### 2001

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

Jurisdiction Report 57

**Mathews County** 

### 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  $30^{th}$  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 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 Rout	te
600	Secondary Route	

### **Special Routes**

Bus	Bus - Business Route
29	Bypas - Bypass Route
	Truck - Truck Route
ALT	ALT - Alternate Route
(220)	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 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.

No.						Mathe	ws Mainte									
Multi-ces County   Target	Route	Length	AADT	QA	4Tire	Bus	2010			2Troil	QC	-	QK	AAWDT	QW	Year
3	Mathews County						ZAXIE	STAXIE	IIIali	ZIIdii		Houi				
3																
3	(3)	1.37	5600	F	95%	0%	2%	1%	1%	0%	F	480	F	5600	F	2001
Sign	$\overline{\bigcirc}$				To: From:					]						
SS NE 198	(3)	1.55	6800	F	95%	0%	2%	1%	1%	0%	F	550	F	6800	F	2001
Section   Sect										<u> </u>	_		_		_	
Section   Sect	3	2.07	5400	F	95%	0%	2%	1%	1%	0%	С	450	F	5400	F	2001
14   3									401	<b></b>						
14   3	3	0.11	9900	F					1%	¬ <sup>0%</sup>	F	870	F	9900	F	2001
14										+						
14	14 2	0.11	9900	F					1%	<b>」</b> 0%	F	870	F	9900	F	2001
144   2.75   5800   F   95%   1%   2%   1%   1%   0%   F   530   F   5800   F   2001     144   1.38   5000   F   95%   1%   2%   1%   1%   1%   0%   F   460   F   5000   F   2001     144   3.15   5800   F   95%   1%   2%   1%   1%   1%   0%   F   520   F   5800   F   2001     144   3.15   5800   F   95%   1%   2%   1%   1%   1%   0%   F   520   F   5800   F   2001     144   1.69   7400   F   95%   1%   2%   1%   1%   1%   0%   C   680   F   7300   F   2001     144   4.65   3300   F   96%   1%   2%   1%   1%   0%   C   480   F   5300   F   2001     144   4.65   3300   F   96%   1%   2%   1%   1%   0%   C   480   F   5300   F   2001     144   1.88   1100   F   97%   1%   2%   1%   1%   0%   C   480   F   5300   F   2001     144   1.88   1100   F   97%   1%   2%   1%   0%   0%   C   100   F   1100   F   2001     145   1.74   370   F   97%   1%   2%   1%   0%   0%   C   100   F   1100   F   2001     146   1.74   370   F   97%   1%   2%   1%   0%   0%   F   40   F   370   F   2001     188   0.44   2000   F   93%   1%   3%   1%   3%   0%   F   180   F   2000   F   2001     198   3   1.55   6800   F   95%   0%   2%   1%   1%   0%   0%   F   550   F   6800   F   2001     198   198   144   1.69   7400   F   95%   1%   2%   1%   1%   2%   0%   0%   C   420   F   4600   F   2001     198   144   1.69   7400   F   95%   1%   3%   0%   1%   0%   0%   C   420   F   4600   F   2001     198   144   1.69   7400   F   95%   1%   3%   0%   1%   0%   0%   C   200   F   2001     198   144   1.69   7400   F   95%   1%   3%   0%   1%   0%   0%   C   200   F   2001     198   140   1.60   F   92%   1%   3%   0%   1%   0%   0%   C   200   F   2001     198   1.01   1600   F   95%   1%   3%   0%   1%   0%   0%   C   200   F   2001     198   1.01   1600   F   95%   1%   3%   0%   1%   0%   0%   C   200   F   2001     198   1.01   1600   F   95%   1%   3%   0%   0%   0%   C   200   F   2001     198   1.01   1600   F   95%   1%   3%   0%   0%   0%   0%   0%   0%   0	(14) (3)	0.11	3300	•	JJ 70				1 70	7	'	070	•	3300	'	2001
14	<u> </u>	2.75	E900						1%	0%	F	530	F	5800	F	2001
1.38   5000   F   95%   1%   2%   1%   1%   0%   F   460   F   5000   F   2001	14)	2.73	3000	Г	3370	1 70			1 70	¬ 0 /0	'	330	'	3000	!	2001
14   3.15   5800   F   95%   1%   2%   1%   1%   0%   F   520   F   5800   F   2001		1 20	5000	-		10/			10/	00/	Е	460		5000	Е	2001
14	14)	1.30	5000	Г	95%	1 70			1 70	U 70	Г	400	г	3000	Г	2001
14    1.69   7400   F   95%   1%   2%   19%   1%   0%   C   660   F   7300   F   2001     14    0.62   5400   F   96%   1%   2%   19%   1%   0%   C   480   F   5300   F   2001     14    1.85   1100   F   97%   1%   2%   19%   1%   0%   F   300   F   3000   F   2001     14    1.88   1100   F   97%   1%   2%   19%   0%   0%   C   100   F   1100   F   2001     14    1.74   370   F   97%   1%   2%   19%   0%   0%   C   100   F   1100   F   2001     14    1.74   370   F   97%   1%   2%   19%   0%   0%   C   100   F   1100   F   2001     198    0.44   2000   F   93%   1%   3%   19%   3%   0%   F   40   F   370   F   2001     198    3   1.55   6800   F   95%   0%   2%   19%   0%   0%   F   550   F   6800   F   2001     198    1.69   7400   F   95%   1%   4%   19%   2%   0%   F   510   F   6300   F   2001     198    1.01   1600   F   95%   1%   3%   19%   2%   0%   F   140   F   6300   F   2001     198    1.01   1600   F   95%   1%   3%   19%   2%   0%   F   140   F   6300   F   2001     198    1.01   1600   F   95%   1%   3%   19%   2%   0%   F   140   F   1600   F   2001     198    1.01   1600   F   95%   1%   3%   19%   2%   0%   F   140   F   1600   F   2001     198    1.01   1600   F   95%   1%   3%   3%   0%   F   140   F   1600   F   2001     198    1.01   1600   F   95%   1%   3%   3%   0%   F   140   F   1600   F   2001     198    1.01   1600   F   95%   1%   3%   3%   0%   F   140   F   1600   F   2001     198    1.01   1600   F   95%   1%   3%   3%   0%   1%   0%   C   210   F   2500   F   2001     198    1.01   1600   F   95%   1%   3%   0%   1%   0%   C   20   F   2500   F   2001     198    1.01   1600   F   95%   1%   3%   0%   0%   0%   0%   0%   0%   0		2.45	E000			40/			40/	00/		F00	г	E000		2004
1.69	14)	3.15	5800	r	95%	1%			1%	U% —	F	520	۲	5800	F	2001
14		4.00	= 400			40/			40/			000		7000		0001
14	14)	1.69	7400	F	95%	1%	2%	1%	1%	0%	С	660	F	7300	F	2001
14										<u> </u>						
14	14)	0.62	5400	F	96%	1%	2%	1%	1%	0%	С	480	F	5300	F	2001
1.88	$\stackrel{\smile}{=}$				To: From:					]						
14	(14)	4.65	3300	F	96%	1%	2%	1%	1%	0%	F	300	F	3300	F	2001
198   1.74   370   F   37%   1%   2%   1%   0%   0%   F   40   F   370   F   2001					To: From:			usan								
198   0.44   2000   F   93%   1%   2%   1%   0%   0%   F   40   F   370   F   2001	(14)	1.88	1100	F	97%	1%	2%	1%	0%	0%	С	100	F	1100	F	2001
1,74					To: From:	57-6	02 East of S	Shadow P C	)	7						
198	(14)	1.74	370	F		1%	2%	1%	0%	0%	F	40	F	370	F	2001
198   0.44   2000   F   93%   1%   3%   1%   3%   0%   5   180   F   2000   F   2001					To:		Bayside V	Vharf								
198   3																
198   3	(198 <i>)</i>	0.44	2000	F	93%	1%	3%	1%	3%	0%	F	180	F	2000	F	2001
198										]						
198	(198)(3)	1.55	6800	F	95%	0%	2%	1%	1%	0%	F	550	F	6800	F	2001
198					To: From:	Sl	R 3 East Int	ersection								
198	(198 <i>)</i>	6.24	4600	F	92%	1%	4%	1%	2%	0%	С	420	F	4600	F	2001
198					To:		SR 223 H	adgins		7						
1.69	198)	0.93	6300	F		1%			2%	0%	F	510	F	6300	F	2001
198 14 1.69 7400 F 95% 1% 2% 1% 1% 0% C 660 F 7300 F 2001    198					To:	SR	14 North I	ntersection		<del></del>						
1.01   1600   F   92%   1%   4%   1%   2%   0%   F   140   F   1600   F   2001	(198) (14)	1.69	7400	F	95%				1%	0%	С	660	F	7300	F	2001
1.01 1600 F 92% 1% 4% 1% 2% 0% F 140 F 1600 F 2001    SR 198 Hudgins   SR 198 Hudgins     SR 198 Hudgins   SR 198 Hudgins					To:	SR	14 South It	ntersection								
223   2.07   2500   F   95%   1%   3%   0%   1%   0%   C   210   F   2500   F   2001	198)	1.01	1600	F					2%	0%	F	140	F	1600	F	2001
223   2.07   2500   F   95%   1%   3%   0%   1%   0%   C   210   F   2500   F   2001																
1.10   80   R     Dead End   NA   NA   1998					From:		SR 198 H	ıdgins								
1.10   80   R     Dead End   NA   NA   1998	223)	2.07	2500	F	95%	1%			1%	0%	С	210	F	2500	F	2001
600 1.10 80 R NA NA 1998    SR 14 SOUTH   SR 14 MID   SR 14 MID   SR 14 MID					To	5'	7-633 Gwyi	nn Island								
SR 14 MID   SR 14 MID   O% C 20 F 200 F 2001	$\widehat{}$				From:		Dead E	and								
SR 14 MID   SR 14 MID   O% C 20 F 200 F 2001	(600)	1.10	80	R						_		NA		NA		1998
600 1.62 200 F 97% 2% 1% 0% 0% 0% C 20 F 200 F 2001    To									_	-						
From Dead End NA NA 1998	600	1 62	200	F		2%			0%	 0%	С	20	F	200	F	2001
(601) 0.54 140 R Dead End NA NA 1998	000	1.02		•		£ /0			J /0	٦	J	20	•	200	•	_001
(601) 0.54 <b>140 R</b> NA NA 1998					From:											
Tα 57-602 East	601)	0.54	140	R			Dona L			_		NA		NA		1998
					To:		<u>57-60</u> 2 l	East								

