	0.089	F	0.635	810	F	2002
(644)				To:			66-643		1							
644)	3.62	1200	F	94%	3%	2%	1%	1%	0%	F	0.086	F	0.658	1200	F	2002
				To:		US	360 WEST									
	1.05	70	R	From:		66-6	544 SOUTH				NA			NA		05/13/2002
645)	1.00	70		To:		66-6	44 NORTH	[INA			14/3		03/13/2002
				From:			66-640									
646	1.40	250	R								NA			NA		05/13/2002
	1 00	140	-	From:			66-645				NIA			NIA		05/09/202
646	1.88	140	R	To:		US	360 WEST		1		NA			NA		05/08/2002
\bigcirc	4.00	000	_	From:	40/	US	360 EAST	407	001	_	0.400	-	0.040	000	_	0000
646)	1.00	260	F	96%	1%	2%	0%	1%	0%	F	0.120	F	0.643	260	F	2002
646	2.00	70	F	From: 96%	1%	2%	66-715 0%	1%	0%	F	0.126	F	0.5	70	F	2002
646	2.00	. •	•	To:	1 /0		60 NORTH		7,0	•	0.120	•	0.0	, ,	•	_502

					NOLLITU	mbenanu mante	i iai ice <i>i</i>	11 Ca							
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			(1(,	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Northumberland County				From:		US 360 SOUTH	ī	1							
646)	0.10	860	F	96%	1%	2% 0%	1%	0%	F	0.093	F	0.545	860	F	2002
				To: From:		66-702									
646)	2.00	870	F	96%	1%	2% 0%	1%	0%	С	0.089	F	0.506	880	F	2002
	0.70			From:	40/	66-662	40/	20/		0.440		2 222	200		2222
646)	0.70	200	F	96%	1%	2% 0%	1%	0%	F	0.149	F	0.689	200	F	2002
	0.30	40	R	From:		66-660				NA			NA		05/08/2002
646)				To:		Dead End									
\bigcirc				From:		US 360									
647)	1.05	670	R							NA			NA		05/08/2002
	0.95	220	R	From:		66-769				NA			NA		05/08/2002
647)	0.93	220	IX	To:		Dead End				INA			INA		03/00/2002
				From:		Dead End									
648)	0.80	150	R	To						NA			NA		1999
				From:		66-644									
649	1.10	210	R			Dead End				NA			NA		05/13/2002
043)				To: From:		66-644 WEST									
649	2.40	170	R	From:		66-644 EAST				NA			NA		05/13/2002
049)	2.10	•		To:		Dead End									00/10/2002
				From:		Dead End									
650	0.27	80	R							NA			NA		05/08/2002
	0.50	400		To: From:		66-774				NΙΔ			NIA		05/09/2002
650	0.50	180	R	. —						NA			NA		05/08/2002
650	0.47	110	R	From:		66-644				NA			NA		05/08/2002
(030)				To		Dead End									
				From:		66-644									
651)	1.00	270	R	To:		Dead End				NA			NA		05/08/2002
				From:		US 360									
(652)	0.22	920	F	93%	2%	3% 1%	1%	0%	С	0.094	F	0.607	920	F	2002
				From:		66-703		-							
(652)	1.00	970	F	93% To:	2%	3% 1%	1%	0%	F	0.081	F	0.543	970	F	2002
				From:		66-644 WEST 66-644 EAST									
652	0.50	140	R							NA			NA		1999
				To: From:		66-802									
653	1.85	220	R	riom.		Dead End				NA			NA		05/08/2002
				To:		66-646									
653)	0.40	330	R	From:						NA			NA		05/08/2002
				To:		US 360									
(CEA)	1.33	160	R	From:		Dead End				NA			NA		1999
654)	1.00			To:		66-646				. 4/ \					
				From:		Dead End									
655)	0.40	130	R	To:		((70(NA			NA		05/06/2002
_				From:		66-726		<u> </u>							
656	1.40	210	R	<u> </u>		00-040				NA			NA		05/08/2002
				To:		Dead End									

					Nontina	mberian	u maii ile	nance r	11 Ca							
Route	Length	AADT	QA	4Tire	Bus			uck 1Trail		QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Northumberland County				From:		D	ead End		1							
657	0.20	20	R								NA			NA		05/06/200
				To: From:			66-677		-							
657	1.27	460	F	94%	1%	3%	0%	2%	0%	F	0.097	F	0.543	460	F	2002
	1.57	1700	F	From: 94%	1%	3%	66-659 0%	2%	0%	С	0.102	F	0.611	1700	F	2002
657	1.57	1700	г	94 70	1 70			270	0%	C	0.102	Г	0.011	1700	Г	2002
657	0.10	2300	F	94%	1%	3%	0%	2%	0%	F	0.091	F	0.589	2300	F	2002
001)				To:			JS 360									
\bigcirc				From:		De	ead End									
658)	0.60	270	R	To:		66-6	7 SOUTI	1			NA			NA		1999
				From:			7 NORTI									
658	0.80	480	R	To:			15.1				NA			NA		1999
				From:			ead End									
659	0.64	630	R			Di	ead End				NA			NA		05/06/200
				To:		(66-657									
\bigcirc			_	From:		(66-646									1000
660	0.30	220	R	To:		D	ead End				NA			NA		1999
				From:			66-646		1							
661)	0.18	220	R								NA			NA		1999
				To:		D	ead End									
	0.50	20	F	From: 87%	0%	13%	66-646 0%	0%	0%	С	0.25	F	0.6	20	F	2002
662	0.50	20	г	O/ 70	070		ead End	0%	0%	C	0.23	Г	0.6	20	Г	2002
				From:			ead End									
663	0.55	130	R						-		NA			NA		05/08/200
				To: From:		(66-810									
663)	0.65	310	R	To:			66-699				NA			NA		05/08/200
				From:			66-665									
(664)	0.30	120	R				00-003				NA			NA		1999
				To: From:		0.30 1	ME 66-66	5								
664)	0.15	60	R								NA			NA		1999
				To:			ead End									
(GGE)	0.86	170	R	From:		D	ead End				NA			NA		04/29/20
(665)	0.00		.`	To:			09 EAST				107					0 1/20/20
	1.00	460	_	From:	00/		09 WEST		0%	C	0 112	_	0.577	460	_	2002
665)	1.90	460	F	97%	0%	2%	1%	0%	0%	С	0.113	F	0.577	460	F	2002
665)	0.60	120	R	From:		(66-664				NA			NA		05/06/200
665		•		To:		D	ead End							•		
_				From:		(66-665									
666	1.61	360	R								NA			NA		05/06/200
	0.45	440		From:		(66-731				N 1 A			NI A		05/40/000
666	0.45	110	R	To:		D	ead End				NA			NA		05/16/200
				From:			66-609		! 							
667)	1.21	530	R	<u> </u>							NA			NA		1999
				To: From:		(66-798		}							
667	0.65	110	R								NA			NA		1999
				To:		D	ead End									