Route	Length	AADT	QA	4Tire	Bus	2Axle		ıck 1Trail		QC	Design Hour	QK	AAWDT	QW	Year
Mathews County				From:											
(601)	1.07	230	R	rion.		57-602 W	est				NA		NA		1998
001)				To:		Dead En	d								
	0.42	450	_	From:		SR 14					NA		NA		07/11/200
602	0.42	450	R	To:		57.601			_		INA		INA		07/11/200
602	0.30	380	R	From:		57-691					NA		NA		07/11/200
				To: From:		57-601 EA	ST		1						
602	0.30	90	R						_		NA		NA		07/11/200
				To: From:		Dead En									
603)	0.66	40	R	rioni.		Dead En	d				NA		NA		07/11/200
				To		57-673			<b>—</b>						
603)	0.75	140	R	From:					<u>-</u>		NA		NA		07/11/200
				To:		SR 14									
604	1.08	280	R	From:		Dead En	d				NA		NA		1998
604)				To:		SR 14									
$\bigcirc$				From:		Dead En	d								
605	0.80	140	R	To:		SR 14 SOU	TH		7		NA		NA		07/11/200
				From:		SR 12 NOF									
605	1.10	160	R						_		NA		NA		07/16/200
	0.10	140	R	To: From:		57-710			_		NA		NA		07/16/200
605)	0.10	140		To:		57-607					1471		10.0		017107200
				From:		Dead En	d								
606	0.50	110	R						_		NA		NA		1998
	0.40	350	R	From:		57-646			_		NA		NA		1998
606	0.40	330	N	To:		SR 14					INA		INA		1990
				From:		Dead En	d								
607	1.90	230	R	To:		57.600			7		NA		NA		07/16/200
				From:		57-608 SR 14									
(608)	1.50	670	F	96%	0%	3%	0%	1%	0%	С	70	F	670	F	2001
				To:		57-609									
608	1.30	380	F	96%	0%	3%	0%	1%	0%	F	40	F	380	F	2001
	4.00	440		From:		57-649			]		NIA		NIA.		4000
608	1.30	110	R	To:		Dead En	d		7		NA		NA		1998
				From:		57-608									
609	1.00	260	F	95%	0%	4%	0%	0%	0%	С	30	F	260	F	2001
				To: From:		57-611			]						
609	0.12	240	R						_		NA		NA		1998
	0.58	90	R	From:		57-705			_		NA		NA		1998
609	2.00			To:		57-610									
609	1.10	70	R	From:		37-010			_		NA	_	NA	_	1998
				To: From:		1.10 ME 57	-610		<b></b>						
609	0.08	60	R	<u></u>					•		NA		NA		06/12/200
	2.22			To: From:		57-720					<b>.</b>				00/40/22
609	0.22	40	R	To:		Dead En	d		7		NA		NA		06/12/200
						Deau Ell	u								