					Northu	ımberland N	Mainter	nance A	rea							
Route	Length	AADT	QA	4Tire	Bus	2Axle 3				-0C	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Northumberland County									-							
(668)	1.64	100	R	From:		Dead	l End				NA			NA		1999
(000)				To-		66-	609									
\bigcirc			_	From:		Dead	l End									
(669)	0.51	120	R							•	NA			NA		04/15/200
<u></u>	0.65	220	R	From:		66-	676				NA			NA		04/15/200
669	0.03	220	IX.	To:		66-	672		l		INA			INA		04/13/200
669	0.25	380	F	96%	0%	3%	0%	1%	0%	F	0.100	F	0.531	380	F	2002
669	0.81	1100	F	From: 96%	0%		0%	1%	0%	С	0.107	F	0.598	1100	F	2002
				To: From:		66-608	SOUTH NORTH									
669	0.40	400	R								NA			NA		04/15/200
669	0.70	240	R	From:		66-	671		•		NA			NA		04/15/200
				To: From:		66-607 EA	ST; 66-7	25								
(669)	2.50	190	R	From:		66-607	WEST				NA			NA		04/15/2002
000)				To:		66-606										
660	1.30	80	R	From:		66-606	WEST				NA			NA		04/15/200
(669)	1.00		- ` `	To:		66-	605									0 11 10/2001
				From:		Deac	l End									
670	0.20	40	R								NA			NA		04/15/2002
	0.00	400	_	To: From:		66-	735				NIA.			NIA		0.4/4.5/0000
670	0.60	160	R	To:		66-	605				NA			NA		04/15/2002
				From:		66-			1							
671)	0.65	240	R	-						!	NA			NA		04/15/2002
_				To: From:		66-	705									
671)	0.35	120	R	To:		Dead	I End			Ì	NA			NA		04/15/2002
				From:		66-1										
(672)	0.80	230	R	<u> </u>		00-1	122				NA			NA		04/15/2002
				To:		66-	669									
\bigcirc	0.87	180	R	From:		66-	644				NA			NA		1999
673)	0.07	100	K	To:		Dead	l End				INA			INA		1999
				From:		Deac	l End									
674)	1.00	220	R								NA			NA		1999
				To: From:		US										
675)	0.20	260	R	Piolii.		66-	621				NA			NA		03/25/2002
019				To:		SR	202									
				From:		Dead	l End									
(676)	0.10	20	R							•	NA			NA		1999
<u></u>	0.40	90	R	From:		66-1	121				NA			NA		1999
676 676	0.40	3 U	ĸ	To:		66-	669				INA			INA		פפפו
				From:			Loop									
(677)	0.50	80	R	-							NA			NA		1999
(677) (677)				To: From:		End	Loop		ŀ							
(677)	0.10	290	R	To:			657		1	Ì	NA			NA		1999
						66-	US /									

Route	Length	AADT	QA	4Tire	Bus 2Avid 21 Avid 1 Trail 2 Trail	- QC Hea	()K	Dir	AAWDT	QW	Year
Northumberland County				<u> </u>	ZAXIE 3+AXIE TITAII ZTTAII	Hou	r	Factor			
679	1.97	200	R	From:	66-609	l NA			NA		04/03/2002
678)				To	SR 200						0 11 001 2002
				From:	SR 200 SOUTH						
679	1.15	70	R	т	GD 200 GOVERNA ND	NA			NA		04/03/2002
				From:	SR 200 SOUTH MID SR 200 NORTH MID						
679	1.60	20	R			NA			NA		04/03/2002
				From:	66-605						
679	1.45	180	R	To:	SR 200 NORTH	NA I			NA		04/03/2002
				From:	66-624						
(680)	1.00	20	R	<u>L</u>	00-024	I NA			NA		1999
000				To:	Dead End						
				From:	Dead End						
(681)	0.75	47	R	To:	CD 201	NA			NA		1999
				From:	SR 201						
(000)	0.80	20	R	From:	Dead End	l NA			NA		1999
682	0.00	20		To:	66-601				IVA		1000
				From:	66-646						
683	0.90	30	R			NA			NA		05/08/2002
				To:	66-646						
\bigcirc	0.50	440	_	From:	Dead End						4000
684)	0.52	110	R	To:	66-659	NA I			NA		1999
				From:	66-627						
(685)	0.40	60	R	<u> </u>	00-027	NA			NA		05/20/2002
(003)				To:	Dead End						
				From:	Dead End						
(686)	0.47	100	R	To:		NA			NA		1999
				10.	66-665						
(687)	0.35	30	R	From:	66-649	l NA			NA		1999
(687)	0.55	30		To:	66-772				IVA		1000
				From:	51-615 Lancaster County Line						
(688)	0.60	20	R			NA			NA		04/03/2002
				To:	Dead End						
	0.43	50	R	From:	Dead End	l NA			NA		03/25/2002
689	0.43	30	IX.	To:	US 360	IN/			INA		03/23/2002
				From:	66-669						
(690)	0.60	140	R			NA			NA		1999
				To-	Dead End						
\bigcirc				From:	66-631						4000
691)	0.40	70	R	To:	Dead End	NA I			NA		1999
				From:	Begin Loop						
692	0.22	70	R	<u> </u>	Degir Loop	NA			NA		05/06/2002
<u> </u>				To:	End Loop						
692)	0.08	90	R	From:		NA			NA		05/06/2002
				To:	66-657						
			_	From:	66-606						
693	0.30	20	R			NA			NA		04/29/2002
_	0.40			To: From:	0.30 ME 66-606	A14			N 1 A		04/00/0000
693	0.40	20	R	To:	Dead End	NA I			NA		04/29/2002
					Dead Elid						

					NOLLITU	imbenano iviair	iteriarice A	AI Ca							
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Ax			()()	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Northumberland County				From:		66-604									
694)	0.20	680	R						ı	NA			NA		1999
				To:		66-636									
\bigcirc	0.50	=00	_	From:		US 360									4000
695	0.50	780	R	To:		66-640			Ī	NA			NA		1999
				From:		66-605									
696)	0.35	30	R						ı	NA			NA		04/29/2002
				To:		66-767									
\bigcirc	0.05	400	_	From:		66-626									4000
697	0.25	160	R	To:		Dead End	ı			NA			NA		1999
				From:		Dead End									
698)	0.75	160	R	<u> </u>		Dead Elle	1			NA			NA		04/01/200
				To:		US 360									
\bigcirc				From:		SR 200 SOU	TH								
699	0.28	50	R							NA			NA		05/08/200
				From:		SR 200 MI	D								0=1001000
699	0.74	190	R	To:		SR 200 NOR	тн			NA			NA		05/08/2002
				From:		Dead End									
700	0.06	40	R			Dead Elle				NA			NA		05/06/2002
				To:		66-760									
700	0.13	150	R	From:		00 700				NA			NA		05/06/2002
				To: From:		66-714									
700	0.29	200	R	FIGUR .						NA			NA		05/06/2002
				To:		66-657									
	0.20	60		From:		Dead End	l			NIA			NIA		1000
701)	0.20	60	R	To:		66-711				NA			NA		1999
				From:		66-646									
(702)	0.10	380	F	95%	1%	2% 0%	2%	0%	С	0.119	F	0.5	380	F	2002
				To:		US 360									
\bigcirc	0.40	440		From:	00/	US 360	00/	00/		0.400	_	0.044	440		0000
703	0.42	140	F	96% To:	0%	3% 0% 66-652	2%	0%	C	0.130	F	0.611	140	F	2002
				From:		66-636									
(704)	0.35	20	R	<u> </u>						NA			NA		06/10/2002
				To:		Dead End	l								
\bigcirc				From:		66-671									
705)	0.41	40	R	To:		Dead End	1		ĺ	NA			NA		1999
				From:		66-640	•								
706)	0.80	60	R			00-040				NA			NA		06/12/2002
				To:		0.80 MN 66-	640								
706	0.10	50	R	From:					ı	NA			NA		06/12/2002
				To:		Dead End	l								
\bigcirc			_	From:		Dead End	l								0.1/0.1/0.00
707	1.50	170	R	To:		US 360; 66-	752		ĺ	NA			NA		04/01/2002
				From:		66-617	1 44								
708)	0.65	180	R			00-01/			l	NA			NA		03/06/2002
				To:		Dead End	I								
				From:		66-624									
709	0.91	120	R	To:		D 15	1	1	İ	NA			NA		05/20/2002
				10.		Dead End	ı								

Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle			$^{\circ}$	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Northumberland County				From:		Dead End									
(710)	0.30	10	R	To:				1		NA			NA		05/06/200
				From:		66-665									
	2.49	90	R	From:		US 360 SOUT	H			NA			NA		03/06/200
711)	2.40	30	1	To:		US 360 NORT	Н			IVA			IVA		03/00/200
				From:		US 360									
712	0.76	1300	F	93%	1%	3% 1%	2%	0%	С	0.108	F	0.567	1300	F	2002
				To: From:		66-622									
712	1.50	250	R	rioni.						NA			NA		03/25/200
				To:		Dead End									
\sim				From:		66-629									
713	0.40	70	R	т		B 15 1				NA			NA		1999
				To-		Dead End									
\bigcirc	0.08	140	R	From:		66-644				NA			NA		05/06/200
714)	0.06	140	ĸ	To:		66-700				INA			INA		05/06/200
				From:		Dead End									
715)	0.80	80	R	<u> </u>		Dead End				NA			NA		1999
713				To:		66-646									
				From:		Dead End									
716	0.55	90	R							NA			NA		1999
				To:		66-671									
				From:		66-640									
717)	0.26	70	R							NA			NA		06/12/20
				To: From:		66-756									
717)	0.34	50	R							NA			NA		06/12/20
				To:		Dead End									
				From:		Dead End									
718)	0.58	20	R	To:		66-665				NA			NA		04/29/20
				From:											
740	0.30	20	R	T TOIL.		66-620				NA			NA		03/25/20
719	0.50	20		To:		Dead End				IVA			IVA		03/23/20
				From:		66-630									
720	0.65	40	R			00 030				NA			NA		06/03/20
720)				To:		Dead End									
				From:		Dead End									
721	0.75	260	R							NA			NA		04/01/20
				To:		66-604									
\bigcirc				From:		66-799									
722	0.35	450	R	To:		110.260		1		NA			NA		05/06/200
						US 360									
	0.06	150	R	From:		Dead End				NA			NA		1986
723	0.00	150	K	To-		SR 200		1		INA			INA		1900
				From:		66-620		1							
724)	0.49	120	R	<u> </u>		00-020				NA			NA		03/25/200
				To:		Dead End									
				From:		66-607; 66-66	9								
725)	0.30	50	R			,				NA			NA		04/15/20
				To:		Dead End									
				From:		US 360 SOUT	Н								
726	0.53	140	R			•		_		NA			NA		05/06/200
\sim				To:		US 360 NORT	Н								

					Bus 20 Ale 2 A Arie 4 Trail 2 Trail	Peak	Dir Dir		
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC Hour	()K	AAWDT QW	Year
Northumberland County				From:	66-609	1			
(727)	0.04	50	R	<u> </u>	00-009	NA NA		NA	04/29/2002
				To	66-665				
\bigcirc			_	From:	Dead End				0=1001000
728	0.09	30	R	To:	66-627	NA 1		NA	05/20/2002
				From:	Dead End	l			
729	0.23	280	R	<u> </u>	Dodd End	NA		NA	1999
				To:	US 360				
\bigcirc				From:	66-609				
(730)	0.30	100	R	To:	Dead End	NA 1		NA	1999
				From:	Dead End	<u> </u>			
(731)	0.13	46	R	<u> </u>	Dead End	I NA		NA	05/06/2002
				To:	66-666				
				From:	66-712				
732	0.65	60	R	т		NA		NA	1999
				To:	Dead End	<u> </u>			
(722)	0.07	20	R	From:	Lancaster County Line	NA		NA	1999
733	0.07			To	Dead End]			
				From:	66-647				
(734)	0.55	200	R			NA		NA	1999
				To:	Dead End				
	0.20	8	R	From:	66-670	NA NA		NA	1999
(735)	0.20	0	K	To:	Dead End]		INA	1999
				From:	Dead End				
(736)	0.50	150	R		2000	NA		NA	1999
				To:	66-644				
\bigcirc	2.22		_	From:	Dead End]			4000
737)	0.30	60	R	To:	66-646	NA 1		NA	1999
				From:	Dead End	1			
738)	0.45	10	R	<u> </u>	Dodd End	NA		NA	1999
				To:	66-612				
\bigcirc				From:	66-649				
(739)	0.38	2	R	To:	D1 F1	NA 1		NA	05/13/2002
				From:	Dead End	l			
740	1.00	80	R		66-604	I NA		NA	1999
(140)				To:	Dead End				
				From:	Dead End				
741)	0.40	20	R			NA		NA	05/08/2002
				To:	66-646				
740	0.19	60	R	From:	Dead End	J NA		NA	05/20/2002
(742)	0.10	00		To	66-625]		10.0	00/20/2002
				From:	66-600				
743)	0.21	40	R			NA		NA	1999
				To:	Dead End	<u></u> _			
\bigcirc	0.00	400		From:	Dead End			NIA	00/05/0000
744)	0.90	180	R			NA		NA	03/25/2002
<u> </u>	0.27	gn.		From:	66-614	NA		NA	03/25/2002
744)	0.27	80	R	To:	0.27 MN 66-614	nA]		INA	03/25/2002
				1	5.2/ MIT 00 01 T				

					Northumberland Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	OC.	()K	Dir AAWDT actor	QW Year
Northumberland County				From:	0.27 MN 66-614				
(744)	0.11	60	R	. —		NA		NA	03/25/2002
				To: From:	Dead End				
(745)	1.00	80	R	FIOIII.	Dead End	l NA		NA	1999
745)				To:	66-624				
_				From:	Dead End				
746	0.25	100	R	_		NA		NA	1999
				To:	66-657				
	0.25	20	R	From:	66-665	NI A		NIA	05/06/2003
747)	0.25	20	ĸ	To:	Dead End	NA I		NA	05/06/2002
				From:	66-610				
748)	0.90	60	R		00-010	NA NA		NA	1999
(149)				To:	Dead End				
				From:	66-618				
749	0.50	80	R			NA		NA	03/06/2002
				To: From:	0.50 MN 66-618				
749	0.30	40	R	_		NA		NA	03/06/2002
				To:	Dead End				
	0.00	440	_	From:	US 360	NIA.		NIA	4000
(750)	80.0	110	R	To:	Dead End	NA I		NA	1999
				From:	66-629				
751)	0.85	530	R		00-029	l NA		NA	06/10/2002
(751)	0.00		•••	To:	((1402	 I			00/ 10/ 2002
751)	1.26	210	R	From:	66-1403	NA		NA	06/10/2002
(751)	0		•••	To	((1411 COUTH	 L			00/10/2002
(751)	0.09	120	R	From:	66-1411 SOUTH	NA		NA	06/10/2002
(731)	0.00		•••	To:	66-1411 NORTH	 L			00/10/2002
751)	0.07	120	R	From:	00-1411 NOK111	NA		NA	06/10/2002
751)				To:	66-1402 SOUTH				
(751)	0.06	130	R	From:	00-1402 SOUTH	NA		NA	06/10/2002
(131)				To:	66-1402 NORTH				
751)	0.21	120	R	From:	00-1402 NOK111	NA NA		NA	06/10/2002
(101)				To:	66-1401				
				From:	US 360; 66-707				
752	0.40	30	R			NA		NA	1999
				To:	US 360				
	0.00		_	From:	Dead End				4000
753	0.30	220	R	To:	SR 200	NA I		NA	1999
				From:					
(754)	0.10	47	R	rioiii.	Dead End	l NA		NA	1999
(754)	0.10	••	• • •	To:	66-722	10.		10.	1000
	•			From:	66-624				
(755)	0.52	50	R			NA		NA	1999
				To:	Dead End				
				From:	Dead End				
756	0.40	10	R	T		NA		NA	06/12/2002
				To:	66-717				
	0.30	100	R	From:	66-600 Richmond County Line	l NA		NA	1999
757)	0.30	100	ĸ	To	Dead End	INA		INA	1999
					Doug Liiu				