Route	Length	AADT	QA	4Tire	Bus		Tru		OT"	QC	Design	QK	AAWDT	QW	Year
Mathews County	_							1Trail	2Trail		Hour				
610	0.90	40	R	From:		57-614	1				NA		NA		06/26/200
				To:		57-611 NO 57-611 SO									
610	0.75	20	R			37-011 80	UIH				NA		NA		06/12/200
				To: From:		0.75 ME 57	-611 S								
610	1.05	20	R	To:		57-609	)		7		NA		NA		06/12/200
				From:		SR 14			1						
611)	2.35	1800	F	97%	0%	2%	1%	0%	0%	С	160	F	1800	F	2001
<b>611</b>	0.08	2700	F	From: 97%	0%	57-100 <b>2%</b>	3 1%	0%	0%	F	230	F	2700	F	2001
				To:		SR 14 M									
611)	2.26	840	F	97%	0%	SR 14 SOI 2%	UTH 1%	0%	□ 0%	F	80	F	840	F	2001
				To:		57-613 W	EST		<b>—</b>						
611)	2.16	480	F	97%	0%	2%	1%	0%	0%	F	50	F	480	F	2001
				To: From:		57-609	)								
611)	0.30	47	R	To:		Dead E	ad		<b>-</b>		NA		NA		06/12/200
				From:		57-613			1						
612	0.50	90	R	<u> </u>		37-013	)		_		NA		NA		06/26/200
012				To:		57-611									
				From:		SR 14									
613	2.80	110	F	93%	4%	2%	1%	2%	0%	С	20	F	110	F	2001
				To: From:		57-611 W									
613	1.70	80	R			., ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,					NA		NA		06/06/200
				To:		57-643	3								
$\bigcirc$				From:		Dead E	nd								
614	1.00	200	R	To:		SR 14 NO	DTH		_		NA		NA		06/12/200
				From:		SR 14 NO									
614)	0.90	210	R								NA		NA		06/12/200
				To: From:		57-644; 57	-730								
614)	0.30	170	R								NA		NA		06/12/200
				From:		57-613	3								00/10/000
(614) (614)	1.20	80	R						_		NA		NA		06/12/200
	1.20	70	R	From:		57-610	)				NA		NA		06/12/200
(614)	1.20	70	K	To:		57-609	)		1		INA		INA		00/12/200
				From:		Dead E									
615)	0.60	100	R	<u> </u>		Dead E	.u				NA		NA		06/12/200
				To:		SR 14									
$\sim$	_			From:		SR 198	3								
616)	0.54	110	R	To:		Dead E	ad		_		NA		NA		05/23/200
				From:		Dead E									
617)	0.80	170	R	<u> </u>		Dead El	Iu		_		NA		NA		06/26/200
				To:		57-660 SO									
	3.37	260	F	96%	0%	57-660 NO 2%	RTH 0%	1%	⅃ 0%	F	30	F	260	F	2001
617)	5.51	200	•	JU /0	U /0			1 /0	7/0	'	30		200		2001
617)	0.94	1100	F	From: 96%	0%	57-618 <b>2</b> %	0%	1%	0%	F	110	F	1100	F	2001
617)			•	To:				.,,	¬	•		•		•	
617)	1.06	1300	F	From: 96%	0%	57-65 <sup>2</sup> <b>2</b> %	0%	1%	0%	С	120	F	1300	F	2001
			-	To:		SR 14			7	-	-				