					Northumberiand Maintenance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	()(', ())	K Dir AAWDT Factor	QW Year
Northumberland County				From:	US 360			
758	0.05	270	R			NA	NA	03/25/2002
				To: From:	66-793			
758	0.15	200	R	To-	Dead End	NA	NA	03/25/2002
				From:	Dead End			
759	0.40	30	R			NA	NA	1999
				To-	66-624			
760)	0.10	150	R	From:	Dead End	NA	NA	1999
760				To:	66-700			
				From:	Dead End			
761)	0.61	60	R			NA	NA	1999
\bigcirc	0.15	110	R	From:	0.61 ME Dead End	NA	NA	1999
761)	0.15	110	K	To:	66-665	NA.	NA.	1999
				From:	Dead End			
762	0.12	10	R			NA	NA	1999
				From:	66-621			
763)	0.48	47	R		66-669	NA	NA	04/15/2002
(700)				To:	Dead End			
				From:	66-685			
764)	0.27	50	R	To:	Dead End	NA	NA	1999
				From:	66-622			
765)	0.16	20	R		00 022	NA	NA	1999
				To:	Dead End			
	0.50	60	R	From:	66-669	NA	NA	04/15/2002
766)	0.50	00	K	To:	Dead End	NA .	NA .	04/15/2002
				From:	Dead End			
(767)	0.15	8	R			NA	NA	04/29/2002
				From:	66-696			2.1/22/222
767	0.10	20	R			NA	NA	04/29/2002
(767)	0.10	20	R	From:	66-773	NA	NA	04/29/2002
(101)	0.10		.``	To:	Dead End			0 1/20/2001
				From:	66-711			
768)	0.10	6	R	To:	D. J.C. J	NA	NA	03/06/2002
				From:	Dead End 66-647			
769	0.62	150	R		00-047	NA	NA	1999
				To:	Dead End			
\bigcirc	0.40	4=0	_	From:	66-646		214	1000
770)	0.18	170	R	To:	Dead End	NA	NA	1999
				From:	Dead End			
(771)	0.75	10	R			NA	NA	04/29/2002
				To:	66-605			
7770	0.50	30	R	From:	66-687	NA	NA	1999
772	0.50		- 11	To:	Dead End	INCA	INA	1999
<u> </u>				From:	66-767			
(773)	0.20	2	R	Tav	P 15 1	NA	NA	04/29/2002
				To:	Dead End			

					Northumberland Maintenance Area						
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	()(')	()K	Dir Factor	AAWDT	QW	Year
Northumberland County				From:	66-650	i					
(774)	0.28	140	R	_		NA			NA		1999
				To:	Dead End						
	0.08	100	R	From:	US 360	NA			NA		1999
775)	0.00	100		To:	Dead End				14/3		1000
				From:	66-636						
776	0.25	30	R			NA			NA	(06/10/2002
				To: From:	Dead End						
(777)	0.16	47	R	FIOIII.	Dead End	l NA			NA		1999
	00			To:	66-640						
				From:	66-601						
779	0.25	20	R			NA			NA		1999
				To: From:	Dead End						
780	0.14	90	R	From:	Dead End	NA NA			NA		1999
(700)	• • • • • • • • • • • • • • • • • • • •			To:	66-679						
				From:	66-624						
781)	0.82	90	R			NA			NA		1999
				In:	Cul-de-Sac						
792)	0.20	120	R	From:	SR 202	l NA			NA		1986
782	0.20	.20	• • •	To:	Dead End]					1000
				From:	Dead End						
783	0.10	10	R			NA			NA		1999
				Tn·	66-646						
704	0.36	90	R	From:	66-614	NA			NA		1999
(784)	0.00			To:	Dead End]			147 (1000
				From:	66-624						
785	1.16	90	R			NA			NA		1999
				To:	66-786						
700	0.39	70	R	From:	66-785	NA			NA		1999
786	0.00	,,		To:	66-787]			147 (1000
				From:	66-786						
(787)	0.06	10	R			NA			NA		1999
				To:	Dead End						
700)	0.30	50	R	From:	66-712	l NA			NA		1999
788	0.00	30		To:	Dead End				14/3		1000
				From:	66-634						
789	0.15	40	R			NA			NA	(06/03/2002
				To:	Dead End						
700	0.30	210	R	From:	Westmoreland County Line	NA			NA		03/06/2002
790	J.00			To:	66-600						
				From:	66-630						
791)	0.50	30	R			NA			NA		1999
				To:	Dead End						
	0.17	50	R	From:	66-605	NA			NA		1999
792)	0.17	30	ĸ	To:	Dead End	INA]			INA		נפפו
				From:	66-712						
793)	0.18	230	R			NA			NA		1999
				To:	66-758						

					Northumberland Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	- QC Peak Hour	()K	Dir AAWDT Factor	QW Year
Northumberland County				From:	66-635				
(794)	0.72	50	R			NA		NA	1999
				To	Dead End				
	0.43	80	R	From:	79-600 Richmond County Line	NA		NA	1986
795)	0.43	80	K	To:	Dead End	INA		INA	1900
				From:	66-609				
796	0.13	30	R			NA		NA	1999
				To:	Dead End				
\bigcirc			_	From:	66-644				
797	0.22	20	R	To:	Dead End	NA		NA	1999
				From:					
798	0.85	90	R	110	66-667	NA		NA	1999
(190)				To:	Dead End				
				From:	66-801				
799	0.12	260	R			NA		NA	05/06/2002
				To: From:	66-722				
799	0.07	210	R			NA		NA	05/06/2002
				To:	US 360				
	0.00	400	_	From:	66-644	NIA		NIA	1000
800	0.89	100	R			NA		NA	1999
	0.05	20	_	From:	66-806	NIA		NIA	1000
800	0.25	20	R	To:	Cul-de-Sac	NA		NA	1999
				From:	Dead End				
(801)	0.29	170	R	<u> </u>	Dead End	NA		NA	1999
				To:	66-799				
				From:	66-652				
802	1.72	90	R			NA		NA	1999
				To:	66-803				
	0.11	20	R	From:	Dead End	NA		NA	1999
803)	0.11	20	K	To:	0.06 ME 66-802	INA		INA	1999
				From:	Dead End				
804)	0.07	10	R	<u> </u>		NA		NA	1999
				To:	66-669				
\bigcirc	_	_	_	From:	66-652				
805)	0.62	70	R	To:	Cul da S	NA		NA	1999
				From:	Cul-de-Sac				
806)	0.21	50	R		Cul-de-Sac	NA		NA	05/13/2002
806				To:	66-800				
				From:	66-666				
807)	0.45	30	R			NA		NA	05/06/2002
				To-	66-666				
\bigcirc	0.00	00		From:	Cul-de-Sac			.	05/00/000
808)	0.08	20	R	To:	66-807	NA		NA	05/06/2002
				From:	66-00652(B)/				
809	0.74	NA			00-00032(D <i>)</i> /	NA		NA	
				To:	Dead End/				
				From:	Dead End				
810	0.70	110	R			NA		NA	05/08/2002
				To:	66-663				

					Northumberiand Maintenance Area					
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	- QC Pe Ho	()k	Dir Factor	AAWDT	QW Year
Northumberland County				From:	66-810					
811)	0.11	40	R	<u> </u>	00-810	N.	4		NA	05/08/2
				To-	Cul-de-Sac					
		_		From:	66-604					
812	1.38	50	R	To:	Deal Fol	N.	4		NA	06/03/2
				From:	Dead End US 360					
815)	0.06	120	R		US 300	N	4		NA	05/06/2
010				To:	66-644					
				From:	66-618					
818	0.32	30	R	To:	D 15.1	N.	4		NA	03/06/2
				From:	Dead End					
(920)	1.34	140	R	Piolii.	Dead End	N	Δ		NA	05/20/2
820	1.01			To:	66-624		<u> </u>		101	00/20/2
				From:	US 360					
824)	0.05	40	R			N.	4		NA	06/03/2
				To:	66-613					
\bigcirc	0.44	00		From:	Dead End	N	^		NIA	04/00/0
830	0.41	80	R	To-	66-609	N	١.		NA	04/29/2
				From:	Dead End					
835)	0.60	80	R	<u> </u>	Dead End	N.	4		NA	05/13/2
				To:	66-649					
				From:	Cul-de-Sac					
836)	0.55	20	R		10.10.10.10.10.10.10.10.10.10.10.10.10.1	N.	4		NA	06/12/2
				To	0.13 ME 66-636					
007	0.12	20	R	From:	Cul-de-Sac	N	Δ		NA	1999
837)	0.12	20		To:	66-836	147	•		14/1	1000
				From:	66-629					
(840)	0.25	80	R			N.	4		NA	05/20/2
				To:	Dead End					
	0.14	60	R	From:	Cul-de-Sac	N	^		NIA	05/20/2
841)	0.14	60	K	To:	66-840	N.	1		NA	05/20/2
				From:	66-625					
(842) Kingscote Drive	0.66	NA		<u> </u>	00 020	N.	4		NA	
				To:	Cul-de-Sac					
\bigcirc	_	_	_	From:	66-629					
845)	0.24	40	R	To:	Cul-de-Sac	N.	4		NA	06/03/2
				From:						
(1001)	0.02	400	R		66-1002	N.	Ą		NA	1999
				To:	66-1004					. 30
(1001)	0.12	110	R	From:	00-100 -1	N.	4		NA	1999
				To:	US 360					
				From:	US 360 SOUTH					
(1002)	0.04	810	R			N.	4		NA	1999
0				From:	Dead End; Gap Terminus					
(1002)	0.03	80	R			N.	4		NA	1999
				From:	66-1001					
1002	0.03	450	R			N.	4		NA	1999
				From:	66-1003					
1002	0.02	530	R	To-	LIC 240 NODTH	N.	4		NA	1999
					US 360 NORTH					