Route	Length	AADT	QA	4Tire	Bus	2Ayle		ıck 1Trail	 2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Mathews County								TITAII	ZIIdli		Houi				
	0.50	1100	F	95%	0%	57-617 <b>3</b> %	0%	1%	<b>」</b> 0%	С	100	F	1100	F	2001
618)	0.50	1100	•	To:	0 70	57-660		1 /0	7	C	100	'	1100	'	2001
				From:		Dead Er									
619	0.65	48	R								NA		NA		06/26/200
				To: From:		57-617 W			-						
619	0.81	120	R			37-017 EF	131				NA		NA		06/26/200
0.09				To:		57-660	)		٦						
619	0.50	160	R	From:		37 000	<u>,                                      </u>		<b></b> !		NA		NA		06/26/200
				To:		Dead Er	nd								
$\sim$				From:		Dead Er	nd								
620	2.10	490	R	To:		an 11			_		NA		NA		1998
				From:		SR 14									
	0.28	70	R	From:		Dead Er	nd				NA		NA		07/16/200
621)	0.20	70		To		0.201.01.0	15.1		_		147 (		147.		011101200
621)	0.12	70	R	From:		0.28 MN Dea	ad End				NA		NA		07/16/200
021)	···-	. •		To:		57-684	ı		_						0.7.0.200
621)	0.95	250	F	97%	0%	1%	0%	1%	0%	F	30	F	250	F	2001
021)				To:		57-622									
(621)	0.40	820	F	97%	0%	1%	0%	1%	0%	F	70	F	820	F	2001
				To:		57-611			¬						
(621)	0.80	620	F	97%	0%	1%	0%	1%	0%	С	60	F	620	F	2001
				To:		SR 14									
				From:		Dead Er	nd								
(622)	0.50	80	R								NA		NA		07/16/200
0				From:		57-623 W	EST								
622	0.04	200	R								NA		NA		07/16/200
				To: From:		57-623 M			] <del></del>						
622	1.00	530	F	93% To:	0%	3%	2%	2%	0%	С	50	F	530	F	2001
				From:		57-621									
(623)	0.46	100	R			Dead Er	1Q		_		NA		NA		07/16/200
				To:		0.46 MN Dea	ad End								
623	0.10	170	R	From:		0.40 WIN DC	au Enu				NA		NA		1998
				To:		57-622 W									
	0.40	40	R	From:		57-622 M	IID				NA		NA		07/16/200
623)	0.40	40		т		57.670			_		INA		14/-3		07/10/200
(22)	0.30	160	R	From:		57-670	)				NA		NA		1998
623	0.00	100	• • • • • • • • • • • • • • • • • • • •	To:		57-622 EA	AST		7						1000
				From:		57-625									
624)	0.15	130	R								NA		NA		06/26/200
				To: From:		57-671			]						
624)	0.05	40	R						_		NA		NA		06/26/200
				To:		Dead Er									
<u></u>	0.60	260	Б	From:		57-660	)				NA		NIA.		1000
625)	0.60	260	R						_		NA		NA		1998
	0.20	110	- г	To: From:		57-624					NIA		NIA		1000
625)	0.20	110	R	To:		Dead Er	nd		7		NA		NA		1998
				From:		SR 14			T T						
626	3.40	520	F	97%	0%	2%	0%	0%	0%	F	45	F	520	F	2001
9		-		To:		SR 198 SO									

Route	Length	AADT	QA	4Tire	Bus	2Axle :				QC	Design Hour	QK	AAWDT	QW	Year
Mathews County				From:		SR 198 NOI			<del>-</del>						
626	1.80	980	F	97%	0%	1%	1%	0%	0%	С	90	F	980	F	2001
	0.16	270	R	To: From:		57-666			]—		NA		NA		1998
626				To: From:		57-652									
626	0.14	250	R	. —					_		NA		NA		1998
626	0.30	80	R	From:		57-662					NA		NA		1998
				To: From:		Dead En									
627)	0.30	50	R	ļ		SR 198			<b>-</b>		NA		NA		1998
				To: From:		Dead En			1						
628)	0.70	540	F	96%	1%	SR 198 2%	0%	0%	0%	С	46	F	540	F	2001
	0.80	300	R	To: From:		57-725			]——		NA		NA		05/23/200
628	0.60	300	К	To:		57-724			¬		INA		INA		03/23/200
628)	0.17	160	R	From:					<b>-</b> '		NA		NA		05/23/200
				From:		Dead En			1						
629	1.28	330	R	•					_		NA		NA		05/23/200
629	0.44	110	R	To: From:		57-772					NA		NA		05/23/200
029				To:		Dead En	d		]						
630	1.50	270	R	From:		SR 198					NA		NA		1998
				To:		Dead En			<u> </u>						
631)	1.20	310	R	From:		SR 198			_		NA		NA		1998
				To:		Dead En									
632	0.50	110	R	From:		57-626					NA		NA		05/23/200
				To: From:		Dead En			<u> </u>						
633)	0.20	370	R	rioni.		Dead En	d		_		NA		NA		1998
	0.00	4500		From:	00/	SR 223		40/	]		450		4500		0004
633	2.66	1500	F	96% To:	0%	3% Dead En	0% d	1%	0%	С	150	F	1500	F	2001
	0.50	320	В	From:		Dead En	d				NA		NA		05/30/200
634)	0.50	320	R	To:		57-633			<u> </u>		IVA		INA		05/30/200
	0.60	80	R	From:		57-609					NA		NA		1998
635)	0.00	00	K	To:		Dead En	d				INA		INA		1990
<u></u>	0.35	60	R	From:		Dead En	d				NA		NA		05/30/200
636	0.00		IX.	To:		57-672			<b>_</b>		14/3		IVA		03/30/200
636)	0.63	190	F	95%	2%	2%	1%	2%	0%	С	20	F	190	F	2001
	0.50	190	R	From:		57-633			]——		NA		NA		05/30/200
636				To:		Dead En									33.30,200
637)	0.60	100	R	From:		Dead En	d				NA		NA		1998
031)	2.00		••	To:		57-680			1						