					Northumberland Maintenance Area						
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	OC.	(.)	Dir Factor	AAWDT	QW	Year
Northumberland County				From:	66-1002	i					
(1003)	0.03	140	R		00-1002	N.A	١		NA		1999
				To:	US 360						
\bigcirc	0.06	270	_	From:	Dead End]			NIA		1000
(1004)	0.06	270	R	To:	66-1001	N/ 1	١		NA		1999
Town of Kilmarnock					33 3333						
				From:	SR 200 Lancaster Cy						1000
(1005)	0.05	440	R			N/	١		NA		1999
	0.14	40	R	From:	66-1016	N/			NA		1999
(1005)	0.14	70	IX.	To:	Dead End]	`		IVA		1999
Northumberland County											
	0.00	CO	-	From:	SR 200]			NIA		05/00/0000
(1006)	0.32	60	R	_		NA •	`		NA	,	05/06/2002
(100)	0.26	30	R	From:	66-1007	N/			NA		05/06/2002
1006	0.20	30		To:	Cul-de-Sac]	`		IVA	`	00/00/2002
				From:	Cul-de-Sac						
(1007)	0.22	49	R			N/	١		NA		1999
<u> </u>				To:	66-1006						
	0.34	30	R	From:	SR 200	j NA			NA		1999
(1008)	0.54	30	K	To:	Cul-de-Sac]	`		INA		1999
				From:	66-609						
(1010)	0.31	170	R			N/	١.		NA	(04/29/2002
				To: From:	66-1011	<u> </u>					
(1010)	0.15	120	R			N/	١.		NA	(04/29/2002
<u> </u>				From:	66-1012]					
(1010)	0.28	60	R	To:	Cul-de-Sac	N <i>i</i> 1	١		NA	(04/29/2002
				From:	Cul-de-Sac						
(1011)	0.08	30	R	<u> </u>	Cui-ac-sac	I NA	١		NA	1	04/29/2002
				To:	66-1010						
\bigcirc				From:	66-1010						
(1012)	80.0	30	R	To:	Cul-de-Sac	N <i>i</i> 1	١.		NA	(04/29/2002
Town of Kilmarnock					Cui-ac-sac	l					
				From:	SR 200 Lancaster Cy						
(1014)	0.06	80	R	To:	ZZ 1015	N <i>A</i> 1	١.		NA		1999
				From:	66-1015	<u> </u>					
(1015)	0.07	40	R	r toni.	66-1017	J NA			NA		1999
1013				To:	66-1014		-				
				From:	Lancaster County Line						
(1016)	0.14	580	R			N/	١		NA		1999
				To:	66-1005						
(1017)	0.06	60	R	rioid.	SR 200 Lancaster Cy	J NA			NA	1	04/03/2002
(1017)	3.00		•••	To:	66-1015]	-				
Northumberland County											
	0.47	400	В	From:	SR 200]			NA		04/20/2002
(1020)	0.17	180	R	To:	Dead End	N/ 1	١.		INA	(04/29/2002
				From:	66-1024	<u> </u>					
(1023)	0.20	30	R	_		N/	١		NA		1999
				To:	66-605						

					Northumberiand Maintenance Area						
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC Pe	eak Our	K Dir Factor	AAWDT	QW	Year
Northumberland County				From:	Cul-de-Sac	1					
1024	0.34	30	R			N	Α		NA		1999
				Tn-	66-1023						
4005	1.67	140	R	From:	66-608	J	Α		NA		1999
1025	1.07	140		To:	Dead End] '`			14/-3		1000
				From:	66-1025; 66-1027						
(1026)	0.17	4500	R			N	Α		NA	(04/03/200
				To: From:	Cul-de-Sac	1					
1027)	0.32	20	R	r toni.	Dead End	J N	Α		NA	,	04/03/200
1021)				To:	66-1025; 66-1026	1					
				From:	66-1025						
1028	0.10	40	R	To:	DedEd	N	Α		NA	(04/03/200
				From:	Dead End	1					
1029)	0.14	20	R		66-1025	N 1	Α		NA		04/03/200
1023)				To:	Cul-de-Sac	1					
				From:	Cul-de-Sac						
1030	0.03	10	R			_ N	Α		NA	(04/29/200
	0.00			From:	66-1032				NIA.		0.4/00/000
1030	0.09	20	R	To:	66-609	1	Α		NA	(04/29/200
				From:	Cul-de-Sac	<u> </u>					
1031)	0.07	48	R		2.00 2.00	N	Α		NA	(04/29/200
				To: From:	66-1032	<u> </u>					
1031)	0.08	40	R			N	Α		NA	(04/29/200
				From:	66-609	}					
1031	0.07	20	R	To:	Cul de Car	N 1	Α		NA	(04/29/200
				From:	Cul-de-Sac						
1032)	0.20	20	R		66-1030	J N	Α		NA	,	04/29/200
				To:	66-1031	<u> </u>					
$\overline{}$				From:	66-669						
1035	0.40	1800	R	To:	Cul-de-Sac	N 1	Α		NA	(04/13/200
				From:	Dead End	1					
1038	0.16	80	R	<u> </u>	Dead End	N	Α		NA	(04/29/200
				To:	66-668						
\bigcirc				From:	Cul-de-Sac						0.1/00/000
1039	0.13	50	R	To:	66-1038	1 N	Α		NA	(04/29/200
				From:	Cul-de-Sac	1 					
(1040)	0.04	30	R	<u> </u>	Cur-de-Suc	N	Α		NA	(04/29/200
				To:	66-1010						
\bigcirc	0.00		_	From:	Cul-de-Sac]					0.4/00/00=
(1041)	0.03	20	R	To:	66-1010	N 1	Α		NA	(04/29/2002
				From:	Cul-de-Sac	<u> </u>					
1042	0.10	20	R	<u> </u>	Curuc-pac	N	Α		NA	(04/29/200
				To	66-1010	1					
\bigcirc				From:	66-1051						
1050	0.27	90	R	To:	66-644	N 1	Α		NA	(05/13/2002
-				10.	00-044	L					