					Mathe	ws Mainte									
Route	Length	AADT	QA	4Tire	Bus		Tru			QC	Design	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail		Hour				
Mathews County				From:		57-68	0								
(637)	0.50	280	F	97%	1%	1%	0%	0%	0%	С	30	F	280	F	2001
				To:		57-63									
	1.00	100	В	From:		Dead E	and				NA		NA		05/30/2001
638	1.00	100	R	To:		57-63	3				INA		INA		03/30/2001
				From:		Dead E									
639	0.85	70	R	_							NA		NA		05/23/2001
				To: From:		SR 223 W									
639	1.03	420	F	98%	1%	SR 223 E 1%	0%	0%	<b>-</b> 0%	С	46	F	420	F	2001
000				To		57-64									
639	0.10	110	R	From:		37-04					NA		NA		1998
				To:		57-67	6								
639	0.20	80	R	From:							NA		NA		06/06/2001
				To:		Dead E	nd								
				From:		SR 22	13								
640	0.14	200	R								NA		NA		05/23/2001
	4.44	0.10		From:		57-71	6				NIA		NIA		05/00/0004
640	1.41	240	R	To:		Dead E	ind				NA		NA		05/23/2001
				From:		SR 14			l I						
641)	1.64	430	F	96%	0%	3%	0%	0%	0%	С	40	F	430	F	2001
				To:		Dead E	and								
				From:		SR 19									
642	0.70	1300	F	96%	1%	2%	1%	1%	0%	С	140	F	1300	F	2001
				To: From:		57-64			J						
642	0.96	380	F	96%	1%	2%	1%	1%	0%	F	40	F	380	F	2001
	• • • • • • • • • • • • • • • • • • • •			From:	201	57-70		201							2221
642)	0.14	30	F	96% To:	0%	0% Dead E	0%	0%	0%	F	5	F	30	F	2001
				From:		57-64			l l						
643)	0.80	790	F	95%	1%	3%	1%	1%	0%	С	80	F	790	F	2001
				To		57-644 SC	OUTH								
643)	1.00	510	F	95%	1%	3%	1%	1%	0%	F	50	F	510	F	2001
				To:		57-64	5		<b>—</b>						
(643)	0.03	170	R	From:							NA		NA		1998
				To: From:		57-68	2								
643)	0.50	60	R	110111.					<u> </u>		NA		NA		1998
				To: From:		57-70	4								
(643)	0.07	8	R								NA		NA		1998
				To: From:		0.07 ME 5	7-704								
(643)	0.60	6	R						_		NA		NA		06/06/2001
				To:		Dead E									
644	1.00	30	R	From:		57-61	4		_		NA		NA		06/12/2001
644)	1.00	55	ix.	To:		1.003.01	7 (14		_		14/1		17/3		30, 12,2001
(644)	0.30	70	R	From:		1.00 MN 5	7-014				NA		NA	•	06/12/2001
				To:		57-611 W			<u></u>						
$\bigcirc$	4.00	460	_	From:		57-611 E					N. A.		<b>.</b>		00/00/0001
644)	1.20	120	R	To:		57-643 SC	итн		_		NA		NA		06/06/2001
				From:		57-643 NO									
(644)	1.00	270	R						_		NA		NA		06/06/2001
				To:		Dead E	end								

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW	Year
Mathews County				From:	57-643						
645	0.50	380	R	<u> </u>	57 0.5			NA	NA		1998
_	0.00			To: From:	57-717			NIA	NIA		4000
645	0.69	90	R	т	0.50107.55.51	_		NA	NA		1998
645)	0.43	30	R	From:	0.69 ME 57-717			NA	NA		1998
049				To:	Dead End						
$\overline{}$			_	From:	Dead End						0=111100
646)	0.14	40	R			_		NA	NA		07/11/20
646)	0.20	70	R	From:	57-726			NA	NA		07/11/20
646)				To	57-721						
646)	0.50	150	R	From:	51-121			NA	NA		07/11/20
				To:	57-606						
$\bigcirc$	0.70	070	_	From:	57-641			NIA	NA		4000
647)	0.70	370	R	To:	Dead End	$\neg$		NA	NA		1998
				From:	57-639	1					
648)	0.30	130	R			<b>_</b>		NA	NA		05/23/20
				To:	57-640	<u> </u>					
	0.67	160	R	From:	Dead End			NA	NA		07/16/20
649)	0.07	100	K	To:	57-608	7		INA	INA		07710720
				From:	57-660						
650	0.50	230	R					NA	NA		1998
				To: From:	57-727						
650	0.30	80	R	To:	Dead End	_		NA	NA		1998
				From:	57-660	<u> </u>					
651)	0.80	60	R		37-000	_		NA	NA		06/26/20
				To:	Dead End						
$\bigcirc$	0.40	00	_	From:	Dead End			NIA	NA		05/00/00
652	0.40	80	R	To:	57-626	7		NA	NA		05/23/20
				From:	SR 198						
653)	1.00	110	R		*****	<b>_</b>		NA	NA		06/06/20
				To:	Dead End						
	0.40	10	R	From:	57-617			NA	NA		06/26/20
654)	0.40	10	K	To:	Dead End	$\neg$		INA	INA		00/20/20
				From:	Dead End						
655	0.85	130	R			_		NA	NA		07/11/20
				To:	57-600						
650	0.30	100	R	From:	Dead End			NA	NA		1998
656				To:	57-633	1_					1000
				From:	SR 14						
657)	1.10	90	R			_		NA	NA		1998
				To:	Dead End						
650	1.21	210	R	From:	Dead End			NA	NA		06/26/20
658	1.41			To:	SR 14			11/7	IN/A		JUIZUIZUI
				From:	57-660						
659	0.50	160	R					NA	NA		06/26/20
				To:	Dead End						

					Mathe	ws Mainte									
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	Design Hour	QK	AAWDT	QW	Year
Mathews County								TITAL	ZIIali		Houi				
660	0.32	80	R	From:		7-660 BEG			_ _		NA		NA		1998
660	0.53	300	R	From:		57-660 ENI	D LOOP				NA		NA		1998
				To: From:		57-617 SC	OUTH								
660	0.30	460	F	94%	1%	3%	1%	2%	0%	F	50	F	460	F	2001
660	0.36	450	F	94%	1%	57-617 No 3%	ORTH 1%	2%	0%	F	49	F	450	F	2001
660	2.65	990	F	From: 94%	1%	57-70 <b>3%</b>	1%	2%	0%	F	90	F	990	F	2001
660	2.43	940	F	From: 94%	1%	57-61 <b>3%</b>	1%	2%	0%	С	80	F	940	F	2001
000)				To:		SR 1									
$\bigcirc$	0.40	400	_	From:		57-63	33				NIA		NIA		4000
661)	0.42	100	R	To:		Dead I	End		1		NA		NA		1998
				From:		Dead I									
662	0.40	110	R								NA		NA		05/23/200
				To:		57-62									
663)	0.20	100	R	From:		Dead I	End				NA		NA		1998
(003)				To:		57-63	33								
				From:		57-63	33								
664	0.90	420	R	To:		Dead I	End		<b>-</b>		NA		NA		05/30/200
				From:		Dead I									
665)	0.04	10	R			Dead 1	ZHQ.		_		NA		NA		06/06/200
				To: From:		57-10	06								
665)	0.56	120	R	To:					_		NA		NA		06/06/200
				From:		57-64			1						
(666)	0.38	110	R	rion.		Dead I	end				NA		NA		05/23/200
$\bigcirc$	0.44	0.40		From:		57-73	32				NIA		NIA		05/02/000
666	0.14	340	R	To:		57-62	26		7		NA		NA		05/23/2001
				From:		57-66									
(667)	0.50	80	R						_		NA		NA		1998
				To:		Dead I									
660	0.13	130	R	From:		Dead I	End				NA		NA		05/23/2001
668)				To:		SR 19	98								
				From:		SR 22	23								
669	0.51	340	R	To:		D 11	7 1		_		NA		NA		1998
				From:		Dead I									
670	0.42	90	R			37-02			_		NA		NA		07/16/200
				To:		Dead I	End								
$\bigcirc$	0.00	0.0		From:		57-62	24				NI A		NIA		00/00/000
671	0.30	80	R	To:		Dead I	End		_		NA		NA		06/26/2001
				From:		Dead I			1						
672)	0.07	60	R			Doud I	<b>U</b>		<b>_</b>		NA		NA		1998
				To:		57-63	36								
				To:	•	57-63	36								

					Mathew	s Mainte	enance A	rea							
Route	Length	AADT	QA	4Tire	Bus			uck 1Trail	2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Mathews County								TTTGII	ZITAII		rioui				
670	0.60	60	R	From:		Dead E	end				NA		NA		07/11/2001
673)	0.00	00	IX.	To:		57-60	3				INA		INA		07/11/2001
				From:		Dead E									
(674)	0.35	80	R								NA		NA		1998
				To:		57-62	6								
$\bigcirc$				From:		57-66	0								
675)	0.30	150	R								NA		NA		06/26/2001
	0.40	440		To: From:	-	0.30 ME 5	7-660				NIA		NIA		00/00/0004
675)	0.10	140	R	To:		Dead E	ind				NA		NA		06/26/2001
				From:		Dead E									
676)	0.35	40	R			Dead E	ana				NA		NA		06/06/2001
070	0.00		••	To:		57-63	9								00/00/2001
				From:		57-61	1								
(677)	0.66	60	R								NA		NA		06/12/2001
				To:		57-60	9								
				From:		Dead E	End								
678)	0.39	80	R						_		NA		NA		07/16/2001
				To:		57-62									
	0.54		_	From:		57-66	0								00/00/0004
679	0.54	50	R	To:		Dead E	ind				NA		NA		06/26/2001
				From:											
690	0.49	80	R	1 toni.		Dead E	na				NA		NA		1998
680	0.40	00		To:		57-63	7				1471		1471		1000
				From:		57-62	6								
(681)	0.53	140	R								NA		NA		05/23/2001
				To:		Dead E	End								
				From:		57-64	3								
(682)	0.87	100	R	_					_		NA		NA		1998
				To:		Dead E									
	0.27	•	_	From:		Dead E	nd				NΙΔ		NIA		06/26/2004
683	0.37	9	R	To:		SR 14	1				NA		NA		06/26/2001
				From:											
(684)	0.25	80	R			57-62	1				NA		NA		07/16/2001
004)				To:		0.25 ME 5	7. (21								
694)	0.30	80	R	From:		0.25 ME 5	7-021				NA		NA		07/16/2001
684)	0.00		••	To:		Dead E	End								0.7.07200.
				From:		Dead E									
685	0.07	60	R								NA		NA		1998
				To:		57-66	0								
				From:		Dead E	and								
686	0.33	60	R						_		NA		NA		07/11/2001
				To:		57-60									
	0.24	50	R	From:		Dead E	ind				NA		NA		1998
687	0.24	90	ĸ	_					1		INA		INA		1990
	0.40	70		From:		57-66	0				NA		NA		1998
687	0.40	70	R	To:		0.40 ME 5	7-660				NA		INA		1990
				From:		Dead E									
688	0.34	230	R	<u> </u>		Dead E	ми		_		NA		NA		06/06/2001
688				To:		57-63	9								
							•	•							