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC Pe	() k	Dir Factor	AAWDT	QW	Year
Northumberland County				From:	Cul-de-Sac						
(1051)	0.29	60	R	_		N	4		NA		05/13/2002
<u> </u>				To-	Cul-de-Sac						
\bigcirc	0.16	NA		From:	66-00644(B)/	N.	^		NA		
1052	0.16	NA		To:	66-01053(B)/	N 	٠,		NA.		
_				From:	Cul-de-Sac/						
(1053)	0.17	NA		. —		N	4		NA		
				To: From:	Cul-de-Sac/						
(1060)	0.80	90	R		66-604	l N	4		NA		1999
1000				To:	Cul-de-Sac						
				From:	66-1060						
1061)	0.30	30	R	To:	Cul-de-Sac	N.	4		NA		1999
				From:	66-1060						
(1062)	0.44	40	R	<u> </u>	00-1000	l N	4		NA		1999
1002				To:	Cul-de-Sac						
				From:	66-604						
(1070)	0.09	60	R	To:	((1071	N.	4		NA		1999
				From:	66-1071 Cul-de-Sac						
(1071)	0.72	40	R		Cui-de-Sac	l N	4		NA		1999
				To:	66-1070						
(1071)	0.30	10	R	From:	00 10/0	N.	4		NA		1999
				To-	Cul-de-Sac						
\bigcirc	0.70	_		From:	66-665						1000
1080	0.70	6	R	To:	66-1081	N. I	4		NA		1999
				From:	66-1080						
(1081)	0.17	6	R			N	4		NA		1999
				To:	Cul-de-Sac						
\bigcirc	0.00	40	-	From:	66-635		^		NIA		00/40/0000
1094	0.32	40	R	To:	Cul-de-Sac	N.	4		NA		06/12/2002
				From:	Cul-de-Sac						
(1095)	0.20	20	R			N	4		NA		1999
				To:	66-794						
	0.18	6	ь.	From:	66-794	l N	^		NA		1999
1096	0.16	6	R	To:	Cul-de-Sac	N.	٠,		INA		1999
				From:	66-1115						
(1101)	0.06	40	R			N.	4		NA		04/15/2002
				To: From:	66-1103						
(1101)	0.05	40	R			N	4		NA		04/15/2002
				To:	66-1102						
(400)	0.08	6	R	From:	Dead End	l N	Δ		NA		04/15/2002
1102	0.00		• • • • • • • • • • • • • • • • • • • •	To:	66 1101]	`		147.		04/10/2002
(1102)	0.11	7	R	From:	66-1101	N	Α		NA		04/15/2002
				To	Dead End						
				From:	66-1101						
1103	0.13	20	R	т	((110(C	N.	4		NA		04/15/2002
				To: From:	66-1106 Gap Terminus 66-1104 Gap Terminus						
(1103)	0.06	50	R		-	N	4		NA		04/15/2002
$\mathcal{O}_{\mathcal{I}}$				To:	56-669						

					Northumberland Maintenance Area						
Route	Length	AADT	QA	4Tire	BusTruckTruck	OC:	()K	Dir Factor	AAWDT	QW	Year
Northumberland County				From:	66-1103	1					
(1104)	0.30	20	R	<u> </u>	00-1103	J NA	١		NA		04/15/200
				To-	66-1105						
				From:	Dead End						
1105	0.10	30	R			N/	١		NA		1999
_				From:	66-1106	}					
1105	0.11	130	R			N/	١.		NA		1999
_				To: From:	66-1104	}					
(1105)	0.06	130	R	_		N/	١.		NA		1999
				To:	66-669						
\bigcirc	0.04	40	_	From:	66-1103]			NIA		4000
(1106)	0.24	40	R			NA -	١		NA		1999
_	0.00	440	_	To: From:	66-1107	<u> </u>					1000
1106	0.06	110	R	To:	66-1105	N/ 1	١		NA		1999
				From:		1					
(407)	0.27	30	R		End Loop	J NA			NA		1999
(1107)	0.27	00	• • • • • • • • • • • • • • • • • • • •	т	55.1100	1	•		1473		1000
	0.03	20	R	From:	66-1109	N/			NA		1999
1107	0.00	20	IX.		66.1400	11/	`		INA		1999
	0.19	60	R	From:	66-1108	N/			NA		1999
1107	0.19	00	K	_		111/	`		INA		1999
	0.05	90	R	From:	Begin Loop	N/			NA		1999
(1107)	0.05	90	K	To:	66-1106	1 1 1 1	`		INA		1999
				From:	66-1107	<u>. </u>					
(1108)	0.02	20	R	<u> </u>	00-1107	J NA			NA		1999
(1100)				To:	Cul-de-Sac]	-				
				From:	Cul-de-Sac						
(1109)	0.02	20	R			N/	١		NA		1999
				To:	66-1107						
				From:	66-1112						
1110	0.06	40	R			N/	١		NA		1999
				To: From:	66-1111	}					
(1110)	0.09	60	R			N/	١		NA		1999
				To:	66-1115						
	0.00	•	_	From:	66-1116]			NIA		1000
(1111)	0.20	6	R	To:	66-1110	NA 1	١.		NA		1999
				From:	66-1116	<u> </u>					
1112	0.21	30	R	<u> </u>	00-1110	J NA			NA		1999
	_			To:	66-1110]					
				From:	Dead End						
(1113)	0.36	20	R			N/	١		NA		04/15/2002
				To:	66-672						
$\overline{}$			_	From:	66-1118						
(1114)	0.36	750	R	To:	((11))	N/	١.		NA		1999
					66-1115	<u> </u>					
	0.07	30	R	From:	Dead End	J NA			NA		04/15/2002
1115)	0.07	30	ĸ	_		IN/	`		INA		UT/ 13/2002
	0.40	60	ь	From:	66-1117	, , , , , , , , , , , , , , , , , , ,			NΙΛ		04/15/2004
(1115)	0.12	60	R	,		N/	`		NA		04/15/2002
\bigcirc	0.04	440		From:	66-1116	<u> </u>			N I A		04/45/0000
1115)	0.04	140	R	To:	66-1101	N/ 1	١		NA		04/15/2002
					00-1101						

Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail		QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Northumberland County				From:					11001		- 40101			
(1115)	0.14	160	R	110111		66-1101			NA			NA		04/15/2002
				To: From:		66-1110	ŀ							
(1115)	0.09	260	R						NA			NA		04/15/2002
\bigcirc	0.07	740	_	From:		66-1114			NIA			NIA		04/45/0000
1115)	0.07	710	R	To:		66-669			NA			NA		04/15/2002
				From:		Dead End								
1116	0.29	40	R						NA			NA		1999
				To: From:		66-1112								
1116)	0.06	100	R						NA			NA		1999
(1116)	0.06	130	R	From:		66-1111			NA			NA		1999
(1116)	0.00			To:		66-1115								1000
				From:		66-1115								
(1117)	0.03	40	R						NA			NA		1999
	2.00			From:		0.03 MN 66-1115								4000
(1117)	0.09	40	R	To:		Dead End			NA			NA		1999
				From:		Begin Loop								
1118	0.15	40	R	<u>. </u>		Degin Loop			NA			NA		1999
				To: From:		End Loop	-							
1118	0.15	50	R						NA			NA		1999
				From:		0.15 MN End Loop								
1118	0.35	110	R						NA			NA		1999
	0.08	460	R	From:		66-1114			NA			NA		1999
1118	0.00	400	K	To		((1110 NODTH			INA			INA		1999
(1118)	0.29	90	R	From:		66-1119 NORTH			NA			NA		1999
				To		66-1119 SOUTH								
\sim				From:		Dead End								
1119	0.09	60	R						NA			NA		1999
	0.08	49	R	From:		66-1118 SOUTH			NA			NA		1999
(1119)	0.00	43	K	To:		((1120			INA			INA		1999
(1119)	0.20	100	R	From:		66-1120			NA			NA		1999
				To:		66-1118 NORTH								
\bigcirc			_	From:		Dead End								
(1120)	0.14	60	R	To:		66-1119	1		NA			NA		1999
				From:		Dead End								
(1121)	0.05	20	R			Dodd End			NA			NA		1999
				To		66-676								
\bigcirc	0.40	400	_	From:		Dead End			NIA			NI A		4000
(1122)	0.16	160	R	To:		66-672			NA			NA		1999
				From:		66-669								
(1129)	0.29	30	R						NA			NA		1999
$\overline{}$				To:		Cul-de-Sac								
400	0.35	30	R	From:		66-607			NA			NA		1999
(1130)	0.33	30	K	To:		66-607			INA			INA		1999