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK AAWDT	QW Year
Mathews County				From:	Dead End					
689	0.36	170	R			<u>-</u>		NA	NA	1998
				To:	57-600					
690	0.37	80	R	From:	57-642			NA	NA	06/06/200
090)			.`	To:	Dead End					
				From:	57-602					
691)	0.25	20	R	To:	DJ.F.,J			NA	NA	07/11/200
				From:	Dead End 57-601					
692)	0.52	47	R		37-001			NA	NA	07/16/200
				To:	Dead End					
$\overline{}$	0.00			From:	Dead End					00/00/000
693	0.62	90	R	To:	57-645			NA	NA	06/06/200
				From:	SR 198					
694)	0.40	60	R		SIC 170			NA	NA	1998
				To:	Dead End					
$\bigcirc$	0.40			From:	Dead End			NIA	NIA	4000
695	0.10	80	R	To:	57-633	_		NA	NA	1998
				From:	Dead End					
696)	0.42	160	R			_		NA	NA	06/06/200
				To:	57-639					
	0.45	110	R	From:	SR 14			NA	NA	1998
697	0.43	110	K	To:	Dead End			INA	INA	1996
				From:	57-649					
698)	0.20	90	R			_		NA	NA	07/16/200
				To:	Dead End					
699)	0.37	20	R	From:	57-691			NA	NA	07/11/200
(699)	0.07			To:	Dead End			1471	107	07717200
				From:	SR 198					
(700)	0.48	160	R			_		NA	NA	1998
				To: From:	Dead End					
(701)	0.35	90	R	rioni.	SR 3			NA	NA	1998
				To:	Dead End					
				From:	Dead End					
702	0.38	60	R	To:	57-609	_		NA	NA	06/12/200
				From:	57-660	1				
703)	0.61	70	R		37-000			NA	NA	1998
				To:	Dead End					
$\bigcirc$	0.00			From:	57-643					00/00/000
704)	0.36	70	R	To:	Dead End	_		NA	NA	06/06/200
				From:	Dead End					
705	0.40	60	R	_				NA	NA	06/12/200
				To:	57-609					
	0.00	70		From:	SR 223			NIA	AIA	4000
706	0.32	70	R	To:	Dead End			NA	NA	1998
				From:	Dead End					
707)	0.18	90	R			_		NA	NA	06/12/200
				To:	57-609					

					Mathews Maintenance Area					
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW Year
Mathews County				From:	57-642	1				
(708)	0.27	47	R		37 012			NA	NA	06/06/200
				То:	Dead End					
$\bigcirc$				From:	57-650					
709	0.54	30	R	To:	D 1F 1	_		NA	NA	1998
				From:	Dead End					
710	0.28	100	R	riom.	Dead End			NA	NA	1998
	0.20			To:	57-605					.000
(711)				From:	Dead End					
	0.24	10	R			_		NA	NA	07/11/200
				To:	57-646					
	0.02	20	_	From:	57-600			NIA	NIA	07/11/200
712	0.02	20	R	To:	SR 14	1		NA	NA	07/11/200
				From:	SR 14	<u> </u>				
713	0.16	580	R	<u> </u>	SK 14			NA	NA	07/19/200
(13)				To:	57-641					
				From:	SR 14 SOUTH					
714)	0.20	20	R			_		NA	NA	07/11/200
				To:	SR 14 NORTH					
715)	0.00	70		From:	SR 14 SOUTH			NIA	NIA	07/40/000
	0.32	70	R	To:	SR 14 NORTH	1		NA	NA	07/16/200
				From:						
716	0.17	90	R		57-640	_	NA NA	NA	NA	1998
	• • • • • • • • • • • • • • • • • • • •			To:	SR 223					.000
				From:	Dead End					
717)	0.14	80	R					NA	NA	06/06/200
				To:	57-645					
$\bigcirc$				From:	Dead End					
718	0.38	80	R	To:	57-639	_		NA	NA	1998
				From:						
719	0.16	80	R	Prom.	Dead End			NA	NA	05/23/200
	00		••	To:	SR 198					00/20/200
				From:	57-609					
720	0.23	7	R					NA	NA	06/12/200
				To:	Dead End					
(721)				From:	Dead End					
	0.43	80	R	To:	57.646	_		NA	NA	07/11/200
				From:	57-646					
722	0.20	80	R	Prom.	57-629			NA	NA	1998
	0.20	00		To:	57-723	7		107		1000
				From:	Dead End					
723)	0.02	10	R	•		<del></del>		NA	NA	1998
				To: From:	57-722					
723	0.08	30	R			_		NA	NA	1998
				To:	Dead End					
(724)			_	From:	57-628					
	0.12	120	R	To:	D IF I	_		NA	NA	1998
				From:	Dead End	-				
725)	0.13	70	R	4 10HL	57-628	_		NA	NA	05/23/200
	0.10	, 0	11	To:	Dead End	7		14/1	INA	33/23/200
				-		-				

					Matnews Maintenance Area					
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW Year
Mathews County				From:	Dead End					
(726)	0.22	30	R		Dead End	_		NA	NA	07/11/2001
(120)				To:	57-646					
				From:	Dead End					
(727)	0.35	160	R	-		_		NA	NA	06/26/200
				To:	57-650					
	0.00	50	_	From:	SR 14			NIA	N10	07/44/000
728	0.22	50	R	To:	Dead End	╗		NA	NA	07/11/200
				From:						
720	0.43	230	R		Dead End	_		NA	NA	1998
729			••	To:	SR 14	7				
				From:	57-614					
730)	0.12	60	R					NA	NA	06/02/200
				To:	Dead End					
_				From:	SR 14					
731)	0.48	100	R					NA	NA	1998
				To:	Dead End					
				From:	Cul-de-Sac					
732	0.07	30	R					NA	NA	1998
				From:	57-733					
732)	0.91	250	R	. —		_		NA	NA	1998
				To:	57-666					
(733)	0.05		_	From:	Cul-de-Sac					1000
	0.05	20	R	To:	57 722	_		NA	NA	1998
				From:	57-732					
	0.05	90	R	From:	Dead End	_		NA	NA	1998
734)	0.03	90	K	To:	SR 3	7		INA	NA.	1990
				From:	SR 3	1				
735)	0.17	140	R		SR 3	_		NA	NA	1998
	0.11		•••	To:	Cul-de-Sac			147		1000
				From:	SR 198					
(736)	0.20	100	R		222 27 0			NA	NA	1992
				To:	Dead End					
				From:	Cul-de-Sac					
(737)	0.70	90	R					NA	NA	07/19/200
				To:	57-608					
				From:	SR 198					
738	0.25	100	R	. —		_		NA	NA	05/23/2001
				To:	Cul-de-Sac					
(739)	0.45		_	From:	SR 198					05/00/000
	0.15	110	R	To:	D 1E 1	_		NA	NA	05/23/2001
					Dead End					
740	0.56	100	R	From:	Dead End	_		NA	NA	05/30/2001
	0.50	100	K	To	57-633	7		INA	NA.	03/30/200
				From:	Cul-de-Sac/	1				
745)	0.93	NA			Cur-uc-Sac/			NA	NA	
				To:	SR-00014(B)/					
				From:	57-00745(B)/(APPROXIMATE LENGTH					
746	0.42	NA						NA	NA	
				To:	Dead End/					
				From:	57-1003					-
1001)	0.05	790	R			_		NA	NA	07/19/2001
				To:	57-1002					

					Matriews Mairi									
Route	Length	AADT	QA	4Tire		Tru			QC	Design	QK	AAWDT	QW	Year
	- <b>J</b>	-			2Axle	3+Axle	1Trail	2Trail		Hour			'	
Mathews County				From:	57-10	002								
(1001)	0.03	1000	R							NA		NA		07/19/2001
				To:	SR	14								
1002	0.05	700	_	From:	57-10	001			]	NA		NA	07//	07/40/0004
	0.05		R	To:	57-6	11		_						07/19/2001
				From:	57-10			1						
(1003)	0.05	390	R		37-10	501				NA		NA		1998
(1003)				To:	57-6	11								
				From:	Dead	End								
1004	0.16	70	R					_		NA		NA		1998
				To:	SR	14								
$\bigcirc$	0.07			From:	57-6	65								1000
1006	0.07	60	R					_		NA		NA		1998
	0.07			From:	BEGIN	LOOP		_		NIA		NIA		4000
1006	0.07	20	R					_		NA		NA		1998
(1006)	0.10	30		From:	57-10	007		_			NA	NIA		4000
			R	To:	END L	OOP		7	7	NA		INA		1998
				From:	57-10									
(1007)	0.06	30	R		37-10	500		_		NA		NA		1998
				To:	Cul-de	-Sac								
	0.19	10		From:	SR 1	.98								
(1015)			R					_		NA	NA	NA	(	07/19/2001
				To:	Cul-de									
(1016)	0.07	•	_	From:	Cul-de	e-Sac				NIA		NA		07/19/2001
	0.07	8	R	To:	57-10	015		7		NA		INA		07/19/2001
				From:	Dead			1						
(1101)	0.12	390	R		Dead	Liid		_		NA		NA		1998
				To:	SR 1	.98								
				From:	SR 14 LEE J	JACKSON								
9246	0.09	3	R					_		NA		NA		07/19/2001
				To:	ELEM CLOS									
9249	0.00	250	_	From:	SR	14		_		NA		NIA		1000
	0.08	350	R	To:	MATHEWS C	ОПИТУ НС		7		INA		NA		1998
				From:	57-611 TI			<u> </u>						
9250	0.10	20	R		37-011 11	IOMAS		_		NA		NA		07/19/2001
9230				To:	HUNTER	INT SCH		<u> </u>						