Route	Length	AADT	QA	4Tire	BusTruckTrail 2Trail	OC.	QK Dir Factor	AAWDT	QW Year
Northumberland County				From:	Cul-de-Sac	1			
(1150)	0.05	70	R		Cur-uc-Sac	NA		NA	1999
				To: From:	66-1151]			
(1150)	0.45	120	R	To:	66-653	NA I		NA	1999
				From:	66-1150				
(1151)	0.10	30	R	<u> </u>	00-1130	NA		NA	1999
				To-	Cul-de-Sac				
\bigcirc	0.28	20	R	From:	Dead End	NA		NA	05/12/2002
(1201)	0.20	20	K	To:	66 1222	1		INA	05/13/2002
(1201)	0.07	40	R	From:	66-1202	NA		NA	05/13/2002
(1201)		-		To:	66-644				
				From:	Dead End				
(1202)	0.19	20	R			NA		NA	1999
	0.00			From:	66-1203	<u> </u>		NIA	4000
(1202)	0.06	30	R			NA		NA	1999
	0.04	40	R	From:	66-1204	NA		NA	1999
1202	0.04	70	IX.	To:	66-1201]		INA	1999
				From:	Cul-de-Sac				
(1203)	0.04	2	R			NA		NA	1999
				To:	66-1202				
1204	0.03	6	R	From:	Cul-de-Sac	NA NA		NA	1999
	0.00		• • • • • • • • • • • • • • • • • • • •	To-	66-1202	<u> </u>			1000
1209				From:	66-644				
	0.46	20	R			NA		NA	1999
				From:	Cul-de-Sac	<u> </u>			
(1210)	0.04	110	R	r toni.	66-639	I NA		NA	04/01/2002
(1210)				To:	66-1212	1			
(1210)	0.40	90	R	From:	30 1212	NA		NA	04/01/2002
				To: From:	66-1211 SOUTH	}			
(1210)	0.54	30	R			NA		NA	04/01/2002
				To:	66-1211 NORTH				
(1211)	0.08	40	R	From:	66-1210	NA NA		NA	1999
(1211)	0.00			To:	66-1210	1			
				From:	66-1210				
(1212)	0.05	10	R	To:	0.1.1.0	NA		NA	1999
				From:	Cul-de-Sac				
(1213)	0.08	20	R	FIOIII.	Cul-de-Sac	I NA		NA	04/01/2002
1.2.19	2.00			To:	66-1210	<u> </u>			
_				From:	Dead End/				
(1214)	0.08	NA		т	((0101070)/	NA I		NA	
				To: From:	66-01210(B)/	<u> </u>			
(1216)	0.47	40	R	110111.	66-707	NA NA		NA	1999
12.19	Ų. II			To:	Cul-de-Sac]			
				From:	Cul-de-Sac				
1217	0.06	9	R			NA		NA	1999
				To-	66-707				

						imbendia Maintendine	, oa						
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trai	I 2Trail	- QC Pe	()k	Dir Factor	AAWDT	QW	Year
Northumberland County				From:		Cul-de-Sac	Ť						
1220	0.64	40	R	<u> </u>		Cui-ue-Sac		N	A		NA		05/13/2002
				To: From:		66-1221							
1220	0.07	40	R					N	4		NA		05/13/2002
	0.10	40		From:		66-1223		N			NΙΔ		05/12/2002
1220	0.10	40	R	To:		66-604		N	٠		NA		05/13/2002
				From:		66-1220							
1221)	0.23	10	R					N	Ą		NA		1999
	2.24			From:		66-604							1000
1221)	0.21	30	R	To:		66-1222	1	N	4		NA		1999
				From:		Cul-de-Sac							
1222	0.15	30	R					N	A		NA		1999
				To: From:		66-1221]					
1222	0.28	20	R	To:		(((0))		N/	4		NA		1999
				From:		66-604 Cul-de-Sac	<u> </u>						
1223	0.06	4	R			Cui-de-Sac		N/	Ą		NA		1999
				To:		66-1220							
\bigcirc			_	From:		66-1220							0=11010000
1224	0.09	20	R	_				N	Ą		NA		05/13/2002
	0.01	10	R	From:		66-1225		N/	Δ		NA		05/13/2002
(1224)	0.01	10	IX.	To:		0.01 MS 66-1225		111/	1		INA		03/13/2002
1224)	0.41	8	R	From:		0.01 MS 00-1223		N/	Α		NA		05/13/2002
				To:		Cul-de-Sac							
$\overline{}$			_	From:		66-1227							
1225	0.26	20	R	To:		66-1224		N	Ą		NA		05/13/2002
				From:		Cul-de-Sac							
1226	0.08	20	R					N	A		NA		1999
				To: From:		66-1229							
(1226)	0.14	20	R	To:		Cul-de-Sac		N/	4		NA		1999
				From:		Cul-de-Sac	<u> </u>						
(1227)	0.11	10	R			Cui-de-Sac		N	A		NA		05/13/2002
				To:		Cul-de-Sac							
\bigcirc	0.00			From:		66-740							1000
1228	0.02	80	R	To:		66-1229	1	N	4		NA		1999
				From:		Cul-de-Sac							
(1229)	0.42	40	R					N	A		NA		1999
				To: From:		66-1228							
(1229)	0.15	60	R	т		P: :1 G		N/	Ą		NA		1999
				To:		Riverside Court 66-603	<u> </u>						
(1230)	0.48	130	R	··· <u>L</u>		00-003		N	Ą		NA		1999
\bigcirc			11	From:		66-1231				INA			
(1230)	0.32	60	R	rfom:				N		NA		1999	
				To: From:		Begin Loop							
1230	0.18	9	R	т		F 11		N	A		NA		1999
				To:		End Loop							

					Northumberland Maintenance Area		_					
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Northumberland County												
(1231)	0.13	20	R	From:	66-1230		NA			NA		04/03/200
(1231)				To:	Pintail Court							
(1231)	0.20	20	R	From:	1 man court		NA			NA		04/03/2002
				To-	Dead End							
	0.08	7	R	From:	66-1230		NA			NA		1999
(1232)	0.00	,	K	To	Cul-de-Sac		INA			INA		1999
				From:	Dead End							
1233	0.10	20	R				NA			NA		05/13/200
				To:	66-1229							
1234	0.09	10	R	From:	66-1233		NA			NA		05/13/200
(1234)	0.00			To:	Cul-de-Sac		,					00/10/200
				From:	66-740							
1235	0.17	30	R	т	0.1.1.0		NA			NA		05/13/200
				To: From:	Cul-de-Sac							
(1236)	0.05	NA		FIOIII.	66-01230(B)/		NA			NA		
(1230)				To:	Cul-de-Sac/							
_				From:	Dead End/							
(1237)	0.10	NA		To:			NA			NA		
				From:	66-01230(B)/66-01231(L)/							
(1301)	0.68	830	R		US 360		NA			NA		05/08/200
1301)				To:	66-1305							
(1301)	1.03	200	R	From:	00 1505		NA			NA		05/08/200
				To:	66-1302; 66-1303							
1302				From:	66-1301; 66-1303							1000
	0.79	60	R	To:	Dead End		NA			NA		1999
				From:	Dead End							
1303	0.28	45	R		2 3.12 2.112		NA			NA		1999
				To: From:	66-1304							
(1303)	0.06	50	R			NA			NA		1999	
				To:	66-1301; 66-1302							
(1304)	0.05	10	R	From:	66-1303		NA			NA		1999
(1304)	0.00			To:	Cul-de-Sac							
				From:	66-1301							
(1305)	0.28	640	R				NA			NA		05/08/2002
\bigcirc				From:	66-1306							0=1001000
1305	0.22	40	R	To:	Cul-de-Sac		NA			NA		05/08/2002
				From:	66-1305							
(1306)	0.15	620	R	<u> </u>	00 1505		NA			NA		1999
				To:	66-1307							
(1306)	0.03	600	R				NA			NA		1999
				To: From:	66-1310							
1306	0.14	540	R				NA			NA		1999
_		F0.2		From:	66-1311		N1.					1000
(1306)	0.05	500	R				NA			NA		1999
	0.11	250	R	From:	66-1315		NA			NA		1999
(1306)	0.11	200	11	To:	66-1317		INA			INA		1999

Route	Length	AADT	QA	4Tire	Bus	Truck		- QC	Peak	QK	Dir	AAWDT	QW	Year
Northumberland County						ZAXIE STAXIE IITAII	21 rail		Hour		Factor			
1306	0.12	190	R	From:		66-1317			NA			NA		1999
				To: From:		66-1316								
1306	0.10	170	R						NA			NA		1999
(1200)	0.26	100	R	From:		66-1308	•		NA			NA		1999
(1306)	0.20			To		66-1312			10.					1000
(1306)	0.08	110	R	From:		00 1312			NA			NA		1999
	0.40	400		From:		66-1318			NIA.					4000
1306	0.16	130	R	To:		Cul-de-Sac			NA			NA		1999
				From:		66-1306								
(1307)	0.15	70	R	To:		0.1.1.0			NA			NA		1999
				From:		Cul-de-Sac 66-1309								
1308	0.07	10	R			00 130)			NA			NA		1999
				To: From:		66-1317								
(1308)	0.10	20	R	To:		66-1306			NA			NA		1999
				From:		66-1315	1							
309	0.06	130	R	<u> </u>					NA			NA		1999
				To: From:		W Little John St								
(1309)	0.33	60	R						NA			NA		1999
(1309)	0.06	40	R	From:		E Little John St			NA			NA		1999
1503				To:		66-1315								
(1309)	0.16	130	R	From:					NA			NA		1999
				From:		66-1308	-							
(1309)	0.22	100	R	_					NA			NA		1999
(1309)	0.21	80	R	From:		66-1318			NA			NA		1999
(1309)				To:		Cul-de-Sac								
\bigcirc	0.40	5 0	_	From:		Cul-de-Sac			NIA			N 1.0		4000
(1310)	0.19	50	R	To:		66-1306	1		NA			NA		1999
				From:		66-1306	1							
1311)	0.12	60	R						NA			NA		1999
				To: From:		Cul-de-Sac								
(1312)	0.04	10	R	rioin.		66-1306			NA			NA		1999
				To:		Cul-de-Sac								
\bigcirc	0.00	00	_	From:		Cul-de-Sac			NIA			NIA		05/40/0000
(1313)	0.03	20	R	To:		66-1306			NA			NA		05/13/2002
				From:		66-1309 WEST								
1314)	0.17	30	R	т.					NA			NA		1999
				To: From:		66-1309 EAST								
(1315)	0.20	120	R	. 70111.		36-1306			NA			NA		1999
			-	To		66-1309			-					
				From:		66-1306								
1316	0.10	30	R	To:		Cul-de-Sac			NA			NA		1999
						Cui-de-Sac	l							

					Northumberlan	d Maintenance /	Area							
Route	Length	AADT	QA	4Tire	Duo	Truck 3+Axle 1Trail		QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Northumberland County				From:		66-1306	1							
(1317)	0.20	50	R		C	0-1500			NA			NA		1999
\bigcirc	0.00		_	From:	6	6-1308			N10			NIA		4000
(1317)	0.23	30	R	To-	6	66-1318	1		NA			NA		1999
				From:		66-1306								
1318	0.04	60	R						NA			NA		1999
	0.07	50	R	From:	6	6-1317			NA			NA		1999
1318)	0.07	30	K	To:	6	6-1309			INA			INA		1999
				From:	6	6-1321								
1320	0.12	40	R	To:		(((50			NA			NA		05/08/2002
				From:		66-650								
(1321)	0.01	20	R	110111.	D	ead End			NA			NA		05/08/2002
(1321)	0.0.			To:		66-1320								
1321	0.01	20	R	From:	C	0-1320			NA			NA		05/08/2002
				To:	D	ead End								
				From:	Cu	ıl-de-Sac					10			
1329	0.17	50	R	Tai		(((5)	1		NA			NA		1999
				To: From:		66-651								
(1330)	0.50	20	R	From:		66-805			NA			NA		05/08/2002
	0.00			To:		66-805			14/1			14/ (00/00/2002
				From:	66-1	00644(B)/	Ī							
1335	0.76	NA							NA			NA		
				To:		ead End/								
1336 0.23	0.22	NA		From:	66-	01335(B)/			NIA			NA		
	0.23	NA		To:	De	ead End/	1		NA			NA		
				From:		01335(B)/								
(1337)	0.20	NA		<u> </u>	00 1	01333(B)/			NA			NA		
<u> </u>				To:	Cu	l-de-Sac/								
\bigcirc				From:	6	66-1403								
1400	0.16	40	R	To:	C	al do Coo	1		NA			NA		06/10/2002
				From:		ıl-de-Sac								
(1401)	0.14	40	R		Ct	ıl-de-Sac		NA				NA		1999
				To:	6	66-1403								
(1401)	0.59	100	R	From:		0-1403			NA			NA		1999
				To:		66-751								
(1401)	0.30	60	R	From:	·	00 701			NA			NA		1999
				To:	D	ead End								
\bigcirc			_	From:		66-751								
(1402)	0.29	20	R	To:		66-751			NA			NA		1999
				From:		66-751	<u>_</u>							
(1403)	0.29	290	R	<u> </u>		50-751			NA			NA		1999
				To		66-1409								
(1403)	0.20	240	R	From:		107			NA			NA		1999
			.,	Tar	6	6-1408	 -							
(1403)	0.19	240	R	From:	***				NA			NA		1999
				To: From:	6	6-1407								
1403	0.07	240	R						NA			NA		1999
				To:	6	66-1406								

						Maintenance Area		Peak		Dir			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3	3+Axle 1Trail 2Trail	QC	Hour	QK	Factor	AAWDT	QW	Year
Northumberland County				From:	66	1406	i						
(1403)	0.09	230	R	<u>. </u>	00-	1400	l	NA			NA		1999
				To: From:	66-	1405	 						
(1403)	0.10	210	R	110111.				NA			NA		1999
				To: From:	66-	1404	}						
(1403)	0.35	190	R	To:			1	NA			NA		1999
				From:		1401	<u> </u>						
(1404)	0.27	50	R		00-	1403	<u>l</u>	NA			NA		1999
1404				To:	Cul-c	de-Sac							
				From:	66-	1403							
(1405)	0.20	40	R	To:		1404	1	NA			NA		1999
				From:		1404	ļ						
(1406)	0.25	70	R	110111	66-	1403	Į.	NA			NA		1999
(1400)	0.20			To:	66-	1407							
				From:	66-	1403							
(1407)	0.18	30	R		-		1	NA			NA		1999
				To: From:		1406	<u> </u>						
(1408)	0.06	40	R	From:	66-	1403		NA			NA		1999
	0.00			To:	66	1410	1						1000
(1408)	0.20	30	R	From:	00-	1410		NA			NA		1999
				To:	Cul-c	de-Sac]						
				From:	66-	1403							
1409	0.09	48	R					NA			NA		1999
(1409)				To: From:	66-	1410	[
	0.20	40	R	To:	Cul	de-Sac	1	NA			NA		1999
				From:		1409							
(1410)	0.25	40	R	<u> </u>	00-	1407	NA	NA			NA		1999
				To:	66-	1408							
\bigcirc				From:	66-	-751							
(1411)	0.32	46	R	To:	66	-751	1	NA			NA		1999
				From:		-751	l						
(1412)	0.11	10	R	<u> </u>	00-	-731	J	NA			NA	(06/10/200
				To:	66-	1413]						
\bigcirc			_	From:	66-	-751							
1413	0.24	40	R	To:	Cul	de-Sac	1	NA			NA	(06/10/200
				From:		de-Sac	l						
(1414)	0.10	10	R		Cui-C	ic-sac	<u>l</u>	NA			NA		1999
				To-	66-	-751]						
			_	From:	66-	-698							
9294	0.18	20	R	To:	End C	Of Loop	1	NA			NA	(06/12/2002
				From:		SOUTH	l						
9296	0.15	40	R		00-098	500111	J	NA			NA		06/12/200
				To:	66-698	NORTH							
				From:	66-	-601							
(9297)	0.16	270	R	Te:	37 3 3	1 1110	1	NA			NA	(06/03/200
				To:	Northumb	berland HS	<u> </u>						